

August 1975 (No. 87)

THE CHRONICLE

The

# Chronicle

of the U.S. Classic Postal Issues

August 1975

Volume 27, No. 3

Whole No. 87

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9 GREAT BRITAIN  
10 BRITISH EMPIRE  
23 BERMUDA  
24 OVERSEAS  
October  
21 SCANDINAVIA  
22 NORWAY  
November  
18 GREAT BRITAIN  
19 BRITISH EMPIRE  
December  
16 OVERSEAS  
17 GREAT BRITAIN

### BERMUDA

November  
28 BRITISH NORTH AMERICA  
& BRITISH WEST INDIES.

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September  
5 GENERAL SALE  
October  
2 GENERAL SALE  
3 REVENUES, LOCALS  
& TELEGRAPH STAMPS  
November  
6 GENERAL SALE  
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# The Chronicle

## of the U. S. Classic Postal Issues

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## OTHER NEW WORKS

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## THE EDITOR'S PAGE

One salutary effect of focus on the Bicentennial is an increased appreciation of the historical past and of the value of its retrieval. A happy manifestation of this "looking backwards" is the publication in recent months of several philatelic books reflecting this deepened interest. Four especially valuable ones are reviewed here—in wholly random order.

Classics Society members have written for or otherwise contributed to the composition and publication of three of the books reviewed here. The U.S.P.C.S., through its Publications Committee, with Richard B. Graham as chairman, is officially sponsoring another volume which is now in the process of being printed and should be ready by early fall. This is a reprint (with added introduction and index) of Hugh Finlay's *Journal* (see article in "Guest Privilege") as published in 1867. This is an invaluable reference on the late colonial period and an exceedingly scarce book, long inaccessible to most students. David L. Jarrett's generous donation of a copy to the Society has made possible the reprint project.

**Late Flash:** Hugh Finlay's *Journal* will be available in mid-Sept. Orders should be sent to Publications Committee, U.S.P.C.S., 259 E. Dominion Blvd., Columbus, Ohio 43214, with checks payable to U.S.P.C.S. Price until Dec. 31, 1975, is \$3.50 per copy postpaid, or \$3.00, plus shipping, in lots of 10 or more.

**Review: The Posted Letter in Colonial and Revolutionary America, 1628-1790.** By Alex L. ter Braake. Published 1975 by the American Philatelic Research Library. vi + 662 pages. \$15.00 (20% discount to APS and APRL members) from APRL, P.O. Box 338, State College, Pa. 16801.

Our member Alex. L. ter Braake has surely reached the pinnacle of his extensive philatelic writing career with this excellent postal history book which is so timely with reference to the approaching Bicentennial Year.

This is the most comprehensive book on American colonial postal history that has been written to date. Other valuable books on the subject, as well as many shorter articles, have been available for years, but now it is presented with much hitherto unpublished information that has escaped other writers. The amassing of this vast amount of data, organizing and reducing it to a concise, clearly presented record is a tribute to the author who is modestly titled "Coordinator."

Mr. ter Braake starts with the beginning of the British colonial postal service on the American continent in the Massachusetts Colony in 1639. He also discusses the correspondence of the Dutch colonists with their mother country from which a separate elementary postal system developed and lasted until the end of the Dutch regime in America. In spite of these early postal activities, recorded town postmarks were not applied to letters until after 1700.

During the eighteenth century the use of manuscript town and rate markings spread gradually through the Colonies. Straight line handstamped town postmarks were introduced in 1756 and many interesting varieties are recorded throughout the colonial period.

The study of colonial rate markings has always been a challenge to collectors and Mr. ter Braake has included a great deal of information on this subject. These rates were complicated by the different valuation of the Spanish dollar base used in each colony.

A substantial part of the book deals with markings applied to transatlantic, or ship mail, on each side of the ocean. The section on the French Packet Serv-



ice during the Congress and Confederation period by Marc W. Martin deserves special mention. Other chapters on various subjects and embodying much original research have been contributed by Alvin R. Kantor, Eric P. Newman, Robert L. Berthelson, Nicholas J. Johnson, Homer D. Kendall, Susan M. McDonald, and Charles F. Meroni.

A great many illustrations of the entire address side and frequently of the reverse of the folded letter, or "cover" as it is commonly called, show the postal markings in their original settings. A number are shown here for the first time.

Extensive collateral historical information with appropriate illustrations rounds out this fine book. Needless to say, this volume should take a prominent place in every postal history reference library.

E. N. Sampson

**Review: United States Mail and Post Office Assistant, 1860-1872.** Reprinted 1975 by the Collectors Club of Chicago. Introduction by Michael Laurence. xv + 577 pages in two volumes with slipcase. \$125.00.

These two volumes reproduce the entire run of the first twelve years of this monthly four page periodical which was widely distributed to postmasters in those years. So much has already appeared in the *Chronicle* about these volumes and what they contain, that a review may be in some ways superfluous.

Yet so seldom is anticipation outstripped by reality, that some notice must be taken of the occurrence. The *U.S. Mail* is everything I expected—and more: more information, more rate tables, more contemporary advice and opinion, more details on a variety of subjects, more corny jokes. Even more weight, as demonstrated by the logistical problems of taking it to a local philatelic meeting.

All prior claims about the value of the information contained—on rates, especially to foreign countries, post office regulations and practices, sailing dates, changes in mail handling and routes, solutions of local postmasters' problems, reports of post office operations, post office openings and closings, and many other subjects—are amply justified. The details are all there—in some cases, a keen eye and considerable persistence are required to ferret them out. But getting there is indeed half the fun.

Everyone connected with this publication should be commended for a superb production—a real triumph of the bookmaker's art. The reproduction, even of the smallest type face, is crisp and meticulous. The paper, binding, and slipcase are of fine quality. These features are enhanced by Michael Laurence's painstaking introduction analyzing the kinds of information to be found on each page of the four pages of a monthly issue and its potential for the modern student and philatelist. A biographical sketch of James Holbrook, founder of *U.S. Mail*, completes the introduction.

Anyone with serious pretensions to expertise in classic U.S. must henceforth have access to (if not possession of) these books. Inaccessibility of these sources can no longer excuse failure to consult them. Better to forgo a cover or two, or that superb four-margined copy, better to eat lower on the food chain for a while, than to pass up the *U.S. Mail*. The Chicago Collectors' Club may be sold out by the time this is printed, but copies are available from some dealers. The Chicago group deserves high praise for undertaking the reprint, but the ultimate tribute belongs to our latter-day Holbrook, Michael Laurence, who has been the inexhaustible sparkplug of this project.

Susan M. McDonald

**Review: Postal Service in Boston, 1639-1893.** By Carl Wilhelm Ernst. Reprinted 1975 by Trustees of Boston Public Library. Foreword by John Alden and index. iv + 70 pp. Softbound. \$3.00 (payable to Trustees, Boston P. L.) postpaid from Boston Public Library, Publications Office, Box 286, Boston, Mass. 02117.

This excellent survey first appeared as a chapter in the three volume *Professional and Industrial History of Suffolk County, Massachusetts*, published in

1894. The author, Carl Wilhelm Ernst, had a background in journalism and politics and as a postal official in Boston.

Ernst's account traces the development of postal services in the colonies prior to the Revolution, with detailed references to Boston and Suffolk County and their relationship to the other colonial postal services. He continues with the growth of the U.S. Post Office Department through the nineteenth century with particular emphasis on the Boston area. His interest is in the post office as an institution and in its social and economic aspects rather than in the minutiae of markings and rates so cherished by the collector.

The main narrative is followed by a chronology of Boston postmasters, interspersed with significant events in U. S. Post Office history. Several pages of detailed information on various stations and sub-stations in the Boston postal district conclude the book.

This short book is densely packed with information and should be especially valuable to collectors interested in the Boston area. As John Alden suggests in his foreword, it is a fine companion volume to the Blake-Davis *Boston Postal Markings*. A great bargain at the modest price of \$3.00 and heartily recommended.

Susan M. McDonald

**Review: Cyclopedia of United States Postmarks and Postal History.** Edited by Delf Norona. Originally published 1933 and 1935 under supervision of APS Handbook Committee. Reprinted 1975 by Quarterman Publications with foreword by Herman Herst, Jr. vii + 405 pages. \$25.00 from Quarterman Publications, Inc., 5 South Union Street, Lawrence, Mass. 01899.

Delf Norona was awarded the Ashbrook Cup for 1973 by the U.S. Philatelic Classics Society, and he died at his home in Moundville, W. Va., in April 1974, only a few weeks after he had been notified of the award. Recognition of Mr. Norona's pioneering in postal history was long overdue, and the reprinting of his two volume *Cyclopedia* in a single volume really establishes a second and equally viable tribute to his work.

Reprinting of compendiums covering a wide range of subjects and by many different authors, all written over 40 years ago, would not normally be considered a desirable proceeding. This is particularly true when nearly all the subjects covered are pioneering efforts on those subjects. As time passes, and new discoveries are made, or further research is accomplished, the articles become passé or even are found to be both inaccurate and inadequate.

Some of the articles of the *Cyclopedia* have been superseded by much-expanded versions, often by the same authors. Yet, the value of the work edited and published by Norona is emphasized by the fact that very few actual errors of fact will be found in the original publications. And many of the articles still remain the only work known to this writer, at least, on the particular subject.

Some 18 different writers other than Norona contributed to the two volumes as originally published. Norona once commented to the writer that he had actually written several of the articles, bearing the names of others as author, in their entirety, but from notes and information furnished by the persons listed as authors. The writer found that statement quite believable; most philatelic editors have had to do the same from time to time, when good material is offered but needs to be put into a readable form.

Summing up the articles on an individual basis, it appears desirable to suggest which are still valid and which have been superseded by expanded works:

**Domestic Letter Postage Rates (1792 to 1932)** by Delf Norona. (14 pages)

Still accurate, complete for the years noted, and written in an understandable manner explaining the tabulations included. Very useful.

**Railroad Postmarks (1838 to 1861)** by Carroll Chase. (18 pages).

While this was superseded by Charles W. Remele's *United States Railroad Postmarks, 1837 to 1861*, published by the U.S. Philatelic Classics Society in 1958, the Chase article is still quite usable.

**U.S. Military Postal Stations in the Philippines (1898-1904)** by Geo. S. Goodale. (24 pages).

The only other published work known to the writer on this subject is Philip E. Baker's *Postal Markings of United States Military Stations, 1898-1902*, which includes other entities such as Cuba, Puerto Rico and Guam. The late Robert Gordon also compiled some notes on the subject. Each of these works contains data not included in the others, although not necessarily in conflict. Goodale was an Army officer who participated in the Philippines' operations, and Norona spent some time there, also. Probably some of the post offices listed in Goodale, not considered to be military markings by others, were included because Goodale and Norona knew those offices to have been operated by the military. All in all, the Goodale-Norona article probably has to be still considered the authoritative work on this subject.

**Supplementary Mail Cancellations of the Chicago Post Office (1861 to 1865)** by W. L. Babcock. (5 pages).

Most of this article was included and more data added in a chapter of *Chicago Postal History*, edited by Dr. Harvey M. Karlen, and published by the Collectors Club of Chicago in 1971 (and still available from them). The revision includes more data, but the original article tells most of the story.

**Naval Censor Markings of the World War (1917-18)** by Delf Norona. (18 pages).

The writer knows of no other work on this subject, and this article appears to be quite comprehensive.

**County and Postmaster Townmarks (1816? to 1916)** by Dr. H. K. Thompson. (11 pages).

This was the first effort on this subject, and Dr. Thompson later expanded the subject into a full sized book, which was later supplemented by Edith Doane in *Billig Handbook*, Vol. 31.

**Cincinnati Machine Cancellations (1893 to 1931)** by K. H. Smith. (8 pages).

As far as we know, this is the only work extant on this subject.

**New York Foreign Mail Cancellations (1871-76)** by Edwin Milliken. (8 pages).

Milliken later expanded this into a pamphlet, which was in turn superseded by the current work, bearing the same title, by Arthur Van Vlissingen and Morrison Waud, published by the Collectors Club of Chicago in 1968, and still available in the standard edition.

**Demonetization of Stamps in 1861** by Elliott Perry. (13 pages).

This article, written by Mr. Perry fairly early in his study of the subject, is reasonably accurate, although incomplete, especially as regards the treatment of the SOUTHERN LETTER/UNPAID marking, which is shown with the comment that it is not a demonetization marking. This is correct, but needs elaboration. The remainder of the article is in the same vein; most of the information given is correct, but still should be used carefully, because of further information developed since (much of which was done by Mr. Perry).

**New York City Town Postmarks (1745 to 1845)** by Victor W. Rotnem (Mentor). (8 pages).

This is a rather incomplete treatment, all told, of a very large subject. On the other hand, the information as presented seems well done, and every one of the 35 different postmark types, including the straightlines, is illustrated.

**Standardized Killer Cancellations on Bank Note Issues** by Gilbert M. Burr. (6 pages).

Although rather brief, this is a nice little article, well illustrated, concerning the duplex and other standard (issued) handstamps used from 1870 through the remainder of the bank-note period.

**Patent Cancellations (1847 to 1887)** by Fred Schmalzriedt. (28 pages).

This is probably one of the best and most useful articles in the book. The late Mr. Schmalzriedt was the expert in this area for years, and his article is a catalog, well illustrated, of the types he knew at that time. While, undoubtedly, some other types have shown up since and some dates of use extended, this article is still the authoritative compendium on the subject, as far as we know.

**Straight Line Postmarks (1756-1855)** by Robert F. Chambers. (22 pages).

While most of the markings described have been cataloged elsewhere, we know of no other source where these have been listed all in one group. The article is undoubtedly quite useful in identifying poorly struck types, or—as was often the case—markings not given full town names or states.

**Western Express Franks** by Ernest A. Wiltsee. (12 pages).

This is a general article, as stated by Mr. Wiltsee in his introduction. It simply sums up the why and how of the express frank usages, but does not include a catalog. The article is still entirely valid.

**Harrisburg, Pa. Legislative Precancels (1865 to 1867)** by Allan R. Brown. (4 pages).

This was the original work on this subject, being a check list of such covers seen by Mr. Brown. The article has been superseded by an article on the subject by the late Ed Christ and the writer, in *Chronicle* No. 67 (August 1970).

**Held-for-Postage Domestic Letters and Letters with Improper Stamps (1855-1934)** by Delf Norona. (8 pages).

This is a summary of the postal laws and regulations dealing with these subjects, and is accurate in its coverage.

**Revenue Stamps Used for Postage** by H. B. Beaumont. (4 pages).

This short article consists of a few statements from the postal laws, verifying that revenue stamps were never usable, legally, for postage, and a check list of attempted such uses is also included.

**Baltimore Townmarks (1773-1866)** by Michael Miller and Delf Norona. (8 pages).

While this is the only run-down of Baltimore markings, exclusively, of which we know, all the markings listed (prior to 1855) and illustrated are also included in Roger T. Powers' *Postal Markings of Maryland 1766-1855*. This was published by the Associated Stamp Clubs of the Chesapeake Area in 1960, and while now out of print, can be obtained. It does not include Baltimore postmarks for 1856-66, which the Miller-Norona article does.

**Despatch and Naval Agents (1843-1915)**. No author listed; probably Norona. (4 pages).

Some of these markings have been written up by the writer at times, nor does this short article do more than touch the surface. Of the B. F. Stevens types, only two of the four are shown or mentioned, and but two of the four or five types of Naval forwarding agent markings are listed. This article is probably skimpier in content, relative to the subject, than any other in this book, and yet Norona's meticulous accuracy is demonstrated by the fact that the facts given are useful and correct, as far as they go.

**Early Year-Dated Townmarks (to 1855)** by Robert F. Chambers. (6 pages).

This is more of a check list than an article; one page of tracings is also included. Most of these markings are known and listed elsewhere today—but where else can they be found listed all in one place?

**Domestic Air Mail Postage Rates (1918-1934)**. No author listed; probably Norona. (12 pages).

This article, for it is far more than just a tabulation, is just about the last word on the subject. It includes the regulations, and explains the rates, extending to rates between the U.S. and Canal Zone, Puerto Rico and the Virgin Islands.

**Waterbury, Conn. Cancellations on the 1869 Issue** by R. J. Mechin. (6 pages).

This is both an article and an illustrated check list of these markings. While other discoveries have undoubtedly been made in the 40 years since this list was compiled, most of the famous and well known fancy killers on the 1869 stamps are shown. Among them is the fantasy beer mug exposed in *Chronicle* 86:106. In addition, data is given concerning the Waterbury postmaster responsible for the killers.

**Quaker Postmarks**. No author given; probably Norona. (6 pages).

Most of the better known Quaker dated markings are shown, and the postmasters responsible for them are identified. As usual, Norona is accurate, his comment concerning Edward Stabler, postmaster at Sandy Spring, Md., being an example; Norona notes Stabler was postmaster there "from at least 1836 to 1869." Actually, Stabler conducted the Sandy Spring office from 1830 to 1883, so Mr. Ted Stevens informs the writer, Mr. Stevens having done some research on Stabler's career. Mr. Norona's care is demonstrated here that he stated exactly what he had learned; no more or less, and qualified his statement to so indicate.

**Types of Postage Meters (to 1933)**. No author given; probably Norona. (20 pages).

As with most Norona research projects, this article is comprehensive. The writer knows nothing about meters, but any omissions made by Norona would only be apparent to an expert on the subject. The machines and markings are both described, and the origins of the various markings noted.

**A. E. F. Postoffices in Europe (1917-1921)**. No author given; probably Norona. (10 pages).

This is a check list of the postoffices, rather than the postmarks. However, the postoffices' dates of establishment and discontinuance are given, and maps showing the locations are included.

**Bureau Precancels (1916-1934)** by H. M. Southgate. (10 pages).

This is a general article, describing the development of the Bureau precancels, from the early experimentals of 1917, with checklists and tracings of types through the early 1930s.

**Postage Rates to South and Central America (1845-1934)** by Delf Norona. (18 pages).

This article is quite comprehensive, and, as it was taken from official publications for the most part, probably quite accurate. Tables of postage per date are included, together with routes and some data on markings applied to such covers, although no tabulations of markings are included.

To the best of the writer's knowledge, this tabulation is the only such of its kind in existence, although much of the information was included in Hargest's *History of Letter Post Communication Between the United States and Europe, 1845-1875*, published by the Smithsonian a few years ago. However, the Norona article extends to both routes and eras not covered by the Hargest work.

**Chicago Postal Markings (1886-1892)** by Delf Norona. (26 pages).

This is a catalog and checklist of these markings, and seems quite comprehensive. To the best of our knowledge, no other similar catalog, illustrating all the markings known to Norona (which probably is nearly all known), exists.

**Boston Machine Cancels (1876-1933)** by K. H. Smith. (14 pages).

Most of the Boston machine cancels prior to 1890 are included in the Blake-Davis *Boston Postal Markings to 1890*, and probably many of those used since have been recorded by those writing of cancelling machines of various types. Still—where else have all these been brought together in one place?

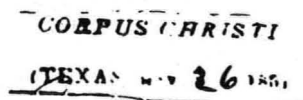
**Distribution of Mail by Railroad in New England (to 1882)** by A. G. Hall. (28 pages).

This article is quite well done, and is still useful, even if almost completely expanded and superseded by subsequent publications. The era prior to 1861 is covered in Remele's *U.S. Railroad Postmarks, 1837-1861* and the remainder of the period by the work of Charles L. Towle

(Continued on page 188)

# CYCLOPEDIA OF UNITED STATES POSTMARKS AND POSTAL HISTORY

Edited by DELF NORONA



BALTIMORE.  
September 7. 1782

As editor of the two-volume **Cyclopedia**, Delf Norona brought together previously published and new material on all aspects of postal markings and postal history as well as writing several of the 33 articles himself. In presenting the two volumes, originally published in 1933 and 1935, in one 416-page hardcover book, Quarterman Publications has replaced the repetitive page numbering with consecutive page numbers and added a more complete table of contents. A new foreword by Herman Herst, Jr. has also been included.

The **Cyclopedia** deals primarily with postal markings, but there is also a special emphasis on postal history where relevant to philatelic items. Some of the many fields studied include: domestic, airmail, and foreign mail postage rates; railroad cancels and western express franks; killer cancellations, patent cancellations, and postage meters; used abroads which follow the U.S. armed forces to the Philippines, Mexico, and Europe; townmarks and first and last day issues of representative large cities (Boston, New York, Chicago, and Cincinnati, for example); revenue stamps used for postage; legislative and bureau pre-cancels; and many other intriguing and unusual markings such as Quaker postmarks and the Waterbury, Connecticut cancels on the 1869 issue. As modern philatelists are turning to many things once common, but now less frequently seen, the **Cyclopedia** should provide something of interest to almost every specialist in United States postal history.

**\$25.00**

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## GUEST PRIVILEGE

### MORE ABOUT THE 1876 CENTENNIAL

*Editor's note:* The short article in the February issue by Herman Herst Jr. on "The U.S.P.O. at the 1876 Centennial" provoked a lively response on several facets of the problem and considerable additional information. One member, Karl Hofinger of Chicago, sent in an interesting discussion of the use of the steampress in stamp manufacture. His remarks are presented first, followed by a digest of the other correspondence.

### PHILATELIC STEAMPRESS CENTENNIALS

Karl Hofinger, R.A. 1524

The February 1975 *Chronicle* brought the unusual interior exhibit from the 1876 Philadelphia Exposition, posing philatelic questions. My library revealed that the only steam engine "set in motion" by Grant at the Centennial Machinery Hall was a G. H. Corliss, subsequently used by the Chicago Pullman works until 1910.

U. S. P. O. participation should have centered around the Exposition post office, the Plimpton Morgan Envelope Co. demonstrations, and a typewriter exhibit, all providing mail service to millions of visitors, under postal supervision. (See *Minkus American Stamp Catalog*.)

Conversions from "hand to power assisted printing presses" are illustrated in the Williams' *Fundamentals of Philately*, as pertinent to the identification of varieties.

The Continental Banknote Co. of New York City originated steampress printing for adhesive postage stamps in 1873 without contract specifications until the 1877-85 extension stipulated handpress only, followed thereafter by official requirement of steampress printing for the lower values.

The facts are, stated Luff around the turn of the century, that the Continental had 19 hand presses at its Broadway quarters and "also a steampress" in a place on Greenwich Street, where two plates at a time could be used.

*Chronicle* No. 85 (p. 46) confirms important data in a report to acting Postmaster General Creswell, Washington, D.C., dated April 14, 1873, between the transition from the National to the Continental contract, partly assuming details of deliveries.



Figure 1. Steampress printing, 3c Continental.

National remainders were calculated to last into late June requisitions by P.M. deputies, but fully dated covers indicate steampress preparedness by the fairly new 3c National plates No. 54 and No. 55 to meet initial, limited Continental deliveries to the Stamp Agent. Not only grilled sheets but also a Continental New York foreign mail of June 8, 1873, await additional confirmation.

A philatelic journal which appeared on August 15, 1873, quotes about the first Continental issues: "the difference is easily noticed, the colors being paler and of slightly washy appearance," a befitting description for steam printing. Steampress issues with clearcut secret marks from the provided new plates Nos. 129-133 run concurrently with the regular handpress printing from the original Continentals Nos. 1-20.

A July 15, 1873, cover from Texas verifies the catalog date of early July deliveries, typical in appearance of color, paper, gum and ink changes for later quarter annual distributions.

The examples discussed represent the challenge of the largest and longest used U.S. single type and die designs, deserving particular attention for distinguishable and valuable varieties. My confidence rests in Luff's statistics and Scott's improved listings, to diminish hard vs. soft paper confusion.

### POST OFFICE EXHIBIT

It is almost certain now that the display illustrated in February is *not* the Post Office exhibit. Some have suggested that the steam apparatus is a fire engine—belonging in the Machinery Hall; some pointed out the rake and pitchfork, appropriate for the bucolic atmosphere of the Agricultural Building. The United States had space in both buildings. There was also a U.S. Government Building where was "located a post-office, supplied with every facility for the reception and delivery of mails." (*Authorized Visitors' Guide to the Centennial Exhibition, 1876*). Evidently a postal exhibit and a functioning post office were combined in this facility in the Government Building.

Contemporary accounts give details of the post office operation. Craig Mathewson Jr. sent excerpts from Frank Leslie's *Illustrated Historical Register of the Centennial Exposition* describing the postal exhibit:

In this portion of the Exhibition is illustrated the entire postal system of the United States, with all its necessary appurtenances, methods and processes. These commence with the exhibition of a case containing mail-bags of leather and canvas, and samples of the fabrics used in the manufacture. A large map on the wall, about 10 ft. square, presents the chief line of railway mail service, while smaller post-route maps illustrate other features of postal service. Specimens of marking stamps, mail-boxes, scales, and a collection of U.S. postage stamps of all denominations, are seen. Bound volumes of post-route maps, postal cards, registered packages and letter envelopes are also displayed.

For curiosities, there are the commission of Dr. Benjamin Franklin, first Postmaster-General of the United States; and the journal of Hugh Finlay, ostensibly sent out by the British Government in 1774 to examine into the post-routes and post-offices of the country, but really, as is believed, for the purpose of manufacturing evidence sufficient to warrant the dismissal of Dr. Franklin from his position. These two volumes, both manuscripts, are exhibited securely locked in cases.

The display of the Post-office Department closes with a full post-office in running order, including money-order office, registered letter department, etc., being duly authorized by the United States Government for use during the continuance of the Centennial Exposition.

In a later section Leslie comments on another part of the display:

... One of the most interesting features in the Post Office Department is the Centennial Envelope Folding-press. This machine is the same as is used by the United States Stamped Envelope-works. It gums, prints, folds, and counts 2,500 envelopes per hour, being operated by a lady, and apparently without either manual or mental labor.

Another reader, Ed Harvey, who has a Centennial collection, has furnished information extracted from a voluminous official catalog of the Exposition:

#### Post-Office Department

The exhibition of this department is classed under the following General heads:

##### A Model Working Post-Office

This is a branch office or station of the Philadelphia office and shows the practical workings of the following divisions of this department, viz.: box and general delivery system; system of carrier delivery and collections; registered letter system; money-order system; foreign mail system, etc.

##### Railway Mail Service Division

Two railway post-offices or postal cars, equipped with mail-bag catchers, and all other first-class appointments of that service, under charge of railway post-office clerks, by whom the mailing and distribution of outgoing mails is performed. Several models of mail catchers are also exhibited under this head.

Model mail cars—small size—exhibiting the practical working of the mail-bag catcher upon a miniature truck inside the building.

#### Stamps, Stamped Envelope, and Postal Card Division

Machine in operation manufacturing stamped envelopes; machine in operation manufacturing postal cards; specimens of all stamps, stamped envelopes, and postal cards; specimens of registered-letter envelopes, post-office official envelopes; specimens of all United States post-office stamps and stamped envelopes; specimens of all United States post-office stamps and stamped envelopes, formerly used and now out of date.

#### Mail Equipment Division

Leather pouches for letter mails; canvas bags for printed and miscellaneous matter; also registered-letter bags; mail locks now in use; mail locks, out of use.

#### Topographical Division

Railway and general postal-route maps, and money-order office maps.

#### Division of Books and Blanks

Specimens of all books, blanks, etc., used by the department; letter scales; marking and rating stamps.

This catalog was probably prepared in advance of the Exposition, and may contain some elements not actually included, such as the "machine in operation manufacturing postal cards," but Mr. Harvey also sent a contemporary newspaper account from the *Ledger*, apparently written by someone who had seen the postal exhibit for himself:

#### The Post-Office Department

The Centennial post-office occupies a space of about fifty feet square in the southern portion of the Government Building and is enclosed by a handsome walnut partition. This office was really instituted for a practical convenience, but it also serves to show the operation of the mail service of this country.

The department was opened for business in March last [the Exposition itself opened May 10], and in its organization is subdivided into the distinct sections of general delivery, lock box, registered letter and money order. There is also a window for the sale of stamps and stamped envelopes, in each of these the business is conducted on the same general principle as the main post-office in the city, under charge of Mr. G. W. Fairman, to which it is subordinate. The mail service at the Centennial office is much heavier than was anticipated, and an extensive business is transacted in foreign and domestic money orders and registered letters.

#### Mail Carrier and Messenger Service

There are ten carriers employed, who make seven deliveries of letters daily, and hourly collections from the fifty pillar-boxes scattered through the exhibition grounds and buildings.

There is a mail messenger service between the Centennial office and the chief office on Chestnut Street, making hourly trips from 5.30 a.m. till 7.30 p.m.; and for the exhibition district seven additional and recently built carriers' vehicles have been put on for work which was previously accomplished by one equestrian.

#### Postal Exhibits

The exhibits in this section have all been sent from Washington, and the most interesting object is a delicately constructed machine which makes the Centennial envelopes. The flat piece of paper is placed in at one end, and is drawn through the intricate machinery, receiving the stamp, and being gummed and folded, passing out at the other end, a complete envelope, ready for use. As every twenty-fifth envelope passes into the tray awaiting its reception, the next envelope slips automatically a little out of the regular line, in order to mark the divisional number to be included in each package.

So beautiful and regular is this piece of mechanism in its every movement, that it seems as if it were endowed with life and understanding, and, indeed, the best mechanics could not make by hand envelopes with anything like its precision.

The rapidity of work may be judged from the fact that, on an average, twenty-five thousand envelopes are made a day by this machine, without taxing its capacity in the least.

The envelopes so made can also be purchased at the Chestnut Street office, and are legal tenders for postage throughout the United States.

There may be seen in this vicinity, in handsome frames, fine specimens of all the different varieties of stamps, stamped envelopes, mail bags, topographical maps of the various post routes, and all the principal blanks, bound in book form, used by the Department. Other interesting exhibits are Franklin's old ledger account when he was postmaster, and a model showing the patent mail-catcher used in the Fast Mail trains, which pick up the letter bags at the stations while the train is running at full speed.



There are also a few portraits of the various postmasters, and two new fashioned postal cards, [sic] placed west of the south wing of the building, which will in all probability, be used for actual service. Much may be learned by an examination of this small exhibit by those who will consider it in that light, as well as a matter of mere convenience.

These three descriptions are basically very similar although differing in detail. Some comments seem in order. As Pat Herst indicated in the previous article, he and some other modern authorities doubt that the 1875 reprints of obsolete U.S. stamps were prepared for the 1876 Exposition, as has been frequently stated. It is true that the information presented above does not establish a connection between the Centennial and the 1875 reprints, but there are intriguing phrases in all three accounts. Leslie mentions "a collection of U.S. postage stamps of all denominations"; the *Ledger* describes the framed "specimens of all the different varieties of stamps"; the official catalog goes further—"specimens of all United States post-office stamps and stamped envelopes, formerly used and now out of date." The latter description could certainly apply to the 1875 reprints—if I may play devil's advocate. The newspaper story makes clear that the working post office was the responsibility of the main Philadelphia Post Office, while the maps, mail bags, stamps and other memorabilia were sent from Washington. The fact that the reprints were ordered and prepared in the fiscal year ending June 30, 1875, does not preclude a connection with the 1876 Centennial. The Exposition was authorized by act of Congress in 1871 and numerous preparations were undertaken in 1872, 1873, and 1874. So it seems to me that the question whether or not the special printings bore any relationship to the 1876 Centennial Exposition is still unresolved.

The official catalog and particularly the *Ledger* offer considerable rapt detail about the envelope machine without mentioning the lady of Leslie's report, so perhaps she really did not engage in either manual or mental labor.

The most curious feature of Leslie's account is the canard against Hugh Finlay, blaming him for Franklin's dismissal. Finlay was appointed postmaster of Quebec (i.e., Canada) in 1763 by Benjamin Franklin himself on instructions of the Postmaster General from London. Finlay's journal of his survey of the post roads in North America from Maine to Georgia, conducted 1773-1774, was published in 1867 by Frank H. Norton, who made the charge in his introduction. Finlay's *Journal* is being reprinted by U.S.P.C.S.

#### CLASSICS WORKSHOP AT APS CONVENTION

This notice is inserted here because the next *Chatter* will not appear until after the APS meeting at Columbus Sept. 11-14. A Classics workshop is planned for Saturday, Sept. 13, at 2 p.m. at the Neil House. Clarence E. Taft will discuss plate varieties on U.S. classic stamps, 1847-94. Theodore A. Stevens will present a slide lecture on franks of the Executive Department, 1789-1873, and of the Legislative, 1789 to date.

#### POSTAL HISTORY MATERIAL

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**THE 1847-51 PERIOD**  
SUSAN M. McDONALD, Editor

**GARDINER, MAINE, REVISITED**

Several years ago a lengthy article appeared concerning a group of 10c 1847 bisect covers from Gardiner, Me., in *Chronicle* 64 (November 1969). A tentative identification of the writer of the bisect covers was made and several other questions were posed. The validity of the identification was later confirmed in the *American Philatelist* (January 1971) when an abbreviated version of the article appeared in the "Classics Corner." Since, however, this information has never been published in the *Chronicle*, a recapitulation (for those who do not have access to the original) and follow-up seem appropriate now.

The Gardiner covers consist of 14 recorded examples of 10c 1847 bisects used between April 26, 1851, and May 26, 1851. All were mailed at Gardiner, Me., and addressed to "Mrs. Geo. Evans" at Brattleborough, Vt. All the covers have several distinctive characteristics in common: form and writing of address, placement of stamp, and method of bisection. The cover shown in Figure 1 is typical.

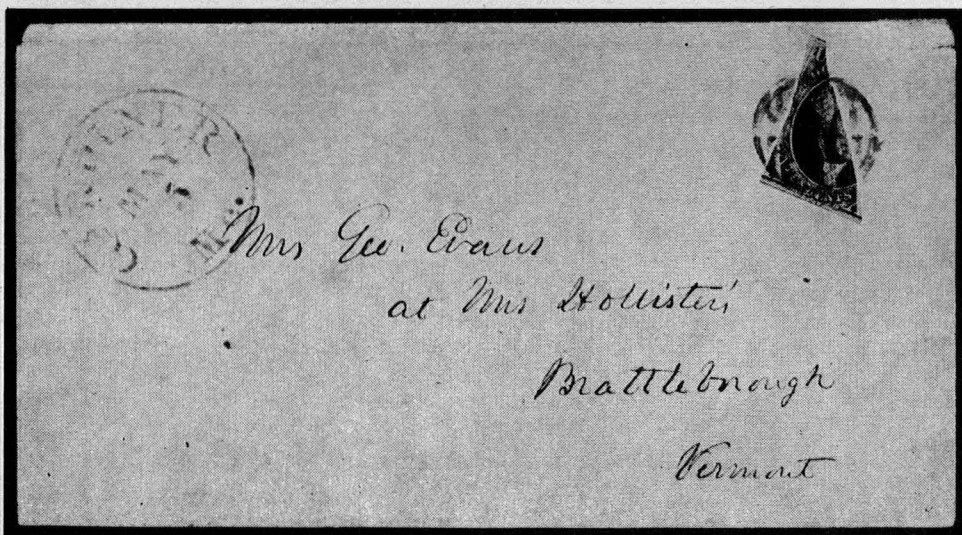


Figure 1. Lower left diagonal bisect of the 10c 1847 used on envelope postmarked Gardiner, Me., May 5 (1851). Red postmark and cancel.

Because of details of the original find in the 1930s as recollected by Ezra Cole, and the evidence furnished by the known covers, it is apparent that the sequence originally comprised 25 to 28 covers. Several of these had damaged stamps and were probably destroyed. Nevertheless, approximately 20 covers may still exist.

In the earlier article a theory was advanced that George Evans, who had been a Senator from Maine and who had lived at Gardiner, was the writer of these letters. If true, his frank as Senator could clinch the identification. This assumption proved valid, as may be seen by comparing the handwriting of the bisect cover with that of the franked letter in Figure 2, written by Evans in 1842 while in the Senate.

Evans was a figure of some importance during the period and held many positions in public service. He was a member of the House of Representatives from 1829 to 1841, when he took office as a Senator, remaining until 1847. After serving on the commission on Mexican War claims in 1848 and 1850, he re-

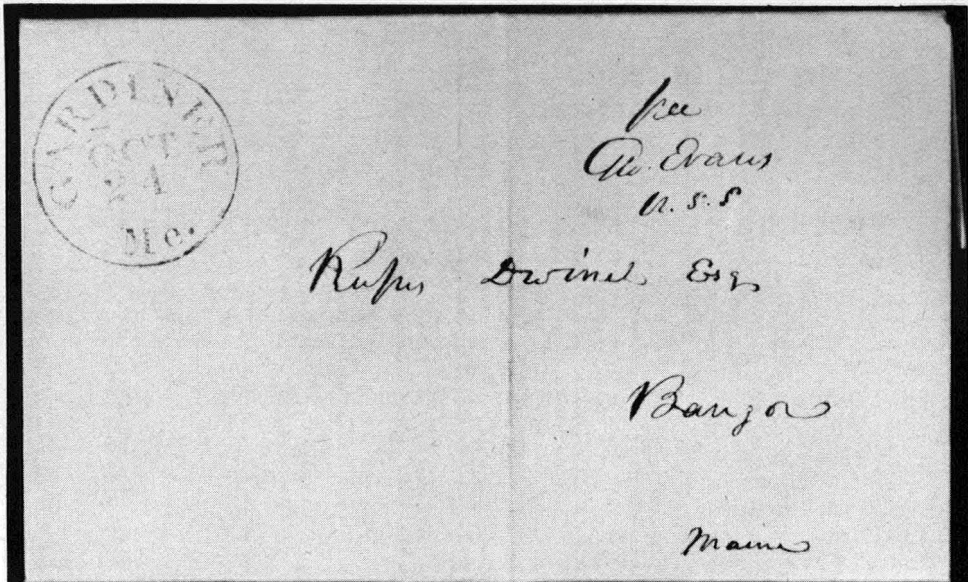


Figure 2. Folded letter franked by George Evans as U. S. Senator and postmarked Gardiner, Me., October 24 (1842). Red postmark.

turned to Maine, settling in Portland in 1854 and practicing law there. During the remainder of his life he was prominent in state politics and in other fields.

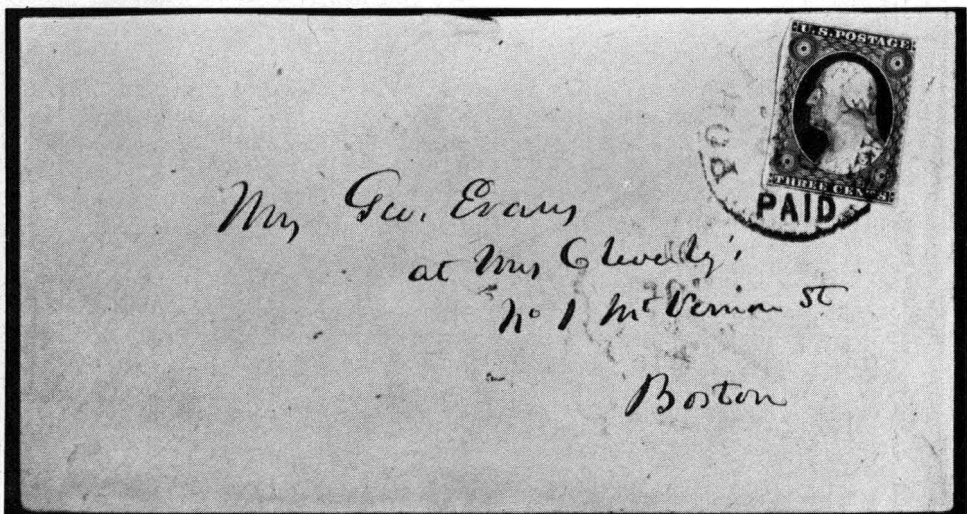


Figure 3. Envelope from Evans correspondence mailed at Portland Me., with 3c 1851. On back is local delivery marking (BPM 495) used 1854-7.

Another cover sent by Evans from Portland and addressed to his wife at Boston is illustrated in Figure 3. It is undated, but was probably mailed 1854-57. Mrs. Evans seems to have spent a great deal of time visiting and staying at genteel establishments for ladies.

It is disheartening to have to report that no additional Gardiner bisect covers have been recorded in the over five years since the first article. Perhaps the assumption that some five or six covers remain to be reported is just wishful thinking. Some of the envelopes may have contained letters (one was so described in an auction catalog), but nothing of this sort has turned up either. There is, though, considerable satisfaction in the positive identification of the writer and the recipient.

## THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor  
DAVID T. BEALS III, Assoc. Editor

### THREE CENT 1857 PERFORATED STAMPS (S4) FROM PLATE 11

THOMAS J. ALEXANDER  
PLATE 11 LATE

This is the most remarkable 3c plate that Toppan, Carpenter & Co. ever manufactured for printing Type IIa stamps. Unfortunately, it produced only about 1,001,200 stamps, making them very rare (more than twice as rare as orange browns from Plate 1 Early, which produced 2,267,800 stamps). Because of this, the plate has never been completely reconstructed. Most of the stamps are so distinctive that completion would not be difficult but for the lack of multiple pieces to tie unknown positions to those that have already been located.

The earliest recorded date of use of a stamp from this plate is December 21, 1858. After only about five or six months' use Plate 11 Intermediate was taken out of production to be re-entered. The result was what Dr. Chase called a "very peculiar piece of work." Previous installments of this article on Type IIa stamps have described how the contractor managed to make a poor plate worse by relying solely on re-entry of the relief roller without additional recutting. Those observations apply to Plate 11 Late as well. But here the problem was compounded by a failure to properly align the transfer roll for the re-entry in more than fifty percent of the positions, resulting in at least 110 double transfers! A very peculiar piece of work, indeed, but a joy to the plater.

#### THE IMPRINT AND PLATE NUMBER

It is believed that no change was made in the imprints and plate numbers of Plate 11 from the time the plate was first laid down. The imprint is about 1½mm from the stamps of the left pane and about 2mm from those of the right pane. There is a colon in front of the "&" on the left imprint and a colon on the right imprint at the same spot, but here the top dot of the colon is double.

The plate number is a little over ½mm from the left imprint and a little less than ½mm from the right imprint. It reads "N° 11."



Figure 1. One of two known multiples that show significant portions of the imprint. The other is from the left pane.

These comments are largely based on the appearance of the imprints and plate numbers as they existed on Plates 11 Early and Intermediate, and the assumption that the contractor followed his usual practice in not disturbing these areas of the plate when a re-entry was made. Imprint positions from Plate 11 Late are very rare, only four examples having been reported to the author. There are no known copies of the plate number or any trace of it from this state of the plate. (See Figure 1).



Figure 2. 10L11(L). The center line is relatively heavy at the top, slowly fading until it disappears about midway down the stamp design. The stamp has a moderate double transfer, visible in the upper rosettes, label block and diamond blocks. The right frame line has almost vanished.



Figure 3. 14L11(L). A particularly strong double transfer, showing in virtually every part of the design, about 0.2mm to the NNW. The doubling affects all four rosettes, the lower label block and diamond blocks, and the top of the colorless line around the medallion. There are lines of color in the "U.S." and "E" of U. S. POSTAGE. Both frame lines are faint and broken.

#### THE CENTER LINE

The spacing between the stamps of the two panes is a little over  $1\frac{1}{2}$ mm. What is left of the center line is considerably nearer the stamps of the left pane at the top and a bit nearer the stamps of the right pane at the bottom. On the early state of the plate the center line was heavier than the frame lines of the adjoining stamps. Wear has left this line on the late state of the plate very faint and broken (Figure 2). It is rarely complete for the full length of any adjoining stamp, and has disappeared entirely between 80L and 71R.

#### SPACING, ALIGNMENT AND GUIDE DOTS

The spacing and alignment of the stamps is, of course, the same as that on Plates 11 Early and Intermediate, being generally moderately wide and nearly regular. The spacing between some positions has the appearance of being wider than on the two previous states of the plate because many of the frame lines have become very faint or have disappeared.

Most of the guide dots were punched deeper into the plate than the relief entries or the recutting. As lines near the dots began to fade because of plate wear, the dots themselves seem to appear larger and darker in contrast.



Figure 4. 35L11(L). The double transfer here is most apparent on the lower label and diamond blocks. The right frame line is broken towards the bottom.



Figure 5. 55L11(L). Double transfer in the lower label and diamond blocks. There is a small break at the bottom of the right frame line.



Figure 6. 63L11(L). A double transfer shifted N about 0.1mm, particularly affecting the upper rosettes and top label and diamond blocks. The left frame line is double and the right frame line is broken.

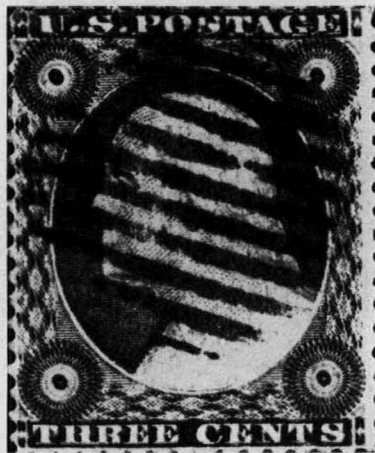


Figure 7. 64L11(L). A very strong double transfer 0.2mm to the NNW. All four rosettes and diamond blocks as well as both label blocks are affected. The right frame line has almost disappeared.

An analysis of the guide dots in the sixth horizontal row of this plate has revealed one minor and one major variety which exist on all states of the plate, but which were not previously reported. The minor variety is a double guide dot on 56R. The first dot lies between the right frame line and the lower right diamond block, about even with the lower apex of the white diamond. The second dot is to the left of the right frame line even with the bottom of the lower right diamond block. The major variety is on 53L, where the guide dot falls in the middle of the white diamond in the lower right diamond block.

#### GENERAL APPEARANCE OF THE PLATE

Many stamps from Plate 11 Late may be immediately separated from other Type IIa stamps by their general appearance, which may include one or more of the following characteristics:

**Faint or Broken Frame Lines.** Since the plate was not recut after it was first laid down as Plate 11 Early, the recut lines of the late state exhibit all of the wear that had accumulated since 1857. Many of the recut frame lines have become very faint and broken and one has disappeared entirely. These faint and broken lines are very distinctive. Some have short, clear breaks, while in



Figure 8. 65L11(L). A double transfer 0.2mm SW, showing primarily in the upper left diamond block and the upper left and lower left rosettes. The left frame line is split while the right frame line is faint and broken.



Figure 9. 89L11(L). A double transfer shifted downward 0.1mm, affecting the lower label and diamond blocks, creating a line of color under the label block. Both frame lines are faint and broken.

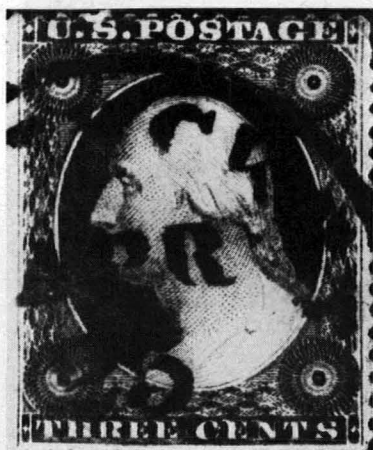


Figure 10. 93L11(L). A double transfer shifted SW 0.1mm, showing in the lower right rosette, lower right diamond block, and lower label.



Figure 11. 95L11(L). A double transfer shifted 0.2mm SE in both lower rosettes, the lower diamond blocks and lower label. The left frame line is faint and broken and the right frame line is doubled.

others the line will appear to fade for a distance and then become strong again. This is presumably caused by uneven softening of the plate when it was recut, or very uneven pressure on the engraving tool during the recutting.

Left frame line faint or broken: 15, 45, 46, 61, 73, 76, 79, 85L; 33, 35, 66, 67, 94R.

Right frame line faint or broken: 3, 4, 6, 10, 16, 19, 20, 21, 29, 39, 49, 50, 58, 59, 60, 64, 69, 70, 79, 80, 89, 92L; 2, 3, 10, 11, 20, 21, 29, 31, 32, 39, 40, 42, 45, 46, 50, 51, 53, 55, 59, 62, 63, 68, 73, 80, 82, 83, 89R.

Both frame lines faint or broken: 14, 24, 30, 34, 74, 84, 89, 90, 95, 99, 100L; 1, 9, 13, 15, 25, 30, 48, 54, 57, 61, 71, 72, 74, 75, 76, 79, 81, 84, 85, 86, 91, 92, 96, 97, 98, 99, 100R.

81R is particularly notable, since the right frame line of this position has totally disappeared.

**Double Frame Lines.** As so often happened during the re-entry of the late plates, many of the frame lines on Plate 11 Late stamps will appear to be slightly doubled. It must be understood that these are not true "double frame lines" as that term is used when describing two separate and deliberately recut



Figure 12. 99L11(L). A triple transfer. The upper rosettes, diamond blocks and top label are shifted upwards 0.1mm. The center of the lower right rosette and part of the lower label block are shifted downwards, to the SE. The left frame line is faint and broken.



Figure 13. 62R11(L). The upper rosettes, diamond blocks and top label are shifted 0.05mm to the NW, although the entire stamp has a "fuzzy" appearance. The right frame line has almost disappeared.



Figure 14. 91R11(L). A very strong double transfer, shifted 0.3mm to the SE, particularly apparent in all four rosettes and the right frame line. There is a faint trace of the center line at the bottom. Traces of the erroneous re-entry are also strong opposite the lower right rosette and diamond block. The left frame line is faint and broken.



Figure 15. 96R11(L). A double transfer 0.1mm to the SE, affecting all four rosettes, the lower diamond blocks and bottom label. Both frame lines are faint and broken, while the right frame line is slightly doubled.

parallel lines. The reliefs themselves still bore vertical frame lines, which sometimes were faintly impressed on the plate. On Plates 10 and 11 these normally did not show, either because they were so faintly impressed, or because they were obliterated when the engraver recut the lines by hand. However, each subsequent re-entry of the relief roller might again leave traces of the original relief frame lines. As the recut frame lines wear down, it becomes more and more difficult to distinguish between the frame as it appeared on the relief and the line that was originally recut on Plate 11 Early. Thus, when the relief entry and the recutting do not coincide, a stamp may appear to have a doubled or split frame line, the two or more lines often appearing to be of equal weight. Many stamps from Plate 11 Late show this characteristic, the most prominent examples being:

Doubled left frame lines: 14, 24, 34, 41, 42, 46, 50, 51, 62, 64, 66, 67, 70, 74, 78, 79, 81, 82, 83, 86, 89L; 3, 24, 26, 30, 43, 44, 45, 53, 62, 70, 72, 73, 75, 87, 89, 95R.



Figure 16. 97R11(L). A triple transfer. The center of the lower left rosette is shifted 0.1mm S. The center of the lower right rosette is shifted 0.1mm SE. The lower diamond blocks and lower label are shifted to the S, creating a line through THREE CENTS and a line under the label.



Figure 17. 98R11(L). A triple transfer. The bottom rosettes, diamond blocks and lower label are shifted S, while the lower right rosette and diamond block are also shifted E. The left frame line is broken and the right frame line is doubled.





Figure 18. 1111(L). The slight double transfer from Plate 11 Intermediate is still discernable in the upper left rosette and the upper left diamond block.



Figure 19. 10R11(L). The double repair on this position is still clear, but the right frame line is now faint and is broken toward its lower extremity.

Doubled Right Frame Lines: 2, 6, 16, 63L; 1, 67, 69, 71, 98R.

Both Frame Lines Doubled: 8, 95L; 12R.

**Double Transfers.** In an article at *Chronicle* 54:11, P. F. Rose and T. W. Simpson described 102 of the double transfers found on this plate. That article indicates the plate position of each, how extensive the doubling was on each stamp, and gives the letter and number symbol that Dr. Chase assigned to each before its actual plate position became known.

The incredible number of double transfers is perhaps the most distinguishing characteristic of the plate. They are:

Left pane: 1, 2, 3, 4, 6, 8, 9, 10, 14, 16, 24, 26, 34, 35, 41, 44, 50, 51, 53, 54, 55, 56, 57, 58, 61, 63, 64, 65, 66, 68, 69, 70, 73, 74, 76, 78, 79, 80, 84, 85, 89, 90, 93, 94, 95, 96, 98, 99, 100.

Right pane: 1, 2, 3, 4, 5, 6, 10, 11, 13, 20, 21, 24, 25, 32, 33, 40, 41, 43, 44, 45, 50, 51, 53, 54, 55, 57, 61, 62, 63, 65, 66, 67, 71, 72, 73, 74, 75, 77, 79, 80, 81, 82, 83, 84, 85, 86, 89, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



Figure 20. 70R11(L). Both left frame lines are still intact, although they are very faint. The right frame line is faint and broken.



Figure 21. 80R11(L). This position also shows both left frame lines intact. The stamp has acquired a slight double transfer.



Figure 22. 90R11(L). Even less of the extreme left frame line is visible than was the case in 90R11(I). The adjoining frame line is intact. The right frame line is faint and broken.



Figure 23. 100R11(L). The extreme left frame line is gone, except for traces at the top and bottom. The adjoining line is faint and broken, as is the right frame line. The slight double transfer from the intermediate state persists here.

In addition, Dr. Chase's symbols F4, M4, F7 and C7 are from unidentified positions of the plate. (See Figures 3-11, and 13-15 for examples of double transfers).

Three of the stamps from the bottom row of the right pane (97, 98 and 99R) and one stamp in the bottom row of the left pane (99L, illustrated in Figure 12) are triple transfers. (See also Figures 16 and 17).

Haste in completing the re-entry was probably the cause of so many double transfers. Rather than positioning each re-entry of a relief separately, there is evidence that in several instances after the top relief was dropped into position, the entire roll (or four reliefs at the bottom of the plate) was impressed onto the plate. In these cases, if the positioning of the first relief was not exact, every subsequent relief was also out of line, leading to six (or four) double transfers rather than one. For instance, every stamp in the fourth vertical row of the left pane is a double transfer, most of which are shifted in the same direction and for about the same distance. On the other hand, a number of positions



Figure 24. 20R11(L). The barest trace of the recut inner line can be seen just below the upper right rosette. The right frame line is faint and broken. The left frame line is slightly doubled at the bottom. The stamp has acquired a double transfer, which makes the lower left diamond block and lower label appear to be joined.



Figure 25. 29R11(L). The recut inner line has almost disappeared, although a faint trace of it may be seen below the upper right triangle. The right frame line is broken and faint for part of its length.



Figure 26. 50R11(L). The recut inner line has disappeared entirely, as has most of the right frame line. The stamp has acquired a slight double transfer.

were re-entered with a single relief rather than as part of an entry with the entire roll, as evidenced by the triple transfers. Finally, in a few cases the doubling appeared to have been a carry-over (at least in part) from a double transfer on Plate II Intermediate (Figure 18). However, many of the double transfers so disfigured Plate II late stamps that such positions from the late state cannot be plated by reference to the same positions as they appeared on the intermediate state.

#### THE RECUT POSITIONS

Most of the recutting done on Plate 11 Early persists to some degree on Plate 11 Late, although many of these recuts have become very faint.

**"A" Reliefs.** The original repair of the "A" reliefs consisted of a light vertical line defining the left edge of the tessellated work and a number of dots filling the adjoining blank space. On this state of the plate the vertical line is very faint or has disappeared. The dots were apparently recut much deeper, and most of these are still clear. The guide dots on these reliefs are also generally very clear. (Figure 19).



Figure 27. A block of four, positions 51-52; 61-62R11(L). A very early printing showing the center line intact.

**Two Left Frame Lines.** The four positions from the right pane showing two recut left frame lines are shown in Figures 20-23.

**Recut Inner Lines.** The recut inner lines at right have almost disappeared, as can be seen from the illustrations in Figures 24-26.

#### OTHER PLATING MARKS

The only other plating mark that has certainly survived on this state of the plate is the Five Dots Flaw on 35R. There are five small dots near the upper right rosette, four to the left of the frame line and one to the right of the line. It is not known if the entire line of color below the bottom label block on 100R still exists (a carry-over from Plate 11 Intermediate), but at least traces of it do exist.

#### CONCLUSION

The reason for taking this plate out of production so soon after it was re-entered is unknown. It is barely possible that the contractor was embarrassed because of the inferior workmanship displayed on the stamps. However, the long continued use of other plates with major cracks, rust spots, "blisters," and wear would seem to indicate that sensitivity to the quality of their work was not a major factor in their decision-making process.

Nevertheless, the plate was abandoned soon after the re-entry. The lack of multiples is the only impediment to completing the plating. The author would very much appreciate receiving 1:1 photos of any multiples which might fill in the plating gaps. The following positions have not yet been identified: 22, 25, 44, 47, 71, 75, 87L; 22, 28, 60, 64, 65, 78R.

In addition, photos of any blocks would be appreciated. There are but three blocks known to this writer. The largest, a block of six (position 8-10; 18-20R11<sup>L</sup>) was in Dr. Chase's collection. The other two are illustrated as Figures 27 and 28.



Figure 28. Positions 78-79; 88-89L11(L).

## PHILATELIC RESTORATION

In his article "Forgeries, Counterfeits, Alterations: A Primer" (*Chronicle* 85:14-23), Mr. Hans Stoltz had this to say about restoration as opposed to alteration:

Let me say by way of preface that I consider a repair a perfectly legitimate and respectable operation. By definition a repair restores the stamp to its original appearance. Anyone who has ever seen the pitiful remnants of an Hawaiian Missionary stamp which survived the ravages of time will appreciate the artistry and craftsmanship needed to restore it. . . . In this country the restoration of stamps has not yet received the same recognition that is duly accorded the restoration of rare paintings, etchings, porcelains, furniture, etc. Some hold the viewpoint that a repaired stamp affords the unscrupulous a means to defraud the public, and equate the repair with the possible fraud that could be committed with it. The premise is wrong.

While Mr. Stoltz addressed himself primarily to stamps, this article will be concerned with covers, and will review some of the techniques which have proved to be successful in the hands of a prominent collector of U.S. classic material, who certainly qualifies as a "gifted amateur" under Mrs. Susan M. McDonald's definition (*Chronicle* 85:63-64). He is delighted to share his knowledge and experience with other collectors, but is not able to devote substantial time to aiding others with specific problems. Therefore, his name will not appear here. What follows are his notes as delivered to the editorial staff:

I first became interested in philatelic restoration after talking to the restorer (conservator) of our local art gallery. He referred me to the bible of art restoration, which contains an excellent section on the restoration of paper, *The Conservation of Antiquities and Works of Art*, by H. J. Plenderleith, Second Edition, Oxford University Press (1974). There are other books on this subject, but in my opinion none contains as much practical information as does this book.

It seems to me that 95% of *successful* philatelic restoration is accomplished by several simple techniques. However, experience is required to develop a knack for this type of work. It is strongly recommended that anyone interested in learning start with cheap covers and practice with them until predictable results can be obtained.

To me, the most exciting phenomenon is the remarkable freshening and restorative effect a bath in cool distilled water has on tattered paper. The first step, then, is a bath in distilled water (I use a phototray). Immersion for about fifteen minutes is normally sufficient, enough to thoroughly soak the paper and dissolve the gum. There is no problem with stampless covers or those with embossed stamps; however, except in the case of stamps with very tenacious gum (most of the U.S. 1847 and early 1851 issues), the stamps will be soaked off the cover. While auction houses rarely mention the fact that a stamp has been removed and replaced, the Philatelic Foundation does so in its certificates, and this might adversely affect the value of the cover to some extent. In addition, the replacement of the stamp in exactly the right position with respect to a tying cancellation may be a problem for one with less than perfect eyesight and manual dexterity. So the problem of whether to soak or not to soak is an important one. Normally, my decision is based on whether the stamp or the cover is the main interest (and value) and, of course, how badly the cover is damaged.

In my experience, practically all ink over fifty years old is stable in water except purple typewriter ink and the red ink used to print advertising covers of the late 19th century. However, there could be other exceptions which I have not yet discovered. The blot test can be used if there is any doubt. The blot test has been widely used (and written up) to assist in the detection of fakes. The procedure is to place a drop of distilled water on the ink in question, let it stand for 30 seconds and blot with a clean white blotter. If the blotter shows any pigment the ink is not stable in water.

After the cover has been soaked it should be dried between white blotters, preferably under some pressure.

If the decision is not to soak, the cover can be put in a "sweat box" for an average of 3½ hours and then unfolded in preparation for further treatment. While sweat boxes large enough for covers are not commercially available, they can be easily made by placing a layer of plastic sponge on the bottom of a waterproof and air tight box and covering the sponge with a layer of perforated plastic sheet. The sponge is then saturated with water, the cover placed on top of the plastic sheet, and the box lid closed. A plastic refrigerator "crisper" makes an excellent sweat box for large covers.

The next step is the repair of any tears. Floating the torn edges together with water on a plate of glass or plastic and drying under a blotter makes the tear less visible. After drying it should be secured with a strip of silk or mulberry mending tissue applied to the inside of the cover with wheat (bookbinders) paste. *Never* use animal glue or mucilage. Silk tissue is nearly invisible on white covers and in some cases nearly so on colored ones. Mending tissue (available in several weights) is more visible, but is stronger. Andrews, Nelson, Whitehead & Co., 7 Laight St., N.Y.C. 10013, handles papers of this type.

After the cover has been bathed and repaired, the next step is cleaning. The most effective cleaning is done with a soft white plastic eraser which removes most of the surface dirt and some of the imbedded dirt. I prefer an eraser such as the "magic rub." This eraser does not damage the surface of the paper if applied with normal pressure, or unless the paper is already rotten. Nor does it show up under "black light." The use of an erasing shield is suggested to hold the cover steady, and care should be exercised not to erase notes of importance, such as rate marks applied in pencil or notes placed on the cover by experts such as Dr. Carroll Chase or Stanley Ashbrook.

Finally, the cover should be resized if there are creases, tattered areas or any scuffing on the surface of the paper. This restores the surface of the paper to something approaching its original condition, and gives it increased strength to remain smooth. A mixture of one sheet of dry gelatin to one quart of water is prescribed by Plenderleith. Such gelatin should be obtained at a chemical supply house, not the supermarket. Mr. Plenderleith recommends dipping the cover in this solution, but I have found that application with a soft brush on one or both sides of the paper is easier. Mr. P. also suggests preparation of a new batch of sizing for each use, but I have found that it will last for several weeks in a sealed container.

It might be mentioned that a quart of sizing is not required for brushing—I use ⅛ sheet of gelatin to 4 oz. of hot (not boiling) water. Gelatin does not dissolve readily in cold water, but it should not be cooked, either.

To complete the treatment, the cover is pressed out between blotters in a book press or under heavy books. Then, if it is still not completely flat, it can be moistened with a damp sponge and ironed between two layers of smooth surfaced paper until it is flat. The iron should be set at minimum heat. The cover may then be refolded, repasted and left to dry fully under some pressure.

Occasionally the cover will adhere, after drying, in a few spots to the blotter, either from the gelatin or residual glue. If the blotter is moistened behind these spots, the cover can be readily peeled off.

While the use of various chemical solvents and bleaches to remove stains and foxing is covered by Mr. Plenderleith, my luck with these has been limited, and I believe this type of work is best left to professional restorers. The one exception to this rule is the removal of scotch tape. I have had fairly good luck in removing this noxious product by immersing the cover in acetone for up to one hour and then rubbing the affected area with saturated cotton. The modern all plastic tape comes right off or dissolves completely. The old cellophane tape comes off, but often leaves a brown or a greasy stain. These residual stains can be further reduced by additional immersion in carbon tetrachloride (a product which has been removed from general sale and now presumably is available only to chemists; it should be used only out of doors because of danger from its fumes). I have not had the same success with other solvents, but this may be

coincidental. Even though the stain may not completely disappear, the cover's appearance has been much improved. I have also discovered that acetone softens sealing wax, but in my opinion it has no damaging effect on paper or ink.

One further note. In Mr. Stoltz' fine article, he suggests the addition of a bit of alum in the sizing (gelatin) solution to inhibit bacteriological growths and resulting paper damage. He did not specify the quantity to be added, but this simple method is far preferable to that recommended by Mr. Plenderleith. In his treatment of bacteriological deterioration (presumably foxing and other paper damage) the traditional treatment is suggested, which consists of exposing the paper for a period of time to the vapor of thymol. This is a complicated and time-consuming procedure requiring a special oven.

One large question which is barely referred to in this article, and which needs further study, is the extent to which paper continues to deteriorate under normal atmospheric conditions in philatelic storage. That some environments are highly injurious to paper is self-evident when one recalls the great amounts of foxing (brown age stains), mold, rotten paper (mainly the wood pulp papers), and even insect damage (presumably silverfish) one sees on a significant percentage of 19th century covers. The effect of acidity on paper both from its manufacture and the environment has also been widely discussed. One test of the acidity of covers made by a friend of mine showed the PH factor to be much the same (somewhat acid) regardless of the type of paper or the age of the cover. Plenderleith recommends the Thymol treatment to forestall further bacteriological damage. On the other hand I have kept my covers in a bank safe deposit box, some for as long as 25 years, and have not noticed any additional damage or further deterioration in any of them.

In conclusion, I fully recognize that some collectors will recoil in horror at the thought of touching a cover in any way. However, in my opinion, the fact is that a cover which has undergone a part or all of the "treatment" described above will have had its appearance improved considerably and will last much longer than it would have in its original tattered and dingy condition.

Your editors would appreciate any comments or suggestions from our readers who might have further knowledge concerning this subject to share with USPCS members.

### U. S. POSTAL MARKINGS: 1851-1861

The editor needs your help. It is hoped that the revision of Tracy W. Simpson's work will illustrate every marking listed. However, a number of the markings in the original work were not illustrated or were shown not exactly to size. If you have any of the following, would you please send a Xerox copy to the section editor for tracing and inclusion in the book.

#### UNUSUAL CIRCULAR TOWNMARKS

GIBSONVILLE/msD/CALA.	c-34
MAXWELLS CREEK/msD/CAL.	c-25
MICHIGAN BLUFF/D/CAL	dlc-38
MOUNTAIN VIEW/D/CAL	dlc-39
STRAWBERRY VALLEY/msD/CALA.	c-33
WEST WELLINGTON/D/CON	c-38
HIBERNIA/D/FLA.	dlc-34
AUGUSTA/D/GA	c-7 (K14)
WEBSTER CITY/D/IOWA	c-31
SUMNER/DYr/KANSAS	c-33
ST. CHARLES COURT HOUSE/msD/LA.	c-28
VERMILLIONVILLE/D/LA	c-29
DETROIT/D/MAINE	dlc-33
DETROIT/D/MAINE	dlc-34 1/2
HOLDEN/D/MAINE	c-32
NORTH YARMOUTH/D/Me	c-30
SACO/D/MAINE	c-31
WEST WATERVILLE/D/MAINE	c-25
WEST FALMOUTH/D/ME	dlc-?
BALTIMORE/D/MD	c-29 (K7)

CRUMPTON/QUEEN ANNE CO/D/MD	c-37
CUMMINGTON WEST/VILLAGE/D/MASS	c-40
DUDLEY/D/MASS.	c-29
EAST PEPPERELL/D/MASS	c-29
FLORENCE/D/MASS	c-17
LAWRENCE MASS./D/PAID	c-33
NORTH AMHERST/D/MASS	dc-32
TOLLAND/D/MASS	c-28
WASIOJA/DYr/MINNESOTA	c-31
REEDS FERRY/D/N.H.	c-29
N. BRUNSWICK N.J./D	c-26
BORODINO/D/N.Y.	c-27
BROCKETT'S BRIDGE/D/N.Y.	c-38
EDINBURGH CENTRE/D/N.Y.	c-? (K7)
LEEDS/D/N.Y.	c-28
RHINEBECK/D/N.Y.	c-? (K7)
ROMULUS/D/N.Y.	c-28
SARATOGA SPRINGS/D/N.Y.	c-32
YOUNGSTOWN/D/N.Y.	c-28
EAST ROCHESTER/D/O	c-32
BAINBRIDGE/D/PA	C-? (K1)
BUCKINGHAM/D/Pa	c-37
PHOENIXVILLE/D/P.A.	c-32
RIMERSBURG/D/Pa	c-28
BENTON/D/-TENN-	c-28
GONZALES/D/Texas	c-34
HEMPSTEAD/D/TEX	c-39
CHARLESTON/msD/VT.	c-35
SAND GATE/D/VT.	c-31
LYNCHBURGH/3 bars/D/Va	c-36

#### STRAIGHT LINE, OVAL OR FANCY TOWNMARKS

ALLEGHANY/CA/SIERRA COUNTY	dlo-35x22
COLUMBIA. CAL/msD	sl-37x31½
D/COLLINSVILLE/CONN.	axe-31x32
NORTHVILLE CT./DYr	sl-?
WOODSTOCK, CT.	sl-30x2
ILLINOISTOWN/D/St. Clair Co ILLS	b-sl-45x21
N.O. Apr. 28 1858	sl-37x21½
TOLLAND/D/MAS	f-ac-38x26
COMING CITY N.T./D	r-ac-?
WESTFIELD NEW JERSEY	sl-?
BUFFALO/N.Y./PAID/3 Cts	o-30x23
GREEN ISLAND	sl-49x7
Green Island N.Y./DYr	sl-48x10
EPHRATA PA./msD	sl-?
Jordans Valley/msD	sc-sl-45½x7
Jordans Valley/msD	sc-sl-44x25
HAYMARKET	sl-43x4
WALLA WALLA W.T./D	sl-37x2

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COLUMBIA CITY Ia WHITLEY CO D	sl-32x6
FRANKLIN SQUARE/COLUMBIANA CO O.	c-26

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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### THE BLAUVELT CORRESPONDENCE

JOHN D. KOHLHEPP

#### I—"Saturday Night We Shot The Colonel's Horse"

In the wake of the fall of Fort Sumter, Abraham Lincoln called on the loyal states to place 75,000 militia at the service of the Federal government. The governors of the Northern states responded by pledging various state regiments, among which was the 2nd New York State Militia. It was activated on May 21, 1861, and like most of these citizen-soldier groups, it had little or no tactical training beyond the company level.

These regiments made up that truly amateur army of the summer of 1861, a strange conglomeration of green, undisciplined youths from the farm, the city, the burgeoning Midwest, brought together for the great adventure which would transport the nation into a fabulous new era at a price too fearful to contemplate. The flavor of this raw, uninhibited army of novices can be savored in almost every line of a letter written by Private Jacob Blauvelt of the 2nd New York State Militia to his parents in New York City.

Camp Tompkins<sup>1</sup>  
July 1, 1861

Dear Father & Mother—I am in excelent health at present—I am verry glad to hear that you are enjoying yourselves so good—I should like to have been with you and Sarah Ann the other day to the Banks. All the Boys is in good health—James is just going on gard—last night we did get 20 rounds of ammunition and to day we we [sic] will get 10 more—we have an order to pack four days rations in our haversacks and be ready to march at 3 o'clock with our knapsacks—we expect to march on fairfax Court House and if we do we expect to have an Engagemnt—there is two thousand troops stationed there—I received your kind letter yesterday all safe and am verry glad you sent the money 3 dollars—yesterday some of the boys was out and captured 4 bullocks in good order so we will have a pretty good dinner today

yesterday we had boiled coffee for breakfast  $\frac{1}{3}$  loaf of bread for dinner Boiled Rice for supper pretty well burnt up—I am glad to hear that you are getting some money from the relief commity as well as the rest—they have been talking about paying us off this last three weeks—the state pay 6 dollars and some odd cents when it should be near 30 dollars—1 dollar a day

nearly all the other Regiments have been payed—the 79 I heard was payed off Saturday—the 69 will be payed off today and us tomorrow

I have been out of camp once since we have been there and then I went out to a farmers and was used well—he gave me as many cherries as I could eat and invited me in to dine with [him] but I Excused myself prefering to eat in camp not knowing wether it was all right or not—we saw two secession horsemen and there grooms pass yesterday captured by the texan Rangers—Saturday night we shot the colonels horse—there was four of us shot at him thinking that it was a secession—he came through the woods on a gallop—when chalenged he stoped being so trained to it—he said he would not have taken the best five Hundred Dollar Bill he ever seen for him—how is John Cook as big a secessionist as ever—have you been to the country yet—has Odell any thing to do—no more at present

Yours Ever  
Jacob Blauvelt

P.S. Give my love to Unkle Garry and Rachel and to all Enquireing Friends  
James Sends his love to you all—Write Soon—Direct as before—Put in an extra envelope

Had he been a thoroughly experienced war correspondent or a highly educated doctor of letters, Blauvelt could not have left behind a more vivid chronicle of Mr. Lincoln's army in the summer of 1861: turning down the good farmer's free meal "not knowing wether it was all right or not"; living off the land in the shadow of the nation's capitol with the theft of four bullocks to make an evening meal; shooting the colonel's horse out from under him in the aftermath of a rare glimpse of the enemy; reporting pending troop movements which, in the casual fashion of the day, were known in advance even to the

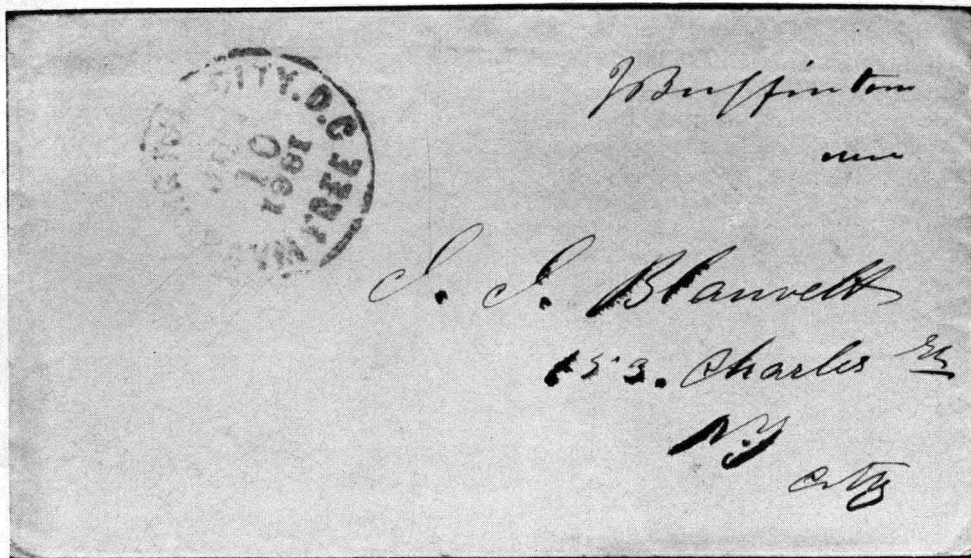


Figure 1. Cover of Jacob Blauvelt's letter of July 1, 1861. Passed free over the frank of J. Buffinton, Member of Congress, it was posted at Washington City, D.C., on July 10, 1861.

lowliest private; and finally, following the trend of countless other soldiers in the area, trotting the letter into Washington City for Congressman Buffinton to free-frank and save a 3c postal fee.<sup>2</sup>

#### II—"Good Times"

Then came the previously announced march to Fairfax Court House, the inexcusable ransacking of that little town with undisciplined militiamen clowning through the streets in women's stolen undergarments, shooting and stealing livestock and chickens. A few days later, on July 21, a genteel crowd from Washington packed picnic lunches and, in a carnival mood, climbed into carriages for a Sunday afternoon excursion into the Virginia countryside to watch the first inning of the new National sporting event which was held on the banks of a sleepy little stream called Bull Run. The picnickers hied homeward later that day in panic, their ranks interspersed with fleeing Union militiamen, whose officers were too inexperienced to rally them from a minor setback at Henry House Hill.<sup>3</sup> They left behind in the dust hundreds of their dead and dying countrymen and an abundance of ordnance and field equipment. Thus ended the picnic. Thus ended that romantic phase of the war which seemed like some noble adventure out of *The Talisman* or a contest of gentlemen. After Manassas things were never quite the same.

Jacob Blauvelt took part in the Bull Run debacle and it could be said for him that he didn't turn and run, or if he did, he didn't run fast enough, for his next letter was headed "Richmond, September 16th/61" and was written within the confines of Liggon's Tobacco Warehouse<sup>4</sup> which served as the Confederacy's first military prison.

Richmond September 16th/61

Dear Father & Mother—I have a small chance to communicate with you once more—I am still in Richmond in good health hoping that this will find you the same all the boys have had word from home but me no word for me—I am afraid we are agoing to have hard times when it gets cold weather—we are a doing prety well at present warm days and cold nights no blanket and no money to get one the floor for a bed and a bench for a pillow good times—I would like to heare from you all once cant you send a letter by Adams Express or frtress Moonroe [sic] have you heard from James or Benton Bloomer lately

By good luck this may reach you

Your Obediend Son  
Jacob Blauvelt

You will please to let Hugh McGovern of 754 Washington cor of Bethune St know that his son P. E. McGovern is here and feels well and would like to here from home and Charles Mcmanus is here also of the Fire Zuavs and feels well

This letter was censored and passed at the prison and was probably routed via the Norfolk-Fortress Monroe exchange points. This route was apparently in operation in early October of 1861 although the complete agreement on the North-South exchange of mail was still several months away. Since no Confederate postage was required on prisoners' mail originating in the Richmond prisons, no Confederate postmark was applied. It is, therefore, difficult to determine whether the letter went "via Norfolk" or if it was shipped downriver directly to Fortress Monroe for Federal examination and forwarding to New York City (see Figure 2). One interesting feature of the cover is that it received the "soldier's letter" endorsement at Fortress Monroe, which was applied to ensure its passage collect at the 3c rate rather than be consigned to the Dead Letter Office with other unpaid letters.

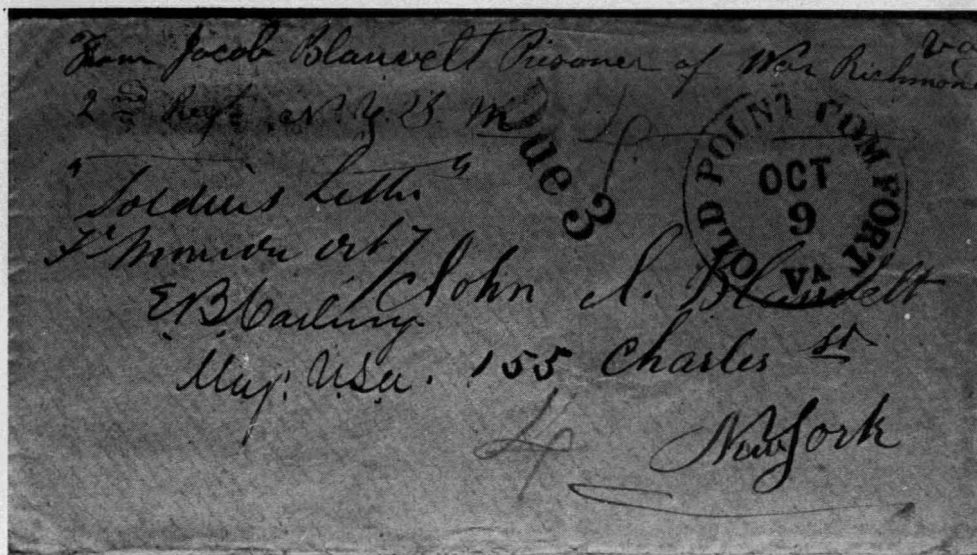


Figure 2. Cover of letter of September 16, 1861, "from Jacob Blauvelt, Prisoner of War, Richmond, Va. 2nd Regt. N.Y.S.M." Cover bears two similar pencil "ex" markings, one applied at the prison, the second at Fortress Monroe. Soldier's letter endorsement was applied October 7 at Fort Monroe by Maj. E. B. Carling. Letter was posted October 9 and properly rated "DUE 3" at the Old Point Comfort post office which handled the mail for Fortress Monroe.

### III—A Letter Returned

On April 1, 1862, Mary Ann Blauvelt penned a short note to her son:

April 1, 1862

Dear Son I write a few lines to let you know that we are all well—hoping that this will find you in good health—I have had A line from Mrs. Mary Morrow. I enclose 2 dolars for you in gold

From your affectionate Mother  
Mary Ann Blauvelt

The cover, the inside of an inside-outside combination, is addressed to:

Jacob Blauvelt  
2nd Regt Comp A  
New York state Malitia [sic]  
Prisoner of War Salisbury, N.C.  
Care Capt Gibbs Commanding  
prison

Blauvelt had been transferred to New Orleans in October of 1861 and to Salisbury in February of 1862.

The letter was opened for examination at Fortress Monroe on April 3 and returned to Mrs. Blauvelt with the following letter:

Head Quarters Dept of Virginia  
Fort Monroe 3d April 1862

April the "1" 1862

Dear Son I write a few lines to let you know that we are all well hoping that this will find you in good health I have had a line from Mrs Mary Morrow I inclose "2" Dollars for you in gold  
From your affectionate Mother  
Mary Ann Blauvelt

155 Charles St New York  
Jacob Blauvelt  
2<sup>d</sup> Regt Comp "A"  
New York State Militia  
Prisoner of War Salisbury "N. C."  
Care Capt Gibbs Commanding Prison

Jacob Blauvelt  
2<sup>d</sup> Regt Comp "A"  
New York State Militia  
Prisoner of War Salisbury "N. C."  
Care Capt Gibbs Commanding Prison

his mother M. A. Blauvelt  
155 Charles St. N. Y.  
\$2. gold

Figure 3. Letter with unmarked cover undelivered to the prisoner, returned to "his mother" who had unsuccessfully attempted to mail him \$2 in gold.

Madam:

I am directed by Major General Wool<sup>5</sup> to return to you the enclosed letter with the remark that so many letters containing money for prisoners of War at the South have miscarried that he deems it unsafe to forward any more of them.

very respectfully  
your obt servt  
William Lay  
A.D.C.

Correspondence of this type is extremely rare. Most POW letters which failed to pass the censors were relegated to the Dead Letter Office but the \$2 enclosure which prevented this letter from being sent South also saved it from the DLO routing and precipitated its return to the sender. Fortunately, Mrs. Blauvelt saved the correspondence although the natural tendency after suffering the frustration of having such a letter returned would seem to dictate its immediate disposal.

Head Quarters Dept of Virginia  
Fort Monroe 3<sup>d</sup> April 1862

Madam,

I am directed by Major  
General Wool to return to you  
the enclosed letter with the remark  
that so many letters containing  
money for prisoners of War at  
the South have miscarried that he  
deems it unsafe to forward any  
more of them

Very respectfully  
your obt Serv<sup>t</sup>  
William S. Jay  
A.D.C.

Figure 4. Letter and cover from General Wool's aide to Mrs. Blauvelt explaining the return of the letter in Figure 3. This piece of mail was not deposited in the Old Point Comfort post office but was placed on a government ship bound for Baltimore where it was postmarked April 5 and properly rated "DUE 3". Both markings are in blue.

Soldiers letter

H. J. Haynes said  
to Genl. Wool

Mrs Mary Ann Blauvelt

155 Charles Street  
New York

DUE 3

BALTIMORE  
APR 5  
1862

The cover of General Wool's letter also received the soldier's letter endorsement and a pencil "ex" that is similar to the censor markings on the Richmond cover and was probably deemed necessary because a letter intended for a prisoner was being returned in this envelope. Oddly enough, it was not handled at the Old Point Comfort post office. Placed on board ship, it was sent to Baltimore where it was rated "DUE 3" and posted to New York City. It also should be noted the soldier's letter certification avoided the expense of prepayment of postage on an official letter not subject to the franking privilege.

Jacob Blauvelt was paroled at Washington, North Carolina, on June 2, 1862, and was mustered for pay at Fort Columbus, New York, on June 17, 1862. He was apparently sent home until exchanged but as his service record

ends with the June 17 entry it can be assumed that official exchange never took place. His army career thus comprised two months as a raw recruit, ten and one half months as a prisoner of war, and two weeks as a parolee.

#### Footnotes

1. "Camp Tompkins" was a bivouac area somewhere near Washington, D.C. and was named for G. W. B. Tompkins, regimental commander.
2. See Richard B. Graham's "The Free Frank in the 1860s" in the August 1974 issue of the *Chronicle*.
3. Where Confederate General Bernard Bee shouted to his disorganized command just before he fell mortally wounded, "There is Jackson, standing like a stone wall! Rally behind the Virginians."
4. Only Liggon's, Harwood's, Atkinson's tobacco warehouses were used as prisons in September 1861, the officers being confined at Harwood's and captives from the 7th Ohio being held at Atkinson's. Blauvelt's name is on the "Liggon's List" of Richmond prisoners, 1861-62.
5. Major General John E. Wool, a veteran of the War of 1812, was commander at Fortress Monroe in the spring of 1862. He retired the following year.

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### "FASCINATING WAR LETTER ENCLOSED"

WALTER I. EVANS

An editorial in the May 1975 issue of the *Chronicle* (p. 98) deals with a misleading interpretation in the description of an auction Lot. The description:

1509 (cover) G.B.D., Oct. 30. (Gen. Banks Division) Bold Rimless oval, newly discovered type, fairly clear strike ties 3c Rose Pink (64b) R. perfs. worn at edge of Patriotic Cover, Colorless Embossed portrait of Gen. Winfield Scott, Flag & Slogan. Back flaps edged in color. Fascinating War letter enclosed, detailing troop movements, actions, etc. From a soldier in a regiment of Bank's Division, given in his return address. Very Fine, A remarkable new type war pmk. . . (Photo)  
E. VII

I purchased the cover after having seen it. And I'm delighted with it. My prime reason for purchasing was that among the too many things I collect are patriotics and just about my favorite patriotics are those involving Winfield Scott. This cover bore a truly fine embossing of Scott with flag and slogan. The postmark, even though it was presumed unique, interested me but slightly and the "Fascinating War Letter . . ." even less. As the writer of the editorial implied, and I concur with his opinion, Civil War Letters are, figuratively speaking, a dime a dozen. Most of the letters are ungrammatical, self-pitying accounts of army life. Not so with the letter enclosed in this cover. The letter follows, edited for sake of brevity.

Seneca Mills October 28, 1861

Dear Aunt,

. . . The night I last wrote to you we received orders for immediate march to Edwards Ferry where we was to cross over the Potomac into Virginia. . . . Arriving at the ferry we found that 7000 men had already had crossed and we had to waite some three hours for our turn. . . . Just after we cast loose and had moved some fifty yards from shore orders came for our immediate return together with the 7000 men that had already crossed. And by twelve o'clock that night the whole force was on the Maryland side of the River. We all left and now are encamped at Seneca Mills about twenty miles from Washington. We expect to move from here soon but to what Point nobody knows but Genl Cooper and Banks. The movement at Edwards Ferry I cannot account for but think it was a sham to draw Genl Johnsons forces from Mannassas so as to weaken the Confederate forces at that point. One of our pickets was killed during the night. The Seccesh was thick as bees over the river. . . So you see we have not been to Virginia as yet. . . I am anxious to be in a battle. Yet when I die I want to be like the Irishman die of old age. But I am ready and willing to take my chance. . . .

Jno W. Preston.

How could any soldier, unless he was on the General Staff have so much strategic knowledge of what was going on? This question bothered me enough to write to the National Archives to ascertain if there truly was a John W. Preston who had served on Company C, 1st Maryland Regiment, Banks Division. There was and he had served and we'll get back to that.

Next, how accurate was his knowledge? For this I contacted Dr. Alexander C. Niven, Executive Director, Institute of Civil War Studies. His reply:

1. Edwards Ferry mentioned in the letter is better known under the name of Ball's Bluff (also Leesburg, or, Harrison's Landing).
2. McClellan's failure to do anything about Gen. J. E. Johnston's army at Centerville (30 miles away) disturbed the government which became even more alarmed following the mismanaged operation at *Ball's Bluff* on October 21, 1861.
3. This operation must be the one referred to by Pvt. Preston. It was a "slight demonstration" against Confederate forces opposite the Potomac fords near *Poolsville*. Private Preston was thus correct in his assumption that it was a military move to draw Johnston's forces from Manassas. Incidentally, the Union forces were ambushed by the Confederates here. Edward D. Baker, a Congressman and friend of Pres. Lincoln, commanded the Union forces and was killed in this ambush.
4. The principal Union forces engaged at Ball's Bluff were the 15th and 20th Mass., 40th New York, 71st Penns. Vol., and Battery B, Rhode Island Artillery.

Edward D. Baker was one of Lincoln's best friends and played an important part in the latter's political career. Lincoln was so upset that he visited McClellan shortly after this and was very coolly received by the General. It was about this time that Lincoln announced McClellan "had the slows."

Now back to Preston. His service record shows him as enlisting at the age of 33 on May 11, 1861, in Baltimore. On July 4th, 1861, he was promoted to the rank of Corporal. The Company Muster Roll indicates he was taken prisoner on May 5, 1862, confined at Richmond, Va., and paroled at Aikens Landing, September 13, 1862, and sent to Washington and shortly thereafter promoted to Sargeant. *Sic transit gloria* Preston. He deserted from Maryland Heights January 29, 1863, owing the sutler \$5.00.

This all started with an editorial on an auction description. My own opinion is that as long as humans are responsible for auction descriptions errors will be made. The important question is if the cover is returnable. I know that the auction house of this cover would unquestionably have accepted its return. What can be done to make certain this holds true for all auction houses and misdescribed lots?

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**FOR THE RECORD**  
**WILLIAM K. HERZOG**

When was the 15 cent Lincoln issued? This is a question that has troubled 1861 specialists for many years. Various, Tiffany reported April 1, 1866;<sup>1</sup> Luff reported April 15, 1866;<sup>2</sup> and the Post Office Department publication *Postage Stamps of the United States 1847-1959* reported June 17, 1866.<sup>3</sup> Ashbrook listed April 15, 1866, among his tabulation of earliest known uses (if this cover exists, it has never been recorded elsewhere).<sup>4</sup> Meanwhile, the 1975 *Scott Catalogue* avoids the matter entirely by listing only the year!<sup>5</sup>

For the record, a chronological table of factual information has been compiled, and it is presented herewith. The table seems to indicate that some 15 cent stamps may have been issued in April, and that some were almost surely issued in May.

Can anyone supply for publication a photograph of a 15 cent Lincoln genuinely used on an envelope prior to June 17, 1866? Such a photograph would substantiate the information in the table, and would finally lay to rest the theory that 15 cent stamps were not issued before June 17, 1866.

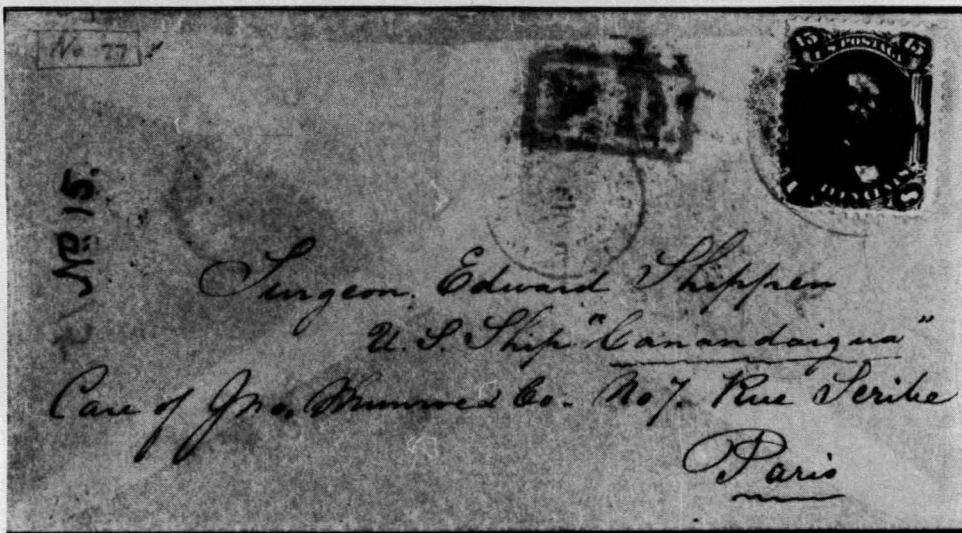


Figure 1

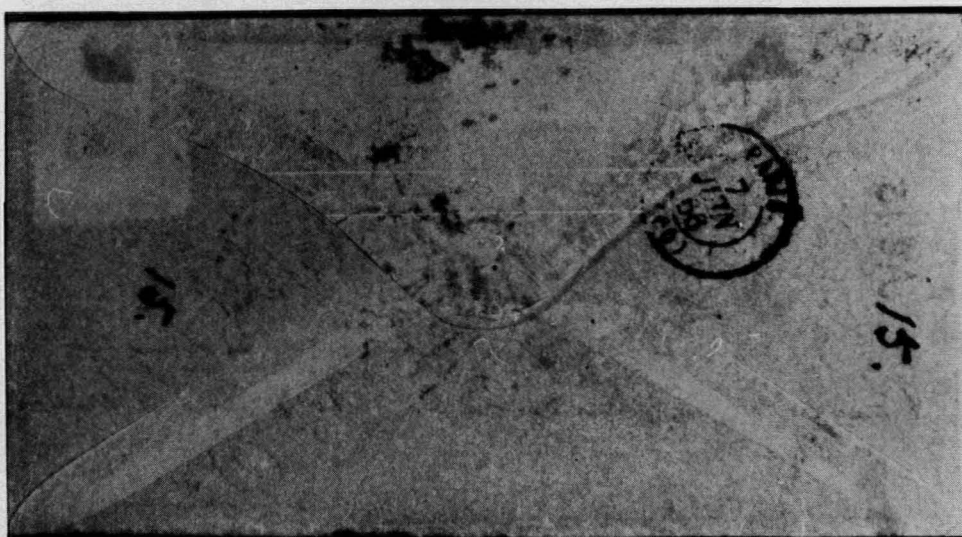


Figure 2

In this regard, we illustrate two covers from a friend's collection. Figure 1 shows the front of a cover that bears an indistinguishable brownish red Philadelphia exchange marking, and an indistinguishable French receiving marking. The cover was "No. 15" from the Surgeon Edward Shippen correspondence. Figure 2 shows the reverse of the same cover which bears a "PARIS, 7 JUNE 66" receiving marking. Figure 3 shows cover "No. 84" from the same correspondence which was mailed in early September 1867. It seems likely that Figure 1 was mailed in late May 1866.

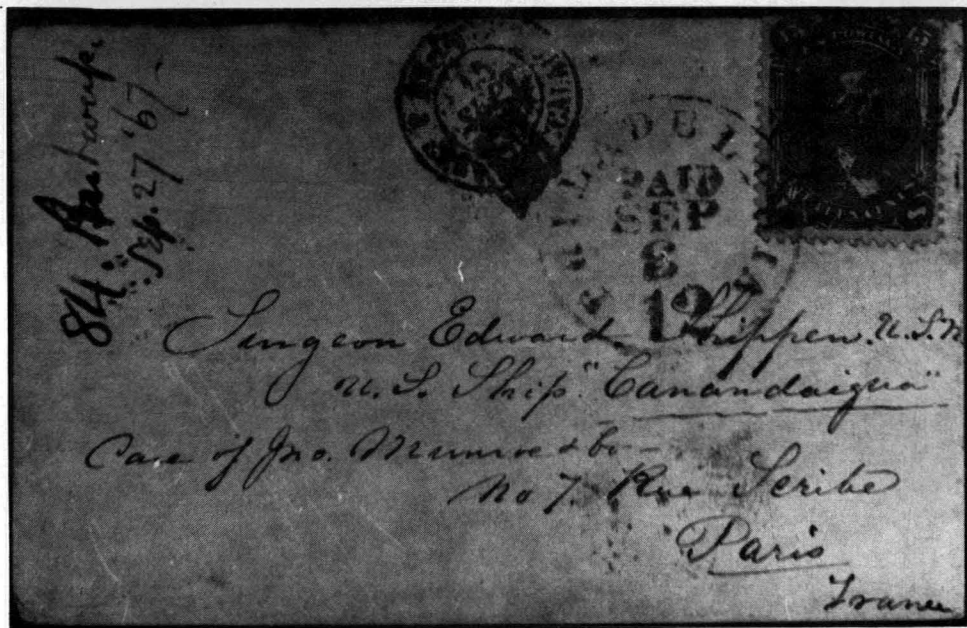


Figure 3

It can also be reported that two auction lots were sold in recent years that seem to meet the requirements. Unfortunately, one turned out to be a fake, and the other can not be verified from the auction photograph because of the extremely weak strikes of the postmarks. For the record, here are the auction descriptions: 1) "15c Black (77) fine, tied by neat cork, red NEW YORK PAID 12, MAY 16 pmk., red French transit MAY 27, 1866 pmk., on cover to France, Earliest Recorded Date, clear strikes." (This cover was issued a yellow not genuine certificate by the Philatelic Foundation following the auction.) 2) Robert A. Siegel Sale #325, December 5-7, 1967, lot 714—"15 cent Black (77) tied by target and by red NEW YORK PAID pmk., red French transit on May 25, 1866 cover to Paris." (The auction photograph reveals nothing that would substantiate the auction description. However, this cover may be a perfectly genuine pre-June 17, 1866 use?)

#### CHRONOLOGICAL TABLE

April 1, 1866	A Sunday
April 1866	(U. S. Mail & P. O. Assistant) "The new 15 cent stamps are now in readiness to be issued on the requisition of Postmasters." <sup>6</sup>
April 10, 1866	(The Boston Post) "Postmaster General Dennison is having printed a postage stamp of 15 cents denomination which will soon be ready for issue." <sup>7</sup>
April 14, 1866	(The New York Weekly Times) "The Postmaster General will soon issue a postage stamp of the denomination of 15 cents." <sup>8</sup>

April 15, 1866

May 1866

May 1866

June 17, 1866

April-June, 1866

A Sunday

(*U. S. Mail & P. O. Assistant*) "We have been requested by several correspondents to publish a list of stamps and stamped envelopes. STAMPS: 1, 2, 3, 5, 10, 12, 15, 24, 30, 90."<sup>9</sup>

(*Le Timbre Post*) This magazine states that the unused stamps have been received and offers used 15 cent stamps for sale!<sup>10</sup>

A Sunday

Records of the Post Office Department state that 166,000 stamps of 15 cents denomination were issued during this three month period.

#### Footnotes

1. John K. Tiffany, *The History Of The Postage Stamps Of The United States*, C. H. Mekeel: St. Louis, Mo., 1887, p. 132.
2. John N. Luff, *The Postage Stamps Of The United States*, Gossip Reprint, 1941-43, p. 73.
3. *Postage Stamps Of The United States 1847-1959*, U.S. Government Printing Office; Washington, 1960, p. 5.
4. Stanley B. Ashbrook, *Ashbrook Special Service* (Second Series 1952-1953), Issue #17, August 1, 1952, p. 114.
5. *Scott United States Stamp Catalogue Specialized, 1975*, Scott Publishing Co.: New York, 1974, p. 47.
6. *United States Mail & Post Office Assistant*, April 1866, p. 2, column 2.
7. Karl Burroughs, "Four Re-entered Plates of the U. S. 1861-66 Issues", *The Essay-Proof Journal*.
8. *Ibid.*
9. *U. S. Mail*, May 1866, p. 2, column 3.
10. Karl Burroughs, *op. cit.*

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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**BRITISH MAIL COVERS TO THE ORIENT DURING THE 1869 PERIOD**

These notes concern 1869 covers that travelled from the U.S. to the Orient via the British mail system. Because the rate information is conveniently at hand, we include in our discussion the three years during which the 1869 stamps are most often seen on cover—1869, 1870, and 1871. But since the Banknote stamps were all but universally in use by the middle of 1870, we have little to show for the various rates in effect during 1870 and 1871.

During the lifetime of the 1869 stamps, letter correspondence could travel from the U.S. to the Far East by way of the mail services of four different countries: the United States, France, Germany, and England. While our intention here is to discuss only the last category, to set the scene we must make passing reference to the other three services.

**FRENCH AND GERMAN MAIL COVERS**

Covers to the Orient via the mails of France and the North German Union can be discussed quite briefly, as they have yet to be seen with 1869 stamps. Both services seem to have been used only sparingly by Americans after 1867. The French mail service was denied to the United States altogether upon the expiration of the French treaty at the end of 1869, and (respecting covers to the Orient) was not re-established. Most of the French mail covers that this writer has seen are addressed to China, dating from 1864 and 1865, bearing 30c Franklin stamps of the 1861 series. French mail service from the U.S. was also available to Japan, the Philippines and some of the Straits destinations (Penang, Borneo and Java) all at the 30c-per-quarter-ounce rate.<sup>1</sup> The latest French-mail cover to the Orient we know about is addressed to Shanghai and dates from February 9, 1867. This is not to say that such covers do not exist bearing 1869 stamps, but only to indicate that your editor has yet to encounter any. French mail covers to the Orient with 1869 stamps could date only from the last ten months of 1869.

Nor have we seen any German mail covers. During the 1869 period, the North German Union offered service from the U.S. to China, to Japan, and to other exotic Far Eastern destinations, most notably Burma and Siam.<sup>2</sup> There were two German-mail rates from the U.S. to the Orient, just as there were two rates from the U.S. to Germany. When the U.S.-German rates were reduced, on July 1, 1870, the German-mail rates to the Orient were similarly lowered. The rates themselves are readily available,<sup>3</sup> but covers to show them have yet to appear.

Your editor would not make such sweeping statements if he did not have access to the China file that has been building up at the Collectors Club of Chicago. This is a chronological file of photographs of U.S.-China covers, from the earliest stampless beginnings up through until the Universal Postal Union. Many collectors, the world over, have contributed to this effort over the last five years. Of the hundreds of covers represented, only three, at last count, show carriage via the German mails. Two of these were posted in the late 1850s and bore no stamps. The third, illustrated and discussed by Hargest and Starnes in the previous *Chronicle*,<sup>4</sup> dates from 1864 and shows stamps of the 1861 series. Many more German-mail covers to the Orient presumably exist, and your editor would applaud their appearance, reserving his loudest approval for covers bearing the 1869 stamps. But since France and Germany were at war during much of the period under discussion, and since the U.S. and England offered service that was both faster and more reliable (and in the case of the U.S. service, cheaper as well), we should not be surprised at the apparent scarcity of French and German-service covers to the Orient during these years.

We turn now to covers that are known to exist, specifically to discuss those that passed from the U.S. to the Orient via the British mails.

#### BRITISH MAIL COVERS

Until the late 1860s, correspondence from the U.S. to the Orient was largely sent through the British mails. This pattern changed when the U.S. transpacific steamers began regular service in 1868<sup>5</sup> and the transcontinental railroad was completed the following May. Despite the relative commonness of British-mail covers from the U.S. to the Orient with earlier issues, such covers with the 1869 stamps are not often seen.

In *The American Philatelist* for October 1968, George Hargest published a lengthy and informative survey of British mail rates to China during the classic period.<sup>6</sup> Your writer has relied heavily on Dr. Hargest's remarks in the paragraphs that follow. When Hargest wrote the *AP* article, he did not have access to the full run of *U.S. Mail*. This information, recently reprinted, allows us to fill in a few details left blank in Hargest's broad and accurate canvas. All the information below has been checked against the *U.S. Mail*, and we have provided specific page references for those who might want to look further.

Long-standing treaty arrangements with Great Britain permitted correspondence from the U.S. to be sent to destinations served by the British overseas mail service. The agreement was that these letters, once they reached England, would be charged the same amount of postage that would be required if they had actually originated in England.<sup>7</sup>

To this base price for British overseas service would be added the cost of getting the letter from the U.S. to England. Prior to 1868, the U.S. kept a 5c "inland" fee, and the 16c charge for transatlantic carriage was credited either to the U.S. or to England, according to which nation held the contract for the mail line carrying the letter. But as of January 1, 1868, this bookkeeping was consolidated. The official announcement reads in part: "The United States inland and Atlantic sea postage . . . on and after the 1st of January, 1868, is 10c the single rate."<sup>8</sup> Since both countries had agreed to provide regular transatlantic mail service, accounting for the nationality of the steamship was dispensed with. Each nation simply assessed and retained a fee on all letters passing through the other. Excellent background on the thinking that led to this arrangement can be found in Postmaster General Alexander Randall's 1868 letter to Anthony Trollope, the novelist and postal bureaucrat who handled the British end of the negotiations that led to this important decision.<sup>9</sup>

Thus, as we begin the 1869 period, the U.S. share under this relatively recent arrangement was 10c per half ounce, replacing the former 5c inland and 16c transatlantic fees. However, as the transatlantic steamship service continued to prosper, it became apparent that the steamer lines could afford to carry letters for even less than they were receiving under this arrangement.<sup>10</sup> Accordingly, on the first day of 1870, the U.S. share was reduced from 10c to 4c.<sup>11</sup> This important change affected all transatlantic correspondence involving the British mails, and it is one of many reasons why 1869 covers to foreign destinations are so inordinately rich in postal history.

The sum of the U.S. share, when added to the British overseas charge, would make the rate from the U.S. to the Orient. During the 1869 period, the British overseas charge was uniformly 24c (1 shilling), having been raised from 12c (sixpence) in 1861. The British charge of 24c would take a letter in the ordinary British mails to any destination with which the English corresponded for a shilling. This included China, Hong Kong, Japan, and the Philippines, as well as the major British enclaves in the Straits area: Borneo (Labuan), Malacca, the Moluccas, Pinang ("Penang"), Siam, Singapore, and Sumatra.<sup>12</sup> While our words here are focussed on China and Japan (because the surviving covers tend to show these destinations), what we write is essentially applicable to covers via the British mails to any of the destinations named above. Such covers are all part of the same rate structure. They travelled the same route and (up to a point) received the same markings. From a postal history point of view, their major distinction is that they left the ship at different stops along

the route. We can reasonably treat them all together, even though covers to some of these destinations have yet to be seen.

The 24c British overseas charge, plus the U.S. share, which was at first 10c and then 4c, made up the ordinary British mail rate to the Orient. This applied to letters that travelled from the U.S. to England and then entered the British mails, taking a ship from Southampton around the Iberian peninsula, through Gibraltar, across the Mediterranean and via Suez to the Orient. To complete the addition, this rate was first 34c and then 28c. Figure 1, discussed extensively below, shows the 34c rate "via Southampton," on a letter that took two months from New York to Shanghai.

There was a faster route. Letters could be sent from England across the channel, to transit France by train, connecting with the Southampton ship at the Mediterranean port of Marseilles. The China steamer from Southampton stopped at Marseilles and took on mail there. Letters could be sent from England six days after the China steamer left Southampton, and still connect with it when it stopped at Marseilles. In effect, this fast transit of Europe meant that American businessmen could post from New York almost a week later, and still have a letter reach the Orient in the same mail that brought the "via Southampton" correspondence that had left New York earlier. This service, while quicker, was also more expensive, because a fast-transit fee was added to the basic rate.

As we enter the 1869 period, the French charged a transit fee of 8c per half ounce. This was an accounting exchange between the French and the British, which required no markings on the covers themselves. The French had earlier computed their transit rates in quarter ounces (per 7½ grams, to be precise), but by 1869 they had been disabused of this quirk.

For American mailers who opted to send their British-mail letters to the Orient "via Marseilles," the British simply added the French transit fee to their 24c overseas rate. When the U.S. share was 10c, this meant a total rate, applicable in the U.S., of 10c + 24c + 8c or 42c. This was the rate via Marseilles through the end of 1869: 42c per half ounce. On January 1, 1870, when the U.S. share was reduced to 4c, the rate via Marseilles was appropriately reduced, to 36c. Figure 2, also discussed more extensively below, shows the 42c rate via Marseilles, on a cover from New York to Yokohama.

Your editor has never seen any covers showing the 36c rate via Marseilles, though he is quite certain such covers exist, showing Banknote stamps. The 36c rate was available for less than a year, because the Franco-Prussian war, which began in July 1870, disrupted communications within France.

As a consequence, sometime during the fall of 1870, the British stopped using the fast-transit route across France to the Mediterranean, and substituted an overland route that avoided France altogether, going by way of Belgium and Prussia through the Brenner Pass into Italy, and then down to Brindisi, at the Italian bootheel. At *U.S. Mail* 490 will be found the announcement to this effect, saying that the "increasing difficulties" in France had forced a change in the overland mail pattern, so that after November 5, 1870, the rate to the Orient, "via Marseilles or via Brindisi" would be 42c per half ounce. At *U.S. Mail* 494 we find that the British Mediterranean mail steamers "have been withdrawn from Marseilles and placed on the route between Brindisi and Alexandria," so that "a reduction may therefore be made," effective December 22, 1870, on fast-transit letters from the U.S. to the Orient, "via British mail via Brindisi," the rate reduction being from 42c to 34c per half ounce.

Thus, between November 5 and December 22, 1870, the fast-transit British-mail rate from the U.S. to the Orient was 42c. This happened to be the same rate that prevailed on fast-transit covers via Marseilles during 1868 and 1869, but since it is derived from different components and travelled a different route, it ought properly to be regarded as a separate postal rate.

Your editor has never seen 42c rate covers from this brief transitional period during late 1870, though once again he suspects such covers exist, probably bearing Banknote stamps. Since this rate is not mentioned in Dr. Hargest's *AP* write-up, nor in the rate charts of his inestimable book, examples may exist

TABLE I—U.S. LETTER POSTAGE RATES TO THE ORIENT VIA BRITISH MAILES: 1869-71

DATE	THE COMPONENTS			THE RATES											
	1. U.S. share	2. British overseas	3. Fast transit (optional)	Rate via Southampton (sum of 1&2)	Rate via Overland Transit (sum of 1&2&3)										
1869 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC	10c		8c	34c	42c										
						1870 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC	4c	24c	28c	36c					
											1871 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC		6c		11-5-70 ↓ 42c
															↑ 12-22-70 34c

Note: All figures are per half ounce. For multiple rates, American progression prevailed.

unrecognized for what they actually are. The appearance of a cover confirming the use of this rate would be a most welcome addition to the Chicago study mentioned above.

The derivation of this short-lived 42c rate, until we have better information, can only be surmised. The best explanation we have seen comes in a recent letter from Charles Starnes, whose lean and concise prose is a pleasure to quote: "As for the short, high 42c rate: I think this was a forced expediency by Britain, and that they made up the rate under terms of an existing treaty between Britain and the North German Union (earlier Prussia), governing transit of mails from England through the North German Union to Alexandria. The latest relevant treaty I have is the Anglo-Prussian 1862 arrangement, effective January 1, 1863. Here Britain had to pay 5½ silbergroschen per half ounce for transit from England to Alexandria by the German-Austrian Postal Union. If this rate were still in force in late 1870, Britain could make up a 42c total as follows: 4c U.S. share, 24c British overseas and 14c (= 5½ silbergroschen) for transit via G.A.P.U. These figures are in the right order of magnitude, anyway. Then, as soon as the regular P & O packets ran from Brindisi, the rates could be lowered."

This is a very reasonable explanation for an otherwise inexplicable rate. It would be nice to have the specific treaties involved, and one day we may.

But until we do, your writer certainly accepts colleague Starnes' reasoned and thoughtful extrapolation from the best information currently available. And whatever the specific explanation, it is clear that for a period of about six weeks toward the end of 1870, fast-transit covers via the British mails from the U.S. to the Orient required a 14c transit fee in addition to the other rate components.

We have gone into considerable detail here, in hopes of fostering a better understanding of how the British mail rates to the Orient were made up during this period, and most especially in the hope of locating more covers. We have tried to depict graphically, in Table 1, the various components discussed above, and to show how they add up to the postal rates then applicable in the United States. The reader will perceive, from examining Table 1, that during the calendar year 1869 only two different rates prevailed, on covers that passed from the U.S. to the Orient via the British mail service. These were the 34c rate via Southampton and the 42c rate via Marseilles. It is our pleasure to show here examples of both rates, made entirely by 1869 stamps, from the collections of two members of our Society.

### 34c RATE VIA SOUTHAMPTON



Figure 1. April 7, 1869: Earliest known use of the 24c 1869 stamp, here used with a 10c 1869 on a cover from New York to Shanghai, making the 34c rate by British mail "via Southampton." The U.S. kept 10c and credited the remaining 24c to Britain. The two markings shown in the inset appear on the back of the cover.

The cover in Figure 1 is remarkable both from a philatelic and a postal history standpoint. It shows the 34c rate via Southampton (note the routing at upper left) economically made up by a 10c and a 24c stamp of the 1869 series. The red "24" is the credit to England for carrying the cover from London to Shanghai. The circular "New York Paid All Br. Transit" marking was applied on the back of the cover but has been shown inset on the front in Figure 1. The New York marking reads "APR 7." The London PAID circular, struck over the address, shows arrival in London on April 17, 1869. The inset Hong Kong backstamp confirms 1869 usage.

We can conclude without question that this cover entered the mails on April 7, 1869. This is the earliest known use of the 24c 1869 stamp and source of the April 7 listing in the Scott specialized catalog. This is also a very early use of the 10c 1869. To your Period Editor's knowledge, only one earlier 10c cover has so far turned up.

The Hong Kong marine sorter backstamp, shown on the inset, is most unusual. According to Chapter 55 of Webb's massive *Hong Kong and Treaty Ports* book,<sup>13</sup> this marking ("Hong-Kong/Marine Sorter/Hong-Kong to Shang-



hae") was introduced toward the end of 1868 and used until September 1870, on board a sea-going post office that was comparable to the railway sorting cars which were then in use. The marking was then retired for several years, before being used again between July 1874 and May 1876. Webb recorded only one cover bearing this marking from the first period of its use, though others have been located since and here, in Figure 1, we have yet another, in a nice strike. The date in the marine sorter marking reads JU 3/8/69. Your editor thinks this means the cover left Hong Kong June 3 and was scheduled to reach Shanghai June 8.

**42c RATE VIA MARSEILLES**

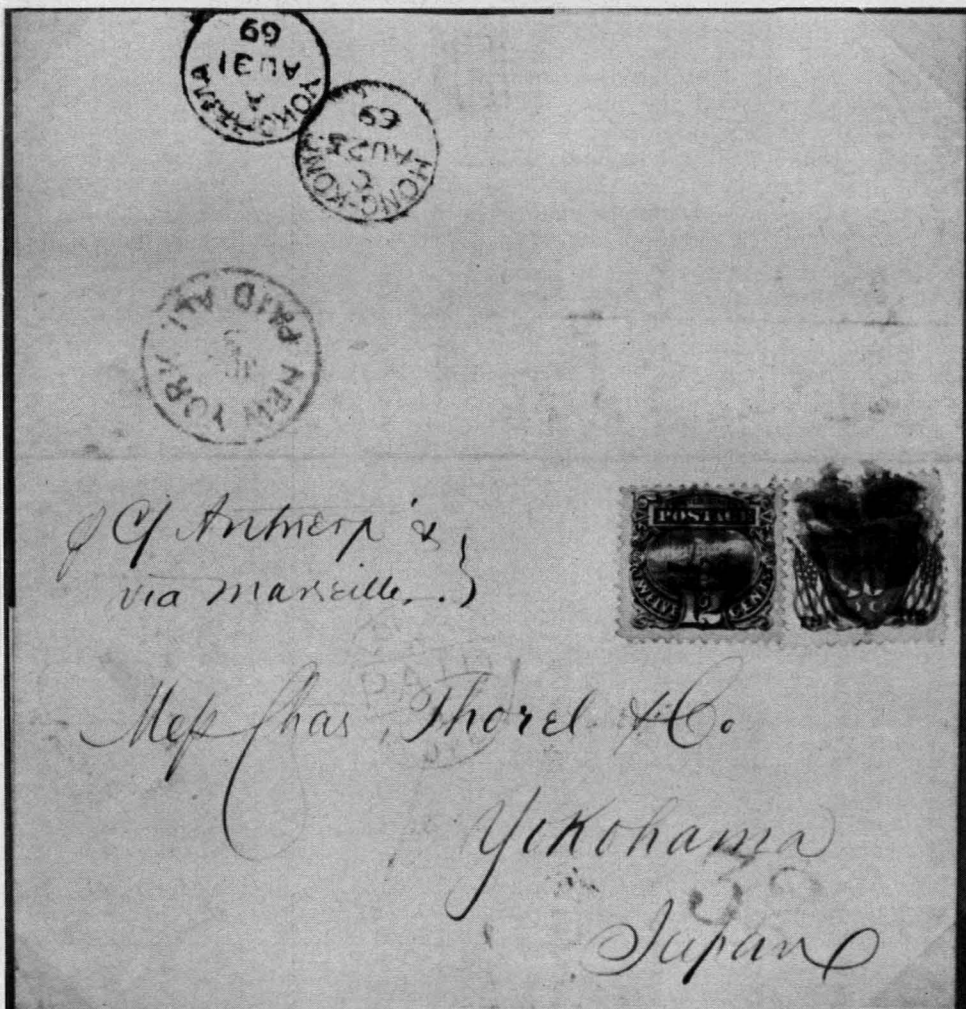


Figure 2. July 3, 1869: The 42c rate by British mail "via Marseilles," on a cover from New York to Yokohama, franked with 12c and 30c stamps of the 1869 series. Once again, the U.S. kept 10c and credited the remainder (in this case, 32c) to the British.

The cover in Figure 2 shows the 42 rate via Marseilles (note routing at upper left) made with equal elegance by 12c and 30c stamps of the 1869 series. This is a folded letter from New York to Yokohama, from the Thorel correspondence, a Japanese commercial find which yielded a number of covers showing this rate. This one was lot 1785 in the second Knapp sale where it sold for \$200. It has subsequently sold for much more. The NEW YORK PAID ALL marking shows JUL 3. The red 32 (comparable to the 24 in Figure 1) is the credit to England for the 24c British overseas component plus the 8c fee

for fast transit across France. The Hong Kong backstamp reads August 25 1869 and the Yokohama backstamp shows August 31.

This is one of those covers that makes us wish we had full-color capability in the pages of the *Chronicle*, for the photo in Figure 2 does not do much justice to this cover, which is one of the nicest 30c 1869 covers your editor has ever seen.

In write-ups such as this one, we like to include, in tabular form, a listing of all the covers we know about showing the 10c 1869 stamp used to make the rates discussed. But in this case, there aren't enough covers in our files to justify such treatment. Specifically, we know of only five British mail covers to the Orient, bearing 10c 1869 stamps. All five show carriage via Southampton. Besides the cover shown in Figure 1, there's another 10c plus 24c 1869 cover, to Hong Kong in late April or early May 1869. Two more covers from late 1869 show the 10c 1869 plus the 24c grill (#99). One cover is from New Bedford to Singapore and the other is from New Haven to Siam. And there's one lone cover from the spring of 1870, New York to Batavia, which appears to have paid the 28c rate. It shows a credit 24 that strongly suggests payment of 28c; but when last seen, this cover bore two 10c 1869s plus a blackjack. Your editor has not personally examined this item and would like to see it. The listing above, if nothing else, suggests the diversity of destinations under discussion.

As mentioned at the outset, after the railroad linkage with San Francisco, most correspondence from the U.S. to the Orient travelled the transcontinental railroad and the transpacific steamers. This rate, via U.S. mail, was just 10c per half ounce. The covers are many and varied, and we will save for another occasion the pleasant but time-consuming task of writing them up. Until then, we welcome correspondence from those who might have covers or information we're not aware of.

#### Footnotes

1. *United States Mail & Post Office Assistant (U.S. Mail)* as reprinted by Collectors Club of Chicago, page 452.
2. *U.S. Mail*, 374.
3. George E. Hargest and Charles J. Starnes, *Chronicle* 86:122.
4. *Ibid.*
5. *Postmaster General's Report*, 1869, page 18.
6. George E. Hargest, "Postal Rates Between China, Hong Kong and United States, Via England: 1849-1875," *The American Philatelist*, October 1968, Volume 82, No. 10, page 871.
7. *16 U.S. Statutes at Large*, 783 (Article XII, U.S.-British Postal Convention of December 15, 1848).
8. *U.S. Mail*, 337.
9. *U.S. Mail*, 373.
10. Walter Hubbard, *Chronicle* 86:123; Hargest, *History of Letter Post Communication*, 149-150, 153.
11. *U.S. Mail*, 373, 446, 448.
12. These destinations combine those shown at *U.S. Mail* 337 with those shown in Table A appended to the U.S.-British Convention of November 7 and 24, 1868, as presented in *16 U.S. Statutes at Large*, pages 860-862.
13. F. W. Webb, *The Philatelic and Postal History of Hong Kong and the Treaty Ports of China and Japan*; London, 1961, Royal Philatelic Society; pages 351-352.

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## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

### USED UP

No, it's not an advertisement for Geritol. It is one of the unusual killers used to cancel stamps during part of the Bank Note Period. Its use has been reported from only two post offices, and those widely separated: Traverse City, Michigan, and Rio Grande City, Texas. A number of examples are known from Traverse City, but only one from Rio Grande City. (Figure 1). The Rio Grande City "Used Up" and the various examples of the Traverse City "Used Up" are so alike, including the 3 mm distance between killer and townmark, that it seems probable they were bought from the same commercial source. Mail order postal supply houses and manufacturers of handstamp devices advertised extensively in the monthly *U. S. Mail and Post Office Assistant*, which had a national circulation among postmasters in the 1870s when ready-made Fancy Cancels were in their heyday.

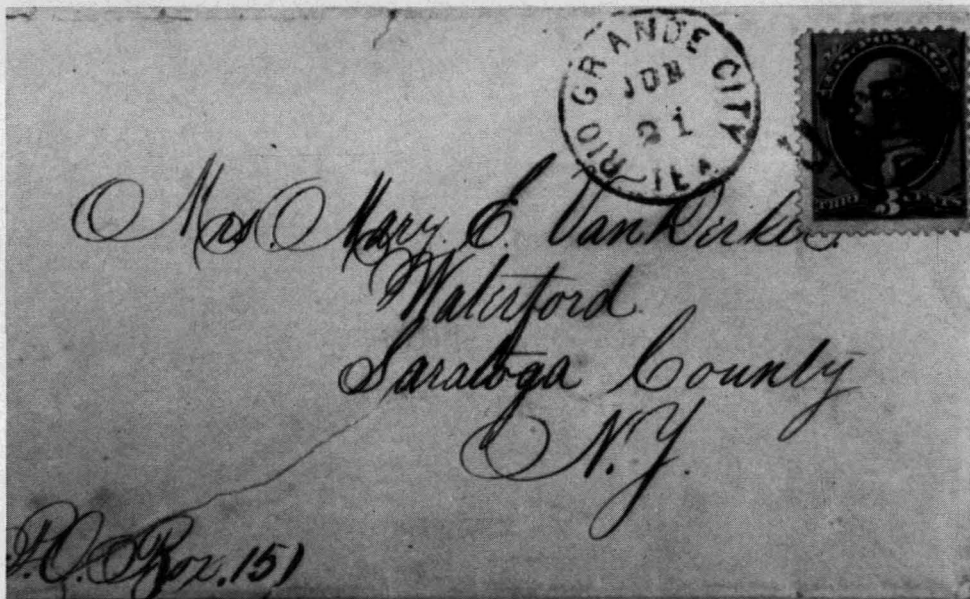


Figure 1. "Used Up" from Rio Grande, Texas.

Though this Traverse City cancel was well known to specialists much earlier, the design gained greater prominence at Part II of the Edward Knapp auction held on November 4, 1941. There Lot 1169 was described as:

#158, 3c green, "Used Up" (Rio Grande City Tex.), excellent strike of this unusual and rare cancellation.

It was illustrated in the catalog and sold for the magnificent sum of \$16.

On-cover examples of the Traverse City "Used Up" are known from the years 1874-76, midway in Samuel C. Fuller's service as postmaster from 1869 to 1883. He used a number of other fancy cancellations between 1874 and 1877, including two negative F killers of different sizes and one positive F. All three were in circles. Obviously Fuller was thus using his own initial. Also he used a negative 76 and a negative 77 in circle. Perhaps the 76 was intended to celebrate the nation's centennial, but more probably both killers were designed primarily to identify the year of use. By 1878, as is true of so many fancy can-



Figure 2. "Used Up" on 6c Interior.



Figure 3. "Used Up" on 1c National.

cellations, their use was discontinued and standardized killers replaced them (apparently on instructions from the Post Office Department).

The "Used Up" has been found on an off-cover 6c hard paper Interior Department stamp, probably from the Traverse City Land Office, (Figure 2) and on an off-cover 1c National (Figure 3). The cancellation in Figure 3 differs from the examples proved on cover; the "Used" is smaller and the "Up" considerably larger. This appears to be a genuine cancellation. It may be from some other post office than the two known.

Several examples of the Traverse City use have been seen on the first U. S.

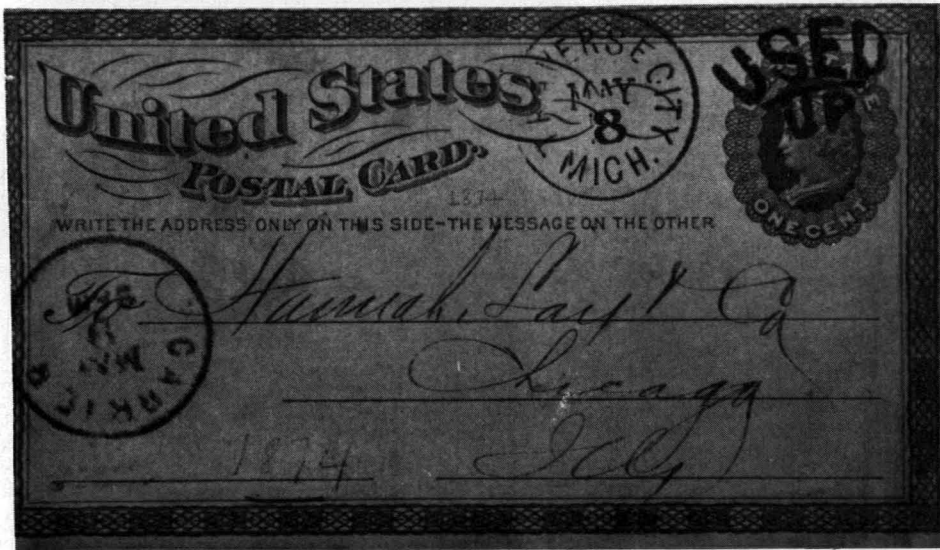


Figure 4. Traverse City "Used Up," May 8, 1874.

#### RESEARCH HELP OFFERED

Frank S. Levi, Jr. of Naples, Florida, has an extensive library of reference works in the postal history field and has kindly offered to look up information for any U.S.P.C.S. member. Please send a stamped self-addressed envelope or post card with your request. Frank's address is 2999 Crayton Rd., Naples, Florida 33940.

The works available (titles abbreviated) are: *Official Register* (published biennially as of Sept. 30) for the year 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1849; *Post Office Lists or Tables* for 1808 (Stevens), 1811 (GPO clerk), 1819 (PMG), 1825 (PMG), 1831 (PMG), 1842 (Gideon, 1/31/42), 1851 (Greer, 5/31/51), 1856 (Leech, 7/1/56). Also a *List of Confederate P.O. and changes since 1861* (Richmond, no date).

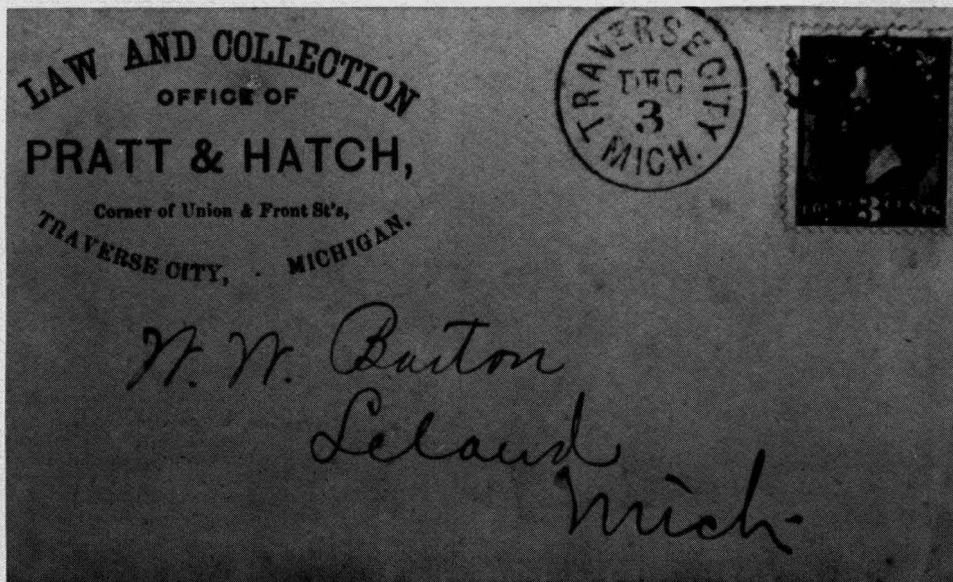


Figure 5. "Used Up" from Traverse City on 3c Continental.

Postal Card, #UX1 issued in 1873 (Figure 4). Other uses are recorded on envelopes franked with the 3c Continental. The corner card (Figure 5) indicating "Law and Collection" might, if used today, raise the question of advertising, which is a no-no for lawyers under their Cannon of Ethics.

So much for the Used Up cancellation. Additional information, examples, and/or comments from readers would be greatly appreciated.

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# RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

## TOWLE-MEYER CATALOG

Index of markings listed in Chronicle addenda plates 1 to 37  
(a) Markings including the words "Agent" or (unless otherwise noted) "Agt."

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Ab. & Ban. Agt.	2-B-1	70	Eatonton & Gordon	362-A-1	71
Alb. & Bing.	116-B-2	63	El. Avon & Buff.	143-F-1	66
Allen. & Harris.	183-C-2	75	Elm. Avon & Buff.	143-E-1	66
Allen. & Pawl.	185-B-1	66	Elroy & Marsh.	866-C-2	62
Ash. & Menasha	849-A-2,		Fernan. & C. Keys	380-D-1	57
	849-A-3	62	Flor. & Charl.	340-H-1	66
Atch. & Lenora	908-D-1	73	Florence & Eldo.	919-B-1	77
Aub. & Sayre	134-B-1	74	Fond du Lac & Mil.	850-B-1	75
Bay City & Det.	628-A-2	75	Ft. Wayne & Cin.	620-K-1	81
Belton & Wala.	337-J-1	74	Fred. & Orange	314-A-1	66
Belv. & Phila.	242-B-2	62	Galv. & Bren.	473-A-1	82
Benson & Los Angls.	963-H-1	65	Geneva & Wells.	163-B-1	80
Binghamton, N.Y. L.M.	150-B-1	78	Graf. & Fargo	889-B-1	63
Bis. & Miles City	874-O-1	68	Graf. & Wheel.	278-C-1	64
Blair & Ind.	220-A-1	70	Graf. & Wheeling	278-C-2	64
Blanchard & Oldtown	2-C-1	70	Gr. Rap. & New Buff.	623-H-1	68
Blanchard & Oldtown	2-C-2	74	Gr. Bay & Winona	845-C-1	75
Boston & Will.	54-J-2	73	Green. Lake & N.Y.	253-A-1	70
Br'ch. Jc. & Pitts.	219-B-1	70	Green. Lake & N.Y.	253-A-2	76
Breck. & St. Paul	869-G-1	57	Greenport & N.Y.	112-K-1	70
Bremond & Cisco	465-B-1	67	Harlem Ext.	40-G-1	66
Brewster's Sta. & N.Y.	120-B-1	64	Haz. & Sunbury	181-B-1	73
Broc. & Oil City	215-C-2	77	Hearne & Hou.	470-E-1	77
Cadillac & Kal.	620-J-1	64	Hend. & Columbia	339-C-2	66
Camak & Macon	363-A-1	66	Hendersonv. & Alston	339-G-1	58
Camb. Jct. & Burl.	42-A-1	81	H.F. & Staunton	273-D-1	63
Canal Do. & Mari.	579-B-1	67	Hunt. & Cumb.	211-B-1	70
C. Dover & Mari.	579-C-1	73	Hunt. & Lex.	530-A-1	57
Canand. & Batavia	130-C-1	63	Ind. & Louis.	654-I-1,	
Can. & Wm'port	193-E-1	70		654-I-2	58
Cayuga & Itha.	132-B-1	58	Irv. & Oil City	218-A-1	76
Cent. City & Calv.	934-F-1	72	Ishp. & Ft. How.	630-A-2	73
Char. & Sav.	350-L-1	58	Jack. & Ft. Wayne	621-B-1,	
Chey. Boulder & Den.	951-B-1	65		621-B-2	64
Chey. Boulder & Den.	951-B-2	68	Jenny & Tomah—B. Naylor	848-C-1	68
Cin. Ham. & Ind.	658-B-1	67	Johns. & Rockwood	234-A-1	70
Clarksb'g & Weston	279-B-1	58	Kal. & Cin.	620-C-2	73
Cleve., Hud. & Col.	573-D-2	74	Kal. & S.H.	636-B-1	67
Col. & Athens	575-A-3	67	K.C. & Denver	907-G-1	57
Col. & Cin.	561-U-1	74	Kan. City & Topeka	911-L-1	76
Col. & Corinth	420-H-1	74	Kent. & Cin.	550-D-2,	
Col. & Peters.	503-A-1	57		550-D-3	71
Col. & Ports.	574-A-2	73	Keok. & Centre.	765-D-1	68
Col. & Westpt.	420-I-1	74	La Crosse & Jack.	868-D-1	62
Corry & Oil City	215-E-1	70	La Junta & Santa Fe	911-J-1	68
Crest. & Chi.	560-M-1	76	L'ville & Elkland	227-A-1	80
Cumb. & Hud.	853-A-2	62	Local Agent—D.C.	277-F-1	66
Den & Black H.	952-B-1	65	Logan & Pom.	588-B-1	71
Den. & Deer Valley	954-C-1	68	Logans. & Col.	659-A-1	64
Den. & Hous. So. Div.	470-D-1	67	Logans. & Sheldon	656-I-1	67
Den. Pueb. & Lead.	953-D-2	68	Los Ang. & S. Ana	988-A-1	65
Denison & Houston	470-C-1	67	L. & Rock Riv. Rt.	0-27-a	80
Den. & San Juan	955-E-1	65	Louis. & Fish Pt.	532-D-1	64
Denver & Ft. Gar.	955-A-2	65	Louis. & Pad.	533-C-1	64
Det. & Chi.	610-G-2	67	Low. & Worcester	56-B-1	64
Det. & Fayette	642-A-1	76	Macon & Bruns.	359-C-2	71
D. Pueb. & Conejos	955-D-1	62	Manchester & Bridgeton	241-H-1	74
Dresden & Cin.	570-A-2	75	Mead. & O. City	226-B-1	70
Drift. & R.B. Fur. Pa.	217-D-1	64	Mel. & St. P.	869-I-1	78
Dul. & St. Paul	867-B-2	59	Mem. & L. Rock	455-A-1	58
Easton & Hazel.	180-K-1	56	Mena. & Mil.	844-E-1	62

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Merid. & Vicks.	424-C-2	58	Raleigh & Fay.	328-D-1	58
Mil. & Chi.	842-B-2	59	Red Oak & East.	764-B-1	67
Mil. & Chicago	842-C-2	62	Rich. & Hunt. E. Div.	303-L-1	58
Mil. & Pra du Chien	843-F-1,		Rich. & Stanford	539-A-1	67
	843-F-2	59	Rich'd. & Ni. Falls	139-C-1	66
Mobile & N.O.	404-C-2	74	Rich., Lynch. & C. Forge	304-D-1	74
Mona & Waterloo	760-B-1	68	Roch. & Corn.	143-D-1	63
Mon. Jct. & Squan.	245-B-1	56	Roch. & Dan.	141-C-1	66
Musc. & Montez.	793-C-1	68	Rut. & Ben'tn.	40-H-1	70
N. & Lewiston	6-B-1	56	St. Alb. & Bos.	24-M-1	70
Nash. & Chatt.	510-E-2	58	St. Alb. & Ogden	101-I-1	78
Nash. & Hick.	516-B-1	74	St. L. & Columbus	806-A-1	64
Nash. & Hickman	516-A-1	64	St. Paul & Elroy	838-E-2	62
New Haven & N.Y.	70-T-1	70	Sal. & Akron	550-H-1	74
N.L. & New Haven	70-R-1	56	Salt Lake & York	969-A-1	72
N.Y. James. & Phila.	244-F-1	82	San Fran. & Sol.	980-C-2	77
N.Y.S. & Easton	254-E-1	66	San Fran. & Sol.	980-C-1	59
Niles & New L.	558-F-1	71	Sav. & Liv. Oak	350-N-1	78
Northville & Fonda	105-A-3	74	S. Falls & S. City	886-A-1	68
Nor. & Carth.	104-D-1	66	Shreve. & N.O.	439-C-1	57
Ogden & Salt Lake	970-B-1	64	S.L. Eye & Watertown	866-I-1	68
Omaha & Kearney	933-B-2	68	Sparta & Vir.	861-A-1	62
Osh. & Mil.	846-A-2	92	Springf'd. & N.Y.	80-I-1	56
Os. & Char.	139-E-1	85	Springfield & N.Y.	80-L-1	70
Ottumwa & Moberly	811-B-1	62	Steve. Pt. & Port.	852-B-1	62
Pains. & Youngs.	563-C-1	57	Stony Pt. & N.Y.	124-A-1	70
Palm. & New Lond.	82-G-1	63	Terminus & Og.	890-A-1	59
Parkers. & Cin.	571-F-1	74	Terre H. & Evans.	652-E-2	68
Patchogue & N.Y.	113-C-1	63	Texark. & Ft. Worth	483-G-1	67
Pent'w. & Nunica	623-G-1	71	Texark. & Houston	483-E-1	57
Petersburg, Va. John West,			Tol. & Col.	580-A-1	67
Agt.	319-E-1	71	Tracy & Volga	866-D-2	73
Phila. & Balt.	239-U-3	77	Vin. & Cairo	667-E-1	59
Phil. & C.M.	257-D-1	63	Wab. & Zumbrota	879-A-1	68
Phila. & Cape May	257-B-1	82	West Pt. & Rich.	306-B-1	56
Phila. & Pt. Dep.	205-C-2	76	Wich. Falls & Ft. Worth	488-A-1	67
Phil. & Wyo.	260-C-1	58	Wil. & Woodland	986-A-1	65
Pittsfield & Br'gpt.	88-G-1	70	Wmsport. & Pt. Clint	192-D-1	70
Port. & Is. Pond	9-J-1	78	Wm'pt. & Pt. Clin.	192-C-1	73
Port. & Rose.	894-E-1	63	Willimantic & N.H.	84-B-1	74
Port. & Swant.	11-D-2	74	Wilm. & Landen.	266-B-1	76
Ports. & Plym.	309-I-1	76	Wisner & Blair	936-C-1	73
Prov. & New London	70-I-2	66	W. Leb. & Fisher	670-A-1	64
Pt. H. & Val. W. Div.	624-G-1	57	Worc. & Men.	849-B-1	62
Quin. & St. Louis	814-B-1	68			

(b) Markings including the expressions "Railroad," "Railway", "R.R." or similar. ("R.R." unless otherwise indicated).

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
A. & E. R.R.	60-C-1	70	Cleve. & Pitts.	554-F-1	71
A. & G.—Way	350-M-1	77	Cleve. & Toledo	559-N-1	68
A. & M.	354-H-1	66	C. & C.	26-F-1	56
A.T. & S.F.	911-A-2	71	C. & M.	25-L-1	70
Ac. & St. L. & An. & Kk.	4-D-1	63	Concord & Montreal	25-A-1	63
Atlantic & St. L.	9-A-1	63	Conn. River	35-A-1	63
Augusta & Atlanta	355-A-4	57	Dak. So.	885-D-1	65
B. & P.	2-A-1	64	Del. & Hud. C.C.	177-D-1	64
B.E.V.	201-B-1	66	D. & R.G.	953-G-1	72
B. & St. A.	24-N-1	70	E. & W.V.	118-B-1	64
B.W.	T-18	68	E.L. & B.S.	530-B-1	58
Baltimore Railroad	239-V-1	85	Erie—Jeff. Br.	177-E-1	66
Belvidere Del.	242-C-1	85	Florida	380-B-2	82
C. & V.	667-F-1	81	Fort W.J. & S.	621-A-1	59
C.B.P. & H.	243-B-1	82	Freehold & J.A.	245-A-2	81
Cam. & St. J.	810-H-1	64	G.H. & San An.	476-D-1	74
Can. & El.	133-B-1	78	Gen. & Ith.	135-B-1	64
Central	254-A-1	63	G. & C.M.C.	257-E-1	76
C.R.R.	353-F-1	85	Golds. & Charlotte	322-H-1	66
Chi. Cin. Air Line	651-D-1	77	Grand Trunk	9-I-1	75
C. & M.L.S.	623-F-1	67	G. Bay to Esca.	630-E-1	68
Chi. & Mill.	842-E-1	62	Green. & Col.	337-D-2	56



<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Greenville & Columbia	337-K-1	81	Pad. & Mem.	538-A-1	57
H.B.F. & P.L.	208-B-1	83	Penna.	203-D-3	70
Hast. & Dak.	871-F-1	73	Penna.	203-D-4	85
H.B. & C.	26-G-1	59	P. & E. E. to St. M.	198-G-1	64
Housatonic	88-B-5	56	Phila. & Pottsv.	190-I-1	85
H.P. & F.	54-L-1	64	P. & R.	190-H-1	73
I.F.	732-B-1	57	Pitts. & Connellsville	235-A-1	75
I.F.	732-C-1	84	Pitts, Ft. W. & C.	560-L-1	71
Int. & G.N.	485-C-1	81	P.R.	335-D-1	66
Ith. & Ath.	135-C-1	77	P. & W.	72-A-2,	
Jackson Branch	614-B-1	64		72-A-3	85
J.C. & P.	912-E-1	68	P.H. & B.	110-C-1	70
J.L.S.	617-H-1	67	P.H. & Fishkill	54-C-2	70
Joliet Cutoff	710-A-1	57	R. Road	238-K-1	85
J. & B.W.	265-B-1	77	Rn. & Del. Bay	241-C-1	70
Knox. & Ohio	501-B-1	57	Rens. & Sar.	100-C-2	56
L. & I. Ind.	653-E-1	81	Rich. Railroad	305-Y-1	74
L.S. & Miss.	867-C-1	68	S.F. & T.	985-A-2	85
L. Valley	180-C-2	62	Sed. & Lex.	812-B-1	68
L. Valley	180-C-3	77	She. & Fond.	847-C-1	68
L.I.	112 C-4	64	S.C. & Pacific	763-C-1	64
L. & N. & L.B.	532-E-1	82	S.C.	336-F-2	59
Macon & Au.	353-E-1	74	S.C.	336-F-3	66
M. & C.	571-G-1	82	S.C.	336-B-2,	
May. & Lex.	534-B-1	62		336-B-3	73
McGregor & St. P.	753-H-1	78	So. Ca.	336-A-2	85
M. & C.	502-A-3	71	S.P.	209-G-1	65
Mil. & Nor.	844-D-1	62	S. & U.	339-H-1	66
Mil. & Osh.	846-C-1	62	Spar. & U.	339-F-1	58
Mill. & St. P.	837-M-1	68	St. Jo. & D.C.	913-D-1	59
M. & M.	702-Q-1	80	St. Paul & S. City	870-D-1	57
M. & M., Iowa	702-Q-3	85	Stock. & Vi.	989-A-1	65
Miss. & Tenn.	423-C-1	57	S.W.B. & St. L.	807-D-1	62
Miss. & Tenn.	423-D-1	74	Stoney Brook	56-C-1	75
Mont. & Euf.	360-L-1	64	S.N.	103-C-1	81
Montrose	178-B-1	58	T. & A.	509-C-1	82
N.H. & B. Falls	35-Q-1	73	Terre H. & Ind.	561-R-1	74
N.H. & Greenfield	35-P-1	70	Toledo, Wabash & Western	577-C-2	71
N.J.S.	241-E-1	56	Troy & Rutland	44-F-1	81
N.Y. & Erie	125-H-3	66	Tuckerton	248-R-1	56
N.Y. & Phil.	244-A-2	56	U. Pacific—C. to W.	932-O-1	65
N.Y.C.	114-N-1	82	Va. & Ten.	311-L-1	82
N. Carolina	322-E-3	58	V. & M. & H.T.	51-G-2	66
Northeast	340-K-1	71	Vick. & Mer.	424-B-3	71
Northeastern	340-C-3	82	Vineland	241-F-1	63
North Missouri	808-C-1	68	Wash. to N.Y. Rail-Way	238-H-1	64
W. to E. Div. of N.C.	193-F-1	74	West. & Atlan.	357-M-1	64
N.P.C.	985-D-1	78	W. & P.	270-A-1	63
Ogd. R. Rwy.	101-J-1	81	Wil. & King.	340-J-1	71
Ogd.	101-K-1	85	W. & R.	305-Z-1	85
O. & C.	894-D-1	57	W. & R. Railroad	305-AA-1	85
O. & C.	894-D-2	65	Wil. Col. & Aug.	340-I-1	66
O. & C.	894-D-3	68	Wil. Col. & Aug.	340-I-2	71
O. & S.W.	933-I-1	68	Wino. & St. Peter	866-B-2	59
Orange & Alexa.	302-H-1	71	Wis. Ctr.	844-F-1	82
O.C. & A.	215-D-1	64	Worcester & Nashua	21-H-1	63
Q.A. & K.	261-C-1	76	W.S.S. & Hunt	303-M-1	64

**(c) Miscellaneous Markings**

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Passenger Train—Philada.	T-17	68	Union Pacific—End of Track	T-15	65
Potomac Postal Cars	305-V-1	63			

**(d) Markings including the expressions "Railway Post Office"; "R.P.O." and similar ("R.P.O." unless otherwise noted).**

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Abb. & St. Paul	854-B-1	62	Albuq. & Needles	964-B-1	65
Addison & Westf.	153-A-1	62	Ashl. & Abbots.	849-C-1	84
Alb. & Thomasville	365-A-1	66	Aug. & P. Royal	335-E-1	78
Albuq. & El Paso	911-K-1,		Balto. & Graf. Day	274-G-2	63
	911-K-2	73	Balto. & Lex.	273-E-1	70
Albuq. & Mojave	964-A-1	65	Balt. Wash. & Graf.	274-H-1	57

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Balt. Wash. & Graf.	274-H-2	74	Down. & N. Holland	187-A-1	63
Bangor & Bar Harbor	12-A-1	74	Dub. & S. City Day	759-N-1	76
Benson & Isaacson	965-B-1	84	Elk & Tol.	559-K-1,	
Benson & Nogales	965-A-1	73		559-K-2	57
Bis. & Billings	874-L-1	57	Fern. & Orlando	380-E-1	84
Bis. & Glendive	874-M-1	59	Florence & Aug.	340-F-1	56
Bis. & Glendiver	874-M-2	68	Ft. Collins & Denv.	951-A-1,	
Boston & Albany	53-E-3	63		951-A-2	65
Boston & Albany	53-E-4	66	Ft. How. & Winona	845-D-1	81
Bos. & Fran.	24-O-1	70	Frank. Furn. & Water.	251-B-1	84
Boston & Me.	50-D-1,		Galesburg to Quincy	695-E-1	81
	50-D-2	56	Galva & Burl.	698-D-1	57
Boston & Me.	50-D-3	70	Gar. Junc. & Ogden	890-B-1	65
Boston & N.Y. Short Run	80-J-1	56	Gilman & Spg.	719-C-1	73
Boston & Or.	55-F-1	70	Graf. & Chi. E.D.	567-G-2	71
Boston, Sp'g. & N.Y.	80-K-1	63	Graf. & Cin.	571-C-2	74
Boston to Albany	53-F-1	63	Grafton & Cin. Day	571-D-4	67
B.C. & F.	52-C-1	56	Grafton & Cin. Night	571-D-2	57
Brews. & N.Y.	120-A-1	56	Grafton & Cin. Night	571-D-3	67
Bristol & Chatta.	500-H-1	57	Granger & Hunt.	898-B-1	65
Brunsk. & Albany	364-A-1	74	Grey. & Belv.	252-A-1	63
Buff. & To. D.L.	115-P-2	66	Gund. & Hudson	853-B-1	57
Buff. & To. N.L.	115-P-1	58	Han. & Den.	809-G-1	57
Buff. & Tol.	115-T-1	66	Han. & Ft. Scott	809-H-1	67
Burl. & St. Louis	814-C-1	68	Harrold & Ft. Worth	488-B-1	76
Cairo & West Point	420-J-1	74	Hast. & Cologne	871-D-1	68
Cal. & Oreg.	982-B-1	65	Helena & Spok. Falls	892-B-1	63
Calmar & Camb. E.D.	761-G-1	67	Heron & Wallula	892-D-1	63
C. Rap. & C. Bluffs Day	691-P-1	73	H. Lake & Pipe.	870-E-1	71
C. Rap. & C. Bluffs N.L.	691-Q-1	73	Houst. & El Paso E.D.	476-C-1	64
C. Rap. & Wat. E.D.	748-F-1	57	Hous. & El Paso W. Div.	476-E-1	75
Centralia to Cairo	708-H-2	64	Hudson River	114-F-2	84
Chi. & Ced. Rap.	691-E-3	67	Indianapolis R.M.S.		
Chi. & Cet.	708-J-1	57	(No R.P.O.)	680-E-1	62
Chi. & Cin. Day	653-F-1	81	Ind. & St. L.	556-F-2,	
Chi. & Ft. How.	839-B-4	75		556-R-3	71
Chi. & La Crosse Night	837-L-1	62	Ind. & St. L.	556-F-4	76
Chi. & Omaha W.D.F.M. (No R.P.O.)	694-U-1	67	Jack & Tampa	384-A-1	66
Chi. & Pekin	722-C-1	76	K.C. & Denver	907-E-3	63
Chi. & Tol.	559-M-1	67	K.C. & Denver	907-E-4	80
Chi. & W. Lib. Day	702-P-1	67	Kan. City & Harper	909-F-1	62
Chicago to Clinton West (No R.P.O.)	691-O-1	67	K. City & N. Kiowa	909-G-1	62
Cin. & Mem. 1st Div.	526-E-1	71	K.C. & Pueblo N.L.	911-I-3	81
Cin. & St. Louis Night	650-F-1	68	K.C. St. Jo. & C.B.	762-C-1	73
Clarinda & Corn.	777-A-1	67	Keokuk & Cent.	765-C-1	67
Cle. & Ind.	556-G-1	67	Lafay. & Quincy	577-G-4	73
Cleve. & Ind.	556 H-1	81	Lafay. & Quin.	577-H-1	73
C. & P.	554-G-1	85	Lar. & Breck.	869-H-1	68
Clev. & Pitts.	554-F-1	67	L. Falls & Morris	881-A-1	64
Cleve. & Toledo	559-L-1	57	Louis. & Pad.	533-D-1	64
Cleve. Youngs. & Pitts.	558-E-1	67	Lynch. & C. Forge	304-D-1	66
Clin. & C. Bluffs	691-M-1	57	Mack. City & Det.	617-G-1	57
Col. & Huron	887-A-1	65	Macon & Bruns.	359-D-1	78
Col. Sumter & Chas.	342-A-1	62	Macon & Montg.	360-K-1	57
Col. & Athens	575-B-1	75	Macon & Montg.	360-K-2	78
Cres. & St. Joe	749-D-1	80	Marion & Chi.	550-F-1	64
Crete & R. Cloud	940-B-1	63	Marion & R. Water	761-D-2	78
Delphos & St. L.	585-A-1	80	M. & R.W. Dakota	761-H-1	78
Deming & San Fran.	963-G-1,		Marq. & Houghton	638-C-1	77
	963-G-2,		Mem. & Chatt.	502-E-1	67
	963-G-3,		Men. & Schleis.	856-A-1	62
	963-G-4	65	Mill. & Mitch.	871-C-2	68
Den. & Ogden	957-B-1,		Minn. & Mill.	871-E-1	73
	957-B-2	65	Mont. & Belle.	199-C-1	58
Den. & Ogden	953-F-2	80	Morgan & Fairm't.	282-A-1	59
Denver & Lead.	954-B-1	65	Mo. Val. & Chadron	936-B-1	65
Den. Pacific	950-A-2	80	Musc. & Montez	793-D-1	73
Den. C. & San Ant.	471-A-1	71	Nache & Breck.	889-C-1	76
Den. C. & Troup	469-A-1	67	Napa	983-C-1	65
Des M. & Caines.	780-A-1	81	Neb. City & G. Isl.	934-D-2	62
Det. & Gd. Rap.	619-C-1	67	New. & Chester C.H.	344-A-1	56
			New. C.H. & Lanc. C.H.	344-B-1	56
			N.Y. via A to Buff.	114-M-1	78

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
N.Y. & Chic. The Fast Mail	559-G-2	67	Rich. & Char. N. Line	310-D-1	56
N.Y. & Chic. The Fast Mail	559-G-3	71	Rich. & Wil. Day	305-U-3	56
N.Y. & Dunk.	125-M-2	63	Rich. & Wilmington	305-W-1,	
N.Y. & Dunk. W.D.	125-Q-1	66		305-W-2	71
N.Y. & Elmira	180-L-1	66	Roch. & N. Falls	115-R-1	64
N.Y. & Phila.	240-J-1	63	Roch. to N. Falls R.P.O.	115-U-1	85
N.Y. & Pitts. W.D.	203-I-4	62	Roch. & Susp. Bridge	115-O-1	56
N.Y. & Pitts. W. Div.	203-I-5	66	Sac. & San Fran.	976-L-1	68
N.Y. & Pitts.	203-I-6	70	Sac. San Fran.	976-B-1	65
N.Y. & Pitts.	203-K-1	70	St. Alb. & Bos. Day	24-P-1	76
N.Y. & Wash.	238-G-1	63	S.J.V.	625-C-1	73
N.Y. & Wash.	238-G-2	64	St. Jo. & D.C.	913-F-1	63
N.Y. & Wash.	238-G-3	70	St. Jo. & Gd. Isld.	913-E-1	62
N.Y. & Wash.	238-G-4	77	St. L. & L. Rock N.L.	456-H-1	67
N.Y. & Wash. D.L.	238-I-1	64	St. L.L.R. & Texar. N.D.	456-G-1	57
N.Y. & Wash. Day	238-J-1	70	St. Paul & Fargo	874-N-1	68
N.Y. & Wash. N.L.	238-B-3	63	Sal. & Kent.	550-G-1	64
N.Y. & Wash. N.L.	238-B-4	70	San F. & Ogden	976-K-1	65
N.Y. Central	114-I-1	56	San Fran. to Ogden	976-E-2	77
Norf. & Lynch.	311-K-1	71	San F. & Ogden	976-K-2	77
North. & Fonda	105-B-1	66	Selma & Akron Junc.	406-C-1	82
N. Pacific	874-K-1	57	Sid. & Laramie	932-N-1	59
Oconto & Clint.	864-A-1	75	S. City & Yankton	885-C-1	65
Og. & San Fran.	976-J-1	65	S. Pacific	963-I-1	65
Og. & San Fran.	976-J-2	77	Streat. & Forest	721-B-1	57
Omaha & McCook	933-J-1	82	Tacoma & Port.	895-B-1	63
Omaha & Ogden	932-L-3	63	Tallulah & Athens	368-A-1	74
Oneida & N.Y.	121-H-1	63	Tehama & Davis	986-B-1	65
Osw. & Bing.	127-E-1	56	Tehama & Sac.	982-C-1	65
Oswego & Bing.	127-F-1	58	Texark. & El Paso W.D.	483-F-1	67
Oswego & Charl.	139-D-1	64	Tol. & Buff.	115-Q-1	58
Pend. D'Ore. & Wall.	892-C-1	63	Tol. & Chi.	559-F-3	80
Pend. D'Ore. & Walla.	892-C-2	77	Toledo & Findlay	598-A-1	57
P. & B.	697-E-1	73	Tol. & Lafay N.L.	577-I-1	75
Pet. & Gd. Rap.	620-I-1	67	Tol., Thurs. & Col.	586-B-1	71
Phila. & Atl. City	256-B-1	82	Umatilla & Hunt.	898-A-1	63
Pitts. & Cinn.	561-T-1	71	Umatilla & Hunt.	898-A-2	65
Pitts. & Crestline	560-K-1	57	Union Pacific	932-C-2	59
Pitts. & St. L. Night	561-N-2	78	Wallula & Port.	892-E-1	63
Port. City & Chi. Day	837-N-1	73	Wash. & Char. F.M.	302-I-1	71
Port. & Boston	50-C-2	78	Wash. & Char. F.M.	302-I-2	74
Port. & Gorham	9-H-1	56	Wash. & Lynch.	302-J-1	77
Potts. & Phila.	190-G-1	56	Wash. & Pet.	305-Q-2	71
Quincy to St. Joseph (No R.P.O.)	810-G-1	57	Wash. & Rich.	305-X-1	71
Quincy to St. Joseph (No R.P.O.)	810-G-2	67	Wash. & Rich. Night	305-T-4	64
Railway P.O.	690-I-1	68	Wells. & Brad.	230-A-1	77
Read. & Col.	188-B-1	59	Wil. & Jack'v.	340-G-1	59
Redding & Sacto.	982-D-1	65	Winona & Tracy	866-H-1	62
Reno & Va. City	978-C-1	59	Wmspt. & Erie	198-F-1	62
Rhine. & Mil.	851-E-1	62	Wmspt. & Erie	198-F-2,	
				198-F-3	63

**(e) Station Markings by Railroad Name.**

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
At. & Gt. W. Ry., Evansburg	550-S-1	71	B. & O.R.R. C.O. Div.		
A.T. & S.F.R.R., Engle, N.M.	911-S-2	75	Columbia Center	567-S-4	84
A.T. & S.F.R.R. Safford,			B. & O.R.R. Met. Br.		
Kans.	911-S-1	59	Dickenson's	274-S-27	57
A.T. & S.F.R.R., Wallace	911-S-3	75	B. & O.R.R. Green Spring		
Augusta & Knoxville R.R.			Run	274-S-32	74
Clark's Hall	343-S-1	56	B. & O.R.R. Ijamsville	274-S-9a	59
B. & O.R.R. Met Br.			B. & O.R.R. Ijamsville	274-S-9b	75
Barnesville	274-S-33	74	B. & O.R.R. Monrovia	274-S-8a	62
B. & O.R.R. Benton's Ferry	278-S-1a	71	B. & O.R.R. Mount Airy	274-S-7	57
B. & O.R.R., Board Tree	278-S-3	75	B. & O.R.R. N.W. Va.		
B. & O.R.R. Cameron	278-S-4	73	New Salem	571-S-2	84
B. & O.R.R. W. Co. Br.			B. & O.R.R. H.F. & Val.		
Claggetts	272-S-3	58	Br. Quicksburg	273-S-10	70
B. & O.R.R. Chic. Div.			B. & O.R.R. Rawling Water	274-S-31	74
Coburg	567-S-2	78	B. & O.R.R. Smithton	235-S-3	58

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
B. & O.R.R. Stephensons	273-S-3	70
B. & O.R.R. Chic. Div. Suman	567-S-1	67
B. & O.R.R. C.O. Div. Taylors	567-S-3	82
B. & O.R.R. Thornton	274-S-29	66
B. & O.R.R. Thornton	274-S-29a	71
B. & O.R.R. Vanclievsville	274-S-30	74
B. & O.R.R. Watersville	274-S-28	58
B. & O.R.R. Weyers Cave Station	273-S-2	80
B. & O.R.R. Wilsonburg	571-S-1	77
B. & O. (R.R.) Woodbine	274-S-5b	66
B. & O.R.R. Co. Woodbine	274-S-5a	66
B. & P.R.R. Pea Cove	2-S-1	66
B. & R.R.R. Brainards, N.Y.	40-S-3	70
C. & F.R.R. Moark Cairo, Vin. & Chi. Line Duncansville, Ill.	456-S-4	71
Catawissa R.R. Rupert	667-S-1	68
C.P.R.R. Newcastle	192-S-1	74
	976-S-4a,	
	976-S-4b	65
C.P.R.R. Pino	976-S-5	65
C.P.R.R. Washington	976-S-6	72
Cent'l. Vt. R.R. Petersburg, N.Y.	40-S-4	78
Charleston & Savannah R'y Co. Ashepoo	350-S-1a	66
Charleston & Savannah R'y Co. Green Pond	350-S-3	66
C. & S.R.R. Morven, N.C.	341-S-2	76
Ches. & Ohio R.R. Caperton	303-S-11	80
Ches. & Ohio R.W. Shadwell	303-S-10	74
C. & C.S. Ry. Grosse Isle, Mich.	642-S-1	67
C. & N.W.R.R. Elmo, Wis.	858-S-1	75
C. & N.W. Ry. Tama, Iowa	691-S-4	73
C.B. & Q.R.R. Fox, Ill.	700-S-1	62
C.B. & Q.R.R. Hemple, Mo.	810-S-3	67
Chi. Mil. & St. Paul Ry. Adams, Minn.	753-S-4	73
G.M. & St. P. Ry. Forest Glen, Ill.	837-S-2	80
Chi. Mil. & St. P. Ry. Truesdell, Wis.	837-S-1b	68
C.H. & I.R.R. Longwood, Ind.	658-S-2	81
C.H. & I.R.R. McGonigles, Ohio	658-S-1a	62
Cinn'i. So. Ry. Oneida	522-S-6	75
Cin'ti. So. Ry. Robbins	522-S-4a	74
C. & P.R.R. Millport Station	554-S-6	67
C. & T.R.R. Amherst	559-S-1	68
C.C. & C.R.R. Gilead	555-S-1	64
Conn. & Pass. R.R.R. North Derby	35-S-10	82
Conn. River R.R. Mount Hermon	35-S-9	75
C.R.R.R. Smith's Ferry	35-S-8	74
D.L. & W.R.R. Hicks Ferry	176-S-3	77
D.L. & W.R.R. Willow Grove	175-S-2	56
Durham & Northern R.R. Clay	333-S-1	80
E. Penn. R.R. Fleetwood	183-S-1	70
E. Penn. R.R. Hertztown	183-S-2	70
Eastern R.R. North Beverly	4-S-4	63
E. & N.A. Railway Lincoln Centre	1-S-1	56
F.C. & P.R.R. Kanapaha	385-S-2	75
G.R. & I.R.R. Monteith	620-S-3	76
Housatonic R.R. Kent	88-S-6d	63

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Hudson River R.R. Garrison's	114-S-8	73
Ill. Cent. R.R. Barnum	759-S-1a	68
Ill. C.R.R. From De Soto	708-S-5	67
I.C.R.R. Co. Eldorado, Ill.	717-S-1	62
I.P. & C.R.W. Cassville	657-S-1	81
I. & G.N. R.R. Phelps	485-S-1	73
K.C.R.R. Boston	522-S-5	64
Ky. Central R.R. Boyd	522-S-7	81
L.L. & G.R.R. Divide Sta.	909-S-1	59
Lou. & Fran. & Lex. & Fran. Croppers	524-S-1	57
L. & N.R.R. Atwood, Tenn.	526-S-6	80
L. & N.R.R. Brumfield, Ky.	532-S-1	84
Lou. & Nash. R.R. Casky, Ky.	537-S-2	62
L. & N.R.R. Smith's Grove	525-S-1	80
Lou. Cin. & Lex. R.R. Buckner's, Ky.	524-S-10	74
Lou. Cin. & Lex. R.R. Long Run, Ky.	524-S-9	74
L.C. & L.Ry. Normandy, Ky.	531-S-1	80
Lou. Cin. & Lex. R.R. Paynes, Ky.	524-S-11	80
Lou. Cin. & Lex. R.R. Pendleton, Ky.	523-S-2	62
M. & C.R.R. Trinity	502-S-2	64
M. & C.R.R. Trinity	502-S-2a	76
M. & C.R.R. Wheeler Mem. & O.R.R. Shelby Station	502-S-3	64
Miss. & Tenn. R.R. Whitehaven	526-S-5	57
N.R.R. Naugatuck	423-S-2	66
N.J.S.R.R. Sea Bright	87-S-1	59
N.Y. Central & H.R.R.R. Adam's Basin	241-S-2	56
N.Y.C. & Hudson R.R.R. Crugers	115-S-4	56
N.Y. Midland R.R. Westfield Flats	114-S-7	66
N.Y. N.H. & H.R.R. Woodmont Sta.	121-S-4	74
N.Y. W.S. & B.R'y. West Camp	80-S-1	82
N.C. R.W. Cedar Ledge	119-S-1	56
N.C. R'way Ralston	195-S-4	62
N.C.R.W. Whitehall	193-S-1	64
N.P.C.R.R. Freestone	195-S-7b	62
Northeastern R.R. Gourdins	985-S-1	65
O. & S.R.R. Lamson's	340-S-1	74
Penna. R.R. Co. Birmingham, N.J.	127-S-1	74
Penna. R.R. Co. Bulls Island, N.J.	243-S-4	82
Phila. & Erie R.R. Glen Union	242-S-1	56
P. & E.R.R. Whetham	198-S-4	64
P. & C.R.R. Confluence	198-S-3	63
P.C. & St. L. Ry. Dennison	235-S-4	62
P. Ft. W. & C. Ry. Lakeville	561-S-6	71
P.R. & A.R.R. Hampton, S.C.	560-S-1	75
P. & O.R.R. Line Vt. Div. W. Danville	335-S-2	66
R. & D.R.R. Ringgold	11-S-2	59
R.W. & O.R.R. Kasoag	310-S-5	77
R. & B.R.R. Gassett Sta.	102-S-1	63
R. & B.R.R. Ludlow	41-S-9b	82
R. & B.R.R. Mount Holly	41-S-16	70
St. L. & I.M.R. Irondale	41-S-4	56
St. L.I.M. & S. Ry. Kimswick	456-S-3	71
St. L. & S.F. Ry. Crocker	456-S-5	74
Southern Central R.R. Sayre	807-S-2	68
T. & R.R.R. Shaftsbury	134-S-1	64
	40-S-2	56

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Union Pacific R.R. Beaver Brook, Colo.	951-S-1	76	W.C.V.M. & G.S.R.R. Midland	302-S-5	71
Union Pacific Railroad Big Springs, Neb.	932-S-5	73	W.C. & P.R.R. Lenni	204-S-1	73
U.P. Railway Granite Canon, Wyo.	932-S-4	68	W. & L.E.R.R. Warner	579-S-1	76
Vermont Central R.R. Gassetts	41-S-3c	70	Wilm. & Nor. R.R., Chadd's Ford	189-S-2	74
V. & T.R.R. Bristol	311-S-1a	71	W. & P.R.R. Summit Point	273-S-11	73
Va. C.R.R. Afton	303-S-9	56	Wisconsin Central R.R. Chippewa Crsg.	849-S-1	75

**(f) Station Markings by Station Name.**

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Adams, Minn. Chi. Mil. & St. Paul Rwy.	753-S-4	73	Divide Sta., L.L. & G.R.R. Line	909-S-1	59
Adam's Basin, N.Y. Central & H.R.R.R.	115-S-4	56	Duncansville, Ill. Cairo, Vin. & Chi. Line	667-S-1	62
Afton, Va. C.R.R.	303-S-9	56	Eldorado, Ill. I.C.R.R. Co.	717-S-1	62
Amherst, C. & T.R.R.	559-S-1	68	Elmo, Wis. C. & N.W.R.R.	858-S-1	75
Ashepoo, Charleston & Savannah R'y. Co.	350-S-1a	66	Engle, N.M. A.T. & S.F.R.R.	911-S-2	75
Atwood, Tenn. L. & N.R.R.	526-S-6	80	Evanburg, At. & Gt. W.Ry.	550-S-1	71
Barnesville, B. & O.R.R. Met. Br.	274-S-33	74	Fleetwood, E. Penn. R.R.	183-S-1	70
Barnum, Ill. Cent. R.R.	759-S-1a	68	Forest Glen, Ill. C.M. & St. P. Ry.	837-S-2	80
Beaver Brook, Colo. Union Pacific R.R.	951-S-1	76	Fox, Ill. C.B. & Q.R.R.	700-S-1	62
Benton's Ferry, B. & O.R.R.	278-S-1a	71	Freestone, N.P.C.R.R.	985-S-1	65
Big Springs, Neb. Union Pacific Railroad	932-S-5	73	Garrison's, Hudson River R.R.	114-S-8	73
Birmingham, N.J. Penna. R.R. Co.	243-S-4	82	Gassetts, Vermont Central R.R.	41-S-3c	70
Board Tree —, B. & O.R.R.	278-S-3	75	Gassetts Sta., R. & B.R.R.	41-S-9b	82
Boston, K.C.R.R.	522-S-5	64	Gilead, C.C. & C.R.R.	555-S-1	64
Boyd, Ky. Central R.R.	522-S-7	81	Glen Union, Phila. & Erie R.R.	198-S-4	64
Brainards, N.Y. B. & R.R.R.	40-S-3	70	Gourdins, Northeastern R.R.	340-S-1	74
Bristol, V. & T.R.R.	311-S-1a	71	Granite Canon, Wyo. U.P. Railway	932-S-4	68
Brumfield, Ky. L. & N.R.R.	532-S-1	84	Green Pond, Charleston & Savannah R'y Co.	350-S-3	66
Buckner's, Ky. Lou. Cin. & Lex. R.R.	524-S-10	74	Green Spring Run, B. & O.R.R.	274-S-32	74
Bulls' Island, N.J. Penna. R.R. Co.	242-S-1	56	Grosse Isle, Mich. C. & C.S. Ry.	642-S-1	67
Cameron, B. & O.R.R.	278-S-4	73	Hampton, S.C. P.R. & A.R.R.	335-S-2	66
Caperton, Ches. & Ohio R.R.	303-S-11	80	Hemple, Mo., C.B. & Q.R.R.	810-S-3	67
Casky, Ky. Lou. & Nash. R.R.	537-S-2	62	Hertztown, E. Penn. R.R.	183-S-2	70
Cassville, I.P. & C.R.W.	657-S-1	81	Hicks Ferry, D.L. & W.R.R.	176-S-3	77
Cedar Ledge, N.C.R.W.	195-S-4	62	Ijamsville, B. & O.R.R.	274-S-9a	59
Chadd's Ford, Wilm. & Nor. R.R.	189-S-2	74	Ijamsville, B. & O.R.R.	274-S-9b	75
Chippewa Crsg., Wisconsin Central R.R.	849-S-1	75	Irondale, St. L. & I.M.R.R.	456-S-3	71
Claggetts, B. & O.R.R. W. Co. Br.	272-S-3	58	Kanapaha, F.C. & P.R.R.	385-S-2	75
Clark's Hall, Augusta & Knoxville R.R.	343-S-1	56	Kasoag, R.W. & O.R.R.	102-S-1	63
Clay, Durham & Northern R.R.	333-S-1	80	Kent, Housatonic R.R.	88-S-6d	63
Coburg, B. & O.R.R. Chic. Div.	567-S-2	78	Kimswick, St. L. I.M. & S. Ry.	456-S-5	74
Columbia Center, B. & O.R.R. C.O. Div.	567-S-4	84	Lakeville, P. Ft. W. & C. Ry.	560-S-1	75
Confluence, P. & C.R.R.	235-S-4	62	Lamson's, N.Y. O. & S.R.R.	127-S-1	74
Crocker, St. L. & S.F. Ry.	807-S-2	68	Lenni, W.C. & P.R.R.	204-S-1	73
Croppers, Lou. & Fran. & Lex. & Fran. R.R.	524-S-1	57	Lincoln Centre, E. & N.A. Railway Co.	1-S-1	56
Crugers, N.Y.C. & Hudson River R.R.	114-S-7	66	Long Run, Ky. Lou., Cin. & Lex. R.R.	524-S-9	74
Dennison, P.C. & St. L. Ry.	561-S-6	71	Longwood, Ind. C.H. & I.R.R.	658-S-2	81
De Soto, From Ill. C.R.R.	708-S-5	67	Ludlow, R. & B.R.R.	41-S-16	70
Dickensons, B. & O.R.R. Met. Br.	274-S-27	57	McGonigles, Ohio C.H. & I.R.R.	658-S-1a	62
			Midland, W.C.V.M. & G.S.R.R.	302-S-5	71
			Millport Station, C. & P.R.R.	554-S-6	67
			Moark, C. & F.R.R.	456-S-4	71
			Monrovia, B. & O.R.R.	274-S-8a	62

<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>	<i>Legend</i>	<i>Cat. No.</i>	<i>Chr.</i>
Monteith, G.R. & I.R.R. Co.	620-S-3	76	Smith's Grove, L. & N.R.R.	525-S-1	80
Morven, N.C.C. & S.R.R.	341-S-2	76	Smithton, B. & O.R.R.	235-S-3	58
Mount Airy, B. & O.R.R.	274-S-7	57	Stephenson's, B. & O.R.R.	273-S-3	70
Mount Hermon, Conn.			Suman, B. & O.R.R. Chic.		
River R.R.	35-S-9	75	Div.	567-S-1	67
Mount Holly, R. & B.R.R.	41-S-4	56	Summit Point, W. & P.R.R.	273-S-11	73
Naugatuck, N.R.R.	87-S-1	59	Tama, Iowa C. & N.W. Ry.	691-S-4	73
Newcastle, C.P.R.R.	976-S-4a,		Taylor's, B. & O.R.R.		
	976-S-4b	65	C.O. Div.	567-S-3	82
New Salem, B. & O.R.R.			Thornton, B. & O.R.R.	274-S-29	66
N.W. Va.	571-S-2	84	Thornton, B. & O.R.R.	274-S-29a	71
North Beverly, Eastern R.R.	4-S-4	63	Trinity, M. & C.R.R.	502-S-2	64
North Derby, Conn.			Trinity, M. & C.R.R.	502-S-2a	76
& Pass. R.R.R.	35-S-10	82	Truesdell, Wis. Chic. Mil.		
Normandy, Ky. L.C. & L. Ry.	531-S-1	80	& St. P. Ry.	837-S-1b	68
Oneida, Cinn'i. So. Ry.	522-S-6	75	Vanclievesville, B. & O.R.R.	274-S-30	74
Paynes, Ky. Lou. Cin. &			Wallace, A.T. & S.F.R.R.	911-S-3	75
Lex. R.R.	524-S-11	80	Warner, W. & L.E.R.R.	579-S-1	76
Pea Cove, B. & P.R.R.	2-S-1	66	Washington, C.P.R.R.	976-S-6	72
Pendleton, Ky. Lou. Cin.			Watersville, B. & O.R.R.	274-S-28	58
& Lex. R.R.	523-S-2	62	West Camp, N.Y. W.S.		
Petersburgh, N.Y. Cent'l.			& B. R'y.	119-S-1	56
Vt. R.R.	40-S-4	78	W.Danville, P. & O.R.R.		
Phelps, I. & G.N.R.R.	485-S-1	73	Line Vt. Div.	11-S-2	59
Pino, C.P.R.R.	976-S-5	65	Westfield Flats, N.Y.		
Quicksburg, B. & O.R.R.			Midland R.R.	121-S-4	74
H.F. & Val. Br.	273-S-10	70	Weyers Cave Station, B. &		
Ralston, N.C. R'way	193-S-1	64	O.R.R.	273-S-2	80
Rawling Water, B. & O.R.R.	274-S-31	74	Wheeler, M. & C.R.R.	502-S-3	64
Ringgold, R. & D.R.R.	310-S-5	77	Whetham, P. & E.R.R.	198-S-3	63
Robbins, Cinn'ti. So. Ry.	522-S-4a	74	Whitehall, N.C.R.W.	195-S-7b	62
Rupert, Catawissa R.R.	192-S-1	74	Whitehaven, Miss. & Tenn.		
Safford, Kans. A.T. &			R.R.	423-S-2	66
S.F.R.R.	911-S-1	59	Willow Grove, D.L. &		
Sayre, Southern Central R.R.	134-S-1	64	W.R.R.	175-S-2	56
Sea Bright, N.J.S.R.R.	241-S-2	56	Wilsonburg, B. & O.R.R.	571-S-1	77
Shadwell, Ches. & Ohio R.W.	303-S-10	74	Woodbine, B. & O.R.R. Co.	274-S-5a	66
Shaftsbury, T. & R.R.R.	40-S-2	56	Woodbine, B. & O.R.R.	274-S-5b	66
Shelby Station, Mem. &			Woodmont Sta. N.Y., N.H.		
O.R.R.	526-S-5	57	& H.R.R.	80-S-1	82
Smiths Ferry, C.R.R.R.	35-S-8	74			

**Reminder:** Cataloging of transit postmarks is now being carried on through publications of the Mobile Post Office Society. Annual dues are \$6. For information and application, write Edwin B. Bergman, 5030 Aspen Drive, Omaha, Neb. 68157.

(Continued from page 138)

and Henry A. Meyer, *Railroad Postmarks of the United States, 1861 to 1886*. The original article in the *Cyclopaedia* contained fold-out maps, which have been reproduced about the same size, by backing these up as center-spreads. There is no loss in readability. As with most of these articles, this is very useful, but probably includes only about 80% of the markings and catalog listings of the later works.

**The Occupation of Vera Cruz in 1914.** No author listed; probably Norona. (8 pages).

This article includes a short history of this episode, and lists and illustrates most of the postmarks associated with it. Probably this is still the authoritative work on this subject.

**County and Postmaster Townmarks (Alabama to California)** by H. K. Thompson. (6 pages).

This is a catalog, a continuation of the listing started by Thompson in the first volume of the *Norona Cyclopaedia*, and which was completed later as a book. Consequently, this section is completely superseded.

Addenda and Errata to Volumes I and II are also included in the back of the book.

Summing up, nearly all the articles included, although 40 years old, are still valid, and about half of them are either the only or the most authoritative work on the subject considered. This is a tribute to the meticulous care and thoroughness which Delf Norona gave to everything he did.

Richard B. Graham

## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

### MAILS TO RUSSIA

CHARLES J. STARNES

As an introduction, the author would first like to inflict upon the reader a compilation of U.S. letter rates to Russia, in a format he is using for a projected general rate collation. For that purpose, a compact presentation showing all rates applicable at any given period is considered necessary.

Fortunately for the collector, a moderate number of covers to Russia have been preserved, largely letters addressed to Josiah Pierce at St. Petersburg. A sampling of the "floating population" of covers (from auction and other sources of the past 20 years) shows the Prussian closed mail system was by far the most popular:

37c, PCM-14 (including 4 dbl. and 1 sextuple rate)

35c, PCM-14 (including 1 dbl. rate)

30c, PCM paid to border-1

PCM, unpaid-1

29c, B-H-2

30c, Fr.-2 (1 dbl. rate)

12c, NGU, d.-2

15c, NGU, d.-1 quadruple rate

10c, NGU, d.-1

H, unpaid-1

Br., oB-2

Br., oA-1

fwd. from England-1



Figure 1

The following four covers illustrate operation of the Prussian, Bremen-Hamburg, and North German Union mail systems:

Figure 1 shows an unusual combination of a pair of 10c 59 type 5, 5c brown 59 type 1, 3c 57 type 2, and 1c 57 type 5 to pay the 29c Bremen (and Hamburg) rate. The stamps are pen-cancelled and the 10c pair also has a ms. "Meyersville, Sept. 14 '59 Texas." At the New York Exchange office, the magenta "26," 26c credit to Bremen, was applied (3c inland only retained by U.S. on Bremen mail after June 58). At the Bremen office, the familiar blue AMERICA/ÜBER BREMEN/FRANCO was handstamped, a red crayon "f6" (14c-the excess over the 15c GAFU rate) credit to Prussia applied, and the letter turned over to the

## RATES TO RUSSIA

Rates expressed as c per 1/2oz., except where 1/4/1/2oz. used. Dates of rate changes are within one month of the official notification, except where "c" (earlier than) precedes the date. A dash indicates previous rate continued.

## Abbreviations:

B—Bremen  
 B-H—Bremen & Hamburg  
 Br.—British  
 Fr.—French  
 NGU—North German Union  
 PCM—Prussian  
 oA—open mail, Am.Pkt. to England

oB—open mail, Br.Pkt. to England

d.—direct

cm.—closed mail

u—unpaid

(a)—to St. Petersburg or Kronstadt, U.S. postage paid only.

\*—prepayment optional.

nc—no change to 1 Jul. 75.

	3/48	7/49	6/51	10/52	8/53	4/57	7/57	8/63	2/67	1/68	7/70	8/70	11/70	10/71	8/72	10/74
RUSSIA																
B	24 (a)	—	20 (a)	—	*29	—	omit									
Br., oA-oB		21-5	—	—	—	—	—	—	—	omit						
PCM				*37	—	—	—	35 (37u)	—	omit						
Fr.						*30/*60	—	—	—	omit						
B-H							*29	—	*20	omit						
NGU, d.										15 (18u)	*12	omit	*12	*11	10	*10 nc
NGU, cm.										20 (23u)	*15	—	—	*12	11	*11 nc



Prussian Post Office in Bremen for further transit. That office marked over the "f6" and added the blue "3f" (3 silbergroschen franco—7c—the Prussian foreign postage portion), presumably paid to Russia. The Russian backstamp shows arrival at Dorpat, now Tartu, Estonia, U.S.S.R., 10 Oct. in their Julian calendar, 22 Oct. Gregorian.

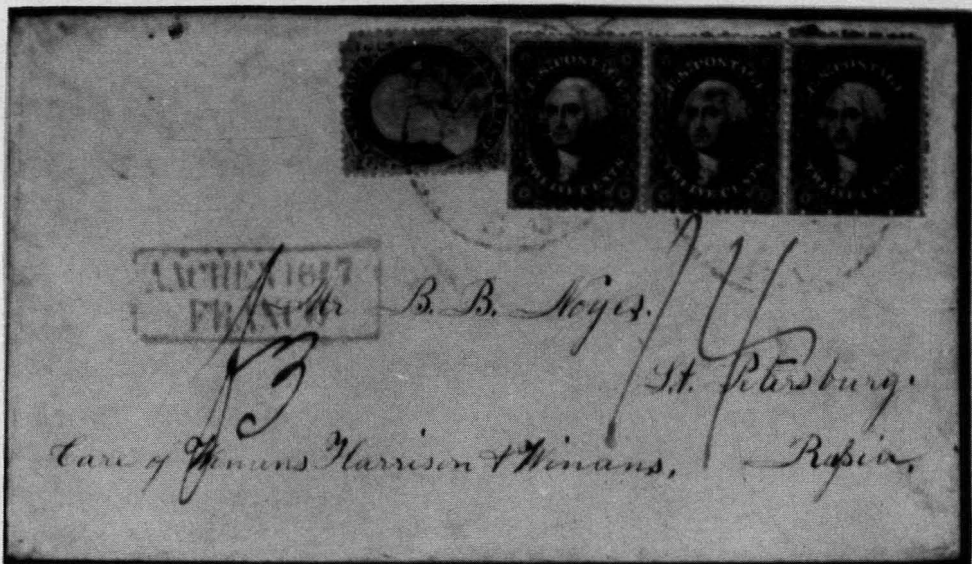


Figure 2

Figure 2: A strip of three 12c 57 plate 1 and a 1c 57 type 5 prepay the 37c Prussian closed mail rate. No year dates. The letter originated in Washington, D.C. At New York the letter was backstamped with the red NEW YORK AM. PKT. JUL. 2 and on front the magenta "14"<sup>3</sup>—14c credit to Prussia (2c Belgian transit, 5c GAPU, 7c foreign postage). Arriving at Aachen 17 Jul.—red AACHEN 16/7 FRANCO—the letter was marked with blue "f3" (franco 3 silbergroschen—7c), the foreign portion of the postage. Note this is the same notation as on the Bremen cover of Figure 1.

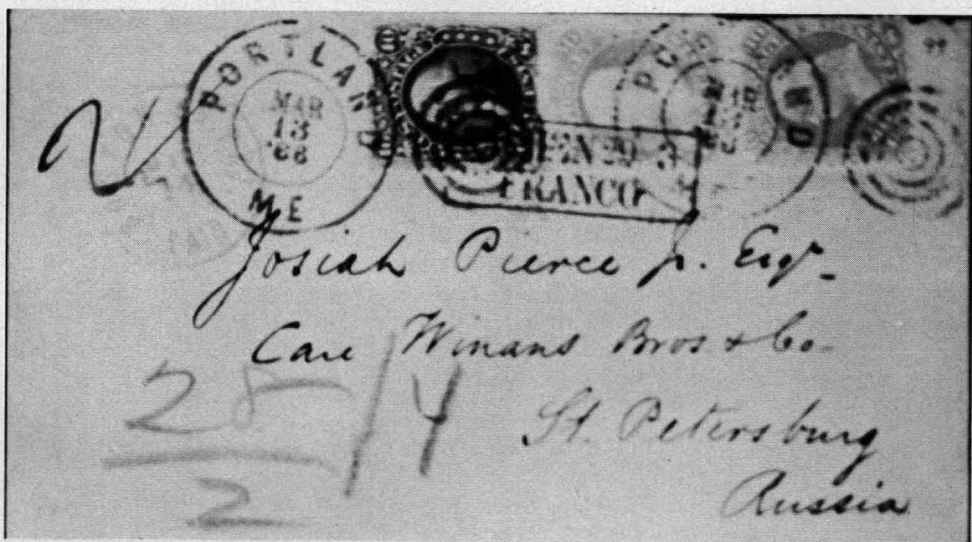


Figure 3

Figure 3: Two 30c 61 and a 10c 61 type 2 prepay the double 35c Prussian closed mail rate. The letter left Portland, Me., 13 Mar. 66 and was processed

the next day at the Boston office, with red BOSTON BR. PKT. PAID MAR 14 and red crayon "28/2"—2x14c credit to Prussia. The rate change from 37c to 35c in May 63 did not affect the Prussian credit. When the letter arrived at Aachen 29 Mar.—blue AACHEN 29 3 FRANCO—the Prussian foreign postage was marked as "f4" (franco 4 silbergroschen, 10c). Since some single rate covers of this period show 3 sgr. foreign postage, Prussia evidently made a little extra on this double rate cover. The letter arrived at St. Petersburg 1 Apr. (docketed on back "rec'd March 20/April 1.") our calendar.

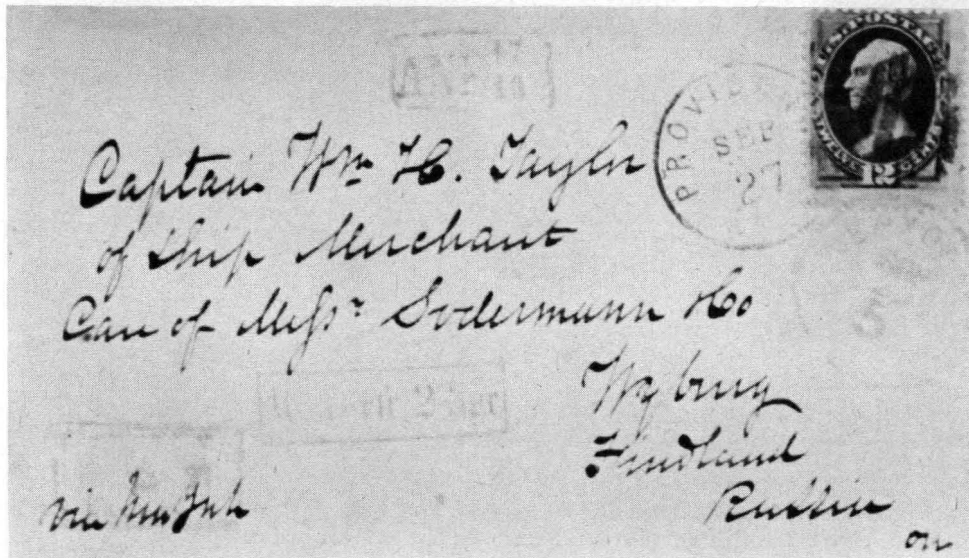


Figure 4

Figure 4: A 12c National ungrilled stamp prepays the 12c North German Union direct mail rate. The letter, originating from Providence, R.I., 27 Sep., was credited at New York the next day with the red NEW YORK SEP 28 5-5c credit to the NGU for its foreign postage. By terms of U.S.-NGU treaty, the international postage (in this case, 7c), was retained by the dispatching office.<sup>1</sup>

On the letter's arrival at Bremen—blurred BREMEN date FRANCO—the foreign postage was restated—WEITERFR. 2 SGR. (forwarding paid 2 silbergroschen—5c). A backstamp shows arrival at St. Petersburg 5 Oct. 1871, 17 Oct. our calendar, and the front boxed ANK 17/10 may indicate arrival at Wyburg, Finland.

1. George E. Hargest, *Letter Post Communications, etc.*, 150-151.

## SPEEDING THE NEWS IN 1849

WALTER HUBBARD

When reporting the arrival of the Cunarder, *Europa* [sic], at Halifax shortly after midnight on 7 March 1849 after a run of eleven days from Liverpool, *The Times* correspondent added the following piece of information which, although it is concerned with the news rather than the mails, has its own interest:

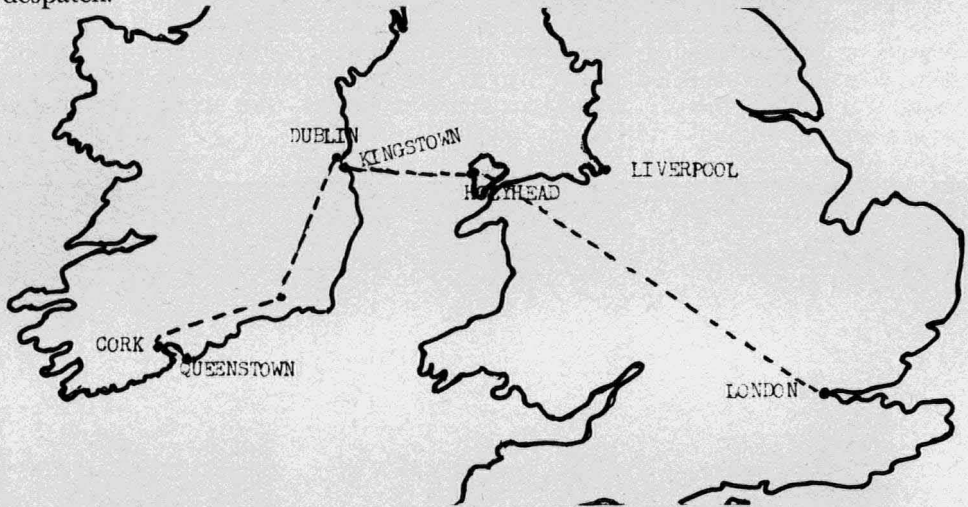
Five minutes after her arrival an express, arranged by the New York journals, left Halifax. The distance to the Bay of Fundy, 100 miles, was accomplished by horse express; the bay was then crossed to St. John's by steam amidst dense fields of ice, and thence the intelligence to the extent of several columns was transmitted to New York—a distance of 750 miles—within the space of 16 hours. This specimen of journalist enterprise is creditable to the American press, and the celerity of the telegraph operation is not the least remarkable feature in the experiment. (Distance: 750 miles in 16 hours—average speed: 46.9 m.p.h.)

Whilst one would like to know more about the steamboat which made the 40-mile trip, in what must have been a fast time, across the Bay of Fundy, with its tidal rise of over 50 feet and "amidst dense fields of ice," one must also men-

tion that it was the Cunarder *America* which arrived at Halifax shortly after midnight on 7 March—*Europa*, at that time, was not 11 days out of Liverpool, but a few hours out of New York.

### SPEEDING THE MAILS IN 1859 WALTER HUBBARD

In 1859 the Cunard Company introduced two changes which brought about a considerable improvement in the servicing of the mails they carried from the United States to Great Britain. When *Persia* sailed from New York on 6 July, the British Mails were sorted on board for the first time on an east-bound trip, with the result that, on arrival at Liverpool, they were ready for immediate despatch.



Some four months later, the same ship, sailing from New York on 9 November, made the Line's first eastbound call at Queenstown, in southern Ireland, thus saving the best part of a day. By February of 1860, Queenstown had become their regular port of call and, apart from those for Liverpool and Scotland, the mails were almost invariably landed there. Their transport onwards was highly organized. The following account shows how *Europa's* mails were handled when she arrived at Queenstown at 9 p.m. on the evening of 6 January 1862, having sailed from Boston on Christmas Day in the previous year.

<i>Europa</i> anchored 5 miles off the pier at Queenstown	9.00 p.m. 6 Jan.
Small tender landed the mails at Queenstown pier	10.05 p.m.
Loaded on to steamer for Cork, which sailed at	10.10 p.m.
Arrived at Cork	11.15 p.m.
Put on special train to Dublin which departed at	11.28 p.m.
Arrival Dublin at	3.31 a.m. 7 Jan.
Man-handled through Dublin streets to arrive at Kingstown at	4.07 a.m.
Mail boat <i>Ulster</i> sailed for Holyhead at	4.11 a.m.
<i>Ulster</i> arrived at Holyhead	7.58 a.m.
Train left Holyhead for London at	8.13 a.m.
Train arrived London	1.13 p.m.
(Distance: 515 miles in 16 hours 13 minutes—average speed: 31.7 m.p.h.)	

A delay of five minutes between the tender arriving at Queenstown Pier and the departure of the steamer for Cork; thirteen minutes between the steamer arriving at Cork and the departure of the special train for Dublin; four minutes between arrival at Kingstown and the departure of the mailboat for Holyhead and another fifteen between arrival at Holyhead and the departure of the train for London—but such figures speak for themselves.

Bernard Shaw said somewhere that all progress depends on unreasonable men. Provided they were unreasonable in a constructive way, I suspect that we could do with a few more of them today.

#### Reference

*The Times* 1848-1862.

**THE COVER CORNER**  
SCOTT GALLAGHER, Editor

**ANSWER TO PROBLEM COVER IN ISSUE NO. 86**

Several readers wrote to suggest explanations of the cover in Figure 1, but no completely satisfactory or convincing solution has yet been reached.

Ken Whittle believes there are traces of a word—probably ADVERTISED—below “Ad 1” and between the postmarks. He thinks this area and the lower left portion of the envelope show signs of erasure. An acquaintance of the addressee may have paid the advertising fee and forwarded the letter, the forwarding address having since been erased. However, although some writing seems to have been erased below “Ad 1,” the present owner tells me that he erased a recent notation by a previous owner or dealer. Also, when a letter was forwarded, the original address was usually crossed out.

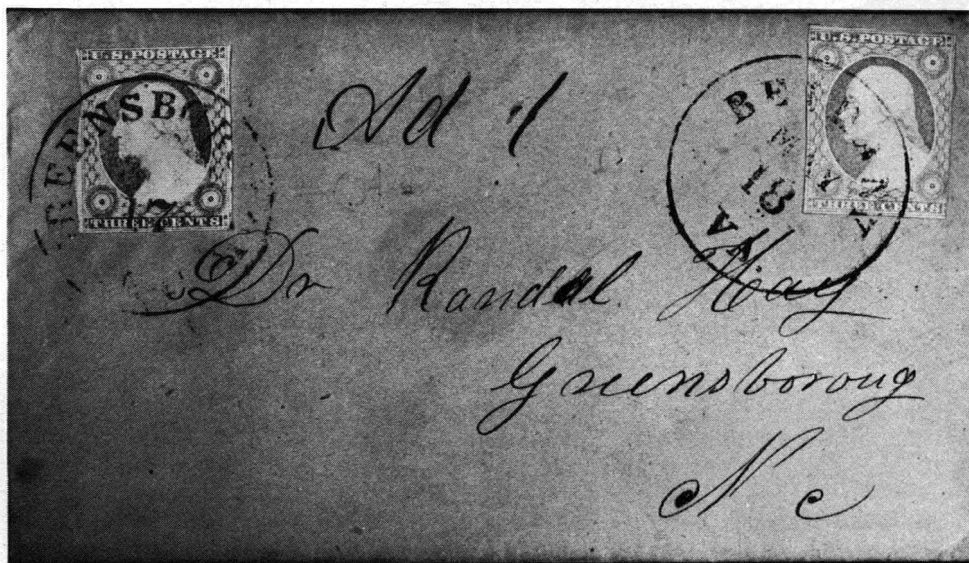


Figure 1

Ed McConnell has an ingenious theory that Dr. Hay had moved to a small hamlet near Greensborough and had left (or sent) money with the Greensborough postmaster to forward his mail. The postmaster had just stamped and post-marked the letter and was about to write the forwarding address when Dr. Hay chanced by and picked it up. The main difficulty I see with this is that the postmaster would not have advertised the letter had he known Dr. Hay's address.

Two or three possibilities are suggested by Cal Hahn: a carrier pickup, although payment of the carrier fee by stamp would upset the postmaster's records; a forwarded cover without noting the forwarding, the 1c advertising fee being additional; or forwarding at Dr. Hay's request, somewhat as Mr. McConnell conjectures.

Bethany is now in West Virginia in the panhandle just west of the Pennsylvania line. Bethany College there (the letter dateline) was founded in 1840 and is a small, well-regarded institution. Greensborough, N.C., according to the 1851 *Official Register* had net proceeds of \$698.45 for the year ending June 30, 1851.

Regulations about advertised letters in the 1852 *PL & R* provided that an office with gross receipts of less than \$500 in the next preceding quarter should advertise “once in six weeks only”; with gross receipts \$500-\$1,000 “once a month

only," and so on. Greensborough was probably in the first category, as the postmaster's compensation was \$516.53 for the same period, meaning that the annual gross was approximately \$1,200.

The chapter on keeping accounts (p. 58) advises:

In article 9 [of the account sheet], every postmaster will debit himself with the whole amount he has paid during the quarter for advertising letters, and credited as contingent expenses in article 27. This debit and credit operate merely as counter entries. He will mark the cost of advertising on each letter advertised. Upon every letter delivered, he will collect this cost in addition to the postage, and upon those remaining, sent as dead letters to the Department, he will charge it, and will thus be exactly reimbursed.

The chapter on postage stamps has nothing regarding their use to pay the advertising fee, although such practice would surely have complicated the bookkeeping.

The cover remains an enigma, and thus a dubious valedictory. I am not sure I can accept Scott Gallagher's modest appraisal of the Cover Corner's worth, but I hope he will find his editorship instructive and enjoyable, as I have.

Susan M. McDonald

### EDITORIAL

I am pleased to assume the Editorship of the Cover Corner with this issue. We all owe thanks to Susan McDonald for her yeoperson duty in carrying this until now, and being Editor-in-Chief of the *Chronicle*: all in addition to her other work, such as being on the Editorial Board of the *Postal History Journal*. The Cover Corner is the least important section of the *Chronicle*, but has some advantages: single-pointed interest, brevity, and the possibility of citing covers that do not fit in other periods. My own collecting interests mainly encompass the Union and Confederate mails of the Civil War, and letters carried to and from the Caribbean; but I welcome hearing from any member who has an intriguing cover to share, whatever the subject.

### PROBLEM COVER FOR THIS ISSUE



Figure 2

The problem cover (Figure 2) for this issue is addressed to Caleo, Peru—evidently a misspelling of Callao. The front of the buff cover has been photographed by Dick Graham using an orange filter, and bears a single one cent and two strips of three plus a single of the three cent stamp of the 1857 issue. The stamps are cancelled with red ink, and there is a "12" in the same ink. The

postal marking is in black and reads "Panama, No 15, 1859, P". The label is printed in black on greyish paper, and is obliterated with blue ink. The word "Ship" is written in the same blue ink. The circled "22" is in pencil. A hand-stamped "5" in purple is just below the label, and "59" in the same purple is partially under the label. On the back of the cover the handstamped "59" is the only struck marking. Also on the back are a circled "2" in pencil, the names "Searfoss" and "Alfred Hunter", and number "932" in old ink.

Although there are a number of problems regarding this cover, the salient question concerns the label. It is reported that the late Leon Forcheimer had a cover with a similar label, but never did learn the meaning of it. Several collectors with a good knowledge of the mails thru Panama during this period say that they have never seen the label before. Have any of our readers seen it? Does the "2" on the label represent a rate? Did the cover come into Panama on an American ship and leave on a British one? Please send your comments to the new Cover Corner Editor at the P.O. box listed in the masthead.

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