

Interphil 76

Special

Issue

August 1976 (No. 91)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

August 1976

Volume 28, No. 3

Whole No. 91

RECORD BREAKERS!

We have been constantly breaking records for the sale of single rarities and in the aggregate realization for a single auction session. We've also broken all records for sales by auction for a single year . . . over Five Million Dollars in 1975.

* * * *

We've got to have material to keep breaking records and if you have anything worth-while to offer, we can assure you of a strong, dependable international market for anything of philatelic merit.

If you prefer to sell outright for immediate cash, our companion firm, Robert A. Siegel, Inc., "The House of Classics" is ready to purchase anything of philatelic merit. Nothing is too large for our needs! Nothing is too small!

ROBERT A. SIEGEL AUCTION GALLERIES, Inc.

120 EAST 56th ST.

NEW YORK, NY 10022

TEL. (212) 753-6421

ESTABLISHED 46 YEARS

ROBSON LOWE AUCTIONS

September

16/17 **JOHANNESBURG: SOUTH AFRICAN COLONIES** with the "E. C. Francis" collection of **Cape Triangulars, Natal, Orange Free State rarities, Transvaal and Union of South Africa.**

28 **LONDON: GREAT BRITAIN**—Surface Printed.

29 **LONDON: GREAT BRITAIN:**—Revenues.

Illustrated catalogues \$3 each by airmail.

October

7 **BOURNEMOUTH: GENERAL SALE** including the "T. J. Mitchell" **Africana and Overseas.**

Illustrated catalogue \$2 by airmail.

8 **BOURNEMOUTH: POSTAL HISTORY.**

Illustrated catalogue \$3 by airmail.

12 **LONDON: MAURITIUS** with the "E. C. Francis" collection and **Seychelles.**

13 **LONDON: BRITISH EMPIRE.**

Illustrated catalogues \$3 each by airmail.

16/17 **MILAN: EUROPA** including the second part of the "Visconti" **Lombardy-Venetia.**

Illustrated catalogue \$4 by airmail.

26/29 **BASLE: SPECIMEN STAMPS OF THE WORLD;** the "E. C. Francis" **Sicily and other fine Italiana; Europe,** including 300 classic covers from **France to Chile; Overseas,** with the "E. C. Francis" **U.S.A.,** fine classics of **Brazil, Chile, Mexico and Peru; Roumania** with **Turkey and Levant; Gibraltar; British Empire** classics, the "E. C. Francis" **Cape of Good Hope, Ceylon, New Zealand and St. Vincent.**

Illustrated catalogues \$5 each by airmail.

WE SELL YOUR STAMPS WHERE THEY SELL BEST

Details and catalogues from:

ROBSON LOWE INTERNATIONAL LTD.

50 PALL MALL, LONDON, SW1 Y 5JZ, ENGLAND

Cables: "Stamps London SW1" Telex: 915 410

V.A.T. No.: 239/4486/31



SELECTED 1847 - 1857 COVERS

GREGORY'S ATLANTIC AND PACIFIC EXPRESS, Fine strike of the **RARE** 4-line hand-stamp on 1851 F.L. from **GLASGOW** thru **NEW YORK** to **SAN FRANCISCO**, an **unusual** usage **\$250**

#1—**VF** tied to **VF** cover from **NEW YORK** with #15L13 tied by red st. line "**RAILROAD**" pmk of **PHILADELPHIA**, a **beauty** **\$750**

#7—**Fine**, tied by "**SAN FRANCISCO**" cds to **1855 printed circular** to **Baltimore**, very scarce 1¢ rate from **West Coast** **\$50**

#9 and **horiz. pair** #14—**VG-VF**, tied to **FL** from **NEW ORLEANS** to **FRANCE**, red "**NEW YORK AM PACKET**" cds, clear transit pmks, **attractive** **\$500**

#10—(**Pos. 36LO**), **F-VF** tied to entire by **VF** strike "**U.S. EXPRESS MAIL N.Y. SEP 9**" cds, scarcer **\$50**

#11—**Horiz. pair**, **VF** tied to **neat** yellow cover to **VERMONT** by **SACRAMENTO CITY CAL**" cds, scarce 6¢ **West to East** rate **\$50**

#15—**F-VF**, tied to cover by rare "**NEVADA CITY, CAL. 10 PAID APR 19 1856**" cds, **striking** **\$100**

#26—tied to cover by clear "**STEAMER PEERLESS FEB 26 1860**" double line cds, gum soak around stamp, **still attractive** **\$50**

#32—**VG-F**, tied to slightly soiled cover to **Calif.** by bold "**BLACKBERRY STATION, ILL**" **BALLOON** cds, additional "**MISSENT**" H.S. struck twice, scarce 10¢ rate to **Cal.** **\$65**

#35—Perfs cut, pen cancelled on cover with "**MILLERTON CAL DEC. 2 - 1860**" mss pmk, **WASHINGTON D.C. unusual** "**PENSION OFFICE JAN 5 1861**" double line receiving, **rare official business usage** **\$50**

#35—**SE** at **R**, tied to **OVERLAND MAIL STAGE COACH** illus. yellow cover by "**SAN FRANCISCO SEP 14 1860 CAL**" cds, slight edge wear, a **very rare showpiece** **\$750**

#36—**3 Horiz pairs** (sl defects), tied to **short paid** (should have been 4x) 1858 cover to **ENGLAND** by "**NEW PORT, FLOR.**" cds, **attractive** despite cover faults and **rare rate** **\$250**

#38—**Vert Pair**, about **F-VF**, tied by **bright red grids** to yellow cover to **BERLIN**, scarce red "**N. YORK AM. PKT 14 PAID**" cds, **superb and rare** **\$850**

WHAT ELSE WOULD YOU LIKE TO SEE IN UNUSUAL U.S., CONFED., OR B.N.A. COVERS?

Satisfaction or Immediate Refund — Gladly Sent on Approval with References
Installment Payment Terms If Desired — (No Interest or Carrying Charges)

Jack E. Molesworth, Inc.

APS
SPA
CSA
USPCS

88 Beacon Street
Boston, Mass. 02108
Phone: 617-523-2522



THE CHRONICLE, published quarterly in Feb., May, Aug., and Nov. by the U. S. Philatelic Classics Society, Inc., at 2030 Glenmont Ave., N. W., Canton, Ohio 44708. Second class postage paid at Canton, Ohio 44711 and additional mailing office. Subscription price \$14.00. Printed in U.S.A.

The Chronicle

of the U. S. Classic Postal Issues

August 1976

Published Quarterly, in
February, May, August, and November.

Vol. 28, No. 3
Whole No. 91

\$2.50 to Members Official publication of the U. S. Philatelic Classics Society, Inc. \$3.50 to Non-Members
(Unit No. 11, American Philatelic Society)
Annual membership dues \$7.50

SOCIETY OFFICERS

DAVID T. BEALS III *President*
4117 Broadway, Kansas City, Mo. 64111
CLIFFORD L. FRIEND *Vice-President*
8081 Aquadale Drive, Boardman, Ohio 44512
ROBERT R. HEGLAND *Secretary*
P. O. Box 1011, Falls Church, Va. 22041
LEON HYZEN *Treasurer*
P. O. Box 256, San Clemente, Cal. 92672
J. DAVID BAKER *Assistant Secretary and Assistant Treasurer*
P. O. Box 892, Indianapolis, Ind. 46206 *Chairman, Slide Shows*
ELIZABETH C. POPE *Scribe*
55 South Gore Ave., Webster Groves, Mo. 63119 *Program Chairman*
BENJAMIN E. CHAPMAN *Editor of Chairman's Chatter*
5099 Steuben Dr., Memphis, Tenn. 38134

Regional Vice-Presidents:

ARTHUR BEANE, C. W. CHRISTIAN, EVERETT C. ERLE, SCOTT GALLAGHER, DONALD F. GARRETT,
JACK L. JENKINS, JOSEPH F. RORKE, PAUL J. WOLF
DALE R. PULVER *Advertising Manager*
28411 Knickerbocker Rd., Bay Village, Ohio 44140
ROBERT L. TOTH *Chairman, Membership Committee*
10015 Vista Dr., North Royalton, Ohio 44133
ROBERT H. SMITH *Chairman, Grievance Committee*
1313 East Broad Street, Columbus, Ohio 43205
JACK L. JENKINS *Chairman, Publications Sales Committee*
P. O. Box 615, Bloomington, Ill. 61701

DIRECTORS

THOMAS J. ALEXANDER '79, DAVID T. BEALS III '78, ARTHUR E. BEANE, JR. '79, C. W. CHRISTIAN '77, CLIFFORD L. FRIEND '77, MARC HAAS '79, ROBERT R. HEGLAND '79, LEON HYZEN '77, DAVID L. JARRETT '77, MICHAEL LAURENCE '78, SUSAN M. McDONALD '78, ELIZABETH C. POPE '78; *ex officio*: J. DAVID BAKER, SCOTT GALLAGHER, MORTIMER L. NEINKEN, MELVIN W. SCHUH.

EDITORIAL BOARD

SUSAN M. McDONALD *Editor-in-Chief*
2030 Glenmont Ave. N. W., Canton, Ohio 44708

SECTION EDITORS

1847-51 Period SUSAN M. McDONALD	Bank Note Period MORRISON WAUD 1 First National Plaza, Chicago, Ill. 60670 ARTHUR VAN VLISSINGEN, <i>Associate</i>
1851-60 Period THOMAS J. ALEXANDER 714 Commerce Bank Bldg. Kansas City, Mo. 64106	Railroad Postmarks CHARLES L. TOWLE 4621 E. Don Jose Dr., Tucson, Ariz., 85718
DAVID T. BEALS III, <i>Associate</i> 4117 Broadway, Kansas City, Mo. 64111	The Foreign Mails CHARLES J. STARNES, <i>Associate</i> 1205 Wyllys St., Midland, Mich. 48640 WALTER HURBARD, <i>Associate</i>
1861-69 Period RICHARD B. GRAHAM 259 E. Dominion Blvd., Columbus, Ohio 43214	<i>Contributing</i> : JAMES T. DE VOSS, SUSAN M. McDONALD; <i>Emeritus</i> : GEORGE E. HARGEST
<i>Contributing</i> : C. W. CHRISTIAN, CLIFFORD L. FRIEND, WILLIAM K. HERZOG	The Cover Corner SCOTT GALLAGHER P.O. Box 42253, Cincinnati, Ohio 45242
1869 Period MICHAEL LAURENCE 919 N. Michigan Ave., Chicago, Ill. 60611	

Address changes and inquiries about non-receipt of copies should be sent to the Secretary; orders for back issues to Publication Sales Chairman, other correspondence to Editor-in-Chief. Members are invited to report new items and to submit articles for publication, preferably to the appropriate Section Editor. If doubt exists, they may be sent to the Editor-in-Chief. In no case should stamps or covers be sent, unless requested by a member of the editorial staff. While in an editor's possession, such items will be carefully guarded, but no liability for loss or damage is assumed by an editor or the Society.

© U.S. Philatelic Classics Society, Inc. 1976
US ISSN 0009-6008

IN THIS ISSUE

THE EDITOR'S PAGE	175
-------------------------	-----

THE 1847-51 PERIOD

A Remarkable Cover: Largest Multiple Use of the 10-Cent 1847 Stamp Known on Cover, <i>by Col. James T. DeVoss</i>	176
--	-----

1847s at Interphil, <i>by Susan M. McDonald</i>	180
---	-----

THE 1851-60 PERIOD

The Auxiliary Handstamp Postal Marking "TOO LATE," Part Two, <i>by Steven M. Roth</i>	182
--	-----

Interphil—A Review, <i>by Thomas J. Alexander</i>	189
---	-----

THE 1861-69 PERIOD

A New Early Date for the Black Jack, <i>by Paul J. Wolf</i>	192
---	-----

The Philadelphia "SHIP 3" Rate and the Philadelphia "U.S. SHIP" Straightline Marking, <i>by Richard B. Graham</i> (Continued from <i>Chronicle 90</i>)	194
---	-----

THE 1869 PERIOD

The 1869 Bisepts of Clove, New Jersey, <i>by Calvet M. Hahn</i>	208
---	-----

THE BANK NOTE PERIOD

Fancy Cancellations on Department Stamps, <i>by Morrison Waud</i>	212
---	-----

Interphil 76—Comments	214
-----------------------------	-----

THE FOREIGN MAILS

A Passé Frémont Cover—First Day Treaty Use from France, <i>by Clifford L. Friend</i>	216
---	-----

U.S.-Egypt Mails, <i>by Charles J. Starnes</i>	218
--	-----

Cunard Line—Eastward Sailings from New York and Boston, <i>by Walter Hubbard</i> (Continued from <i>Chronicle 90</i>)	225
---	-----

THE COVER CORNER

Answers to Problem Covers in Issue No. 90	233
---	-----

Problem Cover for this Issue	235
------------------------------------	-----

THE 3¢ STAMP OF THE UNITED STATES 1851-1857 Issue Carroll Chase



Dr. Carroll Chase was the leading authority on the U.S. 3¢ stamp of 1851 during his lifetime. He began to publish the results of his studies in 1909 and in 1929 the first edition of his major work was published. In 1942 a revised edition of his book was published which incorporated corrections and changes which varied from a few lines to rewritten paragraphs. This 400-page hardcover reprint contains the text of the 1942 edition and the illustrations from the 1929 edition which were used for their better quality. Over 100 halftone illustrations are included along with some plating charts and diagrams.

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.

\$30.00 Postpaid

STILL AVAILABLE:

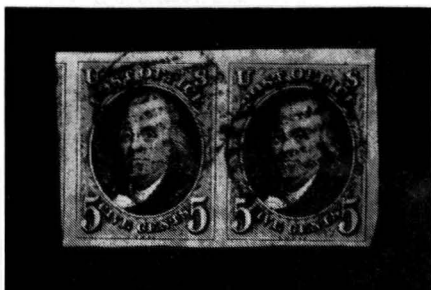
Boggs' CANADA	\$40.00	Mirabaud SWITZERLAND	\$35.00
Hargest LETTER POST	\$30.00	Blake & Davis BOSTON	\$30.00
Norona U.S. POSTMARKS	\$25.00	Jarrett BNA	\$35.00
Boggs' NEWFOUNDLAND	\$20.00	Howes CANADA	\$30.00

QUARTERMAN PUBLICATIONS, INC.

5 South Union Street

Master Charge
Accepted

Lawrence, Massachusetts 01897



It's number one with us . . .

This beautiful pair of U. S. #1 realized \$1,500.00 against a catalog of \$350.00 in our March 1976 auction.

Located in our nation's capitol, Kaufmann's offers knowledgeable buyers and sellers a superior auction service featuring outstanding U. S., Confederate and Worldwide stamps and covers.

Prospective sellers can write for our free booklet **How to Properly Evaluate and Sell a Stamp Collection**. Please include a stamped addressed #10 envelope.

Buyers, send us your name and address with zip code and collecting interests to receive our next three catalogs free.



Kaufmann Auctions

John W. Kaufmann, Inc.
1010 Vermont Ave. N.W.
Washington, D.C. 20005
(202)638-5658

THE EDITOR'S PAGE

Several items in this issue deserve special mention. It is a pleasure to welcome Col. James T. DeVoss in a finely researched account of a most extraordinary 1847 cover in his collection. Most of the 1851-60 section is devoted to Part II of Steven M. Roth's consideration of the "Too Late" marking—an important contribution because it confirms some previous conclusions and alters others. Paul J. Wolf presents valuable information on a new early date of use for the Black Jack. In the 1869 section Calvet M. Hahn returns with an in-depth study of two examples of a bisected 1869 2¢ used from a small New Jersey post office. A postally significant cover from France, with many unusual facets, is described by Clifford L. Friend in the Foreign Mails.

Many comments—largely favorable—on the Interphil issue have been received and I'd like to reiterate my appreciation to the section editors and the individual authors for their splendid efforts. A few corrections are in order. Steven M. Roth points out (in reference to the article by Wylie H. Flack) that Cooper's Ferry is now Camden, N.J., in Camden County, and has been since about 1844, although the information given is correct for the date (1818) of the cover described. A more serious correction concerns the postmark shown in Figure 2 in the same article, as pointed out by Jacque Houser and J. Blair Gibbs. The apparent "L" is due to a piece of foreign matter adhering between the serifs of "I" and "A" at the bottom; there is no error of spelling in the handstamp device. This may be established by comparing the spacing of "LA" on the first line with that of "IA" on the second, and has been verified by inspection of the actual cover at Interphil.

ALAN T. ATKINS

ASDA

APS - USPCS - SPA

—OLD U.S. COVERS—



WCS

CSA - USCC - APC

Phone: 513/831-6781

PROUDLY SERVING

**Postal Historians, Collectors of
Old Confederate and U.S. Covers.**

WE BUY AND SELL OLD U.S. AND CONFEDERATE
COVERS, MANUSCRIPTS, BOOKS AND DOCUMENTS.

"Give Your Collection Our Best"

THE 1847-51 PERIOD
SUSAN M. McDONALD, Editor

A REMARKABLE COVER:
LARGEST MULTIPLE USE OF THE 10-CENT 1847 STAMP KNOWN ON COVER
COL. JAMES T. DeVoss

Editor's note: The 10¢ 1847 cover described here is a prominent feature in Col. DeVoss's "Via Panama" collection which has received international acclaim. Awards won by this collection include Champion of Champions in 1969; a large gold in international competition at Philypia in 1970 and gold for best postal history; large gold at Belgica in 1972 and at IBRA (Munich) in 1973; Prix d'Honneur at Stockholmia in 1974. Its most recent showing was in the Class of Honor at Interphil where it was awarded the Prix d'Honneur.

The pride of ownership and the excitement surrounding the acquisition of a unique stamp or cover are exhilarating to say the least. But to me the research which follows is far more thrilling. Maybe that is why I like postal history so much. In most instances the story is not obvious; you have to dig it out.

I'm sure that 126 years ago Amos B. Corwine and B. Midgett had no idea that a letter they handled would become a great philatelic rarity. The unknown third person who hand carried the letter from Peru to Panama certainly had no inkling that he was playing a small but important part in an exciting drama. Neither the writer who penned the letter on July 13, 1850, nor the addressee, Barron Forbes & Co. of Tepic, Mexico, could have even dreamed that their communication would be saved from destruction and eventually become a part of a postal history collection.



Figure 1. Nine 10¢ 1847 stamps on folded letter from Lima, Peru, via Panama to Tepic, Mexico. (Photograph by DeVoss).

With one stamp torn in half, why would anyone want to save such an unattractive and colorless cover? Fortunately the remaining eight copies of the 10¢ 1847 stamp (Scott No. 2) are in perfect condition with excellent margins on all copies. Fate somehow played an important role and the item eventually fell into philatelic hands. The stamp dealer who originally found the letter sold it to an Arizona collector. There it remained, practically unknown to the philatelic world, for over 25 years. Having acquired the item by private treaty, I proudly exhibited it publicly for the first time in my "Via Panama" collection at the second World Series of Philately held in 1969 at BALPEX in Baltimore.

This remarkable folded letter (Figure 1) dated July 13, 1850, originated in Lima, Peru. It was addressed to a firm in Tepic, Mexico, and it traveled via Panama and San Blas, the port city for Tepic.

The unknown person who hand carried this letter to Panama turned it over to the U.S. Despatch Agent at Panama, paid the postage required, and departed quietly into the night remaining anonymous forever.

Amos B. Corwine of Ohio was appointed United States Consul at Panama on October 18, 1849. On December 6, 1849,¹ Consul Corwine was also appointed U.S. Mail Despatch Agent at Panama.²

It wasn't until July 16, 1850,³ that the first United States postage stamps became available in Panama. On that day the U.S. Consul received a shipment of 2,500 ten-cent 1847 stamps. He did not, of course, know that at that very moment a letter was being carried from Peru which would require him to use nine of those stamps. The postage rate in 1850 to the United States and Mexico was thirty cents. Mr. Corwine also received a circular 7-grid cancelling device and a "PANAMA" handstamp measuring about 1 $\frac{3}{8}$ inches long.

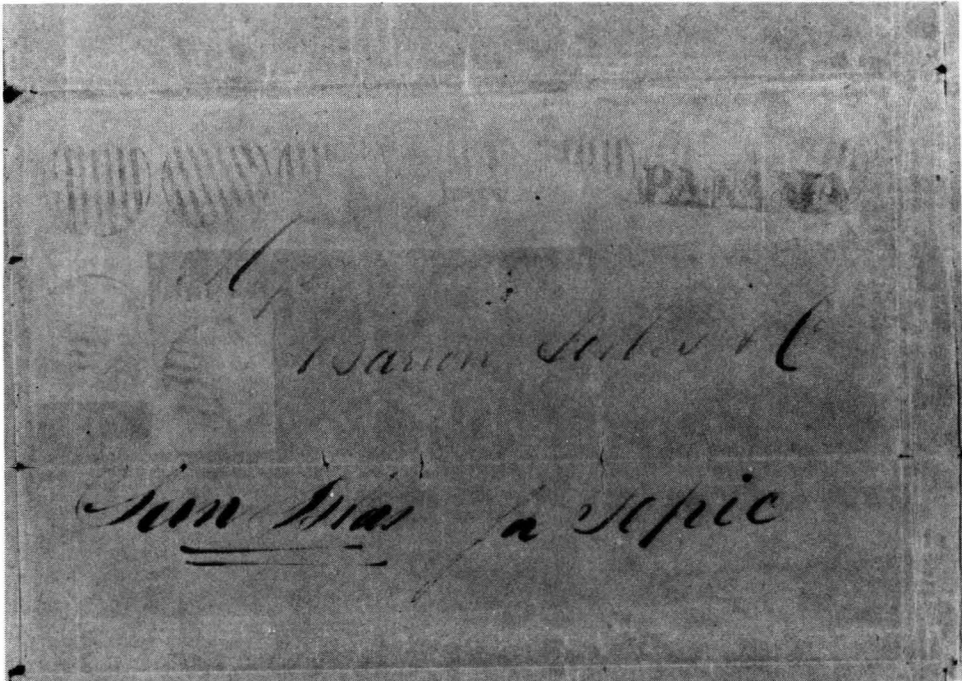


Figure 2. Special effect photograph showing red "PANAMA" beneath stamp. The faint red circular grids are also visible. (Photograph by DeVoss).

Mr. Corwine applied the straight line "PANAMA" handstamp in red to the upper right portion of the folded letter (Figure 2). He then proceeded to cover the red marking with stamps when he realized that it was necessary to affix nine 10¢ stamps to pay the triple rate. The letter contained several enclosures. One strip of three, positions 71R, 81R and 91R, had to be cut apart so the stamps could be affixed without covering the address. The remaining strips are positions 85, 86, 87R and 95, 96, 97R. All of the stamps were then cancelled lightly with red ink by the circular grid canceler. The letter was then placed with the other outgoing mail awaiting the arrival of the U.S. Mail Agent from New York who would carry it to the port nearest its destination.

1. J. Collamer, Postmaster General, to A. B. Corwine, U.S. Consul, *Post Office Department, Letters of the Postmaster General*, vol. T-2 (January 25, 1849--July 20, 1850).

2. Col. James T. DeVoss, "United States Despatch Agent at Panama," *Thirty-Second American Philatelic Congress Book* (1966), p. 137.

3. Post Office Department, *Postage Stamps Issued to Postmasters* (July 1, 1847-June 30, 1853).

Bannister Midgett had been appointed a government agent "for the charge and re-assortment of the United States mails" between New York and San Francisco, via Chagres and Panama, on January 25, 1850,⁴—about six months before carrying the mail which included this extraordinary letter. Midgett is known to have made at least three round trips as a mail agent between the East and West Coasts before the end of 1851. On this particular trip he arrived in Chagres (Figure 3) on July 24, 1850, having made the trip aboard the *Georgia*, a wooden side-wheel steamer⁵ belonging to the United States Mail Steamship Company. This company, chartered on March 23, 1846,⁶ had been awarded the contract to carry the U.S. mail between New York and Chagres.

On this particular voyage the *Georgia* carried 79 bags of mail which weighed 3,677 pounds.⁷ Midgett was responsible for the safe transport of the mail across the Isthmus. With the help of Harvey Gleason, the U.S. Consul and Despatch Agent at Chagres, he got the mail ashore, hired porters with bungoes (native canoes) and prepared to make the hazardous journey up the Chagres River to Cruces. At Cruces Midgett put ashore and hired mules to transport the mail bags the remaining distance to Panama City. During the rainy season, with mud and mire everywhere, the 50-mile trip frequently required two or three days.

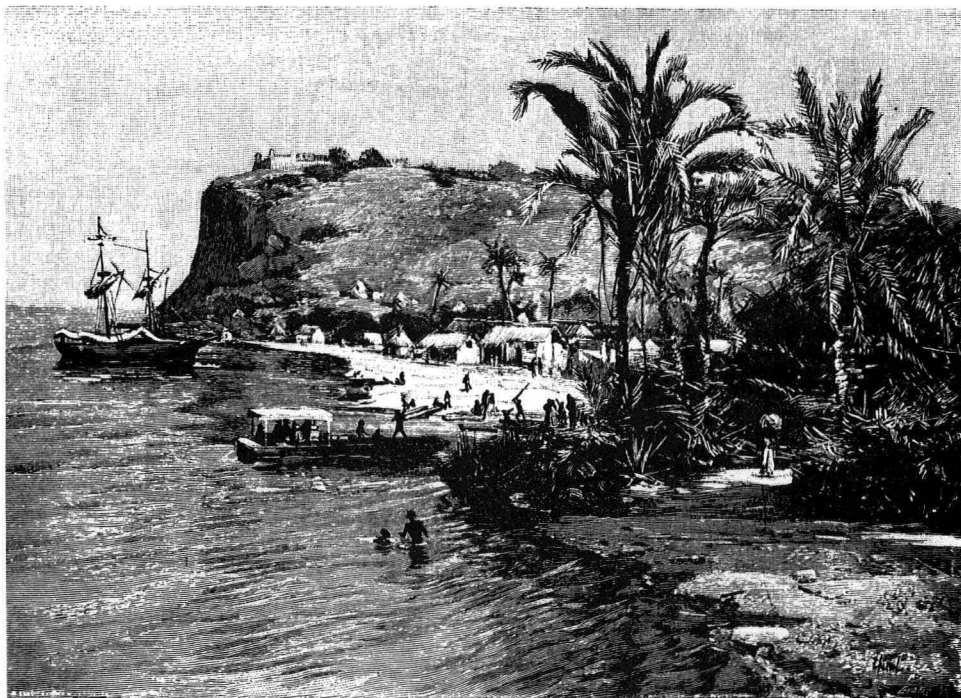


Figure 3. A typical scene at Chagres in the 1850s—unloading mail and passengers.

Mail Agent Midgett was subsequently reimbursed by Post Office Department order dated October 11, 1850,⁸ in the amount of \$201 for expenses incurred in charge of the U.S. mails upon the Isthmus. This payment included seven days per diem from his arrival on July 24.

The payment made to New Granada by Amos B. Corwine, the U.S. Consul at Panama, in accordance with the provisions of the Postal Convention between

4. *Post Office Department Journal*, vol. 23 (August 27, 1849-April 12, 1850), p. 363.

5. John Haskell Kemble, *The Panama Route, 1848-1869* (Berkeley and Los Angeles: University of California Press, 1943), p. 226.

6. *Ibid.*, p. 17.

7. *Post Office Department Journal*, vol. 25 (July 23, 1850-February 28, 1851), p. 89.

8. *Ibid.*, p. 194.



Map showing locations mentioned in text. Adapted from Otis, 1867.

the United States of North America and the Republic of New Granada,⁹ for the transit of the U.S. mails, was 4,620 Reales (\$577.50).¹⁰ This postal convention was signed at Bogota on March 6, 1844. A dispute arose over the terms of the convention following the tremendous increase in mail generated by the California gold rush. The dispute lasted for many years, but that is another interesting story of its own.

9. Hunter Miller, *Treaties and Other International Acts of the United States of America*, vol. 4, Documents 80-121: 1836-46, p. 529.

10. *P.O.D. Journal*, vol. 25, p. 89.

B. Midgett departed Panama en route to San Francisco aboard the 1050-ton *California*, pioneer steamship of the Pacific Mail Steamship Company fleet.¹¹ This company had been chartered in April 1848,¹² for the purpose of providing service between Panama and the West Coast of the United States. It was Mail Agent Midgett who carried the bags which contained the letter franked with nine 10¢ 1847 stamps.

Tepic, Mexico, is located a short distance inland from the port city of San Blas. This port, situated between Manzanillo and Mazatlan, was not a regular port of call for every ship carrying mail. Most ships stopped at Acapulco but the San Blas stop was made only on an irregular basis. But on this particular voyage a stop was made at San Blas and the mail put ashore contained the remarkable cover now in my collection.

Yes, this cover, with its stamps and markings, is unique. It is the earliest of the eight known covers bearing 10¢ 1847 stamps used from Panama.¹³ The other seven are single letters with a strip of three instead of nine stamps.

How many covers have you seen bearing United States stamps, carried in the United States mails by United States vessels, which never saw the light of day in the United States until they fell into philatelic hands?

More exciting than the acquisition of this cover, was my search for information about its journey. I sincerely hope that my readers will agree that postal history is truly a thrilling facet of our great hobby.

11. Ernest A. Wiltsee, *Gold Rush Steamers* (San Francisco: The Grabhorn Press, 1938), p. 10.

12. *Ibid.*, p. 6.

13. Creighton C. Hart, "1847 Covers from Panama," *Chronicle* 58:46-9.

1847S AT INTERPHIL SUSAN M. McDONALD

Many noteworthy 1847 issue items were exhibited at Interphil. In addition to the unique cover described here, Col. DeVoss displayed two other PANAMA covers. Included among the "Aristocrats" were unused blocks of sixteen of the 5¢ and of six of the 10¢ from the Weill brothers. Lou Grunin showed an unused block of eight of the 5¢ and an unused pair of the 10¢, as well as a wide range of off-cover cancellations and some unusual covers. Paul Rohloff's exhibit included 5¢ covers with the Hudson River Mail postmark and wavy 17-bar grid cancel, and with boxed Troy & N.Y. Steamboat. Hubert Skinner's display had New Orleans uses with different color postmarks and cancels, while Dan Warren showed examples from Richmond, and my exhibit included covers to Canada and Nova Scotia.

Duane Hilmer's exhibit of Canada pence issues contained a cover showing combination use from Canada of the 3d beaver and 5¢ 1847. Two exhibits were almost entirely devoted to the 1847 issue. Henry C. Wenk III showed a wide variety of uses and cancels, with many covers illustrating aspects of postal use, and with special strength in covers with locals as well as 1847 stamps. From a postal history standpoint Creighton Hart offered a comprehensive study of 1847 use in domestic and foreign mails, with most significant developments represented. Also featured were several pages of "Pairs of note," consisting of two unusual related covers, such as the 5¢ and 10¢ each used from Wheeling, Va., with the Wheeling grid "precancel" or "Control mark."

It is gratifying to report that the *Chronicle* received a vermeil award in the literature competition at Interphil. The four issues for 1975 were those judged. Only one gold was awarded in literature—to a book entry by Robson Lowe, Ltd. Ten entries received vermeils, the *Chronicle* receiving one of four awarded in the periodical division, out of forty-seven journals entered.

PHILATELIC BIBLIOPOLE

Builders and Buyers of Collections

Dr. Benjamin Franklin

The Ledger of Dr. Benjamin Franklin, Postmaster General, 1776

This work was first published in 1865, a limited edition for charity, by the above title and though it has long been known that Benjamin Franklin had nothing to do with, it has been accepted by the original title. The original being a general postal ledger of the 1775-1778 period.

1976 reprint, 128 pages, card cover, edition of 2,000\$3.75

Ernest A. Wiltsee

Two new Quarterman reprints. Though much of the charm of the original private press volumes is lost in these editions a number of covers relating to the various services have been added to add to their philatelic significance.

Gold Rush Steamers of the Pacific

1976 reprint of 1938 work, 496 pages, cloth\$35.00

Pioneer Miner and the Pack Mule Express

1976 reprint of 1931 work, map in pocket, 160 pages, cloth\$20.00

John H. Morrison

History of American Steam Navigation

A significant study with much philatelic interest. A new index has been added.

1967 reprint by Argosy, edition of 750 copies, 648 pages, cloth\$20.00

Sterling T. Dow

Besides being THE postal history of Maine this work contains a fine section on the Colonial Post of much general interest. The original edition was only 300 copies and as it appeared in 1943 it did not receive the attention it deserved. A forward by Joseph A. Antizzo and nineteen new illustrations have been added along with the reprinting of several related articles.

1976, reprint by Quarterman, 256 pages, hard cover\$25.00

Dr. Carroll Chase

The 3¢ Stamp of the US 1851-1857 Issue

A most significant work on both the stamp and the US postal history of the period. The text is the corrected 1942 version with both the illustrations and general arrangement coming from the 1929 edition. A new foreword by Thomas J. Alexander has been added. We will gladly autograph our mention if requested.

1976 reprint, 400 pages, hard cover\$30.00

1942 edition, regular-delux type\$65.00

Foreign

Handbook of Irish Postal History to 1840 by Feldman & Kane

1975, 131 pages, cloth\$13.00

Postage Stamps of Japan and Dependencies by Tracey Woodward

1976 Quarterman reprint, 768 pages, cloth\$65.00

The Royal Philatelic Society of London

All publications now in stock

Order your books while they are still in print, they usually cost less! Standing and advance orders accepted on authoritative philatelic literature covering 18th and 19th century US, CSA, GB, and Canada. Please, no annual catalogues.

Leonard H. Hartmann

Post Office Box 21397

Louisville, Ky. 40221

THE 1851-60 PERIOD

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

THE AUXILIARY HANDSTAMP POSTAL MARKING "TOO LATE"

PART TWO

STEVEN M. ROTH

The initial report published in *Chronicle* 88:214ff. with respect to the marking "TOO LATE" set forth all of the information that this collector was able to locate in more than two years of study. Happily, as a result of the initial report, several students have come forward with examples of additional covers bearing the marking and have provided new and significant empirical information so that, at the very least, some gaps in the initial report have been closed, the theory of scarcity originally postulated has at once been partially reinforced and partially undermined, and at least one new type (and perhaps two) has been recorded.

Not all of the information reported to the author has been set forth in the supplemental listing appended to this report, however. For example, one postal historian reported that the 1952 edition of Konwiser's *Stampless Cover Catalogue* as well as a 1935 issue of *Stamps* magazine each "listed" the marking as used in New York City. Since this report purports to give a listing of the marking as used on cover, and because we already know that there is a Type NY, without additional information concerning the two listings, the decision was made to omit the cumulative references to the existence of the type.

Some matters that arose in the course of correspondence should, perhaps, be mentioned here.

Michael Laurence, one of our Section Editors, properly chastized this collector for the vague references given in the initial report to the stamps used on the various covers. Rarely was a Scott number given. With due apologies to all readers, this failing must again be occasionally repeated in this supplemental report. Unfortunately, few of the prior listings of the "TOO LATE" marking set forth the catalogue numbers of the stamps, and few of the supplemental reports received since the initial report have set them forth. Accordingly, the stamps are described "as seen" in the photocopy, without a guess with respect to catalogue listing.

Finally, Dr. James W. Milgram has written that the estimate of the scarcity of the "TOO LATE" marking was overstated. The additional reports received appear to bear him out, in part. While the sampling may still be too small to be accurate, based on the covers reported so far it would appear that Type NY-1, Type NO and Type SF-3 are quite scarce; Type NY-2 is fairly common; and Type SF-2 is plentiful.

DESCRIPTION OF THE MARKINGS

A. A New Type

Formerly listed Type NY has been tentatively reclassified as Type NY-2. All covers previously listed in the original report, with one possible exception, appear to fall within this classification. The one exception may be the cover reported by Calvet M. Hahn, which may be new Type NY-1. A 1:1 size photograph of the Hahn cover is not available to the author to overlay a tracing. (See *Chronicle* 88:217 for illustration.)

A new type NY-1 may exist; or, as will be discussed below, the marking may in fact be a New Orleans marking. It could also be the first reported Charleston, S. C. marking.

The cover bearing the marking was reported by Mr. John Pemberton. He states that the marking is struck in red, and that it measures 4 x 31½ mm.

In style it looks exactly like original Type NY. The marking was struck on a folded lettersheet bearing the following other markings: (i) CDS "NEW ORLEANS. La./Mar/9"; (ii) H/S "PAID"; (iii) manuscript "12½"; (iv) H/S "4" (Cuban marking); (v) H/S "EMPRESA AMERICANO 1/ABR/1849" and, (vi) manuscript "p Isabel to Havana." The blue folded lettersheet has had the contents, point of origin, and date cut out.

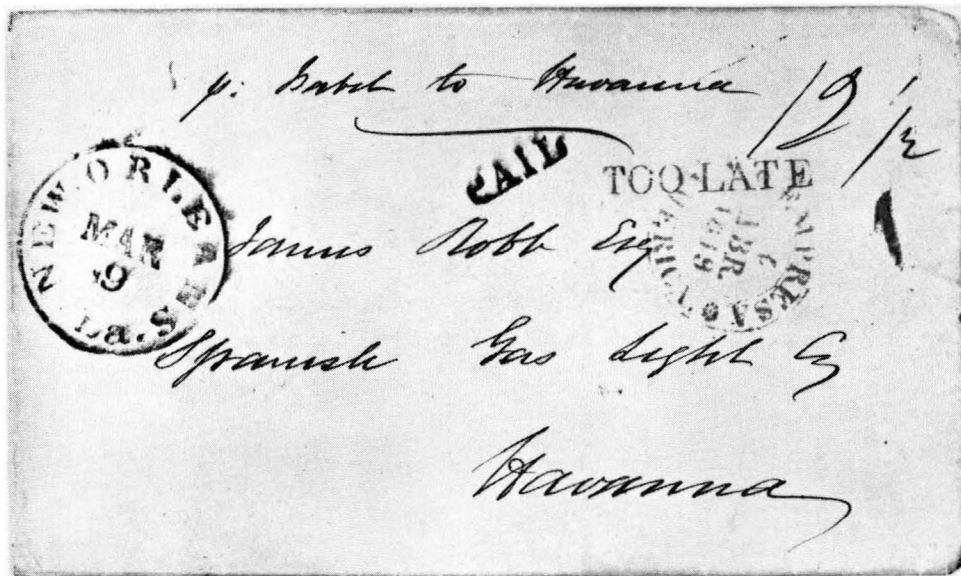


Figure 1A. Cover from New Orleans, March 9, 1849, addressed to Havana. See text for discussion of where the "TOO LATE" marking may have been applied. (John Pemberton Collection).

The difficulty in classifying this cover results from a combination of the missing reference to its point of origin, the apparent style of the marking (Type NY), the presence of the New Orleans CDS, and the information available to us with respect to Cuban mail in the relevant period.

About Cuban mail in the late 1840s, the *Annual Report of the Postmaster General*, dated December 6, 1847,¹ stated:

A bid for a portion of the service [to Oregon from Charleston to Panama] from Charleston to Havana, was made by Mr. M. C. Mordecai, of Charleston, which was accepted by the department upon condition that it should be approved by Congress, and an appropriation made for the payment . . . The contractor is of undoubted ability, and will put the line in operation should it be the pleasure of Congress to sanction the contract . . .

In the *Annual Report of the Postmaster General*, dated December 3, 1849,² it was reported:

The mail from Charleston, via Savannah, to Havana, under the contract with this department, has been carried since the 18th October, 1848, in the steamer *Isabel*, with a good degree of regularity, at the cost of \$35,086.22. No other foreign mail is carried by contract with this department.

Based on the latter Annual Report, the route of carriage would seem to be clear: The *Isabel* would leave Charleston, S. C., would proceed to Savannah, Geo., and then would go on to Havana. Were this all that is known, the Pemberton cover would be less of a problem, for one could then postulate that the cover had originated in New Orleans where it received the "TOO LATE" marking, and had then gone directly to Charleston and Savannah (either post office of which may have in fact applied the marking). But there is evidence that the Cuban route may also have originated and terminated in New York City. In an issue of *Postal Markings* (the date of issue and page are not available to the

1. Exec. Doc. No. 0, pp. 1324-74.

2. Exec. Doc. No. 1, p. 781.

COVERS WITH "TOO LATE" MARKING—SUPPLEMENTAL LISTING

Type	Color	Date	Origin	Destination	Stamps	Remarks	Source
SF-1 or SF-2	?	1867 (?)	San Francisco	England	Horiz. strip of four 24¢ 1861 (grey lilac).	Siegel Sale 9/15/65 lot #215	Reported by C. L. Friend
SF-1 or SF-2	?	April 1876	Stratham, N.H.	Foochow, China	5¢ Taylor #185	Photo in files of Chicago Collectors' Club. From Wingate corres. See <i>Figure 1</i> .	Reported by M. M. Laurence
SF-2	Magenta	Aug. 4, 1879	_____, Iowa	Queensland, Australia	Pair 1¢ 1879; single 10¢ 1879.	Via San Fran. See <i>Figures 2 and 3</i> .	C. J. Starnes Col.
SF-2	Black	1883	?	New South Wales	Pair 6¢ rose 1882.	Via New York City to San Fran., to destination.	C. J. Starnes Col.
SF-2	Black	May 5 (?) 1884	Exeter, N.H.	Foochow, China	5¢ Garfield #205	Wingate Corres. Via San Fran.	John B. Lisle Col.
SF-2	?	Aug. 1887	San Francisco	Honolulu, Hawaii	5¢ Garfield #205		Thurston Twigg-Smith & Alfred J. Ostheimer Col.
SF-2	?	July 1888	Maybole, England (?)	Hawaii	Stampless	Via San Francisco	Thurston Twigg-Smith & Alfred J. Ostheimer Col.
SF-2	Magenta	July 1880	Columbus, O.	Tokyo, Japan	5¢ Taylor #185	Via San Francisco	Harry T. Yeager Col.
SF-2	?	1892	San Francisco	Hawaii	U312; 2¢ carmine; 1¢ blue	Wells, Fargo & Co. Express envelope.	Kover King Inc. Sale 11/22/75. Lot #583. III
SF-2	Magenta	Dec. 18, 18—	Lowell, Mass.	Yokohama, Japan	5¢ Taylor	_____	Dr. James W. Milgram Col.
SF-2	Black	1878	Nashville, Tenn.	Shanghai, China	Pr. 3¢ green	Ms.: "Via San Francisco, California"	Dr. James W. Milgram Col.
SF-2	Black	1867	San Francisco	Liverpool, England	Four 24¢ Scott #78	Prepaid 96¢. Letter 11/29/67, pmked "San Francisco, Cal./Dec. 10."; Red "NEW YORK AM.PKT./JAN 1/PAID". Presumably "TOO LATE" was applied to show delay from 11/30 to 12/10 was not fault of SF office.	Walter Hubbard

COVERS WITH "TOO LATE" MARKING—SUPPLEMENTAL LISTING

Type	Color	Date	Origin	Destination	Stamps	Remarks	Source
SF-3	Black	May 1852	Pacific Ocean, No. Lat. 40°, 42', Long. 112°, 15'	Allentown, Pa.	Stampless (10¢ Due).	Written at sea; via San Fran.	W. H. Semsrott Col.
NY-1	Red	1849	?	Havana, Cuba	Stampless (12½ paid)	Carried aboard <i>Isabel</i> to Havana. See text for discussion.	John Pemberton Col.
NY-2	Red	1843	?	Havre, France	Stampless	Ms.: "pr. Steam Ship"; "via New York".	Dr. James W. Milgram Col.
NY-2	Red	1869	Newport, R.I.	Ventnor, England	2¢ 1869	Ms.: "Per Steamer China".	Dr. James W. Milgram Col.
NY-2	Black	1866	?	Liverpool, England	24¢ Scott #76.	Origin CDS: ". . . NG . . . Aug. 13." Red "NEW YORK AM. PKT./Aug. 18"; endorsed "New York via Cunard steamer". Prob. for <i>China</i> , from Boston 8/15; being too late for her, was then rated "Am. Pkt." & put on <i>New York</i> (NGLL) from NYC 8/18.	Walter Hubbard
NY-2	Red	1870	?	Paris	10¢ Scott #116	Letter dated 2/28. Red "NEW YORK/Mar 8"; endorsed "pr Str St Laurent". <i>St. Laurent</i> (French Line) sailed from NYC 3/5, before letter reached NYC. Placed on board <i>Holsatia</i> (Hamburg American Line) from NYC 3/8.	Walter Hubbard
NY-2	Red	April 1870	?	France	10¢ 1869	Routed "per Str. Lafayette, via Brest." <i>Lafayette</i> left NYC 4/2/70; cover pmk 4/3/70 or 4/5/70 (day indistinct), so too late for designated steamer.	Reported by M. M. Laurence
NY-2	?	Dec. 1866	?	Holland	2¢ Blackjack	"Per Cuba" via New York.	Sheldon J. Friedman Col.
NY-2	?	1866 (?)	NYC	France	5¢ brown (1861 issue); 10¢ green Ty. II (1861 issue).	See text.	Reported by C. L. Friend
NY-2	?	1858 (?)	New Orleans	France	3¢ rose Ty. I #25; 12¢ black Pl. I #36.	See text.	Reported by C. L. Friend
X	Red	1851	Nevada, Cal.	San Francisco	3¢ #11	See Figure 4. Incompletely reported in <i>Chronicle</i> 88:219.	Marc Haas Col.

author), Delf Norona wrote a brief article entitled, "Pioneer Mail Vessels: The 'Isabel.'" In that article Mr. Norona referred to the New York City-Charleston-Savannah-Havana route, drew a map showing the route, and illustrated a cover that originated in Havana, was addressed to Portland, Maine, and which was postmarked in New York City. Apparently, this cover by-passed Charleston and Savannah. He also briefly referred to other covers in his collection which had been postmarked "Charleston, S.C." and which for obvious reasons omitted the New York City transit marking.

Did the Pemberton cover, then, originate in New Orleans, and (i) travel to Charleston (where it was "too late" for the *Isabel*?), then go on to New York City (where it was "too late"?), and eventually to Havana, or (ii) did it travel from New Orleans directly to New York City (where it was "too late"?), or (iii) did it travel directly to Charleston (where it was "too late"?). The absence of either a New York City or Charleston CDS (or both) makes analysis speculative. Thoughtful comments would be appreciated.

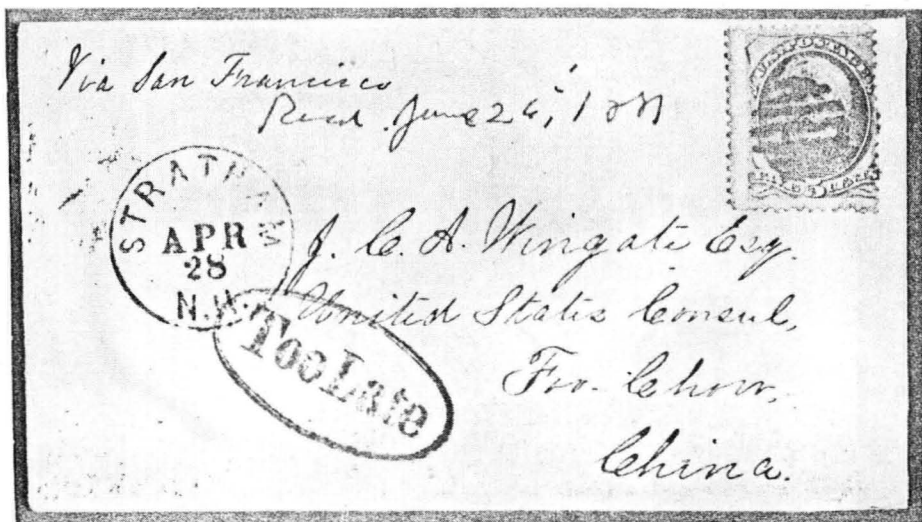


Figure 1. Stratham, N.H., to China via San Francisco. Notation "Via San Francisco" and "Recd June 26 18(?)". Marking appears to be SF-2. (Courtesy Chicago Collectors' Club China Files).

B. Type NY-2

Tracy Simpson wrote the author and informed him that the cover originally listed in *Chronicle* 5:5 and reported in the initial report was not the same cover listed in *Chronicle* 12:8. This resolves the question posed in the initial report with respect to this item.

The two Type NY-2 covers reported by Clifford L. Friend are quite interesting. One cover originated in New York City destined for France. It appeared in the Harmer sale of May 22, 1961, as Lot No. 234. The cover carries a 5¢ brown plus a 10¢ green (Type II) of the 1861 issue. It was originally docketed to go by Bremen Steamer "Hermann", but this was crossed out and "Lafayette" (of the French Line) added. The cover is postmarked with a red "NEW/PAID/YORK/6," and "P.D." in small box. Mr. Friend reports that his records of vessel sailing dates indicate that the *Hermann* and the *Lafayette* sailed as companions from New York City only on Saturday, May 5, 1866. He reports that the odd feature of this cover is that the Type NY-2 "TOO LATE" marking is superimposed over the exchange office marking which indicates a credit to France of six cents. This credit would have been proper had the cover gone out by the *Hermann*, but was not correct if carried by the *Lafayette*. In such event, a credit of twelve cents would have been proper. One wonders if perhaps the "TOO LATE" marking was intended to accomplish this purpose.

With respect to the other Type NY-2 cover reported by Mr. Friend, this cover was processed through the New York exchange office, and indicated a credit to France in the amount of twelve cents. Mr. Friend reports that this would mean either a credit for British Packet service or for French Packet service direct to Harve. He adds that if the year of use is correct, then the carriage would have had to have been by British Packet service, as there were no French Packets in service in 1858 between the United States and France. In the upper left-hand corner is a Calais receiving mark (partial) which would indicate American Packet service through England. Here again, he states, the "TOO LATE" marking could possibly come into play indicating a change in the credits to France. The conflicting markings make analysis difficult.

C. Type SF-2

In addition to the observation already given that the Type SF-2 marking appears to be quite plentiful, two other facts are worth noting: (i) although the color as originally reported was given as red, the marking has now been noted in both magenta and black; and, (ii) the double oval, which is quite distinct through most of the period of use of the marking, became worn sometime in the late 1880s and was clearly worn in the 1890s so that the double oval blended into one thick oval. This, of course, would be consistent with frequent use.



Figure 2. Type SF-2 in magenta. (C. J. Starnes Collection).



Figure 3. Detail of Figure 2.

D. Type SF-3

From the report received from Mr. Semsrott, we now know that the marking was used in black as well as orange. Also, the three covers recorded to date are all stampless.

E. Miscellaneous

Several collectors submitted reports of covers bearing the "TOO LATE" marking in manuscript. An examination of such manuscript covers as were submitted suggests that the use of the "TOO LATE" notation was consistent with the theory of use described in the initial report. Typical is that illustrated in Figure 5 submitted by Marc Haas.

Finally, Calvet M. Hahn reports that *Stamps* (October 6, 1951), in a column called "First Handstamps," records a cover postmarked Baltimore, Md., July



Figure 4. Type X.
(Marc Haas
Collection).

19, 1864, with the 3¢ stamp tied by a circle handstamp reading "TOO LATE," struck three times in blue. This same circle is also noted as showing partially under a "DUE 3" handstamp. No other information is known about this cover and it has not been reported by its present owner, if it is still in existence. It is possible that the "TOO LATE" marking is either a foreign mail marking, a private marking, or, perhaps, a Baltimore marking. It was not, however, listed in the Powers study of Maryland postal markings. More information is sought with respect to this.

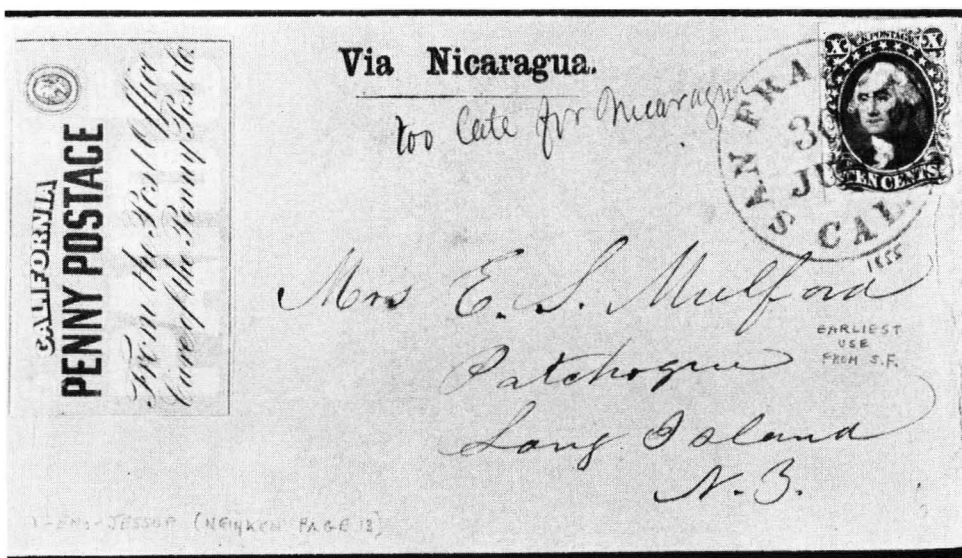


Figure 5. Manuscript "too late." (Marc Haas Collection).

It is hoped that any collector locating a "TOO LATE" cover after publication of this supplemental listing will report that information.

Addendum

Three more covers have been reported since the supplemental list was prepared. They are as follows:

- SF-2, Jan. 19, 1867, San Francisco to Washington, 3¢ 1861; "Per Steamer"; Milgram.
- NY-2, Feb. 19, 18-?, New York to New Orleans, 3¢ 1851; "Str. 'Empire City' "; anon.
- NY-2, Jul. 22, 1865, New York to Ireland, 24¢ 1861; "Per China"; postmarked NEW YORK AM. PKT; J. V. Woollam.

INTERPHIL—A REVIEW

THOMAS J. ALEXANDER

U.S. material from the 1851-61 decade on exhibit at Interphil was not nearly as extensive as this reviewer had hoped it would be, but what was there was outstanding. Here is a list of those exhibits which contained substantial showings of 1851-61 stamps and covers and the awards they earned:

<i>Exhibitor</i>	<i>Title and Description</i>	<i>Award</i>
James T. DeVoss*	<i>Via Panama</i> . Covers to and from the Western Hemisphere via Panama.	Prix d'Honneur
William H. Bauer*	<i>Colorado postal history</i> .	Vermeil
Hubert C. Skinner*	<i>New Orleans postal history—1782-1865</i> .	Gold
Lloyd Hayward*	<i>Vermont stampless covers, 1788-1855</i> .	Vermeil
Ernest Malinow	<i>Postmarks of Baltimore, Md.</i>	Large Silver
Royden H. Lounsbery*	<i>New York state postal history</i> . From 1729 to mid-19th century.	Large Silver
Daniel C. Warren*	<i>Richmond, Virginia, postal history, 1788-1865</i> .	Vermeil
George T. Turner*	<i>United States XIX century postal history</i> , pre-adhesives, stamps, carriers, locals and postal markings on mourning covers.	Vermeil
Paul C. Rohloff*	<i>United States waterway markings</i> . Inland rivers, Great Lakes, coastal steamers, Nicaragua and Panama steamboat and route markings.	Gold
Frank A. Jenich*	<i>United States inland and coastal waterways markings</i> .	Large Silver
Susan M. McDonald*	<i>United States-British North America Cross Border Mails to 1875</i> . Development of rates, services, routes, exchange offices and their markings in both directions.	Gold
Edward B. Bushnell*	<i>United States, 19th Century Domestic Registered Mail</i> .	Vermeil
Ryohei Ishikawa*	<i>United States One Cent Stamp 1851-1861</i> .	Large Gold
Louis Grunin*	<i>United States 1847-1857 stamps and covers</i> .	Grand Prix National
Eugene C. Reed*	<i>United States—Early Classics on and off Cover</i>	Vermeil
Richard I. Cowitt	<i>United States, The One Cent Blues of 1851-1857 Imperforate</i> .	Large Silver
H. Leon Aussprung, Jr.*	<i>United States Selected Pages of the 1¢ 1851-1857 Issue</i> .	Vermeil
The Honolulu Advertiser	<i>Hawaii, The Classic Stamps</i> . Included 26 (!) Missionaries. Listed here because many covers shown also have U.S. stamps of period.	Special Prix d'Honneur
David T. Beals III*	<i>United States Western Covers</i> . Military support of opening of the West, from the 1820s to 1861.	Gold
Harold H. Longfellow	<i>Arizona postal markings</i> .	Gold
William C. Robbins	<i>Solano County, California</i> .	Gold
Samuel S. Arlen	<i>United States Western Express Franks</i> .	Vermeil
Paul Martin	<i>United States, Ocean Mail</i> . Transatlantic.	Vermeil
Phillip Rochlin	<i>John Charles Fremont</i> . Campaign and patriotic envelopes and labels.	Vermeil
Creighton C. Hart*	<i>Franks of Presidents and Presidential Widows</i> .	Gold
Wallace W. Knox	<i>Presidential campaign covers</i> .	Vermeil

One exhibit (not listed here) proved to be particularly instructive because of the large number of faked fancy cancellations which it contained.

Postal history seems to be strengthening its hold on major exhibitions, as can be seen by the titles of the collections listed here. A few exhibitors did devote all or a substantial part of their frames to the stamps themselves, and the fact that Mr. Grunin won the Grand Prix National is evidence of their continuing appeal. Here are some outstanding items noted by the reviewer:

Ryohei Ishikawa exhibit: This specialized collection of the 1¢ stamp is staggering in its scope. It was introduced with a first day cover (circular) to Ohio and another circular dated July 1, 1851, from Baltimore. It contained six Type I (7R1^e) stamps, including two horizontal pairs (6-7R1^e and 7-8R1^e), one horizontal strip of three (7-9R1^e), one vertical strip of three (7, 17, 27R1^e) and a complete reconstruction of the top row of the right pane of Plate 1 Early (1-10R1^e).

Reconstructions, large pieces and full panes of the 1¢ stamps shown by Mr. Ishikawa included:

Plate 1 Late: Mint block of 82 from the left pane, including the imprint and plate number; full mint right pane with imprint and plate number; reconstruction of both the left and right panes with imprints and plate numbers.

Plate 2, Imperforate: Mint block of 12 showing top and left margins of the right pane and the big plate flaw; two copies of 99R2 (Type III), one in a horizontal strip of three (97-99R2); reconstructed imprint and plate number from both panes; complete mint right pane.

Plate 2, Perforated: Three copies of 99R2, one on cover; largest block from the right pane (52-57; 62-67; 72-77; 82-87; 92-97R2).

Plate 3: Used vertical and horizontal strips of six (12-17R3 and 38, 48, 58, 68, 78, 88R3).

Plate 4, Imperforate: Reconstructed imprints from both panes; block of four (32-33; 42-43L4).

Plate 4, Perforated: Entire mint left pane with center line but no imprint; two used blocks of six; one mint block of four.

Plate 5: Both top rows reconstructed.

Plate 7: Mint block of 80 from the right pane with imprint and plate number.

Plate 8: Mint left pane with imprint and plate number; reconstruction of both panes.

Plate 9: Mint left pane with imprint and plate number; mint right pane.

Plate 10: Mint left and right panes with imprints and plate numbers.

Plate 11: Mint top row block of six with center line and top margin (1-3; 11-13R11).

Plate 12: Mint block of 12 (68-70; 78-80; 88-90; 98-100R12); mint strip of three showing imprint and plate number; two mint blocks of four.

Mr. Ishikawa exhibits the same droll humor regarding the 1¢ stamp as does Michael Laurence when discussing the 10¢ stamp of 1869. His exhibit includes the following two "1¢" covers:

Cover originating in the West Indies with New York City townmark, bearing a 1¢ (16R1^o), a 3¢ (S2) and an upper right bisect of the imperforate 12¢.

Cover from Boston to the Cape of Good Hope bearing a 1¢ horizontal pair, 10¢, 30¢ and 90¢!

Louis Grunin exhibit: This grand award winning collection contains the following outstanding items:

1¢: Mint imperforate horizontal block of 24 from Plate 1 Late showing the right sheet margin and the top of the imprint; mint block of 9 from Plate 11 (78-80; 88-90; 98-100R11); mint block of 20 from Plate 12 showing Types I and II (54-57 to 94-97R12).

3¢: Two used and one mint imperforate blocks of four in orange brown; one mint pair Type II imperforate vertically; a vertical strip of three on cover, imperforate vertically; irregular block of seven from Plate 18 showing the big crack.

5¢: Imperforate block of four plus single on cover to France; perforated block of four plus single (red brown) on cover to Switzerland.

10¢: Used imperforate block of six and block of eight, each showing Types II, III, and IV; mint perforated block of six showing Types II, III, and IV; mint perforated block of eight showing Types I and II; mint perforated block of six showing Types II and III.

12¢: Perforated mint blocks of four and nine from Plate 3; irregular block of five (perforated) plus pair of 3¢ Type II on cover to the Cape of Good Hope.

24¢: Mint block of nine and mint block of four with left imprint and plate number.

30¢: Two mint blocks of four, one with left imprint and plate number.

90¢: Mint block of nine and mint block of four with imprint and plate number.

Eugene C. Reed exhibit: Mr. Reed's collection also contained a 1¢ Type I (7R1^e) on cover.

H. Leon Aussprung, Jr. exhibit: This exhibit contained completely reconstructed right and left panes of the 1¢ from Plate 1 Late, as well as a 1¢ mint block of twelve with the left imprint and plate number 12.

Raymond Weill and Roger Weill display: The Weill brothers had on exhibit at their booth a number of rarities purchased by them in past years:

1¢: Mint strip of three, including Type I (7-9R1^e).

3¢: Perforated block of 50 plus an irregular block of 25 on cover to France from Lake Charles, La., dated May 6, 1861 (Confederate use).

5¢: Imperforate mint block of four.

12¢: Imperforate mint blocks of 6, 9, and 15, rejoined to form the complete top three rows of the pane.

30¢: Used block of 53 (the largest block known) used on a sack of gold dust from Sacramento to Boston.

The lack of specialized exhibits of the 3¢, 5¢, and 10¢ stamps was disappointing, but where else short of the next international exhibition in 1986 could one see eight examples of 7R1^e—mint and used, in pairs and strips, on and off cover?

INDEX for CHRONICLES 45-72

Now available @ \$2.00 postpaid from

SUSAN M. McDONALD

2030 Glenmont Dr. NW, Canton, Ohio 44708

Checks payable to U.S.P.C.S.

PATHWAY TO PHILATELIC KNOWLEDGE

- Catalogs
- Philatelic Handbooks
- Postal Histories

Send for free literature price list. Whether you want to buy or sell, please write:

indi

P.O. 41268

INDIANAPOLIS, IND. 46241

U.S. COVERS

MY STOCK OF COVERS IS STRONG IN ALL PERIODS FROM STAMPLESS TO MODERN, ALABAMA TO WYOMING. WHAT WOULD YOU LIKE TO SEE? REFERENCES, PLEASE.

HENRY M. SPELMAN III

P. O. Box 645
San Anselmo, Ca. 94960

APS
USPCS
CSA

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

A NEW EARLY DATE FOR THE BLACK JACK

PAUL J. WOLF

Unhappily, we do not have a truly valid first day of issue for the Black Jack. Even official sources give different dates. Every authority, it seems, has his own ideas.

According to *Scott's Specialized*, July 1, 1863, is the date. Brookman shows July 2, 1863.

An official Post Office publication, *Postage Stamps of the United States, 1847-1963*, 1963 edition, (100 years after the fact) shows July 6.

Dr. Carroll Chase gives July 13. (*Classic United States Stamps 1845-1869*, published by Herman Herst, Jr., in 1962, from articles written in 1938).

Mrs. Maryette B. Lane's work on the Allen collection mentions Brookman's statement that it is known used on July 2 (following the Postmaster General's Report of the year 1863 that it was, indeed, issued on July 1), but the whereabouts of any cover with such an early date is not known. The earliest dates of covers in the Allen collection are July 16 and 21. Mrs. Lane also notes a cover in another collection as dated July 20. Interestingly, all these are of Philadelphia origin, all three drop letters.

Maurice F. Cole's *The Black Jacks of 1863-1867* gives the July 6 date, but says nothing about any cover with such a date.

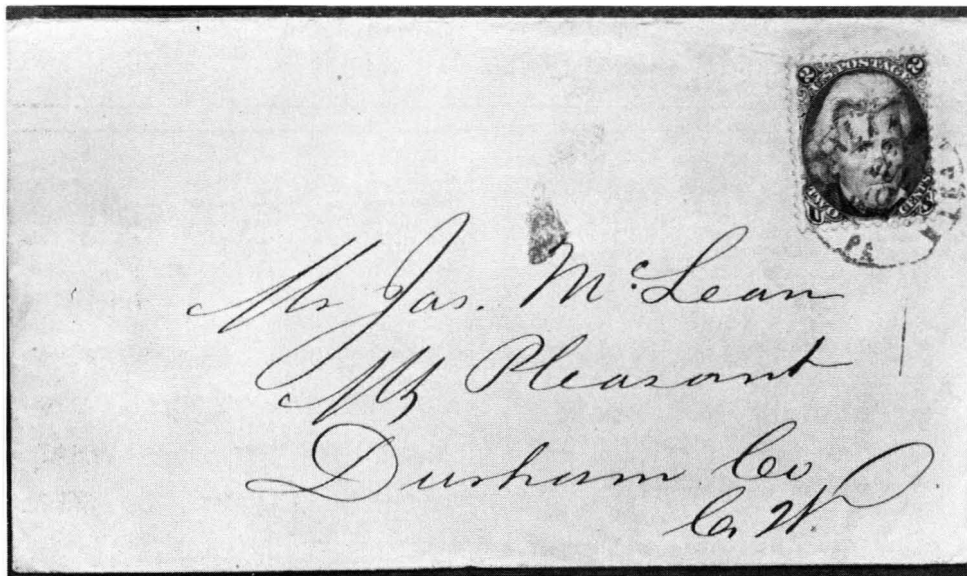


Figure 1. Black Jack cover postmarked PHILADELPHIA PA. JUL 10 1863, a new early date for this stamp.

So much for the background.

In January 1974, a Black Jack cover was offered to the writer by a leading dealer at a rather high price. This one, too, was a Philadelphia drop letter, dated July 13, 1863, with a Philatelic Foundation certificate. I returned the cover but did get in touch with a close friend and collecting associate, who was happy to purchase it. In discussing the cover with him, I pointed to Dr. Carroll Chase's date, established in collaboration with Stanley Ashbrook. The Ashbrook list of earliest known dates for the stamps of the classic period was first published in *Stamps* for May 16, 1936. Well over 35 years had passed, and July 13, 1863, was still the earliest recorded date for a Black Jack. It seemed fairly safe to spend quite a large sum for the cover.

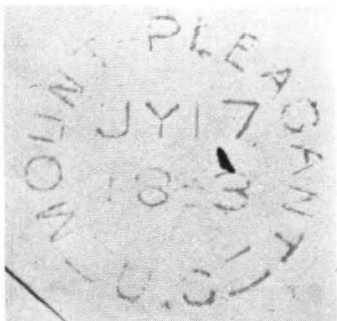


Figure 2. Canadian backstamp on cover of Figure 1.

In October 1974 a mail sale catalogue listed a circular rate cover from Philadelphia to Canada. Since I am very much interested in Black Jack covers to or from foreign countries, I put in a bid and secured the cover. When it arrived, I examined it with interest, but thought, "Nice, but too plain to exhibit. I'll just add it to my reference material." Then I turned it over, and saw the delightfully clear red backstamp "Mount Pleasant, U.C." and finally the date, JY, 17, 1863. After this sank in, I turned back to the front and examined the postmark with a glass. A black CDS on a black stamp does not call attention to itself, but there it was, JUL 10, 1863! The stamp is well tied, and examination under black light did not show any signs of tampering.

The next step, of course, was to send it to the Philatelic Foundation for a certificate, and in due course, one was issued, noting that it is genuine.

So here we have yet another Philadelphia letter, but not a drop letter. This one has the added attraction that it went out of the country, three days earlier than the earliest hitherto known. And I've changed my mind: I do think that I will exhibit it after all. Matter of fact, I'm opening my exhibit "Black Jacks Abroad" with it!

Borrow with confidence

In any emergency, borrow the money you need at *Edelman's*. Use your collection as collateral and still retain complete ownership. At *Edelman's*, you can obtain quick, confidential loans for any amount up to 80% of the value of your properties — from \$50 to \$50,000 and more. Write today for further information.

Edelman's

301 Old York Road
Jenkintown, Pa. 19046
(Suburban Philadelphia)

The Postage Stamps of Japan and Dependencies

A.M. Tracey Woodward

This 768-page hardcover reprint edition contains the complete text of the original (the type has been reduced slightly to fit the 7x10" format) with the addition of a Foreword by Robert M. Spaulding, Jr. and a section entitled "Author's Annotations" which contains previously unpublished changes and notations recorded by Woodward in his own copy of the original edition. Approximately 100 of the 246 illustration plates are substituted from other sources when better quality reproductions of the same stamps were available. Woodward's *The Postage Stamps of Japan and Dependencies* is a fine example of philatelic scholarship and a practical and useful guide to the complicated subject of Japan's classic issues.

\$65.00 Postpaid

Quarterman Publications, Inc.

5 South Union Street
Lawrence, Massachusetts 01899

THE PHILADELPHIA "SHIP 3" RATE AND THE PHILADELPHIA "U.S. SHIP" STRAIGHTLINE MARKING

RICHARD B. GRAHAM

(Continued from *Chronicle* 90:130)

Figures 5 and 6 illustrate covers bearing a somewhat earlier version of a "SHIP 3" rate used at Philadelphia. These entered the mails on March 11, 1862, at that city, and both bear a SHIP marking known to have been applied at the Philadelphia postoffice. The cover of Figure 5 is a New York state type patriotic, but originated with a member of the 6th New Hampshire Volunteers, then at Roanoke Island on the North Carolina coast. This cover illustrates the lengths it is sometimes necessary to go to identify the origin of a cover. The "soldier's letter" endorsement, which permitted the cover to be accepted as a collect domestic letter, was signed by the Chaplain of a regiment which, dependant upon how one reads the last letter, may be identified as either "6th N.Y.V(ols)" or "6th N.H. V(ols)." The address is more clearly, New Hampshire, but it was not unusual for a soldier with troops of one state to write letters to relatives in an adjacent state. The patriotic design is that of New York state, which might be taken as at least a vague indication the regiment was of that state. To carry the problem further, other covers bearing this set of markings are known from both the Gulf and the Federal troops on the Atlantic coast. The 6th New York Volunteers (Wilson's Zouaves) were at Santa Rosa Island in Pensacola harbor at the time, and the 6th New Hampshire were at Roanoke Island, and covers from either could bear the indicated set of markings. How was the cover identified? It took some digging, but a record exists identifying Robert Stinson, the certifying officer, as Chaplain of the 6th New Hampshire Volunteers in 1861-2. This proves the cover of Figure 5 as having been picked up from troops at Roanoke Island on the coast of North Carolina.



Figure 5. From a member of the 6th New Hampshire Volunteers, at Roanoke Is., N.C. SHIP, Due 3, into Philadelphia, Mar. 11, 1862.

Figure 6 shows a cover emanating from another source which has been discussed in the *Chronicle* before. The cover bears a chaplain's soldier's letter endorsement of, as the endorsement has it, the "Mass. 26th." The 26th Massachusetts Volunteer Infantry was one of the first two regiments sent on the Ship Island expedition (see *Chronicle* No. 78, pages 100-103), and in early March of 1862, they were on Ship Island, Mississippi, out in the Gulf. General

Benjamin F. Butler, who was to command the army portion of the New Orleans expedition, had not yet arrived at Ship Island, and a General Phelps was in command. Although the *OR*, (Army) of the Civil War does not have much data on their transports and supply ships, a report of Phelps', dated February 21, 1862, from Ship Island (the report is located in Vol. 6, Series I, page 693, of *OR*, A) notes the chartered steamer *Saxon* was to sail for the north the following day. Whether this vessel was regarded by the Philadelphia postoffice as a "U.S. Ship," or even whether it entered the port of Philadelphia, for that matter, is not known. In any case, the records of none of the Navy despatch steamers show an arrival at Philadelphia compatible with the March 11 postmark date on the covers of Figures 5 and 6. Presumably, then, an army transport picked up mails at both Ship Island and the Carolina sounds from U.S. troops ashore there, or two vessels, arriving from the two locations on the same day, both delivered their mails into Philadelphia.

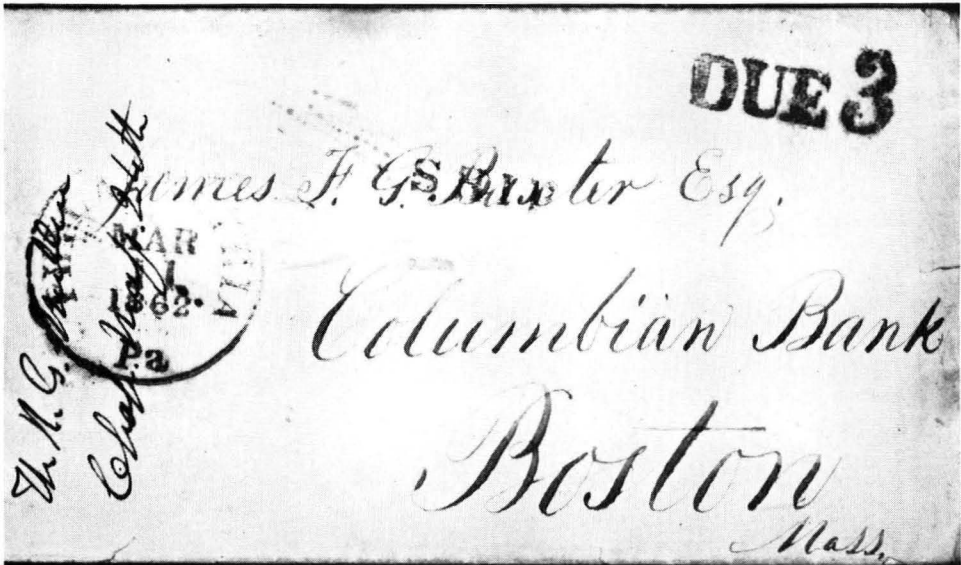


Figure 6. From a member of the 26th Massachusetts Volunteers, at Ship Island, Miss., into Philadelphia, with SHIP and Due 3, Mar. 11, 1862.

As further ships were added, the blockade became more massive, more mail was sent and additional supply steamers were added. The increase in the mails was noted by the prolix Commander Woodhull of the U.S.S. *Connecticut* in his report to the Navy Department upon arriving at New York on June 21, 1862, after an absence of thirty-five days. He noted:

We carried out on this trip some 400,000 letters and about 2,000 packages, all independent of her regular cargo, and now have as nearly as can be estimated between two and three hundred thousand letters for the North. This matter of the mails has been of gradual growth until now this vessel is anxiously looked for and as kindly regarded as any mail vessel that ever traversed the ocean.

As noted, further supply ships were added to the service in early 1862. Among these was the U.S.S. *Massachusetts*, a large screw steamer previously assigned to the Gulf Blockading Squadrons (see *Chronicle* No. 78, pages 99, et seq.). She left New York on March 10, 1862, on the first of her supply trips, and on April 17, 1862, orders were issued that the *Rhode Island* and *Connecticut* would "hereafter supply the Gulf Squadrons, only," and that the U.S.S. *Massachusetts* would supply the Atlantic Blockading Squadrons. The *Rhode Island* and *Connecticut* were still to stop at Port Royal, South Carolina, on both outward and inward trips, and at Hampton Roads, also, on the return trip. In early March of 1863, the blockading squadrons had grown to a point that each required the services of one or more supply steamers, and the *Massachusetts*, effective March 4, 1863, was assigned exclusively to the SABS, stretching from the state line between North and South Carolina to Cape Canaveral. At the

TABLE I

ARRIVAL DATES OF NAVY SUPPLY STEAMERS AT PHILADELPHIA—CIVIL WAR, 1862-65

Vessel Name	Arr. date, Philadel'a	Block'd'g Squadrons Visited	Notes
<i>Rhode Island</i>	1-17-62	All	
<i>Rhode Island</i>	3-19-62	All	
<i>Rhode Island</i>	E5-21-62	All	<i>R.I.</i> at Hampton Roads, 5-20-62. See text.
<i>Massachusetts</i>	5-21-62	NABS, SABS	
<i>Massachusetts</i>	E7-7-62	NABS, SABS	<i>Mass.</i> at Hampton Roads, 7-5-62.
<i>Massachusetts??</i>	10-3-62	NABS, SABS	
<i>Massachusetts??</i>	11-10-62	NABS, SABS	
<i>Massachusetts??</i>	11-19-62	NABS, SABS	
<i>Massachusetts</i>	3-30-63	SABS	Also stopped off Wilmington, N.C., etc.
<i>Massachusetts</i>	4-20-63	SABS	
<i>Massachusetts</i>	5-9-63	SABS	
<i>Massachusetts</i>	5-29-63	SABS	
<i>Massachusetts</i>	5-29-63	SABS	
<i>Massachusetts</i>	6-20-63	SABS	
<i>Arkansas</i>	7-11-63	SABS	
<i>Bermuda</i>	7-18-63	WGBS	
<i>Arkansas</i>	8-3-63	SABS	
<i>Arkansas</i>	8-23-63	SABS	
<i>Bermuda</i>	8-30-63	WGBS	
<i>Massachusetts</i>	9-13-63	SABS	
<i>Massachusetts</i>	10-4-63	SABS	
<i>Bermuda</i>	10-18-63	WGBS	
<i>Massachusetts</i>	10-23-63	SABS	
<i>Massachusetts</i>	E11-14-63	SABS	
<i>Massachusetts</i>	E12-4-63	SABS	
<i>Bermuda</i>	E12-10-63	WGBS	
<i>Massachusetts</i>	E12-26-63	SABS	
<i>Massachusetts</i>	1-26-64	SABS	
<i>Bermuda</i>	2-18-64	WGBS	
<i>Massachusetts</i>	2-22-64	SABS	
<i>Massachusetts</i>	3-18-64	SABS	
<i>Massachusetts</i>	E4-11-64	SABS	
<i>Bermuda</i>	E4-14-64	WGBS	
<i>Massachusetts</i>	4-29-64	SABS	
<i>Massachusetts</i>	5-20-64	SABS	
<i>Bermuda</i>	6-5-64	WGBS	
<i>Massachusetts</i>	6-9-64	SABS	
<i>Massachusetts</i>	E7-16-64	SABS	
<i>Bermuda</i>	7-27-64	WGBS	
<i>Massachusetts</i>	8-4-64	SABS	
<i>Massachusetts</i>	8-26-64	SABS	
<i>Bermuda</i>	9-8-64	WGBS	
<i>Donegal</i>	9-16-64	SABS	
<i>Bermuda</i>	9-17-64	SABS	Special trip with draft of men to SABS.
<i>Donegal</i>	E10-9-64	SABS	
<i>Donegal</i>	10-28-64	SABS	
<i>Bermuda</i>	10-31-64	WGBS	
<i>Donegal</i>	11-20-64	SABS	
<i>Donegal</i>	12-12-64	SABS	
<i>Bermuda</i>	12-22-64	WGBS	
<i>Massachusetts</i>	1-3-65	SABS	
<i>Massachusetts</i>	1-22-65	SABS	
<i>Massachusetts</i>	2-11-65	SABS	
<i>Massachusetts</i>	3-6-65	SABS	
<i>Bermuda</i>	3-9-65	WGBS	
<i>Massachusetts</i>	E4-14-65	SABS	
<i>Massachusetts</i>	E5-5-65	SABS	
<i>Massachusetts</i>	?	SABS	Vague evidence of one last trip exists.
<i>Bermuda</i>	5-31-65	WGBS	

time, although the record is not complete, the *Massachusetts* had been running out of Philadelphia for at least the last four or five trips, and after that time, all her trips were from and back to Philadelphia.

Table I shows, as nearly complete as can be culled from *OR,N* plus other data, as available, the traffic of the despatch steamers into and out of Philadelphia. All of the ships listed were U.S. Naval steamers, plying regular trips between Northern ports and the blockading ships. These ships were manned by Navy personnel, who made complete reports at the end of each trip. As was noted before in this paper, the reports, trips, etc., are given in Vol. 27, Series I of the *OR,N*, but the listings given therein actually represent but a fraction of what is needed for us to be fully informed of the ship's movements. In the table, an "E" before the date means the day of the month is estimated, and it will generally be found to be within a few days if the original records still exist to be consulted in the archives. An italicized date means that the port to which the vessel returned is in doubt, although Philadelphia is quite possible. The steamers U.S.S. *Arkansas* and *Donegal* were both smaller, temporary replacements for the U.S.S. *Massachusetts* during periods when the latter was undergoing repairs. The *Donegal* was a famous blockade runner, captured off Mobile in the fall of 1864. The U.S.S. *Bermuda*, also a captured blockade runner, was assigned to run out of Philadelphia and supply the West Gulf Blockading Squadron in May of 1863. Consequently, most of the covers from the blockaders which have the straight line U.S. SHIP and a Philadelphia postmark will be found to have originated with either the SABS (South Atlantic Blockading Squadron), or, rarely, with the NABS or the WGBS. Covers from the latter usually either entered the mails at New Orleans or were taken by other vessels to New York. It should be noted, also, that despatch vessels such as these often made quick stops at flagships of squadrons closer to home, particularly on the inbound trips. During the early career of the *Massachusetts*, for example, she made stops off Wilmington, N.C. All the despatch and supply steamers were required to put in at Hampton Roads both out and inbound, to pick up or turn in official mails and messages. It is quite possible that personal mails were sometimes turned in at that point, also.

The Army also had its mail steamers, counterparts of the Navy ships. Among these latter were some well known earlier trans-Atlantic ships, such as the *Arago*, and *Baltic*, the *Atlantic* and the *Ericcson*, most of which were chartered. The Navy bought their steamers, as they were expected to carry guns and chase or fight any blockade runners or Confederate privateers encountered.

Many of the Captains, Pursers or Clerks of the supply vessels were given temporary appointments, at a normal fee of \$25 per round trip, as Mail or Route Agents, by the Postoffice Department. All of these appointments were apparently on steamers working out of New York, that of C. E. Baldwin of the U.S.S. *Rhode Island* being made when that steamer was running out of New York, before it was shifted to run from Philadelphia, and, later yet, Boston.

Returning to the covers of Figures 1 and 3, one cover fits into the dates of the supply steamer arrivals and one does not. There is no June 13, 1863, date listed for arrival of a despatch steamer at Philadelphia, referring to the cover, Figure 1. In *Chronicle* No. 55, we commented as to routes by which this cover could have gotten to St. Thomas. Another possibility can now be added; the commanding officer of the U.S. West India Squadron, Acting Rear Admiral Charles Wilkes, reported to the Navy Department on June 9, 1863, from St. Thomas, stating that he had just returned from LaGuaira, Venezuela—from where the cover of Figure 1 came. The forwarding agent marking on the cover rather indicates non-postal transportation into St. Thomas. The cover could have been taken to Port Royal, S.C., by a naval vessel, also, since there was a continual interchange between that point and the West India Squadron. However, neither a supply steamer nor casual Navy steamer arrival is given in the *OR,N*, so the only conclusion we can draw is that the cover went to Philadelphia aboard an Army transport.

Figure 3 is from aboard the U.S.S. *Mercedita*, a vessel that was involved in one of those strange legal tangles of the Civil War, as to whether she was captured or not. Although she had been surrendered, by megaphone, in an action with Confederate ironclads off Charleston, the latter had never taken

possession of her. In any case, she had been assigned to SABS only a short time before the cover of Figure 3 was sent north. Again, while the *Massachusetts* was engaged in supply operations at the time, we are not quite sure of her exact arrival date or even if the port was Philadelphia, considering the post-mark date of the cover. Records for the last half of 1862 in *OR,N* are not very complete, in this respect.

Figure 7 illustrates a cover where the record is useful. This was sent from aboard the U.S.S. *Housatonic* in July, 1863, while blockading off Charleston, S.C. The cover arrived at Philadelphia aboard the U.S.S. *Arkansas* (per Table I) on Aug. 3, 1863. The cover is from the Congdon correspondence, Joseph Congdon having been an "Acting Master," aboard her at the time. The rank of "Master" corresponds to today's Lieutenant, Junior Grade, in the U.S. Navy, and the term "Acting" denotes a wartime appointment, somewhat like the reserve appointments of today. In any case, Congdon was a prolific writer of letters, and his covers from his service with several ships of the SABS grace many collections today.



Figure 7. From aboard the U.S.S. "Housatonic," off Charleston, S.C., into Philadelphia with U.S.SHIP, Aug. 3, 1863.

Covers from aboard the *Housatonic* are also relatively common, if any group of covers from aboard a single Civil War naval vessel might be said to be common, today. There was a reason why *Housatonic* covers were saved, since the vessel was the first warship in history to have been sunk by a submarine. Figures 8 and 8-A show the *Housatonic* and her assailant, the Confederate *Hunley*, which was named after her sponsor. The attack was made on the night of Feb. 17, 1864, the *Hunley*, running semi-submerged, exploding her spar torpedo against the side of the *Housatonic*. Both went to the bottom, the *Hunley* apparently being drawn into the *Housatonic's* side by the water rushing into the gaping hole made by the torpedo. Most of the crew of the *Housatonic* (including Congdon) were saved but none of the *Hunley* crew survived, the fourth (probably) crew she had drowned, one of which had included Horace Hunley, himself. For those wishing more detail, several accounts of the *Hunley* exist. Probably the most readily available is that of Lydel Sims in *American Heritage* for April, 1958, under the title "The Submarine that Wouldn't Come Up." Since our records show that at least two dozen covers from aboard the *Housatonic* have survived, Figures 8 and 8-A have been included, the former being from the *OR,N* and the latter from a painting by C. W. Chapman in the Confederate Museum.

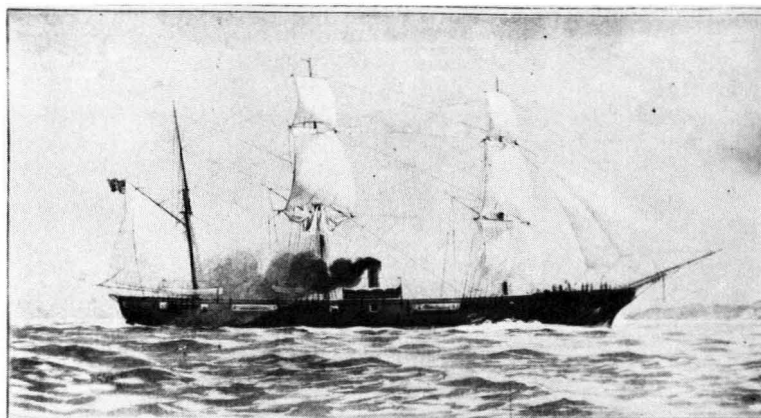


Figure 8. U.S.S. "Hou-
stonic."

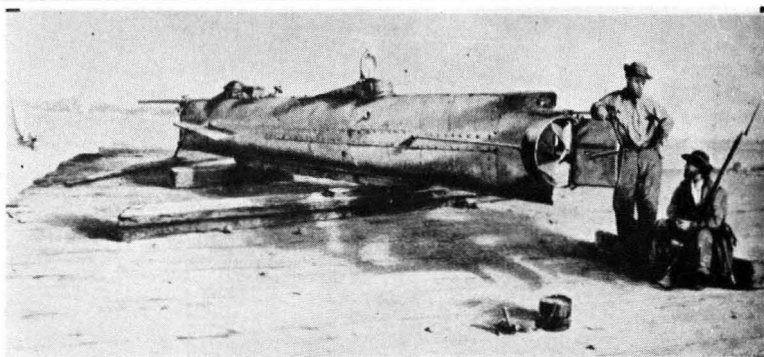
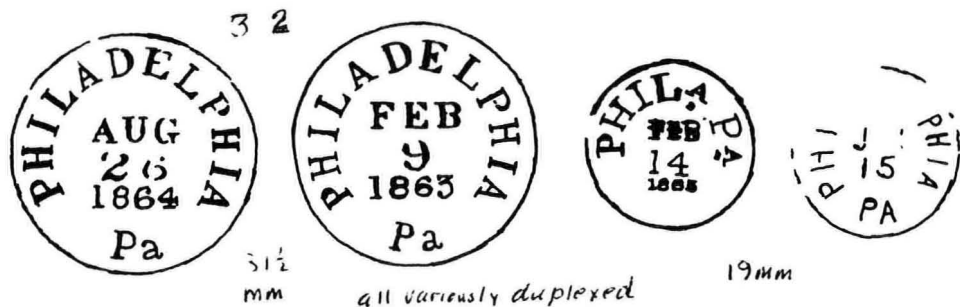


Figure 8A. The C.S.S.
"Hunley."

Figure 9 denotes some of the Philadelphia postmarks found on covers bearing the U.S. SHIP straightline, of which, the writer believes, there are two nearly identical types. They may be distinguished mainly by the differences in the shape of the first "S," but they are believed to have been used concurrently, so the differences are probably not important. Of the town postmarks, the large single circle marking has been recorded with year dates of 1862, 1863, and 1864, with the U.S. SHIP markings. The final digit of the year date is often not legible, and the dates of Table I are valuable for that reason. The "1863"



U. S. SHIP

Figure 9. Philadelphia postmarks appearing with U.S. SHIP markings.

U. S. SHIP

year dates probably exist in two versions, with a flat topped "3" and with a rounded top "3" which is seldom legible, as in the cover of Figure 7. There were probably at least three nearly similar versions of this handstamper. In 1864, a 19mm circle with an abbreviated "PHIL^A" appeared, and in the spring of 1865, another 19mm single circle with the city name spelled out, appeared. We have seen no clear month or day datable examples of the latter on a U.S. SHIP marked cover.

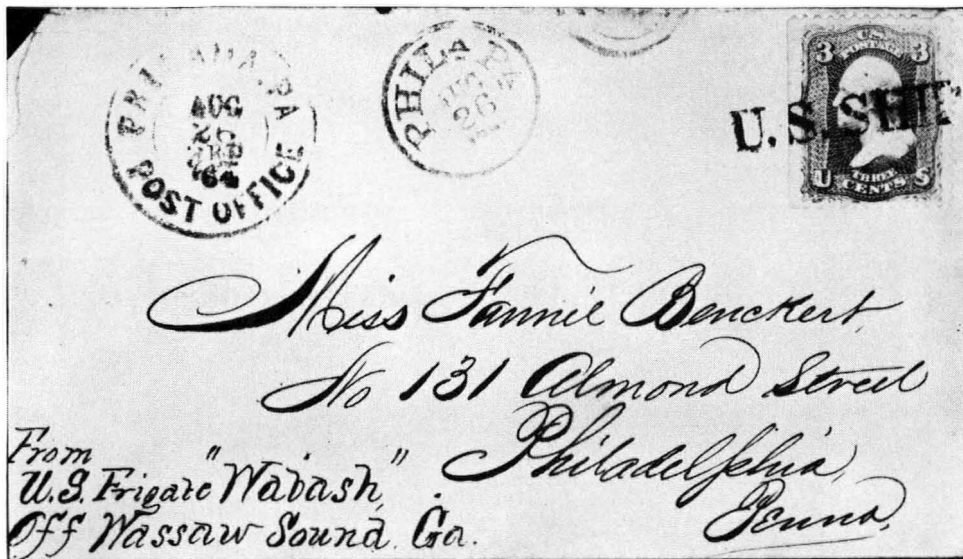


Figure 10. From aboard U.S.S. "Wabash," off Wassaw Sound, Ga. into Philadelphia with U.S. SHIP, Aug. 26, 1864. From photo files of Henry A. Meyer.

Figure 10 shows an example of the 1864 small single circle c.d.s on a nice U.S. SHIP cover from aboard the early flagship of the SABS. After Rear Admiral Dahlgren took command in late 1863, he shifted his headquarters to small passenger boat type vessels, so that he could observe action in the shallow waters inside the bar. The U.S.S. *Wabash*, when the war opened, was one of the most powerful ships of her day, being a heavy steam frigate of 50 guns. The cover of Figure 10 arrived at Philadelphia aboard the U.S.S. *Massachusetts* on Aug. 26, 1864, as confirmed by both Table I and the additional carrier delivery marking upon the face of the cover, even though the year date of the small Philadelphia c.d.s. is not legible. This photo is from the files of the late Henry A. Meyer, and we do not know who owns this fine cover today.

Figure 11 shows a cover with U.S. SHIP from aboard the U.S.S. *Mingoe*, a "double-ender" (paddlewheel steamer with rudders at each end to permit action in narrow waterways) not built until mid 1864, and arriving with SABS in August of 1864. She was not withdrawn north until June 6, 1865. The ship's history thus limits the date of the postmark to a span of August, 1864–June, 1865. Since the date of the postmark, other than the last day digit, which may be a "5," is illegible, and this is the most nearly legible example seen by us, further examples of U.S. SHIP covers with this Philadelphia postmark are needed to determine the usage of the c.d.s.

It is easy to over-emphasize the importance of covers such as that of Figure 12. Several viewers of this item have assumed it to be a SHIP (not U.S. SHIP) rated cover of the period prior to July 1, 1863. If the marking were simply "SHIP" without the "U.S.," this might be logical—the cover might well be a partially prepaid ship letter with the ship fee of 2¢ due. But to call it thus completely negates the whole purpose of the "U.S. SHIP" usage, which was that the 2¢ ship fee was neither paid out or charged to the recipient of the cover.

The shade of the stamp is a brownish-rose more characteristic of 1864 than earlier. After July 1, 1863, and for about 18 months, all domestic letters found in the mail, not certified as soldier's or naval letters, were charged double rate

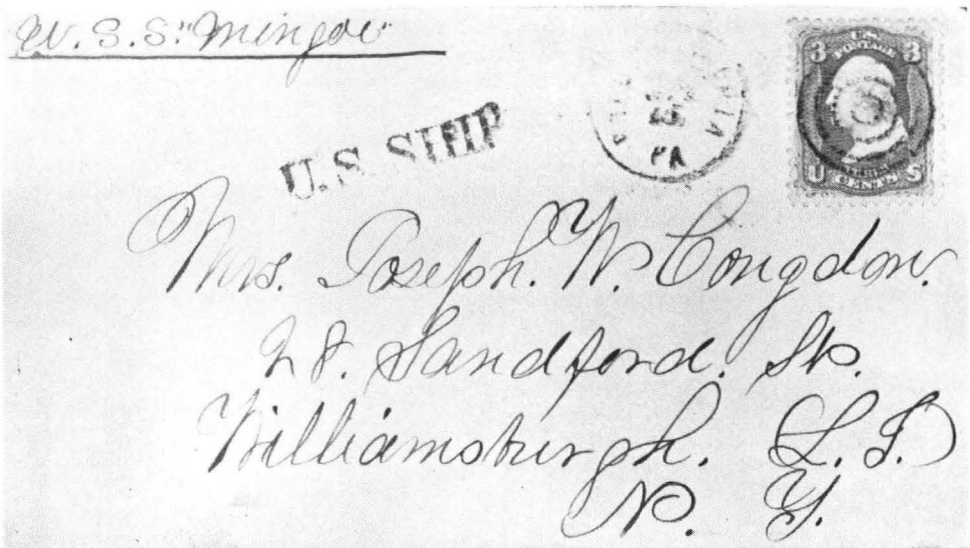


Figure 11. From aboard the U.S.S. "Mingoa," a "double ender" of the South Atlantic Blockading Squadron. Late 1864 or 1865, into Philadelphia with U.S. SHIP.

on whatever was unpaid. Furthermore, on that date, the drop letter rate was raised to 2¢ per single letter. In our considered opinion, the cover of Figure 12 is explained by these two statements. The cover is a legal sized envelope, and a double weight of over a half but less than one ounce is almost certain. Postage therefore should have been 2x2¢ for this cover, addressed to Philadelphia and entering the mails at that city, as evidenced by bearing the U.S. SHIP marking normally associated with covers entering that port. In fact, the lack of a town postmark on the cover is also evidence that it was processed at the city to which it was addressed. However, the postage should have been 4¢, but only 3¢ was prepaid, being a penny shy. Therefore, double the unpaid amount, or 2¢, was charged the recipient of the cover.

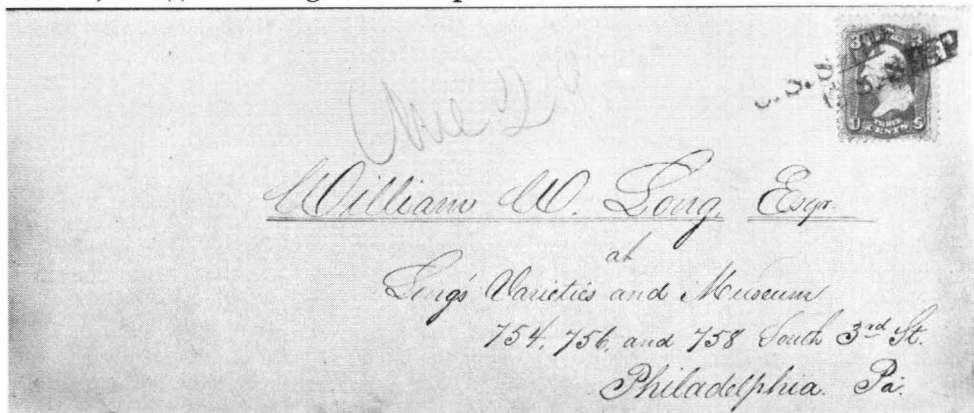


Figure 12. U.S. SHIP, two strikes, double weight, double rate drop letter, with 2 x 1¢ due at Philadelphia.

In evaluating covers such as this, it should be recognized that the Postoffice Department desired not to hold up or charge other than minimum postage under the law upon letters of those in the military or naval service. The "U.S. SHIP" idea was of this nature, and its appearance upon any cover, as evidence of its origin, would probably secure sympathetic handling from most postal employes. Not that this cover was handled charitably, but it possibly could have been charged 6¢ due, as normal mail, rather than as a drop letter.

To this point in this paper, we have discussed only covers which either can be assigned as having originated with other than the Gulf Squadrons, or

of which we have no indication of geographic origin at all. Most of these type "U.S. SHIP" covers originated with the South Atlantic Blockading Squadron, operating off Charleston, Savannah, and all the sounds, towns and inlets from the state line between the Carolinas to Cape Canaveral in Florida. Table I, however, shows other supply steamer arrivals, mainly those of the U.S.S. *Bermuda*, which ran between Philadelphia and the Western Gulf Blockading Squadron. For several years, although the author had long known of the operations of this vessel, all the U.S. SHIP Philadelphia covers seen by him originated either with SABS ships or West Indies Squadron vessels, except for a few picked up from Wilmington, etc., blockaders—which could easily have been picked up by the SABS supply steamers on their way to Philadelphia.

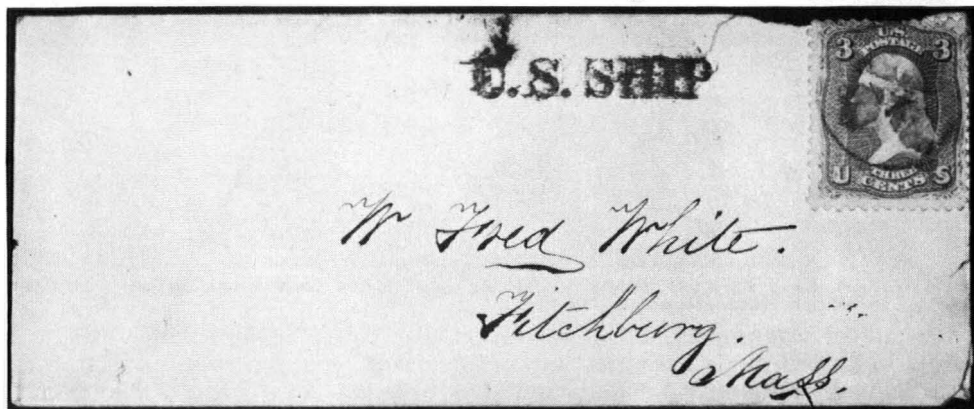


Figure 13. U.S. SHIP on cover with 3¢ 1861 stamp with New York(?) killer. Ex Deane C. Bartley collection. Photo by H. A. Meyer.

For this reason, for some years both the writer and the late Henry A. Meyer felt that the straight line "U.S. SHIP," normally associated with a Philadelphia c.d.s., was actually a route agent marking, similar to the "condensed SHIP," as discussed with the cover of Figure 2 of this article. We speculated that the marking was actually applied aboard a flagship off Charleston, or aboard the SABS despatch steamer, on her way to Philadelphia. Covers such as that of Figure 13, which was in the collection of the late Deane C. Bartley, and which has the stamp cancelled with what appears to be a New York killer, seemed to confirm the former idea. However, such covers are few and far between, and there is little or no other information with the cover; we have no idea where it originated or when it was sent. The writer would very much like to see this cover again, as a matter of fact.

Figure 14 shows still another cover once considered as reinforcing the route agent idea, since it bears a Philadelphia postmark of July 2, 186?, and no U.S. SHIP marking. The year date of this cover, as seen in the cancellation-postmark, is apparently 1864, at which time the U.S.S. *Seminole* was at Pensacola, preparing for the attack on Mobile. However, this postmark year date is not legible, and the 1864 assumption was based only upon the shape of the last digit. If the year of use were 1864, then the cover would represent a probable delivery by a casual Navy steamer from the Gulf, without either SHIP or U.S. SHIP markings applied, and if this were true, then it would be proof that the Philadelphia postoffice didn't apply the U.S. SHIP marking automatically to all letters delivered by "U.S. Ships." It should be noted that neither New York nor Boston (except for a very short period of time) nor Old Point Comfort or Baltimore normally applied U.S. SHIP markings to prepaid letters. So, the idea that perhaps the straight line U.S. SHIP normally associated with Philadelphia was actually a route agent marking applied in the SABS made very good sense at that time.

Returning to the cover of Figure 14, there is now considerable doubt that it is an 1864 use. Although the movements of the U.S. *Seminole* during early 1863 are somewhat obscure, she was probably at the Philadelphia Navy Yard at the



Figure 14. From aboard the U.S.S. "Seminole," in the Gulf or at Philadelphia? See text. Courtesy Capt. H. F. Rommel, USN, Ret.; photo by H. A. Meyer.

time the cover was sent. After nearly a year repairing at New York, she had been ordered out in pursuit of the Confederate raider *Tacony* in April of 1863. She put back into Philadelphia for coal, etc., on June 21, 1863, to learn that the *Tacony* raiders had been captured. She was then apparently assigned to the *WGBS*, but had gone only as far as Port Royal, S.C., by July 14, which brackets the date of the cover. So, if one accepts the last digit of the cover postmark year date as being a "3," then the cover was probably simply mailed at the Philadelphia postoffice. The "Mail Direct" instruction on the cover was a preference that the letter be waybilled direct to the town of the address, rather than to a nearby distributing office. This was usually done to avoid delays in passage from being waybilled to a distribution postoffice beyond the point of address.



Figure 15. From aboard the U.S.S. "Mercedita" at Philadelphia. Double rate plus carrier fee to convey from Philadelphia Navy Yard to postoffice.

A somewhat similar cover, in the author's collection, bears a pair of 3¢

1861 and a single 1¢ 1861 stamp, and is shown in Figure 15. This cover is postmarked at Philadelphia on Feb. 28, 1863, and is double weight, double rate, with (probably) the 1¢ stamp used to pay a carrier fee to cover the transportation of the cover from the Philadelphia Navy Yard to the Philadelphia postoffice. We know the U.S.S. *Mercedita*, the name of which is inscribed on the cover, to have just arrived at Philadelphia from the SABS, again, from the *Official Records*.

Another type of inbound usage is shown by the cover of Figure 16. This cover, with a certified "Naval Letter" inscription of John V. Philip, "Lieut. & Ex Off." (executive officer) of the U.S. *Chippewa* entered the mails at Philadelphia on June 8, 1863. Although the *Chippewa* was then assigned to the SABS, she had only just arrived there from the West India Squadron under Wilkes, on May 30, 1863, at Port Royal, S.C. Probably her mails were just gotten ready in time to "catch" the northbound U.S.S. *Keystone State*, being sent to Philadelphia for repairs, where she arrived on June 7, 1863. Presumably, the cover of Figure 16 arrived there aboard her, and was processed at the Philadelphia postoffice the next morning. If so, then this cover is evidence that the Philadelphia postoffice, at least by that time, applied the U.S. SHIP handstamp to all covers arriving aboard the "National ships" coming into that port, and in which no ship letter fees were involved.



Figure 16. Certified Naval Letter, with signature of executive officer of U.S.S. "Chippewa," then at Port Royal, S.C. Into Philadelphia with U.S. SHIP, by the U.S.S. "Keystone State" inbound to Philadelphia for repairs, June, 1863.

If the above is correct, then a good many covers should exist with names of ships assigned to the WGBS, which the U.S.S. *Bermuda* serviced and supplied from July, 1863, through May, 1865. Admittedly, this squadron, located in the Gulf between and including Pensacola, Florida, and extending to the Rio Grande, was serviced by other supply steamers running out of both New York and Boston. It also included the port of New Orleans, and much of the mail from this squadron bears the postmarks of that city. Returning to Table I, we have seen just two covers with postmark arrival dates "jibing" with those of the *Bermuda* into Philadelphia. One, postmarked April 14, 1864, bears no name of ship or other origin, but is addressed to Holmes Hole, Mass. It was not prepaid, and is rated "Due 6," probably as a double weight, double rate, letter. This isn't very significant, particularly since the arrival date of the *Bermuda* for this trip was estimated from other points she passed.

Figure 17 illustrates a cover which may confirm the location of use for the Philadelphia U.S. SHIP markings. This cover bears a Philadelphia c.d.s. of October

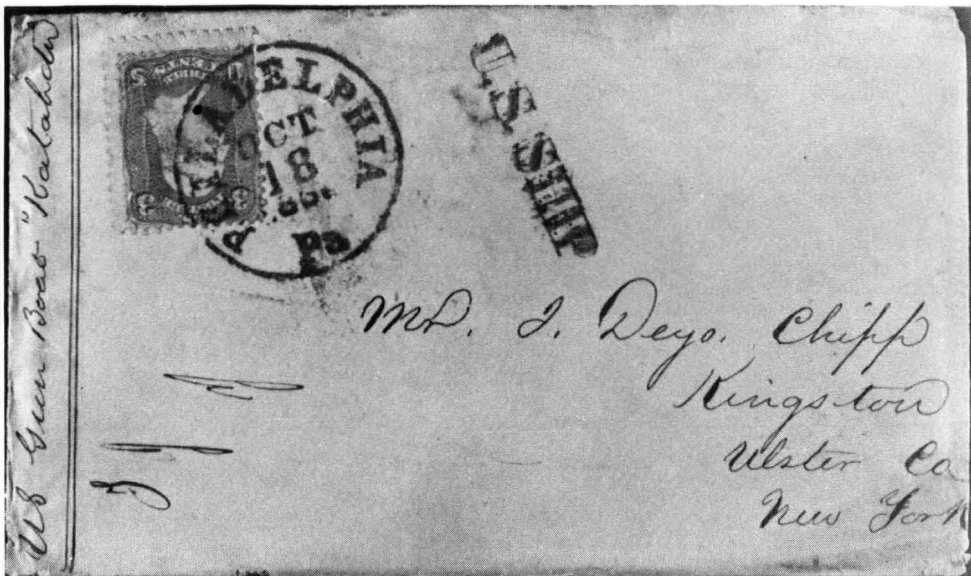


Figure 17. From the captain's clerk of the U.S.S. "Katahdin," blockading off Galveston, Sept.-Oct. 1863. Via the U.S. Supply Steamer "Bermuda," into Philadelphia with U.S. SHIP, Oct. 18, 1863.

18, 1863, and is from aboard the U.S.S. *Katahdin*, a "ninety day" (because this class of gunboat was built in 90 days at the beginning of the war) gunboat. This vessel spent the war assigned to the WGBS, and the cover, while it contains no letter, is one of a correspondence purchased some years ago from Herman Herst, Jr., who most kindly offered the entire group to the writer rather than break it up, knowing of the writer's interest in the subject. We were and are most grateful to Mr. Herst making this contribution to our research! However, we did not appreciate this particular cover at first; it was the only one in the lot without an enclosed letter and it also had no yeardate that we could read. Furthermore, it was thought to be a "maverick," in that it was one of those covers which often are found in a sequence of letters; it was handled by unusual means, possibly partially hand carried, etc. Of about 30 covers, this was the only one from the Gulf area with the Philadelphia U.S. SHIP marking.

It was not until a few years ago, when we finally worked out the trips of the *Bermuda*, that we recognized the significance of the cover. The October 18 postmark date correlates perfectly with the arrival date of the U.S.S. *Bermuda* from the WGBS on that day in 1863. The Chipp correspondence, from which this cover came, contains no letters sent in Sept., 1863, nor do any of the "adjacent" letters in the correspondence mention how the missing letters were sent. However, this cover is probably a cover which did arrive aboard the *Bermuda* on the indicated date, and as such, it is further evidence the U.S. SHIP straight lines of this type were applied at the Philadelphia postoffice.

We have said this project is incomplete. There are several things needed. First, the arrival dates of the various supply steamers need to be worked out, which can be done by a review of their various deck logs in the National Archives. Next, a larger and more comprehensive record of covers with not only the Philadelphia markings, but others, is needed. Lastly, from contemporary newspapers or similar sources, arrivals of naval ships other than the supply steamers at Philadelphia, Boston, etc., are needed. Of value, but representing a great deal of work, would be the logs of the supply steamers showing the actual vessels visited.

There is still one other avenue needing exploring. This is the record of the early uses of the U.S.SHIP markings. In this writer's opinion, many of the 1861 and 1862 circular rated or oval rated handstamps were applied by route agents. This isn't proven, or, for that matter, even more than indicative. We

feel it is possible, also, that markings such as the "U.S. SHIP" versions could have been applied by route agents at first, and then, as mail volume grew, the same or similar markings were applied at the postoffices at the ports of entry. The writer would appreciate reports and ideas on these subjects.

References

- Official Records of the Union and Confederate Navies in the War of the Rebellion*, two series in 30 volumes and index. Washington, 1894-1927.
- War of the Rebellion: The Official Records of the Union and Confederate Armies*, four series, atlas and index. Washington, 1881-1901.
- Graham, Richard B. "Information Wanted," *Chronicle* 45:21-4.
- _____ "U.S. Ship," *Chronicle* 55:63-4.
- _____ "The Ship 3 Rate of Civil War Days," *Chronicle* 58:61-4.
- _____ "U.S.S. Mercedita; U.S. SHIP," *Chronicle* 66:81-3.
- _____ "The Sturtevant Correspondence," *Chronicle* 85:29-35.
- _____ "Ship Island, Mississippi, 1861-62," *Chronicle* 78:97-104; 79:163-9.
- Sims, Lydel. "The Submarine that Wouldn't Come Up," *American Heritage*, Vol. IX, No. 3 (April, 1958).

Old U.S. Covers Are My Specialty

Write for My Free Special Lists

THE WALCOTT COLLECTION OF CIVIL WAR PATRIOTIC COVERS

by Laurence (1934)

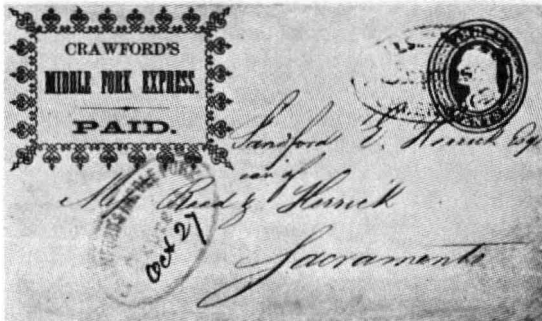
Beautiful new reprint—limited edition—272 pages— almost 3300 illustrations—prices realized at sale in appendix. Price postpaid **\$24.50**

E. N. SAMPSON

P. O. BOX 6488, CLEARWATER, FLA. 33515

The Pioneer Miner and The Pack Mule Express

Ernest A. Wiltsee



In this 1931 work Wiltsee intended to portray a phase of the early history of California, seven years after the discovery of gold, during which the U. S. postal service was practically useless throughout the interior of the state. This problem was remedied by the early express companies. The relation of these companies to the life of the mining regions and their share in the early history and progress of the state are related in this 160-page hardcover volume. While the history of each company is not given, a complete list of all companies known to the author is contained in the appendices along with a regional list containing express companies and the regional subdivisions in which they operated and dates of operation. Trask's Topographical Map of the Mineral Districts of California, 1853 has been printed separately for this Quarterman facsimile edition and has been inserted into a pocket in the back cover. In addition to the 18 covers illustrated in the original, this edition contains 33 new illustrations of representative covers which had been conveyed by the express companies. This work should be of interest to postal historians, western cover collectors, and those interested in the early history of western states, especially California.

\$20.00 Postpaid

QUARTERMAN PUBLICATIONS, INC.

5 South Union Street
Lawrence, Massachusetts 01899

YOUR COLLECTION MOVES US!!



**United Air Lines
100,000 Mile Club**

**SIMMY JACOBS
HALF MILLION MILER**

478613

MEMBER SINCE 1972

That's why we'll travel anywhere in the continental United States to discuss your collection. We are constantly searching for QUALITY United States and Foreign.

An Important Fact to Consider

BEFORE YOU SELL YOUR COLLECTION —

Sensible Collectors Sell Through Auction . . .

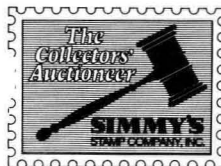
because

Serious Collectors Buy There!!!

If you have been contemplating the sale of your collection, call us Toll Free 800-225-6276 for an appointment. We will be pleased to discuss your holdings, or if you so desire, we will travel to your home, bank or office. Cash paid on the spot, or we will place your collection in Auction. WEST COAST collectors wishing to dispose of their collections can contact our agent: JULES CHARLES WATERS CO. at 415-387-4634 (collect).

**THE MAJORITY OF COLLECTORS FIND THE PROPER PLACE
TO DISPOSE OF THEIR COLLECTIONS, IS WITH**

**CALL
TOLL FREE
1-800-225-6276**



**CALL
TOLL FREE
1-800-225-6276**

148 STATE ST., BOSTON, MA 02109

APS

SPA

BIA

ASDA

AFDCS

Our Auction Catalogue Is FREE For The Asking!

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

THE 1869 BISECTS OF CLOVE, NEW JERSEY

CALVET M. HAHN

© Copyright 1976

The bisects of the 1869 issue have long been sought by specialists. They are elusive, particularly the bisected 3¢ stamp. The bisected 2¢ stamp is somewhat easier to obtain, but one of its more unusual uses is found from Clove, N.J. The cover has been in my possession for almost a decade and in searching my bank vault recently I was reminded that the story behind it had not been written up.

Clove is located in Sussex county—in the extreme northwest corner of New Jersey. While there were 34 Sussex county postoffices in 1859, the area is still rural—as well I know, having been a student in a one-room school house when I lived there. Maps from the 1866 period show only two roads and 10 towns. Clove not among them.

The *United States Mail and Post Office Assistant*, p. 122, records that the Clove post office was established in February 1863. It was still listed in the *U.S. Postal Guide* of October 1874 but was not in the issue of January 1875. Clove was obviously a short-lived post office. A check with the outstanding New Jersey collection of Stephen Rich showed that no example of a Clove marking was recorded by him. The *Register of Officers and Agents, Civil, Military and Naval, in the Service of the United States*, issue covering 1869, shows that for the four quarters ending September 1869, Clove Postmaster James B. Decker was paid \$13.00—the minimum fee—and owed the government nothing. The 1871 issue shows the minimum fee for Decker but records that he owed the government \$2.40 for the four quarters ending September 1871. The net proceeds of the Clove post office during the period of issue of the 1869 stamps must have been miniscule. It is understandable, therefore, that no other example has so far been recorded.

The cover in question, illustrated as Figure 1, is a legal-sized envelope addressed to the county clerk at the county seat of Newton. The cover bears a manuscript postmark of "Clove N.J. Oct. 19th '70." Manuscript markings are typical for an office this small. The cover bears two 2¢ 1869 bisects, each attached to a complete stamp and tied by a manuscript cancellation to the cover. The use of two bisects on the same cover will be discussed further on.

This cover has been examined, and the ink pronounced genuine (and identical) both on the stamp cancellations and the manuscript postmark, by a number of experts, including Roy Spiller, Kelly Stryker and David Jarrett. The question of authenticity is naturally raised because of the rarity of the Clove postmark and because of the peculiar cancellation tying the stamps. Both pairs, being Scott numbers 113 and 113d, are cancelled with what appears to be a manuscript "113." The use of the current Scott number for a cancellation certainly raises a question.

But Scott first assigned number 113 to the 2¢ 1869 in the edition of 1900—a quarter of a century after the Clove office was discontinued. The preceding edition of 1897-8 had a different number for this stamp. Additionally, the manuscript cancellation survived the Henry Meyer water test, suggesting that the ink was not recently applied. Several possible explanations for the cancel are offered, in declining order of probability. The most likely is the observation that the cancel is two pen strokes and a "3" for the rate. Jarrett cites territorial covers which show similar markings.

The second possibility is that the postmaster kept a numerical record of his postal customers—not stamp sales, for the same cancellation is used on both stamps—and that this was the 113th stamp customer of either the year or the

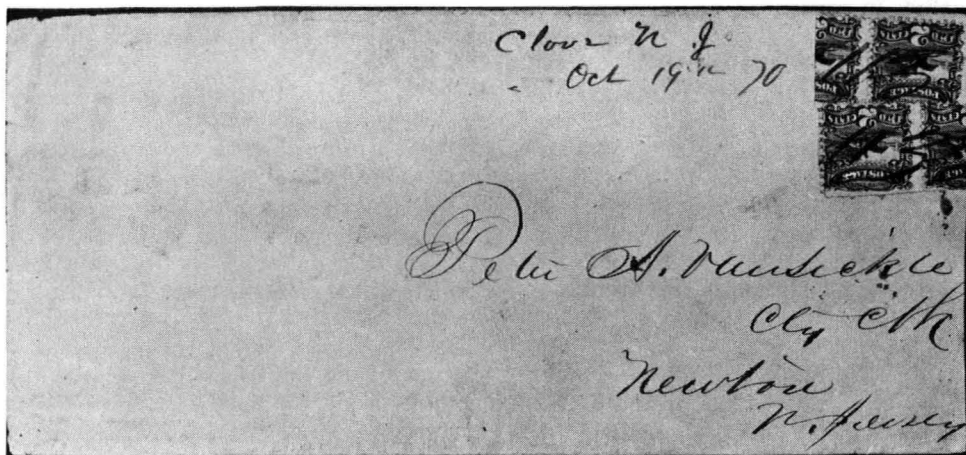


Figure 1. Manuscript postmark of the short-lived Clove, N.J. post office (1863-1874) on an 1870 courthouse letter using two Scott #113s and two Scott #113ds tied to the cover by a pen cancellation through the perforation holes.

month. This hypothesis must be considered in light of the low receipts of the office and the date of the postmark.

A third possibility is that Decker recorded important letters—such as legal papers or money letters—even when they were not registered. At this time the registry fee was 15¢. Some 113 such transactions might occur in ten months at a relatively tiny office.

Can bisected stamps have legitimate use for postal purposes when two of the same denomination are on the same cover? An adequate philatelic definition of a bisect has not been located. Konwiser's *American Stamp Collector's Dictionary* and the authorities he cites—Stanley Ashbrook, Michael Miller and John Luff—do not fully cover the problem. Even if a past definition, generally acceptable, had been printed, this cover would probably require its rewriting.

The first question with a bisect is "Was it legally authorized?" Despite the Post Office circular of November 10, 1853 stating that "neither does the law authorize the use of parts of postage stamps in prepayment of postage," it has long been recognized that the 1869 bisects were locally accepted because of spot shortages of stamps in some offices. The 1853 notice is definitely not indexed in the *Postal Laws and Regulations* of 1866, the applicable regulations for the issue of 1869, and I did not spot it unindexed.

What the 1866 *PL&Rs* do require is that the Postmaster General supply "suitable postage stamps of the denomination of three cents and of such other denominations as he may think expedient . . ." (Laws XVI, Sec. 298). Conversely, postmasters in the smaller offices had the obligation to "order such quantity as, upon a careful estimate, may be deemed a sufficient supply of the various kinds of stamps and envelopes for three months from the date of the order. . . ." (Regulations XVIII, Sec. 163). The Regulations also provide that "Postmasters who fail to supply themselves from the department must purchase temporary supplies from the nearest offices. . . ." (Regulations XVIII, Sec. 161).

These regulations leave loopholes. If the postmaster ordered and the department failed to supply the requested stamps, he seems legally free to bisect. He is also legally free if the nearest offices have also run out of the stamps. As a matter of practicality, the department could not compel an office to expend the postmaster's personal funds to travel to the next office and obtain stamps because the order was not fully satisfied or the estimate had been unexpectedly low.

Whatever the circumstances, bisecting did occur and bisects were accepted as full prepayment by receiving offices. In browsing through the *United States Mail and Post Office Assistant* I had not come across a discussion of the problem until I encountered a reply of May 1869 to correspondent J.C.K. of "M—Pa." (p. 414, col. 4) stating, "The fraction of a stamp has not a fractional

value: in other words, one-half of a stamp is not worth for postage one-half of the whole stamp; consequently one two-cent stamp and half another are not worth three cents in payment of postage.”

This reply notwithstanding, 2¢ bisect covers do exist in some quantity. Jon Rose in the *1869 Pictorial Research Associates Interphil 1976 Publication* lists some 17 examples of 2¢ bisects of the 1869 issue. All of these covers appear to have been accepted by the receiving postmasters.

Was the Clove, N.J. use of two bisects to pay a six cent rate a legitimate use? The instinctive reaction would be to say that the use of two bisects on the same cover proves that a bisect was not needed and that therefore its use cannot be legitimate. But the physical evidence of this cover suggests otherwise: Legitimate occasions can occur when *only two bisects* can pay a rate.

The analysis of what happened at Clove runs as follows: Decker ran out of 3¢ 1869 stamps and did not receive (or ran out of) the subsequent 3¢ banknotes. To make up any three cent rate he had to bisect a 2¢ or use 1¢ stamps which (presumably) he also did not have. On this cover, he applied a 2¢ and a 2¢ bisect to pay the three-cent single rate. He cancelled the stamps with his pen and then postmarked the letter. All this would be normal bisect use. Then he realized the letter was overweight. The only way he could make up the second three cents was by using a second bisect. Thus did two bisects legitimately occur on a rerated letter.

Did this cover undergo rerating? The overall photograph of the cover, Figure 1, shows that the postmark is sufficiently close to the upper 1½ stamps as to make it impossible to put three stamps in a row. There would be no other logical reason for cutting one stamp in half and putting 1½ stamps right below the other set. Had anyone wished to apply three stamps prior to giving the cover to the postmaster, there would have been ample room. There was also ample room at the left for the postmaster to have applied three stamps had he mistakenly put the postmark on first.

Figure 2. Closeup of the stamps and cancellations showing (a) the tie through the perforations of both upper and lower sets; (b) the overlap—note the arrow—of the bottom set over the top and (c) the disappearance of the bottom tail of the top “3” from the 14mm to the 3mm area and its reappearance at the 3mm point on the top pair.



The detailed photograph of the cancellations, Figure 2, shows how the bottom pair is superimposed over the top pair, as indicated by the arrow in the photograph. To the left of the arrow, note that the down stroke of the upper “3” sweeps *under* the bottom pair and comes back up onto the top pair as a thin stroke in the margin. Clearly, the top pair was cancelled *prior* to the application of the lower pair. In fact, the slightly darker ink used to cancel the lower pair suggests that the postmaster redipped his pen prior to its cancellation.

Both points support the thesis that this cover began as a bisect use for a three-cent rate and that after applying the upper stamps and cancelling them, postmaster Decker realized that the postage was insufficient and that only by using a second bisect could he reach the six-cent rate required. He applied the second set and cancelled it in a slightly darker ink, having redipped his pen, which had dried out while he weighed the cover to ascertain that it was overweight.

Had the Clove postmaster not rerated this cover it would still be a very interesting postal history item. For the New Jersey postal historian it represents a possibly unique example of a small short-lived postoffice. For the 1869 specialist it would represent one of but a handful of recorded covers showing a 2¢ 1869 bisect. However, having been rerated to require a second bisect, it becomes the only cover so far recorded showing two 2¢ 1869 bisects. And here the cover moves out of the exclusive interest of the 1869 specialist and into the area of the general U.S. specialist. For to the best of my knowledge, excluding the Confederate bisects, there is no other legitimate *double bisect* in classic U.S. philately.

CLASSIFIED ADVERTISING

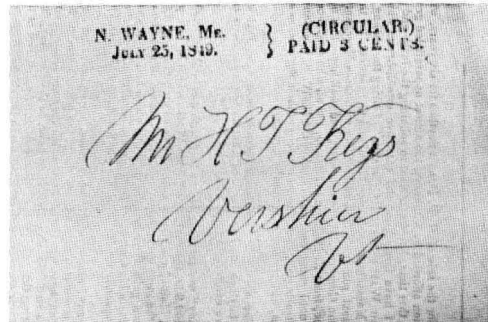
WANTED: Building specialized collection of 10¢ green 1861 issue, #68. Need fancy cancels, multiples, proofs, specimen overprint, imprint or plate number pieces and "tag" varieties. Also same on cover. Please price. Ken Gilbert, 1853 Green St., San Francisco, CA 94123.

HELP! Need MICHIGAN covers, 1830-1870, from Carp River, Copper Harbor, Eagle Harbor, Eagle River, Grand Island, Houghton, Mackinac, Ontonagon or North West Mine. Please price. L. H. Lewis, 325 So. Jefferson St., Marshall, Mich. 49068.

FOR SALE—Reprint of **Report of Postmaster General**, 1847, 1848, 1849, complete with appendices. A wealth of data for the classics collector. 180 pages punched for 3-ring binder. \$5.00 from Theron Wierenga, 337 College Ave., Holland, Mich. 49423.

Maine Postal History and Postmarks

Sterling T. Dow



Although three decades have passed since the original publication of **Maine Postal History, and Postmarks**, it remains the definitive work providing a study of Maine postal history from its earliest days with coverage of the early post office during the British administration, the Continental Congress and the federal period. All areas of postmarks (ovals, cross-border, fancy, etc.) are covered in depth with over 200 postmarks illustrated by line drawings and halftones and 19 covers illustrated. The last section contains the list of Maine post offices, over 2100, that have existed, or are supposed to have existed—a list seemingly unavailable elsewhere. Included in this 256-page hardcover volume are reprints of five other articles by Dow, Arthur Hecht, Paul Hannemann, and David L. Jarrett written since the publication of the original work. A new foreword by Joseph F. Antizzo has been added to the Quarterman edition along with photographs of 19 covers not contained in the original work. This work is a necessity for collectors, postal history students, and those interested in Colonial and Maine history.

\$25.00 Postpaid

QUARTERMAN PUBLICATIONS, INC.

5 South Union Street
Lawrence, Massachusetts 01899

THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

FANCY CANCELLATIONS ON DEPARTMENT STAMPS

MORRISON WAUD

When this column was first started and the Bank Note issues were included in the *Chronicle*, reference was made to the so-called "large" postage due stamps and the Department stamps as being proper subjects to include for the Bank Note period. Indeed in *Chronicle* 80:229 a complete set of the War Department issue with kicking mule cancellations principally from Port Townsend, Washington, was pictured as well as a 3¢ first issue postage due (p. 230) with a kicking mule cancellation (one of two recorded on a Bank Note postage due stamp).



Figure 1
Star in Stars



Figure 2
Star in Stars

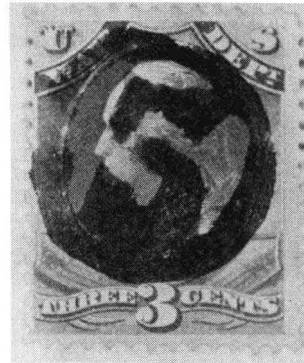


Figure 3
5 in Circle

Aside from kicking mule cancellations, very few fancy cancellations are found on Department stamps. The examples illustrated in this article are from the collections of Charles J. Starnes and your Editor. The scarcity of such cancellations is due in part to the limited use of Department stamps compared with the regular postage stamps of the period, and the fact that most of the Department stamps were mailed in larger cities where standardized killers were used. The more imaginative fancy cancellers were found on mail from a relatively few smaller cities and towns during the 1873-80 period with the fancy cancellations becoming even scarcer after the advent of the Universal Postal Union on July 1,



Figure 4
Masonic Square and Compass



Figure 5
Knights Templar Cross



Figure 6
Heart within Heart



Figure 7
Indian Head



Figure 8
Jack-o'-Lantern



Figure 9
Skull and Crossbones

1875, and the subsequent adoption of postal regulations calling for the use of standard cancellers.

Fortunately for collectors of fancy cancellations, the regulations were not immediately followed by all postmasters. All of the cancellations illustrated are in black unless otherwise noted. Figures 1 and 2 show the attractive and rare solid star within two concentric stars on a 10¢ Navy and a 12¢ War Department stamp respectively. It's hoped that this cancellation will be found on cover so that the place of origin can be determined. Figure 3 shows a heavy 5 in a heavy circle in magenta on a 3¢ War, a fine strike.

A few Masonic cancellations have been found on the Department stamps; Figures 4 and 5 illustrate two examples, a square and compass on a 1¢ War and a Knights Templar cross on a 6¢ Treasury. The next cancellation, Figure 6, is a very attractive and well-struck heart within a heart in a square of irregular blocks on a 6¢ War.

A number of Indian head cancellations have been found on War Department stamps. They are of several types and are occasionally found in blue as well as black. An example of one type is shown on a 3¢ War in Figure 7. It is a marvelously clear strike.

The cancellation on Figure 8 is variously referred to as a Jack-o'-lantern or a Hobgoblin. It is on a 3¢ Treasury and was probably used during the Hallowe'en period. Figure 9 portrays the interesting and ever popular skull and crossbones cancellation on a 3¢ Interior, probably from West Gardiner, Mass. I have never heard a good explanation of why such a macabre cancellation was used so frequently.



Figure 10
"MB" for Mystic Bridge



Figure 11
Negative US

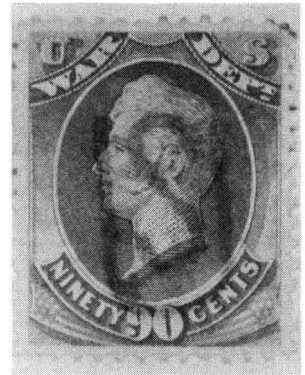


Figure 12
US on 90¢ War

The last three illustrations, Figures 10, 11, and 12, show stamps cancelled with initials: MB for Mystic Bridge, Conn., a beautiful strike on a 3¢ Interior; a fine and very clear negative US in a solid circle on a 1¢ War; and a positive

US on a 90¢ War. Fancy cancellations on the high denominations of any stamps of the Bank Note period are very rare and particularly on Department stamps. The 90¢ War (Figure 12) came from a small but superb group of cancellations formed by the late Ernest R. Jacobs, one of the truly great collectors of United States classic stamps.

INTERPHIL 76—COMMENTS

Those of you who attended Interphil in Philadelphia don't need to be told what a fabulous exhibition it was. Between the Aristocrats of Philately, Court of Honor, Raymond H. Weill Co. exhibit, and the competitive exhibits nearly every rarity could be seen. The presentation, research, breadth of coverage, and rarity of most of the competitive exhibits were mind-boggling.

For those interested in U.S. Bank Note issues—in addition to some representation primarily in the cancellation field—there was a marvelous collection of these issues starting with original pencil and watercolor essays. It well deserved the large gold it received. After the essays came the die, trial color and plate proofs in profusion, followed by the Special Printings including the unique set of Continental Bank Note Special Printings, each with plate number. One well known expert claims it is the only set that is unquestionably genuine and considers it invaluable as a reference set. Next the exhibit abounded in Bank Notes unused, both singles and blocks. I was hoping to see the 24¢ grill unused, but it was not there; about everything else was, however, including a used copy. Used singles and multiples were well represented including a great many fine cancellations. The exhibit ended with numerous interesting postal uses of Bank Notes. Congratulations and felicitations to Rudolph G. Wunderlich!

**SELLING OR BUYING
QUALITY U.S.
CLASSIC MATERIAL
WOLFFERS HAS
YOU IN MIND**



U.S. #124, 125. Re-issues used on #U255 piece.

We would like to help you with your philatelic selling plans. Our active customer and dealer list in the United States and abroad means we know where in the world to get you top dollar. We offer a choice of direct purchase, private treaty or public auction. Eight sales a year each supported by one of the most highly regarded catalogs in the business. It's a step you won't regret, call collect **(415) 781-5127**.

Should you be buying, catalogs are available FREE at our downtown San Francisco store, 3 weeks prior to sale date. To receive by mail, order **now**. Send name, address and \$1.

RICHARD WOLFFERS, INC. Stamps and Stamp Auctions

127 KEARNY ST., SAN FRANCISCO, CA 94108

381

WHEN YOU HAVE STAMPS TO SELL:

*Contact the professionals offering
all of the services that discriminating
Collectors, Investors and Dealers require.*

PUBLIC AUCTIONS: Each year we offer over 15,000 carefully described lots of U.S., U.N., FOREIGN stamps, and Postal History at unreserved public auction.

DIRECT PURCHASE: We are active buyers of individual stamps, entire collections or estates. We will travel for worthwhile philatelic holdings.

PRIVATE TREATY SALES: Valuable stamps, covers and philatelic properties or complete collections may be consigned to us for private sale.

Write describing your material, for shipping instructions, commission rates and/or minimum requirements. Include your address and telephone number. Ship stamps only after our confirmation.

OUR NEXT AUCTION CATALOG SENT BY 1ST CLASS MAIL
— 75c. (WITH PRICES REALIZED — \$1.50). 1 YEAR SUBSCRIPTION TO CATALOGS & PRICES REALIZED — \$8.50, OVERSEAS \$12.50.

Jacques C. Schiff, Jr., Inc.

536 West 111th Street
Telephone: (212) 662-2777



New York, N.Y. 10025
Licensed Bonded Auctioneer

Established 1947

THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

A PASSE FREMONT COVER—FIRST DAY TREATY USE FROM FRANCE

CLIFFORD L. FRIEND

John Charles Frémont, sometimes referred to as "The Pathfinder," gained prominence during the 1840s for his roles in the opening of the Far West and the conquest of California during the Mexican War. Politically, during the early 1850s, he openly opposed slavery and was extremely popular with the strong abolitionist elements situated in the New England area. The newly formed Republican party offered Frémont as its first presidential candidate in 1856. As part of the campaign publicity, envelopes were imprinted with the likeness of their favorite candidate and used by the members of the fledgling but belligerent party. Notwithstanding the loss of the election to his Democratic opponent, James Buchanan, Frémont still remained a hero to the small group of radical Republicans who remained influential within the party circle. Thus old "Frémont campaign covers" still found purposeful use by his staunch admirers after the vote had been counted.

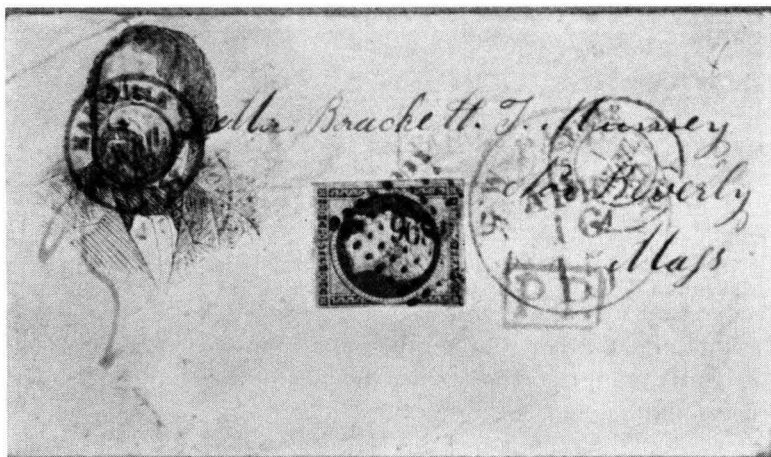


Figure 1. Fremont campaign cover from France on 1 April, 1857.

Several months after the election of 1856, a passé "Frémont campaign cover" was mailed at Marseilles, France, addressed to one Brackett Munsey of North Beverly, Massachusetts, a proverbial "hot-bed" of abolitionists at that time. Just exactly why this passé cover was used from France is unknown, but when we consider the fact that Frémont's father was born in that country, it is not too unreasonable to assume that some of Frémont's close relatives lived there, and held him in high regard. Significantly, from a postal history standpoint, and especially for those students of Transatlantic Mail, the cover illustrated (Figure 1) was postmarked at Marseilles, France, on 1 April 1857 (Figure 1A).

The first postal convention between the United States and France was signed 2 March 1857, and letters could be sent under terms of this convention beginning on Wednesday, 1 April 1857¹. The postal clerk at Marseilles may not have been completely familiar with the new postal arrangements between his country and the U.S., and considered, not unreasonably, that the 80 centimes imperforate stamp of the "Empire" series (lake shade on yellowish paper) was the proper prepayment for a single-rate (less than 7½ grams) letter from France to the United States frontier when conveyed by British packet, per the terms

1. For a complete discussion of this convention, see G. E. Hargest, *Letter Post Communications, etc.*, 70-84.



Figure 1A. Detail of Marseilles postmark.



Figure 1B. Detail of transit backstamps.

of the Anglo-French postal treaty, effective 1 January 1857². The boxed red P.P. (*Port Payé Partiellement*), which may have been stamped at Marseilles, was a standard marking of the interim period (1 Jan.-1 Apr. 1857), but should not have been a cause for concern at the New York exchange office, since 80 centimes was also the correct prepaid rate under the new treaty, and the part-paid marking irrelevant.

The cover was sent on its way to Paris, through Lyon on 2 April, and was processed on the Paris to Calais travelling office the same day (Figure 1B). There the exchange clerk marked a credit to the U.S. of three cents, per the red manuscript "3" on the far left-hand side of the front of the cover. This was certainly the proper credit under terms of the new U.S.-French treaty, since the French were responsible for their internal (4¢), British transit (2¢), and British packet transatlantic service (6¢). Possibly misled by the French P.P., the New York clerk, who should have applied the total rate statement NEW YORK PAID 15 in red ink (to indicate to the local post office the letter was fully paid), stamped it in *black ink*. Since black ink, by treaty and domestic regulations, showed debits (in this case, postage to be paid by the addressee), probably poor Mr. Munsey had to pay 15¢ on receipt of the letter!

The New York office did apply correctly the red boxed arc "Br. Service," which shows faintly under the New York handstamp in the photo. The new treaty regulations specified this marking was to be applied by the receiving office on French mails which were carried to the U.S. port by British packet; this letter arrived on the Cunard steamer *Arabia* 16 April 1857 after a 12-day run from Liverpool. And the French also used good sense in processing the letter for British carriage, as packets sailing direct from a French port were not scheduled before the middle of April.

Here we have, in summary, a cover used *from France to the United States* (via England) on the very first possible date that such a letter communication between the two countries under the U.S.-French mail treaty of 2 March 1857 could be executed! A most significant postal history item, to say the least, and to think that those who held John Charles Frémont in such high regard would have

2. *Ibid.*, 62-69. A cover mailed from Bordeaux 25 March 1857 under the terms of this treaty is illustrated on p. 69.

assisted us in preserving such an item. The author is deeply grateful to the current owner of this cover for permitting us to illustrate it, and to learn that he intends to preserve it for future generations of postal historians in this country. In addition, the author would like to express his profound appreciation to Messrs. Hargest, Hubbard, Salles and Starnes for their respective constructive comments.

References

- Raymond Salles, *La Poste Maritime Française*, 1969.
Personal correspondence between the author and Messrs. Hargest, Hubbard, Salles and Starnes.
Frank Staff, *The Transatlantic Mail*, Mackay & Co., Chatham, 1956.
Henry E. Simmons, *A Concise Encyclopedia of the Civil War*, 1965.
The World Book Encyclopedia, Field Enterprises, 1967.
Standard Postage Stamp Catalog, Scott Publishing Co., 1961.
New York Times, various issues.

U.S.-EGYPT MAILS

CHARLES J. STARNES

Many facets of the postal history of Egypt in the nineteenth century reflect the competitive struggles of foreign powers for economic and political control. Long before England finally "won" this dangling fragment of the Turkish empire, various foreign consulates assumed the responsibility for internal postal services to their nationals; by 1863 six governments maintained post offices—Austria, France, England, Italy, Greece, and Russia. The Egyptian government itself used the efficient privately-owned Italian "Posta Europea" in preference to their own poorly-organized postal system and, in 1865, the *Posta Europea* was bought out by the state and all private internal posts suppressed. The Italians retained their jobs in this transfer to the Egyptian Vice-Royal Post, "Poste Vice-Realie Egiziane" in Italian, which was the language used in the early postmarks and stamps of Egypt.¹

A study of the appended rate compilation shows that all the great mail services offered rates to Egypt, with separate listings to Alexandria, the Mediterranean exchange point for all mails to Egypt and the far East until the Suez Canal was opened, and to Port Said when it became important as the entrance to the Suez Canal. But despite this plethora of rates, it appears that U.S.-Egypt mail is quite scarce throughout the classic period. Only four of the mail system operations can be illustrated with the following covers.

British

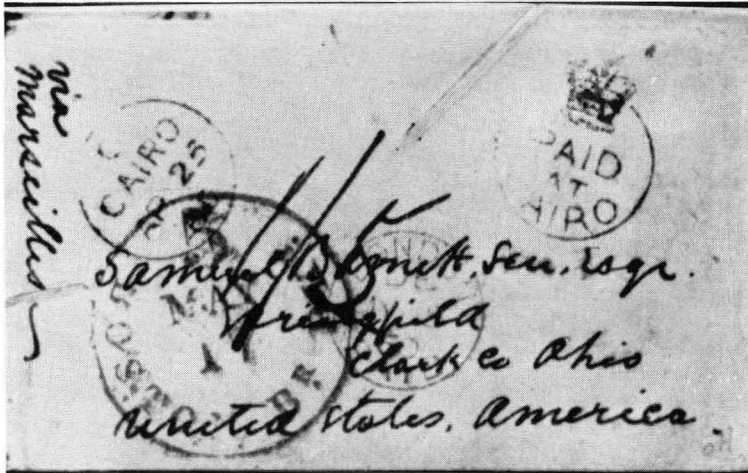


Figure 1

The cover of Figure 1 was prepaid 1s.5d. at the Cairo British post office, as shown by the ms. "1/5," the Cairo c.d.s. of 25 Apr., and the rare red crowned circle PAID AT CAIRO. This amount, equivalent to 34¢, paid the under ¼ oz. rate via Marseilles and England to the U.S. frontier. Following the route Cairo,

1. A. Diena, "The Contribution of Italians to the Organization of the Egyptian Post Office," trans. by E. J. Pepló, *Philatelic Journal of Great Britain*, Jan. 1934, 7-11.

25 Apr.—Alexandria—Marseilles—Calais—London, 3 May 1860—Liverpool, 5 May—Boston, 17 May, the letter on arrival at the latter exchange office was rated 5¢ due (black BOSTON BR. PKT. 5) and sent on to Springfield, O. The 5¢, U.S. inland under terms of the British treaty, Art. XI, makes the total postage charge of 39¢, identical to the ¼ oz. Br. v M rate to Cairo from the U.S., conforming to Art. XII of the treaty.²

Hamburg

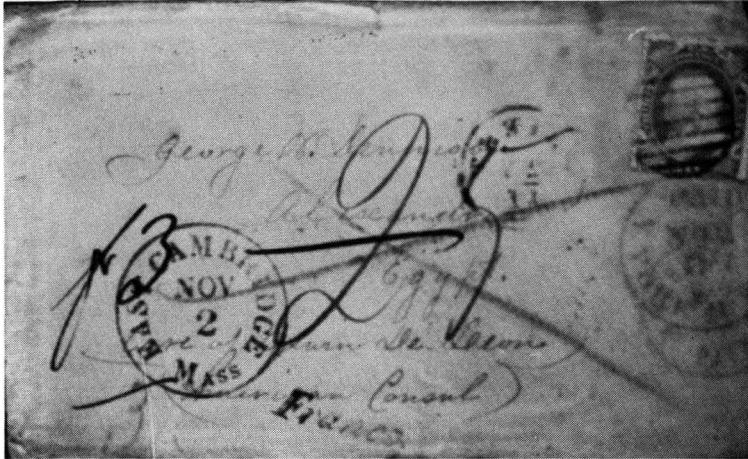


Figure 2

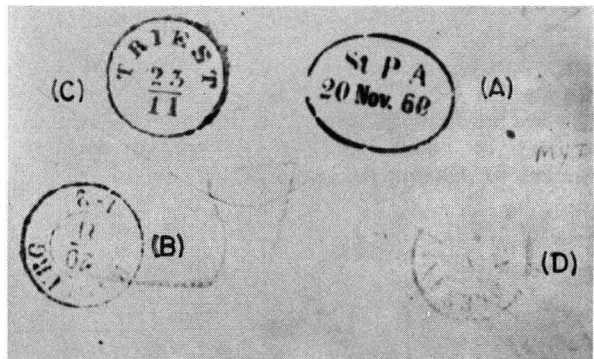


Figure 2R

In company with many other collectors, the author has had his little auction vexations, and the cover of Figures 2 and 2R is one of them. Twelve years ago he was the underbidder on this rather ratty-looking item, which is nevertheless an outstanding use of the 30¢ 1860 stamp, prepaying the Hamburg (and Bremen) rate to Alexandria. Mailed at East Cambridge, Mass., 2 Nov., this letter was processed by the New York exchange office the next day. There the clerk applied one handstamp in error, and then over it the red N. YORK HAMB. PKT. PAID with magenta "25," the credit to Hamburg, U.S. retaining 5¢ inland on Hamburg treaty mail until the latter half of 1863. Carriage was by the Steamer "Borussia" of the Hapag line to Hamburg, 20 Nov. 1860 (A). The Hamburg office turned the letter over to the Prussian post office (B) in the same city³ for further transit. Prussia marked the cover in blue ms. "f3," franco 3 silbergroschen (about 7.5¢), a notation of the foreign postage allowed for packet transit from the GAPU border office, Trieste (C), to the Austrian post office at Alexandria (D), 3 Dec.

2. For an amplified discussion of Arts. XI and XII and their application to British mail prepaid to the U.S. frontier, see George E. Hargest, *Letter Post Communications, etc.*, 38-39.

3. Donald Patton, *Hamburg*, Robson Lowe, London, 1963, is a valuable reference work for postal operations and markings, as well as the stamps of Hamburg.

French

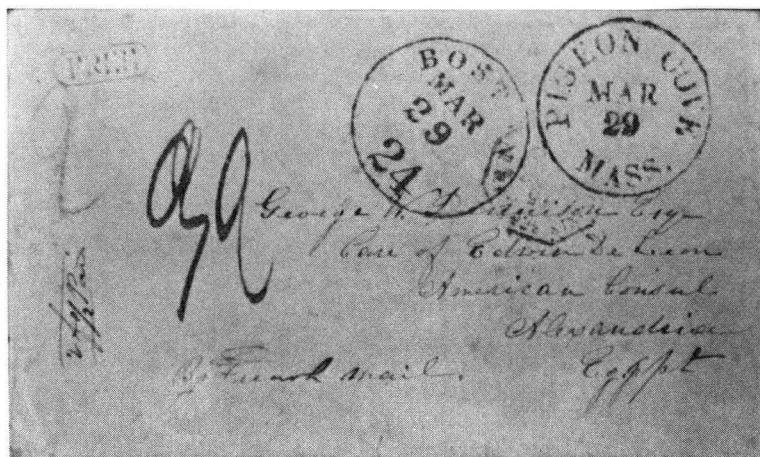


Figure 3

The illustration in Figure 3 shows an unpaid French mail double-rate cover to Alexandria. It appears that the Pigeon Cove, Mass., postmaster thought the letter could be sent free (boxed FREE upper left). This queer attempt was corrected at the Boston exchange office; the clerk, being familiar with the fact that French mail to Alexandria was 30¢/¼ oz., optional prepayment (to the rest of Egypt prepayment was compulsory), did not have to send the letter back to Pigeon Cove but could send it on unpaid. He debited France 2x (3¢ U.S. inland + 9¢ sea Am. Pkt. direct) with the black BOSTON 24 and sent the letter to the New York office. It left the next day, 30 Mar. 1861, by a New York & Havre line packet direct to Havre, arriving 15 Apr.—blue ET. UNIS SERV. AM. D. HAVRE. There the weight was checked, found to be between 7.5 and 15.0 grams,⁴ as shown by faint "2" upper left, and the total collect postage, 32 decimes (60¢) written in black ink. Further transit was by rail to Marseilles and French packet to Alexandria.

North German Union

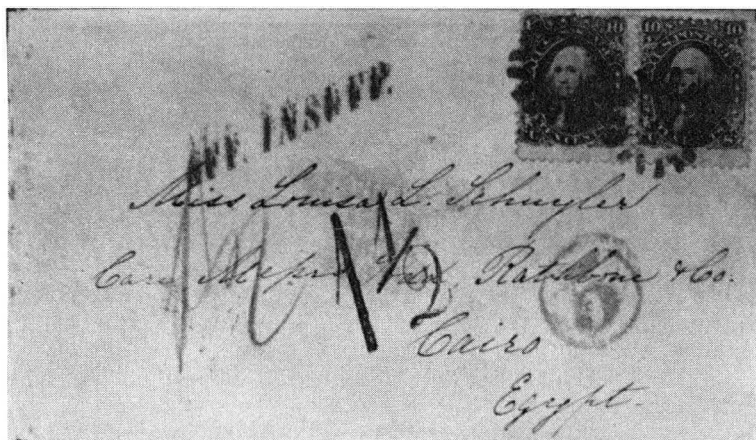


Figure 4

Figures 4 and 5 show a pair of covers to Cairo in 1869, both franked at 20¢, the NGU closed mail rate to Alexandria, but *not* Cairo (see rate table). The first cover, Figure 4, was processed at the New York office 6 Jan. with red

4. Terms of the U.S. French treaty specified that debits paid by France to the U.S. were based on the 7.50 grams single rate, and that debits paid by the U.S. to France were based on the American ¼ oz. (7.09 grams) single rate.



Figure 4R

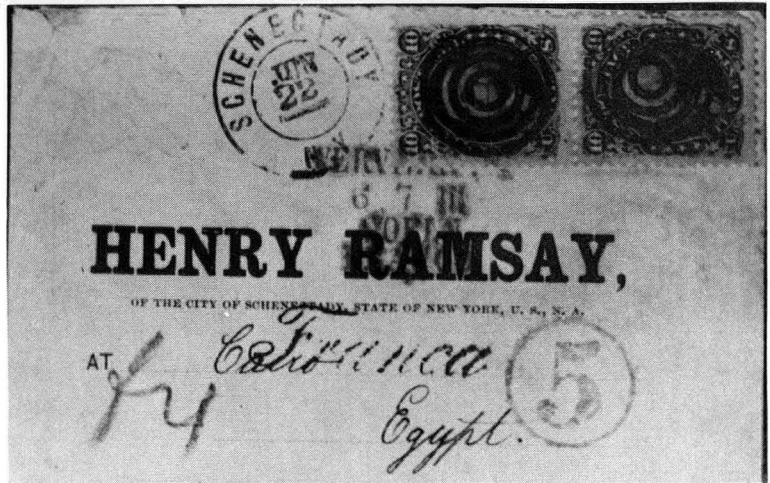


Figure 5

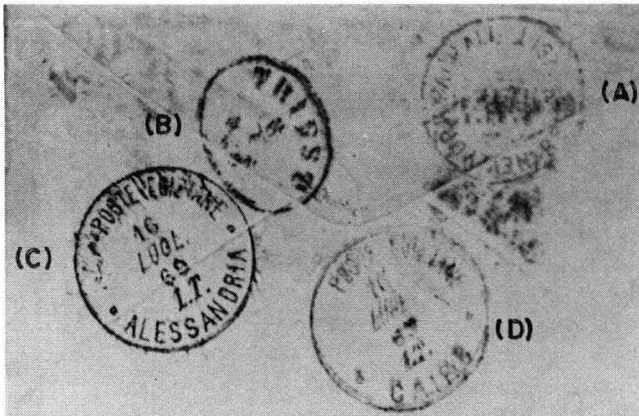


Figure 5R

NEW YORK PAID ALL BR. TRANSIT (A) and 5¢ credit—the red ringed 5⁵—to the NGU, the excess over the international 15¢ closed mail rate. The travelling

5. George E. Hargest, *Letter Post Communications, etc.*, p. 160, comes to no conclusion about this ringed 5, partly because he had no record of its use on NGU direct mail covers. However, the writer has in his collection a Jul. 1869 NGU 15¢ direct mail, via Bremen, cover to Belek, Turkey, with the same red ringed 5 credit, restated at Bremen in a boxed "Weiterfr. 2 Sgr." And in the Siegel auction of 20-21 Aug. 1975, lot 580, an overpaid NGU 2x 13¢ direct mail, via Bremen, cover to Copenhagen, Denmark, in Jun. 1870, bears the same ringed 5, 2x 2.5¢ credit to NGU, restated by Bremen ms. "wf2."

office between Verviers and Köln marked a blue "f2" (franco 2 sgr.), restatement of the 5¢ credit for foreign postage allowed by the U.S. The letter then went by rail to Trieste (B) and packet to Alexandria, 29 Jan. (C). The Egyptian office noted the NGU foreign postage paid the letter only to Alexandria, stamped it AFF. INSUFF. (Affracantura Insufficiente—insufficiently paid) and "1 ½" piastres (7.5¢) postage due before sending it by their mails to Cairo (D).

The second cover, Figure 5, from the collection of William K. Herzog, was mailed from Schenectady 22 Jun. 1869 and processed at the New York office exactly as the previous cover—red ringed 5 and marking (A). However, the NGU clerk on the Verviers-Köln run marked the letter with a blue "f4" (franco 4 sgr.—10¢ foreign postage) in error, since the U.S. had credited NGU with only 2 sgr. The letter then travelled as usual to Trieste (B) and Alexandria (C), where the Egyptian office, noting only the correct allowance by the NGU for postage to Cairo, marked it FRANCA and sent it there as fully paid.

U.S.-EGYPT RATES, 1849-1875

EGYPT:

ALL DESTINATIONS EXCEPT ALEXANDRIA AND PORT SAID

	7/49	e4/52	10/52	e7/55	e7/56	1/57	4/57	7/57
Br. vS	57	—	—	—	33	—	—	—
Br. vM	51/71	—	—	—	43/53	39/45	—	—
Br. vM, cm.	61/71	omit	—	—	—	—	—	—
Fr.	—	—	—	—	—	—	30/60	—
PCM	—	—	30	38	—	—	—	—
B-H	—	—	—	—	—	—	—	*30
	5/63	8/63	3/67	1/68	12/68	1/70	7/70	8/70
Br. vS	—	—(a)	—	22	—	16	—	—
Br. vM	—	33/45(a)	—	22/34	—	16/28	—	—
Fr.	—	—	—	omit	—	—	—	—
PCM	36	—	35	omit	—	—	—	—
B-H	—	—	—	omit	—	—	—	—
NGU, d.	—	—	—	*15	*20(b)	—	*17(b)	omit
NGU, cm.	—	—	—	*20	*25(b)	—	*20(b)	—
	11/70	12/70	2/71	5/71	10/71	2/73	4/74	
Br. vS	—	—	—	—	—	—	20 nc	
Br. vM	—	20	—	omit	—	—	—	
NGU, d.	*17(b)	—	—	—	*16(b)	—	— nc	
NGU, cm.	—	—	—	—	*17(b)	—	— nc	
NGU, d. vB	—	15	—	—	14	omit	—	
NGU, cm. vB	—	18	—	—	15	omit	—	
It., o.	—	—	14	—	—	—	— nc	
Br. vB	—	—	—	20	—	—	24 nc	

(a) to Cairo and Suez, British rate was Br., oA-oB, 21-5, from 8/63 to 1/68.

(b) to Upper Egypt prepayment was compulsory.

ALEXANDRIA

	3/48	7/49	e4/52	10/52	8/53	4/57	7/57	5/63
B	*61x(a)	—	*57x(a)	—	30	—	omit	—
Br., oA-oB	—	21-5	—	—	—	—	—	—
PCM	—	—	—	*38	—	—	—	36
Fr.	—	—	—	—	—	*30/*60	—	—
B-H	—	—	—	—	—	—	*30	—
	3/67	1/68	1/70	7/70	8/70	11/70	12/70	1/71
Br., oA-oB	—	omit	—	—	—	—	—	—
PCM	*35	omit	—	—	—	—	—	—
Fr.	—	—	omit	—	—	—	—	—
B-H	—	omit	—	—	—	—	—	—
Br. vS	—	22	16	—	—	—	—	—
Br. vM	—	22/34	16/28	—	—	—	28	omit
Br. vB	—	—	—	—	—	—	28	—
NGU, d.	—	*15	—	*12	omit	*12	—	—
NGU, cm.	—	*20	—	*15	—	—	—	—
NGU, d. vB	—	—	—	—	—	—	*15	—
NGU, cm. vB	—	—	—	—	—	—	*18	—
It., o.	—	—	—	—	—	—	—	*14

	10/71	1/72	2/73
Br. vS	—	—	— nc
Br. vB	—	20	— nc
NGU, d.	*11	—	— nc
NGU, cm.	*12	—	— nc
NGU, d. vB	*14	—	*12 nc
NGU, cm. vB	*15	—	*13 nc
It., o.	—	—	— nc

(a) Bremen rates for Cairo the same, 3/48 to 8/53.

PORT SAID

	7/67	1/68	2/69	11/69	1/70	7/70	8/70	11/70
Fr.	*30/*60	—	—	—	omit	—	—	—
NGU, d.	—	*15	—	*20	—	*17	omit	*17
NGU, cm.	—	*20	—	*25	—	*20	—	—
Br. vS	—	22	omit	22	16	—	—	—
Br. vM	—	22/34	omit	22/34	16/28	—	—	—
Br.	—	—	42	omit	—	—	—	—
	12/70	5/71	10/71	4/74				
NGU, d.	—	—	*16	— nc				
NGU, cm.	—	—	*17	— nc				
Br. vS	—	—	—	20 nc				
Br. vM	20	omit	—	—				
Br. vB	—	20	—	24 nc				

ABBREVIATIONS USED

Mail systems:

B Bremen
 Belg. Belgian
 Br. British
 DCM ... Danish closed mail
 Fr. French
 H Hamburg
 It. Italian
 Neth. ... Netherlands
 NGU ... North German Union
 PCM ... Prussian closed mail
 S-N Swedish-Norwegian
 Switz. ... Switzerland

Place names:

vB via Brindisi
 HA Havana
 K Kingston
 M Marseilles
 NY New York
 Pan. Panama
 S Southampton
 SF San Francisco
 ST St. Thomas
 T Trieste
 U.K. United Kingdom

General:

cm. closed mail
 d. direct
 e earlier than—prefix with date to indicate the actual rate change was probably more than a month earlier than noted.
 nc no further change in rate until, or after, 1 July 1875.
 o. open mail
 oA open mail, Am.Pkt. to England
 oB open mail, Br. Pkt. to England
 q over 2500 miles from mailing office
 u unpaid
 v via
 x foreign postage paid to ¼ oz. only
 * prepayment optional
 — (dash) rate continued

FRANK GODDEN ALBUMS

F.G. DE LUXE—genuine Morocco leather in dark shades of red, blue or green. Binder is gold-tooled and padded with soft-lined dust-proof slipcase. Sixty pages gilt-edged with rounded corners. The F.G. POPULAR half bound in dark green leather with fifty pages and slipcase. Also the economical F.G. WARWICK in dark blue and maroon—fifty pages with slipcase.

ALBUM PAGES AVAILABLE SEPARATELY

For illustrated brochure and prices contact:

PHILIP T. WALL

536 WOODVALE DRIVE

GREENSBORO, N.C. 27410

GOLD RUSH STEAMERS of the Pacific

Ernest A. Wiltsee



First published in 1938 in a limited edition of 500 copies, **Gold Rush Steamers of the Pacific** has long been regarded as a classic in its field. Based upon his studies of newspaper accounts, propaganda handstamps used by the steamship companies, and other sources, Wiltsee discusses all the ships to California from 1848 to 1869 in chronological order. Also covered in detail are the gold rush period of 1848, the inauguration of the Pacific Mail Steamship Company, Law's line of Pacific steamers, the Empire City Line, and the three additional competing lines put into operation during 1850 and '51. The 17 plates illustrating steamships and important personalities included in the original work are printed as extremely fine halftones in this facsimile reproduction. 5 illustrations of steamships and scenes of San Francisco and Hawaii have also been added to this Quarterman edition.

Also included in this 496-page Quarterman edition are the 35 covers illustrated in the original and approximately 90 new photographs of covers supplied for this edition by interested collectors. A foreword by Basil C. Pearce has also been added. This work is a valuable contribution to the early history of the United States and should be in the library of every collector, postal history student, steamship buff, and western history enthusiast.

\$35.00 Postpaid

QUARTERMAN PUBLICATIONS, INC.

5 South Union Street

Lawrence, Massachusetts 01899

CUNARD LINE—EASTWARD SAILINGS FROM NEW YORK AND BOSTON

WALTER HUBBARD

(Continued from *Chronicle* 90:162)

Port	Wed.	Packet	Port & Arr Date	Notes
1862				
NY	1 Jan	AMERICA	QT 14 Jan	
B	8 do	NIAGARA	QT 19 Jan	
NY	15 do	ASIA	QT 26 Jan	
B	22 do	CANADA	QT 4 Feb	
NY	29 do	ARABIA	QT 10 Feb	
B	5 Feb	EUROPA	QT 17 Feb	
NY	12 do	AFRICA	QT 23 Feb	
B	19 do	AMERICA	QT 5 Mar	
NY	26 do	ASIA	QT 10 Mar	
B	5 Mar	NIAGARA	QT 18 Mar	
NY	12 do	ARABIA	QT 24 Mar	
B	19 do	CANADA	QT 30 Mar	landed 88 sacks
NY	26 do	AFRICA	QT 6 Apr (2150)	do 81 do
B	2 Apr	AMERICA	QT 14 Apr (late)	landed 112 sacks
NY	9 do F/V	CHINA	QT 21 Apr (1220)	do 70 do
B	16 do	NIAGARA	QT 27 Apr (2000)	do 129 do
NY	23 do	ASIA	QT 4 May (1745)	do 81 do
B	30 do	CANADA	QT 11 May (1110)	do 83 do
NY	7 May	PERSIA	QT 16 May (1430)	do 65 do
B	14 do	AMERICA	LP 26 May	
NY	21 do	AUSTRALASIAN	LP 1 Jun	
B	28 do L/V	NIAGARA	LP 9 Jun	
NY	4 Jun F/V	SCOTIA	LP 14 Jun	
B	11 do	EUROPA	LP 22 Jun	
NY	18 do	PERSIA	LP 28 Jun	
B	25 do	AFRICA	QT 6 Jul	
NY	2 Jul	CHINA	QT 13 Jul (1830)	
B	9 do	ARABIA	QT 19 Jul (0130)	
NY	16 do	SCOTIA	QT 25 Jul	
B	23 do	EUROPA	QT 2 Aug (1630)	
NY	30 do	PERSIA	QT 8 Aug (1700)	
B	6 Aug	ASIA	QT 16 Aug (a.m.)	
NY	13 do	AUSTRALASIAN	QT 22 Aug	landed 82 sacks
B	20 do	ARABIA	QT 29 Aug (1930)	do 88 do
NY	27 do	SCOTIA	QT 4 Sep	
B	3 Sep	EUROPA	QT 13 Sep	landed 116 sacks
NY	10 do	PERSIA	LP 20 Sep	
B	17 do	ASIA	QT 27 Sep (2300)	landed 70 sacks
NY	24 do	AUSTRALASIAN	QT 4 Oct	
B	1 Oct	ARABIA	LP 12/13 Oct	
NY	8 do	SCOTIA	LP 18 Oct	
B	15 do	EUROPA	LP 27 Oct	
NY	22 do	PERSIA	LP 1 Nov	
B	29 do	ASIA	LP 9 Nov	
NY	5 Nov	AUSTRALASIAN	LP 16 Nov	
B	12 do	ARABIA	QT 22 Nov	
NY	19 do	SCOTIA	LP 29 Nov	
B	26 do	EUROPA	LP 9 Dec	
NY	3 Dec	PERSIA	QT 15 Dec	
B	10 do	AFRICA	QT 19 Dec	
NY	17 do	CHINA	LP 27 Dec	
B	24 do	ARABIA	LP 4 Jan	
NY	31 do	SCOTIA	QT 10/11 Jan	

Port	Wed.	Packet	Port & Arr Date	Notes
1863				
B	7 Jan	EUROPA	QT 17 Jan	
NY	14 do	ASIA	QT 28 Jan	her dep. was delayed 2 days by fog
B	21 do	AFRICA	QT 2 Feb (1630)	see footnote 2
NY	28 do	CHINA	QT 12 Feb	
B	4 Feb	ARABIA	QT 15 Feb (1700)	
NY	11 do	AUSTRALASIAN	QT 21 Feb (1230)	
B	18 do	EUROPA	QT 3 Mar	
NY	25 do	ASIA	QT 8 Mar	
B	4 Mar	CANADA	off QT 15 Mar	
NY	11 do	AFRICA	QT 22 Mar	
B	18 do	ARABIA	LP 29 Mar	
NY	25 do	AUSTRALASIAN	QT 4 Apr	
B	1 Apr	EUROPA	QT 12 Apr	
NY	8 do	ASIA	off QT 18 Apr	
B	15 do	CANADA	off QT 25 Apr	
NY	22 do	AFRICA	off QT 3 May	
B	29 do	ARABIA	LP 10 May	
NY	6 May	PERSIA	off QT 16 May	
B	13 do	EUROPA	off QT 25 May	
NY	20 do	AUSTRALASIAN	off QT 29 May	
B	27 do	L/V AMERICA	QT 7 Jun (1220)	
NY	3 Jun	CHINA	QT 12 Jun (1900)	
B	10 do	ASIA	QT 20 Jun (1030)	
NY	17 do	PERSIA	QT 27 Jun (0245)	
B	24 do	AFRICA	QT 4 Jul (1450)	
NY	1 Jul	SCOTIA	QT 10 Jul (0815)	
B	8 do	CANADA	QT 19 Jul (0530)	
NY	15 do	CHINA	QT 25 Jul (2100)	
B	22 do	ASIA	QT 1 Aug	
NY	29 do	PERSIA	LP 9 Aug	
B	5 Aug	AFRICA	QT 16 Aug	
NY	12 do	SCOTIA	off QT 21 Aug	
B	19 do	ARABIA	LP 29 Aug	
NY	26 do	CHINA	QT 4 Sep (1900)	
B	2 Sep	ASIA	QT 12 Sep (p.m.)	
NY	9 do	PERSIA	QT 19 Sep (0320)	
B	16 do	AFRICA	QT 25 Sep (2155)	
NY	23 do	SCOTIA	QT 2 Oct	8½ day crossing
B	30 do	ARABIA	QT 10 Oct	
NY	7 Oct	CHINA	QT 16 Oct	
B	14 do	EUROPA	QT 25 Oct	
NY	21 do	PERSIA	QT 31 Oct (a.m.)	
B	28 do	OLYMPUS	QT 9 Nov (1610)	see footnote 3
NY	4 Nov	SCOTIA	off QT 13 Nov (0450)	8½ day crossing
B	11 do	CANADA	QT 22 Nov	
NY	18 do	CHINA	QT 29 Nov	
B	25 do	ASIA	LP 6 Dec	
NY	2 Dec	PERSIA	QT 11 Dec (2200)	
B	9 do	ARABIA	LP 19/20 Dec	
NY	16 do	SCOTIA	LP 24 Dec	see footnote 4
B	23 do	CANADA	QT 4 Jan	
NY	30 do	AUSTRALASIAN	off QT 8 Jan	

2. "Queenstown, February 2 (1863). "She was detained one day at New York by a snow storm. Twenty six hours after sailing, the intermediate shaft was discovered to be fractured and she was compelled to disconnect her screw and proceed under canvas. The shaft was reversed, end for end, and one engine got to work on the fourth day after breaking down. All well since."

3. She brought AFRICA'S mails (see Hargest pp.132-3).

4. "from New York to Liverpool in less than 8d. 21h, including all detentions, she came from Sandy Hook to Cape Clear in 7 3/4 days, and in about 8 days to Queenstown, which is altogether unparallelled."

Port	Wed.	Packet	Port & Arr Date	Notes	
1864					
B	6	Jan	ASIA	QT 17 Jan	
NY	13	do	PERSIA	off QT 23 Jan	
B	20	do	AFRICA	QT 30 Jan	
NY	27	do	SCOTIA	QT 5 Feb (1815)	
B	3	Feb	CANADA	QT 15 Feb	
NY	10	do	AUSTRALASIAN	QT 19 Feb	
B	17	do	ARABIA	QT 1 Mar	
NY	24	do	CHINA	off QT 6/7 Mar	
B	2	Mar	AFRICA	LP 14 Mar	
NY	9	do	ASIA	QT 21 Mar	
B	16	do	CANADA	QT 27 Mar	
NY	23	do	AUSTRALASIAN	QT 2 Apr	
B	30	do	ARABIA	off QT 12 Apr (2150)	
NY	6	Apr	CHINA	QT 17 Apr	
B	13	do	AFRICA	LP 25 Apr	
NY	20	do	PERSIA	off QT 30 Apr	
B	27	do	ASIA	QT 8 May	
NY	4	May	AUSTRALASIAN	QT 14 May	
B	11	do	EUROPA	off QT 22/3 May	
NY	18	do	SCOTIA	off QT 27/8 May	
B	25	do	AFRICA	QT 5 Jun	
NY	1	Jun	PERSIA	off QT 11 Jun	
B	8	do	ASIA	QT 18 Jun	
NY	15	do	AUSTRALASIAN	off QT 25 Jun	
B	22	do	CHINA	off QT 1/2 Jul	
NY	29	do	SCOTIA	off QT 8/9 Jul	
B	6	Jul	AFRICA	off QT 16 Jul	
NY	13	do	ARABIA	QT 23 Jul	
B	20	do	ASIA	QT 30 Jul	
NY	27	do	AUSTRALASIAN	QT 6 Aug (0900)	
B	3	Aug	EUROPA	QT 15 Aug (0800)	landed 79 sacks
NY	10	do	SCOTIA	QT 20 Aug	
B	17	do	AFRICA	off QT 28/9 Aug	
NY	24	do	PERSIA	QT 2 Sep	
B	31	do	ASIA	QT 11 Sep	
NY	7	Sep	CHINA	QT 16 Sep	
B	14	do	EUROPA	QT 25 Sep	
NY	21	do	SCOTIA	QT 30 Sep	
B	28	do	ARABIA	QT 9 Oct	
NY	5	Oct	PERSIA	QT 14 Oct	
B	12	do	ASIA	Qt 25 Oct	
NY	19	do	CHINA	Qt 29 Oct	
B	26	do	EUROPA	QT 7 Nov (0700)	
NY	2	Nov	SCOTIA	QT 11 Nov (0630)	landed 108 sacks
B	9	do	CANADA	off QT 21 Nov	
NY	16	do	PERSIA	QT 25 Nov (1700)	landed 112 sacks
B	23	do	AFRICA	QT 3 Dec	
NY	30	do	AUSTRALASIAN	off QT 10 Dec	
B	7	Dec	ASIA	QT 18 Dec	
NY	14	do	CHINA	QT 24 Dec	
B	21	do	CANADA	LP 3 Jan	
NY	28	do	F/V CUBA	LP 8 Jan	
1865					
B	4	Jan	AFRICA	off QT 15 Jan	
NY	11	do	AUSTRALASIAN	LP 22 Jan	
B	18	do	ASIA	LP 30/1 Jan	
NY	25	do	CHINA	LP 4 Feb	
B	1	Feb	CANADA	LP 16 Feb	
NY	8	do	CUBA	QT 18 Feb	
B	15	do	AFRICA	off QT 27 Feb	
NY	22	do	AUSTRALASIAN	QT 3 Mar	

Port	Wed.	Packet	Port & Arr Date	Notes
B	1 Mar	EUROPA	LP 14 Mar	
NY	8 do	CHINA	QT 17 Mar	
B	15 do	CANADA	QT 27 Mar	
NY	22 do	CUBA	QT 13 Mar (1700)	landed 116 sacks
B	29 do	AFRICA	QT 9 Apr (2120)	do 123 do
NY	5 Apr	AUSTRALASIAN	off QT 15 Apr	
B	12 do	ASIA	off QT 23 Apr	
NY	19 do	CHINA	QT 29 Apr (1105)	see footnote 5
B	26 do	EUROPA	off QT 8 May	
NY	3 May	PERSIA	QT 13 May (0510)	landed 130 sacks
B	10 do	AFRICA	QT 21/2 May	do 128 do
NY	17 do	SCOTIA	QT 26 May (0600)	8½ day crossing
B	24 do	ASIA	off QT 3 Jun	
NY	31 do	CUBA	QT 9 Jun (1300)	landed 90 sacks
B	7 Jun	CHINA	off QT 15 Jun	
NY	14 do	PERSIA	QT 24 Jun (early)	
B	21 do	AFRICA	QT 2 Jul (0700)	landed 128 sacks
NY	28 do	SCOTIA	QT 7 Jul (0200)	8½ day crossing
B	5 Jul	ASIA	QT 15 Jul (1015)	landed 113 sacks
NY	12 do	CUBA	QT 21 Jul (1800)	do 113 do
B	19 do	CHINA	off QT 28 Jul	
NY	26 do	PERSIA	QT 5 Aug (a.m.)	
B	2 Aug	AFRICA	off QT 12 Aug	
NY	9 do	SCOTIA	off QT 18 Aug	
B	16 do	ASIA	QT 27 Aug (0825)	landed 119 sacks
NY	23 do	CUBA	QT 1 Sep (1750)	do 104 do
B	30 do	CHINA	off QT 9/10 Sep	
NY	6 Sep	PERSIA	QT 15 Sep (1000)	landed 89 sacks
B	13 do	AFRICA	QT 23/4 Sep	
NY	20 do	SCOTIA	QT 29 Sep (1105)	landed 117 sacks
B	27 do	ASIA	QT 8/9 Oct	
NY	4 Oct	AUSTRALASIAN	QT 14 Oct	
B	11 do	CUBA	QT 20 Oct (1515)	
NY	18 do	PERSIA	QT 28 Oct	
B	25 do	CHINA	QT 2 Nov (2325)	landed 60 sacks
NY	1 Nov	SCOTIA	QT 10 Nov (1225)	do 86 do
B	8 do	AFRICA	QT 18 Nov (2130)	
NY	15 do	F/V JAVA	QT 24 Nov (1140)	landed all the mails
B	22 do	CUBA	QT 1 Dec	
NY	29 do	PERSIA	QT 10 Dec	
B	6 Dec	CHINA	QT 15 Dec	
NY	13 do	SCOTIA	QT 23 Dec	
B	20 do	ASIA	QT 31 Dec	
NY	27 do	JAVA	QT 5 Jan	
1866				
B	3 Jan	CUBA	LP 13 Jan	
NY	10 do	AUSTRALASIAN	LP 20 Jan	no call at QT—bad weather
B	17 do	L/V CANADA	QT 29 Jan	
NY	24 do	SCOTIA	QT 2 Feb	
B	31 do	ASIA	QT 11 Feb	
NY	7 Feb	JAVA	LP 19 Feb	
B	14 do	AFRICA	QT 25 Feb	
NY	21 do	AUSTRALASIAN	LP 4 Mar	
B	28 do	L/V EUROPA	LP 13 Mar	
NY	7 Mar	CUBA	LP 18 Mar	no call at QT—bad weather
B	14 do	ASIA	off QT 27 Mar	
NY	21 do	JAVA	off QT 31 Mar	
B	28 do	AFRICA	LP 8 Apr	
NY	4 Apr	AUSTRALASIAN	LP 14 Apr	
B	11 do	CHINA	QT 20 Apr	
NY	18 do	CUBA	QT 28 Apr	
B	25 do	ASIA	QT 6 May	

5. Clearance at Queenstown was delayed as there was sickness on board.

Port	Wed.	Packet	Port & Arr Date	Notes
NY	2	PERSIA	LP 12 May	
B	9	AFRICA	QT 19 May	
NY	16	SCOTIA	QT 25 May	
B	23	CHINA	QT 1 Jun	
NY	30	JAVA	LP 9 Jun	
B	6	CUBA	QT 15 Jun	
NY	13	PERSIA	QT 22 Jun (1930)	landed 132 sacks
B	20	AFRICA	QT 30 Jun (0930)	landed all mails
NY	27	SCOTIA	QT 5 Jul (2200)	landed part of the mails
B	4	CHINA	QT 13 Jul (0750)	landed all mails
NY	11	JAVA	QT 21 Jul (0030)	landed part of the mails
B	18	CUBA	QT 26 Jul (2330)	landed 75 sacks
NY	25	PERSIA	QT 3 Aug	
B	1	AFRICA	QT 11 Aug	
NY	8	SCOTIA	QT 17 Aug	
B	15	CHINA	QT 25 Aug	
NY	22	JAVA	QT 31 Aug (0930)	landed all mails
B	29	CUBA	QT 7 Sep (0500)	landed all mails except LP
NY	5	PERSIA	QT 14 Sep (1510)	all mails exc. LP & Scot.
B	12	ASIA	QT 22 Sep (0500)	do do
NY	19	SCOTIA	QT 28 Sep (1200)	do do
B	26	CHINA	QT 5/6 Oct	
NY	3	JAVA	QT 13 Oct	
B	10	CUBA	LP 21 Oct	
NY	17	PERSIA	QT 26 Oct	
B	24	ASIA	QT 3 Nov (1810)	landed all her mails
NY	31	SCOTIA	LP 10 Nov	
B	7	CHINA	QT 16 Nov (0800)	landed all the mails
NY	14	AUSTRALASIAN	QT 26 Nov (0745)	do do
B	21	JAVA	LP 30 Nov (2130)	no call at QT—heavy gale
NY	28	PERSIA	QT 7 Dec (2050)	landed all the mails
B	5	AFRICA	QT 15 Dec (1930)	landed all mails—127 sacks
NY	12	SCOTIA	QT 21 Dec (0525)	do except LP and Scottish
B	19	ASIA	QT 29 Dec (2130)	landed all mails—125 sacks
NY	26	CUBA	QT 6 Jan	do —114 sacks
1867				
B	2	JAVA	QT 11 Jan (1930)	
NY	9	AUSTRALASIAN	QT 23 Jan (0930)	landed 28 sacks
B	16	CHINA	LP 28 Jan	
NY	23	PERSIA	QT 2/3 Feb	
B	30	ASIA	QT 11 Feb (1235)	landed 81 sacks
NY	6	CUBA	QT 15 Feb (2000)	
B	13	AFRICA	QT 23 Feb (2345)	landed 76 sacks
NY	20	AUSTRALASIAN	QT 3 Mar (2250)	
B	27	CHINA	QT 12 Mar (0920)	
NY	6	JAVA	QT 19 Mar	
B	13	ASIA	QT 23 Mar (0400)	
NY	20	CUBA	QT 31 Mar	
B	27	AFRICA	QT 7 Apr (0500)	
NY	3	AUSTRALASIAN	LP 13 Apr	
B	10	CHINA	QT 19 Apr (1810)	
NY	17	JAVA	QT 27 Apr (0030)	
B	24	ASIA	QT 5 May (0715)	
NY	1	SCOTIA	LP 11 May	
B	8	CUBA	QT 17 May (0800)	
NY	15	PERSIA	QT 26 May (0100)	landed 124 sacks
B	22	CHINA	QT 31 May (2100)	do 128 do
NY	29	JAVA	QT 7 Jun (1800)	do 118 do
B	5	AFRICA	QT 16 Jun (1200)	
NY	12	SCOTIA	QT 21 Jun (0030)	
B	19	CUBA	QT 27 Jun	
NY	26	PERSIA	QT 6 Jul (0555)	

Port	Wed.	Packet	Port & Arr Date	Notes
B	3 Jul	CHINA	QT 12 Jul (0330)	landed 108 sacks
NY	10 do	F/V RUSSIA	QT 18 Jul (2120)	do 117 do
B	17 do	JAVA	QT 25 Jul (2345)	do 94 do
NY	24 do	SCOTIA	QT 2/3 Aug	
B	31 do	CUBA	QT 9 Aug (0550)	do 14 do
NY	7 Aug	PERSIA	QT 16 Aug (0930)	
B	14 do	CHINA	QT 23 Aug (0215)	
NY	21 do	RUSSIA	QT 29 Aug (2300)	
B	28 do	JAVA	QT 5 Sep (1700)	
NY	4 Sep	SCOTIA	QT 12 Sep (2330)	
B	11 do	CUBA	QT 20 Sep (0200)	
NY	18 do	PERSIA	QT 27 Sep (1220)	
B	25 do	CHINA	QT 4 Oct (0250)	see footnote 6
NY	2 Oct	RUSSIA	QT 11 Oct (0200)	see footnote 7
B	9 do	JAVA	QT 17 Oct (2000)	
NY	16 do	SCOTIA	QT 25 Oct (0145)	
B	23 do	CUBA	QT 1 Nov	
NY	30 do	PERSIA	QT 9 Nov	
B	6 Nov	CHINA	QT 15 Nov	
NY	13 do	RUSSIA	QT 22 Nov	
B	20 do	JAVA	LP 3 Dec	
NY	27 do	SCOTIA	QT 6 Dec (1630)	see footnote 8
B	4 Dec	CUBA	QT 13 Dec (0300)	landed 112 sacks
NY	11 do	PERSIA	QT 22 Dec (2100)	do 123 do
B	18 do	CHINA	QT 27 Dec (1215)	do 90 do
NY	25 do	RUSSIA	QT 3 Jan (1915)	

1868

B	1 Jan	L/V AFRICA	QT 12 Jan (0300)	landed 102 sacks
NY	8 do	SCOTIA	QT 17 Jan (1950)	do 125 do
NY	15 do	CUBA	QT 24 Jan (1850)	
NY	22 do	L/V PERSIA	QT 1 Feb (2000)	
NY	29 do	AUSTRALASIAN	QT 9 Feb	dep. delayed 1 day by snow storm
NY	5 Feb	RUSSIA	QT 14 Feb	dep. delayed 1 day by fog
NY	12 do	F/V SIBERIA	QT 22 Feb (1900)	
NY	19 do	JAVA	QT 28 Feb (0015)	
NY	26 do	F/VP PALMYRA	QT 7 Mar	
NY	4 Mar	CUBA	QT 14 Mar (0200)	landed 108 sacks
NY	11 do	AUSTRALASIAN	QT 21 Mar (0100)	do 77 do
NY	18 do	RUSSIA	QT 27 Mar (0600)	do 106 do
NY	25 do	SIBERIA	QT 4 Apr (1700)	
NY	1 Apr	JAVA	QT 10 Apr (0920)	
NY	8 do	CHINA	QT 17 Apr (0830)	
NY	15 do	AUSTRALASIAN	QT 24 Apr (1015)	
NY	22 do	RUSSIA	QT 1 May (0230)	
NY	29 do	SCOTIA	QT 8 May (0730)	
NY	6 May	JAVA	QT 15 May (1140)	
NY	13 do	CHINA	QT 25 May (1500)	
NY	20 do	AUSTRALASIAN	QT 30 May (0200)	
NY	27 do	RUSSIA	QT 5 Jun (early)	
NY	3 Jun	SCOTIA	QT 12 Jun	
NY	10 do	JAVA	QT 19 Jun (1230)	landed 84 sacks
NY	17 do	CUBA	QT 26 Jun (1630)	
NY	24 do	AUSTRALASIAN	QT 4 Jul (0950)	landed 102 sacks

6. The mails were to reach London by 0635 hours on 5 October. CHINA stopped only ten minutes at Queenstown.

7. The mails were to reach London by 0645 hours on 12 October. RUSSIA was detained outside Liverpool by fog.

8. SCOTIA was fifteen minutes at Queenstown.

Port	Wed.	Packet	Port & Arr Date	Notes
NY	1 Jul	RUSSIA	QT 10 Jul (1040)	
NY	8 do	SCOTIA	QT 17 Jul (1540)	
NY	15 do	CHINA	QT 24 Jul (2240)	
NY	22 do	CUBA	QT 1 Aug (0515)	
NY	29 do	JAVA	QT 7 Aug (0700)	
NY	5 Aug	AUSTRALASIAN	QT 14 Aug (2145)	landed 111 sacks
NY	12 do	SCOTIA	QT 21 Aug (0100)	do 73 do
NY	19 do	RUSSIA	QT 28 Aug (0310)	do 86 do
NY	26 do	CHINA	QT 4 Sep (0800)	do 123 do
NY	2 Sep	CUBA	QT 11 Sep (1800)	
NY	9 do	JAVA	QT 18 Sep (1700)	
NY	16 do	SCOTIA	LP 27 Sep	no call at QT—heavy gale
NY	23 do	RUSSIA	QT 2 Oct (0730)	
NY	30 do	CHINA	QT 9 Oct (1440)	
NY	7 Oct	CUBA	QT 16 Oct (1740)	
NY	14 do	JAVA	QT 23 Oct (1130)	
NY	21 do	SCOTIA	QT 30 Oct (2100)	
NY	28 do	RUSSIA	QT 6 Nov (0220)	
NY	4 Nov	CHINA	QT 13 Nov (1500)	
NY	11 do	CUBA	LP 22 Nov	no call at QT—heavy gale
NY	18 do	JAVA	QT 27 Nov (1040)	
NY	25 do	SCOTIA	QT 5 Dec (0500)	
NY	2 Dec	RUSSIA	QT 11 Dec (0830)	landed 102 sacks
NY	9 do	CHINA	QT 18 Dec (2100)	do 124 do
NY	16 do	CUBA	QT 25 Dec (1800)	do 101 do
NY	23 do	JAVA	QT 1 Jan (1300)	do 88 do
NY	30 do	AUSTRALASIAN	QT 9 Jan (0900)	do 112 do
1869				
NY	6 Jan	RUSSIA	QT 15 Jan (0300)	landed 136 sacks
NY	13 do	CHINA	LP 24 Jan	
NY	20 do	CUBA	LP 30 Jan	
NY	27 do	JAVA	QT 5 Feb (1100)	landed 78 sacks
NY	3 Feb	AUSTRALASIAN	QT 13 Feb (1445)	dep. delayed 1 day by fog
NY	10 do	RUSSIA	QT 19 Feb (1050)	
NY	17 do	CHINA	QT 26 Feb (1400)	
NY	24 do	CUBA	QT 6 Mar (0930)	
NY	3 Mar	F/V SAMARIA	QT 14 Mar (0830)	landed 79 sacks
NY	10 do	JAVA	QT 19 Mar (1815)	do 82 do
NY	17 do	RUSSIA	QT 26 Mar (0340)	do 76 do
NY	24 do	CHINA	QT 2 Apr (1845)	do 84 do
NY	31 do	SIBERIA	QT 11 Apr (1500)	do 76 do
NY	7 Apr	SCOTIA	LP 17 Apr	
NY	14 do	SAMARIA	QT 24 Apr (1410)	
NY	21 do	JAVA	QT 30 Apr (1800)	
NY	28 do	RUSSIA	QT 8 May (1930)	
NY	5 May	SIBERIA	QT 16 May	
NY	12 do	SCOTIA	QT 21 May (0500)	landed 65 sacks
NY	19 do	CUBA	QT 29 May (early)	
NY	26 do	L/V AUSTRALASIAN	QT 4 Jun (0000)	see footnote 9
NY	2 Jun	RUSSIA	QT 11 Jun (1930)	5 days of strong head winds
NY	9 do	JAVA	arrival not reported at QT or LP	
NY	16 do	SCOTIA	QT 24 Jun (1900)	landed 80 sacks
NY	23 do	CUBA	QT 3 Jul (0120)	
NY	30 do	CHINA	QT 9 Jul	landed 79 sacks
NY	7 Jul	RUSSIA	QT 15 Jul (2014)	see footnote 10
NY	14 do	JAVA	QT 23 Jul	landed 67 sacks
NY	21 do	SCOTIA	QT 29 Jul (2330)	do 71 do
NY	28 do	CUBA	QT 6 Aug (1530)	

9. AUSTRALASIAN'S last voyage before being renamed CALABRIA. She returned to service in 1870.

10. "thus making the shortest passage on record". She took 8 days 0 hours 30 minutes.

Port	Wed.	Packet	Port & Arr Date	Notes
NY	4 Aug	CHINA	QT 13 Aug (1000)	
NY	11 do	RUSSIA	QT 20 Aug (0230)	
NY	18 do	JAVA	QT 27 Aug (1615)	
NY	25 do	SCOTIA	QT 3 Sep (0200)	
NY	1 Sep	CUBA	QT 10 Sep (2305)	
NY	8 do	CHINA	QT 17 Sep (2000)	
NY	15 do	RUSSIA	QT 24 Sep (1515)	
NY	22 do	JAVA	LP 2 Oct	
NY	29 do	SCOTIA	QT 8 Oct (1400)	
NY	6 Oct	CUBA	QT 15 Oct (1015)	
NY	13 do	CHINA	QT 22 Oct (2200)	
NY	20 do	RUSSIA	QT 29 Oct (1430)	
NY	27 do	JAVA	QT 4 Nov (2130)	
NY	3 Nov	SCOTIA	QT 12 Nov (1700)	landed 82 sacks
NY	10 do	CUBA	QT 19 Nov (1320)	
NY	17 do	F/V NEMESIS	QT 27 Nov (0100)	see footnote 11
NY	24 do	RUSSIA	QT 3 Dec (0845)	landed 71 sacks
NY	1 Dec	JAVA	QT 11 Dec (0430)	
NY	8 do	SCOTIA	QT 17 Dec (1745)	
NY	15 do	CUBA	QT 25 Dec (0000)	
NY	22 do	SIBERIA	QT 2 Jan (0300)	
NY	29 do	RUSSIA	arrival not reported at QT or LP	

11. This was the only occasion on which NEMESIS carried the Cunard mails from New York.

1847-1869 ISSUES

STAMPS, CANCELS,
COVERS

ALWAYS IN STOCK

WHEN AT STAMP SHOWS BE SURE
TO VISIT MY BOOTH AND INSPECT
AN OUTSTANDING ARRAY OF THESE
CLASSICS.

ALSO REQUEST MY REGULAR AUC-
TION CATALOGS AS THESE ISSUES
ARE USUALLY INCLUDED.

WILLIAM A. FOX

263 White Oak Ridge Road
Short Hills, N.J. 07078

Charter member of U.S.
Philatelic Classics Society

FANCY CANCELS

ON 65's

and

BANKNOTE ISSUES

Sent on approval

to

USPCS and APS

members

J. M. CLASSICS CO.

P.O. BOX 11402

SHOREWOOD, WIS. 53211

THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWERS TO PROBLEM COVERS IN ISSUE NO. 90

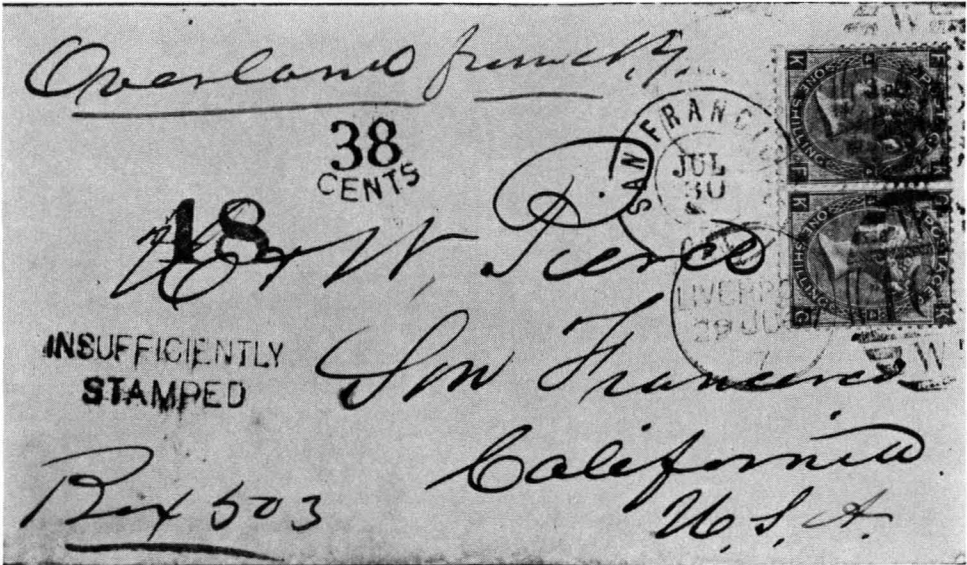


Figure 1. Cover from England marked "INSUFFICIENTLY STAMPED."

Figure 1 shows the first problem cover from May. Charles Starnes and Susan McDonald sent in the best answers and the explanation that follows represents a composite of their remarks:

What does the INSUFFICIENTLY STAMPED mean? The cover is apparently franked at 2 shillings for a double rate letter and, if the stamps do not show evidence of reuse, they were proper for prepayment from London and Liverpool to New York and San Francisco under treaty. The date of use (Liverpool 29 June 67) was past the 5¢ surcharge for the west coast.

The 38 CENTS marking was applied by the Liverpool exchange office. The amount as well as the color (black) show it is a *debit* marking proper to a double rate letter by British packet. Had the cover been marked INSUFFICIENTLY STAMPED because it was a triple (possible at this date) or quadruple rate and therefore underpaid, the debit marking would have been 57 or 76 cents.

Thus the presence of the 38 CENTS marking indicates that the British office did not honor the stamps, probably because they had been used. The debit marking alerted the New York receiving office that the cover was unpaid (the British P.O. being the judge of its own stamps), so that New York struck a black "48" to collect.

The conclusion is that the stamps were not accepted as prepayment, probably because they had been cleaned. We have only photographs of the cover, so cannot tell for sure.

The second problem cover is shown in Figure 2, and response has been good. Kenneth A. Whittle writes (in part):

It is my understanding that the postmaster, after receipt of the new stamps, advertised to the public that they had arrived, and told them to come in and exchange their old stamps for these, that the old stamps would become invalid in six days. If this is correct, then as your cover indicates that the stamps were invalid in Philadelphia August 26, then the stamps were (for the new issue) available six days before, August 20, and anyone who had exchanged his stamps on the day of receipt could have used them on August 20.

The 1861 stamps did not arrive at all post offices at the same time. In fact some got their stamps months later. It is said that when Philadelphia was calling the old issue invalid, that they were still in use in Camden, New Jersey, just across the river. I think that August 26 is the earliest known for Philadelphia.

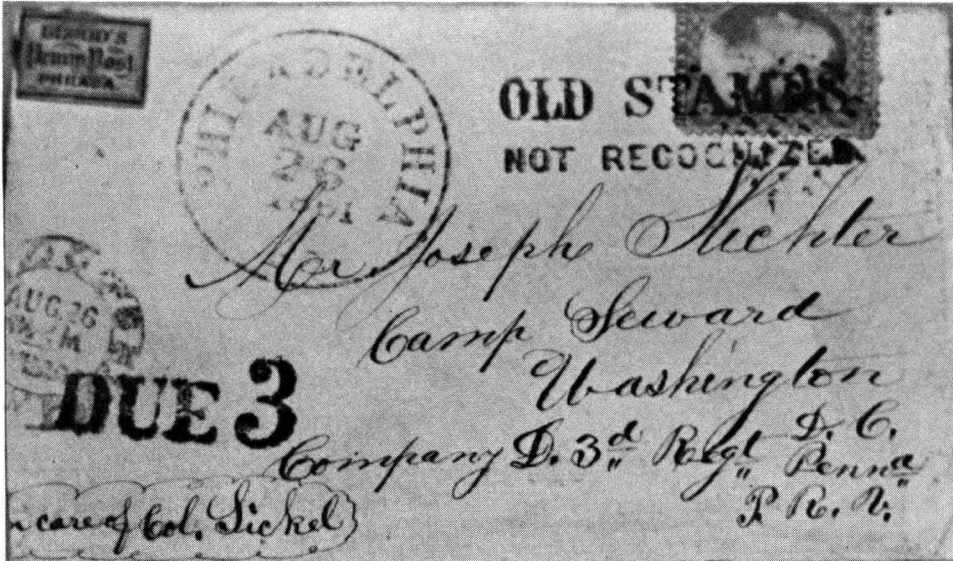


Figure 2. Philadelphia cover with "OLD STAMPS NOT RECOGNIZED."

Another comprehensive answer has been sent in by William K. Herzog, stating:

The cover showing the Philadelphia OLD STAMPS NOT RECOGNIZED marking of 26 August, 1861, on a 3¢ adhesive postage stamp of 1857, is a first day of use for the marking on the 1851-57 adhesive postage stamps. This is proven by the following announcement that appeared in Philadelphia newspapers beginning on 19 August, 1861: "P. O., PHILADELPHIA, August 19, 1861—NOTICE: The public is hereby notified that the United States postage stamps are now ready and for sale at this office. Those having any of the old issue are requested to call and have them exchanged for the new ones of the same denomination within six days from the date of this notice, as after that date they will not be recognized in payment of postage at this office. C. A. Walborn, P. M." Beyond any doubt, if the announced regulations were strictly followed, the first possible date of application of the marking on adhesive stamps was Monday, 26 August, 1861.

I have in my collection a second cover showing a 3¢ 1857 stamp canceled by the marking on 26 August, 1861. Also, I have a cover franked by a 3¢ 1861 rose pink. This cover was mailed from Philadelphia on 19 August, 1861 (the local date of announcement for the new stamps).

It should be stated, however, that the Philadelphia OLD STAMPS NOT RECOGNIZED marking was applied prior to 26 August, 1861, to stamped envelopes. The following announcement appeared in Philadelphia newspapers beginning 8 August, 1861: "P. O., PHILADELPHIA, August 8, 1861—The new style of government stamped envelopes is now ready, and for sale at this office. Exchanges will be made of the new style for an equivalent amount of the old issue during a period of five days from the date of this notice, after which no letters under cover of the old issue will be sent from this office. C. A. Walborn, P. M." There followed on Thursday, 15 August, 1861 (the day following six days from the date of the initial advertisement, not five as stated in that advertisement): "P. O., August 15, 1861—NOTICE: In accordance with instructions from the Post Office Department the public is hereby notified that the period fixed for the redemption of the old style stamped envelopes, having expired, letters deposited in this office under cover of the old issue will not be forwarded to their destination, but sent to the Dead Letter Office at Washington. C. A. Walborn, P. M." It appears that the earliest possible application of the marking is 15 August, 1861, on the stamped envelope.

The earliest recorded example of the marking that I have record of is lot 616 of the Robert A. Siegel Sale #384. This lot shows a 3¢ Nesbitt envelope that is canceled by Philadelphia OLD STAMPS NOT RECOGNIZED marking of 17 August, 1861.

Elliott Perry was keenly interested in demonetized issues and wrote an interesting chapter in Delf Norona's *Cyclopedia of U. S. Postmarks & Postal History* which has been reprinted recently, and he also wrote several articles in his *Pat Paragraphs*. Issue #44 of March 1944 states that envelopes were received at Philadelphia 8 August and adhesive stamps on 19 August.

Robert J. Stets has also written to say that August 26, 1861, was the first day the old stamps were not recognized at Philadelphia. He enclosed a copy of the newspaper notice quoted above by Herzog. He also supplied a copy of a notice that appeared in the *Evening Bulletin* on Wed., August 21:

POST OFFICE

Philadelphia, August 21, 1861

IN ORDER TO BETTER ACCOMMODATE the PUBLIC, I have the pleasure of announcing that through the kindness of Mr. MICHAEL DUNN, the OFFICE, No. 12, EXCHANGE has been secured where all persons having the old United States Postage Stamps are requested to call and have them exchanged for the new ones during the remainder of this week, between the hours of 9 AM and 5 PM.

C. A. WALBORN, P. M.

Two intriguing aspects of this notice are the indication that an extra location was arranged at which stamps could be exchanged and the reference to "the remainder of the week," confirming that Monday, August 26, was the first day that stamps of the old issue were not recognized. Thus, 26 August, 1861, is the earliest date for a cover with stamps—several people encountered at Interphil agreed with this conclusion.

PROBLEM COVER FOR THIS ISSUE

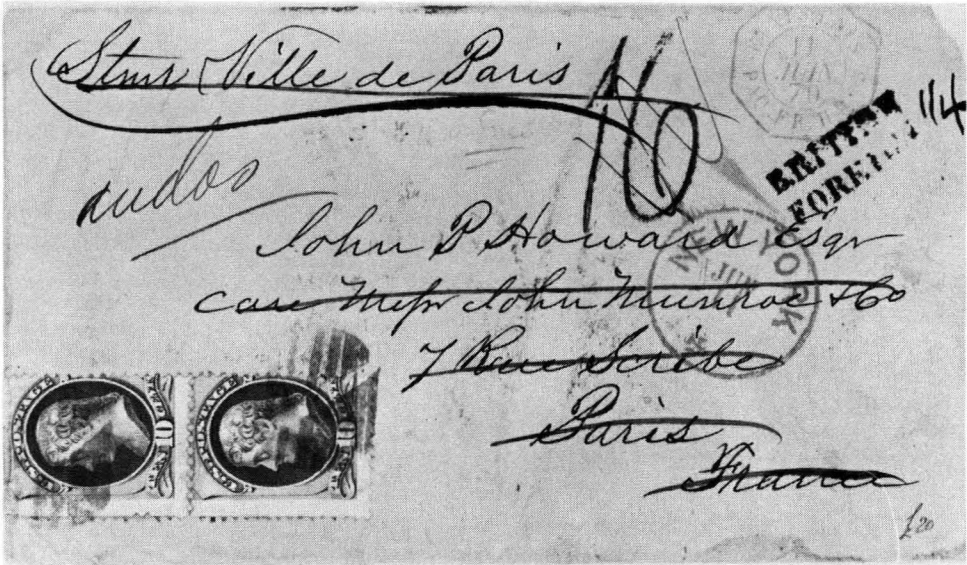


Figure 3. Cover to France in 1870.

Here is the problem cover, a letter sent from New York to Paris and back in 1870. Figures 3 and 4 show the front and back. The blurry mark on the back is

WANTED

CLASSIC 19th CENTURY – U. S. COVERS

FIRST DAYS

STAMPLESS – TERRITORIAL – WESTERN – LOCALS

CONFEDERATES – CIVIL WAR PATRIOTS – EXPRESS

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

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

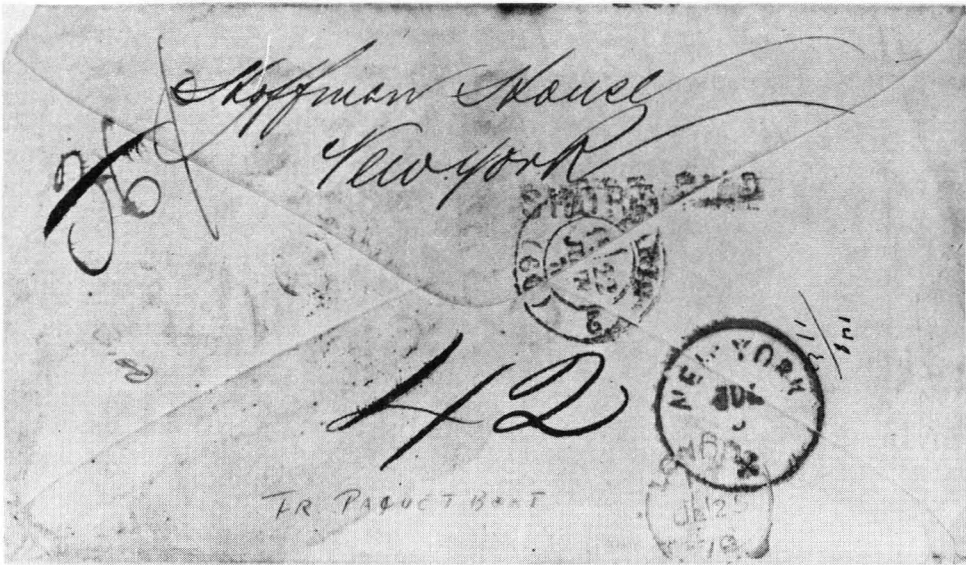


Figure 4. Reverse of cover in Figure 3.

“SHORT PAID.” Will our readers please try to explain the rate markings and how the cover was returned from France?

A few readers are sending in comments on problem covers several months after receipt of their *Chronicle*. While we are glad to heard from them, and interested in their comments, for answers to appear in the next issue, readers should send their letters to the editor in Cincinnati within three weeks after the *Chronicle* arrives.

ASHBROOK SPECIAL SERVICE

I have a few high quality reprints of this excellent philatelic study of stamps and covers of U.S. The original service sold for \$700 and was available to only a few. The reprint is on bond paper and the reproduction of the text and photos is superior to the original. This is not to be confused with the inferior copying machine reproduction made several years ago and which sold for \$200.00.

PRICE \$200.00

William O. Bilden Co.
801 Hennepin Ave.
Minneapolis, Minn. 55403



PHOTO CATALOG of Rare U.S. Stamps & Covers

1. Choice Early U.S. Stamps
2. Postal History & Covers
3. Fancy Cancels & Markings

A NET PRICE SALE OF ONE-OF-A KIND ITEMS. HUNDREDS OF PHOTOS. SEND 50¢ FOR CATALOG. (REFUNDABLE)

STEVEN HINES

A.P.S. BOX 09250
C.S.A. CHICAGO, ILLINOIS
U.S.C.C. 60609





AUCTION SCHEDULE

1976-77 SEASON

September 20-22	General Auction
October 5-7	The "E. H. Rydholm" Collection of British Commonwealth
November 3-5	The "Sidney A. Hessel" Collection of United States, Part III
November 16-19 (Pre-ASDA Show)	General Auction
November 30, December 1	United States

All dates are provisional and subject to change.

Catalogues are available for 50c each by mail or free at our Galleries.

There still remains a limited amount of space available for the inclusion of your property before the New Year. Write us.

H. R. HARMER, INC.

The International Auctioneers

6 West 48th St., New York, N.Y. 10036

(212) 757-4460

HARMER INTERNATIONAL AUCTIONS—LONDON-NEW YORK-SYDNEY

RECOGNIZED

Roger B. Weill

407

ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS