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THE CHRONICLE

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of the U.S. Classic Postal Issues

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THE EDITOR'S PAGE

In response to the article "Philatelic Restoration" in the August issue, John Alden, Keeper of Rare Books at Boston Public Library, has furnished the titles of additional books on the subject, which he says reflect advances in research since publication of Plenderleith's *Conservation of Antiquities and Works of Art*. These are *Cleaning and Preserving Bindings* by Carolyn Horton (Chicago, ALA: Library Technology Program, 1969), and *Library and Archives Conservation* by George Cunha (Boston, The Boston Athenaeum, 1972).

Mr. Alden makes this helpful suggestion as well: "One principle should be stressed, I think, in any attempts at preservation—that anything one does should be reversible. Though with extraordinary patience and skill the use of self-adhesive tapes, etc., may be reversible, one is still wiser not to employ them."

A new non-philatelic book worthy of notice is *A True History of the Assassination of Abraham Lincoln and of the Conspiracy of 1865* by Louis J. Weichmann. It is published by Knopf at \$15. Weichmann was a principal government witness at the trial of the conspirators in the Lincoln assassination. A few years before his death in 1902 Weichmann wrote this account, but it was never published. The manuscript was acquired in 1972 by Floyd Risvold, an active postal historian and member of our Society. Through his efforts it has finally been published; the account should be of interest to philatelists as well as historians.

A Graphi-Guide for U.S. Stamps which has been issued by VoncCorp consists of a series of enlarged diagrams on card pointing out the distinguishing characteristics of various types of U.S. stamps. Issues represented are the 1c 1851-57, the 3c and 5c denominations of the same issue, also the 10c; the 1861 premieres gravures and regular issues; the 1869 issue; the Bank Notes; the 1912 2c and 3c Washington; and the 1922 2c Washington.

These easily understood teaching aids may be too elementary for advanced collectors but should be helpful to beginners. They would make an excellent gift to your local junior stamp club. Available collected in a spiral binder at \$10 or in individuals sets (9) at \$1.25 to \$2.50 from VoncCorp, Dunedin, Florida 33528.

RECORD BOOK TRANSCRIPTION

The transcription of the Official Record Book detailing supplies of the 1847 issue sent to postmasters, as described in the May *Chronicle*, is now finished and ready for distribution.

H.L.C. Wenk III has abstracted the information from the original records and arranged it in an extremely useful format. The states are presented alphabetically, with the totals summarized for each state and each town within the state receiving supplies. Corrections and additions to the *Postal Markings* listings are noted. A detailed breakdown by states in chronological order individually lists each shipment as it appears in the original. The appendices give the irregularities and miscellaneous notations in the record book and an example of a postmaster's accounts of his returns of 1847 stamps. The book comprises 128 pages, is neat, legible, well and attractively bound, and a handy size. It is a valuable addition to the 1847 literature and is obtainable @ \$18 from the compiler, H.L.C. Wenk III, American Casting & Mfg. Corp., 51 Commercial St., Plainview, N.Y. 11803.

Mr. Wenk has pursued this project with initiative and devotion and the results deserve our support and thanks. Any returns in excess of his costs will be donated to APRL.

GUEST PRIVILEGE

THE "KENNEBUNK MS" DISTRICT OF MAINE PROPAGANDA TOWNMARK

DAVID L. JARRETT

What may appear to be a very ordinary townmark occasionally can turn out to be a rarity. Such is the case of a folded lettersheet that was found a couple of years ago in a small correspondence by a New England antique dealer.

The lettersheet was postmarked with a 26mm circle KENNEBUNK MS FEB 26 and internally dated 1819 (See Figure 1). While checking the Massachusetts section of Sampson's *American Stampless Cover Catalog* the antique dealer noted a "see Maine" notation and thereby found the Kennebunk handstamp listed and illustrated under the fancy and unusual townmark group of the District of Maine, with a scarcity rating of "C." He further discovered that the "MS" designation instead of "ME" was used as political propaganda against the separation of the District of Maine from Massachusetts. Maine was politically attached to the Commonwealth of Massachusetts from 1788 to March 1820 when it became a separate state; there never existed a town by the name Kennebunk in Massachusetts. Through the gracious assistance of two prominent Maine specialists, Paul E. Hannemann and Bruce W. Hazelton, this writer has been able to document the historical background behind this unusual townmark.

Kennebunk was a village located in the town of Wells, Maine. As early as 1786 the inhabitants of the town of Wells did not sympathize with a movement to separate the District of Maine from the Commonwealth of Massachusetts. The town did not even send any delegates to a special separation convention held in Falmouth, Maine, in May 1786 and at the same time voted that they "disapproved of any application for a separation, or forming a new government under the present circumstances."¹ The citizens did not want the additional expenses of supporting a new government and felt closer economic ties with Massachusetts. Continued efforts were made to separate Maine, but the town of Wells was steadfast in its opposition to the measure; in a meeting of May 1792 they voted unanimously against separation and at another meeting in December voted to have no part in any proceedings on the matter, refusing to even send a delegate to the convention. It was also voted that "a committee consisting of the selectman and town clerk inform the convention that it is the opinion of this town that it is not expedient at present to apply for a separation of this District from the Commonwealth of Massachusetts, because the State debts are not yet adjusted, and, because, if this District is formed into one State the people in the western and eastern parts thereof would not be so well accommodated as they are under the present Government."² However, the agitators for separation again attempted in a meeting in June 1794 to secure the election of a delegate to a convention in October, but were rebuked by the inhabitants. They tried again in May 1797, but the separation question was again outvoted, by 115 to 15. On repeated efforts by the separatists, the town voted 320 to 8 against separation in 1807.

Nine years passed and the population of the District of Maine had increased considerably, with the people living in the central and eastern portion desiring to manage their own affairs and favoring statehood. Petitions were presented to the legislature in 1816 asking for the necessary proceedings to establish statehood. Wells responded by instructing their representatives in the legislature to vote against statehood as a result of an informal vote taken in May where 152 to 27 voted against separation and statehood. At the legislative meeting

1. Edward E. Bowne, *The History of Wells and Kennebunk*, B. Thurston Company, Portland, 1875, p. 532.

2. *Ibid.*, p. 533.

it was resolved to poll the people in the District to determine their desires, requiring a five-ninths majority to decide the issue. While Wells voted 374 to 47 against statehood, a slim majority in the District but short of the five-ninths majority voted in the affirmative. This vote stimulated the separatists movement and in 1819 they petitioned the legislature for another vote, this time requiring only a simple majority vote instead of the five-ninths majority required during the previous vote.³

The town of Wells began to have serious apprehensions that the seceders would be successful in their next vote as the central and eastern part of Maine (which traditionally favored statehood) had grown more rapidly than the area where Wells was located. The inhabitants of Wells were also angered that the five-ninths majority was changed to a simple majority. As a result, emotionalism began to build up, and in May 1819 it was resolved in the town meeting that certain citizens be on a committee to petition the legislature of New Hampshire, requesting that Wells be annexed to that state should the State of Maine be formed and Massachusetts not consent that Wells remain attached to it. A convention of all the towns west of the Saco river was also called, which passed a similar resolution, requesting annexation into New Hampshire.⁴ However, such request was doomed to failure. The Maine legislature set a date of July 26, 1819 for the resolve, stating if a simple majority of 1500 voted in favor of statehood then Maine should become an independent state. While there was little hope in defeating the measure, the subject was discussed with a good deal of zeal. Wells voted 408 to 49 against separation, but more than three fourths of the voters in the District favored statehood. In September a constitution was formed and accepted by the District; by act of Congress Maine became an independent state on March 15, 1820.⁵

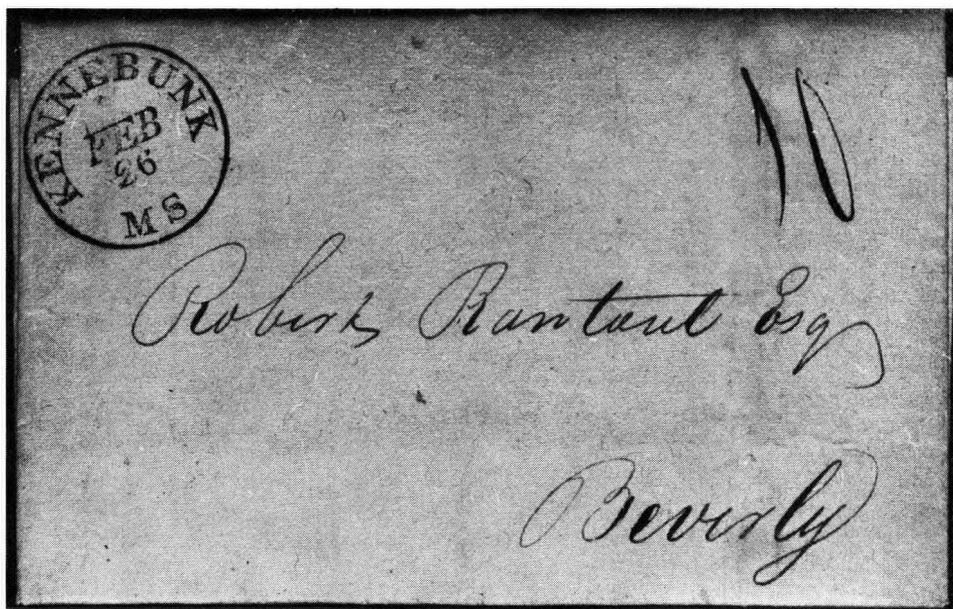


Figure 1. Earliest of the two recorded examples of the rare "KENNEBUNK MS" 1819 (District of Maine) circular townmark. (Collection of David L. Jarrett).

With such strong emotional feelings prevailing against separation (even preferring to be annexed by New Hampshire rather than join the new state of Maine), it can be understood why the postmaster in one of Wells' villages preferred to have his townmark read "MS" instead of "ME." Kennebunk's postmaster Stephen Thatcher either ordered and received a 26mm KENNEBUNK

3. *Ibid.*, p. 534.

4. *Ibid.*, p. 536.

5. *Ibid.*, pp. 536-537.

MS handstamp device or altered his government issue handstamp to read "MS" instead of "ME." (Bruce Hazelton reports that both Portland and Castine employed a similar looking 26mm townmark, one of government issue, in 1819.)⁶ Kennebunk was a relatively important village in the town of Wells at that time. Postmaster Thatcher's compensation, pay and emoluments were \$202.49 for the fiscal year ending September 30, 1817, compared to the \$1680.13 that the Portland postmaster received and the \$1871.56 that the Boston postmaster earned.⁷



Figure 2. Folded lettersheet mailed from Zanesville, Ohio, June 7, 1818, to the "District of Main [sic] Massts."

Only two KENNEBUNK MS postmarked folded lettersheets have been recorded by Maine specialists. None are listed in Dow's *Maine Postal History and Postmarks*. The earliest is dated February 26, 1819 (collection of this writer) and the other is dated March 24, 1819 (collection of Paul Hannemann). All earlier recorded Kennebunk markings are either straightlines or manuscripts (see postmark chart). The KENNEBUNK MS handstamp device was apparently subsequently altered to read "ME," substituting an "E" for an "S." This altered "ME" townmark is recorded used from 1822 to 1827, according to Sampson's *American Stampless Cover Catalog*. The fact that the "E" does not appear as symmetrical as the other letters strongly reinforces the probability that a substitution was made. Mr. Bruce Hazelton, an authority on Maine postal history, states that it is unusual that no Kennebunk postmarks are recorded from 1819 to 1822, particularly after fifty years of intensive collecting by Geo. Chase, Waldo Deane, Sterling Dow, Paul Hannemann, Robie Libby and himself.⁸ The altered "ME" postmark was apparently subsequently modified again, as what appears to be an "Me" is recorded from 1829 to 1833: since the raised "e" is only a well defined blur on all recorded examples, it is possible that it is a broken portion of the former capital "E." The raised "e" or broken "E" apparently fell out after several years of use as an identically appearing 26mm KENNEBUNK M is recorded from 1835 to 1849.⁹ Two other Kennebunk handstamps were used perhaps concurrently with the 26mm circular KENNEBUNK M marking during the 1840s; a 30mm circular KENNEBUNK ME. is recorded used in 1842 and 1843 and a

6. Letter from Bruce W. Hazelton dated 21 January 1974.

7. *Register of Officers and Agents, Civil, Military, and Naval, in the Service of the United States on the Thirtieth Day of September, 1817*, p. 36.

8. Letter from Bruce W. Hazelton dated 21 January 1974.

9. It is believed that the earliest yeardate recorded for this particular townmark (1827) in Sampson's *American Stampless Cover Catalog* is a typo, according to the editors of the Maine section and this writer.

HANDSTAMPS OF KENNEBUNK, MAINE 1802-1849

Kennebunk, Aug. 10

KENNEBUNK, OCT. 19th



KENNEBUNK ME. AUG 10

- Type 1 Kennebunk, Aug. 10 (SL 2½ x 20mm, mss. day) 1802.
- Type 2 KENNEBUNK, OCT. 19th (SL 29 x 3mm, mss. day) 1803.
- Type 3 KENNEBUNK MS FEB 26 (26mm circle) 1819 earliest.
KENNEBUNK MS MAR 24 (26mm circle) 1819 latest.
- Type 4 KENNEBUNK ME (altered 26mm circle) 1822-1827.
- Type 5 KENNEBUNK Me (altered 26mm circle) 1829-1833.
- Type 6 KENNEBUNK M (altered 26mm circle) 1835-1849.¹
- Type 7 KENNEBUNK ME. (30mm circle) 1842-1843.
- Type 8 KENNEBUNK ME. (2 x 32mm SL) 1846.

1. It is believed that the earliest date listed in Sampson's *American Stampless Cover Catalog* (1827) is a typo, according to both editors of the Maine section and this writer.

Note: Manuscript townmarks are known prior to 1819 and were applied during the interim periods between the handstamp usages.

KENNEBUNK ME. straightline (2 x 32mm) is known to have been used in 1846. Sometime in 1849 the long-lived, multiple-altered 26mm circular Kennebunk townmark was replaced by a larger, probably government-issued, handstamp.

It is possible that other District of Maine towns used a Massachusetts designation in their townmarks. This writer knows of a couple of folded lettersheets

addressed to what is now Maine which referred to Massachusetts in the address. One was mailed from Zanesville, Ohio, on June 7, 1818, and addressed "To Mr Reuben Hussey of Water Vill County of Kennebec or Stephen Koev of Westpon in the County of Sommerset in the District of Main Massts" with the notation that the letter was "to be left at water vill post office." (See Figure 2). The other letter was mailed from Putnam, Ohio, November 4, 1818, and addressed in a faded ink what appears to be "To men of the House of . . . plantation in the county of Sommerset State of mass & main To be left at waterville post office with care and Safety." This writer would be delighted to hear from anyone able to supply further information on this subject.

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THE 1847-51 PERIOD
SUSAN M. McDONALD, Editor

THE CANADIAN CONNECTION—I
SUSAN M. McDONALD

The 1847 period is especially rich in postal history connotations because of the important transitions occurring in the mail service during those four years and the several immediately preceding. The period from 1840 to 1851, spanning the beginning of the Cunard transatlantic mail service until the currency of the 1847 issue ended, is among the most significant in the development of U.S.-B.N.A. mails. Many of these developments are closely associated with use of the 1847 issue to and from Canada. Several aspects of such use have been discussed in previous *Chronicles*. An article by Creighton Hart on "1847 Covers to the Maritime Provinces" appeared in May 1973 issue (#78), and a three part article on "1847 Covers to Canada" by the same author followed in the three succeeding issues, August and November 1973 and February 1974 (#79-81). The August 1970 *Chronicle* (#67) contained an article by the present writer on "U.S. Exchange Markings on 1847 Covers," and I considered some aspects of the use of 1847 stamps from Canada in the August 1972 issue (#75).

Except for the last reference mentioned, these articles dealt chiefly with mail originating in the United States and addressed to Canada. This current discussion is the first of a series of articles systematically reviewing the status of B.N.A.-U.S. mails during this period as background to a thorough consideration of the use of the 1847 issue from Canada. For the present, the discussion will be limited to mails from the Provinces of Upper and Lower Canada, although some comments on mails from New Brunswick and Nova Scotia will appear later in the series.

This subject seems particularly timely with the recent reprinting of Winthrop S. Boggs' *Postage Stamps and Postal History of Canada* because that book incorporates some errors of interpretation in what is generally an excellent pioneer discussion of U.S.-Canada mails. In an earlier article on U.S.-Canadian postal relations published in the December 1962 issue of *Postal History Journal* I accepted most of Boggs' conclusions, and would now like to correct the record, since I believe some previous statements were erroneous.

Within a couple of years of the original publication of Boggs' *Canada* in 1945, Stanley B. Ashbrook, in a series of articles in *Stamps* for June 5, June 19, July 24, and August 21, 1948, effectively disputed certain of Boggs' conclusions relative to the use of 1847 stamps from Canada and associated problems. I am indebted to Creighton Hart for calling Ashbrook's comments to my attention. Because Ashbrook's arguments are no longer readily accessible, it is necessary to retrieve them for a new generation of philatelists.

From the first official U.S.-Canadian agreement in March of 1792, certain peculiarities marked the regulations governing the exchange of mails between the countries. Correspondents in the United States could send letters with U.S. postage paid to the lines or wholly unpaid, but they could not prepay the Canadian portion of the postage. In the opposite direction correspondents in Canada had to pay Canadian postage and could, if desired, prepay U.S. postage to a U.S. destination. No option existed if a Canadian wished to send a letter via the United States to a destination beyond—in that case prepayment of U.S. postage was required.

The basis for these odd arrangements was that Canadian postmasters were authorized (and had been since 1792) to act as agents in the collection of U.S. postage. For this service they were awarded a commission of 20%. No such arrangement, however, existed for the collection of Canadian postage by U.S. postmasters or by the U.S.P.O. The U.S. Post Office declined to enter into such arrangements regarding Canadian postage. The chief concern of British postal

authorities (under whose control the Canadian P.O. operated) in the late eighteenth century was to arrange for the transport of transatlantic mails between Great Britain and Canada across U.S. territory in unopened bags from New York City, where the packet line from Falmouth landed mails. Therefore the British authorities agreed to the terms offered, with the result that these terms carried over to U.S.-Canada mails as well.

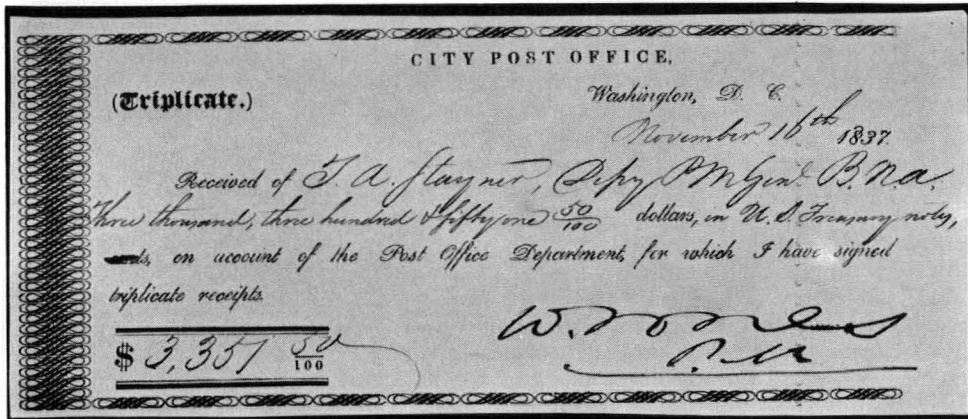


Figure 1. Receipt to Thomas A. Stayner, "Deputy PM Genl B.N.A." for \$3,351.50 turned over to the U.S.P.O.D. for U.S. postage collected in Canada. Dated Nov. 16, 1837, and signed by William Jones, postmaster of Washington, D.C.

Burlington, Vt., was the first U.S. office for the exchange of mails. By 1840 the number of such offices had grown mightily and the volume of mail between the United States and Canada—without counting that for overseas transmission—had increased substantially. The 1843 *Postal Laws & Regulations* listed the following U.S. offices along the border with Canada (I have omitted those adjacent to New Brunswick and added the names of the corresponding Canadian offices in parentheses.): Derby Line (Stanstead), Highgate (St. Johns), and Burlington (St. Johns), Vt.; White Hall (St. Johns), Plattsburgh (St. Johns), Rouse's Point (St. Johns), Fort Covington (Dundee), Ogdensburgh (Prescott), Morris-town (Brockville), Cape Vincent (Kingston), Oswego (Kingston), Rochester (Cobourg), Lewiston (Queenston), N.Y.; Detroit (Windsor), Mich; "also, New York City and Albany, by special arrangement, with Toronto, Kingston and Montreal." The 1847 *P.L. & R.* lists the same offices. A through mail between Boston and Montreal was established during the 1847 period, but the exact date

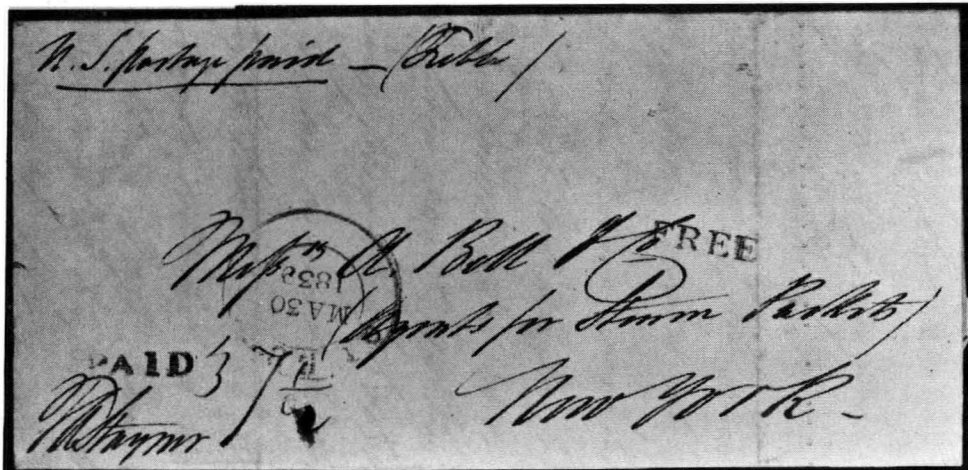


Figure 2. Cover from Montreal, March 30, 1839, to N.Y. No Canadian postage as written on P.O. business and franked by Deputy PMG Stayner. U.S. postage 37½ (double, although "treble" is noted) paid at Montreal. The letter concerns transmission of "Steam Ship" fees on transatlantic letters. All handstamps in red.

has not been determined. It seems to have been in operation by early 1848. The Montreal through mail exchange office was collection and distribution point for mails to and from Quebec, Bytown (Ottawa) and intermediate points northeast and northwest of Montreal itself.

The most important exchanges in the 1840s and early 1850s were Queenston-Lewiston, Kingston-Cape Vincent, and the through bag services, to judge by the relative numbers of surviving covers. Considerable mail also crossed through Ogdensburgh, Derby Line and Highgate. In the case of some obscure offices few identifiable covers are known for the decade in question.



Figure 3. From Montreal, March 31, 1840, paid to destination. Canadian postage "PAID 4½" and U.S. postage "PAID 1¾" separately stated (all in red) by Montreal P.O. Sender's notation "paid through."

The amounts paid Canadian postmasters as commission on U.S. postage collected in Canada were regularly published in the *Official Registers*. These figures from the 1847 edition provide an idea of the comparative importance of various exchanges:

CANADA

[Note.—Agents who receive postages in the British Provinces, from 1st April, 1846, to 31st December, 1847.]

Post Offices.	Postmasters.	Compen- sation.	Net proceeds.
Brockville	Thos. A. Stayner, 3 qrs.	\$22 06	\$51 28
Kingston	do	455 44	824 38
Montreal	do	890 62	2348 11
Niagara	do	53 31	95 76
Prescott	do	135 92	194 25
Quebec	do	246 41	453 45
Queenstown	do	1810 10	3272 43
Stanstead	do	189 98	310 24
Toronto	do	255 03	609 54
Windsor	do	87 38	174 06
St. Andrews, New Brunswick	J. Howe, from 1st July	766 95	1494 83
Woodstock	do	130 34	207 08

A receipt to Stayner for \$3,351.50 in postage remitted to Washington is shown in Figure 1. It is dated November 16, 1837, and signed by William Jones, Postmaster of Washington City.

Each U.S. exchange office had a distinctive method of handling letters of Canadian origin and of indicating whether U.S. postage was still to be collected and, if so, the amount. These features are critical in judging the genuineness of

covers with 1847 stamps used from Canada; therefore they will be considered in detail for those offices where information is available and by which covers bearing the 1847 issue were exchanged.

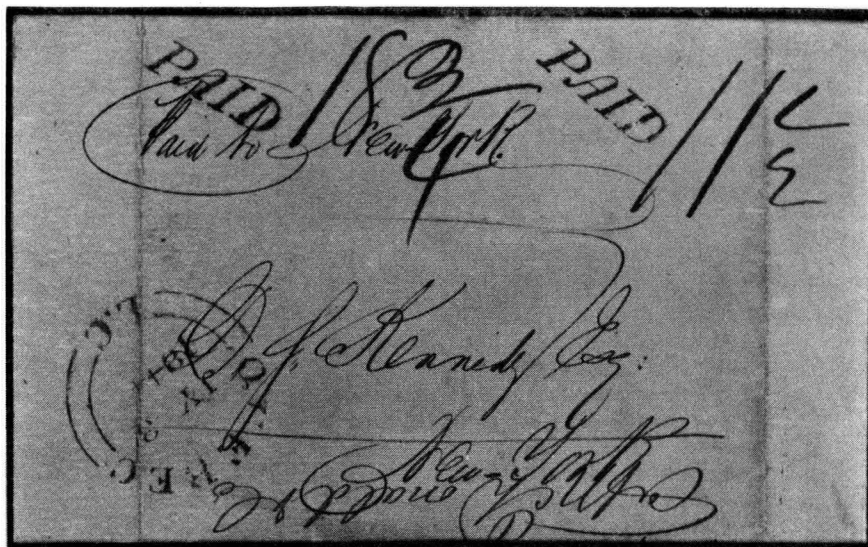


Figure 4. From Quebec, July 3, 1844 "Paid to New York" with "PAID 11½" (Can.) and "PAID 18¾" (U.S.) rated and collected at Quebec (all in red). By through bag via Montreal.

Figures 2-9 show typical examples of covers exchanged in the New York-Montreal through mail prior to Nov. 16, 1847. (The significance of that date will be discussed at length later.) Customarily the Montreal P.O. stated the Canadian and U.S. postage separately when the letter was paid through to destination, as in Figures 3-7. Figure 2 is a special case, being franked by Thomas A. Stayner, Deputy Postmaster General for British North America, so that no Canadian postage was charged. The U.S. amount "PAID 37½" (double) is noted at lower left. Occasionally, as in Figure 6, the total amount is expressed in Canadian money, as well as the separate U.S. and Canadian postages. Various expressions such as "Paid to New York," "Paid No. 98," "Paid through," etc., are

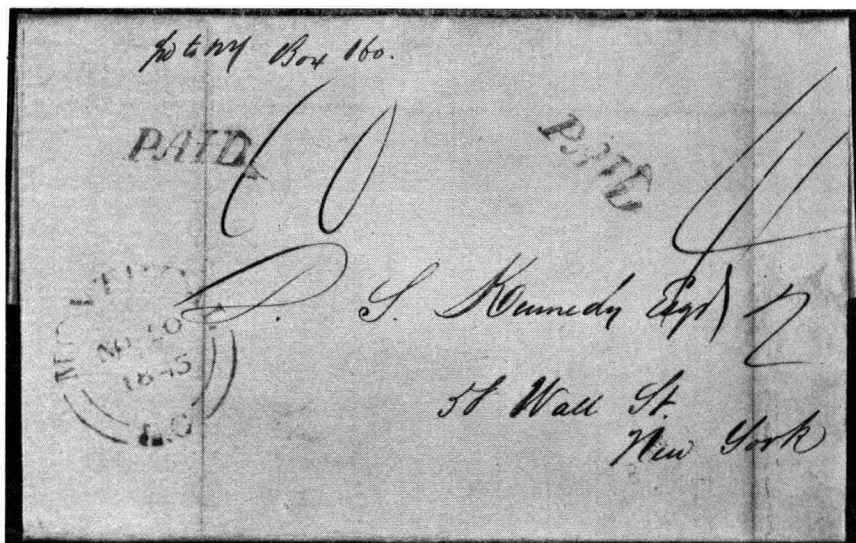


Figure 5. Montreal, Nov. 20, 1845 "pd to N.Y. Box 160." Box 160 was C. Dorwin, money broker, the source of many paid through covers. U.S. rates had changed July 1.

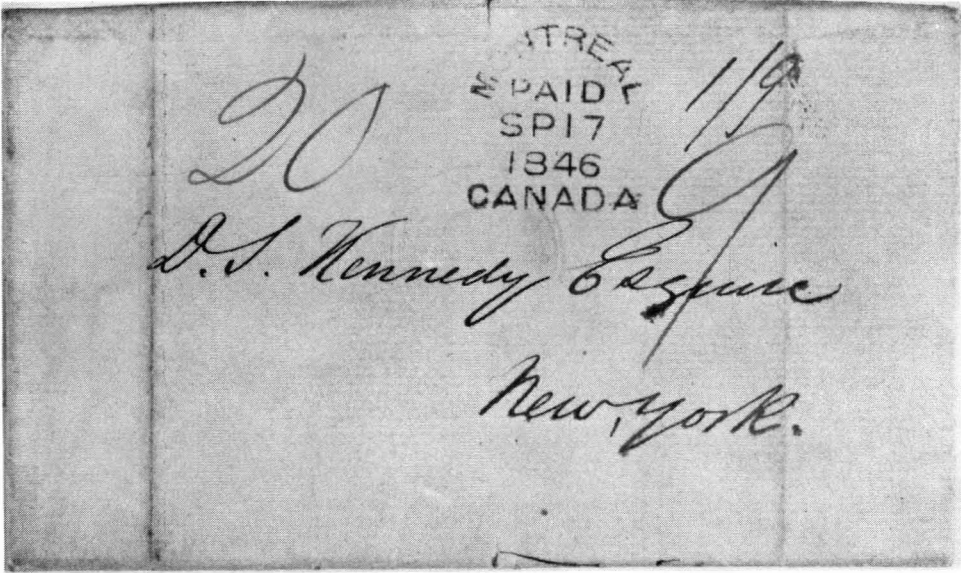


Figure 6. Double letter from Montreal, Sept. 17, 1846, paid to destination. Canadian postage 9d and U.S. 20c in red manuscript. Montreal "tombstone" postmark including "PAID" in red. Total postage of 1/9 in Canadian money also noted.

used, sometimes with the box number of the sender to indicate that postage was paid to destination. In some instances, however, no notation appears.

The covers shown in Figures 8 and 9 are characteristic of letters paid only to the lines, that is, with Canadian postage paid and U.S. postage to be collected. The job of the U.S. clerks in the New York City P.O., when the through bag from Montreal was opened there, was to check the incoming mail and rate the U.S. postage due, if necessary. On letters with only Canadian postage paid, they crossed out the Canadian "PAID" in ink and rated the U.S. collect in the same medium. Some of these covers are endorsed "Paid to the Lines," or the equiv-

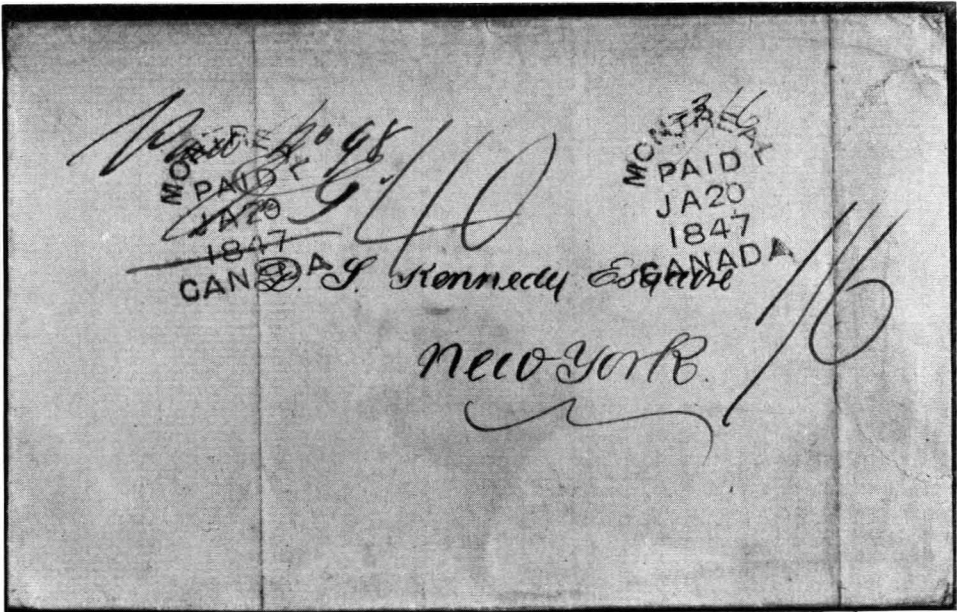


Figure 7. Quadruple letter paid to N.Y. with red Montreal "tombstone" postmarks struck next to Canadian 1/6 and U.S. 40. Total of 3/6 in Canadian money also noted, and "Paid No. 98," the Bank of Montreal.

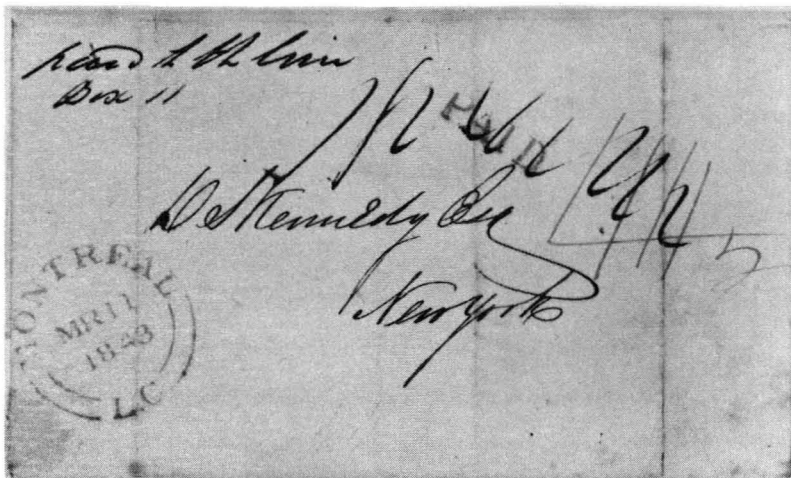


Figure 8. Montreal, March 11, 1843, to N.Y. Canadian postage "PAID 4½." N.Y. postal clerk crossed out "PAID" in black ink and rated U.S. postage due 18¾c in same ink. Notation "paid to the lines/Box 11."

alent, as in Figure 8, while others lack such notations. Whether on paid through or paid to the lines mail, these notations refer to amounts *paid in cash*.

The methods used at other exchange offices will be considered in the next issue.

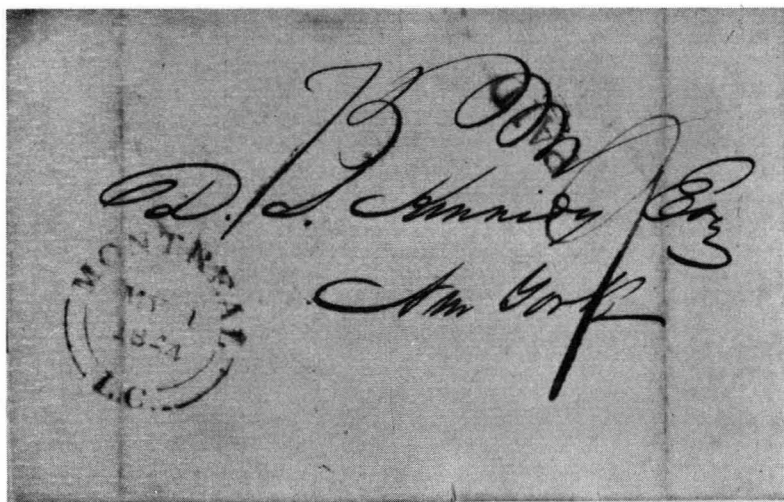


Figure 9. Montreal to N.Y., May 1, 1844. "PAID 9" Canadian postage at double rate (½-1 oz.). "PAID" crossed out in black ink at N.Y. and U.S. due rated 75c at quadruple rate (4 sheets). Weight system was not adopted by U.S.P.O. until July 1, 1845.

5c 1847 PLATING DATA

MICHAEL C. O'REILLY

Last spring, at the Garfield-Perry March party in Cleveland, this writer learned of the existence of unpublished plating data of the five cent stamp of the 1847 issue. Upon learning of this material, originally compiled by Stanley B. Ashbrook, this writer attempted to locate the auction catalog and investigate the auction descriptions and see what light it could shed on this subject. With the assistance of Mrs. Susan M. McDonald and Mr. Herb Trenchard, Xerox copies of the necessary auction catalog pages were obtained. The material was sold by H. R. Harmer, Inc. on November 25th and 26th, 1958. This sale contained the major portion of the philatelic properties of Stanley B. Ashbrook.

Four lots contained 5c 1847 plating data. Lot 782 is perhaps the most significant of the four and its description is reproduced verbatim in the following:

782 5c. Hundreds of photos in 2 large albums with corresponding drawings and illustrations showing plating marks of far more plated positions than has heretofore been revealed. Evidence indicates that S. B. A. had been planning to publish this work. Also photos of plate proofs on India from original plate. A rare opportunity for some one to complete the plating of this stamp, if such is possible.

The other three lots were 783, 784, and 785. All contained photos of plating data of the five cent. No indication is given as to the amount of duplication between the four lots. One would hope that at least one lot (782) would contain one photo or plating mat of each position identified by Ashbrook.

The point of bringing this matter to the attention of the members of the Society lies in the hope that this material can be found and made available in some form or fashion to the students of the Classic issues. Persons knowing the whereabouts of this wealth of information are asked to communicate their knowledge to the author at 1405 Appalachee Dr., Huntsville, Ala. 35801 or to the editor of the *Chronicle*.

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THE 1851-60 PERIOD

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THE AUXILIARY HANDSTAMP POSTAL MARKING "TOO LATE"

STEVEN M. ROTH

Introduction: A Perspective

A little more than two years ago in the pages of the *Chronicle* (76:198) this collector requested assistance from members of the Classics Society with respect to the auxiliary handstamp postal marking "TOO LATE." It is the purpose of this report to summarize the results of that inquiry.

The response to this request was less than overwhelming. I suspect, however, that this was due less to the unwillingness of collectors to dig into their collections and bank boxes than to the actual infrequency with which the marking is found in collections and on the auction block.¹ This apparent unavailability of covers handstamped with the "TOO LATE" marking was first brought home to this collector by a leading northeastern dealer of postal history material (whose vast stock well might have been expected to contain such a cover at one time or another) who wrote that "the marking . . . must be an extremely scarce one, as I cannot recall ever having had an example." This revelation was reinforced by one of the leading authorities on the postal history of New Orleans who wrote that he believes that he has seen the marking used on mail in that city, although he cannot recall when or where and does not have a cover bearing the marking in his extensive collection. Finally, my own search through dealers' stocks and mailing lists has confirmed in my mind the probable correctness of Simpson's statement that ". . . this marking is one of the scarcest of official U.S. Postal markings."²

The apparent elusiveness of the "TOO LATE" marking is reflected not only in its absence on covers found in private collections and in the market place but becomes clear, too, when one searches for references to the marking in available primary and secondary research sources. Thus, in seeking to find some officially published reason for the use of the marking, I examined, without success, 33 volumes of the *Laws and Regulations Governing the Operation of the Post Office Department (PL & R)* issued between 1794-1913. A similar search of the *Annual Reports of the Postmasters General* from 1833 through 1880 was equally fruitless. Finally, several days spent in the stacks of the Library of the Post Office Department in Washington, D.C., were of no avail. In fact, the only primary source reference to the marking uncovered by this writer (and one which proved to be very fruitful) was located among the published letters of Postmaster Robert Morris of New York City.³

Perhaps a more meaningful indicator of the unavailability of information concerning the "TOO LATE" marking is revealed by the absence or brevity of discussion concerning it contained in important secondary sources. Thus, Chase acknowledges the marking but is reported to have seen not more than two examples.⁴ Blake and Davis report one use.⁵ Sampson reports the marking, as does

1. In more than two years of following major auctions with a view to locating and acquiring covers bearing the marking, the author's notes reflect only three such covers with the marking applied by the Post Office Department. These appeared in Siegel Sales 426, lot 1056, and 458, lot 997, and Kenedi sale 102, lot 87.

2. *Chronicle* 17:3.

3. Winthrop S. Boggs, ed., *Robert Morris, Postmaster of New York* (The Collectors Club of New York, 1961), Letter 16 (July 3, 1847), p. 28.

4. Carroll Chase, *The 3c Stamp of the United States 1851-1857 Issue* (Tatham Stamp & Coin Co., 1942, revised), p. 346, and as reported by Tracy W. Simpson, *Chronicle* 5:5.

5. Maurice Blake and Wilbur Davis, *Postal Markings of Boston, Massachusetts to 1890* (Severn-Wylie-Jewett Co., 1949), pp. 178-9.

Simpson.⁶ Perry reports the San Francisco oval type.⁷ Ashbrook, however, makes no mention of "TOO LATE" in his very thorough review of postal markings in his book on the one cent stamp or in the *Special Service*. Nor do Huber and Wagner in *The Great Mail*, Berthold in his handbook on Wells, Fargo, or the now defunct periodical, *Postal Markings*.

The accumulated wisdom concerning the marking consists in large measure of the information heretofore set forth in the *Chronicle*.⁸ This falls into three categories: discussions of the marking on cover (sometimes incomplete or vague so that, on occasion, the information obtained is tentative, at best); discussions of covers bearing the marking but with no emphasis on the marking; and, theories with respect to the purpose of the marking. All of these reports will be considered in this report. Beyond that, information received from helpful collectors has served to add to prior knowledge. It is hoped that this report will prove to be an incentive to other collectors to report information that they may have or may obtain from time to time.

Description of the Markings

Simpson catalogues and illustrates four basic forms of the marking.⁹ They are described therein as follows:

Too Late	(San Francisco)
TOO LATE	(San Francisco—sans-serif)
too late	(New Orleans)
TOO LATE	(New York)

In addition, a third type of San Francisco marking (a second oval) has been recorded.

These markings appear as illustrated in Figure 1. In addition, a sixth type, privately used, was reported in *Chronicle* No. 12. (Plate No. 1) It was illustrated therein as type X (See Figure 1).

No other domestic types have been recorded.¹⁰

The fundamental characteristics of the five types reported to date which were employed by the United States Postal Service are as follows:

(a) **Type SF-1:** This marking consists of initial capital serified letters enclosed in a double oval. The outer rim of the oval measures 42x23mm. Because the author has not had an opportunity to examine the recorded covers bearing Type SF-1, he is unable to verify the color, or, in two instances, if in fact that markings are Type SF-1 rather than SF-2.

(b) **Type SF-2:** This marking is similar to Type SF-1, but measures 38x20mm at the outer rim. It has been reported in red, but may also exist in black. It probably replaced SF-1.

(c) **Type SF-3:** This marking consists of all capital sans-serif letters, unenclosed, measuring 26x4mm. It has been recorded in orange on one cover, while the color is unreported for the second known example.

(d) **Type NO:** This marking consists of serified letters enclosed in a horizontal rectangle with rounded corners measuring 44x14mm. It has been recorded in both red and black.

(e) **Type NY:** This marking consists of all capital serified letters, unenclosed, measuring 34x4mm. It has been recorded in both red and black.

6. E. N. Sampson, *American Stampless Cover Catalog* (Van Dahl, 1971), p. 124; Tracy W. Simpson, *United States Postal Markings and Related Mail Services 1851 to 1861* (Colby reprint, 1972), pp. 116-17.

7. *Pat Paragraphs*, pp. 262-3 (1932). Perry, without giving the basis for his conclusion, states that the marking is a foreign mail marking "... being used around 1880 on mail for the Far East arriving at San Francisco in time to miss a mail ship." (p. 262).

8. *Chronicles* 5:5; 7:8-9; 12:8; 17:3; 18:7; 19:9-10; 20:4; 49:68; 71:125-6; 72:213; and 82:116-18. Commencing with 49:68, the marking is not discussed, *per se*, but appears in illustration of covers that are subject to discussion for other purposes.

9. Simpson, pp. 116-17. These markings will be referred to hereinafter as Types SF-1, SF-3, NO, and NY, respectively. The San Francisco oval not reported by Simpson will be referred to as Type SF-2.

10. Several types used during the relevant period by countries other than the United States have been recorded and will be briefly referred to in the text.



SF-1



SF-2

TOO LATE

SF-3



NO

TOO LATE

NY

**TOO LATE.
SACRAMENTO**

X

Figure 1

Each of the five recorded domestic types is found on the face of the cover only, never on the reverse. Further, each of the markings appears to be well struck with little wear evident—even though the handstamps were available for use over a broad period of time—perhaps again giving evidence of their infrequent use.



Figure 2. This cover bears a red New Orleans townmark dated January 5 (1855). The "5" is replaced by a manuscript "7." The 3c 1851 stamp (Scott No. 11) is tied by a red New Orleans grid. The cover is a bill of lading originating in St. Louis, addressed to Texas. The "Too Late" marking is Type NO. (Author's Collection).

The Meaning of "TOO LATE"

Although primary government sources were searched for a clue suggesting an official policy or requirement that may have been behind the use of



Figure 3. Used in 1837 or 1838 (see description in text), this cover bears the type NY TOO LATE. It also seems to bear most of the other handstamps then in use. (C. Hahn Collection).

the marking, no such *raison d'être* could be found. This was not unexpected, however, in light of the isolated appearance of the marking at so few post offices. Rather, it would seem that the handstamp was employed on a sporadic basis by postmasters or postal clerks who desired to avoid blame for mail that had arrived "TOO LATE" to receive some desired service. This theory is well explained in the *Chronicle*, would appear to be substantiated by the few extant covers, and finds expression in a letter sent to Postmaster Robert Morris on 3 July 1847 to the Editors of the *Spectator*:¹¹

Ninety-two packages of your papers came to this office to-day, too late for the mails for a part of the States of Massachusetts, Connecticut and New York, They will all be stamped "Too Late" and be forwarded by the next mail, which will be on Monday Morning next.

The Covers

Very few covers were available to the author for examination and verification. Basically, this section is a summary in chart form of information gleaned from covers actually examined by the author, photographs of other covers in

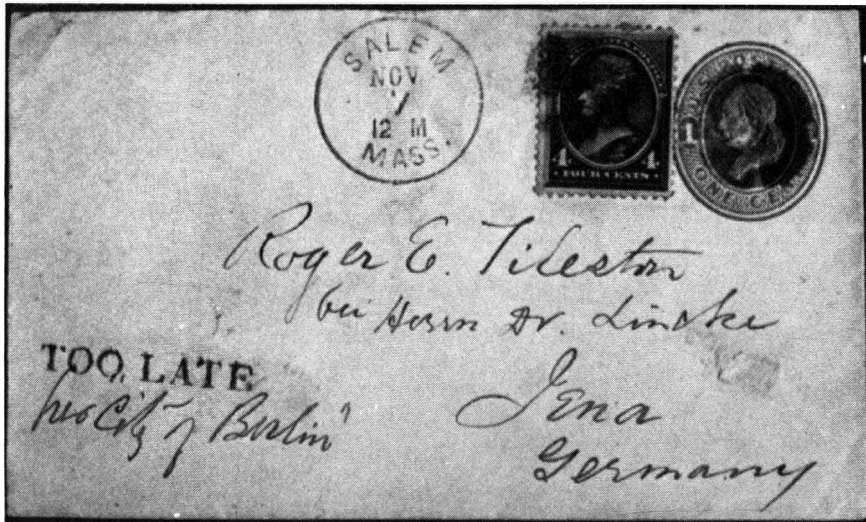


Figure 4. Scott No. 211 on 1c stamped envelope, postmarked at Salem, Mass. Addressed to Jena, Germany. Manuscript direction on face of cover: "Per City of Berlin." The TOO LATE marking is Type NY. This cover was stolen with the balance of Mrs. Lane's collection. (Mrs. A. G. Lane Collection).

11. E.g., *Chronicles* 5:5; 69:125; Boggs, *loc. cit.*

RECORDED COVERS WITH "TOO LATE" MARKING

Type	Color	Date	Origin	Destination	Stamps	Remarks	Source
SF-1	?	1854 (?)	San Francisco	Albion, Mich.	3c 1851 pr	Cover authenticated & dated by Ashbrook. No other markings reported.	<i>Chronicle</i> 20:4
SF-1 or SF-2	?	?	San Francisco	?	?	Reported only that "check of Edgar B. Jessup collection discloses another example." But see SF-3, below.	<i>Chronicle</i> 20:4
SF-1 or SF-2	?	1865	San Francisco	?	3c (#65)	Ill. & described in Peter Kenedi, Cal., Inc., Sale 102, lot 87 (12/8/73)	Reported by Henry Stollnitz.
SF-2	red	1879	Newburyport, Mass.	Auckland, N. Z.	6c Banknotes	Backstamp shows San Francisco arrival Dec. 22, 1879. Probably after sailing of bark <i>Agate</i> . Ms. notation on front: "Bark Agate."	Seen at NAPEX 1975 (Washington, D.C.) by author.
SF-2		1868 (?)	San Francisco	New Westminster, B.C.	3c (#65-3) 2c (E grill)	Ill. <i>Chronicle</i> 82:116. Postmarked April 21, NYD.	Paul Wolf Col.
SF-3	?	15 Sept NYD	San Francisco	—, Mass.	stampless	20c (collect) double rate.	<i>Chronicle</i> 17:3.
SF-3	orange	1 July 1850	San Francisco	Boston, Mass.	stampless	Red "40" on face; forwarded to Long Meadow, Mass., with red Boston "5cts" townmark dated 27 AUG. May be same cover reported as part of Jessup col. in <i>Chronicle</i> 20:4. and, therefore, either SF-1 or SF-2.	<i>Chronicle</i> 18:7.
NO	red	1854	New York City	New Orleans	3c (4)	From NYC 12/29/53; forwarded from N.O. to New Braunsfel, Tex., with N.O. townmark 1/8 & a second apparently 1/12. Docketed rec. 1/28/54. Note, reportedly by Chase: "This is the second framed TOO LATE I've seen."	<i>Chronicle</i> 7:8.
NO	black	1855	St. Louis, Mo.	Seguin, Tex. (Messrs. Campbell & Co.)	3c (#11)	Bears red N.O. townmark dated JAN 5; the "5" is written over in ink with ms. "7." See Figure 2. Same as Meroni cover described at <i>Chronicle</i> 12:8.	S. Roth Col.
NO	black	1855	?	Texas (Marshall McHenry, Belton, Bell Co.)	stampless	Bears red N.O. townmark dated April 3; no origin marking; docketed rec. 4/22/55.	S. Roth photo files.
NO	?	1854 (?)	?	Montgomery, Tex.	?	Two N.O. townmarks on face, dated one week apart.	Chase, 3c book, p. 346.
NY	red	1837-8	?	New York City	stampless	Cover has also these markings in red: STEAM-BOAT, 6 in circle, FREE, PAID, SHIP, MISSENT, and 2ND DELIVERY. The postmarks NEW-YORK/MO/DAY (no earlier than 1837) and NEW-YORK/SHIP/MO/DAY (not known after 1838) provide dating. See Figure 3.	Calvet M. Hahn Col.

Type	Color	Date	Origin	Destination	Stamps	Remarks	Source
NY	black	1866	?	England	24c	Illustrated.	Siegel Sale #426, lot 1056.
NY	black	1880 (?)	Salem, Mass.	Jena, Germany	4c (#211); 1c env.	Ms. notation on face: "Per City of Berlin." See Figure 4.	Photo submitted by Mrs. Arthur G. Lane.
NY	red	1856	New Orleans	France	10c (Ty. II-2)	Prepaid for 20c direct rate, but missed sailing. Forwarded by Am. Pkt, underpaid 1c. NY transit mkg.	Siegel Sale #458, lot 997.
NY	?	1869	Boston	Argentine Republic	2c; 3c; 10c (2)	Ms. UL: "Per Steamer 23rd inst." Pmked "Boston, Feb 22"; faint pkt mkg 2 mos. later "22 April '69." Serv. to Argentina by Am Pkt on 22nd of each month from NYC.	From Allen Black-jack Col. Photo in author's files from Mrs. Lane.
NY	?	1852	New York City	Boston, Mass.	3c (2)	NYC townmark is two-bar CDS (type 107) dated 9/15/52. Reported by Dr. Chase. See below <i>Chronicle</i> 12:8.	<i>Chronicle</i> 5:5.
NY	?	1864 (?)	Painesville, O.	San Francisco	U58		<i>Chronicle</i> 49:68.
NY	red	1857	New Orleans	France	5c (#12)	Cover endorsed "Per Asia," but arrived at NYC too late for <i>Asia</i> ; placed abroad <i>Persia</i> thereafter. Ill.	<i>Chronicle</i> 71:125.
NY	?	1851	Baltimore	Bremen	3c (2)	Marked on face "p. Canada Str. of 3d Sept from Boston." Posted too late, so forwarded to NYC & placed abroad <i>Atlantic</i> . Ill.	<i>Chronicle</i> 72:213.
NY	black	1852	New York City	Boston, Mass.	3c (2)	Addressed to Geo. B. Upton, Esquire. May be same as reported by Chase in <i>Chronicle</i> 5:5.	<i>Chronicle</i> 12:8.
NY	black (?)	1852	?	Boston, Mass.	3c (#11)	Described: "FOO LATE (SL) and NEW YORK (cir.) in black well-struck, 3 margin 3c (#11) tied on folded letter (1852) to Boston FV Est. \$30-40." Not ill.	S. C. Paige Sale, 5/19/61, lot 623; reported by Arthur H. Bond.
NY (?)	black	1865	New York City	France	Stampless	Origin NYC 1/17/65; forwarded to Boston & placed on Br. Pkt 1/21/65 via England for Paris. Similar to NY but may be separate type.	Blake and Davis, <i>BPM</i> , pp. 178-9.
X	red	?	?	?	3c	Private marking. Cover bears oval Wells, Fargo NEVADA (Cal.) handstamp. Not recorded in Berthold. Never entered mails.	<i>Chronicle</i> 12:8.
-	red	1851 (?)	Boston	?	stampless	Ms marking in crayon or pencil. Possibly a private marking. On face: "Express to Boston P.O. in time for the Marshfield mail." Cover franked "Dan'l Webster" & "FREE."	<i>Chronicle</i> 19:9.

the author's files, reports in earlier *Chronicles* and answers to my queries from helpful collectors. My purpose in relating prior reported information is twofold: first, to collect all known data concerning the marking "TOO LATE" in one place and to bring it down to date; and, second, to indicate the deficiencies in prior reports in the hope that collectors who now own the heretofore ill-described covers will report to the author or to the editors of the *Chronicle* missing or inaccurate information concerning such covers. Accordingly, the accompanying chart sets forth details of all the covers known to the author and reported to date bearing the marking "TOO LATE."

Foreign Uses

Most of the speculation concerning the domestic use of the marking "TOO LATE" has been based on our knowledge of the wide use in the 19th century of this marking in the British Empire, including India, Canada, and England.¹² The author has in his collection several covers thus used and has had an opportunity to examine others that may have been so used as Irish Sea markings. In addition, the author recalls seeing the marking on a cover in a spectacular collection of the postal history of Hong Kong exhibited at Williamsburgh, Va., in April 1973.

Conclusion

To repeat—the purpose of this report is to set forth the known information concerning the "TOO LATE" marking, even though the completeness and clarity of that information, at the present time, leaves much to be desired. It is hoped that members having or obtaining additional or corrective information will report the same to the editor, or to the author at Suite 600, 8720 Georgia Ave., Silver Spring, Md. 20910.

12. See, for example, *Chronicles* 7:8; 49:68.

Recapitulation

Type	Number Recorded	Possible Additional
SF-1	1	2}
SF-2	2	2} *
SF-3	1	1**
NO	4	
NY	10	2***
TOTAL	18	

*Two covers were not examined by the author and may be either Types SF-1 or SF-2.

**Probably SF-3, but may be SF-1 or SF-2.

***The cover reported in *Chronicle* 12:8 may be the same reported in *Chronicle* 5:5. The marking reported by Blake-Davis may be a separate type.

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A THIRD 12c IMPERF 51 L WITH IMPRINT

GEOFFREY BREWSTER

In his monograph *United States—The 1851-57 Twelve Cent Stamp*,¹ Mortimer L. Neinken records only two items showing a portion of the left imprint of the plate that printed all the imperforate 12c postage stamps: a single and a horizontal pair, both showing the imprint adjacent to Pos. 51 L. The illustration accompanying this article shows a third copy of Pos. 51 L with imprint;² it came to light at a spring 1975 West Coast stamp show. As this copy shows no plate number it adds further evidence to the generally accepted conclusion that this plate was without a plate number.

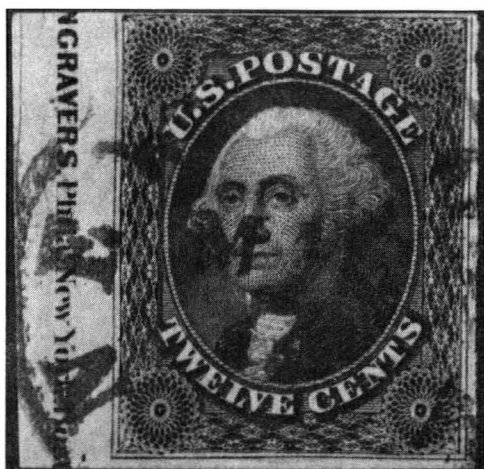


Photo by Richard Wolfers

Of those stamps of the 1851-1857 issue recorded as being printed from numbered plates, the plate number shows at some point a short distance beneath the letters "ENG" of "ENGRAVERS" in the imprint on copies with large enough margins. On previously recorded copies of the 12c denomination and on the copy illustrated here there is no evidence of a plate number, thus leading to the conclusion that this plate was one of the unnumbered plates of the 1851-1857 issue. It is possible, however, that the 12c plate received a plate number later in its use, as happened with certain 1c and 3c 1851-1857 plates.

A curious feature of Pos. 51 L with imprint is the printed vertical line to the left of the imprint, beneath ". . . ENGRAVERS, Ph. . ." This line is essentially straight beneath "ENGRAVER", bends slightly away beneath "S", finally straightens out again beneath "Ph", and ends there. As this line is on both the copy illustrated here and on the copy illustrated on p. 1 of Neinken's monograph, it may be constant. If so, the line probably continues to the left of the imprint adjacent to Pos. 41 L, and may extend to other left marginal positions as well, as future discoveries may show. Future research may also disclose the line's significance.

Can any reader submit further evidence to shed light on the plate number question of the 12c stamp? Or does any reader have a 12c 1851-1857 imprint copy that is not recorded by Neinken in his listing on pp. 7 and 9 of his monograph? If so, he is welcome to contact me so we can keep Neinken's list up to date. According to a recent letter to me from Mr. Neinken, he states, "Since writing the brochure I have not seen or heard of another imprint copy from this first plate." It is interesting that of the imperforate 12c left imprint copies now on record, while there are three of Pos. 51 L there are none of Pos. 31 L, 41 L, or 61 L! By comparison, there are right imprint copies of all except Pos. 40 R.

1. The Collectors Club of New York, Handbook No. 17, 1964.

2. For the record, except for a pinhole at the top of Washington's forehead, the stamp is sound.

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL

In the 1861 section for this issue, a subject neither strictly 1861 period or the normal *Chronicle* subject matter is included. This is the Pony Express, and there are some comments made in the article elaborating on why these covers are included and also why Pony Express covers have not often been written up in the *Chronicle* in the past. Briefly, in 1963 when the expanded *Chronicle* was commenced in its present "slick" form, covering eras other than the 1851-61 period, the then 1861 Period Editor, the late Henry A. Meyer, and the other editors agreed they had no desire to "intrude" into areas well covered by publications of other societies. There was plenty of material to cover in the areas newly included, and there was no point in covering Westerns, Confederates, Bureau Issues and the field of Essays and Proofs. In addition, Mr. Meyer and Tracy W. Simpson, who then edited the 1851-61 section, also agreed that Mr. Meyer was not to hesitate in including material in the early 1861 era which had Civil War connotations, since Mr. Meyer was a Civil War buff as well as an expert on steamboats and many other fields. While the present editor is also something of a Civil War enthusiast, he recognizes that the present 1851-61 editors are most competent on both Civil War and Westerns and this article is as appropriate for that section as this.

One thing which intrigues us very much is that one of these covers illustrates so well the difference between a great postal history cover and covers considered great simply because they bear rare stamps in strange combinations, even though the use would not be rare or at least so appealing were the stamps less spectacular, or completely absent. No one can call any Pony Express covers mundane, but their appeal has usually been proportional to the rarity of the stamps they bear. While either a \$4 Wells Fargo or a \$1 garter stamp on cover will attract maximum attention, yet the use is about the same as for most similar Pony covers, except for rate, weight—and the stamp. While I have no feeling today that stamps are other than gaining rapidly in appreciation, it seems that the gains of postal history are even greater.

R. B. Graham

A PAIR OF PONY COVERS

RICHARD B. GRAHAM

Mr. Marc Haas of New York has recently sent us photographs of a pair of Pony Express covers, one of which is a recent find in Europe, and the other, while its existence has been a matter of record for some years, has still never been written up in detail to our knowledge, although it has several extremely interesting features, some of which are unique.

The appearance of a hitherto unknown Pony Express cover, particularly when it is the first such cover recorded addressed and transported to France, is most gratifying. The find again illustrates that there are still some great covers lurking in files and old attics just waiting to be discovered and appreciated.

In a way, the previously recorded Pony Express cover may also be said to have been just "discovered," for, to an Ashbrook or one of our other great postal history students with an interest in both Western and Confederate items, it would have presented a challenge he would not have cared to have refused.

Both of these covers have been recently acquired by Marc Haas, and the notes he sent along with the photographs have proven to be of great value in the analyses and discussion of these covers which follow.

BY PONY TO THE CONFEDERACY

Figures 1 and 1a show the front and back of this cover. Probably the fact that it does not bear the usual colorfully spectacular and somewhat flamboyant markings such as the running pony accounts for the cover's not having had much

attention previously. The fact remains, however, that insofar as the available record shows, this is the only known Pony Express cover addressed to the Confederacy. In the tabulation of Pony Express covers given by Mel Nathan in his portion of *The Pony Express*, which is the definitive work on the postal history of this subject, and which tabulates over 150 Pony Express covers, not one other cover addressed to what became a state of the Confederacy is listed for the period after the state seceded.

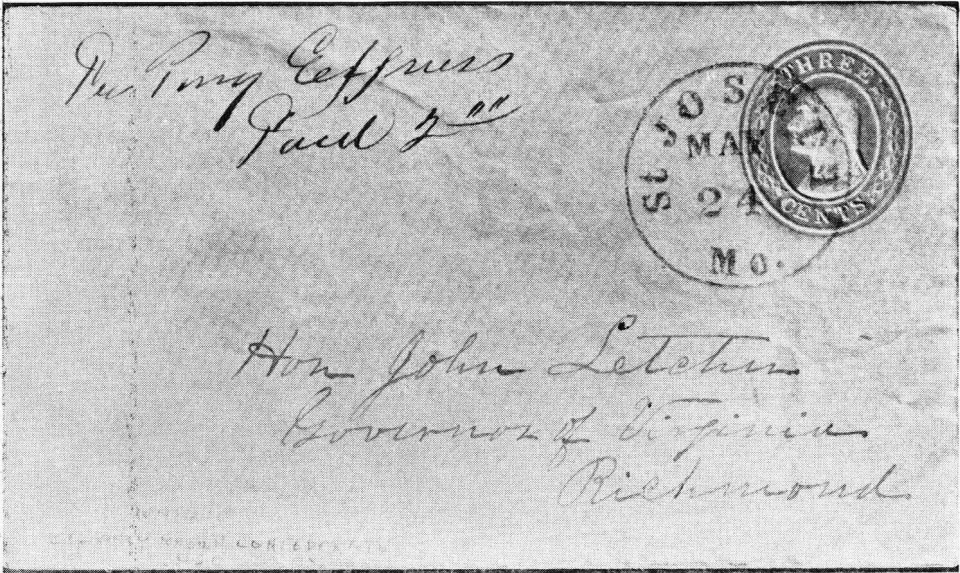


Figure 1. From somewhere east of California and Oregon, by Pony Express to the Confederacy. Addressed to the Governor of Virginia, the cover bears the usual green St. Joseph's, Missouri c.d.s. of May 24 (1861) killing the 3c Nesbitt embossed envelope stamp. Courtesy of Marc Haas.

The \$2.00 rate for Pony Express letters was in effect only from April through June of 1861. It was mostly during that short period that Pony Express covers addressed to destinations within the newly formed Confederate States could have been sent. On February 4, 1861, the Provisional Government of the Confederacy came into being, with Jefferson Davis being elected its President five days later. This took place at the Confederate capital at Montgomery, Alabama. The state of Virginia did not secede until April 17, 1861, becoming a part of the Confederacy on May 7. On May 29, the capital of the Confederacy was moved to Richmond, Virginia. Just two days later, on June 1, 1861, as announced by Postmaster General John H. Reagan of the Confederacy, U.S. stamps and stamped envelopes were no longer of any value in the seceded states, as the Confederate Government had taken over the postal system within those states. About the same time (undoubtedly due to the announced intent of the Confederate Government) Montgomery Blair, Postmaster General of the United States, also announced discontinuance of Federal mail service, including all postal routes and contracts, as well as postoffices, within the seceded states.

Although the news that Virginia had seceded probably spread throughout the states east of the Mississippi and its borders as fast as the telegraph could carry it, it had to have been some time before the west coast learned of it. And, if one reads contemporary accounts such as Mark Twain's *Roughing It*, or the newspapers of the period, interest was not nearly so strong; many westerners had their minds on other matters, such as mining gold and looking for more. For many, their attitude was similar to that of an isolationist of the pre-World War II period; somewhat interested, but "keep it in Europe; we don't wish to get involved." In fact many easterners went west to avoid the war.

This couldn't have been true of everyone. Certainly, it was far from true for the officers of the United States army at the military posts in the west. The

northerners waited to be called to the seat of the action and the southern-born officers waited anxiously to see if their states would secede. If this happened, then a decision whether to stay with the "old flag" or go with the state had to be made.

As we noted, Virginia had seceded on April 17, 1861, and joined the Confederate States on May 7. If it is assumed that about a month was required for the news of Virginia's secession to reach a fairly remote Western U.S. Army post, in the Rockies, perhaps, then a Virginia officer deciding to join the military forces of his newly seceded state should have been making his offer or at least starting east to resign by mid-May.

The cover shown in *Figure 1* bears the green St. Joseph datestamp associated with the Pony Express service, dated on May 24, 1861, and, in accordance with the then current regulations, the datestamp ties a 3c U.S. stamped envelope which, we assume, paid the proper U.S. rate. In addition, the cover bears the manuscript legend "Per Pony Express/Paid \$2.00" and is addressed to the Hon. John Letcher, Governor of Virginia, Richmond. On the cover back, it bears in magenta the well known handstamp in a multi-lined fancy oval, "Record Division/War Department," and in its center, "Rebel Archives." The cover has no handstamped running pony, and no printed frank, nor does it bear any of the geometrically delightful conglomerate circle and oval handstamps of the Central Overland and Pikes Peak Express Company—which was the official name of the original operators of the Pony Express. Nor is this a normal "pony" cover in other ways, as we will see later.

The normal rate, for reasons to be explained later in this article, for a pony express cover travelling over the Central Overland route at that time was \$2.00 for the Pony Express operators and the regular U.S. postage, which was required by law to be prepaid in a U.S. stamped envelope when carried outside the United States mails, and which was to be the normal postage for the distance travelled, under the current rates. So, the 3c postage is an indication the letter did not originate in the Pacific Coast states of California and Oregon or in Washington Territory; otherwise the postage would have been 10c. In addition, had the cover originated in San Francisco it would have borne the usual "Running Pony" handstamp or, if sent from one of the larger western express offices which accepted such letters, it would have carried one of the express company handstamps. So, the conclusion is inescapable that the cover originated from one of the Rocky Mountain area or western army posts and could have been mailed by a Virginia native son army officer. Rather than suggest that he was attempting to get his letter to Richmond before the U.S. mail service to the South was cut off at the end of May, we feel that he had other reasons, since it seems impossible that the sender could have heard of the announced intent regarding the mail service discontinuance at the time the letter was mailed. Rather, we suggest that the expensive pony express service was used so that the sender would be one of the first to offer his service to the military forces of Virginia, and a letter to the governor was the logical way. To carry the idea further—in the then United States army, only a limited number of officer's slots were available—and the writer may have felt that if Virginia's forces were operated in the same way, then it might be "first come, first served." For those not familiar with how the southern-born U.S. army officers entered the Confederate service at the beginning of the war, the process was to resign from the U.S. Army (either quietly locating a post in the southern forces first, or simply cutting all ties before going south) and to then offer one's service to either the native State adjutant general or to the Governor. The entry into the Confederate forces occurred when the State troops, already organized into regiments, were mustered into the Confederate forces, usually by arrangement between Confederate and state governments. A more detailed description can easily be found by reading parts of a biography of Robert E. Lee or of nearly any other prominent officer of the Confederacy.

The "Rebel Archives" handstamp is also possibly evidence of some sort in favor of our speculation. This marking was applied to papers collected by

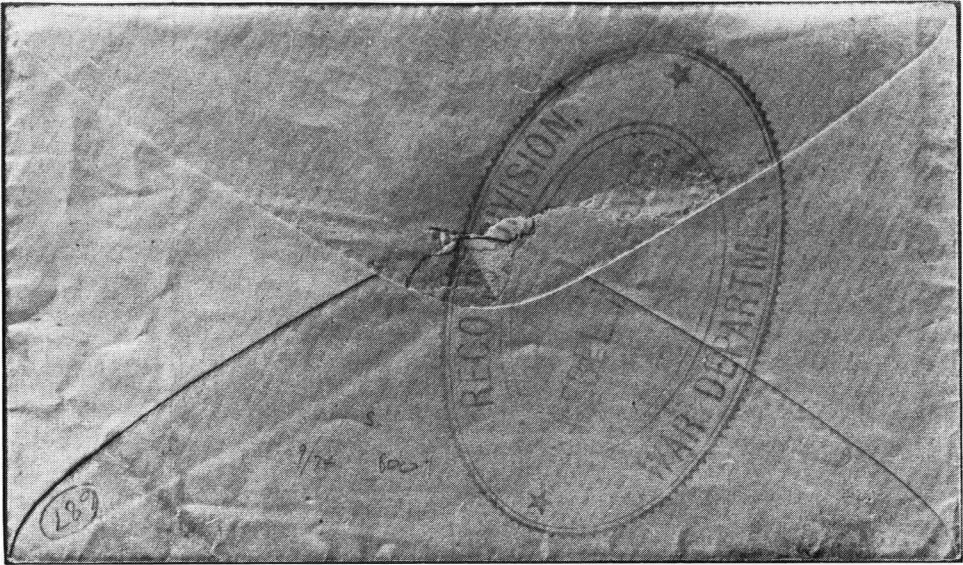


Figure 1a. The back of the cover of Figure 1, showing the magenta "Record Division/War Department/Rebel Archives" handstamp applied to material captured or appropriated and taken to Washington after the end of the Civil War.

the War Department immediately after the War and for some time afterwards. It is known in shades of magenta and black, but it was applied only to papers of the various Confederate government agencies, the seceded states, and also of prominent officials whose papers were captured, appropriated, or, in later years, donated. The fact that the cover is addressed to Letcher isn't proof that it was used as we have suggested, but it is evidence that it was probably not a purely personal or family letter, and was thus a part of his official papers. The story of how materials so marked, or at least many of the covers associated with the Point Lookout, Maryland, Federal prison for captured Confederate soldiers, got out of the archival depositories, was told the writer by Thomas M. Parks, who also supplied some data to Mr. Earl Antrim for an article on this subject in the *Confederate Philatelist* some years ago. The story is that, after years of collecting, sorting and classifying much of the captured papers of the Confederacy (which process had been sort of a pork barrel project employing a small army of Federal Civil War veterans for years) in the 1920s, it was decided somewhere in Washington that large amounts of the material, sorted out as not particularly significant historically, was to be discarded as wastepaper. The paper, in huge amounts, was sold to local paper scrap dealers, and a Washington stamp dealer of the day managed to secure much of the material, or at least that with interest to stamp collectors, and prevent its destruction. The story is that he was a bit sensitive about whether questions would be asked at first, and for this reason converted many of the covers to fronts, discarding the backs with their "Rebel Archives" handstamps. Most of these fronts are identifiable with this lot by tiny dots of spattered magenta ink on their faces. One can only guess as to whether this Pony Express cover reached the world of collectors this way or by other means. For those who wish to read more about the Rebel Archives marking, reference should be made to the Antrim article in the *Confederate Philatelist* for January 1961.

In any case, this cover, not nearly as spectacular in appearance as are many of its more highly sought brethren, could it talk, could probably tell a story that would put to shame the stories behind most of the more colorful "ponies." As its present owner, Marc Haas, has commented to the writer, it is difficult to decide whether to include the cover in a Pony Express, Western, or a Confederate collection. It would grace any of them.

Before discussing the second of our pair of ponies, it seems desirable to include a capsule review of the rates and routes involving Pony Express covers,

as these covers are not often written up in the *Chronicle* which normally does not include purely western material unless it has facets of interest in other areas of postal history. Westerns and Confederates are most thoroughly covered in *Western Express* and the *Confederate Philatelist*, respectively, with inclusion of collateral material.

pony express and U.S. postage on express covers

The act of Congress of August 31, 1852, had provided that letters mailed in "unused" stamped envelopes could be carried outside of the mails. The amount of the embossed stamp of the stamped envelope was to be in the amount of the correct postage for the distance carried. This enactment had been for the purpose of providing a legal means for the express companies to carry mails in areas where the Post Office Department of the United States could not operate, because of economic or other reasons. The idea was that an express company could buy the stamped envelopes prepaid in the correct amounts from the Post Office Department and then impress on the envelope their own extra fee frank, and it was in this way that the government automatically received its legal due for carriage of letters no Federal mail contractor ever handled.

During the period the Pony Express was in operation, two distinct Government rates, based upon the distance a letter was carried, were in force. At first these were 10c, for letters carried over 3000 miles and 3c per single letter for all other distances under 3000 miles. By the act of February 27, 1861—announced to postmasters by Postmaster General Montgomery Blair in a pamphlet dated May 1, 1861—the distance requirement was changed somewhat. The new regulations required 10c postage on all letters to or from "States or Territories on the Pacific Coast" and which were from or to any point east of the Rocky Mountains. The statement has often been made that *any* letters passing over the Rocky Mountains under this provision required postage of 10c per single letter. This was not quite the case; such a letter had to also be to or from the states of California or Oregon or Washington Territory.

The Transcontinental Pony Express was originated by and also operated by, until late June of 1861, the Central Overland California & Pikes Peak Express Co. which was the official name. The actual name of the firm who operated the COC & PPE Co. was Russell, Majors and Waddell, who also were operating a freight line. This outfit went bankrupt in the spring of 1861, and Wells, Fargo & Co. took over the Pony Express and operated it until the completion of the transcontinental telegraph made the operation unprofitable.

Covers carried by the Pony Express commanded very high rates, as compared to the then existing postal rates. The earliest rates were \$5.00 per half ounce, with, possibly for a few weeks, a \$3.00 rate for carriage of a letter from San Francisco only to Salt Lake City. Later, a half rate for letters of one quarter ounce or less was apparently used or the rate was actually changed to \$2.50 per quarter ounce. We say "apparently" because few of the Central Overland & Pikes Peak Express Co. records have ever come to light, and the data available come mostly from newspaper ads, and similar sources.

In the spring of 1861, the rate dropped from \$5 to \$2 per half ounce, and under Wells, Fargo, from July 1, 1861, until the end, the rate was but \$1.00 per half ounce.

The following table puts the rates into capsule form:

Beginning Dates	Pony Carrier	Pony rate per 1/2 oz.	Telegraph or per 1/4 oz.	U.S. Mails—Per half ounce	
				Over 3000 Mi.	Under 3000 Mi.
Apr. 3, '60	COC & PPE	\$5.00	\$2.50	10c	3c
				Pac Coast—East of Rockies	Other
Feb. 27, '61	same	same*	same	10c	3c
Apr. 15-18, 1861	same	\$2.00 per 1/2 oz.		10c	3c
July 1, 1861	Wells Fargo	\$1.00 per 1/2 oz.		10c	3c

* or \$2.50 per quarter ounce.

All rates, Pony or Post Office, were required to be prepaid for domestic carriage.

Eastbound covers from San Francisco were mailed directly at the Pony Express office, and did not enter the U.S. mail until they reached St. Joseph, Mo., or, later, Atchison, Kansas, the eastern termini of the Pony segment of the route. The Pony Express operators, prior to Wells Fargo, apparently had express mail collection offices in New York, Washington and St. Louis as well as St. Joseph, Mo. and if any letters were sent to St. Joseph by U.S. mail, they seemingly were under separate covers. Later, after Wells Fargo took over, the westbound covers bore New York postmarks in many cases, although other east coast postmarks have been seen. All were sent by regular U.S. mails to St. Joseph, Mo., or the western termini, as the service had official U.S. post office sanction and regulation by this time.

Many of the earlier westbound Pony covers bear but 3c postage. This was apparently because someone decided the "under 3000 miles" distance from the east coast to St. Joseph should apply, although the law actually read that the correct postage for the full distance carried should be paid, which was usually 10c. A few of the eastbound covers, entering the Pony route from such points as Denver (by a separate express route to Julesburg, probably) or Camp Floyd, Utah, could legitimately have travelled in a 3c stamped envelope since their carriage did not span the continent.

A PONY EXPRESS COVER TO FRANCE

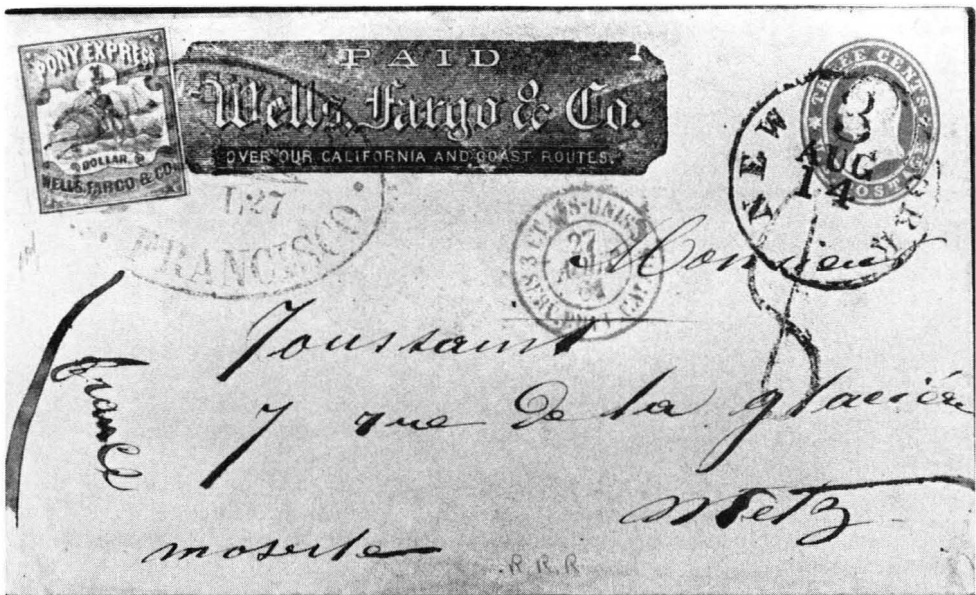


Figure 2. A Pony Express cover addressed to France. The blue running pony San Francisco handstamp ties the red \$1 Wells-Fargo pony express stamp. The New York French treaty exchange marking is in black, and the Paris exchange markings, showing receipt by British service to across the channel and Calais, is in red. The cover is back-stamped, also at Paris, on Aug. 27, 1861, and at Metz with the August date not distinguishable. Courtesy of Marc Haas.

The authoritative work on Pony Express covers is Mel Nathan's portion of *The Pony Express*, published by the Collectors Club of New York in 1962. Included in that work is a list of Pony Express covers as recorded by a committee of the Western Cover Society. This table includes just over 150 covers, of which almost exactly two-thirds were eastbound covers.

The list included only three covers addressed to Europe. Two, by British mails, were not fully prepaid, and were to England and Scotland, respectively. A third, prepaid by a 30c 1860 stamp, was sent by Prussian Closed Mail to Elmshorn, just west of Hamburg, Germany in September of 1861. All three are plain envelopes without embossed government stamps, and will be discussed later in this article in that connection.

The cover shown in Figure 2 was posted in the Wells Fargo office at San Francisco on July 27, 1861, being posted in a 3c star die envelope bearing the

Wells Fargo frank, and also a Wells Fargo \$1 stamp, indicating the cover to be single weight. The Wells Fargo stamp was cancelled with a strike of the San Francisco "running pony" in the usual blue. The cover is unique in many respects; certainly no other Pony Express covers are recorded to France—really, Metz, in the Moselle region, which was about as far east as one could get in France in the 1860s. Another most unusual feature is the use of the 3c star die envelope. In the table of Pony Express covers given by Mel Nathan in his portion of *The Pony Express*, no other Pony cover, eastbound and mailed after the change of the rate and distance description from "over 3000 miles" to "from states or territories on the Pacific Coast to east of the Rockies," was sent with other than 10c U.S. postage prepaid. And there are about 65 Pony covers listed by Mr. Nathan which fall into this category. This fact strongly suggests that the Wells Fargo office in San Francisco normally required use of the 10c stamped envelopes, and also that in this instance, the cover being addressed to France, the 3c envelope was used deliberately. Discussion on this point will be reserved until later.

The cover was not postmarked at St. Joseph where it entered the U.S. mails, although the domestic Pony covers were normally postmarked at that point. This omission of the postmark of the town of "origin" was not uncommon in 1860 on other U.S. covers addressed to abroad, particularly when, as with covers sent under the French treaty, partial payments were not recognized. At New York, the cover was postmarked on August 14, the normal black New York 3c debit marking used on unpaid single rate letters sent by British steamer to France being applied. When the cover reached Paris, it was marked with a red double circle marking used on letters from the United States received via British mails and Calais. This marking was applied on August 27; the cover is back-stamped with Paris and Metz receiving markings, and is rated on the front with an 8 decimes or 80 centimes due marking—the full postage, (equal to 15c U.S.), which was collected from the recipient of the cover. After it left St. Joseph, this was perfectly normal usage in every way for an unpaid cover under the U.S.-French mail treaty.

Under the postal treaty with France, letters were sent either fully prepaid or unpaid, as partial payments were not recognized by either side. Why was even the 3c envelope used? In our opinion, to comply with the requirement that such express covers be sent in government stamped envelopes, with the domestic postage prepaid for the distance the cover was to be carried. However, in this case, no postage was really required, since such letters could be sent totally unpaid.

Returning to the other three Pony covers addressed to abroad, as listed in 1962 by Mr. Mel Nathan, all three are quite interesting from this standpoint. The cover (possibly a front) addressed to Scotland is listed incorrectly at the bottom of the table on page 54 in *The Pony Express* as addressed to New York, but actually, from the illustration on page 25, is clearly addressed to Scotland, and so rated. This is a famous cover from another standpoint, since it is an illustrated "stagecoach" cover with a 10c stamp placed neatly over the illustration. It originated in San Francisco, Nov. 7, 1860, and since a government stamped envelope was not used, the sender evidently felt the 10c stamp was required to have the letter placed in the mails. The stamp was cancelled by the running pony oval, but not by the St. Joseph postmark of Nov. 20, 1860. At New York, the cover was rated with 24c due, and sent by American packet to England, as indicated by the 21c debited to England in the New York Nov. 24 datestamp. Under the U.S.-British postal convention, partial payments were not recognized.

Another cover to the British Isles is illustrated in the Nathan book, this being mailed from San Francisco by the Pony Express of April 13, 1861. The cover bears no U.S. postage whatsoever, but it passed through the sequence with no trouble, being postmarked at St. Joseph on April 20, and exchanged at New York for transmission by British packet on April 30.

The most spectacular of the foreign destined covers in Nathan's compilation is a cover bearing a 30c U.S. 1857 stamp, placed over a patriotic design, and

addressed to "Elmshorn, by Hamburg" in the autumn of 1861. The cover bears a \$1 Pony stamp, and the usual running pony of San Francisco, dated Sept. 14 (1861). The stamp was cancelled with the Atchison, Kan., postmark, applied Sept. 27, and was sent to Europe by the New York postoffice, via Prussian Closed Mail, on Oct., 5, 1861. The stamp was considered to have prepaid the full rate to Germany, although actually, at that time the correct rate to a town in Holstein, via *Prussian Closed Mail*, was 35c. As the cover was endorsed "By Hamburg" and the rate via Hamburg to Holstein was but 25c, the New York office evidently chose to send the cover by the next steamer rather than the designated one, even though the postage was short by 5c for this service.

The point in describing all these covers is that in but one case was the clear 10c cross country rate paid, and then it was paid with a stamp, rather than a stamped envelope. In the cases of the other covers, the 30c was the intended postage to Germany, and no extra 10c was required; the other three covers required no prepayment, and anything less than full prepayment to destination was wasted.

All of these covers are spectacular and must be among the real gems in whosoever collections they grace, the recently discovered Pony to France being outstanding with respect to condition. This cover, recently returned to the United States after a 115 year sojourn in Europe, is fresh and crisp, and with its clear postmarks and variegated colors of stamps, frank and postmarks, is a truly beautiful cover.

MORE ON THE "PSEUDO" CONFEDERATE PATRIOTIC

Mr. Robert L. Kuehne has written, commenting that he has handled at least one unused design of the "pseudo-Confederate" patriotic illustrated and written up in *Chronicle* 86:100-12.

In addition, he notes that a used example was sold in the Robert A. Siegel sale of Confederate States material of June 26, 1968. This was Siegel's sale No. 337, and the cover, which was illustrated, was the last lot in the sale, No. 943. It had a sub-heading "Union Patriotic in imitation of Confederate Patriotic," and was otherwise described as follows:

(Cover symbol) 3c Rose Pink (64a). Fine, tied on back of Northern Patriotic cover caricaturing a Confederate Patriotic, "Seven Star Flag." Multicolor, over entire front of envelope, very much like Dietz A-1, but names in thin block letters & "The Pirate Flag" inscribed in middle of stars, used Sept. 16, 1861. Extremely fine. (Photo) (Est) IX.

Against the Siegel estimate of IX (then \$150-\$200) the cover realized \$320. Obviously, the cover appealed to more than one collector!

We thank Mr. Kuehne for his report.

CIVIL WAR — FROM THE NAVY, ABROAD

RICHARD B. GRAHAM

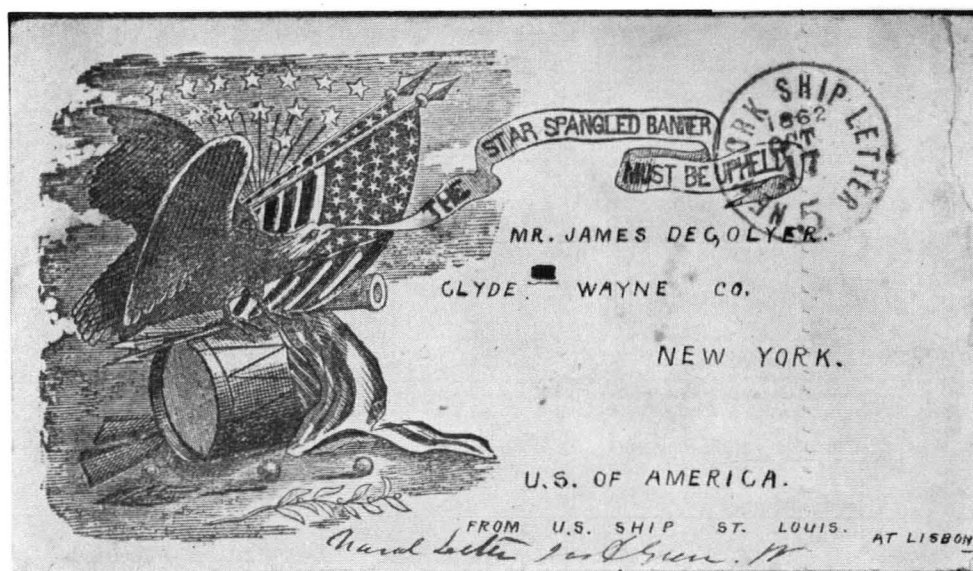
Most of the U.S. Navy's duties in the Civil War centered on the blockade and the gradual capture of the important ports of the Confederacy. Yet, there were duties abroad to perform; representation of the United States' interests and protection of its commerce in the far corners of the world were each also a navy responsibility. During the war years, the job was given a rather perfunctory treatment, as evidenced by the successes of the few Confederate raiders which the South managed to get in operation during those years: the *Alabama*, and the *Shenandoah* being the most effective, but the *Florida*, *Sumter* and a few others also having had their moments.

The U.S. Navy used two types of vessels on foreign station for the most part. These were heavy war sloops, or at least steam sloops (warships with all the main battery on one deck) of war, heavy and fast enough to contend with the C.S.S. *Alabama* or C.S.S. *Florida*—if they could ever catch up with them. The nemeses of these two raiders, in fact, the U.S.S. *Kearsage* and the U.S.S. *Wachusett*, were ships of this type. There were others such as the *Tuscarara*, the *Sacramento*, the *Niagara*, all usually in European waters and the *Wyoming*, *Narragansett* and *Lancaster* in the Pacific.

The other type of vessel was the obsolete sailing vessel, which served at least to show the U.S. flag at minimum expense of money and manpower where such seemed useful. These vessels were not worth much on blockade—a sailing ship, no matter how well armed, was usually pretty helpless against even a light steamer—and their chances of catching a Confederate raider would have been about the same as of contending with one if they *did* catch it: poor and none.

The mails from these ships are almost always interesting. Due to the attitude of the foreign nations, mostly based upon the British policies, of providing equal belligerent rights to both Northern and Southern sides of the American Civil War, these vessels could not lie in port for weeks on end, getting “aground on their own beef bones” as did vessels of most naval establishments before the war. Many of their letters home, particularly from European waters, are fairly routine. However, many were not, or at least had some features that rather set them apart from the usual commercial correspondence of the period.

Two covers are shown with this article. Both are from aboard obsolete sailing ships, on duty mainly to provide a force of guns and armed men to settle disturbances. The pleasant habit of many naval correspondents of writing their location on the outside of the cover adds to our information, as well as the interest of the covers.

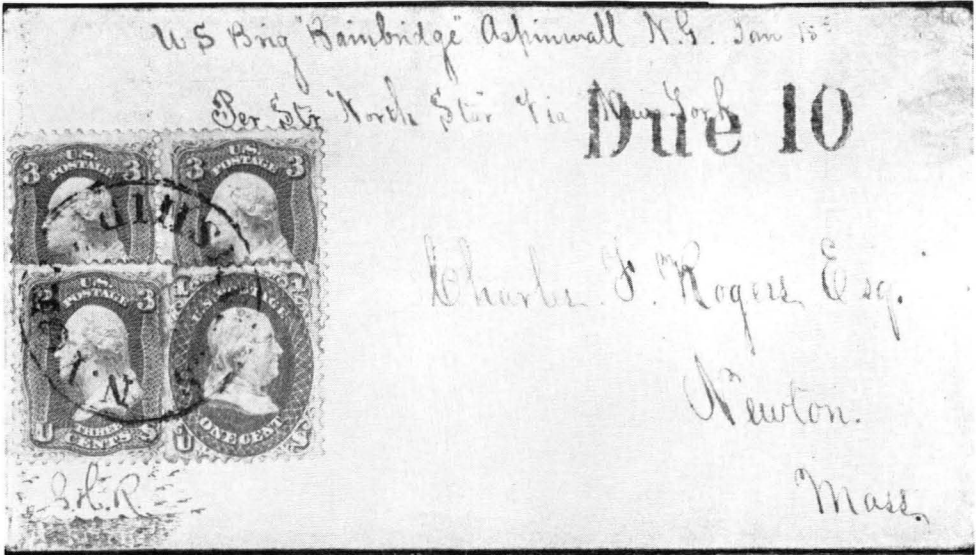


The U.S.S. *St. Louis* was a sailing sloop of war of 18 guns, built in 1828, and was in service until 1906. The cover shown was sent by the private brig, *J. McIntire*, from Lisbon, prior to Sept. 28, 1862, since the *St. Louis* left Lisbon for Fayal on that date. The cover was received in New York, and rated as a ship letter, with 5c due, on October 17, 1862. The cover has two other interesting features. Since it was unknown to the sender, at the time he wrote it, how the letter would be sent, he took no chances and secured a “Naval Letter” certification from the executive officer of the *St. Louis*, Lt. James A. Greer, who had received some prominence early in the war as being one of the officers ordered aboard the British mail steamer *Trent* to take off the Confederate envoys, Mason and Slidell. In any case, it is to this endorsement we owe the information that the cover was from aboard the U.S. Ship *St. Louis* at Lisbon, and thus also note that the cover is an example of a U.S. patriotic cover used *from* abroad.

The Naval letter endorsement, which would, under normal circumstances, have permitted the cover to have been received with only normal domestic postage due, was not recognized because the conveying vessel received its 2c ship letter fee which had thus to be charged. This was still a pretty good deal

for the DeGolyer family (the addressee), presumably; according to the September 1862 *U.S. Mail & Post Office Assistant*, postage, regardless of route, had to be prepaid, and was from 21c and up per quarter ounce by French mails, via Behobia.

The other cover is from aboard the U.S. Brig *Bainbridge* at Aspinwall, New Granada, which is to say, today's Colon, Canal Zone. This was then the terminus of the New York-Isthmus portion of the "California Steamer" route, and it was considered a very vulnerable spot for some sort of Confederate action.



The *Bainbridge* was one of the fastest and possibly most unstable naval sailing vessels ever built. She was one of five similar brigs built in the early 1840s and all were built for speed, probably intended to chase slavers. Neither of the two most similar ships, the *Truxton* and the *Somers*, outlasted the Mexican war. The *Somers* had a strange history; she was the scene of what was termed an attempted mutiny in which the son of the then Secretary of War was hanged, and a few years later she capsized in the Gulf of Mexico with the loss of 40 men. Her commander was then Raphael Semmes, who later became famous as commander of the C.S.S. *Alabama*. The *Truxton* didn't capsize; she had a far deeper keel than the other two brigs, and she ran aground in shallow water on the Mexican coast in 1846, and was burned to prevent her salvage by the Mexicans. All three of the brigs carried a tremendous amount of sail for a naval vessel, and all were very fast. All came to a sticky end because of their design.

The *Bainbridge* was the last to go. As shown by the cover illustrated here, she lasted into the Civil War. The cover shown was written on a January 18, and the year has to be 1863, since the *Bainbridge* was not ordered to Aspinwall until in September 1862. In November of that year, while cruising in the Gulf, she was badly damaged in a storm, and after temporary repairs at Aspinwall, went to New York in May 1863. After refitting, and with a new crew, she was returning south when she capsized in a storm off Hatteras on Aug. 21, 1863, with but one survivor. This was a contraband aid to the ship's cook.

The cover shown was sent by Acting Ensign Charles F. Rogers, who undoubtedly also made the pretty little sketch in the lower left corner of the cover. The rate for covers entering the California Steamer route at Aspinwall was 10c per single letter, and Rogers prepaid a single rate with three 3c stamps and one 1c. However, the letter was apparently double rate (it doesn't take an extremely large letter to weigh over ½ ounce) as the cover had a Due 10 charged at New York.

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

MIXED FRANKING USES OF THE 10c 1869 STAMP

One of the long-term goals of this section is to generate a listing of covers that show 1869 stamps used with stamps of other nations. This is an ambitious project, so ambitious that it might never get done. There are a great many covers. By way of making a beginning, we list and discuss herewith all the covers we know of, bearing the 10c 1869 stamp legitimately used on cover with foreign stamps. The list is short and surely incomplete. But it is the result of diligent work over some years, and includes several items whose existence has not previously been recorded. At the very least, the listing hints at the multiplicity of mixed-franking uses that are likely to be found with the stamps of the 1869 series. It also suggests how the specialized study of a single stamp, rather than being narrowing or restrictive, can expand to embrace the postal practices of much of the world.

INTRODUCTION

A few prefatory words: We are talking here about the U.S. 10c stamp of 1869, along with at least one foreign stamp, legitimately used on a cover. While we respect the distinction between combination covers and forwarded covers, we have largely ignored it, so as to broaden the scope of this discussion.

The classification of mixed-franking covers has been exhaustively treated by many different writers. The most elaborate study to come to our attention is Edwin Mueller's write-up in *The Collectors Club Philatelist*, volume 33, number 6. According to Mueller's highly differentiated breakdown, the covers discussed below would all be "multiple country frankings." Since this designation doesn't fall freely from the lips during ordinary conversation, we prefer to call them "mixed-franking covers."

One of the problems in discussing mixed-franking covers is that they usually involve arcane usages in far-off places, showing rates or postal practices beyond the expertise of amateur specialists such as this one. Perhaps this is why such covers, interesting as they are, have not been written up more extensively. If the remarks that follow seem hedged or highly tentative, this is only because we are not particularly knowledgeable of the postal practices of the nations represented by the foreign stamps under discussion. We would warmly welcome corrections, further information or reports of additional covers.

Coming now to the specifics, we are well assured of the existence of 18 mixed franking covers showing the 10c 1869 stamp. This is a somewhat larger number than we expected to find when we embarked on this study, and doubtless reflects the relatively widespread overseas use of the 10c 1869 stamp, by virtue of its having paid the 10c "blanket rate" (see *Chronicle* 86, pages 103-105) to and from many destinations the world over. The 18 covers we record show the stamps of eight different nations: British Columbia, the Danish West Indies, England, France, Hawaii, India, Peru and Wurttemberg. The covers are listed chronologically in Table 1, but for purposes of discussion, it seems more logical to group them according to the foreign stamps they bear. We begin with the countries for which mixed-franking uses are most numerous, and work down from there. We have tried to illustrate as many representative covers as we can, and apologize for the murky nature of some of the photos. A good many of these covers have not surfaced in 30 years or more. The accompanying photos, while in many cases no prize-winners, are the best available.

10c 1869 USED WITH HAWAII

Of the 18 covers for which we have specific information, five originated in Hawaii. All five show the 10c 1869 stamp used in combination with the 5c blue Hawaii (Scott #32). Two of the five show double-rate uses bearing pairs of both stamps. Of the three single-rate covers, one has the additional

embellishment of having been sent via the United States to England. Along with the 5c Hawaii and the 10c 1869, it shows a U.S. 12c black 1861 stamp, paying the transatlantic postage from the U.S. to England.

Figure 1 is a cover that was formerly in the David Baker collection, showing a 5c blue Hawaii (tied by the familiar negative "HI" killer) and a 10c 1869 stamp. The large circular HONOLULU HAWAIIAN-ISLANDS marking, at lower left, shows APR 21. Since it was not possible for 1869 stamps to have been used in Hawaii as early as April 1869, our tentative conclusion is that this cover dates from April 1870. Our understanding is that the 5c stamp paid the Hawaiian internal postage. U.S. stamps were needed to complete the prepayment of a letter to the U.S. They were available at the Honolulu post office and widely used for this purpose. The rate from Hawaii to the U.S. during this period was 10c per half ounce. The San Francisco circular date stamp on the cover in Figure 1, duplexed with a leaf-like killer, reads May 8. Another strike of this killer ties the 10c 1869 stamp.



Figure 1. The U.S. 10c 1869 stamp used in combination with the 5c blue Hawaii #32, on a cover from Honolulu to San Francisco.

A quite similar cover, with the stamps comparably arrayed, was lot 2073 in the first Knapp sale. This cover is addressed to Charles W. Brooks, care of Rev. Charles Brooks, Medford, Mass. On this cover the 5c Hawaiian stamp is at the upper left corner, also tied by the negative "HI" killer. The large Honolulu circular shows FEB 8 and the San Francisco date stamp shows FEB 24. We list this cover as entering the mails on February 8, 1870.

Figure 2 shows a cover that weighed between $\frac{1}{2}$ and 1 ounce and thus required double postage. It shows a horizontal pair of the 5c Hawaii and a vertical pair of the 10c 1869. This cover is addressed to Reading, Michigan, and comes from the Fitzsimmons correspondence, which yielded a good many interesting Hawaiian combination covers from this period. Here the Honolulu circular reads JAN 4 and the San Francisco circular date stamp JAN 26. As with the cover in Figure 1, we assume this is from 1870. This cover was most recently sold as lot 500 in the Siegel sale of April 25, 1967. Another double-rate cover, with two horizontal pairs of the same stamps, from the same correspondence but addressed in a different hand, was lot 2487 in the second Knapp sale. On this cover the Honolulu circular shows JUN 22 and the San Francisco circular date stamp shows JUL 5. For reasons discussed below, we know this cover was posted June 22, 1870.

Figure 3, a reproduction of a photo of a photo, shows a cover from Honolulu to London, bearing a 5c blue Hawaii, a 10c 1869 and a 12c black Washington. This was lot 2071 in the first Knapp sale. It shows a double oval cachet, at upper left, that reads GENERAL POST OFFICE/HONOLULU H.I./DEC. 13 1869.



Figure 2. The same combination as in Figure 1, here on a double-rated cover from Honolulu to Reading, Michigan, from the Fitzsimmons correspondence.

The 5c blue seems barely tied by the "HI" killer. The large San Francisco circular paid, which we suspect is magenta, shows JAN 13. The 10c 1869 stamp is tied by the commonly-seen London paid circular, dated February 2?, 1870. Both the 10c 1869 stamp and the 12c stamp seem barely tied by a San Francisco killer. The letter post rate from the U.S. to Britain during 1869 was 12c per half ounce. It was reduced to 6c on January 1, 1870. Thus, when this cover was posted, the 5c stamp paid the Hawaiian internal postage, the 10c stamp paid the transpacific postage and the 12c stamp paid what was then the rate from the U.S. to England. By the time the cover reached San Francisco, the rate to England had been reduced, but we can excuse the Honolulu postmaster for not having anticipated this in December. The Knapp catalog describes the 12c stamp as Scott #68, ungrilled. We have never seen this cover, but suspect the stamp might be a grill.

Figure 4 shows a 12c grill used from Hawaii to England, this time from the middle of 1870, when the rate-change must have been known. The 10c trans-



Figure 3. The Knapp cover from Honolulu to England: 5c Hawaii pays internal postage, 10c 1869 pays transpacific postage, 12c Washington pays postage from the U.S. to England.

pacific rate plus the recent 6c rate to England are made up by the 12c stamp and a horizontal pair of 2c 1869s. The large Honolulu circular shows JUN 22, and the San Francisco magenta shows JUL 5, and the small London paid circular shows July 26, 1870. (Note that the Hawaii and San Francisco dates are identical to those on the Knapp double-rate cover discussed above, which is how we conclude the Knapp cover is from 1870.) The U.S. stamps on the cover in Figure 4, as well as a tiny corner of the Hawaiian stamp, are tied by a quartered cork killer we believe was applied in San Francisco. This is quite a sexy 2c 1869 cover, which is why we have included it here, despite its marginal relevance to the subject at hand.



Figure 4. Another combination cover from Hawaii to England, this one from the summer of 1870. The 10c trans-Pacific rate plus the 6c rate from the U.S. to England are made by a pair of 2c 1869s and a 12c grill.

10c 1869 USED WITH FRANCE

Our records also show five 10c 1869 covers bearing French stamps. Four of these are forwarded covers. Figure 5, a very poor photo indeed, shows a cover from New Orleans to France, bearing a 10c 1869 and a 5c brown Jefferson (#76)—an unusual combination in itself—as well as a 20c blue French Napoleon (#26), which apparently paid the French postage to forward the cover from Bordeaux to Cleon. The cover bears a New Orleans merchant's cachet dated September 18, 1869, and the other markings are entirely appropriate to a cover showing the French treaty rate of 15c per quarter ounce. Since the French treaty expired at the end of 1869, covers showing this rate made by 1869 stamps are not as common as one might expect. This cover was lot 2490 in the second Knapp sale.

Figure 6 shows another cover to France, also forwarded internally, this time with a French 10c bistre (#25). The New York circular date stamp, unclear in the photo, shows January 4, 1870. This was four days after the French treaty expired, so the 10c 1869 stamp, amply obliterated by the New York foreign mail rosette, paid the "blanket rate" to the French frontier. Eight decimes was due from the recipient (the bold "8" to the left of the stamps) who indicated his displeasure at this expense by crossing out the due marking with the same pen with which he applied the forwarding address. He also added the French stamp, which was cancelled when the Paris circular (January 15, 1870) was applied. This cover was lot 2489 in the second Knapp sale, and more recently lot 554 in the Siegel sale of May 28, 1974.

We record two other covers with 10c 1869 stamps that were forwarded with French stamps during 1870. In the Henry Gibson sale, lot 496, is illustrated a cover where the 10c 1869 stamp overpaid the 4c "paid-only-to-England" rate.

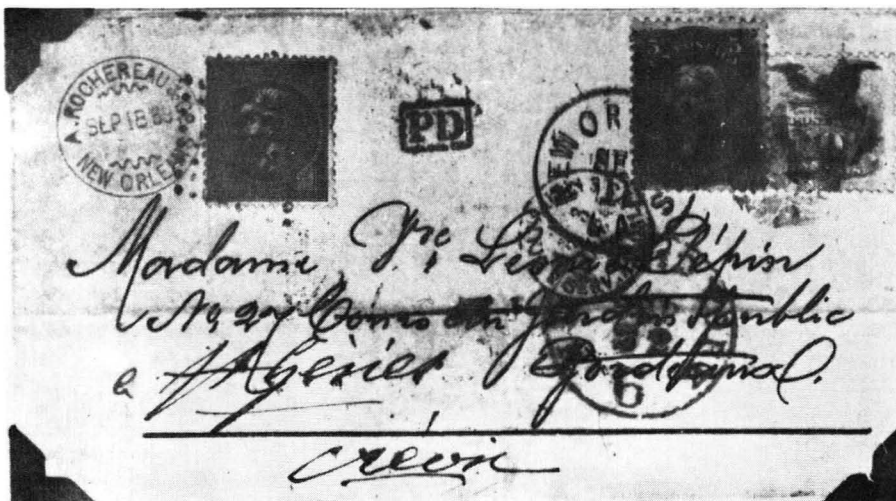


Figure 5. 10c 1869 with 5c Jefferson #76, making the 15c treaty rate on a cover from New Orleans to France, forwarded internally with a France 20 centime #26.

The cover entered the mails at Quincy, Mass., on February 13, 1870 and is addressed to Paris. It bears the typical GB/40 currency marking, and the appropriate 5 decime due marking is scratched out as in Figure 6. The London and Paris markings are not clear enough to yield dates. The French stamp, according to the Gibson catalog, is a 10-centime #32.



Figure 6. January 4, 1870: An early showing of the 10c "blanket" rate to the French frontier, with 8 decimes collected on receipt. The cover was forwarded internally with a France 10 centime #25.

Also in the Gibson sale was a cover from Richmond, Indiana, to Paris, thence forwarded to Naples and Messina, with a 10c 1869 stamp paying the initial postage and a 40-centime Napoleon (#35) paying the forwarding postage. The cover is partly illustrated as lot 497 in the Gibson catalog, and it seems to us that the Richmond circular date stamp reads July (?) 13 and the New York circular July 16. The markings on this cover suggest 1869 use, and we have so listed it in the accompanying chart, even though the rate to France during 1869 was 15c per quarter ounce. Conceivably, the 10c on this cover was accepted as 15c; this happened more than once. Your editor has never seen this cover, so may be dead wrong in this guess.

The cover in Figure 7 is something of a mystery. It shows a 10c 1869 stamp and a pair of 40c French Napoleons (#35). The pair was originally a strip of three, one of which was subsequently removed from the cover. This cover,

obviously of Caribbean origin, is addressed to Boston. It shows a French rectangular "P.P." (postage paid) and all the stamps are tied by the French maritime anchor in a diamond of dots. Beneath the French stamps is a St. Thomas transit marking dated October 30, 1869, and the 10c 1869 stamp is additionally tied by the oft-encountered New York steamship circular, which seems to say **November 11**.

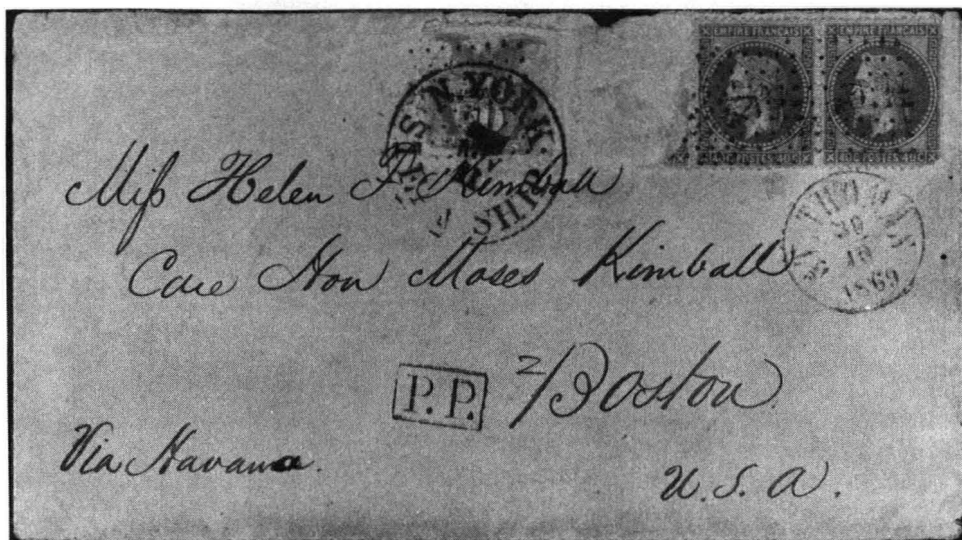


Figure 7. Two 40 centime French Napoleons (a third has been removed) with a 10c 1869 on a cover from the West Indies to Boston, which travelled at least part of its trip on a French packet.

Sometime in 1976 or 1977, we anticipate the appearance of an important book on the broad subject of the Danish West Indian mails, which we expect will shed considerable light on the many and various covers, some of them quite perplexing, which transitted St. Thomas during the classic period. Until then, we are reluctant to say much more about the cover in Figure 7, except to add that the date of the St. Thomas postmark suggests the cover was *not* sent on a U.S. mail packet from St. Thomas, but rather, via French mail packet from St. Thomas to Havana and then on to New York via American packet.

10c 1869 USED WITH BRITAIN

We record three covers showing the 10c 1869 used with British stamps. Two of them show the sixpenny violet stamp (#51) and the third shows a penny red. We will discuss the two sixpenny covers in the Peru category below, because both these covers happen to bear Peruvian stamps in addition to the British stamps. The cover with 10c 1869 and the British penny red is reliably reported to repose in the Wells-Fargo Museum in San Francisco, as part of the Wiltsee collection. Geography has prevented us from viewing this cover, but we do not doubt its existence. We assume that the 10c stamp overpaid the 6c rate to the British Isles, effective January 1, 1870, and that the penny red was added to forward the cover internally.

Figure 8 shows a cover bearing a pair of 3c 1869s from New Providence, Iowa, to Ireland, which entered the mails on February 8, 1870, addressed to Dublin. There the penny red was added and the cover forwarded to Belfast. The markings and handling of the 10c cover, which we have never seen and can't illustrate, would be essentially similar.

10c 1869 USED WITH PERU AND BRITAIN

Remarkably, we record two covers bearing 10c 1869 stamps used in triple combination with British and Peruvian stamps. Both covers passed through the British post office at Callao, Peru, and then travelled the British mails to Panama, where they entered the U.S. mail service and were subsequently brought to this country. Our meagre understanding of the prevailing postal practices is as follows: The Peruvian government required one dinero postage on all letters



Figure 8. Two 3c 1869s on a cover from New Providence, Iowa, to Dublin, forwarded to Belfast with a British penny red. Whoever applied the penny red had a good sense of design.

leaving Peru through foreign post offices. This can be construed as a tax on all foreign correspondence, but it can also be seen as a reasonable response, on the part of the Peruvians, to revenues lost to foreign posts doing business on their soil. Whatever the construction, Peruvian stamps were required.



Figure 9. The Knapp triple-combination cover: 10c 1869, one dinero Peru #12 and Great Britain sixpenny #51, all required to take this cover from Callao (Peru) to its destination in New York.

The British, who during this era had the monopoly on mail service along the west coast of South America, seem to have charged sixpence per half ounce for carrying mail up the coast. This would account for the sixpenny stamps on both covers. (For letters going the other way, this charge varied during the period under discussion; see *Chronicle* 85, pages 38-44.) The U.S. charge for carriage from Panama to the U.S. was 10c per half ounce, accounting for the 10c stamps.

Figure 9 shows the earliest of these two triple-combination covers, apparently posted at Callao on August 22, 1869. This cover was lot 2488 in the second Knapp sale. Both the Peruvian stamp (described in the Knapp catalog

as Scott #12, the 1d red imperforate) and the sixpenny stamp are tied by the British "C-38" marking that was used at Callao. The 10c 1869 stamp, at lower left, is tied by a leaf-like marking of segmented wedges, known to have been used in the New York foreign mail office during 1869. The cover also bears the circular New York steamship marking (September 10) that is so often seen on loose singles of the 10c 1869 stamp.

Figure 10 shows a strikingly similar cover which was lot 762 in the Emerson Krug sale (Siegel, May 22, 1958). The cover is to Mrs. E. D. Spidell of Nashville, a correspondence that yielded several triple-combination covers from Callao, most of which bore 10c Banknote stamps. The Peruvian stamp on the cover in Figure 10 is a 1d green, Scott #14. The other two stamps are the same as in Figure 9. Once again, the British and Peruvian stamps are tied with the Callao "C-38" marking. Stanley Ashbrook's notation, which accompanies this cover, reads: "The stamps of three countries on one cover. Most unusual. From Callao, Peru, October 22, 1870, Panama City October 30, New York November 12, 10c 1869 uncanceled."



Figure 10. The Krug triple-combination cover: Essentially similar to the cover in Figure 9, except here the Peruvian stamp is a green one dinero #14.

From examining only the two covers in Figures 9 and 10, it would be difficult to conclude with certainty that the 10c 1869 stamps were actually applied in Peru. The 10c 1869 stamp in Figure 9 was presumably cancelled in New York, and the 10c 1869 stamp in Figure 10 wasn't cancelled at all. Nonetheless, on the basis of an examination of similar covers, your editor's conclusion is that the 10c 1869 stamps were indeed applied in Peru. The British scrupulously avoided cancelling the U.S. stamps, since the U.S. portion of the rate was not a British concern; and the New York receiving office was not accustomed to finding uncanceled U.S. stamps on incoming foreign mail, so such stamps occasionally passed through without being cancelled.

10c 1869 USED WITH DANISH WEST INDIES

Our records show two covers bearing the 10c 1869 stamp in combination with the Danish West Indies 3c imperforate red stamp (Scott #2), a stamp which we understand is quite scarce on cover. As noted above, the combination uses on covers that originated in or transitted through the various Caribbean islands, most especially St. Thomas, are varied and difficult. Your editor, who is not very knowledgeable in this area, awaits the appearance of a work in process which we trust will do a better job of explaining these covers than we can.

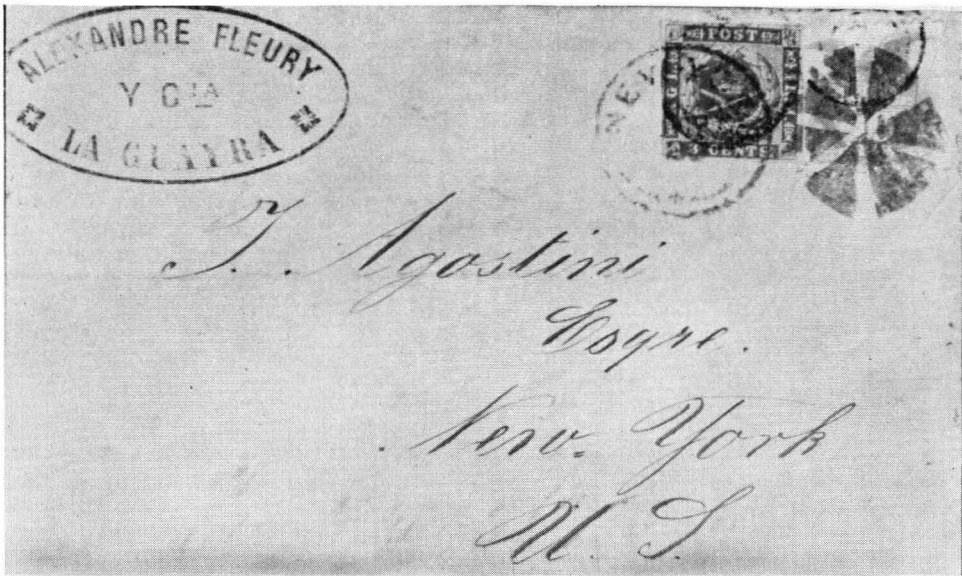


Figure 11. Poor photo of a lovely cover: 10c 1869 in combination with Danish West Indies #2, on a cover to New York that presumably originated in Venezuela.

Figure 11 shows one of the two, in real life a very handsome cover indeed, whereon both the DWI and the 10c 1869 are exceptionally nice stamps, and the red and yellow colors of the two complement each other most attractively. The oval merchant's cachet at left suggests—to this editor, at least—that the cover (though not the stamps) originated in Venezuela. The cover is addressed to T. Agostini, New York, a commercial correspondence which yielded several other 10c 1869 covers from La Guayra, though none with the added embellishment of DWI stamps. Both stamps on the cover in Figure 10 are tied by the five-ring target cancellation so often seen on D.W.I. stamps from this period, and both stamps are also tied by the black circular New York date stamp with duplexed killer. The New York date is unfortunately unclear, but we know that this particular killer was used on incoming mail at New York during September and October of 1869, so have tentatively assigned the cover to that period.

The other cover we know about, bearing this same combination of stamps, was posted in St. Croix in April 1872. This is very late use of a 10c 1869 stamp from the islands, doubtless explained by the fact that the cover came from a non-commercial correspondence, the sender of which most likely had some stamps left over from an earlier purchase. The cover bears a St. Thomas circular datestamp showing 13/4/1872 and a New York circular date stamp showing April use. This cover reposes in a South American collection and we have never examined it personally. Our information about it comes from an unimpeachable source, and we fully accept the cover's existence and genuineness.

A cover from New York to the Danish West Indies, showing this same combination of stamps, is amply illustrated in the catalog (Danish West Indies section) for the Ferrars Tows collection (Pelander, Dec. 15, 1950, lot 43). The cover is perfectly genuine, except that the DWI stamp has been added.

10c 1869 USED WITH BRITISH COLUMBIA

From a relatively recent find whose existence has never before been publicly recorded, the cover in Figure 12 shows a 10c 1869 stamp used in combination with a 5c British Columbia overprint (perforated 14). Since this entire find will shortly be written up in the *Chronicle*, we won't go into details. The cover shows the blue Victoria, B.C., circular date stamp, April 12 (?) 1870, and the B.C. stamp is tied at left by the appropriate blue numeral "35." Both stamps are also tied by two strikes of the San Francisco circular date stamp (April 19) with duplexed four-wedge killer. Our understanding is that this is legitimately a combination use, from the last few months of the period during

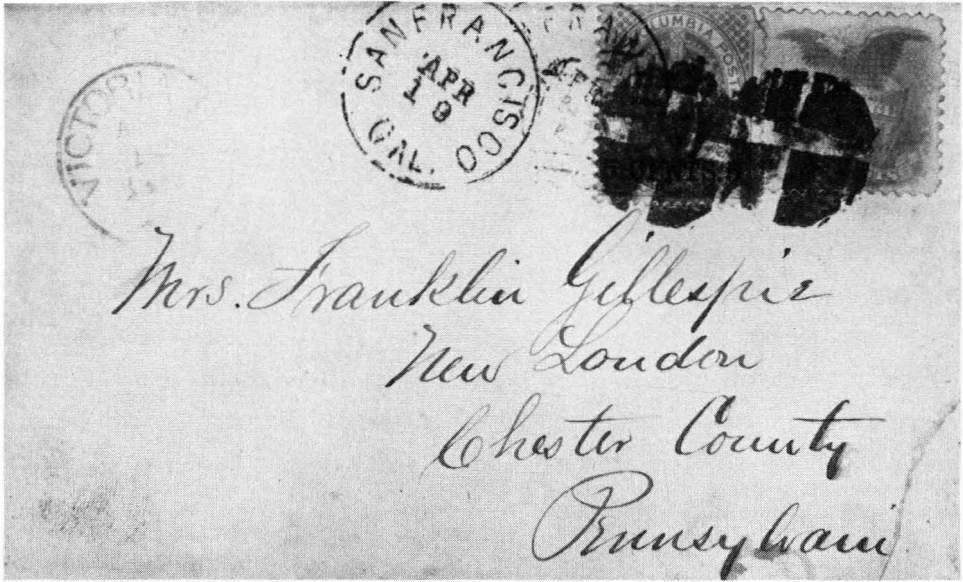


Figure 12. 10c 1869 in combination with a 5c British Columbia overprint (#9), used on a cover from Victoria, B.C., April 12, 1870, to Chester County, Pennsylvania.

which U.S. stamps as well as British Columbian stamps were required to fully prepay a cover from B.C. to the U.S.

10c 1869 USED WITH INDIA

In the Krug collection was a cover posted in East Greenwich, Rhode Island, on May 5, 1871, addressed to Bombay and thence forwarded to Calcutta. The cover bears a pair of 10c 1869 stamps plus a 2c Banknote, which would make the then-current 22c rate via Southampton. The Indian forwarding postage was paid by two half-anna blue stamps (Scott #20). This cover is well illustrated as lot #761 in the catalog for the Krug sale. Your editor has never seen this cover and would value the chance to examine it.

10c 1869 USED WITH WURTTENBERG



Figure 13. A very colorful item: 10c 1869 on cover from New York to Wurttemberg, forwarded to Paris with two Wurttemberg 3 kreuzer #49 and one Wurttemberg 7 kreuzer #50.

Figure 13 shows a cover posted in New York on July 19, 1869, addressed to a town in Wurttemberg, one of the old German states, and thence forwarded to Paris. The black circular New York time-of-day stamp shows JUL 19 3.P.M.

**TABLE I—CHRONOLOGICAL LISTING OF MIXED-FRANKING COVERS
SHOWING 10c 1869**

- JULY 13 (1869) ?—10c 1869 on cover from Richmond, Indiana, to Paris, forwarded to Naples and Messina with France 40c #35. Gibson #497.
- JULY 19, 1869—10c 1869 on cover from New York to Wurttemberg, forwarded to Paris with two Wurttemberg 3 kreuzer #49, one Wurttemberg 7 kreuzer #50. Figure 13.
- AUGUST 22, 1869—10c 1869 from Callao via Panama to New York, in combination with Peru 1d #12 and Great Britain 6d #51. Figure 9.
- SEPTEMBER 18, 1869—10c 1869 with 5c Jefferson (#76) on cover from New Orleans to Bordeaux, forwarded to Cleon with France 20c #26. Figure 5.
- SEPTEMBER or OCTOBER 1869—10c 1869 in combination with Danish West Indies #2 on cover from La Guayra to New York. Figure 11.
- OCTOBER 30, 1869—10c 1869 on cover from West Indies to Boston, originally with three France 40c Napoleon stamps (#35), one of which was subsequently removed. Figure 7.
- DECEMBER 13, 1869—10c 1869 on cover with 12c 1861 (?) in combination with Hawaii 5c #32, from Honolulu to England. Figure 3.
- JANUARY 4, 1870—10c 1869 on cover from New York to Paris, forwarded internally with France 10c bistre #25. Figure 6.
- JANUARY 4, (1870) ?—pair 10c 1869 in combination with pair Hawaii 5c #32, on cover from Honolulu to Reading, Michigan. Figure 2.
- FEBRUARY 8, 1870—10c 1869 in combination with Hawaii #32 on cover from Honolulu to New Bedford. Knapp I, #2073.
- FEBRUARY 13, 1870—10c 1869 on cover from Quincy, Mass., to Paris, forwarded internally with France 10c #32. Gibson #496.
- APRIL 12 (?) 1870—10c 1869 in combination with 5c British Columbia overprint (#9) on cover from Victoria, B.C., to Chester County, Pennsylvania. Figure 12.
- APRIL 21, 1870—10c 1869 in combination with Hawaii #32 on cover from Honolulu to San Francisco. Figure 1.
- JUNE 22, 1870—Pair 10c 1869 with pair Hawaii #32 on cover from Honolulu to Reading, Michigan. Knapp II, #2487.
- OCTOBER 22, 1870—10c 1869 from Callao via Panama to Nashville, in combination with Peru 1d #14 and Great Britain 6d #51. Figure 10.
- MAY 5, 1871—pair of 10c 1869 plus 2c Banknote (#146) on cover from East Greenwich, R.I., to Bombay, forwarded to Calcutta with pair India ½ anna blue #20. Krug #761.
- APRIL 17, 1872—10c 1869 in combination with DWI #2 on cover from Christiansted (St. Croix) via St. Thomas to New York. (See text.)
- ? - ? - ?—10c 1869 on forwarded cover with Great Britain penny red. No further information available. Cover reported at Wells-Fargo Museum, San Francisco. (See text.)
- Note:* These are all the mixed-franking 10c 1869 covers known to the writer as of September 1, 1975. They are listed chronologically according to the date on which they presumably entered the mails.

The red NEW YORK PAID ALL BR. TRANSIT marking is largely covered by one of the Wurttemberg stamps. The boxed red Hamburg marking, below the 10c 1869 stamp, shows arrival in Hamburg on August 3, 1869. The forwarding postage is paid by a 7 kreuzer Wurttemberg (Scott #50) and two 3 kreuzer Wurttemberg (Scott #49). The Wurttemberg stamps are tied by three strikes of a German circular date stamp (HEILBRONN 7/8/X) and one of the stamps is also tied by a French date stamp. This cover, as with six others in this study, once reposed in the collection of Edward Knapp (second sale, lot 2491). Mr. Knapp was obviously very enamoured of 1869 covers showing mixed-franking usage, and we have the impression that he would have owned most of the rest of the covers in this study as well, if only they had come to his attention during his collecting years.

CONCLUSION

In preparing this write-up we have borrowed from the collections and research of a number of individuals and institutions. We keep them anonymous at their own request, but can't resist thanking them, collectively and publicly, for their selfless and continuing help. Cover listings, like a good collection, are by their nature both incomplete and incompletable. The primary purpose of such listings is to share the compiled information with other collectors. An equally important by-product is that the publication of the listing usually sparks additional information or cover citations. In that sense, such listings have a life of their own, constantly expanding by the mere fact of their existence. Our personal feeling is that cover listings along the lines of this one will prove highly useful philatelic tools in years to come. Readers who have prepared similar listings for their own purposes are encouraged to share their information.

1869 NOTES

● Quiz time: As we all know, three different 1869 values (the 15c, 24c and 30c) exist with colors inverted. The question is: Of these three varieties, which ones survive on cover? Time's up. The answer is at least one and very possibly two. The 24c invert cover is a fairly well-known item, listed but not priced in the *Scott Specialized* catalog. We hope to illustrate this cover in a future section. The other cover—which bears a 15c invert—may not survive, but it did exist as recently as 50 years ago, when it was written up in some detail on page 106 of *The American Philatelist* for November 1924. This was a double-rate cover to Sweden, from April 1870, bearing 28c in postage (2x14c) made by a 10c 1869, a 3c 1869 and a 15c 1869 invert. Sometime afterwards, this cover was offered to a dealer who is now so senior that he has grown gray-bearded; but he turned it down, because of its condition. Has anyone seen this cover in the last three or four decades?

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

NINETY CENT (1870-1888) STAMPS USED ON COVERS

DR. RICHARD M. SEARING, RA1314

Nearly 10 years ago, a survey was conducted and the results published in this journal recording the approximate number of surviving covers bearing at least one 90c stamp of the 1861 issue.¹ Some figures were also given for the number of known covers with 1860 or 1867 (F-grill) 90c stamps. In a further article under the "Classics Corner" byline in the *American Philatelist*,² the same author summarized the survey results: four full covers exist with the 90c 1860 stamp with perhaps three on piece or partial covers. Nearly fifty covers are known with 90c 1861 stamps, but only two full covers exist with the 90c 1867 stamp, and only one cover (which has since been stolen) has survived with the 90c 1869 stamp up to this time. The last article closed with the comment that after 1869, the approximate number of surviving 90c covers was unknown, but that the number is probably small and such covers are rare in any form.

Some interesting information about post-1870 90c stamps on cover was provided by the late Stanley Ashbrook in his privately printed *Special Service*.³ Twice he briefly reviewed the few post-1870 90c covers listed in his files and stated that they were much rarer than reflected in either recent (1952-55) auction realizations or as then priced in the Scott *U.S. Specialized Catalog*. Some fraudulent covers were pictured and analyzed as to why they were faked. Ashbrook then noted that in forty years of recording such covers, he had never seen or listed a cover with the 90c National issue with grill and requested that anyone with such an item should contact him. Apparently no response was forthcoming from any of the subscribers to the *Special Service*. Does any reader have any knowledge of the cover which Scott indicates does exist, or better, does anyone own such a cover?

The author's interest in this subject started over five years past when he was offered a 90c 1888 stamp on a small neat cover. A little research into the postal rates of the period soon indicated that the cover was faked. However, the singular lack of expert information on these covers aroused the desire to know more on the subject. A project was undertaken to list all of the existing covers with 90c Banknote stamps, but it was soon obvious that the same covers kept reappearing over the years. Even the most famous collections over the past 50 years produced only a very small number of covers. After considerable effort only about 15 covers were listed and the project was temporarily abandoned for other interests.

Two years ago, the creation of a Banknote section in the *Chronicle* renewed the project which blossomed last year with the appearance at auction of the extensive Jay Braus Collection of Banknote Issues.⁴ No fewer than ten covers or partial covers with post-1870 90c stamps were offered in that sale. With those additional listings, the recorded cover list increased to 27 items. For the purpose of Table I, a cover is defined to be a refolded package or wrapper, an envelope (legal or regular), or enough of the original carrier to show pertinent data of interest. The author hopes that the present owners of the listed items can fill some of the blanks indicated by question marks and supply for the record an illustration of the cover.

1. J. David Baker, "The 90c Stamp of 1860, 1861, and 1867"; *Chronicle* 48:36 (Oct. 1964). Frank S. Levi Jr. & J. David Baker, "Additions to the Listing of Known 1861 90c Covers," *Chronicle* 58:66 (May 1968).

2. J. David Baker, "Classics Corner," *The American Philatelist* 82, December 1969, p. 1099.

3. Stanley B. Ashbrook, *Special Service* vol. II, p. 151; vol. IV, p. 365.

4. Robert A. Siegel Auction 449, "US 1870-1888 Banknote Collection of Mr. Jay Braus." April, 1974.

TABLE I
POSTAL USE OF 90c BANKNOTE STAMPS

DATE	STAMPS	RATE	ORIGIN/DESTINATION	SOURCE
			National Banknote Company	
11-23-72	152,155	7×15c	NYC/Brazil	Braus lot 201
10- 1-73	151,155	24×3c	Cincinnati/St. Louis	Brookman, v. 2 (Newbury)
6-25-75	153,155,161	48×3c	Brownsville/Galveston, Tex.	Ashbrook, II
10-31-73	154,155,159	42×3c	Cincinnati/St. Louis	Author
			Continental Banknote Company	
2- 1-79	161 (2),166	22×5c	NYC/Paris, France	Braus lot 353
6-25-77	159 (2),166	34×3c	Phila/Louisiana	Author
?	161,166	30×3c+10c	Chicago/Syracuse, N.Y.	NOJEX 67, 373
6-17-?	159 (2),165,166	44×3c	NYC/Boston	NOJEX 67, 374
-91	185,188,166	?	?	Ashbrook, II*
5-21-76	158,163,165,166	46×3c	NYC/Montgomery, Ala.	Zimmerman lot 191
-75	157,158,159,166	?	St. Louis/Jackson, Miss.	Harmer 12/55, lot 145
			American Banknote Company	
6-17-80	186 (2),190,191	44×3c	NYC/Boston	Ashbrook, II
2-22-88	189,190 (2),191	31×5c+10c	NYC/Berlin, Germany	Braus lot 445
-88	191	16×5c+10c	Boston/Brazil	Braus lot 446
10- 2-83	183,190,191,209	32×12c (?)	NYC/Australia	Braus lot 447
9- 3-87	190,191,209 (2)	28×5c	NYC/Berlin	Author
12- 3-86	191,205 (2)	18×5c+10c	NYC/Paris	Siegel sale 210, lot 852
?	188,189,190,191 (2)	\$2.35	NYC/Berlin	Eagle sale, 1922, lot 393
			American Banknote Company	
-88	209 (2),218	22×5c	Boston/Paris	Braus lot 537
?	209 (2),217,218 (2)	\$2.30	?	Ashbrook, II
?	209 (2),216,217 (2) 218	\$1.75	?/Berlin	Ashbrook, II
-10-90	216,217,218	\$1.25	NYC/Berlin	Braus lot 533
-13-89	209 (2),217 (2),218	\$1.70	NYC/Berlin	Braus lot 534
-89	218 (block 4)	\$3.60	NYC/Berlin	Perry (1935)
8-26-89	209 (2),218	22×5c	NYC/Berlin	Author
?	218 (2)	38×5c	NYC/Paris	Daniel sale 11/53, lot 641
1-21-91	209,210,217,218	\$1.32 (?)	local NYC (?)	NOJEX 67, 387

*Considered doubtful by Ashbrook.

Stamps identified by Scott numbers; sources are identified by auction number, lot number, date or other reference.

Table I lists at present 27 items: four 90c National, possibly six or seven 90c Continental, seven American (carmine) and ten American (purple). If these quantities are substantially correct, the 90c Banknote on cover is rare indeed.

To provide a comparison between the relative rarity of the 90c stamps on cover before and after 1870, Table II was constructed from information in Brookman.⁵ Note that the average number of 90c stamps issued per year during the authorization period appears to increase until 1870 and then decline through the 1890s.

A number of reasons could probably account for the apparent decline in the use of the 90c stamps in the period after 1870. Advances in mail service and more satisfactory reciprocal mail treaties between nations led to a decrease in

5. Lester Brookman, *US Postage Stamps of the Nineteenth Century*, H. L. Lindquist publications, 1966, vol. II.

the need for the higher stamp denominations in ordinary commerce. The advent of the Universal Postal Union in 1876 substantially reduced the postal rates between the member nations. There is some evidence that many businesses paid at least some of the higher rates in cash. However, the primary reason for the lack of present day 90c covers is probably that collectors in this early period were little interested in stamps on cover. Whenever a 90c stamp use was found, the stamps were promptly removed and pasted in the album space provided in contemporary albums. Many of the fine covers which survive today were discovered many years after the stamps were issued and when such items were better appreciated.



Figure 1. 30c, 90c National issue without grill together with 6c Continental tied by blue town-target from Cincinnati, O. to the District Court in St. Louis, Mo. dated on October 31, 1873; pen docket, "opened and filed 18 February, 1874." Pays 42x3c domestic rate on a 21 ounce package.

If the numbers calculated in table II are anywhere close to being correct, then the post-1870 90c covers are of equal rarity with their earlier counterparts.

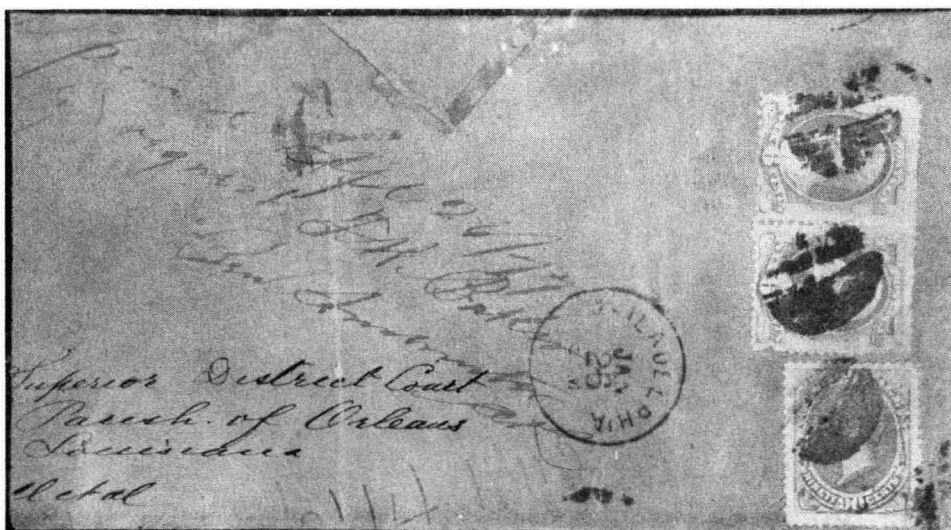


Figure 2. Pair 6c, 90c Continental issue tied by black cork from Philadelphia, Pa., to the New Orleans District Court dated January 25; pen docket, "opened Apr. 26, 1877."

TABLE II
RELATIVE SCALE OF RARITY FOR 90c STAMPS USED ON COVER

year	1860	1861	1867	1869*	1870†	1873	1879	1888
number (1000) covers	29	388	30	47	185	195	215	135
Av. no. per yr. (1000) period (mo)	4	48	2	1	4	5	7	10
relative rarity	36	37.5	45	67	62	35	25	45
	10	96	8	8	36	72	108	36
	2.1	1.6	1.3	0.6	0.21	0.26	0.33	0.74

* many later believed returned to Post Office Dept.

† includes only the ungrilled stamps.

(Numerical data from Brookman.)

Ashbrook was certainly correct in stating that the later 90c covers were and are greatly undervalued. It is this last fortunate circumstance, however, that allowed the author to gather the covers shown in the following photographs.

Figure 1 shows a fine example of the 90c National issue on a refolded courthouse cover. This cover is a companion piece to the famous Newbury cover shown on page 237 of Brookman, vol. II, and sold as lot 202 in the Braus sale. In the past, there has been some confusion over the status of the cover in Figure 1; the cover has been sold as the Continental issue.⁶ However, comparison with the 90c National with grill shows that the stamp is indeed the National color, but slightly faded.

Figure 2 shows the 90c Continental issue used on a refolded wrapper; this was lot 354 at the Braus sale. The wrapper probably contained legal depositions for an up-coming trial. Table I shows that only six covers are known; the seventh is considered doubtful by Ashbrook.

Figure 3 shows the carmine shade of the American issue used on a refolded registered cover to Berlin. Table I shows that several of the listed covers were addressed to Berlin. Does any reader have any information on when and how this find was made? The transit marks indicate that it took only 10 days to cross the Atlantic at that time.



Figure 3. Pair 10c (recut), 30c, 90c (carmine) American issue tied by registered cancels from New York City to Berlin, Germany, dated on September 3, 1887; pays registered rate plus 26x5c UPU rate on a 13 ounce package.

6. H. R. Harmer sale 915, March 14, 1955, lot 210.

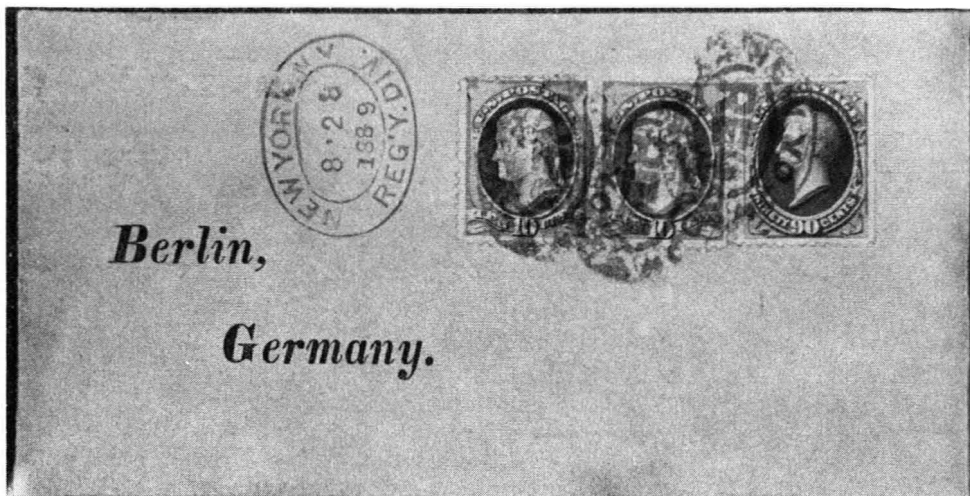


Figure 4. Pair 10c (racut) and 90c (purple) American issue tied by registered cancels from New York City to Berlin, Germany, dated on August 26, 1889; pays registered rate plus 20x5c UPU rate on a 10 ounce package.

Figure 4 shows a cover with the purple shade of the 90c American issue on registered mail to Berlin. This is the most common of the 90c stamps on cover as shown by Table I.

The purpose for this article has been twofold: first, to stimulate interest among Classics members in this general subject so as to complete the blanks in Table I; and second, to share these rare covers with present and future philatelists for the record and in the hope that some dialogue in this area can be initiated. There is still much research to be done in this area.

Address correspondence to the author at 1300 Sao Paulo Ave., Placentia, California 92670.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(a) Hickory Valley, Tennessee—Mississippi Central R.R.

August Dietz in the *Confederate States Catalog and Handbook* (1959) on page 247 listed and illustrated under Confederate Railroad Markings, "Memphis & Charleston R.R.," a station marking, Hickory Valley, Nov. 28, 1861.

Since the Memphis & Charleston R.R. had no such station and since no copy of this marking could be found for verification, it was never cataloged by the Remele or Towle-Meyer listings.

In the May 15, 1975, auction of Simmy's Stamp Co. this marking finally turned up, correctly identified as a station marking of the Mississippi Central R.R.—Hickory Valley, Nov. 28, 1861—bold strike on folded letter to Bolivar, Tenn. with manuscript "paid 5 cts." As in all recent sales of the rarer station markings this long missing cover was sold at a record price—\$450.

The Mississippi Central R.R. was chartered in 1852 by the states of Mississippi and Tennessee and, although progress was very slow, finally completed a line from Canton, Miss., to Jackson, Tenn., 236 miles, in January 1860—just in time to suffer from the tremendous tasks and problems imposed upon it by the Civil War. Used often by the Confederate military for troop and supply movements, it struggled with chronic equipment shortages and during the summer of 1863 and most of 1864, from frequent Union forays tearing up track and destroying rolling stock. However, with all this, it suffered much less than neighboring lines like the Memphis & Charleston R.R. and Mobile & Ohio R.R., and emerged from the war in fair condition with little work necessary to restore it to normal operating condition. Finally this line developed into a segment of the important north-south main line of the Illinois Central R.R. from Chicago to New Orleans.

Hickory Valley, Tenn., was located 38 miles south of Jackson, Tenn., with Bolivar being the second station to the north. Other Mississippi Central R.R. station markings are known from Lamar—1860 (T. & M. 421-S-1); Pickens—1860 (T.&M. 421-S-2) and West's—1866 (T. & M. 421-S-3). Undoubtedly other Mississippi Central R.R. station markings of this type exist and collectors should keep alert for such markings as Holly Springs, Yocona, Water Valley, Coffeeville and Duck Hill.

Figure 1 shows a *simulation* of this Hickory Valley marking and it will be listed as: T.&M. 421-S-5, 34, black, WYD 1860. X.

In our next issue we will discuss another interesting recently-auctioned Confederate station marking listed by Dietz.



Figure 1



Figure 2



(b) A Philadelphia Local Agent Marking?

Our alert Route Agent Dave Skowlund has submitted a very interesting Philadelphia, Pa., marking as shown in Figure 2. This blue 28½ mm. circle

shows date, a time of 2.25 A.M. and "dispatched." It ties 1867 grilled stamp (#94) on cover addressed to New York City. The stamp is cancelled by a worn blue "N" killer signifying northbound mail. Unfortunately no year date appears on the cover.

The nature of this marking and the time used lead Mr. Skowlund to suspect that it may have been used at a railway station. At this time in the century the West Philadelphia railroad station was about the only place in town where there was any activity at 2.25 A.M. A July 8, 1868, timetable shows Washington-New York night express leaving West Philadelphia for New York at 1.30 A.M. with no further trains until morning, but, of course, even at this time trains were sometimes late. A May 1870 timetable, however, shows a Philadelphia to New York night express leaving West Philadelphia at 2:35 A.M. and arriving Jersey City at 6.07 A.M., which would fit in closely with this marking.

Further reference to our files shows that a Mr. T. Folwell was local mail agent for the railway mail service at West Philadelphia from 1869 to 1875, whereas no agent is shown for downtown Philadelphia until 1875.

Indications are that this marking may be a local or transfer railway mail agent marking used on mail posted at station mailbox and, if so, it is certainly the earliest recorded marking of this type.

However, it is conceivable that some other interpretation would fit equally well with the use of this marking and we request our Philadelphia and Pennsylvania collecting specialists friends to kindly submit their interpretations of this marking for further report.

[*Editor's note:* These "DISPATCHED PHILAD'A PA" markings have been under investigation by James Schreiber, RA 1478, who is preparing an article on them for the Interphil edition of the *Chronicle*, for several months. Requests for information appeared on p. 8 of *Chatter* 82 and on p. 7 of *Chatter* 83. Please report any information or theories to him at 2891 Bynan, Apt. 304, Ypsilanti, Mich. 48917.—S.McD.]

(c) Railroad Maps of the United States—Historical Sources

Through the courtesy of Route Agent Robert Lisbeth we are pleased to report the publication by the Library of Congress of an annotated bibliography which could prove to be a valuable tool for philatelic-railroad historians:

Railroad Maps of the United States. 1975. (v+112 pp.) For sale by the U.S. Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 @ \$2.05 per copy (G.P.O. Stock Number 3004-00014). Described as follows:

Compiled by Andrew M. Modelski of the Library's Geography and Map Division, this annotated bibliography describes 622 original 19th-century railroad and area maps. Entries for the bibliography were chosen from the Division's holdings of more than 3,000 railroad maps and about 2,000 regional, state and county maps, and other maps which show transportation improvements in the 1800's. Issued for a variety of purposes, these maps include official printed government surveys conducted to determine the most practical railroad routes, Pacific Railroad Surveys, U.S. General Land Office Maps which show land grants to railroads, surveys for specific rights-of-way, and general surveys prepared to accompany progress reports of individual railroads. Other maps were published specifically to promote particular lines, some of which were never built. Also in the collection are maps issued by commercial publishers, intended for ticket agents and the public, as route guides to encourage commerce and travel to the newly settled areas west of the Mississippi River.

The maps in the bibliography give a profile of the development of cartographical style and technique. They also reflect the important achievements of early railroaders in providing a transportation network to span the country. Only separate printed and manuscript maps preserved by the Division are included in this list. Excluded are photocopies, facsimiles, atlases and maps which are part of annual railroad company reports or which illustrate volumes not in the custody of the Division.

The bibliography is organized chronologically by area, including the United States as a whole or large portions of it, the five major geographical regions, and the 50 states with at least one entry for each state. The list also includes maps of individual railroad lines, arranged alphabetically and chronologically. Where possible each entry contains the author's name, the full title of the map, the imprint, the notation if the map is in color, the natural scale and the map's measurements to the nearest centimeter. A brief paragraph describes the geographical coverage of each map and includes its general contents.

The 112-page paperback publication contains reproductions (17) of a number of maps described in the bibliography. An introduction traces the scope and development of American railroad mapping from its beginnings in the late 1920's [sic] through the entire Century. An index is provided.

Mr. Lisbeth also reports that, although the notice does not mention it, the preface of the bibliography states that map reproductions are available by writing to the Library of Congress Photoduplication Service, who can supply cost estimates of photo-reproductions and purchase order forms.

(d) Dating Research Project for Remele Period Markings (1837-1861).

In these columns we have often bemoaned the fact that so little concrete information is actually known about the 1837-1861 period in respect to agent assignments, actual agent runs by terminals, and use of various route agent markings in the period.

One of the many problems has been that the method of dating markings was imprecise and failed to reveal definite periods of use of the various markings so efforts could be made to properly research route development by the markings. This is apparent from the fact that markings such as Boston & Fitchburg R.R., Boston & Fall River R.R., Concord & Montreal R.R., Northern R.R. (N.H.), Baltimore R.R., and many others were actually employed by agents on routes considerably more extensive, or even completely different, from that indicated by wording of markings.

Mr. Remele stated in the introduction to his catalog that periods of use employed were those used by Dr. Carroll Chase: pre-stamp (1837 to 6/30/47); 1847 issue (7/1/47-6/30/51); 1851 issue (7/1/51-2/23/57) and 1857 issue (2/24/57-9/1/61). He also stated, "This method is, of course, faulty," citing that stampless covers were used to 6/30/51 and in some cases later, the 3c imperforates were used after the perforate stamps were issued and stamped envelopes were used at almost any period after July 1, 1853.

Your Section Editor has resolved to initiate a study determining actual dates of use for as many Remele period markings as can be discovered and recorded. Most all stampless covers carry dating on the message. Many station markings carry dates as an integral part of the marking and many stamped envelopes or covers with 5c 1847, 3c 1851 or 3c 1857 carry dates on the enclosed letter or were docketed by sender or receiver, as was frequently the custom at the time.

In an effort to create a useful information file on dates of use of Remele-period agent or station markings prior to 1865, all collectors of railway markings, or those possessing such markings, are requested to report to the Section Editor the following information: (a) Remele or USTMC catalog number, (b) color of marking and (c) date of use with month, date and year if possible. Ownership will not be indicated in file or any published articles, so no security problem need bother you.

To manage such information we will list markings for which a date or dates are known and request our readers to report dated marking uses earlier or later than those shown, or to report dates for markings not listed among the Remele catalog numbers starting with A,B,C, or D.

Other sections will follow in due course and eventually we hope to publish dating periods for many of the 1837-1861 markings. To assist those who do not possess the out-of-print Remele catalog we are also listing catalog numbers from the more recent *U.S. Transit Markings Catalog* now in the course of serial publication.

One word of caution should be mentioned. Frequently covers are found (particularly 3c 1851) with pencil dates written on the envelope by a collector or dealer—not by sender or receiver. These dates should not be submitted, as in many cases they are unverified and/or erroneous.

It is hoped that all collectors will cooperate with this project and report dates of markings in their possession, or to which they have access. It is hoped that the final result will be a useful and meaningful chronological guide to aid in further development of agent-run studies and creation of valid marking use listings.

<i>Remele Cat. No.</i>	<i>USTMC Cat. No.</i>	<i>Color</i>	<i>Date</i>	<i>Remele Cat. No.</i>	<i>USTMC Cat. No.</i>	<i>Color</i>	<i>Date</i>
A-2-a	114-D-1	Red	4-47	A-2-b	114-D-2	Red	3- 8-48
A-2-c	114-D-3	Blue	9-23-50, 9-26-51	A-2-b	114-D-4	Blue	8-18-51
A-5-b	9-B-1	Black	5-23-53	A-6-a	4-C-1	Blue	9-51
A-7-a	355-A-1	Red	2-21-49	A-7-b	355-A-2	Red	6-13-51
B-1-a	239-B-1	Red	8-14-38, 8-18-38, 9- 7-38	B-1-b	239-C-1	Red	7-27-38, 7-29-47, 12- 3-48
B-1-b	239-C-1	Black	5- 7-52, 3-18-61				4-11-48, 4-18-49, 10-23-50, 12-11-50
B-1-c	239-D-1	Red	11-15-38, 5-19-39, 6-18-44				
B-1-c	239-D-1	Blue	6-10-47, 8-14-47, 3-13-49 9-29-51	B-1-e	239-E-1	Blue	8-16-47, 1-10-50
B-2-a	274-A-1	Blue	6- 9-44, 10- 9-46, 12- 4-48, 5-13-52	B-2-a	274-A-1	Red	11-27-47
B-2-d	274-B-2	Black	3-24-53	B-2-b	274-A-2	Red	12-14-47
B-2-h	274-E-2	Black	4-29-54	B-2-f	274-D-1	Blue	6-13-51, 8-28-51
B-2-Sb	274-S-14a	Black	7-19-58, 9- 3-60	B-2-Sa	274-S-8a	Black	7-31-60
B-2-Sc	274-S-3	Blue	12-18-67	B-2-Sc	274-S-3	Black	9-25-60, 3-30-61, 3-30-65
B-2-Se	274-S-7	Black	12-30-59, 4-18-61	B-2-Sd	274-S-8a	Black	4-21-59, 7-23-59
B-2-Sf	274-S-25	Black	11-19-59, 11-19-60	B-2-Se	274-S-7	Blue	8-19-66
B-2-Sg	274-S-4a	Blue	12-18-63	B-2-Sg	274-S-4a	Black	11- 7-59
B-2-Si	274-S-13	Black	12-18-60	B-2-Sh	274-S-6	Black	5-10-61, 3-10-62, 3-19-62
B-2-Sk	274-S-18	Blue	6-23-64, 2-23-65, 5-22-65	B-2-Sk	274-S-18	Black	6-16-62, 2-24-63
B-3-a	195-B-1	Blue	5-12-51, 6-21-51, 10-51	B-2-Sl	274-S-23	Blue	1-27-66
B-5	180-A-1	Black	3-18-61	B-3-b	195-C-1	Blue	10-51, 7-31-52, 10-27-57
B-8-b	53-B-2	Red	11-25-47, 9-51	B-8-a	53-B-1	Red	7- 3-47, 11- 3-47, 3-23-49, 1-24-50
B-9-a	41-C-1	Black	3-27-54	B-9-b	41-C-2	Black	8-16-58
B-10	55-A-1	Red	4-26-58 (Hyannis- Wareham)	B-11-a	41-A-1	Red	11-16-49 (From Wind- sor, Vt.)
B-11-a	41-A-1	Black	8-27-53	B-11-c	41-A-2	Red	12-12-49
B-11-b	41-B-1	Red	7- 1-48	B-12-d	50-A-4	Green	7-16-49
B-12-b	50-A-2	Red	7-19-50, 2-21-52	B-17	703-A-1	Black	3-17-57
B-15-a	115-D-1	Black	5-26-53	C-4-b	131-A-2	Red	5-21-52
B-18	694-B-1	Black	5-28-60	C-9	691-A-1	Black	12- 2-55, 12-26-55
C-7	338-B-1	Black	6- 1-55				

(Continued on page 267)

THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor
WALTER HUBBARD, Assoc. Editor

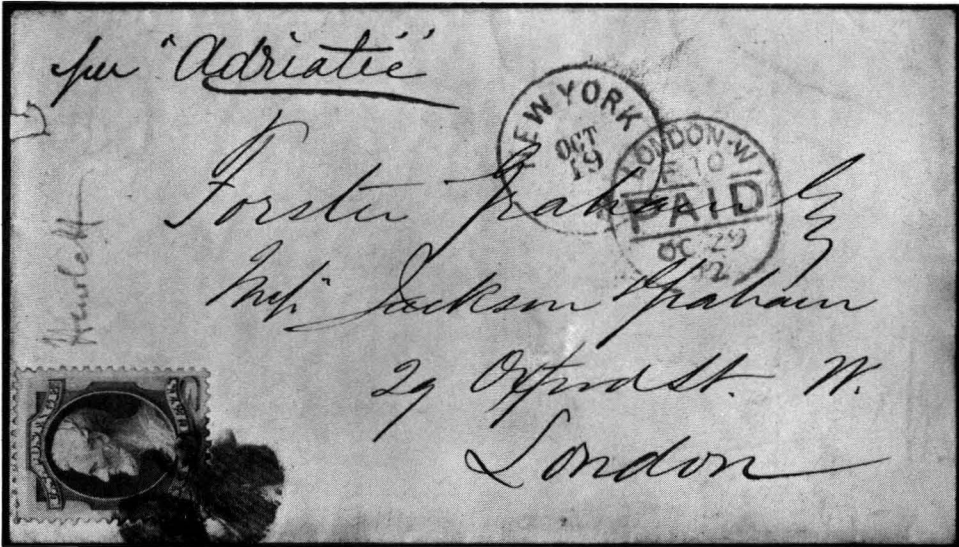
**THE FIRST YEARS OF THE WHITE STAR LINE'S CONTRACT TO
CARRY THE UNITED STATES MAILS TO EUROPE—**

5 OCTOBER 1872 TO 26 JUNE 1875

WALTER HUBBARD

The Ocean Steam Navigation Company (The White Star Line) had been running a service from Liverpool *via* Queenstown to New York and back since the maiden voyage of *Oceanic* from Liverpool on 2 March 1871, but it was not until the autumn of 1872 that they regularly carried the U.S. mails.

On 21 September (1872) it was announced in New York that the United States Postmaster General had awarded them a contract to carry the Saturday European mail. It appears to have started with the Line's first October voyage, that of *Atlantic* from New York on Saturday 5 October as, on her arrival at Queenstown at 0415 hours on 14 October, "all mails" were landed there. The White Star contract for a weekly service from New York seems to have been in substitution of that held by the Inman Line since the summer of 1870, as, after *City of Montreal* (New York 28 September) arrived with "full mails" at Queenstown on 8 October, no further mails were reported as being landed there by the Inman Line until the revival of their contract in the summer of 1874.

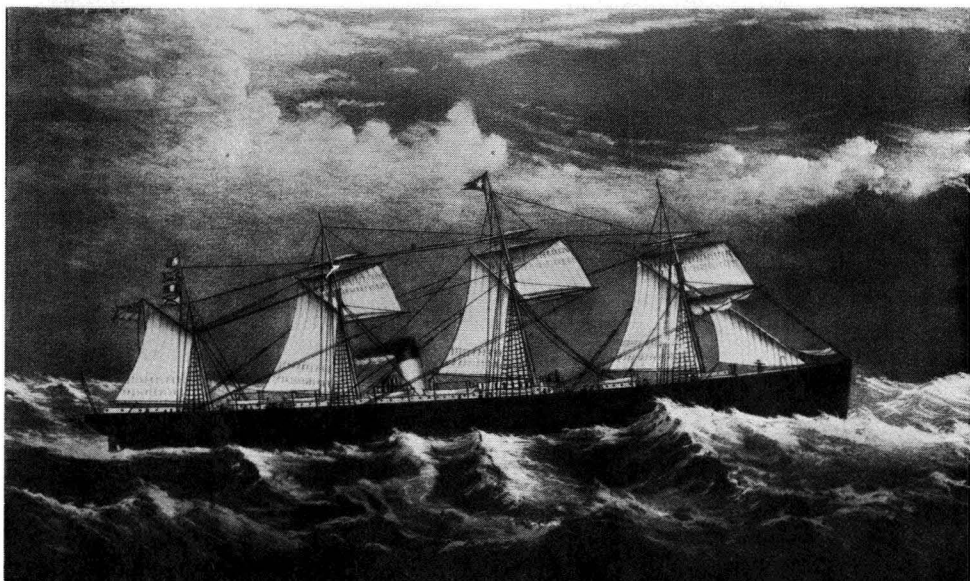


The cover illustrated, through New York Exchange Office on OCT 19, endorsed *Per "Adriatic,"* is also marked LONDON-W F 10 PAID OC 29 72 (both in red). October 19 was a Saturday, the sailing day from New York for steamers of the North German Lloyd and White Star Lines. The North German Lloyd packet, *Weser*, passing Hurst Castle at the western entrance to the Solent, at 0105 hours on 30 October, was too late for the London delivery mark. *Adriatic*, of the White Star Line, sailed from New York on 19 October, on the Line's third and her first mail-carrying voyage, and landed her mails at Queenstown at 2210 hours on 27 October. Although endorsements are only an expression of the sender's intention, there can be no doubt that she carried this cover.

After *Atlantic's* arrival on 14 October, mails carried by the White Star packets were reported in most weeks (four out of five) in the period under

discussion. "All the mails" usually landed at Queenstown, but on a number of occasions those for Liverpool and Scotland were retained on board, whilst sometimes the packets would omit the call at Queenstown and go direct to Liverpool.

The White Star packets were fast. They had taken the westbound record from the Cunard Company in May 1872 and were to take the eastbound one from the Inman Line in January 1873. From the start of their contract in October to the end of the year, thirteen eastbound crossings averaged almost exactly nine days. As the record then stood at just under eight days, this was good service.



"Adriatic" (White Star Line) was in the transatlantic service from 1872-1897. She was scrapped in 1899. (Photograph: The National Maritime Museum, Greenwich).

From October 1872 to December 1875, the Company maintained its service with six vessels—*Oceanic*, *Atlantic*, *Baltic*, *Republic*, *Adriatic* and *Celtic*—names some of which bring back memories of the Collins Line packets of the 1850s. When *Atlantic* was wrecked in the spring of 1873, *Gaelic* and *Belgic* were brought in to do occasional round voyages until *Britannic* and, later, *Germanic* were ready.

The White Star Line's contract to carry the United States mail, from New York on Saturdays to Queenstown and Liverpool, did not stop on 26 June 1875, but the later period is beyond the scope of these present notes.

References

The Times 1872-5.

N. R. P. Bonsor, *North Atlantic Seaway*.

THE WHITE STAR LINE — EASTWARD SAILINGS FROM NEW YORK

SATURDAYS	REPORTED SAILING DATES	PACKET	ARRIVALS AT QUEENSTOWN OR LIVERPOOL
1872			
5 Oct	5	ATLANTIC	QT 14 Oct (0415)
12 do		OCEANIC	QT 21 Oct (2100)
19 do		ADRIATIC	QT 27 Oct (2216)
26 do		BALTIC	QT 4 Nov (0745)
2 Nov		ATLANTIC	QT 12 Nov (0815)
9 do		CELTIC F/V	QT 18 Nov (1145)
16 do	17	OCEANIC	QT 28 Nov (1100)
23 do		ADRIATIC	QT 1 Dec (0100)
30 do	1 Dec	BALTIC	QT 10 Dec (1214)

7 Dec		ATLANTIC	QT 16 Dec (2300)
14 do		CELTIC	QT 24 Dec (0100)
21 do			No report at QT or LP
28 do	29	ADRIATIC	QT 7 Jan (1020)
<i>1873</i>			
4 Jan		OCEANIC	QT 20 Jan (2400)
11 do		BALTIC	QT 20 Jan (2030)
18 do	19	CELTIC	QT 28 Jan (0900)
25 do		ATLANTIC	QT 4 Feb (0743)
1 Feb			No report at QT or LP
8 do		ADRIATIC	QT 16 Feb (2140)
15 do		BALTIC	QT 25 Feb
22 do	23	CELTIC	QT 4 Mar (0800)
1 Mar	2	ATLANTIC L/V	QT 11 Mar (2320)
8 do		REPUBLIC	QT 17 Mar (2300)
15 do	15	ADRIATIC	QT 24 Mar (0850)
22 do	22	BALTIC	QT 31 Mar (0030)
29 do		CELTIC	QT 7 Apr (1200)
5 Apr			No report at QT or LP
12 do			No report at QT or LP
19 do		ADRIATIC	QT 28 Apr (0500)
26 do		BALTIC	QT 5 May (1030)
3 May			
10 do	10 & 12	CELTIC	QT 12 May (2200)
17 do		OCEANIC	QT 21 May (2300)
24 do			No report at QT or LP
31 do		ADRIATIC	QT 2 Jun (0700)
			No report at QT or LP
7 Jun			
14 do	14	CELTIC	QT 15/16 Jun
21 do		OCEANIC	QT 23 Jun (1400)
28 do			No report at QT or LP
		ADRIATIC	QT 7 Jul (1035)
5 Jul			
12 do		BALTIC	QT 14 Jul (1000)
19 do		CELTIC	QT 21 Jul (1800)
26 do		OCEANIC	QT 29 Jul (0700)
		GAELIC F/V	QT 5 Aug (1815)
2 Aug			
9 do		ADRIATIC	QT 11 Aug (1830)
16 do		BALTIC	QT 18 Aug (0930)
23 do		CELTIC	passed QT 25 Aug (2100) with mails to LP
30 do		OCEANIC	QT 3 Sep (2300)
		REPUBLIC	QT 8 Sep (0640)
6 Sep	6	ADRIATIC	QT 15 Sep (0900)
13 do		BALTIC	QT 22 Sep (0500)
20 do		CELTIC	QT 30 Sep (1800)
27 do	27	REPUBLIC	QT 6 Oct (1600)
4 Oct			
11 do		GAELIC	QT 15 Oct (1400)
18 do	18	ADRIATIC	QT 20 Oct (0100)
25 do		BALTIC	QT 27 Oct (1700)
		CELTIC	QT 3 Nov (0600)
1 Nov	1		
8 do		OCEANIC	QT 11 Nov (0220)
15 do		REPUBLIC	QT 17 Nov (2230)
22 do	22	ADRIATIC	QT 24 Nov (1900)
29 do	29	BALTIC	QT 1 Dec (0800)
		CELTIC	QT 8 Dec (1350)
6 Dec	6		
13 do	14	OCEANIC	QT 16 Dec (0655)
20 do	21	REPUBLIC	QT 23 Dec (1230)
27 do	27	ADRIATIC	QT 30 Dec (1045)
		CELTIC	QT 5 Jan (0945)
<i>1874</i>			
3 Jan	3	BALTIC	QT 13 Jan (0133)
10 do		OCEANIC	passed QT with mails for LP 20 Jan
17 do	17	REPUBLIC	QT 27 Jan (1015)
24 do	24	ADRIATIC	QT 2 Feb (2330)
31 do			No report at QT or LP

7 Feb	7	BALTIC	QT 15 Feb (2315)
14 do	14	OCEANIC	QT 24 Feb (1030)
21 do	21	REPUBLIC	QT 4 Mar (0200)
28 do	28	CELTIC	QT 10 Mar (0200)
7 Mar	7	ADRIATIC	QT 16 Mar (0510)
14 do	14	BALTIC	QT 23 Mar (1220)
21 do	21	OCEANIC	QT 30/31 Mar
28 do	28	REPUBLIC	QT 6 Apr (1825)
4 Apr	5	CELTIC	QT 14 Apr (1600)
11 do	11	ADRIATIC	QT 20 Apr (0140)
18 do	19	BALTIC	QT 28 Apr (2215)
25 do	25	OCEANIC	QT 5 May (1530)
2 May	2	REPUBLIC	QT 12 May (0500)
9 do	9	CELTIC	QT 18 May (0910)
16 do		ADRIATIC	QT 25 May (0410)
23 do	23	BALTIC	QT 31 May (2205)
30 do	31	OCEANIC	QT 10 Jun (1100)
6 Jun	6	REPUBLIC	QT 15 Jun (0550)
13 do	13	CELTIC	QT 22 Jun (1330)
20 do	20	ADRIATIC	QT 29 Jun (0235)
27 do			No report at QT or LP
4 Jul	4	OCEANIC	LP 14 Jul
11 do	11	BRITANNIC F/V	QT 20 Jul (late)
18 do	18	CELTIC	QT 26 Jul (2000)
25 do	25	ADRIATIC	QT 3 Aug (0310)
1 Aug	3	REPUBLIC	QT 10 Aug (0345)
8 do	8	BALTIC	QT 17 Aug (a.m.)
15 do	15	BRITANNIC	QT 24 Aug (1700)
22 do	22	CELTIC	QT 31 Aug (1020)
29 do	29	OCEANIC	QT 7 Sep (1920)
5 Sep	5	REPUBLIC	QT 14 Sep (1730)
12 do	12	BALTIC	QT 21 Sep (0630)
19 do	19	BRITANNIC	QT 28 Sep (0910)
26 do	26	CELTIC	QT 5 Oct (1620)
3 Oct	3	OCEANIC	QT 13 Oct (0230)
10 do	10	REPUBLIC	QT 20 Oct (0000)
17 do	17	BALTIC	LP 27 Oct
24 do	24	ADRIATIC	QT 5 Nov (1230)
31 do	31	CELTIC	QT 9 Nov (0800)
7 Nov	7	OCEANIC	QT 17 Nov (0040)
14 do	14	REPUBLIC	QT 23 Nov
21 do	21	BALTIC	QT 30 Nov (0745)
28 do	28	Gaelic	QT 9 Dec (1700)
5 Dec	5	CELTIC	QT 14 Dec (0915)
12 do	12	OCEANIC	QT 21 Dec (2040)
19 do	19	REPUBLIC	QT 28 Dec (2020)
26 do	25	BELGIC	LP 5 Jan

WANTED

CLASSIC 19th CENTURY – U. S. COVERS

FIRST DAYS

**STAMPLESS – TERRITORIAL – WESTERN – LOCALS
CONFEDERATES – CIVIL WAR PATRIOTS – EXPRESS**

For My Outright Purchase, Consignment, or for
My Public **AUCTION** Sales

AL ZIMMERMAN 843 Van Nest Ave. Bronx, N. Y. 10462

1875			
2 Jan	2	BALTIC	QT 12 Jan
9 do	9	ADRIATIC	QT 17 Jan (1700)
16 do	16	GAELIC	QT 26 Jan (p.m.)
23 do	23	CELTIC	QT 1 Feb (0305)
30 do	30	OCEANIC	QT 9 Feb (0220)
6 Feb	6	REPUBLIC	QT 19 Feb
13 do	13	BALTIC	QT 22 Feb (0530)
20 do	20	BELGIC	LP 4 Mar
27 do	27	ADRIATIC	QT 8 Mar (0300)
6 Mar	6	CELTIC	QT 16 Mar (1830)
13 do	13	BALTIC	QT 22 Mar (1315)
20 do	20	REPUBLIC	QT 30 Mar (1300)
27 do			No report at QT or LP
3 Apr	3	ADRIATIC	QT 12 Apr (1115)
10 do	10	CELTIC	QT 19 Apr (2100)
17 do	17	BALTIC	QT 26 Apr
24 do	24	REPUBLIC	QT 3 May (1145)
1 May			No report at QT or LP
8 do	8	ADRIATIC	QT 17 May (2400)
15 do	16	CELTIC	QT 24 May (1840)
22 do	22	BALTIC	QT 1 Jun (1730)
29 do	29	BRITANNIC	QT 7 Jun (1150)
5 Jun	5	GERMANIC F/V	QT 14 Jun (1900)
12 do	12	ADRIATIC	QT 20 Jun (2200)
19 do	19	CELTIC	QT 29 Jun (2315)
26 do	26	REPUBLIC	QT 5 Jul (1630)

U.S. TREATY EXCHANGE OFFICES
CHARLES J. STARNES

The tabulated information below is an attempt to list the presently accepted dates for the establishment, or practical functioning, of the continental U.S. exchange offices for foreign treaty mails, except those for Canada and other direct mail destinations. Where known, the dates of discontinuance are given, if before 1 July 1875. With the exceptions of Baltimore for French mails and Philadelphia for North German Union mails, known agreements mention the other cities as official exchange centers, empowered to dispatch, receive, and process specified mails with specified foreign offices.

References given for the dates enumerated will indicate to the critical reader quite a few areas demanding some further investigation.

<i>Mails</i>	<i>New York</i>	<i>Boston</i>	<i>Philadelphia</i>
British	Feb. 49 (a)	Feb. 49 (a)	Jan. 54 (j)
French	Apr. 57 (b) thru Dec. 69	Apr. 57 (b) thru Dec. 69	Apr. 57 (b) thru Dec. 69
	Aug. 74 (c) thru Dec. 75	Aug. 74 (c) thru Dec. 75	.....
Prussian	Oct. 52 (d) thru Dec. 67	Oct. 52 (d) thru Dec. 67	.....
Belgian	Jan. 60 (e)	Jan. 60 (e)	.....
Bremen	Mar. 48 (f) thru Dec. 67	.....	.....
Hamburg	Jul. 57 (g) thru Dec. 67	.....	.....
North German Union	Jan. 68 (r)	Jan. 68 (r)	May 69 (q)
Italian	Apr. 68 (h)	.....	.....
Swiss	Apr. 68 (h)	.....	.....
Netherlands	Jan. 68 (i)	Jan. 68 (i) thru Apr. 69 (q)	.....
<i>Mails</i>	<i>Portland</i>	<i>Detroit</i>	<i>Chicago</i>
British	Feb. 59 (k)	Dec. 59 (l)	Dec. 59 (l)
French	Apr. 61 (m) thru Dec. 69	Apr. 61 (m) thru Dec. 69	Apr. 61 (m) thru Dec. 69

Prussian	May 61 (n) thru Dec. 66 (q)	May 61 (n) thru Dec. 66 (q)	May 61 (n) thru Dec. 66 (q)
North German Union	Jan. 68 (r) thru Apr. 69 (q)	Jan. 68 (r) thru Apr. 69 (q)	Jan. 68 (r)
<i>Mails</i>	<i>Baltimore</i>	<i>San Francisco</i>	<i>Charleston, Savannah, New Orleans</i>
British	Nov. 65 (p)	Jan. 53 (o) limited Oct. 53 (s) limited Oct. 63 (t) limited	Jan. 53 (o) limited Oct. 53 (s) limited
French	Mar. 67 thru Apr. 69 (q)	Apr. 57 (b) thru Mar. 61 (m)	.....

References

- a) Treaty effective on proclamation date, 15 Feb. 49, but the Additional Articles (with rates to foreign countries) were not signed until 14 May 49, and were effective on or before 1 Jul. 49.
- b) By convention effective 1 Apr. 57.
- c) By convention effective 1 Aug. 74.
- d) By convention effective 16 Oct. 52 (PMG report of Jun. 53).
- e) Convention proclaimed 20 Oct. 60, but in force in U.S. from 24 Jan. 60 (PMG report for 60).
- f) Convention effective with public notice of 1 Mar. 48; first sailing from New York 20 Mar. 48.
- g) By convention effective 1 Jul. 57.
- h) By Italian and Swiss conventions effective 1 Apr. 68.
- i) By convention effective 1 Jan. 68.
- j) By Additional Articles effective 1 Jan. 54.
- k) By Additional Articles signed in London 3 Feb. 59.
- l) By Additional Articles signed in Washington 14 Dec. 59.
- m) By Additional Articles effective 1 Apr. 61.
- n) By Additional Articles signed in Berlin 24 Apr. 61.
- o) By Additional Articles effective 15 Jan. 53, for mail to all British and foreign ports at which the British mail packets in the West Indies touch.
- p) By Additional Articles signed in Washington 11 Nov. 65.
- q) From listings published in U.S. Mail and P.O. Ass't.—not always reliable.
- r) By convention effective 1 Jan. 68.
- s) By additional Articles effective 1 Oct. 53, for mail to west coast of South America.
- t) By Additional Articles signed 19 Oct. 63 for British mails, but only for receipt and distribution, not dispatch.

THE LANMAN & KEMP CORRESPONDENCE

PAUL J. WOLF

The Robert A. Siegel Postal History Sale of 20-24 September, 1974, disposing of the Lester L. Downing Collection (plus others) had a number of fascinating Black Jack items in it. Four covers, especially, were of interest and this article will deal with them.

Each of the four covers is franked with a single Black Jack. They comprise one each from Mexico, Puerto Rico, Salvador and Venezuela. This interested me very much, so I called the Siegel office, asking that these covers be sent to me for examination. I was informed that it was too late, too close to the date of the sale, but that Xerox copies could be, and were, sent to me. I then promptly retained the services of a leading auction agent and, happily, three of the four covers were purchased. Only the one from Mexico eluded me, but since I had a Xerox copy of it, I was in good position. I feel that I made out very well.

Each one of these covers is, actually, a folded letter, written, respectively, from Campeche, Mexico, in 1864; Naquabo, Puerto Rico, dated 1868; Sonsonate, Salvador, 1867; and Maracaibo, Venezuela, in 1864, to the firm of Lanman & Kemp, Druggists, 69, 71 & 73 Water Street, New York City. The entire letters are present. The ones from Maracaibo and Salvador are one page and in English, the letter from Naquabo, Puerto Rico, is eight crowded pages long, in Spanish. They are all purely commercial letters dealing with accounts and other matters of commercial, and mutual, interest.

What is of especial interest is the way these letters were handled. Under the postal regulations of the day, incoming letters were supposed to be deposited in the first U. S. post office reached, in this case New York City. There

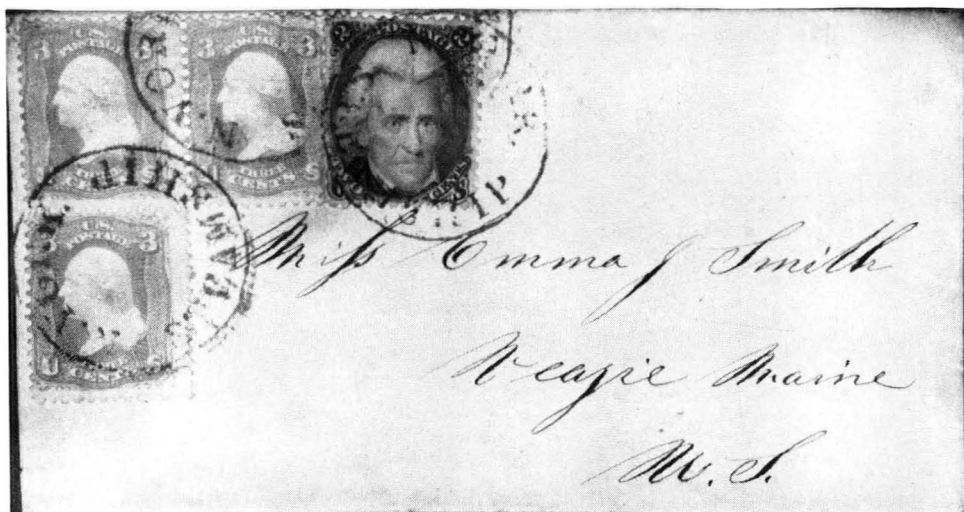


Figure 1. Cover carried by steamship, entering through the New York City Foreign Mail Division. Handstamped "N. York. Steamship" and overpaid 1c for the 10c rate. There is no date in the handstamp, a condition not infrequently encountered. Whether the omission has meaning or is merely the result of a careless clerk has not yet been ascertained.

they would receive the "N. York. Steamship" cancellation and if not properly prepaid, would be charged the uniform foreign rate of 10c. (Figure 1)

All four of these letters, obviously, were put into the normal mails as drop letters, franked with the single Black Jack proper for such use, and the stamps were cancelled with typical New York City local cancellations. This saved the sum of 8c per letter, and as Lanman & Kemp probably had an extensive correspondence, this undoubtedly amounted, over a period, to a substantial sum. That the practise was illegal appears not to have been of moment.

Perhaps it would be well at this point to mention that Lanman & Kemp are philatelically interesting. They were in business for many years. In the period 1864 to 1881 they had three Private Die Perfumery Stamps, shown in *Scott's Specialized Catalogue* as #RT 16, 1c Black; RT 17, 2c Brown, and RT 18, 3c Green. In the period 1898 to 1900 they had three Private Die Medicine Stamps, Scott #RS 287, 5/8c Green; RS 288, 1 1/4c Brown and RS 289, 1 7/8c Blue. These come in a number of paper and perf varieties, and appear in "Match & Medicine"

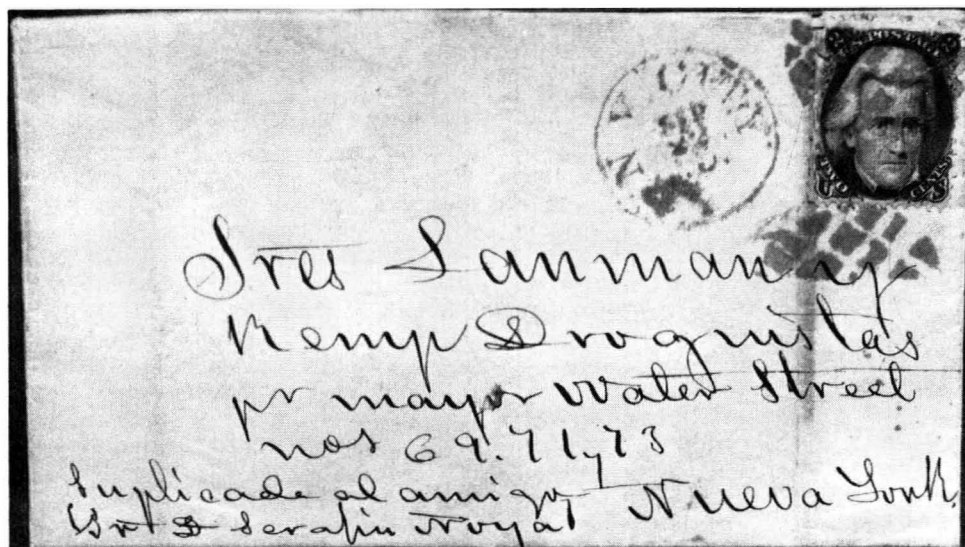


Figure 2. Folded letter from Naquabo, Puerto Rico. The N Y City local cancellation and cork killer are in red. Noted "Duplicado al amigo Sr. D. Serafin Noyal" (Duplicate, by friend. . .)

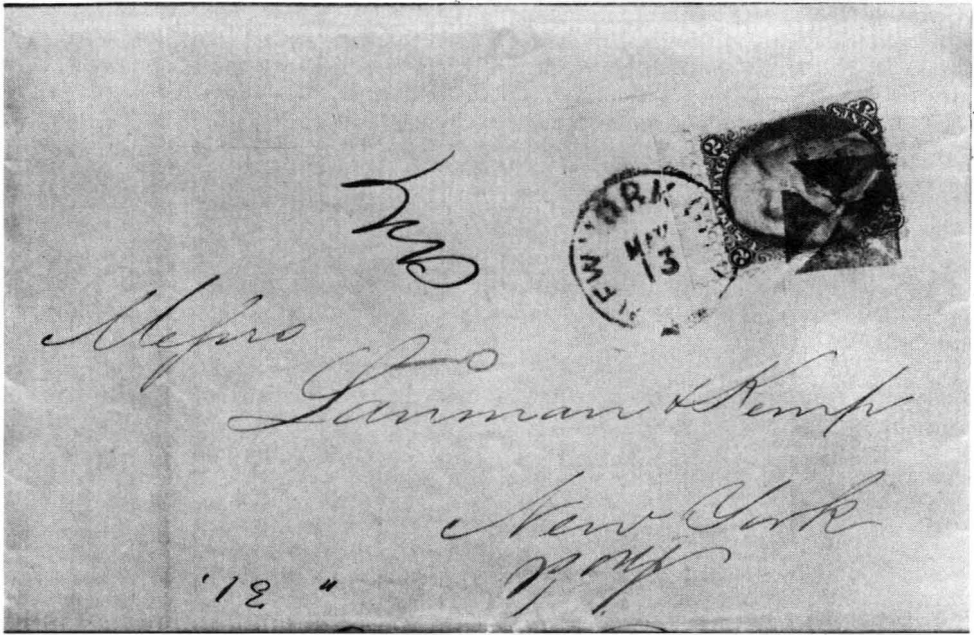


Figure 3. Folded letter from Sonsonate, Salvador. New York City local cancellation and Maltese Cross killer in black. The scribbles on this, as well as the other covers in this series, are undoubtedly marks by personnel at Lanman & Kemp indicating that their part of the handling had been completed. Each cover has similar markings.

collections.

The cover from Campeche, Mexico, has the mailer's handstamp "Joaquin Guitierrez & Ca. Campeche" in a double-lined oval and an oblong octagonal handstamp showing "Campeche 3 Mayo 1864." It is marked "San Juan" on the face, obviously the name of the ship that carried it, and a docketing on the back flap shows 1864 at the top, the name of the sender and the dates received and answered.

Taking the remaining three letters in alphabetical order, the cover from Puerto Rico has a docketing in the same hand (all four letters have similar

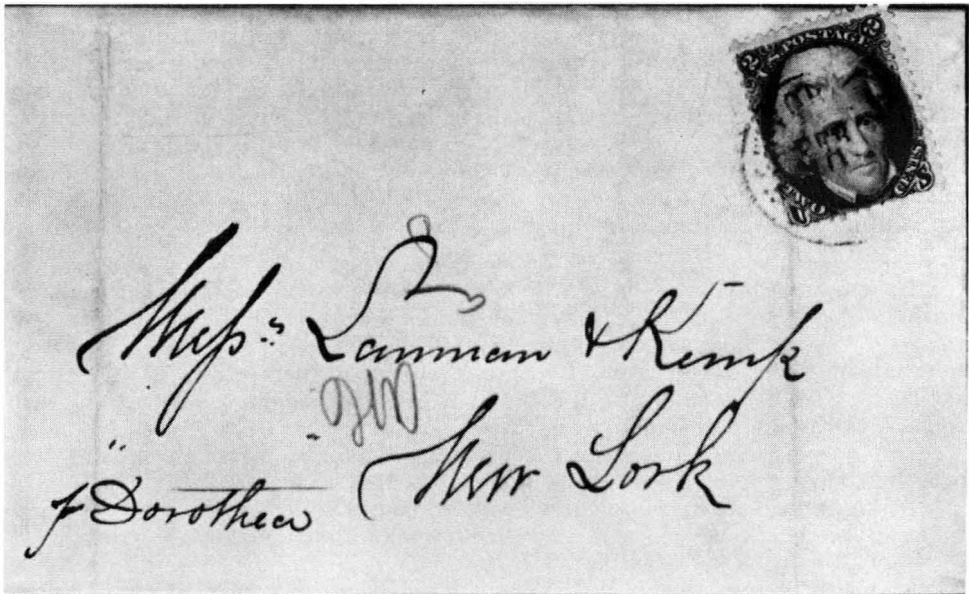


Figure 4. Folded letter from Maracaibo, Venezuela. "pr Dorothea".

docketings) and the remark, in Spanish, at the lower left front "Duplicade al amigo Sr. D. Serafin Noyal," indicating that the senders had sent at least two copies of this letter, probably by different routes, in order to be somewhat assured that at least one of them would be delivered. The cancellation is a red "N.Y. City Sep 22" and a segmented cork killer. (Figure 2)

The Sonsonate, Salvador, letter is dated 20 April 1867 and signed Joseph Kerferd & Co. The postmark is in black, a Maltese Cross killer and dated May 13. The usual docketing shows 1867, received May 13, answered May 31. (Figure 3)

The Maracaibo, Venezuela letter is noted "Dorothea" on the outside address leaf; the inside has an embossed colorless oval stamp "Swift Perry & Co. Maracaibo." The short letter, again, is a duplicate. The usual docketing is present (Figures 4, 5).

Each of these covers bears cryptic markings in blue pencil, and lead pencil, which would seem to be the marks of the persons at Lanman & Kemp who read the letters and acted on them.

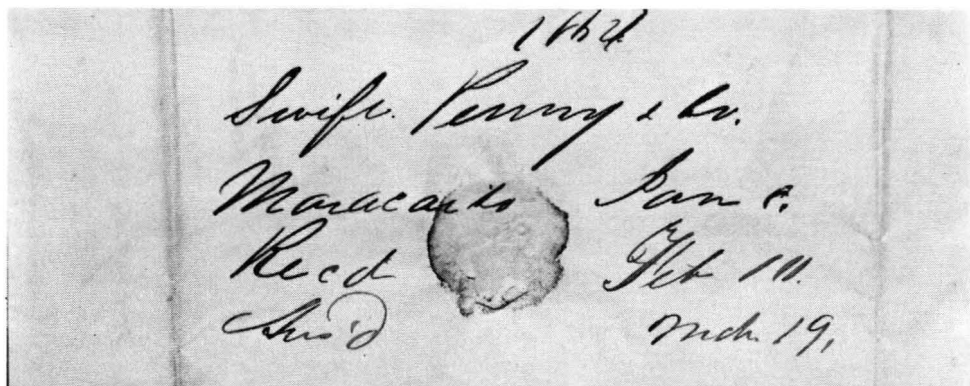


Figure 5. Docketing on the letter from Maracaibo. Each of the letters in this group has a similar entry in the same hand; the year date at the top, the source and location, and dates of receipt and reply. This very detailed information is of great value to us, 110 years or so later, in analyzing what happened.

This series of letters throws some fascinating light on commercial practices of the 19th Century. Quite obviously, Lanman & Kemp had made careful arrangements with their correspondents, so that the normal incoming rate could be evaded. Four letters over the period 1864 to 1868 testify to that.

The list of "Black Jacks Abroad," which presented covers to or from 75 countries (*Chronicle* #82, May 1974, page 116 and *The American Philatelist*, Sept. 1974, page 851) was further discussed in another article in the *Chronicle*, "The Holes in the List," (#83, August 1974, page 177.)

Three of the four covers discussed above are additions to the list of "Black Jacks Abroad," which at this writing numbers 80. It is the opinion of the writer that still more will be found. In due course a supplemental list will be published.

ADDENDUM

The above article was written in October 1974. Since that time, the paper entitled "Single Uses of the Black Jack in the Foreign Mails," by this writer, appeared in *Chronicle* No. 85, February 1975. This elicited several responses, including one from a member who wishes to remain anonymous, to the effect that he had been the finder of the Lanman & Kemp covers mentioned in that article, and that he had four more of them.

Correspondence ensued, and the writer has, happily, been able to acquire these four covers, giving him seven of the eight that were in the find.

These additional four are folded letters, complete, each one page long, in English. The details are of great interest. Presented alphabetically, they are:

Para, Brazil. Dated May 26, 1865. Postmarked New York City Jun 21 NYD. Received July 6 (per docketing). Four-pointed New York star in circle killer. "Pr Los Amigos."

Havana, Cuba, Dated Sep 24, 1864. Postmarked New York City Sep 30, NYD, received same day. New York fancy geometric killer.

Marseilles, France. Dated Apr 1, 1865. Postmarked New York City Apr 2-, Docketed as received Apr 22. Forwarder's handstamp, Dutilh & Co. New-York in oval in red on front. Killer seems to be 5-pointed star in circle (partly off cover).

Arroyo, Puerto Rico. Dated Dec 6, 1864. Postmarked New York City Feb 20, 1865. Received same day. Cork killer.

The cancellations are readable. Three of the four have New York City fancy cancels of the sort often seen on New York City Drop Letters; only the Puerto Rico letter has a common cork killer.

The Brazil letter is the fourth recorded to or from Brazil to date. The Puerto Rico letter is the second recorded to or from that country. The Lanman & Kemp letter from Naquabo being the first, and so far, the only other!

The addition of these four letters certainly reinforces the conclusions drawn in the article above.

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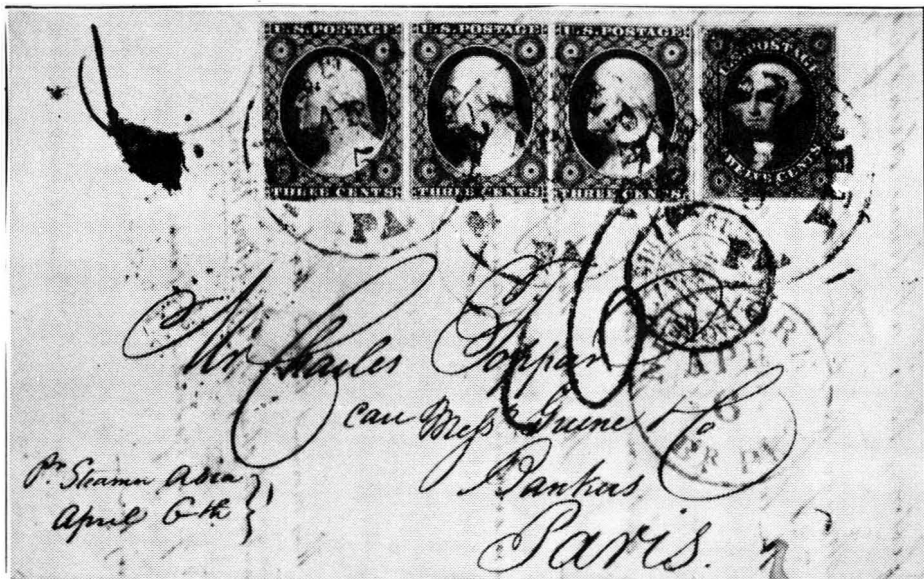
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THE COVER CORNER
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ANSWER TO PROBLEM COVER IN ISSUE NO. 87



Figure 1

The problem cover from the last issue is shown again in Figure 1, and has elicited considerable response. First let us quote from some of the written comments received. George Hargest writes: "The 22c rate is correct, and the 12c credit (to G.B.) is correct. The 5 evidently indicates a collection of 5 reales which is restated as 59 centavos. The cover went through the British office at Panama. The label I have never seen before. It might mean that the cover arrived in Panama in an American ship, or it could mean that the cover left Panama in an American ship. The "2" could mean by Route #2, an idea often expressed, but never proven." James DeVoss states in a letter: "Regarding the six-sided label, I have never seen it before. The cover originated somewhere in the United States and bears the correct postage of 22c to Peru. It was carried by U.S. packet to Panama where it was turned over to the British mail agent and then carried by British packet to Callao. The British received a credit of 12c for their portion of the journey." William O. Bilden writes: "I believe that the label is genuine, and that the cover was handled by the U.S. Postal Agency in Panama and was cancelled in red ink as was their custom in cancelling stamps there. It was then transferred to the British Panama Agency for dispatch to Peru. For some reason it did not go on a British mail boat, otherwise it would have had the Callao, Peru British Agency receiving mark. My guess is that it was handled by the Pacific Mail Steamship Co. and this is possibly their label, with their blue ink cancel. The "2" in the label is possibly the ship rate they would collect from the addressee. The "59" in purple is not for 1859 and this marking plus the "5" are a mystery. Am sure they are not of the British or U.S. Agencies. They are of type used in South America, and possibly of Colombia, since Panama was then part of that country." James Beal says: "The Panama marking is British. Caleo I presume to be a mis-spelling of Callao, the port of Peru, and not Caleu which is an interior town in Chile. The currency of Panama, then a state of Colombia, was the peso, equal to 100 centavos. Until March 1, 1858, the currency of Peru was the peso, equal to 8 reales, and on that date changed to 100 centavos=1 peso (10 centavos=1 dinero and 20 centavos=1 peseta,

and therefore 5 pesetas=1 peso). I haven't the faintest idea of what collect rates could have been applied to the cover upon arrival in Callao, and unless those purple markings are Peruvian, there is no evidence it was ever in the Peruvian mail."

Other collectors and dealers, here and in Europe, have commented. Their opinions, plus those stated above, are of the consensus that the cover is OK and that the label is genuine, but little known (only vague references to the label's having been seen before). A study of auction catalogues, U.S. and foreign, including that of Robson Lowe's Glassco Collection of November 25-27, 1969, containing illustrations of many covers of Panama and Peru, does not disclose a similar label or the "5" or "59" markings. One theory expressed is that the "5" is an internal 5 centavos rate and the "59" is for 1859, because the "5" either as pesos or reales does not convert to 59 centavos. There is agreement that the label was applied after the cover arrived at Panama, since it is over the "59" marking. It does appear that the cover, although cancelled by the British Agency, did not go to Peru on a British ship, but instead went on an American ship, with the label involved either as a route number, or to show 2c to be collected. A pencilled "2" on the back favors the route theory. The cover was apparently handled by the Colombian, American and British mail systems, but not necessarily by that of Peru, and nobody knows what the "5" and "59" signify ratewise. If anybody reading this explanation has other ideas, we will be glad to put them in a future article, since this cover is of such interest.

PROBLEM COVER FOR THIS ISSUE

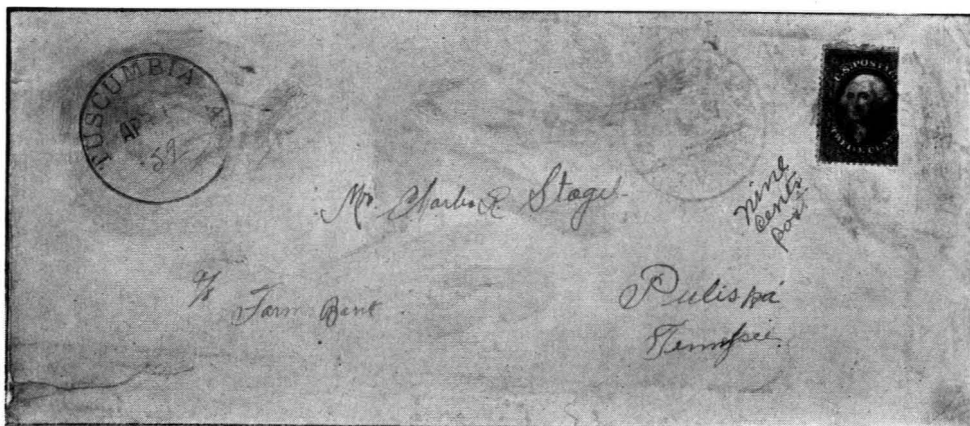


Figure 2a



Figure 2b

The problem cover for this issue is a strange item, shown in Figures 2a and 2b as two pieces, a banknote sized wrapper used first in 1859 and then again during the Civil War. As received from a small stamp dealer who got it from an antique shop dealer, only the second use showing a strip of five of the 5c green Confederate States of America (Sc. #1) tied by Pulaski, Ten. cds in black was apparent, and the cover was sold only as such. Unfolding the wrapper after purchase disclosed the Tuscumbia, Ala. cds with 12c 1857 (Sc. #36) and 3c 12XU "Provisional" marking. The address and "nine cents post." are in the same ink, the cds in black, and the 12XU (faintly visible left of stamp) and cut cork killer on stamp are in blue. The catalogue listing for 12XU1 is only in red. Has anyone seen it in blue, what dates are involved for this twice-used item, and what parts are OK? Please mail comments to the Cover Corner Editor at his Cincinnati P.O. box.

RAILROAD POSTMARKS (continued from page 253)

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C-15-a	555-A-1	Black	1-28-53, 6-1-55	C-16	658-A-1	Red	5- 1-54
C-18-a	115-F-1	Black	7-23-53	C-21-c	554-C-11	Black	9- 4-56
C-21-Sa	553-S-1	Black	11- 8-56, 11-18-56	C-25-a	25-A-1	Blue	7-11-50, 11- 3-52
C-25-b	25-A-2	Blue	5- 3-53, 5-17-53	C-26-S	35-S-1	Black	4-27-60
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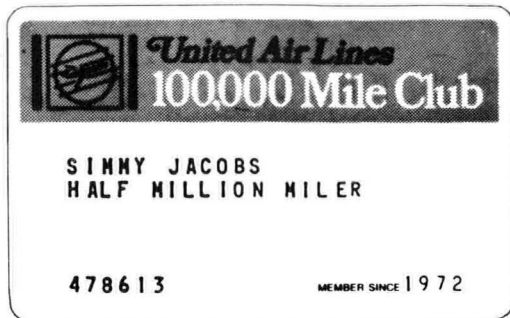
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