

February 1976 (No. 89)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

February 1976

Volume 28, No. 1

Whole No. 89

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THE EDITOR'S PAGE

This issue contains a selection of fine material covering a range of subjects with lasting value and varied appeal. The 1869 section features a major article by William K. Herzog on the quantities of the 1869 issue. It will repay careful study as it is an important breakthrough in understanding the available statistics. In order that the entire article may appear in one issue, Dick Graham has relinquished some of the space normally allotted the 1861 section.

Charles Towle's detailed article on the Ogdensburgh Railroad and its markings is a fascinating account of the growth and decline of a representative railroad. It is an excellent reference that is also absorbing and entertaining reading.

John Eggen, a newcomer to these pages, has written a concise, well-documented study of name-of-boat markings, their background and significance.

George E. Hargest's analysis of the 34¢ rate to Mexico is an important addition to the literature. Equally valuable and interesting in their own right are the notes by Robson Lowe on the setting of the Boston Penny Post Paid stamps and Walter Hubbard's preview of the Cunard sailing lists.

These articles and the other worthwhile material making up the issue are evidence of the vitality of philatelic research. It is heartening to realize that many challenges remain. Certainly the last word on the U.S. classics will not be written soon. But writers are not the only ones contributing to our increased knowledge of the classics. Patient research, as performed by Jeremy Wilson on the 1869 issue and other subjects, painstaking records, as maintained by Creighton Hart on the 1847 issue, and many items of information, on stamps, covers or other details, as reported and shared by many individual collectors, provide the raw material.

In this connection (and by other circumstances as well) I am reminded of two of the maxims enunciated by the philosophers in the *Crock of Gold* by James Stephens:

Knowledge becomes lumber in a week, therefore get rid of it.

A sword, a spade, and a thought should never be allowed to rust.

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GUEST PRIVILEGE

[*Editor's note:* Robson Lowe Ltd. purchased the late Elliott Perry's typescript on U.S. Carriers and has been serializing the material in *The Philatelist*, in preparation for its eventual publication in book form.

In the case of the Boston Penny Post Paid stamps, additional accumulated notes by Elliott Perry indicate that he had disproved his original theories regarding the setting of this stamp. The present article by Robson Lowe embodies the revised information contained in Perry's notes, arranged in proper order for publication.]

PENNY POST PAID—BOSTON ROBSON LOWE

Elliott Perry considered that these stamps were printed in sheets of twenty-five arranged in five horizontal rows of five. He noted that all but six of the 154 stamps examined could be placed in one or other of five different groups. As the stamps of two groups included stamps with both left and right margins he adopted the theory that the five basic groups came from five horizontal rows. This evidence has been examined and the theory appears to be unassailable.

In order to make identification relatively simple the ornaments that form the frame have been described as follows:

The four oval CORNER ORNAMENTS—top left, top right, lower left, lower right.

The two small CIRCLES adjoining the corner ornaments have been named the "east" or "west" pearls.

The SHIELDS which form the frames are called top or lower 1 to 8 (from the left), right or left 1 to 4 (from the top).

The projections from the shields are called the left or right TAIL.

Positioning the Types

Rows two, three and four have been tentatively allocated but stamps from these rows are found showing adjoining stamps above and below.

Rows one and five can be allocated with certainty owing to the existence of corner copies from positions 1 and 21.

Marginal examples have been examined of the following types:

- (a) with top margin—1, 2, 3, 4, 5
- (b) with left margin—1, 6, 11, 16, 21
- (c) with right margin—15, 20
- (d) with lower margin—21, 22

Therefore, *if* the second to fourth rows have been put in their correct order, only positions 1, 6, 11, 15, 16, 20 and 21 have been identified with certainty.

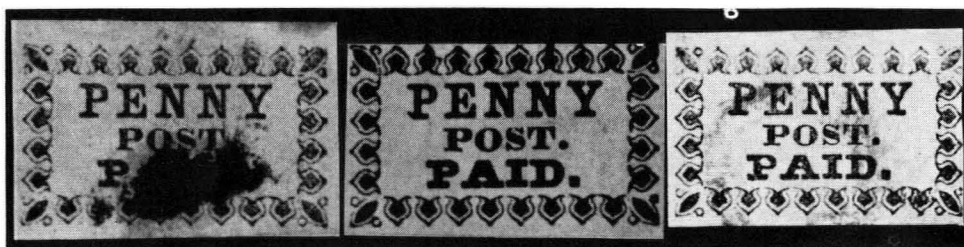
It should be noted the spacing between the horizontal rows is greater than between the vertical rows. No multiple pieces are known to us and on widely cut examples the measurement varies slightly.

The Five Basic Types

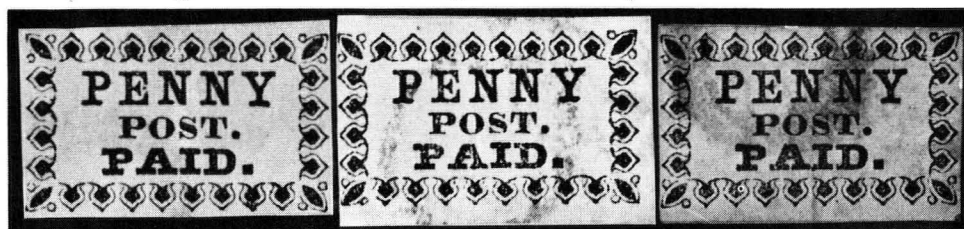
- | | |
|-------------|---|
| Top row: | Right shield 2 has the right tail flattened
Lower shield 5 has a break near the point |
| Second row: | Top shield 5 has the outer line broken at left |
| Third row: | The D of PAID is low
Top shield 3 is broken near the top
Top shield 6 is broken near the top on most of the positions |
| Fourth row: | Top left east pearl is broken at the top
Lower right east pearl is thick on the upper right quarter
Top shield 5 lacks the right tail |
| Fifth row: | Lower shield 6 is broken on the right frame line |

The Sub Type Flaws

1. POST—nick out of the knee of S
Top shield 3 contains a dot on the lower left



2. POST—top serif of P missing
Lower shield 3, outer frame broken at right
3. PENNY—lower left serif of P bent upwards
Lower right east pearl is solid
4. Top right east pearl solid
5. PAID—loop of P internally distorted, flaw in the base of I
Top left corner oval damaged at top
6. PENNY—nick on the underside of the loop of the P
Top shield 1 with solid top, 4 with short left tail



7. PENNY—dot between the serifs of the E
Top shield 3 has a short right tail
8. PENNY—end of lower right serif of the Y slopes downwards to the left
POST—S broken at base
Top shield 3, dot in the right frame
9. PENNY—central upper serif of the centre of the E joined to the upper right serif
10. PENNY—dot adhering to (sometimes just separated) the middle stroke of the E
PAID—upper serif of P swollen
11. PAID—period split at top
Lower left east pearl solid (see 12)
Left shield 3 broken at left

WANTED

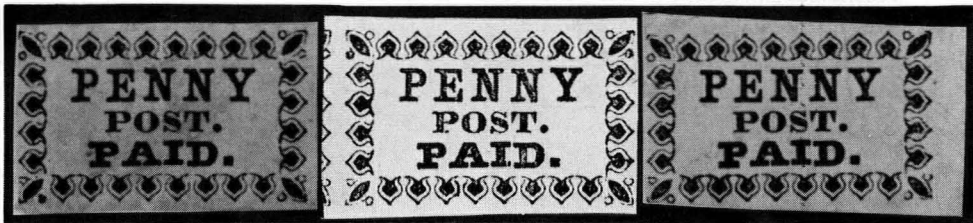
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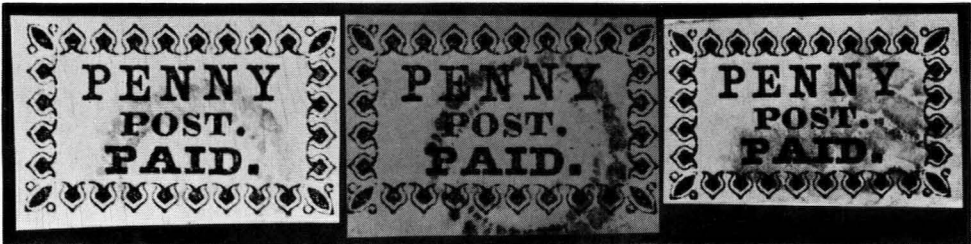


12

14

15

12. POST—centre of P nearly square instead of D shaped
Lower left east pearl solid (see 11)
Top shield 1 short left leg, 3 contains a stroke at right (in 9 of 12 examples)
Left shield 3 contains a dot at right, 4 contains a stroke at left
Lower shield 5, right frame broken near the top
13. Only one example examined so constant varieties unidentifiable
14. POST—P break in the lower right serif
Lower shield 3, heavy right frame
15. Right shield 3, centre solid mis-shapen (does not bulge at right)

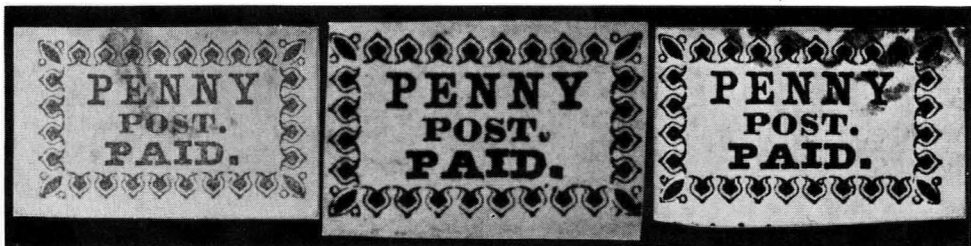


16

17

19

16. POST—O broken at top
PAID—P nick in the top
Right shield 2, spur or line jutting out at left side
17. Left shield 1 contains a diagonal stroke or large dot on the right
Right shield 1, right frame dented or broken
18. Top shield 1, dot below the right tail
Left shield 4, broken right frame
Right shield 1, break in left frame
19. PAID—pronounced indentation in the base of the period
Left shield 1 contains a dot right of the point
Right shield 1 contains two blobs adhering to the inside of the right pane



21

24

7

20. Right shield 1 contains a dot right of the point and a heavy mark at the left
21. PAID—bump on top of left serif of A
Lower right east pearl broken at 5 o'clock

- Top shield 7 broken on the underside of the left tail
 Lower shield 3 contains a small dot in the left and the left frame is broken
 Lower shield 4, small dot adhering to the left frame; 7 has the left tail detached
22. POST-S broken at foot
 Left shields 3 and 4, tails joined
 Lower shield 1 broken at left and low at right, 3 broken low at left
 23. POST-P loop broken where it joins the upright in the centre
 Left shield 1, broken at right under tail; 2 and 3, tails joined at top (see 25)
 24. POST-period split
 Lower right west pearl missing from 6 to 2 o'clock
 Lower shield 6, right tail detached, 7 left tail broken off
 25. Left shields 2 and 3, tails joined at top (see 23)

The unexplained type

There are five examples recorded of a position which has the basic flaw of the bottom row and the sheet margin at right. However, one of the examples has a larger lower margin in which the points of the shields from the stamps below appear.

Elliott Perry's note discounts the bottom row but if the plate was printed on paper "work and turn" it is possible that the part of the stamp that shows in the lower margin is part of the bottom row of another sheet.

In this case, the stamp in question comes from position 25 and that described above as 25 may be an early state of 23.

The clues are:

- ? POST-nick on underside of the loop of the P
 Lower shields 5 and 6, both contain dots at right.

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THE 1847-51 PERIOD
SUSAN M. McDONALD, Editor

THE CANADIAN CONNECTION—II

SUSAN M. McDONALD

Part I dealt mainly with the handling of mail from Canada to the United States by Montreal-New York through bag prior to November 16, 1847. Some points mentioned need further clarification before other exchange offices are discussed.

In describing the notations "Paid through Box 160," "paid to the lines," etc., I stated that these endorsements referred to amounts paid in cash. I now realize that this statement is ambiguous and capable of misinterpretation. The expression "paid in cash"—as I use it—is a kind of shorthand for amounts prepaid in any way except by stamp. These notations therefore include amounts for which the sender was responsible, even those "charged" to a post office box account. They never refer—in Canada-U.S. mails at this period—to amounts to be collected from the addressee or to the postage represented by any stamps affixed.

The covers shown in the previous issue were mostly paid through, and all mailed by through bag before November 16, 1847. Since it is not possible to illustrate all the other exchanges and their characteristic methods with paid-through or even paid-to-the-lines covers before November 16, 1847, this seems an appropriate moment to explain the changes in Canada-U.S. mails that took place on that date.

It is somewhat ironic that the requirements of the transatlantic mail service which had furnished the original impetus for cross border arrangements would be the chief instrument in their drastic alteration.

In July, 1840, the British and North American Royal Mail Steam Packet Company (the Cunard Line), under contract with the British government, had begun mail service between the British Isles and British North America at a rate much below that then prevailing by other systems. Cunard vessels sailed between Liverpool and Boston (and alternately New York from January 1848), stopping at Halifax, Nova Scotia, to discharge and pick up mails to and from the Maritime Provinces and the Canadas. An elaborate and expensive system was devised for Canadian mails to be transported by coach from Halifax to Pictou, whence they went by auxiliary Cunard steamer to Quebec via the Gulf of the St. Lawrence in summer, and overland through Nova Scotia and New Brunswick in winter. This arrangement was unsatisfactory because of the cost to the Province of Nova Scotia and the excessive time consumed between Halifax and Quebec.

Business and political interests in Upper and Lower Canada, recalling the 1792 agreement that had allowed transport across U.S. territory of Canadian-British mails between Falmouth and New York, urged a similar arrangement for Cunard mails. The British government negotiated such a closed mail agreement during 1844. The Wickliffe agreement (as it is sometimes termed) was signed by U.S. Postmaster General C. S. Wickliffe on December 28, 1844, and by his British counterpart, the Earl of Lonsdale, on February 14, 1845. This limited arrangement provided for carriage of Canadian-British mails in closed bags, accompanied by a British Post Office courier, if desired, between Boston and Burlington or Highgate, Vt., depending on the season. Performance times were specified. For this service the United States received a rate of 1 franc (18 6/10¢) per ounce for letters and 5 centimes (9 3/20 mills) each for newspapers, circulars, etc. These charges were rendered to and collected from the British Post Office in London on a quarterly basis. Article 7 stipulated:

This Agreement is to go into operation with the first trip to Boston made by the British mail steamers after the execution of these articles by her Britanic

[sic] Majesty's Post Master General. And it may be determined and annulled at any time by either party, by his written declaration to that effect, made under his seal of office, and transmitted to the other party,—to take effect on the expiration of three calendar months after receipt thereof.¹

Meanwhile, the Cunard Line's efficient and dependable operation had gained for it a large proportion of the transatlantic mail volume. The U.S. government wished to claim its share of this traffic and, thus, provision for U.S. packet services was made, and rates prescribed, in the Act of March 3, 1845. When, as a result of this legislation, the steamer *Washington* began mail service from the United States on June 1, 1847, the British Post Office ordered, on June 9, 1847, that her letters (and all mail by U.S. contract packets) were to be charged with the British packet rate, as if carried by the Cunard ships. In spite of vigorous protests by U.S. representatives, the British Post Office refused to modify this order. One of the few levers available to Selah Hobbie, negotiator for the U.S. Post Office, was the closed mail arrangement for Canadian-British mails. When mediation failed, the United States, through its minister, George Bancroft, implemented Article 7 of the Wickliffe agreement, annulling it. Bancroft delivered notice of this action to the British Post Office on August 16, 1847, to take effect in three months, on November 16, 1847.²

The notice tendered by Bancroft may have been intended to abrogate only the limited Wickliffe agreement without affecting the traditional arrangements for U.S.-Canada mails. The inclusion of these was assured by the response to Bancroft of William Maberly, Secretary of the British Post Office, on August 17, 1847, in which Maberly stated, in part:

As I understand that all agreements of every description between the post offices of the United States and those of the North American provinces are annulled by this notice, I shall communicate it to the various deputy postmaster generals in those provinces desiring them to comply with its provisions. Although the subject is not expressly mentioned, I presume from the terms of the notice, the United States post office relinquishes the privilege which it now possesses of transmitting its correspondence unpaid to the North American provinces, and obtaining the postage due to it by means of the postmasters of those colonies.³

On October 25, 1847, Thomas A. Stayner, Deputy Postmaster General for Canada, notified Canadian postmasters that "from and after the 16th of next month no American postage is to be collected in Canada." The following day he issued a more detailed instruction to frontier postmasters with the same directive, noting that it was "In consequence of orders to that effect from His Lordship The Postmaster General."⁴ Thus Stayner's order was issued under instructions from the British Postmaster General as a direct result of the abrogation by the United States of the Wickliffe agreement—a conclusion confirmed by the Maberly quotation above. The decision did not originate with Stayner, nor was it in any way related to the issuance of U.S. 1847 stamps, as Boggs claimed.⁵

The Stayner order had a significant effect on Canada-U.S. mails and caused confusion and inconvenience to a public long accustomed to the old arrangements. Canadian correspondents could no longer pay letters through to their U.S. destination by cash payment at a Canadian post office. The only way U.S. postage could be paid from Canada from November 16, 1847 through April 5, 1851, was by affixing U.S. stamps in the correct amount. Correspondents in

1. Stanley B. Ashbrook reproduced the text of the agreement in *Stamps*, July 24, 1948, using as his source Hunter Miller's *Treaties and Other International Acts of the United States*, V, 478-9. A letter quoted in *The Postal History of Nova Scotia and New Brunswick*, by Jephcott, Greene and Young (pp. 178-9) announced a starting date from Boston of May 1, 1845, instead of that indicated in Article 7.

2. For a more detailed account of these events see George E. Hargest, *Letter Post Communication*, pp. 23-6, and Frank Staff, *The Transatlantic Mail*, pp. 81-2.

3. Quoted by Ashbrook, "The U. S. Eighteen Forty-Sevens—Some Comments," *Stamps*, June 19, 1948.

4. Winthrop S. Boggs, *The Postage Stamps and Postal History of Canada*, II, 2-3D.

5. *Ibid.*, I, 43. Ashbrook exposed the fallacy of Boggs' interpretation, but could not persuade Boggs to reconsider.

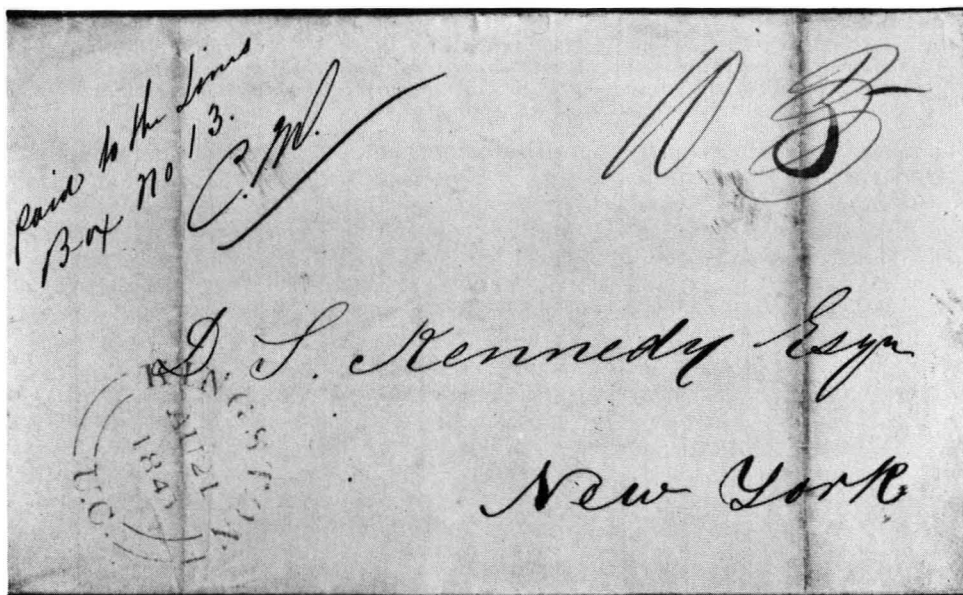


Figure 1. Kingston to N.Y., August 21, 1845. By through bag. U.S. Postage 10¢ due. First rated "5" in error. Notation "paid to the lines/Box No. 13/C.M.," showing that ferrriage was charged.

the United States had to break some old habits, too. They could no longer send letters to Canada without paying the U.S. rate to the border. Some forgot or were not properly informed. Such letters were detained at the U.S. border offices until their writers furnished postage.⁶ Although the closed mail system for Canadian-British transatlantic mails was restored in 1849 following the 1848 Postal Treaty between the United States and Great Britain, the old system for collection of U.S. postage in Canada was never reinstated and the Stayner order remained in force until the April 6, 1851, agreement took effect.

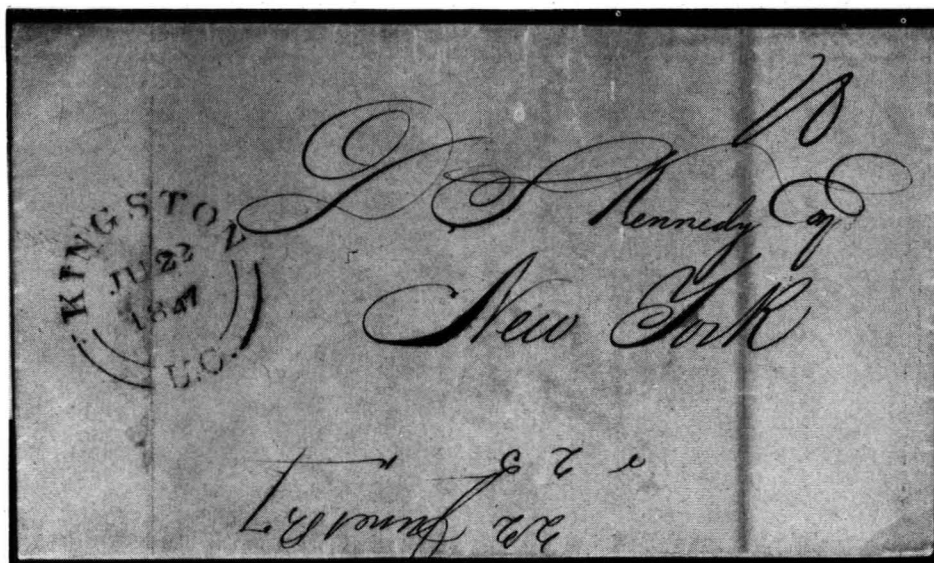


Figure 2. Kingston to N.Y., June 22, 1847, by through bag. Rated "10" due.

The third most important Canadian post office in the collection of U.S. postage was Kingston, according to the table reproduced in Part I. Kingston

6. The problems are reflected in numerous letters by Robert Morris, New York City Postmaster, especially one dated December 8, 1847. (Robert Morris, *Postmaster of New York*, p. 109). See also pp. 111, 112, 116, 121, 134, 135, 142, 143, 167, 180, and 181.

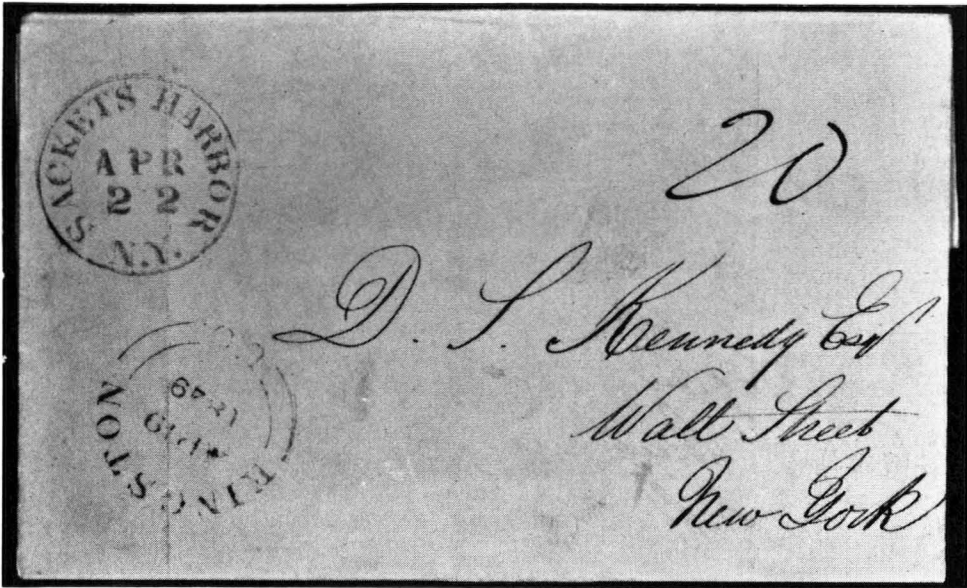


Figure 3. Kingston to N.Y., April 19, 1849. Instead of being placed in the through bag, this letter was mistakenly dispatched to the Sacket's Harbor office, where it was postmarked on April 22 and rated 20¢ U.S. postage due as a double letter.

exchanged with U.S. offices at Oswego and Cape Vincent, N.Y. (1843 and 1847 P. L. & R.) and later with Sacket's Harbor, N.Y. There was also a Kingston-New York City through bag service. Covers originating in Kingston addressed to the United States usually do not show any Canadian postage, although a ferriage charge of 3d was collected on letters exchanged between Kingston and Cape Vincent or Sacket's Harbor, when Kingston was the origin or destination. This subject was discussed at length in the "Cover Corner" for November 1973 (*Chronicle* No. 80). Covers from the United States to Kingston in this period show a 3d charge due, and the same amount was certainly collected in the opposite direction. Examples of covers handled through the Kingston office are shown in Figures 1-3.

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THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

A REVIEW OF DOMESTIC WATERWAYS NAME-OF-BOAT MARKINGS

JOHN A. EGGEN

Domestic waterway Name-of-Boat¹ markings are found applied by the purser or clerk aboard the vessel to letters carried by steamboats. The steel, brass or wood handstamps contained the boat's name and other words as desired by the boat's owner. A large number of these markings were applied to letters that entered the mails at New Orleans from river boats which did not have a U. S. Mail route agent on board. Such mail was marked WAY on arrival at the postoffice if the boat had a contract to carry mails or STEAM or STEAM-BOAT if the boat was not under such contract. Letters without WAY or STEAM markings but bearing a townmark in combination with a Name-of-Boat marking were doubtless carried aboard a steamboat and mailed as a courtesy without receipt of a way or steam fee.

The steamboats which plied the western waters prior to the Civil War varied greatly in size with many boats weighing less than 500 tons. These steamers were generally individually owned and operated. The emergence of the steamboat lines and companies which owned and operated several boats simultaneously did not generally occur until the post-war years. The earlier boats were akin to "tramp steamers"; they traveled the waters where business was to be found. In many cases, mail contractors hired boats by the trip. Ice in winter and low water in the summer months also dictated navigation, particularly on the smaller, shallow rivers. During their life span, these boats were often operated on several different rivers or on runs between different ports. Thus, the distinctive "Frank Lyon" marking can be found used on the Alabama River and also on the Mississippi River; later, when the vessel served as a contract mail carrier, only the route agent's oval "Route 7309" marking was struck on her loose mail.

Letters carried aboard steamboats which bear the handstamped Name-of-Boat markings are found in the following categories of use:

1. *Bills of Lading* (often marked B/L in manuscript): Information relating to cargo transmitted on board the same vessel required no postage to be charged provided that they were unsealed. The 1852 *P. L. & R* contained the following Regulation, Chapter 20, page 40:

Sec. 158. Masters or managers of all other [than contract] steamboats, are required by law, under penalty of thirty dollars, to deliver all letters brought by them, or within their care or power, addressed to, or destined for, the places at which they arrive, to the postmasters at such places: *except letters relating to some part of the cargo*. All letters not addressed to persons to whom the cargo, or any part of it, is consigned, are therefore to be delivered into the post office, to be charged with postage.—See act of 1825, secs. 6 and 19.

Even though Bills of Lading did not enter the postal system, these covers frequently bear either a manuscript or handstamped Name-of-Boat marking. They will not be marked STEAM or WAY, nor will they bear a townmark.

2. *Private Carriers*: The carriage of mail by private express was so common in the early years that an act was passed in 1845 to prohibit this practice of competing with the postal system. Continued violations prompted further legislation in 1852 to control the mail; subsequent regulations and instructions to postmasters, issued on Sept. 20, 1852, contain the following at page 15:

1. The term "packet" refers to a passenger boat which carries mail and cargo on a regular schedule. Not all letters were carried by vessels under mail contract or on regularly scheduled runs; therefore, the terminology used in this article is Tracy W. Simpson's "Name-of-Boat" marking, not Eugene Klein's "Packetmark."

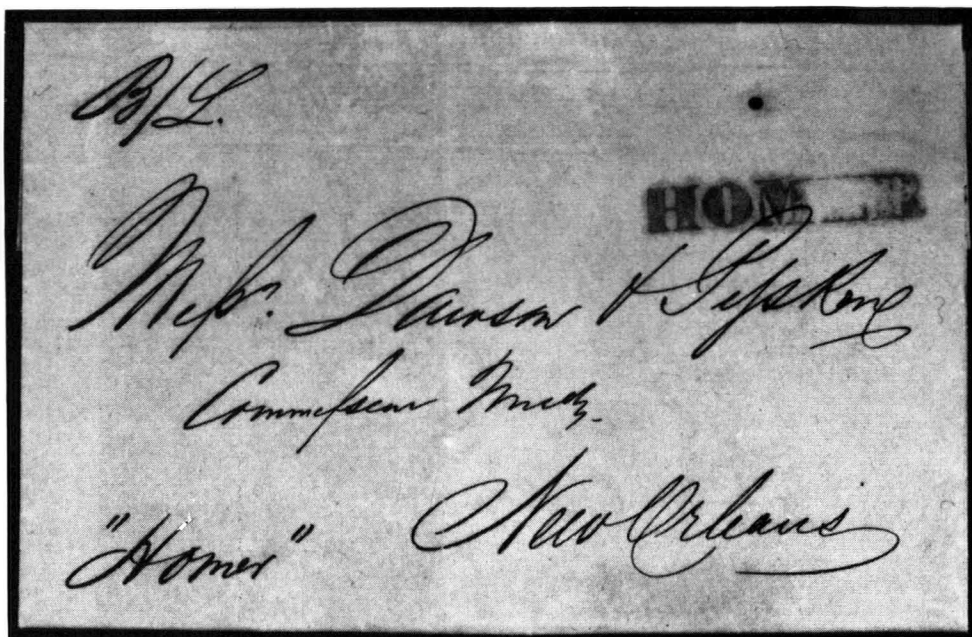


Figure 1. Bill of Lading. Eleven bales of cotton shipped aboard the "Homer" from Camden, Arkansas, to New Orleans on January 19, 1848.

By the 8th section of the forgoing act [1852], the Postmaster General is authorized to provide and furnish to Postmasters, and other persons applying therefor, suitable letter envelopes with postage stamps thereon for prepayment of postage; and by the same section it is provided that letters inclosed in such envelopes with postage stamps thereon of a value equal to the postage which would be chargeable upon such letters and envelopes if the same were conveyed in the mails of the United States, *may be sent, conveyed, and delivered otherwise than by post or mail.*

After 1852 private carriage was, therefore, officially permitted provided that the letter was enclosed in a stamped envelope; however, the first Nesbitt embossed envelope was not issued until July 1, 1853. In the 1855 *P. L. & R.*, the Regulations, Chapter XXI, page 20, are further explained:

Sec. 117. Persons desirous to send their letters by steamboats can most readily accomplish their object by enclosing such letters in the stamped envelopes issued by the department, inasmuch as letters so enclosed may be conveyed out of the mail without violation of law, and need not be delivered to the postmaster on the arrival of the vessel.

The stamp was required to be cancelled by pen or other obliterating mark. In actual practice, adhesive stamps were also used on regular envelopes to comply with the regulations. These letters are not to be confused with letters carried "by favor" (or "politeness of") by private individuals which were also carried out of the postal system. This was permitted by the *P. L. & R.* (1852), Regulations, Chapter 49, page 82:

Sec. 355. This is not to prohibit the conveyance of any letter, packet, or packets, or other matter, by private hands, no compensation being tendered or received therefor in any way, or by special messenger employed only for the single particular occasion.

Name-of-Boat markings are often found on "private carrier" letters conveyed in accordance with Section 117 of the *P. L. & R.* referred to above. These letters bear the proper prepaid postage even though they were carried out of the mail system. The author is not aware of the existence of these markings on letters carried "by favor" or individual messenger without postage. It is doubtful that the latter exist unless the sender used a premarked envelope (comparable to a hotel corner card envelope); certainly the heavy penalties which could be levied against persons acting as a private express would have discouraged any handling of these letters by the clerk of the boat. The Sept. 20, 1852, regulations and instructions contained these Regulations, page 15:

The act of 1845 prohibits the carrying of mailable matter by private express, and imposed a fine of \$150. for each offence upon the person who may *establish* such express, and upon each person *acting* as such express, or *aiding* and *assisting* therein. It imposes the same fine upon the owner of any stage coach, railroad car, steamboat, or other vehicle, or vessel, making regular trips at stated periods, and carrying—with the knowledge or consent of such owner, or of the captain, conductor, driver, or other person in charge of such vehicle or vessel—any person acting or employed as such express.

3. *Non-Contract Carriers*: These letters were received by the clerk aboard the boat en route between post offices. They were carried to the nearest post office and deposited in the mails. The 1852 *P. L. & R.*, Chapter 15, page 22, states:

Sec. 110. Upon letters and packets received from the masters of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland.

Sec. 111. If a letter be received as above, to be sent in the mail to another office, there will be charged the proper rate of postage for the distance between the place at which the letter was placed on board the boat, and the office to which it is addressed. Letters brought by steamboats should be marked "*Steamboat*," at the time of receiving them.

Sec. 113. The master . . . is to be paid two cents for each letter and packet delivered by him, except at ports on Lake Erie, where one cent is to be paid to the master, and except where special contracts are made.

Hence, the postmaster stamped the letters STEAM or STEAMBOAT and paid 2c each to the clerk of the vessel for his efforts. The postmaster also applied a townmark if the letter was to be delivered beyond the point of receipt.

4. *Contract Carriers*: Some of the steamboats had official contracts with the Post Office Department to carry mail. These boats also received mail en route, and the clerk carried the letters to the first post office at his arrival for deposit into the mail system. The 1852 *P. L. & R.* Regulations, Chapter 33, page 48, states:

Sec. 200. On the letters brought by a mail carrier to be mailed, called way letters, one cent is to be charged, in addition to the usual postage, which is to be rated from the place where the carrier received the letter. It is to be marked "*Way*," and one cent paid to the carrier.

By January 1853, the practice of adding the way fee to the postage was abandoned. The receiving postmaster marked these letters WAY and paid the clerk of the vessel 1c for each loose letter received en route; this was in addition to contract amount paid to the owner of the boat. These letters often bear a townmark applied by the receiving postmaster as well as a Name-of-Boat marking applied by the clerk of the boat; the townmark was struck on letters to be delivered beyond the point of receipt.

5. *Route Agents*: When a contract mail vessel (packet boat) had a paid postal employee on board, this route agent was also allowed to receive letters en route; he cancelled them either in manuscript or with his official handstamp marking (such as "Route 7309") and placed them in locked mail bags for delivery. These bags were separate from the other locked "through mail" bags. Name-of-Boat markings used in conjunction with route agent markings are almost unknown except for the "Natchez" used in combination with "Route 7309." Even though these covers occasionally bear a townmark, they will not be marked WAY or STEAM since the route agent was a salaried employee of the Post Office Department. The owner of the boat received the sum called for in his mail contract.

6. *Other*: Letters with Name-of-Boat markings are also found in combination with other official post office markings such as DROP, CARRIER, or in the case of F. A. Dentzel, a postal agent's own marking.

The earliest handstamped Name-of-Boat marking recorded by Eugene Klein in his book, *United States Waterway Packetmarks*, appeared on Lake Champlain aboard the *Franklin* in 1832. Subsequent years found the use of these markings dramatically increasing. By the 1850s large numbers of letters bore them, predominately on letters carried on the lower Mississippi River. Most of the letters received into the mails at New Orleans which were marked STEAM or

WAY at that postoffice also bear a Name-of-Boat marking. Although Name-of-Boat markings were used at upriver points on the Mississippi such as Memphis, St. Louis, Louisville and Cincinnati and also on the Alabama River at Mobile, such cases are decidedly more rare. In general, it appears that letters not carried in the locked "through mail" bags but which were received into the mails at New Orleans from steamboats not carrying route agents did bear a Name-of-Boat marking in 1852 and thereafter.

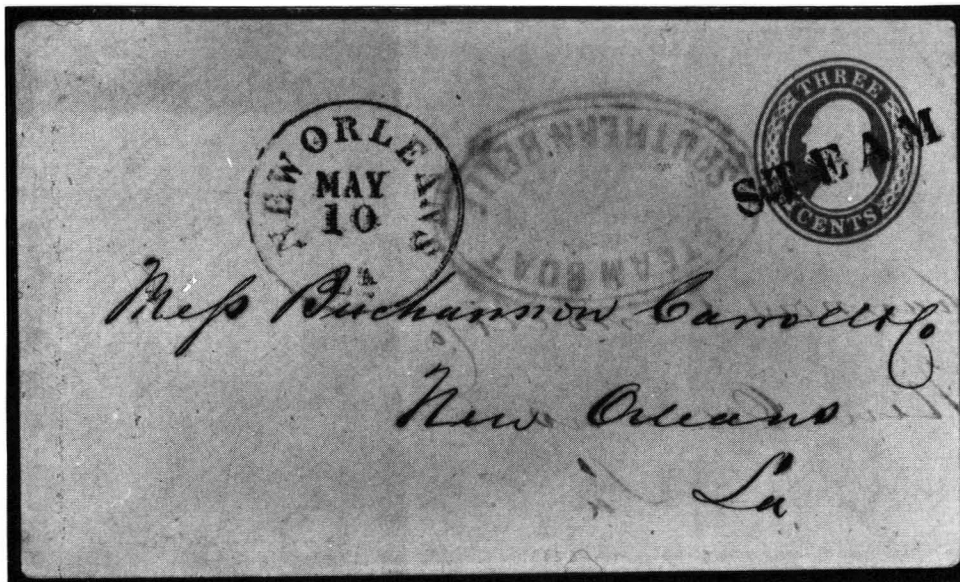


Figure 2. Non-Contract Carrier: Letter carried aboard the Southern Belle in the 1850s bearing the Name-of-Boat marking, STEAM, and the New Orleans townmark.

Even though Name-of-Boat markings have been traditionally thought of as only advertising markings, this author believes that they were primarily receiving marks. Prior to the use of the envelope in the early 1850s, it is quite common to find these marks struck on folded letters and folded bills of lading. Even though this practice continued, there are examples of way bills imprinted with the boat's name that were enclosed inside envelopes in the late 1850s, which also bear the identical handstamp Name-of-Boat marking used concurrently by the clerk on the exterior of envelopes. Since these items were not intended for view by the postoffice personnel and the imprint established the carrier, one can easily conclude that they were applied by the clerk of the boat as a receiving mark to indicate that he had checked the cargo against the shipping list and verified this by applying his marking. By incorporating the name of the vessel in the handstamp, he not only established his official receipt but also provided a positive reminder of the carrier to the recipient on non-imprinted correspondence. Thus, prompt delivery and good service might encourage the recipient to use the boat again. The markings did, therefore, have some advertising significance. There is no conclusive evidence yet discovered or reported to indicate the exact reason for the development and use of these markings or to indicate that they have any official Post Office Department sanction. Nevertheless, these markings form a unique chapter in the study of our postal history. With the opening of the West and the development of transportation and communication systems to serve the new frontiers, the river boats provide a romantic epic of adventure, daring, struggle, tragedy, and success. The Name-of-Boat markings allow the postal historian to not only trace the exact post road and route that a letter traveled, but also give him an opportunity to research the specific carrier. With a Name-of-Boat marking, one can determine the physical properties and history of the vessel that conveyed the letter as well as

the personnel who manned the steamboat. This advantage is not available for mail carried by either stage or railroad. These waterways markings do, therefore, bear postal significance to the historian, even if they were not officially ordered.

Tracy W. Simpson in his book, *U. S. Postal Markings 1851-'61*, develops a theory that the Name-of-Boat markings may have resulted from a postal requirement, probably by the New Orleans postmaster. Based on the fact that the bulk of the known covers bearing the Name-of-Boat markings are found on letters entering the mails in New Orleans, Mr. Simpson contends that an identifying mark on the cover would have greatly facilitated the payment of WAY and STEAM fees. Over 4,000 boats docked at New Orleans in the year 1859-1860. Therefore, it would have been reasonable for the postmaster to have requested the boat owners to mark each letter with the boat's name to facilitate his vouchering of STEAM and WAY fees for payment at periodic intervals. Even though all collectors of mail carried on the western waters would like to see these markings achieve the status of being officially sanctioned by the U. S. Mail service, there is no currently known evidence to prove that the Post Office Department initiated or encouraged their use.

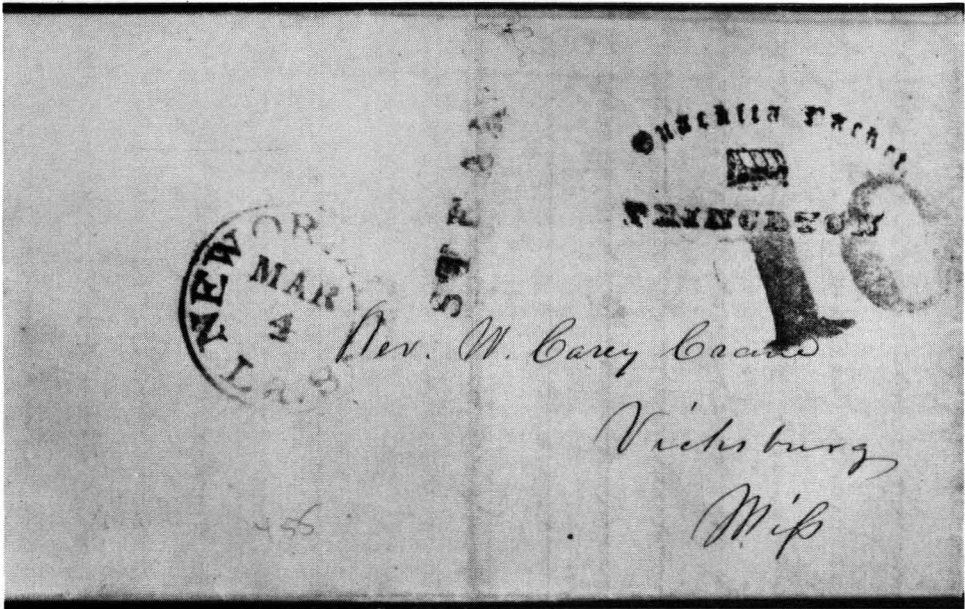


Figure 3. Non-Contract Carrier: February 27, 1848, letter carried aboard the Quachita Packet Princeton from El Dorado, Arkansas, to New Orleans. The letter was marked paid "10" and struck with the New Orleans town-mark by the postmaster and placed in the regular mails. It was carried in the locked mail bags and carried upstream to Vicksburg, Mississippi, aboard a contract boat.

A serious student of the postal history of our inland waterways cannot overlook manuscript Name-of-Boat markings. A number of the boats did not have a handstamp more than twenty years after the *New Orleans* made her maiden voyage from Pittsburgh to arrive in New Orleans on January 12, 1812. Thus, manuscript designations may be the only available indication that a specific boat carried the letter. A word of caution is, however, necessary. Manuscript Name-of-Boat markings (not to be confused with manuscript route agent markings) were normally routing instructions by the sender and were not applied by the clerk of the boat or a postal employee. Even though the sender usually knew the boat schedules and, therefore, often marked his letter with the name of the vessel that he intended to carry it, one must remember that even in the heyday of the "floating palaces," accidents and mishaps frequently altered schedules. A letter would often be placed aboard the first arriving boat; thus, further documentation is necessary to accurately determine if a manuscript routing instruction coincides with the actual carrier. The signifi-

cance of these markings is that they do establish that the letter traveled aboard a steamboat in lieu of land transportation. The contents of the correspondence or further analysis and research (review of boat runs versus dates, etc.) can often verify whether the manuscript Name-of-Boat marking coincides with the actual steamboat which conveyed the letter.

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ERRATA—NEINKEN ONE CENT BOOK

Mr. Mortimer L. Neinken, author of *The United States One Cent Stamp of 1851 to 1861*, has sent in the following corrections to be noted in the book:

Position 25R4, which is illustrated on page 299, is designated as Type IIIA. This should be Type III. The error was called to Mr. Neinken's attention by a member of the Classics Society, but he has misplaced his notes that contain the name. He apologizes for thus being unable to give credit to the collector who called this to his attention.

Through the courtesy of Mr. H. Leon Aussprung, Jr., Mr. Neinken is now able to publish a plating drawing of position 10R12 (Figure 1).

Mr. Aussprung has also called attention to a plating mark of note on position 46R10 (see the accompanying article by Mr. Aussprung). A new diagram of that position is shown as Figure 2.

Illustrations of positions 10L10 and 1R10 are shown on pages 450 and 458, respectively, of the book. These show the heavy, arrow-like line that served to divide the two panes of Plate 10 in lieu of the normal center line that ran the full length of the plate. Mr. Henry M. Spelman III has submitted a cover bearing a 1¢ stamp that definitely plates as 1R10. This is a gutter copy that shows the blank space between the two panes and the right side ornaments of 10L10. There is, however, no trace of the heavy arrow separating the two panes.

This cover represents an early use of the stamp. It is dated October 18, 1860. The earliest recorded use of a stamp from Plate 10 is in June, 1860. It must therefore be concluded that this plate originally bore neither a center line nor the heavy arrows at the top and bottom of the gutter. The absence of any guide must have resulted in bad positioning of the sheets when the panes were severed, with the arrows being added later to correct the omission.



Figure 1

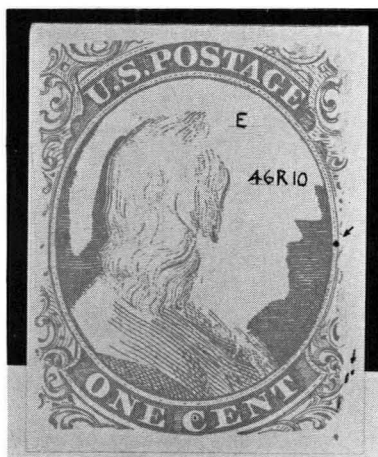


Figure 2

BOSTON CARRIER



Figure A

Mr. Walter Hubbard submits the cover shown as Figure A. It traveled from Boston to San Francisco over the ocean mail route via Panama, and bears a Boston carrier (3LB3) canceled with a diagonal stroke in red crayon. In addition, the carrier stamp is tied to the cover with the Boston townmark BOSTON/D/6 cts (Blake 578), struck in red. The 3c stamps are tied by Boston

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PAID obliterations (Blake 620), struck in black. The 3c stamp to the left is un-
platable, while the one adjoining it is from the three rows of Plate 3. This par-
ticular combination is not listed in *Scott's Catalogue*.

A REDISCOVERY

H. LEON AUSSPRUNG, JR.

Sometimes, to a collector, it seems impossible to do any original work, especially in an area where so many recognized authorities have trod. But the pursuit of the hobby draws me into trying to answer some of the small unanswered questions that have been left. Seated at a dealers table I came across a 1¢ 1857 stamp, Scott #24, that had a visible plating mark. Being interested in all aspects of this issue, and not remembering ever seeing a mark exactly like this before, I purchased it and took it home for examination. I pondered Mortimer L. Neinken's book but, alas, I could not identify the position. As I have done countless times before, I put the stamp away in the hope that as I acquired more knowledge and experience, I would be able to identify it. About a year later I purchased a small lot of Scott #24 and—behold—another stamp with the same exact marking. Now I was sure that the dot wasn't just a one time accident and back I went to identify the position. But the hours of checking were fruitless; it was just not listed. As most collectors would do, I immediately put the stamp away and did nothing. But curiosity finally got the best of me and I wrote to Mr. Neinken. I explained that the plating mark seemed consistent but I was unable to identify the position. He rechecked his plating material and found that indeed the mark was consistent and had been overlooked. Henceforth position 46 from the right pane of Plate 10, is no longer among the unidentifiable but takes its place of honor with the unique but tiny dot. For some this is just an infinitesimal piece of trivia, for others a labor of love to help in completing the unique and interesting story of the 1¢ 1851-57 issue.

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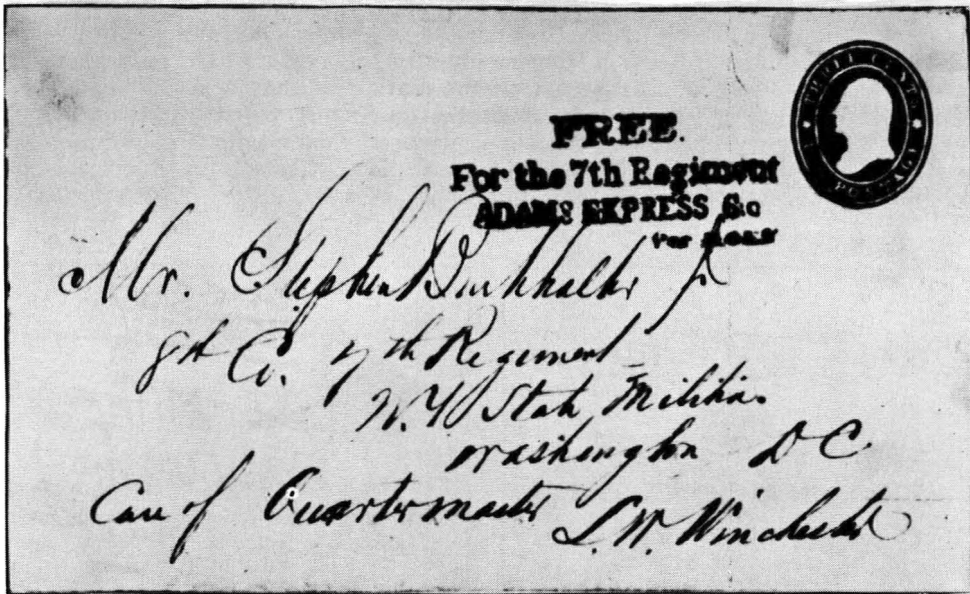
THE 1861-69 PERIOD
RICHARD B. GRAHAM, Editor

FREE FOR THE REGIMENT—FREE FOR THE 7TH REGIMENT

RICHARD B. GRAHAM

Illustrated herewith is a cover bearing the rare marking, "FREE/For the 7th Regiment/ ADAMS EXPRESS Co/ Per Hoey." A second version of the marking has the "7th" designation omitted, and the word "Regiment" moved farther to the left. Whether this is the same exact instrument revised or a completely new handstamper's product is not certain. The few examples known of the revised version indicate the former, however.

The most comprehensive write-up of these markings is in an article by Calvet M. Hahn in the January, 1973 *American Philatelist*. This article, entitled "Adams 'Free for the Regiment' Postmark—A Philatelic Front Page Story," discusses these two handstamps among others, but it neither discusses nor lists any covers addressed to a member of any other regiment than the New York 7th; which bear one of the two indicated handstamps.



The markings, to sum up a rather long story, were apparently used during about the last ten days of April, and the first week or ten days of May, 1861, on letters carried free of charge by Adams Express Co. to members of the Northern militia (such as the N.Y. 7th) and national guard regiments sent to protect Washington during the early days of the Civil War. Secessionist activities in Maryland, which extended to burning railroad bridges and tearing up track, had virtually isolated Washington by cutting off its mail service from Philadelphia via Baltimore. In addition, the seizure on April 17 of the Harper Ferry arsenal by Virginia troops cut off the B. & O. R.R. service from the west.

Then and now, carriage of mail is a Government monopoly. From the early 1850s, express companies were legally permitted to carry only letters mailed in Government stamped envelopes, so that the regular U.S. postage was paid, and even then the express service was condoned by the Government only where the latter could not provide mail service at normal rates and schedules. In those cases, the extra fee express services supplied the deficiency. Presum-

ably, this was the justification under the regulations for the 1861 Adams Express service into the Washington-Annapolis area. The service was probably either politically or patriotically motivated, since it was free, and the famous old New York 7th Regiment, for which the service was originally set up, had a large number of prominent and influential members from New York city. Invited by an announcement in the New York area papers, letters by the free service were to be addressed in care of the Quartermaster (Winchester) of the 7th. It has been said that a very large number of letters were sent to the 7th by this service, but, if so, only a handful have survived. All those seen by the writer are addressed in care of Quartermaster Winchester.

There were other regiments sent to Washington than the 7th, and apparently, about May 1, the free mail service was extended to them, for it was at about this time that the "7th" designation was removed from the handstamp, so that it then read "FREE/For the Regiment/ ADAMS EXPRESS Co/ Per Hoey."

In the Hahn article cited, he includes a very complete run-down of items from the New York area papers of the period, but does not mention any other regiment than the 7th New York State Militia Regiment that may have used the service during the period when the markings were in use. Among those, for example, were the 8th N.Y. Militia (Washington Grays) and the 8th New York Volunteer Infantry (German Rifles), the 71st N.Y. State Militia and the 71st N.Y. National Guard Regiment. The duplications of designations of the various New York organizations during this period must have been quite confusing.

This writer has seen but one possible cover addressed to a member of any other regiment than the 7th. Of the four covers mentioned by Hahn in his article, all are addressed to members of the 7th Regiment; three are probably from the Sand correspondence, which mostly was sold in a Mozian sale in September, 1956. The other was possibly a mate to the cover illustrated in this article, of the Burkhalter correspondence, this latter cover, without the "7th" in the marking, having been in the Knapp collection. While at least one more Sand correspondence cover with the marking exists, we do not know its date and it contributes nothing more to the picture.

The purpose of these notes is to ask for records of other covers with either version of the marking. Particularly sought is data concerning covers addressed to regiments other than the 7th. Such covers should be identified with full address, and dates or pertinent information concerning any contents would be appreciated. Such reports should be made to the period editor.

MISSOURI CIVIL WAR MARKINGS

In *Chronicles* Nos. 76 and 78 (November, 1972 and May, 1973) there appeared four plates of Missouri Civil War town markings. The accompanying text in *Chronicle* No. 76 explained that Missouri, a Civil War border state, had somewhat irregular postal service in those portions of the state subject to the tides of war. The action of the war took the form of occasional penetration by the Confederate forces from Arkansas and also guerrilla activity in many portions of the state. After the first months of the war, no covers recorded are from the southern part of the state, other than along the Mississippi River, unless they are either Federal soldier's mail, or, from Springfield, a town held strongly by the Federals late in the war for maintaining communications with other areas.

As a result of the first four plates, several readers sent listings of their covers. Notable additions have been made by Len Persson and Arthur Van Vliissingen.

A final installment, published in a future *Chronicle* after the four plates (two more will appear soon) which have been added to complete the Missouri listings, will include additions made as a result of this listing. Covers used from Missouri towns in the southern and southwest portions of the state, 1861-1865, are especially solicited.

The Missouri listings are made as a part of the data concerning Civil War occupation markings. While the border states, Maryland, Missouri, Kentucky

PLATE MO-5



NOT DUPLICED

PAID

Birds Point mo
m/31

4A



6A
NOT DUPLICED

Blackwells & Co mo
Mar 10th 1863

4E

Bourbon Mo.
Mar 11th 1862

6E



7E
NOT DUPLICED



7K
NOT DUPLICED



8A
NOT DUPLICED



DUPLEXED
13A



21K

1777

Easton Station mo
Mar 29th 1863

23E

Pere
Nov
24

21E

Fox Creek mo
Nov. 22/64

23K

and—after 1863, when it was formed—West Virginia, did not all necessarily have Confederate post offices, and Maryland never had a Confederate government or was admitted to the Confederacy, all had strong Confederate movements within their borders. All had areas from which only covers from Federal troops seem to exist, and where the post offices were apparently controlled mostly by the military.

The markings shown include additions to the first lists and plates and take up where the listings of Plate MO-4 ended. The St. Louis markings will be shown separately for convenience, at a later date.

PLATE MO-5

<i>Item No.</i>	<i>Description</i>	<i>Used with Scott No.</i>
0-B	ALBANY/Mo. with separate PAID on stamp (not tied). Addressed to Clermont County, Ohio. Pale shade of stamp; probably 1864.	65
4-A	Birds Point, Mo. manuscript. July, 1861. Addressed to Stephenson County, Ill. Stamp is pen cancelled. On patriotic.	26
4-E	Blackwells Sta., Mo., manuscript. Dec. 10, 1861. Has enclosed letter datelined "Cannon Mines." Addr. to St. Louis.	?
6-A	BOONVILLE/MO, with cork killer, not duplexed. Octagon marking. Probably 1863 or 1864 use. Addr. to Calhoun, Missouri.	65
6-E	Bourbon, Mo., manuscript. Mar 11, 1862. On patriotic (Walcott 2313-similar) Addr. to Kirkwood, Mo. Has pencilled "Due 3"—probably overweight letter with one rate paid.	65
7-E	BRUNSWICK/Mo. with odd killer, not duplexed. Two covers, probably 1862 and 1865 uses, to Glasgow and Salisbury, Mo., respectively.	65
7-K	CALHOUN/Mo. with two-ring target killer (stencilled?) tying pair of 3¢ 1861 stamps. Cover addr. to Coal Banks, Cooper Co., Mo. Year of use probably 1863 or 1864.	65 (pr)
8-A	CALIFORNIA/MO, with "10" in circle as killer. Probably 1865 use; addressed to Thorpe, Wapella Co., Illinois.	65
13-A	CARONDELET/MO, with duplexed cork killer. A partial strike of this marking was shown in Plate MO-1, page 211, <i>Chronicle</i> No. 76. Addr. to Exeter Mills, Maine. Probably 1862 or 1863 use.	65
21-E	Des Peres, Mo, manuscript, on red Missouri patriotic design, similar to Walcott 1721. Addressed to Gasconade Co., Missouri. Stamp has manuscript cancel.	65
21-K	EASTON/MO, with crab-like killer. Addr. to Wyandotte, Kans. Probably 1864-5 use.	65.
23-E	Elston Station Mo., manuscript, with 1863 date. Addressed to Stringtown, Iowa.	65
23-K	Fox Creek, Mo., manuscript, 1864 use. Stamp pen cancelled. Addr. to Alton, Ill.	65

PLATE MO-6

<i>Item No.</i>	<i>Description</i>	<i>Used with Scott No.</i>
24-F	GENTRYVILLE/MO with irregular grid tying stamp. Addr. to Maj. Levi Prichard, 12 Regt Mo. Vols, Memphis, Tenn. 1863 use.	65
34-A	IRONTON/MO, with corner card "Arcadia High School." Addressed to Connecticut. Probably 1866 or 1867 use.	65
35-A	JEFFERS'N BARRACKS/MO, probable 1864 use. Addr. to Sauk Co., Wis. Octagonal marking.	65
66-B	SAINT CHARLES/MO, small double circle; 1862 use. Addr. to Troy, Missouri.	65
47-A	MACON CITY/MO, with duplexed (?) star killer. (also see No. 47, page 108, <i>Chronicle</i> No. 78). Addressed to Henry Co., Ky. Date?	3¢ Nesbitt
48-D	MARYVILLE/MO, with separate cork killer. Addr. to St. Joseph, Mo. Probably 1864-5 use.	65
55-A	OTTERVILLE/MO, with DUE 3, on blue and yellow patriotic, female figure and slogan. Soldier's letter with certification of officer of Indiana Reg't; 1862 use.	None
66-D	SAINT CHARLES/MO; large double circle, duplexed with target killer on 1863-4 use. Addr. to St. Louis.	65
67	St. GENEVIEVE/Mo. Partial strike shown as No. 67, page 109, <i>Chronicle</i> No. 78. Probably 1863-4 use, addr. to Perryville, Mo.	65
69	St. JOSEPH/Mo. with target killer, not duplexed. Found on 9 covers of which two are patriotics. Covers addressed to various states. Dates 1861-2.	26-65 Nesbitts
70	SAINT JOSEPH/MO, large double circle with duplexed target killer, two covers, one a patriotic, addr to Ill. and Connecticut. 1864 use.	65

PLATE MO-6



DUPLEXED?
47A



NOT DUPLEXED



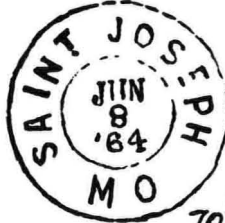
DUE 3



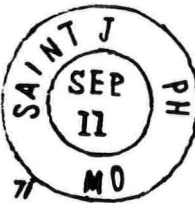
COVER EDGE
DUPL. EXCD W. TARGET



NOT DUPLEXED



DUPLEXED



Due 3 92A



Smith City Mo
Jan 6 1862
Due 3 93K

71	SAINT JOSEPH/MO, small double circle. Probably 1861-2. Addr. to Ky.	65
91	SEDALIA/MO, on Union patriotic addr. to St. Louis.	65
92	SEDALIA/MO, with "DUE 3," on various patriotics and soldier's letters, addr. to Ohio, Indiana, etc. Mostly 1862 uses.	65 None
92-K	SAVANNAH/Mo. with grid killer, not tying stamp. Addr. to St. Joseph, Mo. Year not known; probably wartime.	
93	SHELBINA/MO., addressed to Palmyra, Mo. Year not known.	65
93-K	Smith City, Mo., 1862, manuscript marking with m/s "Due 3" on Union certified soldier's letter to DeKalb Co., Ill. Cover also carries round handstamped marking, "1st Regt/ Douglas Brigade/(m/s) C. Winthrop, Major. U.S.V."	None.

DEMONETIZATION AND OCCUPATION

RICHARD B. GRAHAM

Federal forces invaded the inlets and sounds of North Carolina fairly early in the war. Roanoke Island was the first major occupancy; the preliminary to its capture by Burnside's expedition in early 1862 had been the capture of the Confederate forts at Hatteras Inlet in August of 1861 by a military-naval expedition under General Ben Butler and Commodore Silas Stringham. In March of 1862, Burnside's troops captured New Bern, located on the Neuse River. Later, other towns in the Pamlico and Albemarle Sounds areas were occupied, although the only towns (other than New Bern) which had Federal postal service for the occupation troops were Washington and Beaufort.

According to the post office records, the suspended office of New Bern was discontinued on July 14, 1862, and reestablished on July 15, 1862, with John Dibble as postmaster. However, many Federal covers, mostly from Federal soldiers, are known from New Bern, bearing Federal stamps, addressed to the north, and dated prior to July of 1862. The earliest New Bern occupation postmark date in our records is April 14, 1862.



With this article is illustrated a cover, bearing a patriotic design in red and blue, a soldier's letter certification, and a 3c 1857 stamp tied by a New Bern postmark dated Jan. 1, 1863. It also carries a boxed "Due 3" of a type used on other covers from New Bern. Thus this cover is a demonetization and occupation from New Bern, the 3c 1857 stamp not being recognized for postage.

The soldier's letter certification is signed by the Chaplain of the 3rd Massachusetts. This is the second unit of that designation; the first was a 3 months' regiment which was mustered out of service in July of 1861, before New Bern was recaptured. The second unit with the designation was a 9 months' militia

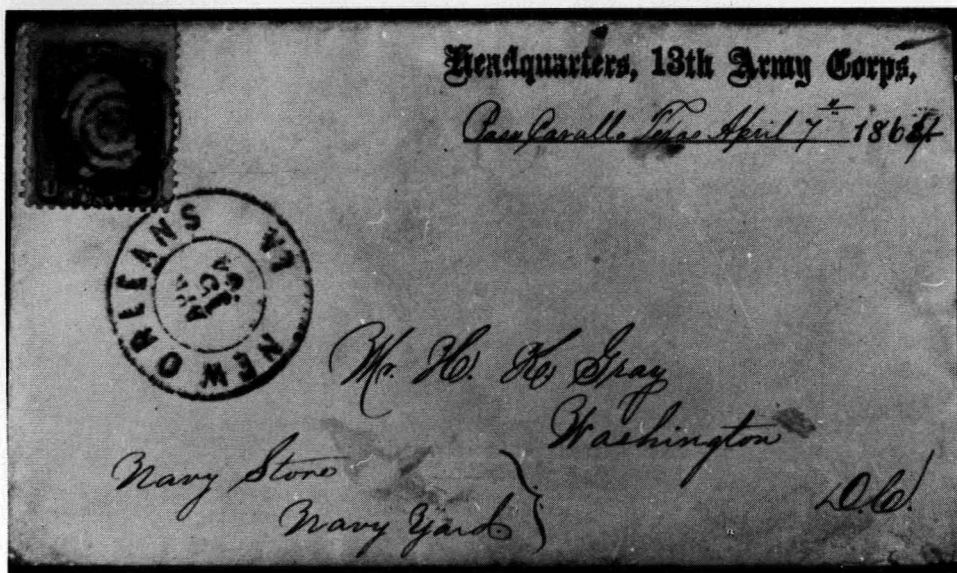
regiment, mustered into Federal service in September 1862. They arrived at New Bern, N.C., on Oct. 26, 1862, and remained there, except for occasional forays into the interior of North Carolina, until June of 1863. They were mustered out at Boston on June 26, 1863.

FEDERAL OCCUPATION OF TEXAS IN THE CIVIL WAR

RICHARD B. GRAHAM

To the best of the writer's knowledge, which could easily be incomplete, none of the Federal troop detachments which landed on the coast of Texas and occupied certain ports and inlets to prevent blockade running, ever reestablished and operated any of the local post offices to the extent that markings of such offices exist. This is not to say that Civil War covers from such troops do not exist. Their mail was, however, usually carried to New Orleans by despatch vessel and placed in the mail there. A very few covers have been reported which were evidently handed to one of the U.S. Navy blockading vessels off the coast, since the covers bear markings associated with such service.

The beginning of desultory attempts to occupy parts of Texas started at the end of 1863, when General Nathaniel Banks was appointed to succeed General Ben Butler in command at New Orleans. Banks left the north with a large contingent of troops, and some of these, in accordance with his orders, were soon landed at points on the Texas coast such as Galveston, Brownsville, Sabine Pass, and, as illustrated by the cover shown here, at Pass Cavallo. This latter is the pass into Matagorda Bay, of which Port Lavaca and Indianola are the principal ports.



The detachment of the 42nd Massachusetts which landed at Galveston was promptly captured, and covers from Captain Proctor of that unit account for most if not all of the known Prisoner-of-War letters from Federal prisoners confined in Texas. The majority of the troops of the occupation forces, from November, 1863, until mid 1864 were from Iowa, Illinois, and Wisconsin. The troops of earlier periods were mostly east coast units which had come with Banks.

Covers similar to the one shown, but from troops at Brownsville, at the Rio Grande, have been seen. Covers from the 42nd Massachusetts troops at Galveston are said to exist, but have not been seen or described to the writer. We would appreciate reports of these or any other items of this nature known to readers of the *Chronicle*.

PHILATELIC BIBLIPOLE

Builders and Buyers of Collections

COLLECTORS CLUB OF CHICAGO NEW AND OUT OF PRINT

New York Foreign Mail Cancellations by Vlissingen and Waud 1968, 105 pages, cloth	regular	\$17.50
	deluxe	\$110.00
Chicago Postal History by Harvey M. Karlen 1971, 191 pages, cloth	regular	\$17.50
	deluxe	\$22.50
Franks of Western Expresses by M. C. Nathan 1973, 281 pages, cloth	regular	\$17.50
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The United States 1869 Issue, An Essay-Proof History by Schueren 1974, 127 pages, cloth	regular	\$17.50
	deluxe	\$50.00
U.S. Mail and Post Office Assistant, 1860-1872 1975, 577 pages, two volumes, boxed, edition of 300 sets		\$300.00

MAJOR WORKS

Encyclopedia, De La Poste Maritime Francaise by Raymond Salles Covers the entire world of classic French Maritime mail including that relating to the United States; markings, postage rates, sailings		
Volumes 1-8, less 7		\$190.00
Volume 7, original edition		\$50.00
reprint expected circa		\$25.00
Volume 9		\$13.75
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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

NOTE FROM THE PERIOD EDITOR

William Herzog's write-up, published below, seems to us a statistical *tour de force*. Using information that has been available for the better part of a century, Herzog has succeeded in generating figures for the quantities of the various 1869 stamps that were actually delivered to the post offices. And combining this information with some archival data recently discovered by Route Agent Jeremy Wilson, Herzog generates some interesting observations about the number of different printings that must have been required to produce the 1869 stamps.

The Herzog information, being essentially a statistical analysis, is not easy reading. However, we think it will reward those who go through it carefully. The write-up begins with a premise, proceeds to several elegant proofs of the premise, and ends with a number of interesting conclusions based on the premise. Readers who are willing to accept the validity of the premise (and your Period Editor is among them) are urged to pay special attention to Herzog's tabular conclusions.

Much of the Herzog information is drawn from John Luff's book. One of Luff's enduring contributions was to record statistics, for many classic U.S. stamps, on quantities of stamps delivered to the stamp agent. Quarterly totals of stamps issued to the postmasters, broken out by denomination, have long been available in the annual Postmaster General reports. These PMG figures, while specific about denominations, make no distinction as to what particular stamps were delivered during any given quarter. Thus, during a quarter when more than one stamp series was current (as was usually the case during the period of the 1869 stamps), the PMG figures are of no help in determining how many of the various individual stamps were actually issued. To take just one example, the PMG report for the year ending June 30, 1869, tells us that 928,270 10¢ stamps were delivered to the post offices during April, May and June of 1869. What it doesn't tell us is how many of these stamps were 10¢ grills of the 1867 series, and how many were 10¢ 1869s.

Unlike the PMG figures, Luff's figures on stamps delivered to the stamp agent do provide information about specific stamps. As his source for this information, Luff apparently had access to archival documents that no longer survive. Good evidence (which Herzog discusses) suggests that Luff's source was the stamp agent's weekly ledger sheets, or some compilation of totals based on these documents. Luff published his information in tabular form in the various chapters of his book, always under the heading "Statistics of Manufacture." By using this heading, he unnecessarily obscured the significance of the information he was presenting. Luff (and most subsequent writers, including Lester Brookman) assumed that these totals represented stamps manufactured and turned over to the stamp agent, but not necessarily delivered to the post offices. As Herzog proves quite convincingly, this assumption is faulty. It was presumably based on an imperfect understanding of how the stamp agent actually did his job.

Luff obviously attempted—and failed—to relate his "Statistics of Manufacture" to the official figures for quantities issued, as they were published in the various PMG reports. We know this because at several points in his book he comments on the futility of attempting to correlate the two sets of figures. The meat of Herzog's discovery is that the two sets of figures are really quite compatible.

PATRONIZE OUR ADVERTISERS

QUANTITIES OF STAMPS ISSUED DURING THE 1869 PERIOD: SOME NEW CONCLUSIONS

WILLIAM K. HERZOG

On page 81 of *The Postage Stamps of the United States*, John Luff made the following statement about the table of stamps issued to post offices during the fiscal year ending June 30, 1869: "When we remember that there were no six cent stamps in the issue of 1867 nor five cent stamps in that of 1869, we at once perceive that the two issues are hopelessly mixed in the foregoing table and that it is of little use to philatelists."¹

While the figures are definitely mixed, it can now be stated that they are not hopelessly mixed. The key for unlocking these mixed figures is found in a simple premise: that the quantities of stamps issued to post offices for the period of August 16, 1861, through April 1873 (the National Bank Note Company period), quantities which were recorded in the annual Postmaster General (PMG) reports, are essentially equal to the quantities of stamps listed as "printed and delivered to the Stamp Agent" in Luff's book under the main heading "Statistics of Manufacture."

At this point we should make clear that the government stamp agent kept weekly records showing quantities delivered to the post offices for the 1861 stamps, the 1869 stamps and the 1870 stamps. In fact, beginning on January 1, 1868, he even kept separate records of the non-grilled and grilled 1861 stamps.² At some later date, John Luff had access to the stamp agent's weekly records, or at least a compilation taken from them. Luff recorded this stamp agent information in his book under the main heading "Statistics of Manufacture" in the following manner: 1861 Issue (August 1861 through September 1868), on page 74; 1867 Issue (January 1868 through September 1869), on page 80; 1869 Issue (March 1869 through April 1870), on page 88; and 1870 Issue (April 1870 through April 1873), on page 95.

Tables 1 and 2 show the correlation between the deliveries to the post offices (as found in yearly Postmaster General reports) and the stamps manufactured and delivered to the stamp agent (listed in Luff's "Statistics of Manufacture"). A table for each value could be published; however, tables for the 10¢ and 3¢ values for the eleven full years of the National Bank Note Company period should be sufficient to prove the premise. Table 1 shows the correlation for 10¢ stamps. It will be noted that all years in Table 1, with the exception of 1871, show no more than a 1,000 stamp difference, with six years being exactly equal. Table 2 shows the correlation for 3¢ stamps. The correlations here are not quite so perfect, but when one comprehends the vast size of the 3¢ yearly totals, it must be concluded—with the exception of the 1871 total—that the differences are like the proverbial grain of sand on the beach. In fact, Table 2 may be just as persuasive as Table 1 because of the sheer enormousness of its numbers. Even in Table 2 there are three exact correlations. While it may be inferred from these tables that the 1871 totals do not correlate correctly, this is not the case, as the 1¢, 2¢, 6¢, 12¢ and 24¢ stamps correlate exactly for 1871. After working with these figures for many months, the author believes that most of the differences in the correlation columns in Tables 1 and 2 are due to copying or addition errors on Luff's part.

If we accept the premise that deliveries to post offices and to the stamp agent are essentially the same, two questions should be asked: 1) Why not obtain copies of the stamp agent reports, eliminate all Luff errors, and then prove that the stamp agent figures balance with the deliveries to post offices in the Postmaster General reports? And 2) Why do these two sets of figures balance?

In answer to the first question, the records of the stamp agent seem to have

1. John N. Luff, *The Postage Stamps of the United States* (The Scott Stamp and Coin Co., Ltd., New York, 1902.) In this article, when the author refers to "Luff's book," "Luff copying errors," "Luff statistics of manufacture," etc., he is referring to *The Postage Stamps of the United States* or material contained therein.

2. Lester G. Brookman, *The United States Postage Stamps of the 19th Century* (New York, H. L. Lindquist Publications, 1966.) Volume II, page 94.

TABLE 1—10¢ STAMPS:

CORRELATION BETWEEN POSTMASTER GENERAL REPORTS AND STAMP AGENT RECORDS

YEAR	DELIVERIES TO POST OFFICES	STATISTICS OF MANUFACTURE	ISSUE	CORRELATION
1862	5,139,130	5,139,130 ^a	1861s	exact
1863	3,226,250	3,226,250	1861s	exact
1864	3,672,000	3,672,500	1861s	-500
1865	4,025,200	4,025,200	1861s	+1000
1866	4,135,670	4,135,660	1861s	+10
1867	4,478,890	4,478,890	1861s	exact
1868	4,649,880	902,040 ^b	1861s	
		3,747,840	1868s	
		4,649,880	TOTAL	exact
1869	3,501,670	1,541,540	1868s	
		1,960,280	1869s	
		3,501,820	TOTAL	-150
1870	3,958,600	1,339,420	1869s	
		2,619,180	1870s	
		3,958,600	TOTAL	exact
1871	3,375,870	3,395,870	1870s	-20,000
1872	3,433,270	3,433,270	1870s	exact

^a The statistics of manufacture for all values for 1862 (Luff page 74) do not include any figures for the first quarter of 1862. In the above table, the first quarter 1862 10¢ total (Luff page 75) has been added to the 1862 statistics of manufacture total. The result is a perfect correlation, for the 10¢ and for all other values for 1862.

^b The statistics of manufacture for the 1¢, 2¢, 3¢, 10¢, and 12¢ 1861 values, for the first quarter of 1868, include grills which are separately listed on Luff page 80. This error has been corrected in the above table by subtracting the first quarter 1868 grills from the first quarter 1868 non-grill total. The result is a perfect correlation, for the 10¢ and for the other four values.

TABLE 2—3¢ STAMPS:

CORRELATION BETWEEN POSTMASTER GENERAL REPORTS AND STAMP AGENT RECORDS

YEAR	DELIVERIES TO POST OFFICES	STATISTICS OF MANUFACTURE	ISSUE	CORRELATION
1862	233,763,750	233,763,470 ^a	1861s	+280
1863	244,378,200	243,977,700	1861s	+400,500
1864	315,076,900	314,942,400	1861s	+134,500
1865	304,914,300	304,914,550	1861s	-250
1866	289,112,000	288,912,000	1861s	+200,000
1867	294,818,700	294,818,700	1861s	exact
1868	310,576,000	35,938,000 ^b	1861s	
		274,638,000 ^c	1868s	
		310,576,000	TOTAL	exact
1869	343,462,800	74,266,200	1868s	
		268,857,750	1869s	
		343,123,950	TOTAL	+338,850
1870	370,974,600	117,618,150	1869s	
		252,804,450	1870s	
		370,422,600	TOTAL	+552,000
1871	390,424,700	369,632,700	1870s	+20,792,000 ^d
1872	417,952,400	417,952,400	1870s	exact

^a See note a in Table 1.

^b See note b in Table 1.

^c In the statistics of manufacture for the 3¢ grill (Luff page 80) for the second quarter of 1868, Luff lists 47,431,400. In the PMG table which shows deliveries to postmasters for this quarter we find 74,431,400. Since only grilled 3¢ stamps were issued during this quarter, and since between 74,000,000 and 87,000,000 3¢ stamps were issued in the eight successive quarters of 1868 and 1869, it seems clear that Luff transposed the 7 and the 4 when copying this figure. The above table reflects the correct figure of 74,431,400.

^d This is undoubtedly the result of a major Luff copying error, comparable to that discussed in note c. However, there are no quarterly totals for 1868, so the error cannot be pinpointed and corrected.

almost entirely disappeared. In reply to the author's inquiry as to the present location of the government stamp agent records, Mr. Jerome Finster, Chief of Industrial and Social Branch, Civil Archives Division, wrote on February 21, 1974: "The records of the Post Office Department in the National Archives do not include any records or reports of the stamp agent pertaining to delivery or evaluation of stamps." Mr. Donald B. Moler, Manager of the Stamp Services

**TABLE 3—FOURTH QUARTER 1861, ALL VALUES:
CORRELATION BETWEEN POSTMASTER GENERAL REPORT AND
ACTUAL NBNC DELIVERY RECORDS**

VALUE	DELIVERIES TO POST OFFICES	DELIVERIES TO STAMP AGENT ^a	CORRELATION
1¢	16,416,400	16,416,400	exact
3¢	51,122,100	51,212,100	-90,000
5¢	288,840	288,840	exact
10¢	1,477,690	1,477,690	exact
12¢	352,825	352,825	exact
24¢	293,975	293,975	exact
30¢	102,520	102,520	exact
90¢	9,740	9,730	+10

^a These figures are based on the daily order totals which Elliott Perry located in National Bank Note Company records and published in *Pat Paragraphs*. The quarterly figures in the "Deliveries to Stamp Agent" column were compiled by adding the daily orders (numbers 22 through 97) for the period September 25 through December 23, 1861. In *Pat Paragraphs* #21, page 516, we find the following: "The difference of about one week between December 23rd and December 31st is the lag, or the time that elapsed between the date of the order and the date when it was completed. A similar lag occurs at the end of September and probably was usual except in the first week or two of the issue." The lag Perry refers to at the end of September starts at September 25. In other words, the totals listed in the orders for September 25 through December 23, 1861, are essentially equivalent to the deliveries to post offices for October 1 through December 31, 1861. The table above shows just how precise this equivalency was.

**TABLE 4-A: 1¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	3,351,200	385,400		3,736,600
2nd 1869	475,300	3,568,100		4,043,400
3rd 1869		3,179,300		3,179,300
4th 1869		3,944,100		3,944,100
1st 1870		5,248,900		5,248,900
2nd 1870		279,200	4,556,600	4,835,800
TOTALS	3,826,500	16,605,000	4,556,600	24,988,100

**TABLE 4-B: DATA FOR 1¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	487,200		2,864,000		
June 19, 1869	141,500		2,722,500		
Dec. 18, 1869	206,600		33,200	1,200,000	1,200,000
Dec. 24, 1869	129,500	1,190,250	1,093,950		
Dec. 31, 1869	150,300		943,650		

CONCLUSIONS: THE 1¢ 1869

Table 4-A indicates that the 1¢ 1869 came into general use in the second quarter of 1869. Table 4-B shows that on June 19, 1869, there were 2,722,500 stamps in the NBNC vault, and on Dec. 31, 1869, there were 943,650. However, in each of four successive quarters between 3.1 and 5.2 million 1¢ stamps were issued. This suggests that the 1¢ 1869 stamps went through at least one or two printings in each quarter they were current.

Division, Office of Stamps, wrote on March 25, 1974: "This office has no information concerning the records of the government stamp agent." Recently, to my great joy, Route Agent Jeremy Wilson turned up five ledger sheets in the Postal Service Library. These ledger sheets are headed "National Bank Note

**TABLE 5A: 2¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	15,718,900	2,393,000		18,111,900
2nd 1869		18,115,450		18,115,450
3rd 1869		17,493,600		17,493,600
4th 1869		19,285,300		19,285,300
1st 1870		23,151,250		23,151,250
2nd 1870		3,204,850	14,695,650	17,900,500
TOTALS	15,718,900	83,643,450	14,695,650	114,058,000

**TABLE 5-B: DATA FOR 2¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	2,214,900		9,077,900	2,070,000	3,180,000
June 19, 1869	373,750		8,704,150	300,000	3,480,000
Dec. 18, 1869	542,500	3,180,000	8,682,200	3,240,000	6,480,000
Dec. 24, 1869	972,200		7,710,000		6,480,000
Dec. 31, 1869	838,300		6,871,700	1,470,000	7,950,000

CONCLUSIONS: THE 2¢ 1869

Table 5-A indicates that the 2¢ 1869 came into general use in the second quarter of 1869. Table 5-B shows that on June 19, 1869, there were 8,704,150 stamps + 3,480,000 unfinished stamps in the NBNC vault, and on Dec. 31, 1869, there were 6,871,700 stamps + 7,950,000 unfinished stamps. However, in each of four successive quarters between 18.1 and 23.1 million 2¢ stamps were issued. This indicates that the 2¢ 1869 stamps went through many press runs.

Company." One of them, for the week ending December 31, 1869, is illustrated as Figure 1. Given the stamp agent's duties, the stamp ordering procedures, and the figures contained on the five weekly ledger sheets for 1869, it is obvious that these ledger sheets are five of the stamp agent's weekly reports, these for the 1869 issue. The ledger sheet shown in Figure 1 (and the other four as well) bears the signature at lower left of Charles F. Steel, a printer/engraver who was intimately associated with U.S. postage stamp production during most of the classic period. In fact, Steel was the National Bank Note Company's superintendent of stamp production for the 12 years National held the stamp contract.³ At lower right, the ledger sheets all bear the notation "I certify the above correct, D. M. Boyd, agt." Daniel M. Boyd was the government stamp agent during most of the 1860s. These five ledger sheets are a find of major importance, for which Jeremy Wilson deserves all the plaudits. It is sincerely hoped that many more of the weekly reports of the stamp agent will turn up. They would be invaluable to postal historians.

The answer to why the deliveries to post offices are equal to deliveries to the stamp agent is to be found in the recently discovered stamp agent reports, which contain what Luff referred to as the "Statistics of Manufacture." However, before explaining the significance of these reports, we must explain the role of the stamp agent.

The government stamp agent was on the payroll of the Post Office Department, while working at the National Bank Note Company. From 1861 into 1873, the National Bank Note Company provided him with an office at their manu-

3. H. D. S. Haverbeck, *Collectors Club Philatelist*, Volume 35, Number 2, pages 67-85, 148.

**TABLE 6-A: 3¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	74,266,200	10,061,300		84,327,500
2nd 1869		87,008,000		87,008,000
3rd 1869		87,559,900		87,559,900
4th 1869		84,567,400		84,567,400
1st 1870		97,434,900		97,434,900
2nd 1870		20,183,250	69,265,850	89,449,100
TOTALS	74,266,200	386,814,750	69,265,850	530,346,800

**TABLE 6-B: DATA FOR 3¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	7,817,600	9,426,300	7,956,000	10,680,000	20,700,000
June 19, 1869	3,929,500	3,200,550	7,227,050	10,020,000	27,480,000
Dec. 18, 1869	4,773,500	6,186,750	32,276,650	6,810,000	22,800,000
Dec. 24, 1869	3,723,500	7,981,800	36,534,950	11,580,000	26,310,000
Dec. 31, 1869	3,946,700	2,490,000	35,078,250	7,470,000	31,260,000

CONCLUSIONS: THE 3¢ 1869

Table 6-A indicates that the 3¢ 1869 came into general use in the second quarter of 1869. Table 6-B shows that on June 19, 1869, there were 7,227,050 stamps + 27,480,000 unfinished stamps in the NBNC vault, and on Dec. 31, 1869, there were 35,078,250 stamps + 31,260,000 unfinished stamps. Between 84.5 and 97.4 million 3¢ stamps were issued in four successive quarters. This indicates that the 3¢ 1869 stamps were being constantly printed.

factory. As a Post Office Department official, he had two primary responsibilities: security and stamp distribution. He was responsible for the security of the stamps on hand at the National Bank Note Company and he was responsible for filling the daily orders for stamps. These orders were sent by postmasters to the Third Assistant Postmaster General at Washington, who in turn notified the stamp agent in New York so he could fill the approved orders. (See *Chronicle* 82, page 92, for an illustration of a stamp order form used by postmasters in the 1860's, also the Bank Note section in this issue.)

We now return to the weekly stamp agent reports for the 1869 issue. Much of the information they contain relates to the stamp agent's security responsibilities. This is easily seen when we note that *every* sheet of paper given to the printers during each week had to be accounted for at week's end, including spoiled sheets. Also, the ledger sheets contain complete totals for all stamp values in both finished and unfinished state, as they were kept in the National Bank Note Company's safe. These figures were updated each week. Only one column in each ledger sheet concerns the stamp agent's stamp-issuing responsibilities. This column shows stamps "Delivered to Post Offices During the Week." It is believed that this column is the source of Luff's "Statistics of Manufacture" which show "stamps printed and delivered to the stamp agent." All of these weekly deliveries, when added together for a particular year, should give us a Luff yearly total.

At this point, a quotation from the December 12, 1868, postage stamp contract (the contract for the 1869 Issue) will prove informative: "The said party of the second part agree to manufacture and furnish said postage stamps for the price of 25½ cents per 1,000 stamps, and deliver the same as to the Agent of the Department at New York separated in such quantities *as may be daily or*

**TABLE 7-A: 6¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869		60,200		60,200
2nd 1869		1,085,750		1,085,750
3rd 1869		706,500		706,500
4th 1869		741,050		741,050
1st 1870		2,091,750		2,091,750
2nd 1870		197,400	1,481,050	1,678,450
TOTALS	No such stamp	4,882,650	1,481,050	6,363,700

**TABLE 7-B: DATA FOR 6¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	154,950		1,294,250		1,980,000
June 19, 1869	54,750	1,959,000	3,198,500		
Dec. 18, 1869	48,400		1,900,400		
Dec. 24, 1869	47,950		1,852,450		
Dec. 31, 1869	152,800		1,699,650		

CONCLUSIONS: THE 6¢ 1869

Table 7-A indicates that the 6¢ 1869 came into general use in the second quarter of 1869. Table 7-B shows that on June 19, 1869, there were 3,198,500 stamps in the NBNC vault, and on Dec. 31, 1869, there were 1,699,650. However, between 0.7 and 2.1 million 6¢ stamps were issued in four successive quarters. This indicates that the 6¢ 1869 went through a limited number of printings (perhaps two 1869 printings, and one small 1870 printing). It will be noted that the demand for 6¢ stamps increased in the first quarter of 1870, when the rate to Great Britain was reduced from 12 to 6 cents. It is of interest to note that the 5¢ 1868 Grills were delivered to post offices during the first nine months of 1869.

*dered for the use of the post offices, never less than 200 stamps in a package.*⁴ Clearly, the reason that the deliveries to the post offices and the deliveries to the stamp agent are equal is that the stamp agent took delivery on only enough stamps, at the price of 25½¢ per 1,000 stamps, to fill the daily orders.

At this time, if there are any readers who are not yet convinced, we offer Table 3. This table contains fourth quarter 1861 totals for the daily Post Office orders which were filled by the National Bank Note Company and delivered to the stamp agent for distribution to post offices. For purposes of brevity the daily figures were added together to make the quarterly totals shown in Table 3. This information is taken from *Pat Paragraphs*, wherein Elliott Perry published each 1861 order from No. 1 (Aug. 16, 1861) through No. 97 (Dec. 23, 1861).⁵ Perry obtained this data from the National Bank Note Company records, which—in the early 1930s—were in the archives of the American Bank Note Company. Unfortunately, National Bank Note Company records of the orders for the balance of the period, to the best of our knowledge, have never come to light. However, even without complete National Bank Note Company records of Post Office orders, or complete stamp agent records, the author believes that Table 3 provides reasonable proof that deliveries to the post offices and to the stamp agent are essentially equal. All the figures we can generate for the years 1862

4. Brookman, II, 151. Italics added.

5. Elliott Perry, *Pat Paragraphs*, numbers 8, 9, 13, 14, 15, 16, 17, 18, 19, 20 and 21. The figures in Table 3 are a compilation of the daily orders for the fourth quarter of 1861.

**TABLE 8-A: 10¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	902,130	105,430		1,007,560
2nd 1869	639,410	288,860		928,270
3rd 1869		821,500		821,500
4th 1869		744,340		744,340
1st 1870		1,282,250		1,282,250
2nd 1870		57,170	929,040	986,210
TOTALS	1,541,540	3,299,550	929,040	5,770,130

**TABLE 8-B: DATA FOR 10¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	45,100		1,053,250		
June 19, 1869			1,053,250		
Dec. 18, 1869	50,570		800,890		
Dec. 24, 1869	20,210		780,680		
Dec. 31, 1869	27,010		753,670		

CONCLUSIONS: THE 10¢ 1869

Table 8-A indicates that the 10¢ 1869, though used sparingly in the first half of 1869, did not come into general use until the third quarter of 1869. Table 8-B shows that on June 19, 1869, there were 1,053,250 stamps in the NBNC vault, and on Dec. 31, 1869, there were 753,670. However, between 0.7 and 1.3 million 10c stamps were issued in three successive quarters. This indicates that the 10¢ 1869 went through a limited number of printings (perhaps three 1869 printings, and one small 1870 printing).

through 1872, indicate it was so. And Table 3 proves it was so during the last quarter of 1861.

We apologize for inflicting all this corroborative information upon the readers. It was necessary because of the absence of almost all of the original stamp agent records, and of the order records of the National Bank Note Company.

Finally, we can turn the key that unlocks the mixed figures contained in the Postmaster General reports for the fiscal years ending June 30, 1869, and June 30, 1870. The "Statistics of Manufacture" in Luff's book, on pages 80 and 95, provide the working key. We will take one value, the 1¢ stamp, to show how we turn that key. The following methods may be used to find totals for all of the other values as well. In order to find the 1¢ stamps that were issued to post offices during each of the six quarters when the 1869 issue was current, we make the following computations, based on the premise that the Postmaster General (PMG) reports of stamps issued to post offices, and Luff's "Statistics of Manufacture" (SofM) of stamps delivered to the Stamp Agent are essentially equal:

1¢ STAMPS: FIRST QUARTER 1869

PMG (Luff p. 81) quarter ending March 31, 1869	3,736,600 delivered to POs
SofM (Luff p. 80) Jan.-March 1869	3,351,200 1867 stamps
PMG minus SofM (to find 1869s)	<u>385,400</u> 1869 stamps

1¢ STAMPS: SECOND QUARTER 1869

PMG (Luff p. 81) quarter ending June 30, 1869	4,043,400 delivered to POs
SofM (Luff p. 80) April-June 1869	475,300 1867 stamps
PMG minus SofM (to find 1869s)	<u>3,568,100</u> 1869 stamps

**TABLE 9-A: 12¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	810,925	106,125		917,050
2nd 1869	48,000	769,900		817,900
3rd 1869		909,500		909,500
4th 1869		809,625		809,625
1st 1870		399,825		399,825
2nd 1870		17,725	217,250	234,975
TOTALS	858,925	3,012,700	217,250	4,088,875

**TABLE 9-B: DATA FOR 12¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	97,925		429,875		
June 19, 1869	23,225		406,650		
Dec. 18, 1869	44,050	58,200	455,000		
Dec. 24, 1869	12,075		442,925		
Dec. 31, 1869	25,375		417,550		

CONCLUSIONS: THE 12¢ 1869

Table 9-A indicates that the 12¢ 1869 came into general use in the second quarter of 1869. Table 9-B shows that on June 19, 1869, there were 406,650 stamps in the NBNC vault, and on Dec. 31, 1869, there were 417,550. However, between 0.4 and 0.9 million 12¢ stamps were issued in four successive quarters. This indicates that the 12¢ 1869 went through a limited number of printings (perhaps four 1869 printings, with no 1870 printing). It will be noted that the demand for 12¢ stamps dropped in the first quarter of 1870, when the rate to Great Britain was reduced from 12 to 6 cents.

1¢ STAMPS: THIRD QUARTER 1869

PMG (Luff p. 88) quarter ending Sept. 30, 1869	3,179,300 delivered to POs
SofM (Luff p. 80) July-Sept. 1869	none 1867 stamps
PMG minus SofM (to find 1869s)	3,179,300 1869 stamps

1¢ STAMPS: FOURTH QUARTER 1869

PMG (Luff p. 88) quarter ending Dec. 31, 1869	3,944,100 delivered to POs
Since no 1867 stamps were issued, all are 1869s	3,944,100 1869 stamps

1¢ STAMPS: FIRST QUARTER 1870

PMG (Luff p. 88) quarter ending March 31, 1870	5,248,900* delivered to POs
Since no 1867 or 1870 stamps issued, all are 1869s	5,248,900 1869 stamps

[*Luff made a copying error in this figure, which we have corrected from the official PMG report.]

1¢ STAMPS: SECOND QUARTER 1870

PMG (Luff p. 88) quarter ending June 30, 1870	4,835,800 delivered to POs
PMG (Luff p. 95) quarter ending Sept. 30, 1870	3,684,800 "
PMG (Luff p. 95) quarter ending Dec. 31, 1870	5,163,000 "
total stamps issued last three quarters of 1870	13,683,600 "
SofM (Luff p. 95) Apr.-Dec. 1870 (1870s)	13,404,400 1870 stamps
total of 3 PMG's minus SofM (to find 1869s)	279,200 1869 stamps
4,835,800 (delivered to POs) minus 279,200 (1869s) =	4,556,600 1870 stamps

Thus, the total number of 1¢ 1869 stamps issued to the post offices during the four quarters of 1869, derived above without reference to Luff's "Statistics of Manufacture" for 1869 stamps, is:

National Bank Note Company

Statement of Stamps at Manufactory, for Week ending December 31, 1869

Sheets of Paper delivered to Printers during Week 29,902
 Do. do. returned Printed " 29,177 = Stamps 8,942,000
 Do. do. do. Blank 100

Denomination	STAMPS FINISHED.				STAMPS UNFINISHED.			
	Released in bulk from last week.	Deposited in bulk during week.	Spilled during week.	Delivered to Post-Office during week.	Released on hand this day.	Released in bulk from last week.	Deposited in bulk during week.	Released on hand this day.
1	1,093,900			150,300	943,600			
2	7,710,000			838,300	6,871,700	6,457,000	1,414,700	7,950,000
3	36,034,900	2,490,000	30,000	3,946,700	35,078,200	26,310,000	7,768,200	31,260,000
6	1,652,400			152,800	1,499,600			
10	750,000			27,070	722,930			
12	442,900			25,370	417,530			
16	725,000			24,700	700,300			
24	1,174,320			1700	1,167,420			
30	461,000			3720	457,280			
90	803,470			10	803,460			
<i>Large</i>	<u>51,577,600</u>	<u>2,490,000</u>	<u>30,000</u>	<u>5,775,790</u>	<u>45,801,810</u>	<u>32,790,000</u>	<u>8,942,000</u>	<u>39,210,000</u>
					PERIODICAL	STAMPS		
5	476,070							
10	278,170							
25	357,050							
<i>Large</i>	<u>911,320</u>							

Chas. J. Hall

*I certify the above correct.
 D.W. Boyd, Jr.
 Mgr.*

Figure 1. The stamp agent's ledger sheet for the week ending December 31, 1869. Note the signatures at the bottom. Photo courtesy of the U.S. Postal Service Library.

1¢ 1869 STAMPS

First quarter 1869	385,400
Second quarter 1869	3,568,100
Third quarter 1869	3,179,300
Fourth quarter 1869	3,944,100
Total for 1869	<u>11,076,900</u>

As a check of our premise, we turn to Luff's 1869 "Statistics of Manufacture" on page 88. We find for the 1¢ 1869s delivered to the stamp agent from March through December, 1869: 11,077,050. This is a correlation difference of 150 stamps, a single post office pane.

The total of the 1¢ 1869 issue for the first four months of 1870, which was derived above without the use of the 1869 "Statistics of Manufacture" in Luff's book, is:

**TABLE 10-A: 15¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	706,420	77,740		784,160
2nd 1869	489,580	117,120		606,700
3rd 1869	372,180	98,440		470,620
4th 1869		482,780		482,780
1st 1870		576,700		576,700
2nd 1870		86,060	353,720	439,780
TOTALS	1,568,180	1,438,840	353,720	3,360,740

**TABLE 10-B: DATA FOR 15¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	20,000		4,840	250,000	810,000
June 19, 1869			4,840	160,000	970,000
Dec. 18, 1869	36,060		743,380		
Dec. 24, 1869	17,980		725,400		
Dec. 31, 1869	24,780		700,620		

CONCLUSIONS: THE 15¢ 1869

Table 10-A indicates that the 15¢ 1869, though used sparingly in the first nine months of 1869, did not come into general use until the fourth quarter of 1869. It is interesting to note that more 15¢ 1868 Grills were issued than 15¢ 1869s during the quarters the 1869s were current. Table 10-B shows that on June 19, 1869, there were 4,840 stamps + 970,000 unfinished stamps (160,000 were printed that week) in the NBNC vault, and on Dec. 31, 1869, there were 700,620 stamps. This indicates there was a small, initial 15¢ 1869 printing, and one main printing which started prior to June 19. The Type I stamps probably came from the initial printing. The NBNC must have destroyed approximately 600,000 15¢ 1869 stamps. However, at 25½¢ per 1,000, they would have only been worth \$153.00 upon delivery to the stamp agent.

1¢ 1869 STAMPS

First quarter 1870	5,248,900
Second quarter 1870	279,200
Total for 1870	5,528,100

Once again, as a check of our premise, we turn to Luff's 1869 "Statistics of Manufacture" on page 88. We find for the 1¢ 1869s delivered to the stamp agent from January into April 1870: 5,528,100. This is an *exact* correlation. (For the reader's information, these same methods were used in developing the previously discussed Tables 1 and 2). Needless to say, the sum total, for 1¢ 1869 stamps delivered to the post offices, can be computed by adding the totals for 1869 and 1870, *i.e.*, 11,076,900 + 5,528,100 = 16,605,000.

There is a simpler, alternate method for finding the totals for the second quarter of 1870. This alternate method was actually used for developing the second quarter totals for 1870, in Tables 4-A through 13-A. This is how the alternate method is computed:

1¢ STAMPS: SECOND QUARTER 1870

SofM (Luff p. 88) Jan.-Apr. 1870 (1869 stamps issued in 1870)	5,528,100
PMG (Luff p. 88) quarter ending March 31, 1870 (1869s)	5,248,900
SofM minus PMG (to find 1869s issued in second quarter 1870)	279,200 1869 stamps
PMG (Luff p. 88) quarter ending June 30, 1870	4,835,800 delivered to POs
4,835,800 (delivered to POs) minus 279,200 (1869s) =	4,556,600 1870 stamps

**TABLE 11-A: 24¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	62,275	30,950		93,225
2nd 1869	46,050	31,600		77,650
3rd 1869	57,075	9,600		66,675
4th 1869		67,725		67,725
1st 1870		78,350		78,350
2nd 1870		17,025	13,675	30,700
TOTALS	165,400	235,250	13,675	414,325

**TABLE 11-B: DATA FOR 24¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	10,000		44,750	310,000	710,000
June 19, 1869			44,750	280,000	990,000
Dec. 18, 1869	575		1,174,600		
Dec. 24, 1869	375		1,174,225		
Dec. 31, 1869	6,800		1,167,425		

CONCLUSIONS: THE 24¢ 1869

Table 11-A indicates that the 24¢ 1869 saw very limited use during the first nine months of 1869, and more general, but still limited service thereafter. Table 11-B shows that on June 19, 1869, there were 44,750 stamps + 990,000 unfinished stamps in the NBNC vault (280,000 were printed that week), and on Dec. 31, 1869, there were 1,167,425 stamps. This indicates that the 24¢ 1869 went through a small, initial printing, and one main printing that started prior to June 19. The NBNC must have destroyed approximately 1,050,000 24¢ 1869 stamps. At 25½¢ per 1,000, their value would have only been \$267.75 upon delivery to the stamp agent.

We used the alternate method for finding second quarter 1870 totals in order to avoid any Luff copying errors in his "Statistics of Manufacture" for the 1870 issue. On the 1¢, 2¢, 10¢, and 15¢ stamps, the totals came out exact by either method. However, there were slight yearly correlation differences for the other values. If the main method were used, these minor yearly differences for the year 1870 would be injected into the necessarily small 1869 issue total for early April 1870. In other words, we used the method which gave the more accurate 1869 issue figures for the second quarter of 1870, on the 3¢, 6¢, 12¢, 24¢, 30¢, and 90¢ stamps.

By using the aforementioned methods of computation, the author has compiled a set of quarterly breakdowns for each value in use during the 1869 period (although the 5¢ 1868 was not included). These breakdowns, published below as Tables 4-A through 13-A, show the quarterly totals of the 1868 issue, 1869 issue, and 1870 issue which were issued to post offices for the six quarters during which the 1869 issue was current. It should be made clear that the totals in Tables 4-A through 13-A represent the *maximum* totals of stamps sent to post offices. It is possible that some of these stamps—especially the older designs—were returned to the Post Office Department and destroyed at some later date. Accompanying Tables 4-A through 13-A we present a second set of breakdowns which are numbered Tables 4-B through 13-B. In this second set of breakdowns we present data from the five known stamp agent reports for the 1869 Issue—the material recently discovered by Jeremy Wilson. These data are also broken

**TABLE 12-A: 30¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	69,940	16,710		86,650
2nd 1869	53,730	36,250		89,980
3rd 1869	84,860	23,480		108,340
4th 1869		84,980		84,980
1st 1870		82,570		82,570
2nd 1870		10,020	50,640	60,660
TOTALS	208,530	254,010	50,640	513,180

**TABLE 12-B: DATA FOR 30¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	10,000		56,540		
June 19, 1869			56,540		
Dec. 18, 1869	10,620		464,180		
Dec. 24, 1869	2,380		461,800		
Dec. 31, 1869	3,720		458,080		

CONCLUSIONS: THE 30¢ 1869

Table 12-A indicates that the 30¢ 1869 saw very limited use during the first nine months of 1869, and more general, but still limited use thereafter. Table 12-B shows that on June 19, 1869, there were 56,540 stamps in the NBNC vault, and on Dec. 31, 1869, there were 458,080. This indicates that the 30¢ 1869 went through a small, initial printing, and one main printing that started after June 19, 1869. The NBNC must have destroyed approximately 370,000 30¢ 1869 stamps. Their value, at 25½¢ per 1,000, would have only been \$94.35 upon delivery to the stamp agent.

down by value. When these two sets of breakdowns were studied, the author was able to make some never before published conclusions for each value of the 1869 issue. The conclusions for each value appear below the corresponding tables for each value. Finally, for convenience's sake, we publish as Table 14 a listing of the quantities of the various 1869 values actually issued to the post offices. These figures are derived according to the methodology described above, and—as should be obvious—are based on the data shown in Tables 4-A through 13-A.

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**TABLE 13-A: 90¢ STAMPS ISSUED TO POST OFFICES
DURING THE SIX QUARTERS IN WHICH 1869 STAMPS WERE ISSUED**

QUARTER	1868 GRILLS	1869s	1870s	QTY. ISSUED
1st 1869	11,310	5,020		16,330
2nd 1869	4,400	12,210		16,610
3rd 1869	6,750	5,310		12,060
4th 1869		12,300		12,300
1st 1870		12,330		12,330
2nd 1870		190	8,140	8,330
TOTALS	22,460	47,360	8,140	77,960

**TABLE 13-B: DATA FOR 90¢ 1869 STAMPS AS SHOWN IN THE
RECENTLY DISCOVERED STAMP AGENT'S WEEKLY REPORTS**

WEEK ENDING	FINISHED STAMPS			UNFINISHED STAMPS	
	DELIVERED TO POST OFFICES	DEPOSITED IN SAFE	BALANCE ON HAND	DEPOSITED IN SAFE	BALANCE ON HAND
June 12, 1869	5,000		34,570		
June 19, 1869			34,570	80,000	80,000
Dec. 18, 1869	5,100		803,590		
Dec. 24, 1869	120		803,470		
Dec. 31, 1869	10		803,460		

CONCLUSIONS: THE 90¢ 1869

Table 13-A indicates that the 90¢ 1869 saw extremely limited use. Table 13-B shows that on June 19, 1869, there were 34,570 stamps + 80,000 unfinished stamps in the NBNC vault (80,000 were printed that week), and on Dec. 31, 1869, there were 803,460 stamps. This indicates that the 90¢ 1869 went through a small, initial printing, and one main printing that began on the week ending June 19. The NBNC must have destroyed approximately 790,000 90¢ 1869 stamps. Their value would only have been \$201.45 upon delivery to the stamp agent. It was probably most convenient to make one main printing for each of the troublesome bi-colored values. The NBNC made their money on the lower values, especially the 3¢ stamps. In reality, 800,000 90¢ stamps are really minuscule in comparison with the 3¢ printings.

TABLE 14: QUANTITIES OF 1869 STAMPS DELIVERED TO POST OFFICES

1¢-	16,605,000
2¢-	83,643,450
3¢-	386,814,750
6¢-	4,882,650
10¢-	3,299,550
12¢-	3,012,700
15¢-	1,438,840 (both types)
24¢-	235,250
30¢-	254,010
90¢-	47,360

Note: Collectors should recognize that these figures show numbers of stamps sent out to the post offices. They do not necessarily reflect numbers of stamps actually put into circulation. Some stamp shipments were lost in transit. Additionally, there is evidence that unknown quantities of various 1869 values may have been returned to the Post Office Department and ultimately destroyed. Thus, the figures above represent a theoretical maximum.

It goes without saying that the two sets of breakdowns and their relevant conclusions are the purpose of this article. If only a few 1869 specialists realize the significance of this new information, it will make many months of diligent effort seem like time well spent. In conclusion, the author wishes to thank Jeremy Wilson and Michael Laurence for allowing him to use the five stamp agent reports. Also, the author wishes to thank the late and great philatelic student John N. Luff. Although Mr. Luff apparently didn't realize the true significance of the stamp agent reports, he still had the foresight to laboriously hand-copy that mountain of figures and to publish them for the record.

THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

COVERS MARKED "FRAUDULENT"

RICHARD B. GRAHAM

From the late 1870s, occasional covers are known with a marking reading "FRAUDULENT," sometimes accompanied by an additional legend indicating the letter should be returned to its sender. This latter notation was usually made only when the letter bore a return address. Those without such an address bear only the single word "Fraudulent" handstamped or written upon the cover, other than the usual address, stamp and postmark with killer. The illustration shows a typical example.



Why and where were such markings struck and why were some of the letters marked to be returned to their senders? How did the postal officials know that any such action was required when a cover such as that shown, sent from a small rural town in Ohio, seems as innocent a missive as ever entered the mails?

The postal history collector can make the obvious guess, that the letter so returned was a response to some fraudulent advertisement or scheme, but this writer does not recollect ever seeing the details of how these covers were handled, before he stumbled upon the answer when looking for another obscure point in a *Postal Guide* of the 1880s.

The *Postal Guides*—actually, the *United States Official Postal Guide*, published monthly during the period being considered—carried in each issue a set of instructions reading about as follows:

FRAUDS.

List of persons conducting fraudulent lotteries and other schemes to defraud the public, to whom payment of money-orders and the delivery of registered letters has been prohibited by order of the Postmaster General, under the authority conferred by sections 3929 and 4041 of the Revised Statutes (875 and 1043, Postal Laws and Regulations, edition of 1879). Postmasters at any office at which money-orders or registered letters arrive addressed to any person or company against whom

was entered that mail addressed to them would no longer be delivered as of December 11, 1879.

Section 875 of the 1879 *P.L. & R.* instructs postmasters to return all such letters to the post office at which the letters were originally mailed, the postmasters of those offices being instructed to return them to their senders. The section also went on to instruct that there was no authority for any postmaster or any other person to open any letter not addressed to himself. The instructions also required that the letter be clearly marked "Fraudulent" which this writer considers somewhat unusual in that the exact wording of handstamps was seldom specifically indicated in the postal laws and regulations.

What did the cover shown contain? Happily, the letter is still present, and is short, reading:

Rix's Mills, O. Dec. 15, 1879.

N. W. Hunt. Please send me New Domestic Bible seen advertised in *Witness* Dec. 11th. Find enclosed 75¢. Address, Ai Moore/ Rix's Mills/ Muskingum County, Ohio.

Probably *Witness* was a religious tract. It might be noted the letter is dated just four days after the order concerning Chas. E. and Nettie W. Hunt was issued. However, the *Postal Guide* from which the notice is taken is the issue of January, 1883. This is inscribed "Second Series, Vol. V, No. 1," but just how soon issuance of these began after the end of the *U.S. Mail & Post Office Assistant* is not currently known to the writer.

**FURNISHING SUPPLIES OF STAMPS, POSTAL CARDS
AND STAMPED ENVELOPES TO POSTMASTERS
ARTHUR VAN VLISSINGEN**

POSTAGE STAMP AGENCY.

New York, APR 13 1874.

Sir:

I send herewith, by order of the Third Assistant Postmaster General, a parcel of postage stamps amounting to \$ 63. Upon receiving it you are required to count them immediately in presence of a disinterested witness, date, sign and transmit the annexed receipt to the Third Assistant Postmaster General, at Washington, D. C. In case of any deficiency, your own affidavit and that of the witness, stating the amount of such deficiency, will be necessary in order to obtain credit for the amount. Such deficiency must be reported at once.

If any portion of a parcel of postage stamps be damaged, the Postmaster will sign the receipt for the whole amount of the parcel, having written across the face of the receipt the number and amount of stamps unfit for use, he will return the damaged stamps, together with the receipt, to the Third Assistant Postmaster General, who will give credit for the amount returned. But if the damage be total, the entire parcel should be returned with the receipt not signed, in order that a parcel may be sent in place of them. The package must be REGISTERED, and the Postmaster must also be able to prove the act of mailing by a disinterested witness. Postmasters failing to register such packages will not receive credit for the amount of stamps or stamped envelopes, alleged to have been returned, in case the same fail to reach the department.

All applications for postage stamps or stamped envelopes must be addressed to the Third Assistant Postmaster General, Washington, D. C., and the annexed receipt returned to him.--In no case to the Agency at New York.

POSTMASTERS ARE EXPECTED in each case, to order what, upon careful estimate, may be deemed a sufficient supply of the various kinds of stamps for three months; and they are required in every instance, to use the form of order which will be furnished by the Department, which must be signed by the Postmaster himself, unless he be necessarily absent or sick, when it may be signed by the Assistant or Deputy, he placing the Postmaster's name above his own.

Postmasters will retain the above instructions for reference, and return the lower receipt to the 3d Assistant P. M. General, Washington, D. C.

Very Respectfully,

DANIEL M. BOYD, Agent.

These three U. S. Post Office Department forms from early in the Bank Note era clearly delineate a facet of postal history with which few collectors are familiar. The working stocks of stamps, postal cards, and stamped envelopes were not kept at U. S. P. O. D. headquarters in Washington. Instead the Department maintained official agencies conveniently close to the plants of the three contractors who produced those valuable items at respectively New York City, Springfield (Mass.) and Hartford.

SPECIAL NOTICE.

In case of any discrepancy between the bill and the number of Postal Cards received, Postmasters must return to this Agency the wrapper, or wooden box containing the cards; preserving the date and address on the same.

U. S. POSTAL CARD AGENCY,

NOV
6
1876 187

Springfield, Mass.

SIR:

I send herewith, by order of the Third Assistant Postmaster General, Postal Cards amounting to \$.....⁵ Upon receiving them, you are required to count them immediately in presence of a disinterested witness, date, sign and transmit the annexed receipt to the Third Assistant Postmaster General, at Washington, D. C. In case of any deficiency, your own affidavit and that of the witness, stating the amount of such deficiency, will be necessary in order to obtain credit for the amount. Such deficiency must be reported at once. Packages must, in all cases, be opened in presence of the witness.

If any portion of a parcel of Postal Cards be damaged, the Postmaster will sign the receipt for the whole amount of Postal Cards, and having written across the face of the receipt the number and amount of cards unfit for use, he will return the damaged cards together with the receipt, to the Third Assistant Postmaster General, who will give credit for the amount returned. But if the damage be total, the entire amount must be returned with the receipt not signed, in order that other cards may be sent in place of them. The package must be Registered, and the Postmaster must also be able to prove the act of mailing by a disinterested witness. Postmasters failing to register such packages, will not receive credit for the amount alleged to have been returned, in case the same fail to reach the Department.

All applications for Postal Cards must be addressed to the Third Assistant Postmaster General, Washington, D. C., and the annexed receipt returned to him. In no case to the Agency at Springfield, Mass.

Postmasters are expected in each case, to order what, upon a careful estimate, may be deemed a sufficient supply for three months; and they are required, in every instance, to use the form of order furnished by the Department, which must be signed by the Postmaster himself, unless he be necessarily absent or sick, when it may be signed by the Assistant or deputy, he placing the Postmaster's name above his own.

Postmasters will retain the above instructions for reference, and return the lower receipt to the 3d Assistant P. M. General, Washington, D. C.

Very respectfully,

GEORGE N. TYNER, Agent.

Tear Receipt at this line.

A postmaster had to send his requisition to the Third Assistant Postmaster General, who thereupon instructed the proper agency to fill and ship the order. Included in each shipment was the necessary receipt form, attached to the detailed instructions about how the postmaster must execute it with "a disinterested witness" and send it back to Washington. Thus the U. S. P. O. D. kept control of the transaction without having to handle the actual materials involved.

The instruction forms illustrated herewith were recently found in old files of a general store building that housed the post office of Warren Mills, Wisconsin, a century ago. The office opened in April of 1871 and has been in continuous operation ever since, but in 1892 was renamed Warrens. The opening of the office is duly reported in the May 1871 issue of *U. S. Mail and Post Office Assistant* as reprinted by Collectors Club of Chicago in 1975.

U. S. Stamped Envelope Agency,

Hartford, Conn. *Nov 8*, 1875.

SIR: By order of the Third Assistant Postmaster General I send you to-day, per REGISTERED PACKAGE, STAMPED ENVELOPES amounting to \$ ^{16 30} . Upon receiving them, you are required to count them in presence of a disinterested witness, date, sign, and transmit the annexed receipt to the Third Assistant Postmaster General, at Washington, D. C.; and in case of any deficiency, your own affidavit and that of the witness, stating the amount of such deficiency, will be necessary in order to obtain credit for the amount.

If any portion of a parcel of stamped envelopes be damaged, the Postmaster will sign the receipt for the whole amount of the parcel, and, having written across the face of the receipt the number and amount of envelopes unfit for use, he will return the damaged envelopes, together with the receipt, to the Third Assistant Postmaster General, who will give credit for the amount returned. But if the damage be total, the entire number should be returned, with the receipt not signed, in order that others may be sent in their place. The package must be REGISTERED, and the Postmaster must also be able to prove the act of mailing, by a disinterested witness. Postmasters FAILING to register such packages will not receive credit for the amount alleged to have been returned in case the same fail to reach the Department.

All requisitions for stamped envelopes must be addressed to the THIRD ASSISTANT POSTMASTER GENERAL, WASHINGTON, D. C., and in no case to the Agency at Hartford.

POSTMASTERS ARE EXPECTED, in each case, to order what, upon a careful estimate, may be deemed a sufficient supply of the various kinds of stamps and stamped envelopes for three months from the date of the order; and they are required, in every instance, to use the form of order which will be furnished by the Department, WHICH MUST BE SIGNED BY THE POSTMASTER HIMSELF, unless he be necessarily absent or sick, when it may be signed by the Assistant or Deputy, he placing the Postmaster's name above his own.

All mail pouches received from this Agency must be returned duly locked and labeled to the STAMPED ENVELOPE AGENCY at Hartford, Conn.

Postmasters will retain the above instructions for reference.

Very respectfully,

H. T. SPERRY, Agent.

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

THE "OGDENSBURGH" ROUTE

CHARLES L. TOWLE

Note: This is the first article in a proposed series on specific railroads or groups of related railroads. These articles will give amplified historical data and consolidated markings listing so that collectors may have expanded information for their collections, or possibly, exhibits. Reactions of our readers are invited together with suggestions for particular railroads to be presented in the future.

During the decades of the 1830s and 1840s the eastern seaboard states were seized by a railroad mania. Every town and city felt that being on the tracks of an important trunkline railroad was requisite for its future survival. Nowhere was it more keenly evident than in the port cities along the Atlantic Ocean. They were all engaged in a competitive frenzy to secure the most efficient and adequate railroads tributary to the port, to pour the golden produce of the vast western empire into their city and to their docks, thereby assuring for the ports a first ranking among the great centers of world commerce.

Portland, Boston, New York, Philadelphia, Baltimore, and Norfolk were all possessed by this dream and determined to become THE great commercial port city of the future. Unfortunately Portland and Boston, although possessing fine harbors, were geographically at a great disadvantage. Not only were they the greatest distance from the midwest but they were blocked by the mountain ranges of New England trending adversely to east-west railroad development. Also the only New England river valley of any consequence unfortunately ran in a north-south axis.

Portland was to become the terminus of an early western connection, but it ran into Canada and was owned by Canadian interests, while the promoters of Portland wanted a railroad through the United States. For this reason they backed the Portland and Ogdensburgh in their battle through the rugged White Mountains.

Boston had a worse problem with their first and only early important line to the west. Struggling over the mountains to Albany, it found the only natural route to the west already occupied by railway lines under the financial control of their commercial arch-enemy—the port of New York City.

However, New Englanders were of stout heart and determination even if their overall good judgment may have been questionable. North of Albany the Adirondack Mountains and Lakes George and Champlain effectively blocked an easy passage to the west, but just look at the map a minute. Lake Champlain and the Adirondacks dwindled to insignificance just south of the Canadian border and it looked as if there was just enough room to sneak a railroad through to the St. Lawrence River at the east end of Lake Ontario, and by Heaven, with a railroad to the Great Lakes and use of the Welland Canal (built in 1829) the great productive farm, lumber, and mining country bordering the lakes was tributary to their railroad. Bother trans-shipment costs and the fact that Lake Ontario was frozen five months in the year; water transportation was economical and Boston was properly the recipient of this tremendous contemplated freight traffic.

It is reported that first discussions of this route occurred as early as 1829, upon the completion of Welland Canal connecting Lakes Ontario and Erie. Meetings were held on the subject at Montpelier, Vt., and Ogdensburgh, N.Y., in 1830 and at Malone, N.Y., in 1831. The idea grew slowly as railroads were new and money sources sometimes hard to convince, but for 14 years the proponents of this "New England" corridor planned, schemed and gained.

While all this planning was going on railroads were being built from Boston to the mouth of Lake Champlain by two different routes, via Bellows Falls, and via White River Junction. Not two large railroads—that was not the New

England way. One route involved six separate railroads and the other route four, but they worked together (more or less) after the Yankee fashion.

However, west of Lake Champlain there was room only for one railroad so, despite the bitter opposition of New York City business interests, who feared loss of trade, the stout support of Boston, Portland and New England financial strength finally secured a charter from the New York Legislature May 14, 1845, for the Northern Railroad Co. of New York to be built from Rouses Point to Ogdensburgh. Construction started from both ends of the line in March 1848 and, with great rejoicing, the 118 mile line was opened for traffic Oct. 1, 1850.

Shortly thereafter, in spite of strenuous objections from the "New York City bloc" in the Legislature, and from navigation interests, by means of an ingenious 300 foot floating bridge section, a trestle was built across the mouth of Lake Champlain and the Northern R.R. was finally connected with the Vermont and Canada R.R. and had reached New England.

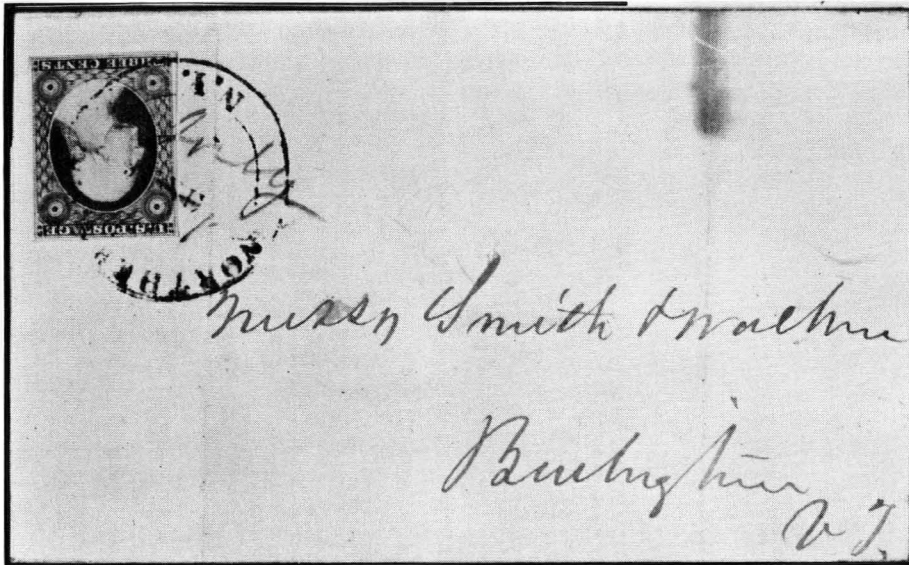
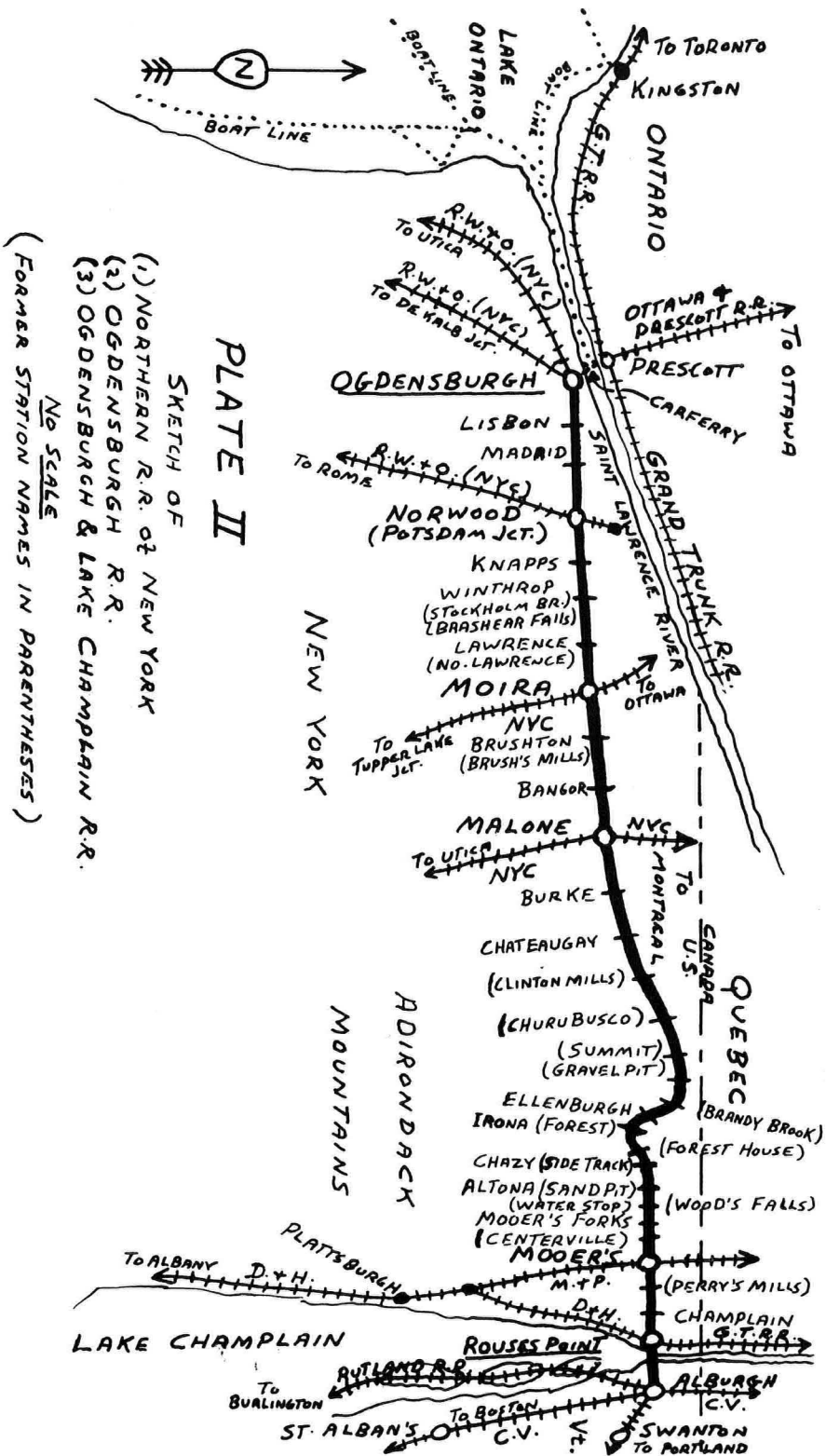


Figure 1. T. & M. 101-B-1 (Remele N 21-a). 33 mm. black Northern R.R. N.Y. tying US 11 to cover from Malone, N.Y., to Burlington, Vt., June 30, 1853.

As Henry Flint put it in 1868: "the country through which the greater part of this road passes is not remarkable for its fertility. Indeed, compared with the rich soil of the Western Country, or even with that through which the New York & Erie R.R. and the New York Central R.R. passes, it is a barren and sterile region. And yet the local business of the line has increased year after year, and the local traffic of the whole line is now profitable. The design in opening the line as a through route, was to draw Western produce, arriving at Ogdensburgh from Buffalo and Chicago to Boston; and this object was attained to a reasonable extent."

This conclusion was prematurely optimistic as we shall soon learn. Indeed the promoters of the Northern R.R. made one fatal mistake right at the beginning. If they had bridged the St. Lawrence River at Ogdensburgh, which was clearly possible of accomplishment at the time, and connected directly with the Canadian lines building to Ottawa, Toronto, and the west via Sarnia-Port Huron, the future of the Northern R.R. would have been assured. Instead they made the short-sighted mistake of putting all their eggs in a ferry connection to Canada and invested heavily in a seasonal Great Lakes navigation system which could not operate five months of the year and could get out of Lake Ontario only by use of the Welland Canal, with its numerous short locks and very limited capacity.

For its day the Northern R.R. was well built with fairly mild grades and no curves over one degree. From Rouses Point at 91 feet elevation it crossed



rolling country to Mooer's (M.P. 12—Elev. 170 Ft.). It then started to climb the eastern slope of the Adirondack Divide reaching its highest point at Summit (M.P. 37—Elev. 1050 feet). Then it descended the western slope through Malone (M.P. 57—Elev. 600 feet) to the bottom of the grade at Moira (M.P. 71—Elev. 240 feet). From there it crossed, with very few curves, the rolling flatlands of the St. Lawrence Valley to the port of Ogdensburgh (M.P. 118—Elev. 150 feet). Hungerford reports that so sure were the promoters of the railroad of its future that they placed the single track to one side of the right-of-way instead of in the middle, so shifting could be avoided when the line was double-tracked, which it never was. In fact local towns were very annoyed at the Northern as the builders insisted on long tangents for the heavy through trains, thereby completely missing the towns of Canton and Potsdam, only a few miles away from the line. Shops were constructed at Malone as well as a large covered depot, built in 1850 by W. A. Wheeler, who eventually became Vice-President of the United States. At Ogdensburgh nearly a mile of extensive dockage was constructed with warehouses, grain elevators and even a marine railway to accommodate the supposedly vast flow of Lake traffic.

Possibly an evidence of the initial confidence was the printing up of expensive colored and beautifully embossed advertising stationery for the different departments of the railroad as illustrated in Figures 3, 4 and 5.

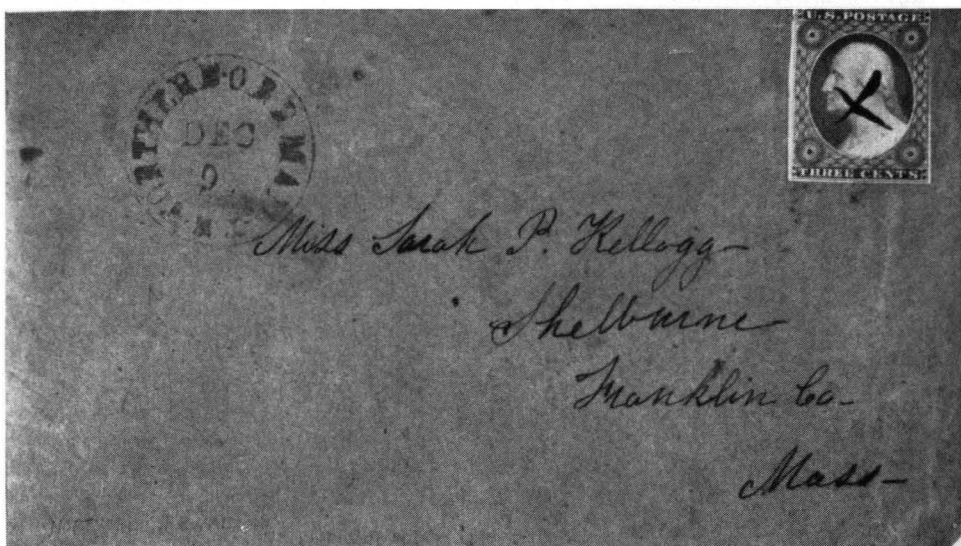


Figure 2. T. & M. 101-C-1 (Remelo N 21-b), 28 mm. red Northern O. R.R. Mail N.Y. on cover with US 11 cancelled to Shelburne, Mass., Dec. 9, 1852.

Immediately upon completion a schedule of two trains each way per day, making all stops, was initiated, with a running time of $4\frac{1}{2}$ to 5 hours. For the first 11 years of operation not a passenger was killed or injured, rules were strictly enforced, equipment was well maintained and the roadbed was of the best. This was most extraordinary and unusual for the 1850s.

For the first six years of its existence the Northern R.R. was a principal mail route to a large portion of Upper Canada via the Prescott ferry. This mail volume increased with the opening on May 10, 1854, of the 54 mile By-town (Ottawa) and Prescott Railway into the interior of Upper Canada. Ogdensburgh gateway mail was routed both directions over the Northern to Rouses Point and thence all New England and New York. Route agents were probably employed on Northern R.R. mail train from the inception or, if not, very shortly thereafter. Figure 1 shows an 1853 use of Northern R.R.N.Y. route agent marking while Figure 2 shows an 1852 use of Northern O. R.R. Mail N.Y. route agent marking.

However, on Oct. 27, 1856, the Grand Trunk R.R. was completed through from Brockville to Toronto, U.C., removing much of the mail volume from the Ogdensburgh route and providing a competitive route via Montreal that did not require use of ferry or lake boats.

From the start there was a fairly busy Lake Ontario traffic connecting with the railroad at Ogdensburgh during the season of navigation. The Lake Ontario Express Line ran directly from Lewiston, N.Y. (near Buffalo) at 12.00 noon, except Sun., arriving at Ogdensburgh at 6.00 A.M., utilizing the steamers *Cataract* (Capt. Chapman) and the *Niagara* (Capt. Kilby). The United States Mail Line left Lewiston at 4.00 P.M., except Sun., for Rochester, Oswego, Sackets Harbor, Kingston, and Ogdensburgh, utilizing steamers *Northerner* (Capt. Child), *Ontario* (Capt. Throop) and *Bay State* (Capt. Ledyard). In addition boats on the Royal Mail Line between Lachine and Kingston stopped at Ogdensburgh (*Highlander*, *Ottawa*, *New Era* and *Lord Elgin*). At Kingston they connected with Lake Ontario boats (*Passport*, *Magnet* and *Princess Royal*) for Toronto, Hamilton, and Queenston.

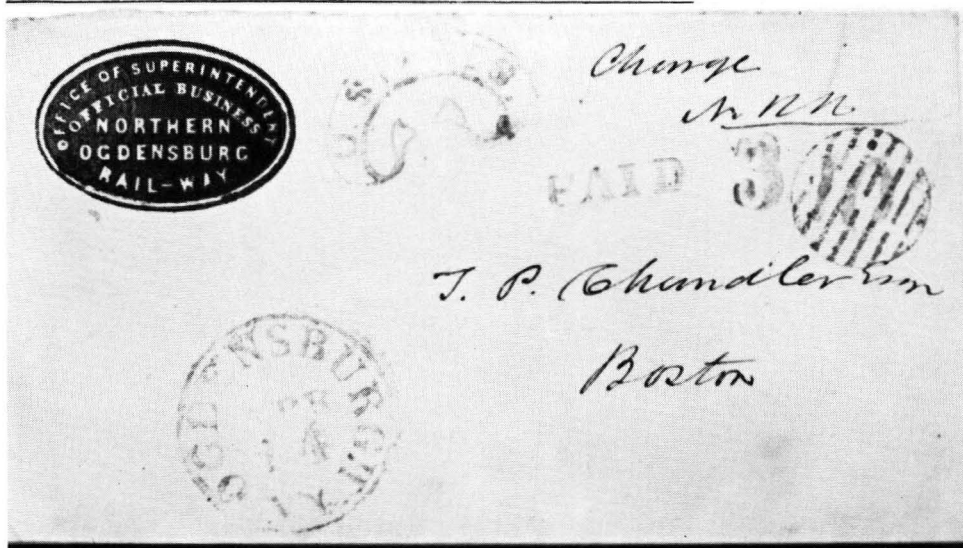


Figure 3. Corner card—blue oval—Office of Superintendent—Official Business—Northern Ogdensburgh Rail-Way—addressed to T.P. Chandler, president of railroad in Boston. Red Ogdensburgh townmark; red "PAID 3"; red 10 struck out by black grid in circle and red "U. STATES" exchange marking used by Ogdensburgh exchange office on mail to Canada. Erroneously rated and marked as if addressed to Canada, then corrected. Note "charge N.R.R." in script.

From 1853 to 1915 the Northern Railroad and its successors operated a fleet of boats on the Great Lakes, originally under the name Northern Transportation Co., carrying grain, merchandise, and passengers. Early boats were the *City of Belleville*, *William Armstrong*, *W. L. Frost*, *Jacob Pierce*, *H. A. Church*, *W. J. Averill*, *Wm. A. Haskell*, and *W. A. Short*. Later under Rutland R.R. control the steel boats *Bennington*, *Burlington*, *Brandon*, *Manchester*, *Rutland*, and *Arlington* brought traffic to the Ogdensburgh line, but they were always handicapped by the short navigation season and the restrictive conditions imposed by the Welland Canal. The Panama Canal Act of 1915 finally put an end to railroad ownership of steamship lines and the lake operations passed into limbo.

The first ferry to Prescott was named the *Transit* and was followed by the car-floats *Annex*, *Jumbo* and *Charles Lyons*. In 1888 the ferry was organized separately as the Canadian Pacific Transportation Co. and it still operates the short run between Prescott, Ontario, and Ogdensburgh, N.Y., connecting the Canadian Pacific with the Penn Central.

Shortly after the completion of the Grand Trunk Rwy., a whole endless procession of vicissitudes beset the Northern R.R., which by that time was

popularly known as the "Ogdensburgh" road, although there never was much agreement on how to spell Ogdensburgh. A line from the South was completed into Ogdensburgh in 1861 which tapped off much Lake and Canadian traffic south to the New York Central R.R. at Rome, N.Y. A line was completed from Watertown to Norwood (Potsdam Jct.) in 1857, which, while it tapped off a little traffic, in the long run actually helped the Ogdensburgh. But probably worst of all were the constant trials and tribulations caused by overambition of the Central Vermont R.R. which provided the Ogdensburgh's principal connection to the East and South.

The Northern R.R. had also overextended itself financially and was sold late in 1856, upon foreclosure of the second mortgage. Bought up by the trustees, it was reorganized Jan. 6, 1858, as the Ogdensburgh Railroad Co. Shortly thereafter financial difficulties again arose and it was reorganized again June 10, 1864, as the Ogdensburgh and Lake Champlain R.R. On March 1, 1870, it was leased to Vermont Central R.R. for 20 years. At this time the O. & L.C. possessed 31 locomotives, 16 passenger cars, 8 baggage and mail cars, and 817 freight cars. Mail earnings were \$10,710 per year.

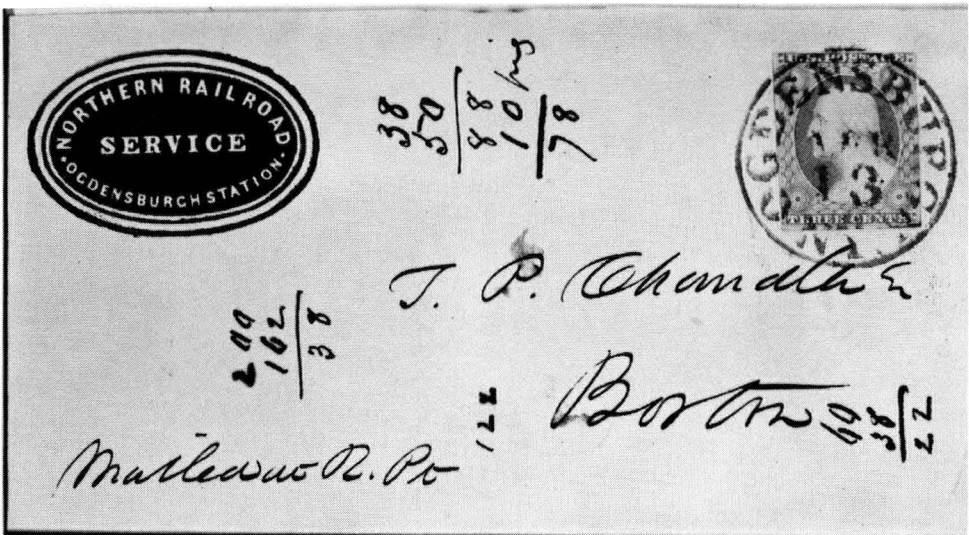


Figure 4. Corner card—blue oval—Northern Railroad Service—Ogdensburgh Station. Addressed to T. P. Chandler, Boston, president of R.R. Black Ogdensburgh town marking tying US 11. Manuscript "Mailed at R. Pt." (Rouse's Point) in error.

During 1867 and 1868 the timetable varied greatly from a low of one through train east and two west, to a high of three through trains in each direction. However, the important train was the mail which in Sept. 1868 left Ogdensburgh at 1.00 P.M. (meeting connection from Ottawa via ferry) and arriving Rouses Point 6.25 P.M. to make Central Vermont connection for Boston and New York via Springfield. Westward it left Rouses Point at 7.15 A.M. after arrival of C.V. night train from the South and arrived Ogdensburgh at 12.40 P.M. in time for the connection to Ottawa.

On Nov. 29, 1875, the New York and Canada R.R. (predecessor of the Delaware & Hudson) completed track from Whitehall to Plattsburgh and Mooer's utilizing line of the old Montreal & Plattsburgh R.R. D. & H. trains operated over the Ogdensburgh from Mooer's to Rouses Point, 12 miles, where they switched to Grand Trunk tracks for Montreal. This operation lasted only a year until the Delaware & Hudson completed its own line into Rouses Point from Plattsburgh. The D. & H. was not competitive with the Ogdensburgh and provided a second and more direct route to New York and the Hudson Valley for the small line.

Operations under the Vermont Central lease were conducted at a loss and in 1876 V.C. did not make its payments and a receiver was appointed

Plate I



101-B-1

*WPA
M 4/12*

101-A-1



101-B-2



101-C-1



101-D-1



101-E-1



101-F-1



101-G-1



101-G-2



101-H-1



101-I-1

*Ogd RR
Febury 2 1863*

101-J-1

101-S-1



101-S-2



Ogd RR June 4

101-K-1

506

restoring the railroad to Ogdensburg & Lake Champlain ownership April 1, 1877, with offices at Ogdensburg.

In 1883 the O. & L.C. leased the Lamoille Valley Extension R.R. under construction from Rouses Point, N.Y., to a connection with the St. Johnsbury & Lake Champlain R.R. at Swanton, Vt., with the obvious hope of opening up a through line of railroad to Portland, Me., via St. Johnsbury and the Portland & Ogdensburg Railroad.

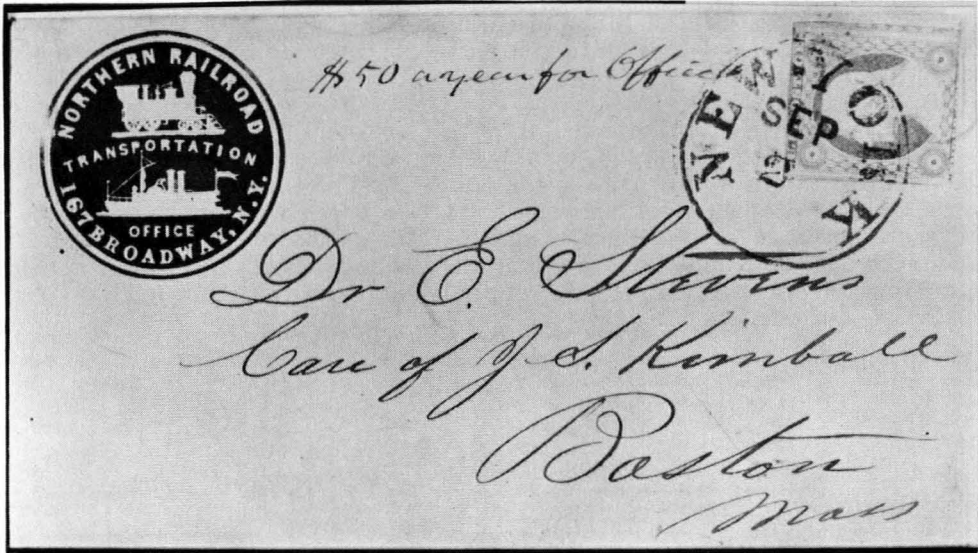


Figure 5. Corner card—blue circle—Northern Railroad Transportation Office, 167 Broadway, N.Y., showing old steamboat and locomotive silhouettes. US 11 tied by black New York townmark. Cover addressed to Boston.

In 1884 a controlling stock interest in the O. & L.C. was acquired by parties acting in the interest of the Central Vermont R.R. A Board of Directors favorable to C.V. was elected. Payment on the bonds of the La Moille Valley Extension R.R. was stopped and operations of that road suspended. Finally on June 1, 1886, the O. & L.C. was again leased by C.V., which at that time was also leasing the Rutland R.R. system.

The Central Vermont had badly overextended its resources and was in constant financial trouble. Finally on March 20, 1896, the C.V. was forced into receivership and the Rutland R.R. became independent. In Jan. 1899 the Rutland purchased all the outstanding debt of the Ogdensburg & Lake Champlain R.R. and assumed management. It also purchased the Ogdensburg Transit Co., operating eight Lake steamers, and reorganized the Great Lakes boat opera-

Route Agent Markings of the Ogdensburg Railroad 1850-1886 (See Plate I)

Catalog Number

- 101-A-1—N.R.R., manuscript, 1857. (Northern R.R.) . 10.
- 101-B-1—33 mm., black, 1851-1857. (Northern R.R. N.Y.) . 30.
- 101-B-2—32½ mm., red, black, 1847-1851. (Northern Railroad N.Y.) . 35.
- 101-C-1—28 mm., red, black, 1851-1857. (Northern O.R.R. Mail N.Y.) . 35.
- 101-D-1—D.Circle, 29½-16 mm., black, Banknote. 12.
- 101-E-1—25 mm., black, Sixties, Banknote. 9.
- 101-F-1—26 mm., black, 1878. (Ogdensburg & Lake Champlain R.R.) . 5.
- 101-G-1—25 mm, black, 1872. Partial. (Ogdensburg & Lake Champlain R.R.) . 6.
- 101-G-2—25½ mm., black, Banknote. (Ogdensburg & Lake Champlain R.R.) . 5.
- 101-H-1—26 mm., black, 1878. (St. Albans & Ogdensburg) . 3.
- 101-I-1—26½ mm., black, 1886. (St. Albans & Ogdensburg) . 4.
- 101-J-1—Ogd. R. Rwy., manuscript, WYD 1863. 10.
- 101-K-1—Ogd. R.R. 5 cts., manuscript, 1850 ? 25.
- 101-S-1—D.Circle, 22½-14 mm. black, WYD 1867. Partial. 19. (Clinton Mills, Ogdensburg and Lake Champlain R.R.—Clinton Mills 6 miles east of Chateaugay) .
- 101-S-2—D.Circle, 23-14 mm., black, WYD 1868. 19. (Altona, Ogdensburg & Lake Champlain R.R.—Altona located 9 miles west of Mooer's.)

tions as the Rutland Transit Co. In order to connect with the O. & L.C. the Rutland built a 37 mile line from Burlington up the string of Lake Champlain Islands to Rouses Point, N.Y., in the years 1898-1901.

We will not go into the 20th Century with this outline except to say that the O. & L.C. continued as part of the Rutland R.R. right up to the end. The Rutland never had any great success and was once under New York Central control, once under New Haven R.R. control, frequently independent and finally in the hands of a receiver as a freight only operation.

The New York Central R.R. utilized a 36 miles segment of the O. & L.C. between Norwood and Malone to run its freight trains to and from Montreal via the St. Lawrence Division, avoiding the steep grades on the Adirondack Division south of Malone.

The problems of the Rutland R.R. in the 1950s and the construction of the St. Lawrence Seaway finally dealt the last blow to the embattled Ogdensburgh line and it was torn up for scrap in the late 1950s. The only remaining memory is the 34 mile segment from Norwood to Malone which was purchased by the N.Y.C. at the time of abandonment and remains a piece of the Penn Central until such time as Conrail can lose it in the political witches' pot that has become the graveyard of many Eastern lines which deserve a far better fate.

Mail Contracts with Post Office Department

Date	Con. No.		Miles	Rt. Tps.	Anl. Pay
1850	1252	Rouses Point—Chateaugay, N.Y.	45	6	\$1,929
1851	1252	Rouses Point—Ogdensburgh, N.Y.	119	6	5,100
1853	1128	Rouses Point—Ogdensburgh, N.Y.	119	6	5,100
1854	1128	(Agent pay of \$1,400 per year listed-probably two agents)			
1857	1123	Rouses Point—Ogdensburgh, N.Y.	119	6	\$6,725
1858	1123	Rouses Point—Ogdensburgh, N.Y.	119	12	\$8,925
1861	1123	(Northern R.R.) Same			
1866	1137	Same			
1870	1022	(Ogdensburgh & Lake Champlain R.R.) Same			
1874	1242	(Central Vermont R.R.) Same except 9 round trips per week.			
1878	6053	(Ogdensburgh & Lake Champlain R.R.) Same.			

Route Agent Listings

Ogdensburgh—Rouses Point, N.Y.

Otis Smith—1861, 63, 65, 67; Edward Dunton—1861, 63, 65

Ogdensburgh, N.Y.—St. Albans, Vermont.

Hiram T. French 1869, 71, 73, 75, 77, 79, 81; R. S. Howe 1869, 71, 73

Darwin K. Gilson 1869, 71, 73, 75, 77, 79, 81; James H. Gracey 1875, 77, 79, 81

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Dr. Chase's work was so meticulous and detailed that extensive revision in light of subsequent studies is not required. This Quarterman edition contains a foreword by Thomas J. Alexander which includes corrections, mostly typographical, to the 1942 edition along with updated information on perforation, color, earliest dates used for each plate, sources of plating aids, and a bibliography of articles on new discoveries and progress in plating made since 1942. This book is a necessity for all U.S. Classics specialists and a useful reference for those interested in 19th century U.S. postal history.

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THE 34c "TEMPORARY" RATE BY BRITISH MAIL BETWEEN THE UNITED STATES AND MEXICO

GEORGE E. HARGEST

On the 11 December 1861 the United States and Mexico signed a postal convention.¹ Under its provisions, each country was to collect its own postage. The rate by sea, for United States postage, was set at 10c per half ounce, seven cents of which was sea postage and 3c inland. By the land routes, 3c paid the rate to the Mexican frontier. In each case Mexico collected its own postage. On letters to the United States from Mexico, the United States collected 10c if they entered by sea, or 3c if by the land routes.

In 1857 the U.S. mails were conveyed from New Orleans by a line under contract to E. H. Carmick² with a subsidy of \$69,700 per year. Carmick was to maintain a tri-monthly service from New Orleans to Vera Cruz, via Tampico, Mexico. He, however, used only one ship on the route, *Tennessee 2d*. At least two ships were required to maintain the service, and deductions were made in Carmick's pay. He also avoided the call at Tampico and ran straight to Vera Cruz. After Louisiana was admitted to the Confederacy on 4 February 1861, *Tennessee* was taken over by the Confederacy, with the intention of converting her into a warship. The direct mail service from the United States to Vera Cruz, therefore, came to an abrupt end.

On 25 April 1862 New Orleans was captured by Flag-Officer David Glasgow Farragut, and *Tennessee* was again in Union hands. On 1 May 1862 the administration of New Orleans was turned over to General Benjamin F. Butler, and *Tennessee* was converted into a Union warship. Whether or not the New Orleans service to Vera Cruz was revived is not known by the author, but President Lincoln did not sign and proclaim the postal convention with Mexico until 20 June 1862,³ which would seem to indicate that a sea service to Mexico existed at that time.

In the May 1863 issue of the *U.S. Mail and Post Office Assistant*, on the second page, the following appeared:

Rates of Postage to and from Mexico, via Havana, in the British Mail.

Post Office Department
Washington, April 16, 1863

In the absence of any direct means of transporting mails by sea between the United States and Mexico, either by United States or Mexican vessels, as provided in the postal convention between the two countries, it has become necessary to use, temporarily, the British mails as a medium of mail communication. Instructions have therefore been given to the postmaster of New York to make up and forward correspondence for Mexico to the office of the British packet agent at Havana, Cuba, for transmission thence to destination, *in the British Mail*, under provisions of our postal convention with Great Britain.

The correspondence thus forwarded by way of Havana, and transported thence by British mail packets to Tampico and Vera Cruz—the two Mexican ports to which the British packets call—will be subjected to a combined United States and British postage charge of 34 cents the single rate of half an ounce or under for letters, and 6 cents each for newspapers—*pre-payment required*.

Correspondence *from Mexico*, conveyed to Havana in the British mail, and forwarded thence to the United States, will be subject to precisely the same rates of United States postage, on delivery, as are charged upon like correspondence originating in Cuba and addressed to the United States, viz: 10 cents the single rate for letters, and 2 cents each for newspapers.

Postmasters will take notice of this arrangement, and collect postage accordingly, when the British mail is used as a medium of conveyance.

M. Blair,
Postmaster General

1. 16 Statutes-at-Large 1099.

2. *Chronicle of the U.S. Classic Issues*, Vol. 25, No. 1, (February 1973) 77:53.

3. 16 Statutes-at-Large 1103.

The mails were sent from New York by American packets direct to Havana, or by British packets to Havana, via Nassau, Bahamas. In 1859 the mail contract with the United States Mail Company expired.⁴ The Company did not wish to carry the mails for the postage, and discontinued its service. The North Atlantic Steamship Company was formed, and among its stockholders were the Pacific Mail Steamship Company and the Panama Railroad. They were backed by New York bankers, who had been interested in the Collins Line. The three remaining Collins line ships were purchased from Brown Brothers and Company; *Atlantic* and *Baltic* went to the Panama Railroad, while *Adriatic* was held as a reserve ship by the Pacific Mail. Directors of the Company were Aspinwall, W. Whitewrite, Jr., Charles H. Russell, Henry Chauncey, J. T. Soutter, Edward Bartlett, and J. W. Raymond.⁵ *Atlantic* and *Baltic* were to ply between New York and Aspinwall. Service was to begin in October 1859, in order to leave no break in the mails, after the withdrawal of the United States Mail Steamship Company.

After the withdrawal of the United States Mail Steamship Company, the Pacific Mail, Vanderbilt and Daniel H. Johnson bid on a new contract. The contract was awarded to Johnson, who had no ships of his own, but intended to charter sufficient tonnage to fulfill the contract. Vanderbilt incorporated the Atlantic and Pacific Steamship Company. Johnson was unable to fulfill the contract, and notified the Postmaster General to that effect.⁶ The Postmaster General then made a provisional contract with Vanderbilt to convey a semi-monthly mail from New York and New Orleans to San Francisco by way of Panama. This effectually eliminated the Pacific Mail from the mail service. The ships of this line were not required to call at Havana. For a time the ships *Baltic* and *Atlantic* also ran to Panama via Havana, but they were "coal hogs" and their operating costs were greater than the Vanderbilt ships. When it became apparent that Vanderbilt would receive the mail contract, the Directors of the North Atlantic Steamship Company placed the *Adriatic* and *Atlantic* on the New York to Havre, via Southampton, route. This arrangement terminated with the sale of *Adriatic* to the Galway line in the middle of March 1861.⁷

The author has found it difficult to learn the names of the American lines that ran from New York to Havana. The calls at Havana of the United States Mail line ended in 1859. Subsequent lines to Panama took the windward passage and did not call there. The sixth auditor for the Treasury for the Post Office made up what he called "the steamers of the West India line," but it includes the steamers of at least two American lines and one British line. These comprised *Roanoke*, *Plantagenet*, *Evening Star*, *Eagle*, *Tubal Cain*, *Corsica*, *Creole*, *Saladin*, *Columbia*, *Morning Star*, *Melville*, and *Oriole*.

The U. S. Mail and Post Office Assistant gives the dates of departure of European, South Pacific, and Havana mails for each month. Until the issue of March 1863, the date of departure of the steamer that would carry the West India mails is indicated by an asterisk. This does not occur again until the issue of March 1864. Postmaster General Dennison explains in his annual report for 1864:

The total postages on mails conveyed to and from the West Indies amounted to \$59,999 18, and the cost of transporting the same to and from Havana and other West India ports was \$40,337 03, being \$19,653 15 less than the United States postages on the mails conveyed. Heretofore the steamers employed in this service, received as compensation the gross amount of United States postages upon the correspondence transported without allowing for the expenses of the inland service; but no contracts were executed with the department, calling for the performance of a specified number of trips, according to a fixed schedule of sailing days; and as the mails they conveyed received no greater care or attention while in transit than is ordinarily given to first class freight, it was considered proper that the compensation for the sea portion of the service should be adjusted as to prevent loss to the postal revenues; and arrangements were accordingly concluded by him

4. J. H. Kemble, *The Panama Route, 1848-1869*, p. 201.

5. *Ibid.*, p. 84.

6. *Ibid.*, p. 85.

7. George E. Hargest, *History of Letter Post Communication Between the United States and Europe, 1845-1875*, p. 127.

with the proprietors of all of the steamship lines, except two, plying between New York and Havana, for a fixed compensation by the trip of \$125 each way, or \$250 per round trip, if not exceeding the United States postages on the mails conveyed. The proprietors of two of the steamship lines in question declined to accede to this rate, claiming that they were entitled under provisions of the 4th section of the act of June 15, 1860, which authorizes the Postmaster General to cause the mails to be transported between the United States and any foreign port or ports, by steamships, allowing therefor the sea and inland postage if by an American vessel, and the sea postage if by a foreign vessel. The provisions of this section have not been construed as *requiring* the Postmaster General to allow the sea and inland postages on mails conveyed, to all American vessels, but simply as limiting the compensation in any case to that amount.

Not only was the Postmaster General faced with the cutting off of the direct communication with Vera Cruz, but also with the fact that the service to Havana might prove inadequate. As a precaution he revived the British mail rate established by the additional articles to the U.S.-British treaty of 1853,⁸ which provided for the conveyance of letters to Liverpool and from Southampton by the Royal Mail line to St. Thomas, and by Colonial packet to destination. This provision had not been used on mail to the West Indies since 1854, although it still remained in effect. Cheaper rates and shorter routes had replaced it.

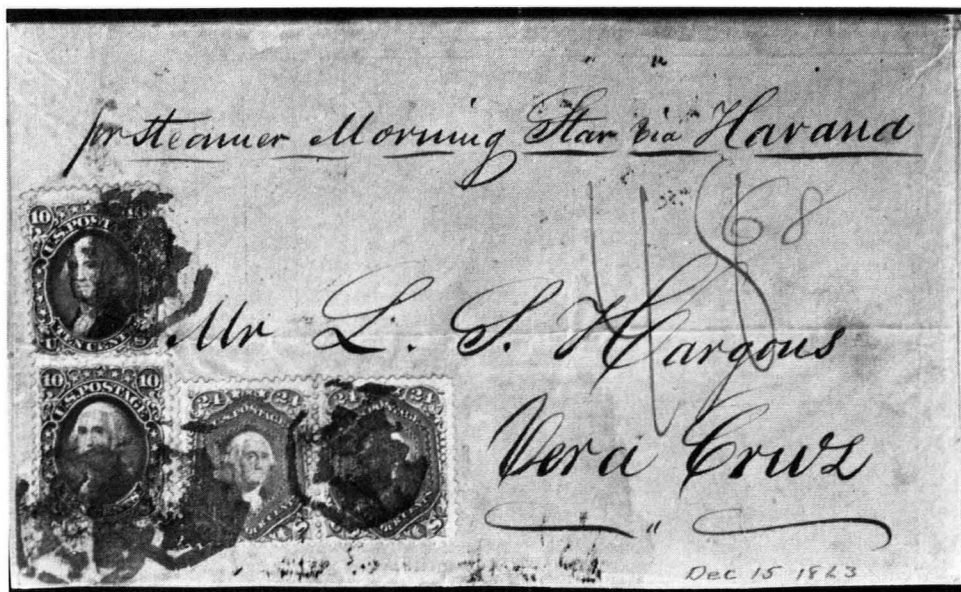


Figure 1

Because direct communication with Vera Cruz no longer existed in May 1863, a British mail rate was introduced as a "temporary rate." It consisted of 10c U.S. postage and 24c British for a total of 34c per half ounce. Mail was sent to Havana, and thence by British inter-colonial packet to St. Thomas, and thence to Vera Cruz by the British Royal Mail line. The above cover is a double rate letter by this route. The rate lasted until February 1866—a long period for a "temporary" rate.

The July 1863 issue of the *U. S. Mail and Post Office Assistant*, page 3, contained the following announcement:

Also, letters posted in the United States which the senders may desire to transmit *via the United Kingdom*, and thence by means of British Mail Packets, to the following Foreign Possessions in the West Indies, &c. viz: *St. Thomas, St. Croix, St. Eustatius, St. Martin, Cayenne, Martinique, Guadeloupe, Surinam, Curacao, Porto Rico*, and the *Mosquito Territory*, will be subject to a . . . rate of forty-five cents (U.S. and British postage) *prepayment required*.

This rate, however, does not appear in the Table of Postages to Foreign Countries.

The whole affair appears to be a "tempest in a teapot." The Auditor for the Treasury for the Post Office Department lists many ships sailing between New York and Havana and the amount of U.S. postage allowed them. Most of

8. 16 Statutes-at-Large 811.

these do not appear in the schedule of departures in the *U. S. Mail* as they sailed irregularly according to no scheduled dates.

Figure 1 illustrates a cover from the famous "Hargous" correspondence. It is franked with a pair of 24c red lilac and two 10c, type II, stamps of the 1861 issue. There is a lead pencil "68" at upper right, and before the middle of 1860, this would probably have indicated the postage paid, because, at that time postage stamps were not required on foreign letters. This was a double 34c rate for a letter weighing over one-half, but not over one ounce. When this letter was posted, however, stamps were applied and required. The cover bears in magenta-red a manuscript "48." This was a double rate credit to the British office. The cover is also endorsed "pr Steamer Morning Star via Havana." The list of sailings of the West India line, as developed by the Auditor of the Treasury for the Post Office Department, shows that *Morning Star* sailed from New York on 20 November 1863, and arrived back in New York on 28 November 1863.⁹ The proprietors of the line, whoever they may have been, accepted the \$250 offered by the Postmaster General for the round trip, which indicates that the value of the postage was at least that amount. When this letter reached Havana, it was sent to St. Thomas by British Colonial packet. There is on the reverse a ST THOMAS/with double semi-circle at bottom dated DEC/15/1863 applied in blue ink, which Birch¹⁰ states is a transit marking. From St. Thomas it was sent by British Foreign Colonial Packet to Vera Cruz. In a map, Heath¹¹ shows the route of these packets, as making a long arc from St. Thomas, which passed about half-way between Havana and the Florida Keys. At Vera Cruz the letter was delivered into the hands of Mr. Francis Gifford, Vice-Consul, who was in charge of the British Postal Agency. This 34c rate paid to destination and no Mexican postage was collected.

The Postmaster General, when he announced the rate, held it to be a "temporary" rate. It, however, was in force from May 1863 until February 1866. In July 1865, the *U.S. Mail* announced in its schedule of steamship departures a "Mexican" line and the destination of the mails is given as Havana and Vera Cruz. This line continued to run, and is sometimes shown as the carrier of West Indian mails, and under contract to the U.S. The July 1873 issue of the *Postal Guide* shows this line under the proprietorship of Alexandre and Sons. Whether or not they were the proprietors in 1866 is not known to the author. At least, they received a mail contract from the United States, and the 34c British mail rate was deleted in February 1866.

9. Appendix to the Report of the Postmaster General for 1864. Report of the Sixth Auditor of the Treasury for the Post Office Department, No. 40, p. 121.

10. J. Alfred Birch, *Postal History of the United States Virgin Islands (formerly the Danish West Indies)*, American Philatelic Society, 1966, as reprinted in Richard Wolfers, Inc. Auction Catalogue, No. 42, p. 38.

11. John M. Heath, "The British Postal Agencies in Mexico City, Vera Cruz and Tampico, 1825-1876," Pamphlet published by Robson Lowe, Ltd. Inside front cover.

THE CUNARD SAILING SCHEDULED FOR 13 MARCH 1861 FROM NEW YORK WALTER HUBBARD

When compiling a list of the Cunard Company's sailings from Boston and New York for the years from 1860 to 1869, no arrival at either Queenstown or Liverpool appeared to have been made to match the sailing date from New York of 13 March 1861. On the assumption that the Cunard packets could not sail from New York without first getting there, an extract of their sailings from Liverpool or Queenstown showed that the sequence for the first three weeks in March should have been *America*, *Australasian* and *Niagara*, and that as *America* sailed from Boston on 6 March and *Niagara* on 20 March, *Australasian* must be the missing one.

On *Australasian's* arrival at New York on 2 January (1861), it was reported that she had encountered a severe gale, when she had boats stove in, lost bulwarks, and had one man overboard with several injured. "The vessel does not appear to have been strained but will be thoroughly examined" wrote

The Times correspondent from Liverpool. Sailing from New York on 16 January, she made the return trip safely, this being the first occasion that the Cunard eastbound mails had been entrusted to a screw steamship. She sailed again from Liverpool on 16 February, but fifteen days later, and about three days after she was due at New York, she put back into Queenstown, having lost two of her screw fans (whatever they may be). Her mails and passengers were immediately transferred to the Cunarder *Arabia*, which had sailed from Liverpool on 2 March, and thus "they were forwarded without an hour's delay."

This accounts for *Australasian's* non-arrival at New York, but what happened to the mails she should have brought back? Well, *Adriatic* (ex Collins Line), just sold by the North Atlantic Steam Ship Company to the Galway Line, sailed from New York on 13 March on her way to Southampton to be docked and surveyed prior to taking her place in her new owners' line, and it was she who brought *Australasian's* mails. She landed them at Queenstown on 23 March at 0300 hours, before going on to reach Southampton early on 24 March—just another incident in her varied career. This is, I think, the only occasion in this decade on which the Cunard Company did not have one of their vessels available on the scheduled sailing date.

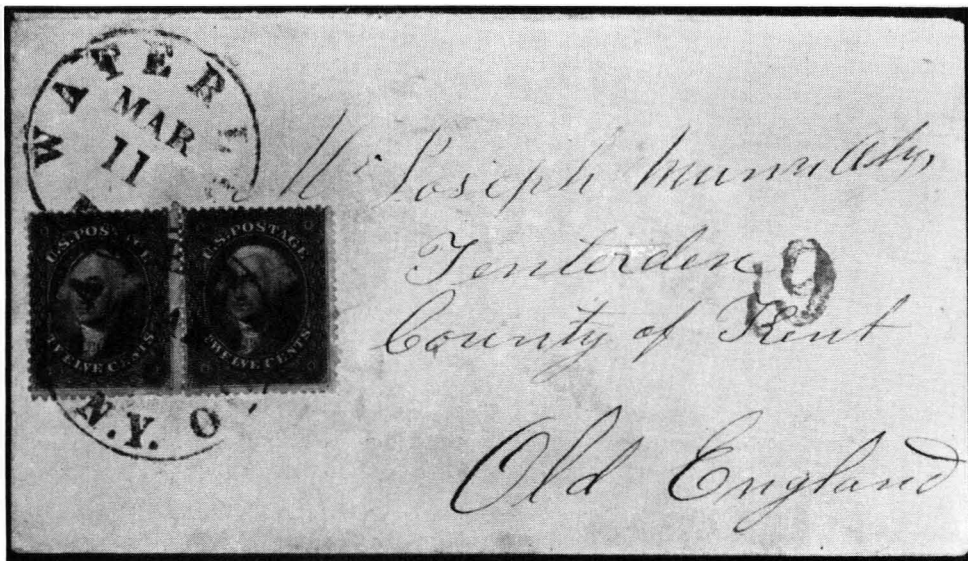


Figure 1

The cover illustrated in Figure 1, prepaid 24 cents with a pair of the 12 cents 1860 Plate III, was posted in Waterloo, N.Y., on 11 March (1861). It has a New York credit of 19 cents for British packet and two backstamps—STAPLEHURST A MR 24 61 and TENTERDEN A MR 25 61. As *America* sailed from Boston on 6 March and *Niagara* landed her mails at Queenstown on 2 April, this cover must have been intended for *Australasian*, but carried, in fact, by *Adriatic*. No other sailing fits the markings.

Prof. Hargest says in his book* that *Adriatic* sailed from New York on 13 March 1861 "as British steamer for delivery to Galway Line" and he also lists her as a packet sailing on the same day for the Galway Line. I should have guessed that these two quotations would not be as contradictory as they sound, and, in fact, they get very near the truth. *Adriatic* was a British steamer being delivered to the Galway Line and, although they were the Cunard mails she carried, she did sail as a packet on 13 March.

Prior to the early seventies, the Cunard mails were normally carried only on the scheduled sailing dates, but the Company was committed to mak-

*George E. Hargest, *History of Letter Post Communication*, pp. 127 and 132.

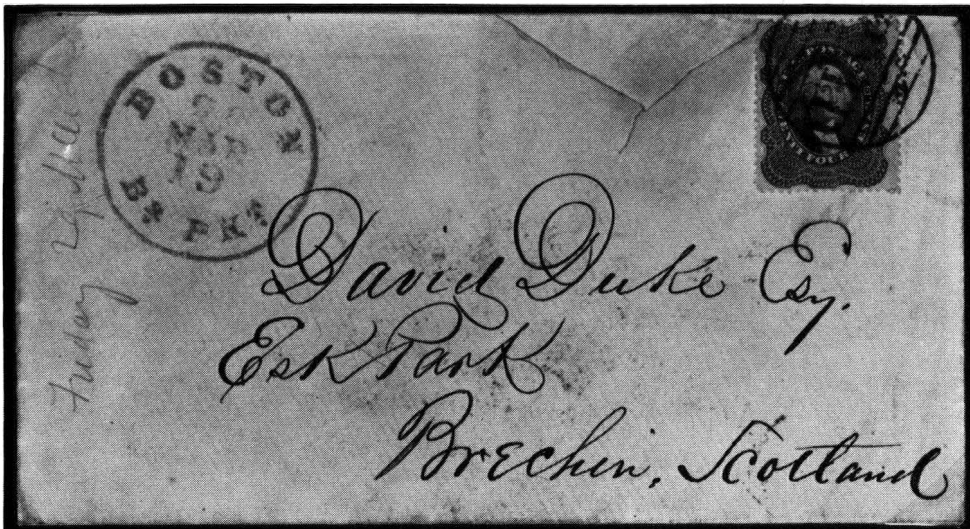


Figure 2

ing fifty-two round voyages in the year. The cover illustrated in Figure 2 is annotated "Friday 29 March," has a red BOSTON BR.PKT. mark 2—MAR 19 (similar to Blake 794 but date over month over credit) and backstamped BRECHIN AP—4 6—. The Cunarder *Europa* sailed as an "extra" from New York on Saturday 30 March 1861, to arrive at Liverpool on 13 April. Although the year date is not clear, 29 March was a Friday in 1861, the stamp had not been issued by March 1860 and although Boston was not strict about rejecting obsolete stamps, the sailings by British packets in 1862 and 1863 just do not fit the markings. It looks, therefore, as if this cover was carried by *Europa*, the Cunard Company being determined, perhaps, to maintain their schedule of fifty-two mail trips in the year.

References: *The Times* of 1861-63.

THE REDUCED PACKET RATE ON BELGIAN MAIL, 1849

CHARLES J. STARNES

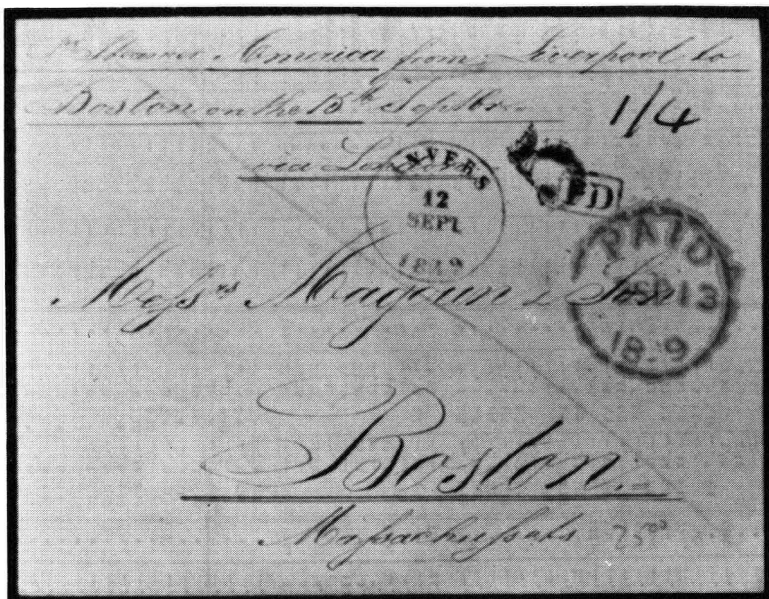
The provisions of the Anglo-Belgian treaty of 1844, with reference to U.S.-Belgian mail, have been discussed by George E. Hargest.¹ This treaty set the total British charge for carriage from the Belgian to the U.S. frontier, or vice versa, at 1s. 8d./½oz. (1sh. packet rate + 8d. territorial transit). The packet rate was defined as the rate charged inhabitants of Great Britain on letters to or from colonies or countries beyond the sea. Now, to quote Dr. Hargest:

When the United States-British treaty became effective in Great Britain, the packet rate was reduced to 8d., and according to Article XXIV of the Anglo-Belgian convention, should have immediately reduced the rate between the United States and Belgian frontiers to 1s. 4d. by British packet, and to 8d. by American packet. No covers passing between the United States and Belgium during this period, however, have been seen, and it is not known whether this reduction was immediately recognized.

The period referred to was from 15 Feb. 1849 (from U.S.) or 30 Mar. 1849 (from Belgium) to 1 Feb. 1850, the effective date of a new Anglo-Belgian treaty setting a new total British charge of 1sh. by British packet.

Fortunately, we are able to illustrate a usage of the reduced packet charge on a prepaid open mail cover from Anvers (Antwerp) 12 Sep. 1849. It is a printed prices-current of Nottebohm Bros., with their ms. letter written on a blank side. The reverse of the folded cover shows in red crayon the postage

1. *Chronicle* 55: 74-78; 58: 72; *Letter Post Communications, etc.*, 99-102.



paid in Belgium, "4/16-20," 4 decimes Belgian internal for letter less than 10 grams and 16 decimes foreign postage for a total of 20 decimes. The front is marked with a red boxed PD and black ms. "1/4," 1sh. 4d. (16 decimes) credit to Britain, 8d. transit and 8d. packet. At the Boston office, the black handstamp "5" was applied—5¢ U.S. inland due from addressee, since the letter was carried under the open mail provisions of the U.S.-British treaty.

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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 88

Figures 1a and 1b show the problem cover from the last issue. The writer was with the late Henry A. Meyer in his second-floor stamp den in Evansville, Indiana, about nine years ago with this item in hand, discussing it. As previously written, it had been sold as a wrapper showing a strip of five of the 5¢ green Confederate States of America (Sc. #1), and nothing else was apparent. Teacher Meyer was not only stimulating to his high-school students in Evansville, but was mentor to many in the philatelic world, including the writer. He was always keenly interested in Civil War Period items, and one of his first lessons concerning them was to look under the stamp, open papers up and look at both sides, and try to figure out who put the stamps or markings on the cover, and what they signify? Henry did this with this item and unfolding it, and using steam from a kettle to separate parts glued together, disclosed the inside with the Tuscumbia markings. Using a special light bulb Henry found that the address and the "nine cents post" were all in the same ink, but the '59 in the Tuscumbia cds was different.

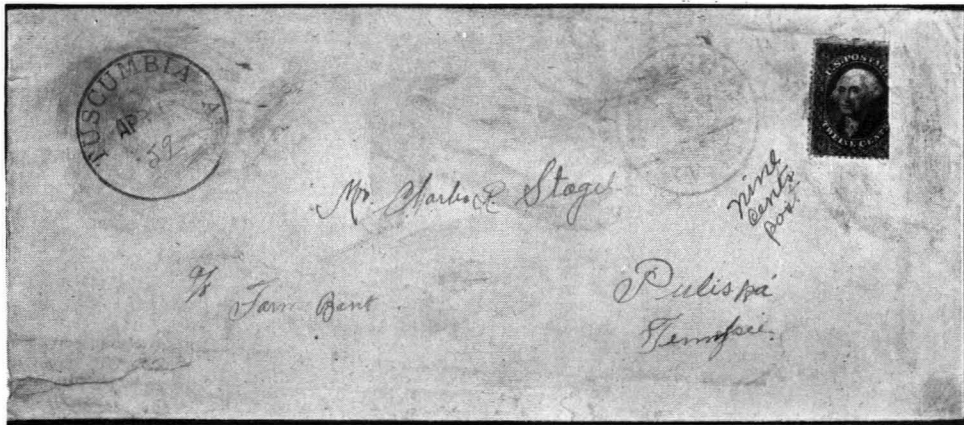


Figure 1a



Figure 1b

The Tuscumbia, Alabama Postmaster Provisional, Sc. #12XU1, used in 1858, is listed only in dull red. Similar markings used during the Civil War from Tuscumbia, Postmaster Provisionals 84XU1-6, (with "5") are listed only in red or black, and the 1929 Dietz *Postal Service* does not list a blue cancellation from Tuscumbia. The Tuscumbia marking on the problem cover is in blue and there is a quartered cork cancellation tying the 12¢ stamp in the same blue. A study of the postal markings available at Henry Meyer's house, and subsequent checking by Dick Graham, the writer, and others indicated that the font with serifs of the Tuscumbia cds at the upper left was of the period of 1885-90. The conclusion was that the Tuscumbia portion is an elaborate fake, although the mystery remains as to how and why it was hidden inside of an otherwise legitimate item.

The Confederate portion of the wrapper is interesting because few covers during that period are known from Pulaski, although it was the largest town (and court house) in Giles County, Tennessee, located near the Alabama border on the Tennessee and Alabama RR, almost directly south of Nashville. S. J. Rogers was the Union postmaster there until May 31, 1861, and since this portion of Tennessee was pro-Southern, undoubtedly the Confederate postal system started in operation at that time, and Confederate hand-stamped paid, both 5¢ and 10¢, are known. The Pulaski cds used at the Confederate post office was the same one used at that post office in the late 1850s, but not the same as the one used when the post office was reopened during the middle of the War. Two towns south of Nashville, Murfreesboro and Shelbyville, were reopened April 21, 1862, but Columbia, to the west of Shelbyville, was not officially reopened until 1864. However, Union mail from Columbia is known in 1862 and 1863 and the post office was apparently reopened and closed with both sides using the post office when the town was in their control, as at Winchester, Virginia.

1847-1869 ISSUES

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Pulaski could show a similar pattern but very few covers are known, and none of them showing reuse of the same postal devices. Pulaski was probably abandoned by the Confederate forces in April 1862 after the Battle of Shiloh. A northern strip of Alabama including Decatur, Huntsville and Stephenson (along the Memphis and Charleston RR) was more or less in Union control from May 1862 on. The conclusion was that the Confederate portion of this wrapper is legitimate in every respect, that the weight was five times that for the single rate, and that the date of use was February 1862. Collectors interested in occupation covers might be on the lookout for Union mail with this Pulaski, Tennessee cds. Based on recent auction realizations for such material, it would be a valuable cover.

PROBLEM COVER FOR THIS ISSUE

The problem cover for this issue is shown in Figure 2 and is a cover with two copies of the 1¢ 1857 stamp, and one copy of the 1¢ 1861 stamp tied by a cut cork cancellation in black and with an Old Point Comfort, Va. cds. The cover is addressed to Lockport, Kentucky, and contains a letter written from Daulton (*sic*), Georgia, dated December 1, 1863. We ask our readers' comments on this use of demonetized stamps and explanations of how the cover got from Georgia to Kentucky during the Civil War.

We also ask our readers to send in some problem covers of their own. Please do not send in the actual covers, but instead send a black and white glossy photographic print and pose the question pertaining to the cover. Answers to problem covers and suggestions for future ones are needed within a few weeks after you receive your *Chronicle*, and should be sent to the Editor's Cincinnati P. O. Box.



Figure 2

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