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Issue

November 1976 (No. 92)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

November 1976

Volume 28, No. 4

Whole No. 92

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IN THIS ISSUE

THE EDITOR'S PAGE	241
GUEST PRIVILEGE	
The Fancy Lone Star Townmark of the Republic of Texas, <i>by David L. Jarrett</i>	242
THE 1847-51 PERIOD	
A 5¢ 1847 Plate Variety—The "E" Double Transfer or Mower Shift, <i>by Duane B. Garrett</i>	244
THE 1851-60 PERIOD	
Where Have All the Platers Gone?	249
Gateway to the West, <i>by Thomas J. Alexander and David T. Beals III</i>	250
10¢—New Catalog Listing	257
THE 1861-60 PERIOD	
Editorial—A Personal Note, <i>by Richard B. Graham</i>	260
Ten Cents 1861 Vertical Pair, Imperforate Horizontally, <i>by Ken Gilbert</i>	261
A Matched Pair—3¢ "X" Grills on Cover, <i>by William K. Herzog</i>	263
Jacob Blauvelt Revisited, <i>by John D. Kohlhepp</i>	265
Auction Descriptions, <i>by Richard B. Graham</i>	268
For the Record—Early Use of 15¢ Lincoln, <i>by William K. Herzog</i>	271
THE 1869 PERIOD	
Unusual Uses of the 2¢ 1869 Stamp, <i>by Benjamin E. Chapman</i>	272
Review: 1869 Associates Publication, <i>by Michael Laurence</i>	276
1869 Notes	278
THE BANK NOTE PERIOD	
Postmarks, <i>by Morrison Waud</i>	280
RAILROAD POSTMARKS	
Feature Covers, <i>by Charles L. Towle</i>	283
Early route agent on R. F. & P. R.R., <i>by Charles L. Towle</i>	284
Interphil discovery, Towle-Meyer Catalog, Centennial Railway Post Office, <i>by Charles L. Towle</i>	285
New Reportings	287
THE FOREIGN MAILS	
The Eastward Sailings of the Cunard Company in 1868 and 1869, <i>by Walter Hubbard</i>	288
Review: PMG Reports (Reprint), <i>by Charles J. Starnes</i>	289
Bremen Mail to China, <i>by Charles J. Starnes</i>	290
Additions to "U.S. Treaty Exchange Offices," <i>by Charles J. Starnes</i>	291
BONUS REPRINT	
An American Enterprise, <i>by William H. Rideing</i> (continued from <i>Chronicle</i> 90:165)	292
THE COVER CORNER	
Answer to Problem Cover in Issue No. 91	297
Problem Cover for this Issue	298

THE EDITOR'S PAGE

The thoughtful comments made by Richard B. Graham and Michael Laurence in their respective sections deserve your close attention. This is a good moment to consider whether the *Chronicle's* format and direction are right, and what changes would serve its readers and encourage their active participation.

The section editors are really supposed to be conduits for information or queries supplied by the readers—it is not fair to expect them to provide finished articles in every issue. The editors welcome reports, inquiries, and items of interest, whether a paragraph or a complete article. Literary polish is not required. If you have information of value to share with your fellow collectors, the appropriate section editor or the editor-in-chief will, if needed, help you with preparation for publication.

Two section editors in particular are appealing for contributions. Maury Waud would appreciate suggestions and articles from readers. Maury has been doing a fine job, but his cupboard is about empty. There must be some of the many professed Bank Note collectors who can offer him help. Likewise Tom Alexander has nearly exhausted his material for the 1851-61 section and requests writings and reports, especially on the stamp issues.

In this issue two fine examples of the kinds of material desired are provided by authors new to the *Chronicle*: Duane Garrett on a plate variety of the 5¢ 1847, and Ken Gilbert on a perforation variety of the 10¢ 1861. Both contributions explore neglected aspects of the stamps involved. Other articles with interesting and valuable information are those by Dave Jarrett, John Kohlhepp, Bill Herzog, and Ben Chapman, in addition to our regular contributors.

Several requests have been made to the Board for inclusion of stampless covers in the *Chronicle* and they are being seriously considered. One problem is the vastness of this field. Some reasonable limits and guidelines would have to be established. Certainly it would not be practical to attempt the detailed coverage that is appropriate to state postal history societies. Other areas which the *Chronicle* might include—at least occasionally—are locals, carriers, and postmaster provisionals. They are certainly important in 19th century U.S. philately. In some cases locating a suitable section editor might be difficult. Please send me your comments and suggestions on these subjects.

In France in 1918—

Marched with full pack and shod with hob-nailed shoes It was the long last mile that was **hard**.

Now in 1976—

With 28 of the July 1851 calendar dates on covers franked with US #10, **I need July 10, 14 and 31 dates**. These are hard to come by.

My wife said she'll "do the splits and kick the ceiling, too" when I compile the calendar. (I wonder why!)

So help Alfred witness this unique expression of joy—see if you have any of these dates. Thank you.

Alfred C. Schnaus

425 Chubb Rd.

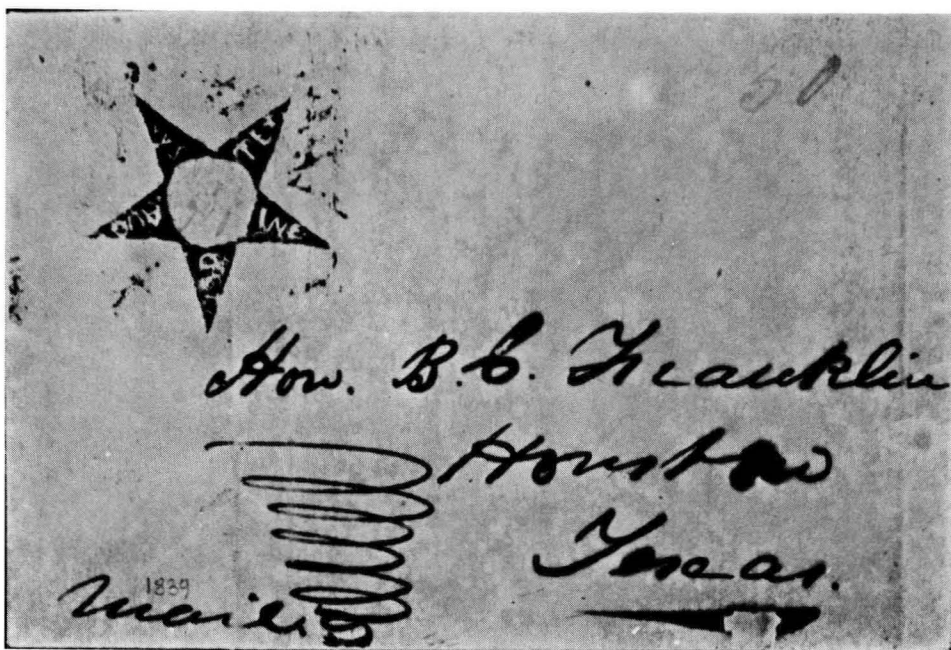
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GUEST PRIVILEGE

THE FANCY LONE STAR TOWNMARK OF THE REPUBLIC OF TEXAS

DAVID J. JARRETT

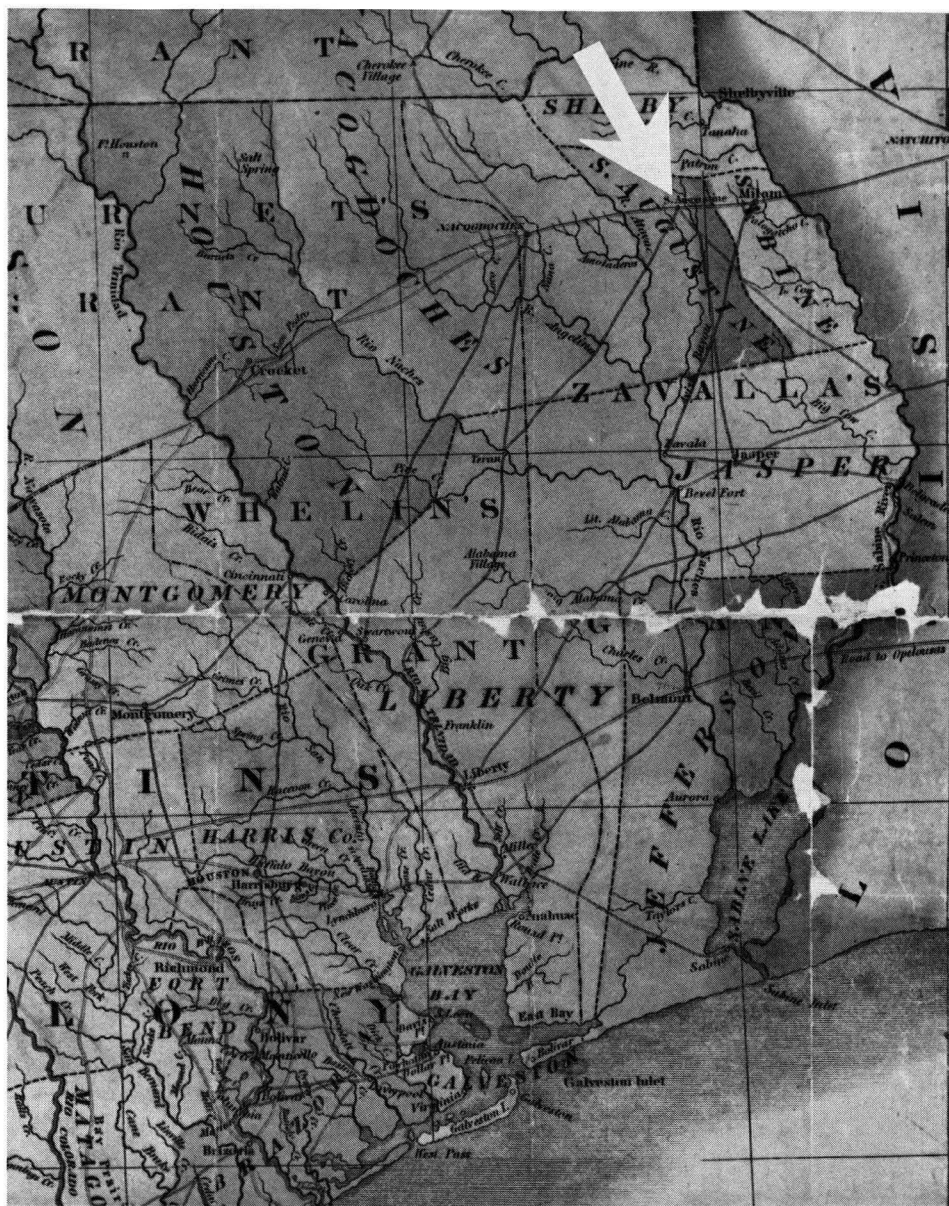
One of the most extraordinary fancy townmarks existing was recently rediscovered and sold to a west coast collector after having been buried in the late Elliott Perry collection for almost a half century. The folded letter is postmarked in a black star shaped handstamp SAN/AUG/UST/INE/TEX, with each portion of the San Augustine wording in colorless letters on the points of the black star, in a negative fashion. The five-pointed star symbolized the Republic of Texas Lone Star flag, and hence is one of the earliest patriotic or political propaganda postal markings known.¹ A faded manuscript date "May 30" (1839) is in the open circular center of the townmark, with a matching faded manuscript "50" rate in the upper right corner of the cover. The folded lettersheet is headed "San Augustine 30 May 1839" and addressed to "Hon. B.C. Franklin Houston Texas" with a matching manuscript directive "Mail" in the lower left.



Fancy townmark from San Augustine, Republic of Texas, 1839. (West coast collector.)

The cover is believed to have been first reported in the philatelic press in May 1932, when Elliott Perry briefly described and illustrated it on pages 226-227 of *Pat Paragraphs*, while reporting on another Texas Republic correspondence. Harry M. Konwiser briefly described the cover on page 64 of his book *Texas Republic Postal System* published in October 1933. Apparently the late Joe Fincher, a Texas collector, illustrated it in a bulletin on Texas Postal History that he published, according to the March 1976 issue of the *Texas*

1. An earlier political propaganda handstamp townmark—from Kennebunk, District of Maine, in 1819—is documented in an article by this writer, published in *Chronicle* 88:202-6, and subsequently reprinted in the Quarterman reprint of Sterling T. Dow's *Maine Postal History and Postmarks*.



Detail of General Austin's Map of Texas, 1840, showing mail route between Houston and San Augustine. (Courtesy Texas State Archives.)

Postal History Society Journal, page 20. This fancy townmark is the only example that has been recorded and is unquestionably genuine, in this writer's opinion. The cover is a remarkable combination of a fancy negative design with patriotic-political overtones and a use from a pre-United States region.

San Augustine was a small post office in the Republic of Texas located approximately 140 miles northeast of Houston. It is believed that postmaster J. G. Berry was responsible for the creation of the handstamp. He was apparently appointed to that position one week before the handstamp is dated, on 24 May 1839.² Berry's predecessor was A. G. Kelly.³ Berry received \$144.70 $\frac{3}{4}$ for

2. Day, James M., *Post Office Papers of the Republic of Texas 1836-1839*, Texas State Library, Austin, 1966, p. 75.

San-Augustine 30. May 1839.

Dear Sir, The letter, You had the kindness of bring for me, come to hand by the last mail— I fear, I shall not be able to visit Ga. this summer as the situation of my family will not justify my leaving home, for the next 3 weeks.

Emigrants are coming in daily— and many of them wealthy & respectable. Every thing is quiet in this section no news general or local—

John Thomas has left here, & gone to Red-river, & from what I can learn I think the money on those judgements can not be made without as much trouble & expense, as they are worth.

Very truly yours

B. C. Franklin.

E. W. Cullen.

You must call & see Brother & tell him to come out with you— or this fall at farthest—

Contents of San Augustine 1839 letter. (West coast collector.)

The San Augustine letter reads as follows:

San Augustine 30 May 1839

Dear Sir,

The letter you had the kindness to bring for me, came to hand by the last mail—I fear, I shall not be able to visit Ga. this summer as the situation of my family will not justify my leaving home for the next 3 weeks.

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Very truly yours
E. W. Cullen.

B. C. Franklin.

You must call & see Brother & tell him to come out with you—or this fall at farthest—

contractor services rendered on 30 September 1839⁴ while "amounts received" at the San Augustine post office were \$496.74 up to 12 October 1839 (compared to Houston's \$5,829.73) and \$191.39 from 12 October to 31 December 1839.⁵

The post route between San Augustine and Houston, where the letter was sent, was approved 24 December 1838:⁶

AN ACT

To establish a Mail Route from the City of Houston to the town of San Augustine, by the way of Captain Hiram's, on the Trinity River, Belt's Ferry on the River Neches, and Nathaniel Hunt's, on the Ayish Bayou.

Sec. 1. *Be it enacted by the Senate and House of Representatives of the Republic of Texas in Congress assembled*, That the Post Master General of this Republic be, and he is hereby authorized and required, to establish a Mail Route from the city of Houston to the town of San Augustine, by the way of Capt. Hiram's, on Trinity River; Belt's, on the Neches River; B. W. Harvey's on the Angelina River; and Nathaniel Hunt's, on Ayish Bayou; and contract immediately for the transportation of the Mail over said Route once every seven days.

This mail route was repealed 25 January 1840.⁷ The fifty cents postage rate applicable between Houston and San Augustine (over 100 miles) was authorized by the Republic of Texas Congress 18 December 1837.⁸

3. *Ibid.*, p. 193.

4. *Ibid.*, p. 159 and *ibid.* 1839-1840, p. 84.

5. *Ibid.* 1839-1840, pp. 55, 73.

6. *Ibid.* 1836-1839, p. 18.

7. *Ibid.* 1839-1840, p. 6.

8. *Ibid.* 1836-1839, p. iv.

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THE 1847-51 PERIOD
SUSAN M. McDONALD, Editor

**A 5¢ 1847 PLATE VARIETY – THE “E” DOUBLE TRANSFER
OR MOWER SHIFT
DUANE B. GARRETT**

(Photographs by John T. O. Peters)

Illustration 1 shows a significant, consistent plate variety of the 5¢ 1847 issue known as the “Mower Shift” or “E” double transfer as it was called by the late Stanley Ashbrook. The chief characteristics of this variety are double horizontal lines at the top of the “T” of “POST” and in the right arm of the “U” of “US” and a single line in the “S” of “POST.” These markings are clearly shown in the plating diagram in the late Lester Brookman’s *The United States Postage Stamps of the 19th Century* (1966) at page 38 of Volume I.

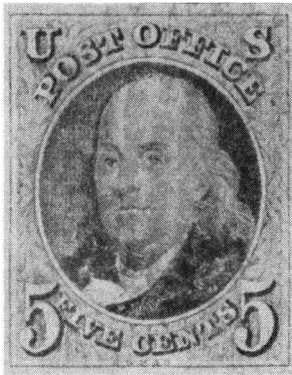


Illustration 1. A red brown copy with “E” double transfer. Note major double lines in top of “T” of “POST” and right arm of “U” and single line at top of “S” of “POST.” The red NEW YORK postmark has been largely filtered out.

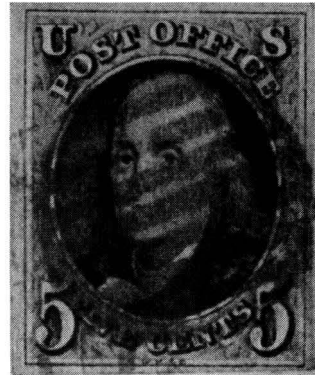


Illustration 2. Enlargement of the stamp with “E” double transfer shown in illustration 3.



Illustration 3. Folded letter, dated July 5, 1848, with red Boston postmark and grid cancel. Stamp shows “E” double transfer.

The initial discovery of this variety was apparently made in the 1920s by a San Francisco dealer, R. H. Mower, who sold it as a double transfer to Tracy Simpson who later sold his 1847 collection in 1928 through Bert Poole.* Mr. Simpson informed Stanley Ashbrook of this variety in July of 1938, describing

*I have borrowed heavily for this history from the late Stanley Ashbrook’s *Special Service*, Issue No. 55, Oct. 1, 1955, pages 436-37, as well as the correspondence of the late M. Hubert Judd.

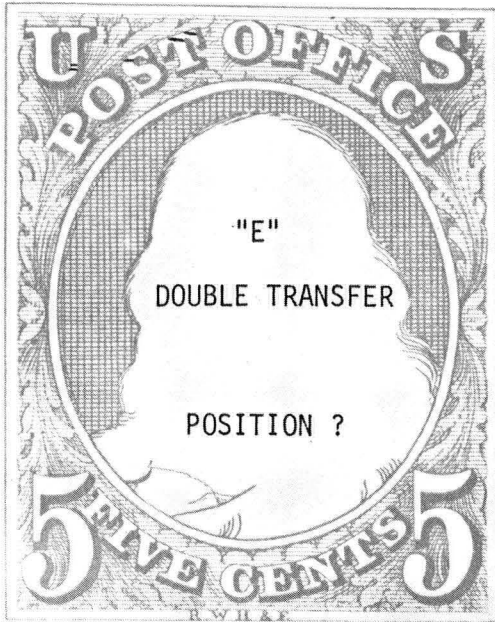


Diagram of "E" double transfer, showing characteristic horizontal lines in "U" and in "S" and "T" of "POST."

it as a double transfer with two horizontal lines through the top of the "T" of "POST" being "... the same thickness and structure as the lines of the background. There were also two distinct lines in the right arm of the U."

The second copy was uncovered by the late Stephen Brown who forwarded a copy showing the same characteristics to Ashbrook in the mid-30s. The arrival of the Simpson letter a few years later apparently sparked Ashbrook's interest. During the next 17 years he recorded four additional copies of this variety. One of the most outstanding examples encountered by Ashbrook is shown in illustrations 2 and 3, a July 5, 1848, folded letter to Bath, Maine, from Boston with red postmark and grid cancel, which formerly reposed in the collection of the late M. Hubert Judd of Dalton, Georgia. In a letter of Oct. 5, 1955, to Mr. Judd, Ashbrook commented on this cover as follows:

Thanks very much for your kindness in the loan of your 5¢ 1847 cover with the "E" "double transfer." . . . Yes, this "E" variety is quite scarce, much more rare than either the "A" or B" probably due to the fact that the extra lines were not cut very deep on the plate and soon wore away. I believe we can only find the "E" among the very earliest prints from the plate.



Illustration 4. Pair with "E" double transfer in left stamp. Grid cancel and Liverpool marking representing 2 shillings.

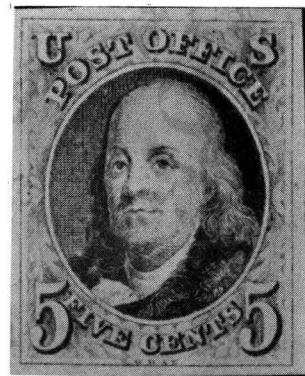


Illustration 5. Late printing from "dirty" plate, with "E" double transfer showing only as faint lines.

This stamp is a blackish brown, identifying it as an 1847 printing. The examples shown in illustrations 1 and 4 are in the brown shade typically seen in 1848 and have the sharp impression that is characteristic of 1848 printings. It should be noted that this horizontal pair was originally from a strip of three, the third stamp being to the right. Illustration 5 shows a late "dirty" plate printing in a red brown shade which shows only faint lines due either to plate wear as suggested by Ashbrook or to the accumulation of ink and other matter on the "dirty" plate.

What was the cause of this variety? Ashbrook never conjectured in print though he made this statement in his *Special Service* at page 436: "I do not know whether this is a plate variety or a very minor double transfer, but whatever it is, it is rather outstanding as a variety of the 5¢ 1847."

My own opinion, for what it is worth, is that this is a uniform and consistent double transfer and that Tracy Simpson had the key—these are background lines. The fact that these lines are horizontal and of the same thickness and structure as the background lines bears this out as does the separation between the double lines which is identical to the gap between the background lines in the immediate vicinity. Quite possibly the first entry was unsatisfactory, was "pounded" or "burnished" out and then a fresh entry was made. The pounding or burnishing process was not done perfectly and a number of background lines remained. Similar transfers are known on the 1¢ 1851 issue.

At present, photographic records exist of eight examples of this uniform, consistent variety. This writer would welcome the chance to examine and photograph any other examples, especially in multiples. Perhaps the time will come when this variety can be attributed to a particular plate position. Perhaps, too, the editors of *Scott's Specialized Catalogue of United States* will give consideration to listing this "rather outstanding" plate variety.

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DAVID T. BEALS III, Assoc. Editor

WHERE HAVE ALL THE PLATERS GONE?

Perhaps the question should be "Where have all the stamps gone?". A quarter of a century ago, Tracy W. Simpson could, on the spur of the moment, name eight collectors who had completed reconstructing the plates that produced the imperforate 3¢ stamp of 1851. Of these, W. W. Hicks was also building reconstructions of some plates according to color, including brownish carmine and claret, and was working on a reconstruction of Plate 1 Late in experimental orange brown! C. W. Wilson had completed Plates 1 Late, 2 Late and 3 on cover.

About two years ago your editor expressed an interest in knowing who is working on plate reconstructions of the 3¢ 1851-61 and how many complete sets exist today. The result is a list of five complete imperforate reconstructions, two of which were included in the Simpson list. There are also at least five complete sets of Plates 1 Late, 2 Late and 3. Two collections are complete, or nearly so, as to Plates 10 and 11 (Early, Intermediate and Late states) and 15.

Mortimer L. Neinken reports that no one has completed reconstructing all of the 1¢ plates. His records on this stamp indicate the following reconstructions and complete panes exist:

- Plate 1 Early—1 reconstruction.
- Plate 1 Late (imperforate)—15 to 20 reconstructions; 1 complete right pane.
- Plate 2 (imperforate)—1 reconstruction; 1 complete right pane.
- Plate 3—no reconstructions; 165 positions definitely placed.
- Plate 4—no reconstructions; 4 positions not definitely tied in right pane; 1 complete perforated left pane without imprint.
- Plate 5—no reconstructions; 1 position on right pane not tied in.
- Plate 6—no reconstructions; no evidence this plate ever went to press.
- Plate 7—1 reconstruction (2 positions missing from left pane).
- Plate 8—1 reconstruction; 1 complete left pane; 1 right pane of 99 positions, missing 100R8.
- Plate 9—1 reconstruction; 1 complete left pane; 1 complete right pane without imprint.
- Plate 10—several reconstructions; approximately 10 right and 10 left panes.
- Plate 11—no reconstructions; doubtful this will ever be completed because of lack of material.
- Plate 12—no reconstructions; 1 position missing from left pane; 2 positions missing from right pane.

No complete reconstructions of the higher values exist since the date of the dispersal of the only reconstructions of the 10¢ plates.

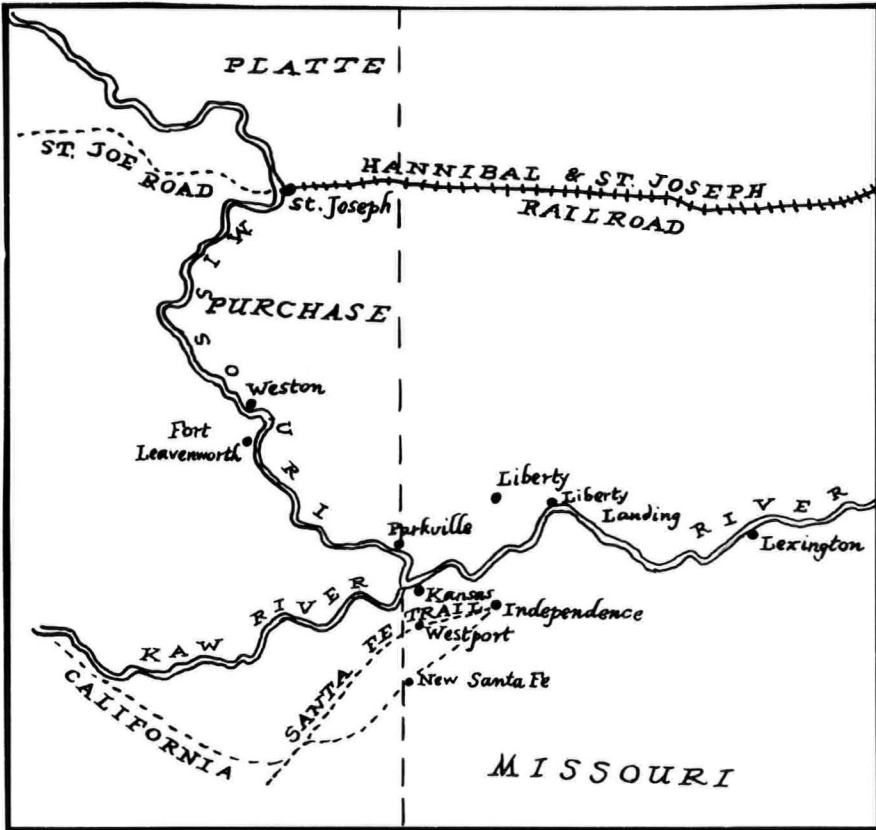
The current scarcity of material is no doubt an important factor in the reduced number of complete reconstructions of the imperforate 3¢ plates in the hands of collectors and is probably an overriding factor in the case of the 1¢ and higher denominations. At the same time, there seems to be a decreasing interest in plating, which is a shame, since much original work remains to be done on the perforated 3¢ plates. This decline may be attributable in part to the difficulty of communicating progress to those of our members who are interested in plating. In an attempt to correct this deficiency, Robert R. Hegland and the author have been working on a project to provide photographs of plating progress to date, which will eventually include most of the "A" reliefs from all plates, as well as substantial reconstructions of Plates 10, 11 and 15. These will be similar to the Chase photographs of the imperforate reconstructions. But we need to know whether there are enough platers left in the world to make the project feasible. If you are currently working on the 3¢ perforated plates, or if you are interested in acquiring photo prints of the completed work to date, drop one of us a postcard. There is no obligation attached, since we have no idea of the cost at this point.

GATEWAY TO THE WEST

THOMAS J. ALEXANDER AND DAVID T. BEALS III

For half a century after the War of 1812 the primary gateway to the West was located along the lower Missouri River valley, extending from St. Louis to the present site of Kansas City.

When the Louisiana Territory was transferred to the United States it was already known that the Missouri River, which emptied into the Mississippi just above St. Louis, was the only navigable waterway that extended deep into the newly acquired lands. It was this natural highway that became the route over which explorers, the army, traders, and finally immigrants traveled, and the route that bound the new West to the States east of the Mississippi.



The great bend of the Missouri River. This map shows the towns along this stretch of river that were important in the opening of the West. The area between the river and the dotted vertical line north of Kansas City (the old Missouri state line) is the Platte Purchase, which was added to Missouri in 1837. West of the state line was unorganized territory (sometimes called the "Missouri Country"); in 1854 this became Kansas Territory.

At the time of the Purchase St. Louis was the only town of any importance on the west bank of the Mississippi River. Since it also commanded the mouth of the Missouri River, it became the base from which the Territory was explored, as well as the great storehouse into which western produce (initially furs) flowed, and which supplied western traders and military expeditions.

As the valley was settled, each new town on or near the river which represented the farthest westward advance became the jumping-off point for the West. These, successively, were the Franklin-Boonville-Arrow Rock area, Lexington, Liberty, Independence, Westport, and finally the little town of Kansas.

The cluster of towns where the river turned north enjoyed the reputation of being the Gateway longer than any other site and it is the postal history of these towns with which this article is concerned.

A number of factors gave the area its strategic importance. First, it was here that the river turned north. Although it was navigable for a great distance above this site, most travelers were headed west, and so left the river here. Second, the prairies ended a short distance west of the river's bend, and the plains began. The early belief that the plains were not suited for farming effectively stopped the settlements at this point for many years. Another factor discouraging settlements was the western Missouri border, which intersected the river here. The area west of that boundary was Indian territory; the Indians did not begin ceding their lands for settlement until Kansas Territory was established in 1854. Third, the two great overland routes began here, the Santa Fe Trail heading southwest, and the Oregon (later California) Trail heading northwest to intersect the Platte River Road.

While there were no U.S. mail routes over any of the overland trails prior to 1850, much mail was nevertheless carried over the trails prior to that date by private or military courier. In accordance with the Postal Laws and Regulations, these letters were delivered to the first postoffice reached at the settlements for transmission through normal mail channels to the East. While these will bear the townmark of the villages at the edge of the settlements, they may also bear such exotic datelines as "Bent's Fort," "Fort Laramie," "Fort Bridger" or even "Second day's camp on the Trail."

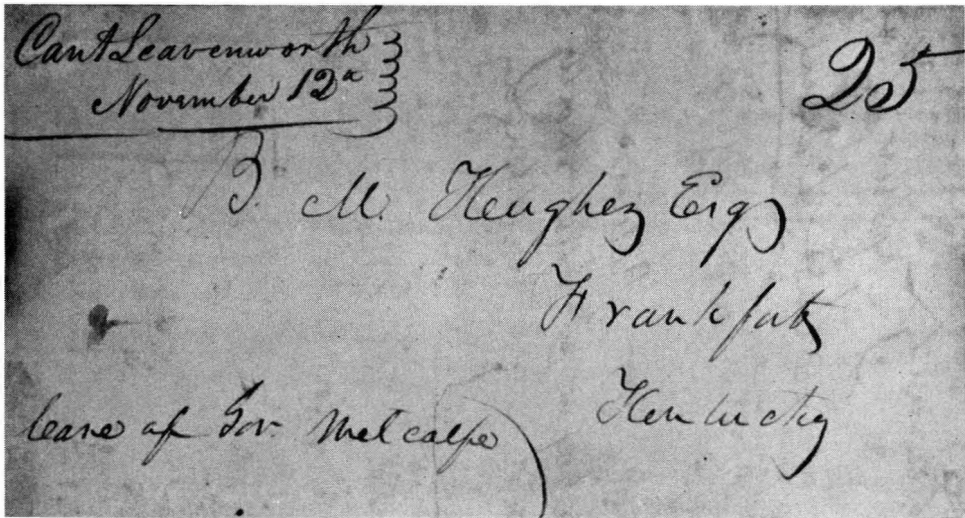


Figure 1. In the early days the postmaster always abbreviated Cantonment Leavenworth in this manner. The letter, dated November 12, 1830, is from General Andrew S. Hughes to his son, Bela M. Hughes, who was staying with his uncle, the Governor of Kentucky. The elder Hughes was Indian sub-agent in charge of the Iowa and Sac and Fox tribes. In 1830 he was stationed across the river from the fort, in what later became the Platte Purchase. Bela M. Hughes was a founder of Weston and cousin of another famous Weston resident, Ben Holladay.

Later, private expresses also ran to both Denver and California, connecting with the U.S. mail lines at St. Joseph, Atchison, or Leavenworth. These included the Central Overland & Pikes Peak Express Company, Western Stage Co., and the Pony Express.

The towns which clustered at the bend in the river, and which vied with each other for supremacy in the outfitting, mail and freighting trade are listed below, together with a record of their postmarks.

FORT LEAVENWORTH

Even though this post was not located physically in Missouri, it is listed here because of its early establishment and because for many years the post-office was attached to Missouri for administrative purposes.

Fort Leavenworth was established on May 18, 1827, on the west bank of the Missouri River, by Col. Henry Leavenworth and a contingent of 188 officers and men of the 3d Infantry Regiment. Col. Leavenworth had been directed to

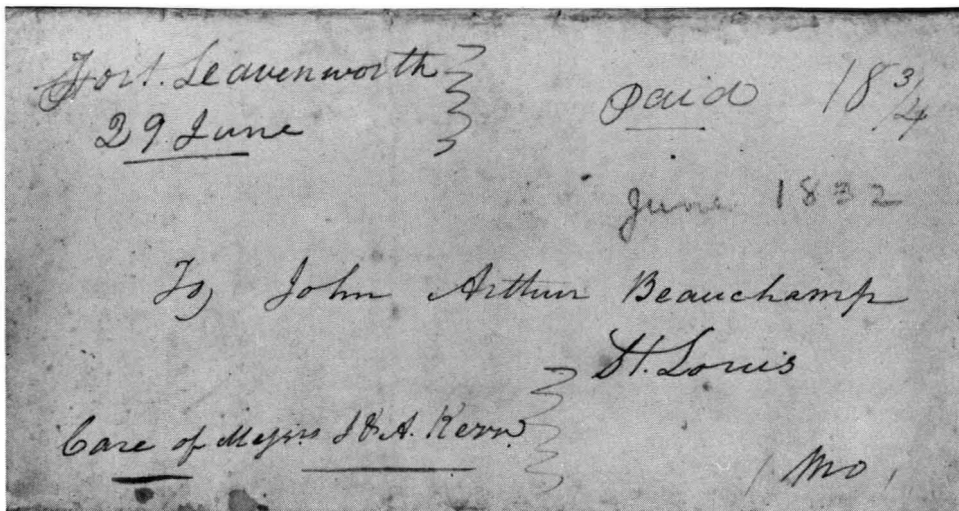


Figure 2. The earliest recorded use of the term "Fort Leavenworth" in the townmark, dated June 29, 1832. The postmaster started to write "Cant", as can be seen by the "C" under the "F" of "Fort." It is believed that this town mark was used to comply with the February 8, 1832, War Department order changing the post's name from Cantonment to Fort, before contrary instructions were received from the Post Office Department. The letter was written by R. P. Beauchamp, a former postmaster at Fort Leavenworth, and sub-agent of the Upper Missouri Indian Agency. It refers to a troop movement from the fort to St. Louis as a result of the Black Hawk War.

establish the fort on the east bank of the river within 20 miles of the Little Platte River. However, along this stretch of river the bluffs were on the west bank, the east side being low and marshy. The Colonel's decision was later affirmed by the War Department.

The fort's primary mission was to protect the wagon trains moving over the Santa Fe Trail, and to maintain peace among the Indians. In view of its primary mission, it is curious that the fort was located about 30 miles north of the Trail at its closest point.

- In addition to providing occasional military escort to wagon trains on the

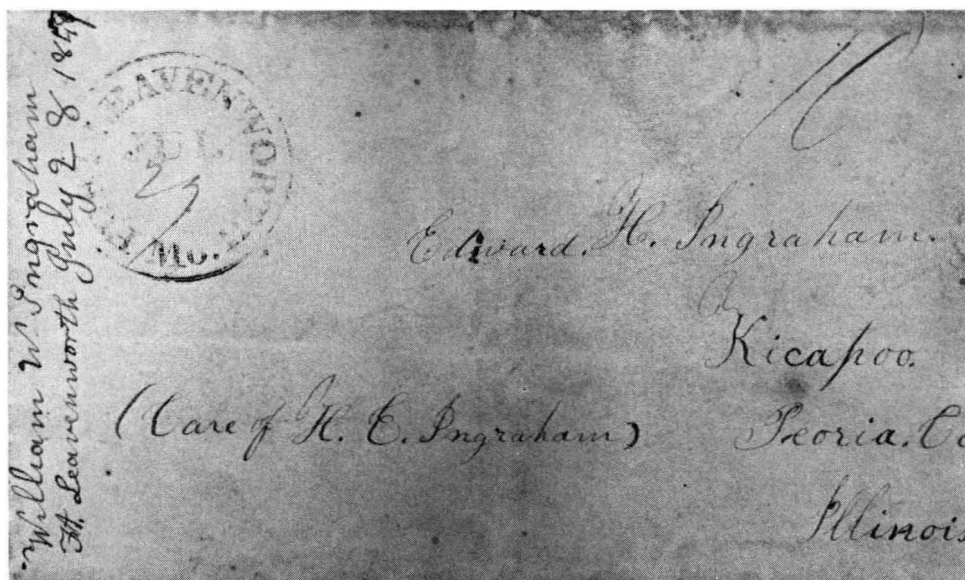


Figure 3. Letter from an Illinois recruit who has enlisted to serve in the Mexican War. His view of a soldier's function during war time is a little vague: "I am now on my way to the rocky mountains to kill indians and hunt buffaloe."

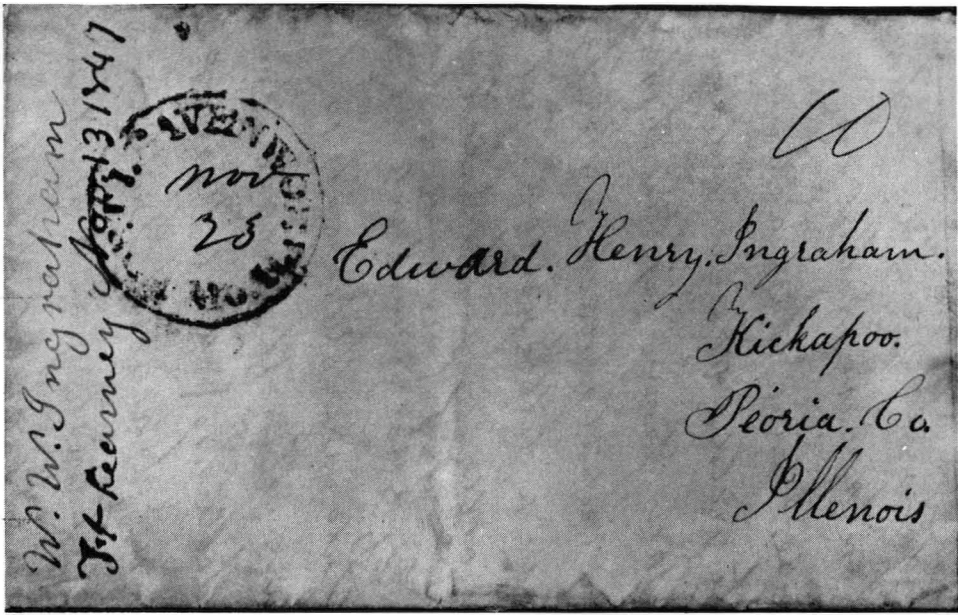
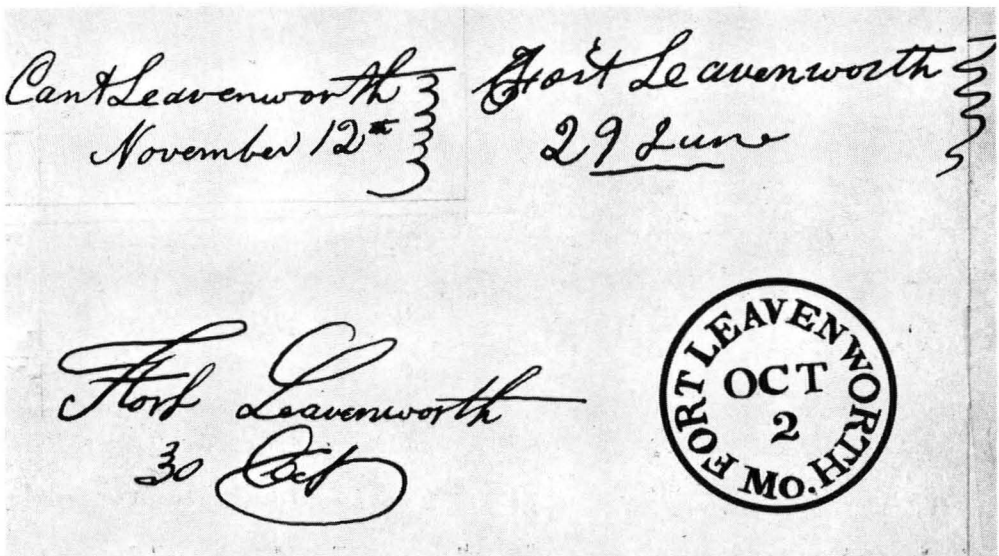


Figure 4. A later letter from the same soldier, showing he was not so wrong about his duties, after all. His unit had been detached to build the new Fort Kearney to protect immigrant trains on the California Trail. The letter is datelined "Fort Kearney Nov. 13th 1847" and describes the building of the post. It was carried by military courier back down the Trail to Fort Leavenworth, where it entered the mail system.

Santa Fe Trail, the fort served as a supply base and jumping off point for military and exploring expeditions up the Missouri River, over the Oregon Trail, and to the Rocky Mountains. Until the acquisition of the Pacific Coast territories during the Mexican War it served as the center of the line of frontier forts that ran from Fort Snelling in the north to Fort Gibson in the south. During the war with Mexico, Fort Leavenworth was the base from which the incredible U.S. assault on Santa Fe was launched.

The post was originally named Cantonment Leavenworth. By War Department order on February 8, 1832, all cantonments were redesignated forts. The Post Office Department, however, did not see fit to change the name



on its records until October 19, 1841. In the meantime, the postmasters used both names at various times in their townmarks.

Until the organization of Kansas Territory in 1854 the postoffice at Fort Leavenworth was attached to Clay County, Missouri, for administrative purposes. The early townmarks therefore read "Cantonment Leavenworth, Mo" or "Fort Leavenworth, Mo." Even after the organization of Kansas Territory the postmaster refused to purchase a new handstamp containing "K.T." and continued to use the old "MO" townmark. It was not until Kansas became a state that a new handstamp was acquired.

The postoffice at Cantonment Leavenworth was established on May 29, 1828. It was the first postoffice in the area that was later to become the State of Kansas. From 1829 to the establishment of Kansas Territory the following townmarks were used there:

<i>Wording</i>	<i>Shape & Size</i>	<i>Color</i>	<i>Earliest and Latest Dates of Use</i>
Cant Leavenworth (May or may not include "Mo")	ms	Black	June 16, 1829 to June 10, 1839
Fort Leavenworth	ms	Black	June 29, 1832

This cover appears to be unique. See Figure 2. Used immediately after the War Department order changing the name of the post from Cantonment to Fort, but apparently before the postmaster was aware that the P.O.D. would not sanction the change of name in the townmark.

Fort Leavenworth	ms	Black	September 11, 1835 to December 17, 1835
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Four covers have been recorded with this marking during the period shown; apparently an abortive attempt to change the name by the postmaster, which failed.

FORT LEAVENWORTH/D/MO.	c-30½	Red Black	May 17, 1839 October 2, 1839 to December 10, 1858
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During the 1843-1848 period the postmaster was very negligent about using his month and day slugs; one or both may be missing, with the appropriate word or day written in manuscript. Two covers are known with no date whatsoever.

LIBERTY

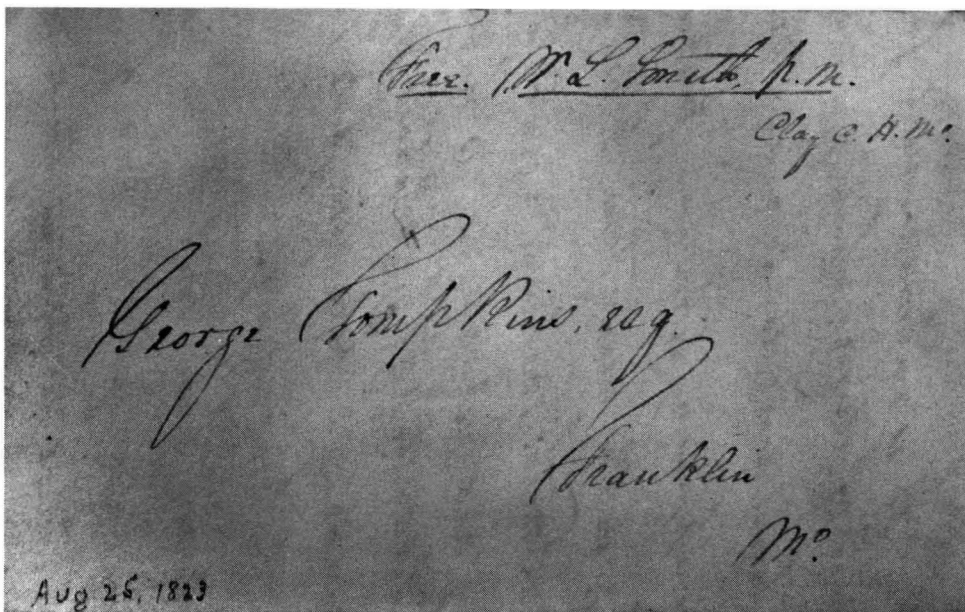


Figure 5. The only recorded example of the term "Clay C.H." as a townmark designation rather than "Liberty." The letter is datelined August 25, 1823.

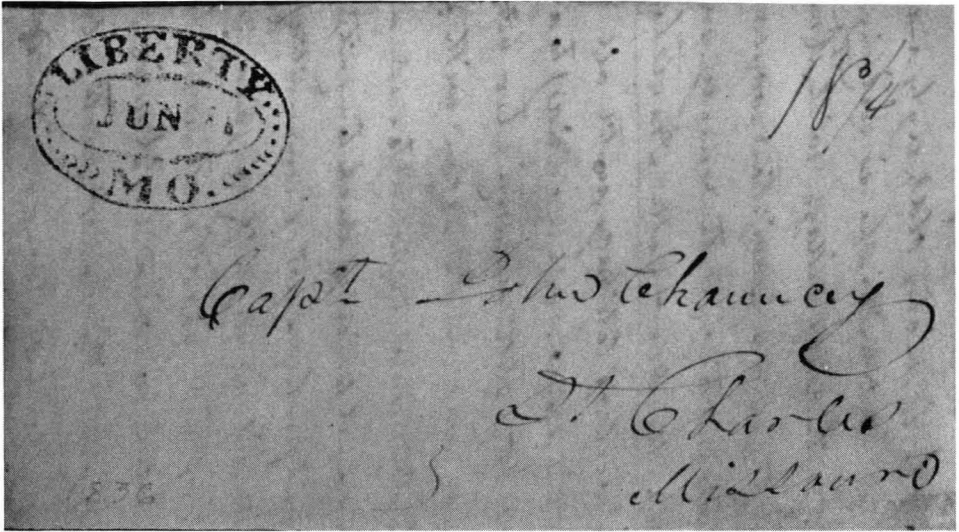


Figure 6. The first handstamped townmark used at Liberty, between 1834 and 1837.

Liberty was found in 1822 as the county seat of the new Clay County, named in honor of Henry Clay. Its importance to this history is two-fold. An early road between Liberty and the landing opposite Fort Leavenworth (1828) constituted the Fort's first overland contact with the western fringe settlements in Missouri. Also, a steamboat landing was established about four miles south of town on the Missouri River in 1831. This was known as Liberty Landing. It enabled Liberty to capture a part of the outfitting trade of the military and immigrants headed west. The town never dominated this trade, however, because it was on the wrong side of the river to participate in the Santa Fe trade or acquire the business of overland travelers who started out south of the river to avoid a difficult crossing further north.

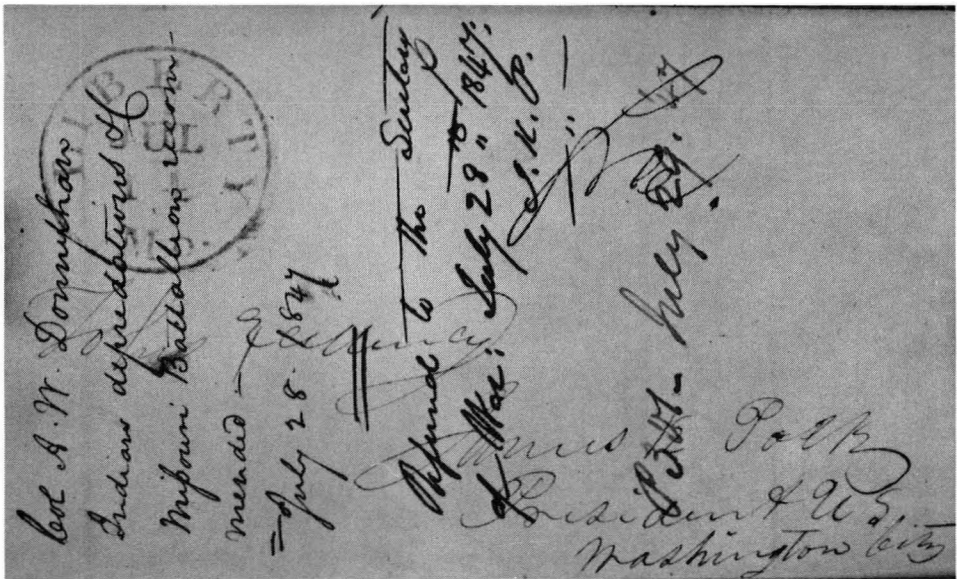


Figure 7. The second handstamped townmark at Liberty was this stock style. This letter originated in New Mexico during the Mexican War. Addressed to President Polk, it is from Col. A. W. Doniphan of the Missouri Battalion, dated July 11, 1847. It was carried back up the Santa Fe Trail by military courier and placed in the mails at Liberty.

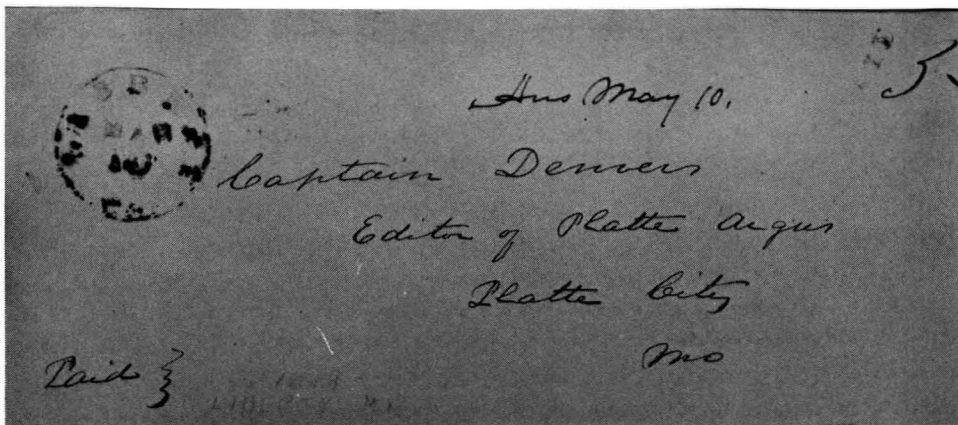


Figure 8. The third handstamped townmark of Liberty. A post-Mexican War cover dated March 10, 1849, addressed to Captain Denver as editor of the Platte Argus. Denver later became Governor of Kansas Territory.

The city was strongly pro-Southern during the Kansas Border War and later in the Civil War. Seizure of the U.S. arsenal at Liberty in April, 1861, was the first act of violence in Missouri.

The town was originally known in the P.O.D. records as Clay Court House, but only one cover is known with that designation, not as a separate townmark, but as a part of the postmaster's free frank. As a matter of fact, neither of the two covers known prior to the time a "Liberty" townmark was adopted bears a conventional townmark. Both are postmaster's free franks. The second does not have a town name in the frank. It is dated May 22, 1824, and the letter is datelined "Liberty."

Wording	Shape & Size	Color	Earliest and Latest Dates of Use
Clay C. H. Mo. (Embodied in the postmaster's free frank)	ms	Black	August 25, 1823
LIBERTY/D/MO.	o-38x28	Red	August 26, 1834 (Only one reported)
		Black	September 26, 1834, to July 5, 1837
LIBERTY/D/MO.	c-32	Red	July 23, 1838, to April 4, 1845
		Green	June 6, 1842, to April 21, 1848
		Black	October 11, 1847
LIBERTY/D/Mo.	c-30	Black	September 15, 1848, to May 8, 1852
		Blue	March 9, 1849, to March 10, 1849
LIBERTY/D/MO.	c-33	Black	June 27, 1858, to May 25, 186x

Free M. L. Smith, P. M.
Clay C. H. Mo

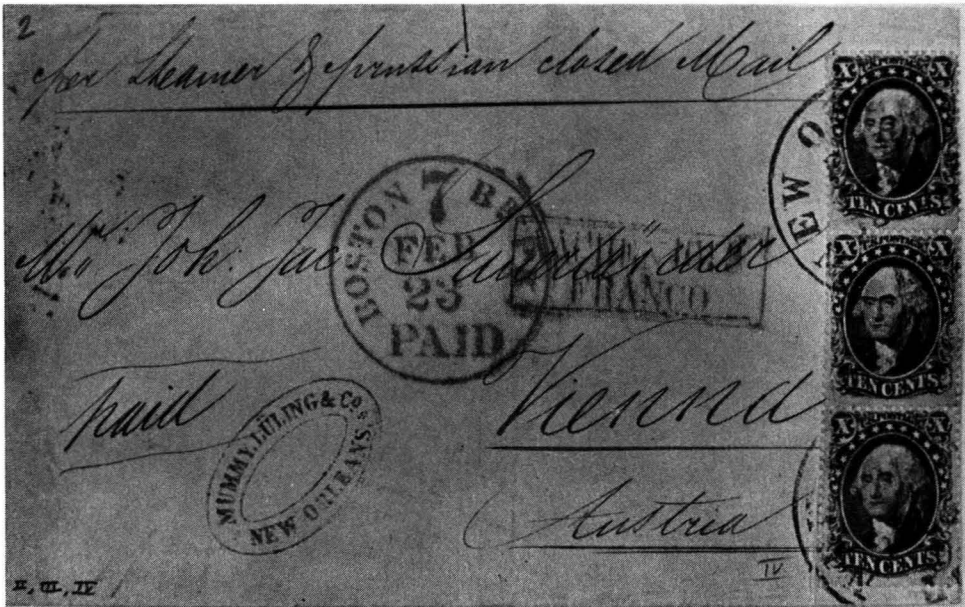




(To be continued)

10¢ – NEW CATALOG LISTING

Shown is a cover (ex Moody) submitted by Walter I. Evans. The vertical strip consists of Types II, III and IV, a combination of types that occurs on only three locations on Plate 1. This combination has not been listed in *Scott's U. S. Specialized Catalog*, but we are informed it will be listed in the 1977 edition of the *Catalog*.



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- Post Offices and Postmasters, 1890-1970 on microfiche
- Bibliography

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

EDITORIAL — A PERSONAL NOTE

The writer is essentially far more of a postal historian than a philatelist—assuming that a distinct separation can be made, and that philately can be simply defined as being stamp oriented. In the same vein, then the postal historian, while not exactly indifferent to stamps, considers them only relative to their uses or their intended uses rather than the details of how they were designed and produced.

For this reason, this section must at times be somewhat tedious to the dyed-in-the-wool philatelists who are interested in covers primarily for the stamps upon them and their appearance as an art object. It was to rectify this problem that the Period Editor, in the last few years, has been most gratified to have the works and ideas of such collectors as C. W. "Bert" Christian, William L. Herzog, Clifford L. Friend, Paul Wolf, William S. Weismann and, in this issue, Ken Gilbert. We are particularly pleased to run Mr. Gilbert's article in this issue; a picture of a catalog-listed variety which has not been noted publicly for fifty years and never been pictured in print until now is not to be sneezed at! In fact, we often encounter mention of items which are catalog-listed but whose location has been unknown so long that the listing is beginning to be doubted. So, I would like to acknowledge in these pages the good efforts of the Contributing Editors to have material for all interests in the 1861 section.

This writer has conducted the 1861 section since February, 1965, Whole No. 50, when he took over the burden of the section "temporarily," so that Henry A. Meyer could devote full time to getting out the Towle-Meyer book on railway markings. At the time, the basic theme of the *Chronicle*, as originally outlined by Tracy W. Simpson, and, for this section, enthusiastically endorsed by Henry Meyer, was one of short articles on troublesome subjects, reportage of new research and discoveries, and requests for data and information to use in research projects. The contributions and expectancies from the readership were high in both quality and volume. If one had a question to have answered, a short paragraph or so in the *Chronicle* often if not invariably produced a flood of answers from collectors with pertinent material.

We are reviewing this situation because we seem to have drifted away from the original theme. Not that the Period Editor doesn't get some contributions of material, in answer to comments in the section. Yet, most of these really don't add much information, nor are they the type of thing really needed such as a response to a question in the form of a short study on the subject, showing considerable depth of investigation and, perhaps, sources either unknown or not available to others. Probably, the reason for this is lack of response to reports by the Period Editor, who, in both business and hobby, has been subjected to considerable time pressures in recent years.

These comments are being made in the hope of generating response in the form of constructive comments as to what intrigues readers and what they would like to see in this section. And—are we responsive to our reader's needs? We also should comment that we have had a great deal of help from our postal history writers, and much appreciate the contributions of postal historians such as David L. Jarrett, and John Kohlhepp, to name only two. The purpose of these remarks, however, is not to ask for applause or endorsement of the present material but to secure ideas to better serve a constantly broadening spectrum of readers.

Richard B. Graham

TEN CENTS 1861 VERTICAL PAIR, IMPERFORATE HORIZONTALLY

KEN GILBART

The illustration accompanying this article has been a long time getting into print. Yet, it represents a Scott listing of at least fifty years existence, and the original is quite possibly a unique variety.



Ten Cent 1861 vertical pair, imperforate horizontally.

The 10¢ vertical pair, imperforate horizontally, is listed in the *Scott United States Stamp Catalog, Specialized* as Number 68b, and was priced in italics in the 1976 catalog at \$1650.00. This same item was in the sale of the great George Worthington collection in 1917, and in that sale, it fetched the same \$1650 at which it is priced today! Since, in 1917, stamps could not be illustrated, apparently no picture of this rarity has been made available to philatelists until now. This pair is believed to be the only horizontally imperforate pair (or, for that matter, part perforate of any kind) of this stamp on record. The pair has been issued Philatelic Foundation Certificate No. 50183 in 1975. The certificate notes a small repaired tear on the top stamp at the right, barely touching the margin. This tear, just discernable in the photograph, probably will not show at all in the illustration. The color of the pair is a light yellowish green.

I have been unable to determine how this item came into the Worthington collection, nor how long it had resided in that collection until the sale in 1917. I acquired the pair in January of 1976 from an East Coast dealer who is a friend of some years' standing. He informed me that this horizontally imperforate pair had passed through several collections by private treaty before he purchased it, but he was not at liberty to name the previous owner. In any case, the variety has apparently been more or less "buried" for a great many years. Whether it has been exhibited in any major shows since 1917, I do not know, but there seem to be no reports of the item in recent years. The late Lester G. Brookman mentions the sale of the pair in the Worthington sale in 1917, but indicates no other record of its existence in more recent years. For the similar variety in the 3¢ he not only mentioned the item but illustrated it in a block of four.

When I acquired this pair, a philatelic *pièce de resistance* of the 10¢ stamp of 1861, I immediately considered it a key piece in building a specialized collection of this stamp. In this respect, I have had a great deal of encouragement from E. C. "Bert" Christian, also a specialist in the 10¢ 1861, and William Herzog, of Saginaw, Michigan. Both have urged me to write up the item for illustration in the *Chronicle*, and have provided a great deal of information and references on the subject of part perforates. As a result, I became quite interested in how such a variety could have occurred. Bill Herzog provided copies of three different articles dealing with this aspect, as follows:

First, the primary work dealing with this aspect, by the late Winthrop S. Boggs, and entitled "Early American Perforating Machines and Perforations, 1857-1867," published in the *Collectors Club Philatelist*, Vol. 33, Nos. 2 and 3.

Chronicle 92 / November 1976 / Vol. 28, No. 4

The article deals with (1) the mechanical aspects of the perforating machine and its construction, (2) an examination of stamps perforated by machine during the pertinent period, and (3) the varieties and their causes.

In addition there were two more articles, one in *Pat Paragraphs* No. 5, November, 1931, pp. 81-89, wherein Elliott Perry quotes an article in the *New York Evening Post*, Aug. 24, 1861, and an *Essay Proof Journal* (No. 34) article by Clarence W. Brazer, entitled "U.S. Postage Stamp Making in 1871." Probably more sources of information exist, but I have not reviewed any others. The Boggs article makes a very important distinction between (1) pairs imperforate horizontally and (2) horizontal or vertical pairs imperforate *between*. The same distinction is made in *Scott, United States Stamp Catalog, Specialized*, in the "Information for Collectors" section under "perforations," where the difference is very clearly explained. In essence, the "imperforate horizontally" (or vertically) pairs are not perforated on two sides of the pair, or between the stamps, and the "imperforate between" variety is perforated on all sides of the pair but not between the stamps.

The former variety, of which 68b is an example, is caused by a failure to pass the sheet through the perforating machine in one direction or another. Consequently, the resulting variety can occur in either the horizontal or the vertical spaces between the stamps.

The "imperforate between" variety can be caused by a row or partial row of worn or missing pins in the perforator. It can also have been caused by a somewhat more complex process, as described by Boggs. For punching the rows of vertical perforations, the cylinders had rows of 20 pins across, arranged in two groups of ten each, with a blank space between, as:

.....

With this arrangement, the vertical guide line between the panes of 100 on the sheet of 200 would be left intact. The sheet would later be cut apart on this guide line. For perforating vertically, the entire sheet was placed on a bed or table which was supported by brackets and *fitted with a movable gauge* against which the vertical edge of the sheet was placed. If the movable gauge was out of position too far to left or right for the particular sheet being perforated, and the magnitude of the mispositioning was equal to as much as the width of a row of stamps, then the gutter between the panes would have a perforated line, while the adjacent vertical gutter between rows of stamps would have no perforations. It follows that only horizontal pairs, vertically imperforate between could occur in this manner. Boggs lists the following horizontal pairs, imperforate between:

1857	1¢ — Type IIIA, Plate IV	22b	
	3¢ — Type II	26d	
	12¢ — Block	36b	
		(now 36c)	
1875	3¢	158i	
	10¢	161d	
1879	10¢	188c.	(Vertical pair, imperforate between. This pair was undoubtedly generated by a missing wheel or row of pins in the perforator, rather than by the guide mislocation mode.

I cannot find any mention in Scott of any stamp of the 1861 issue imperforated between.

With respect to pairs imperforate horizontally or vertically, *Scott, U.S. Stamp Catalog, Specialized*, lists the following 1861 and 1867 stamps as existing in these varieties:

1861	1¢	63d (recorded as a used pair, imperforate horizontally)
	3¢	65d (cataloged both unused and used, imperforate horizontally). Other information indicates three blocks of four, mint,

10¢
1867 3¢

exist. A mint pair was offered in the Kelleher sale of February, 1976. Another, different, pair was offered in the Siegel Rarity Sale of 1971. Brookman pictures an unused block of four of the imperforate horizontally variety, in the later version of his work.

68b Ex Worthington, and now in the writer's collection. Probably unique.
94c (cataloged, used only, as imperforate horizontally). Brookman comments that little evidence exists to indicate it was actually *issued* in this form.

In a letter, Bert Christian notes a 5¢ 1861 Scott No. 67 reported in a pair from the Newmark collection in 1921. The period editor of this section of the *Chronicle*, R. B. Graham, made a quick search, noting the item was deleted from the Scott catalogs in the early 1950s. It had been listed as early as the 1916 catalog, and was shown as existing both used and unused in the 1926 and 1934 *Specialized* catalogs but up through 1950 was listed only as used. It was somewhere in those years where the listing for all such varieties was made positive in that only pairs were listed.

Boggs did not list the known varieties of horizontally or vertically imperforate stamps of the United States between 1857-1867, but a review of the 1857 issue in the 1976 catalog shows the following:

1¢ Type V	24c Imperforate horizontally (pair) (<i>Comment: This would be a vertical pair.</i>)
3¢ Type I	25a Imperforate vertically (pair) (<i>horizontal pair</i>)
	25b Imperforate horizontally (pair) (<i>vertical pair</i>)
3¢ Type II	26b Imperforate vertically (pair). (<i>horizontal pair</i>)
	26c Imperforate horizontally (pair). (<i>vertical pair</i>)

(Note: since this stamp also exists as a horizontal pair, imperforate between, it seems to be the only U.S. classic stamp to be found in all three part perforate varieties.)

Other than the "pair, imperforate between varieties," just one Banknote stamp is cataloged as existing imperforate vertically or horizontally. This is the 3¢ Continental, which is imperforate vertically and thus would be in a horizontal pair. The listing is shown as 158h.

A great many stamps exist as apparently imperforate or part perforate singles. Most of these were "manufactured" from off center straight edged copies. While a few of them are undoubtedly genuine, there is no way of so proving them and the catalogs thus correctly only list such varieties in pairs.

If other 1861-67 part perforate varieties in pairs are known, reports of such would be appreciated.

A MATCHED PAIR — 3¢ "Z" GRILLS ON COVER

WILLIAM K. HERZOG

The 3¢ "Z" grill is an extremely scarce stamp, especially so when found on original cover. Lester Brookman estimated that only 100,000 3¢ "Z" grills were issued.¹

Both C. W. "Bert" Christian and this author own covers that were mailed from Clear Spring, Maryland; through a fortunate coincidence, both covers were franked by 3¢ "Z" grills. The Christian cover (Figure 1) was mailed in April of 1868, while the Herzog cover (Figure 2) was mailed on 22 May 1868. Dates of use in the first half of 1868, such as these, fall into the main period of use for the "Z" grills.

1. *The United States Postage Stamps of the 19th Century*, II, 135.

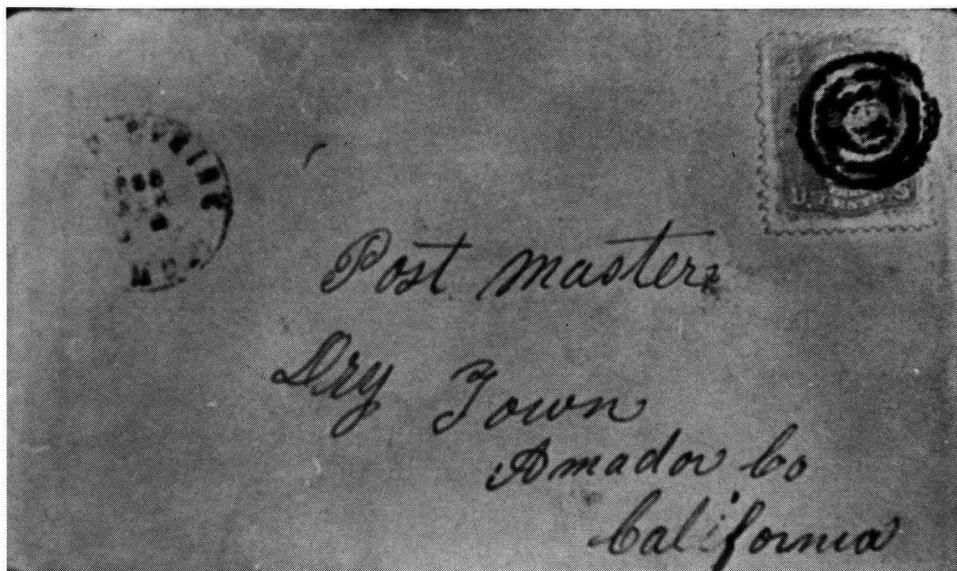


Figure 1. "Z" grille on cover from Clear Spring, Md., to California in April 1868.

There can be no doubt that the Clear Spring, Maryland, post office received a supply of 3¢ "Z" grills in early 1868. It is suggested, therefore, that any 1868 use of a 3¢ grilled stamp from Clear Spring, Maryland, be closely examined. The stamp could turn out to be the scarce "Z" grill, rather than the common "F" grill.

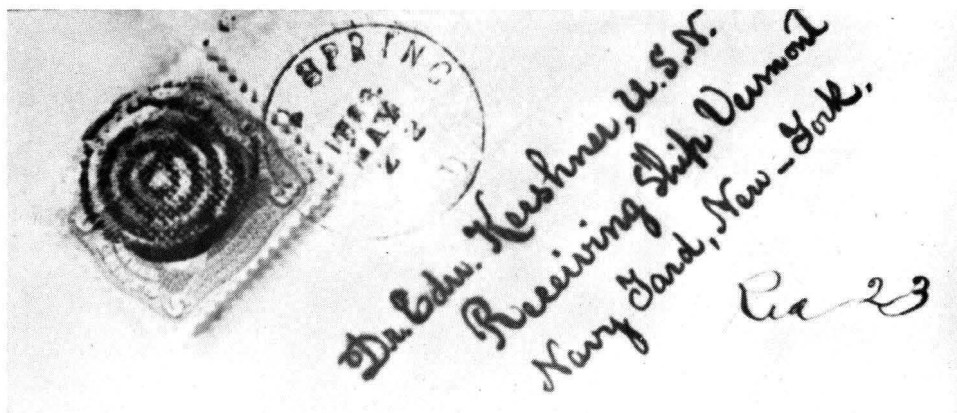


Figure 2. Another Clear Spring cover with "Z" grille, used May 22, 1868.

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JACOB BLAUVELT REVISITED

JOHN D. KOHLHEPP

Shortly after the publication of "The Blauvelt Correspondence" in the August, 1975 *Chronicle*, two more covers and letters of Jacob Blauvelt were reported. Since these discoveries greatly enhance the knowledge of the brief military career of the 1861 militiaman and the postal history of his times, they are analyzed here.

AN EARLY PRISONER OF WAR COVER

Two weeks after his capture at Bull Run, Jacob Blauvelt wrote his first letter as a POW to his parents in New York City from his place of confinement in Liggon's Tobacco Warehouse, Richmond.

Richmond, Va

August 4th / 61

Dear Father and Mother—I have at last found an opportunity to write you a few lines to let you know that I am well hoping that this will find you the same. I am now a Prisoner of War at Richmond with a great many more of our company. I suppose that you know as much about the Battle or more than I can tell you—our whole company was cut off from the Regiment and captured killed and I suppose a great many escaped—I know nothing about James. Go to Adams Express and see if you cant send me some money—I want to get a change in clothing—we can get what we want if we have the money—we lost every thing we had with us the day [of] the Battle. we are verry well treated here so far—I suppose that you have had a letter from some of the boys before this time if any of them have escaped—dont have any uneasyness about me—I hope that I will be coming home one of these days—write soon and let me know how you are all [sic] send your letters by Adams Express and get a receipt for for [sic] it—send the money if you can in small gold do it up in a double envelope.

write to corporal McHugh and he will let you know how my things is and all the boys and particulars Give my best respects to Uncle Garry and all the rest of enquiring friends I must now draw my letter to a close—Write soon

Your Obedient Son

Jacob Blauvelt

they will tell you how to direct your letters to Adams Express Office

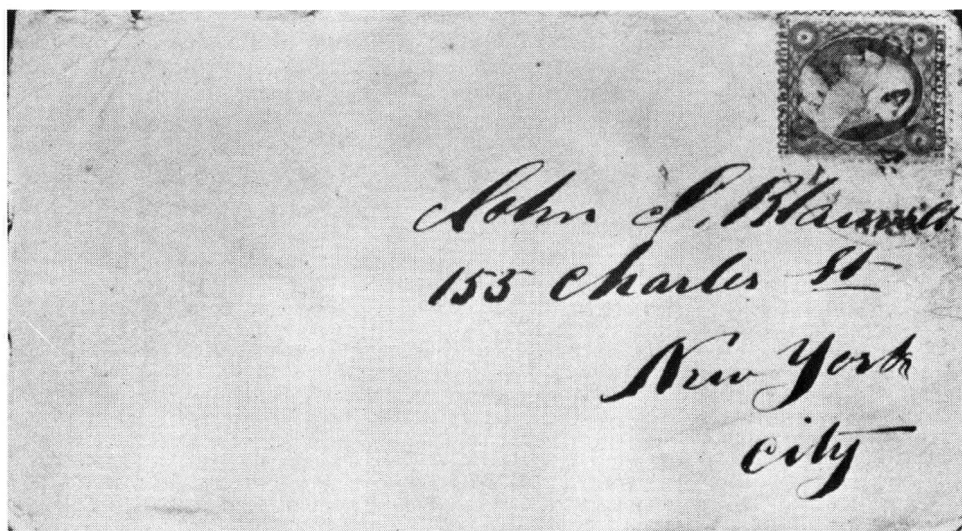


Figure 1. Cover originating in Liggon's Tobacco Warehouse, Richmond, enclosure dated August 4, 1861, posted at Old Point Comfort on August 14, probably by a paroled prisoner. Use of the 3¢ 1857 stamp on prisoner's cover is rare as relatively few such letters were mailed while this stamp was in use.

Blauvelt instructs his parents to send him small amounts of money in gold but experience soon dictated to stop to this procedure.¹ Most money sent to prisoners by regular mail was stolen before it reached them. "Receipted" mail through the lines via Adams Express was still possible on August 4, but this route was closed on instructions from President Lincoln before the month was out. Blauvelt, however, chose a different carrier for his letter, as it did not

1. See "The Blauvert Correspondence" in the August, 1975 *Chronicle*.

travel by Adams Express. (See Figure 1). The cover is postmarked Old Point Comfort on August 14 and is mailed with a 3¢ stamp of the 1857 issue, one of the very few prisoner of war covers so franked. We can only assume that the cover got to Fortress Monroe by means of a released prisoner, as surgeons and other soldiers were being paroled at this time, even before normal mail and prisoner exchange operations were initiated. Doctor John M. Price, Jr., who "found" this cover; has forwarded a copy of the front page of the August 14, 1861, *New York Times*, which carried a news report of parolees arriving in Washington on that date. They had been sent from Richmond to Fortress Monroe via Norfolk on the frigate *Minnesota*, arriving at the fort on the thirteenth. From there they were sent on to Washington where they were discharged from further military service because of the paroles they had given the Rebel authorities. Although unprovable, it is more than likely that one of these paroled prisoners carried Blauvelt's letter to Fortress Monroe and mailed it there.

Jacob's comments on needing a change of clothing are not surprising. Most of the Bull Run prisoners arrived in Richmond with nothing more than the clothes on their backs and, by fall, many of these garments were in rags. Contemporary eyewitness accounts² from the diaries of prisoners at Liggon's Tobacco Warehouse tell of men who had no trousers, socks, or shoes. One prisoner, Private Albert Hall of New Hampshire, was driven from necessity to fashion a pair of trousers from an old curtain that he unearthed from heaven knows where.

The cover, from all available reports, is one of the earliest prisoner's covers reported from a Southern prison, being preceded in time by the renowned Adams Express-carried letter to Vermont and possibly a few others.³ It is the feeling of the editor and the author that more Liggon's covers have survived, some perhaps franked with the "old" 3¢ 1857 stamp. Reports and photocopies of same to the period editor would be appreciated.

AN EARLY COVER FROM CAMP PAROLE, ANNAPOLIS

In the earlier article on Jacob Blauvelt and his Civil War correspondence, it was stated that his service record at the National Archives ended with a June 17, 1862, entry that he was mustered for pay at Fort Columbus. It was assumed that he was discharged or sent home until exchanged, which was the general practice with returning prisoners, if they so opted. However, General Order No. 12 of June 12, 1862, rescinded this option and also created the parole camps to which these soldiers were ordered. The second newly discovered Blauvelt letter was written from one of these camps.

Camp Parole

Annapolis, Md. Sept 7th / 62

I write you a few lines to let you know that we are all in good health except James Murphy—he went to the Hospital yesterday with a bad head ache. I am very sorry to hear that you are sick—I hope that this will find you well again—I thought that i did mention that I received the letter all right Leport arrived here last week—I have been unwell this last two weeks but I am as well now as ever—I had a very bad cold—I have been bording out in town this last two weeks but am a going in camp on Monday. I payed 3 dollars a week for good board and a good bed—we received our blankets yesterday and what clothes that we did want—things is a going better now—we have a Lieutenant Colonel over us now—we expect to move our camp tomorrow about two miles away from the town and if I want any thing I will write as soon as we are moved—I dont want any thing until I find out wheather we are a going to stay around Annapolis. My overcoat will be no good to me in the Regiment—I dont know what they are a going to do with us—let me know if you have heard from Isaac yet and let me know when the monitors and the metropolitan Regiments leave New York—you did not send me the weekley mercury and ledger this last week—dont forget the Sunday mercury and the papers this week—give my respects to McGovern and all my other friends

Your Obedient Son

Jacob Blauvelt

write as soon as you get this

2. See *The Journal of Alfred Ely* and W. H. Jeffrey's *Richmond Prisons, 1861-1826*.

3. The first official route for this type of mail was opened late in October or early November, 1861, with Norfolk as the Southern exchange point and Fortress Monroe its Northern counterpart.



Figure 2. Patriotic lettersheet and cover from Camp Parole, sent by Blauvelt while boarding in Annapolis while a parolee from a Southern prison, September 7, 1862.

His reference to one of his friends going to the hospital ties in, as does all his previous reportage, to known facts. Many of the returning parolees were in poor physical condition, and some required hospitalization. To treat them, a hospital was set up at College Green Barracks in Annapolis, on land taken over from St. John's College. This was the site to which Blauvelt and some 2000 other parolees from New England and the Atlantic states were dispatched.

Blauvelt's "lieutenant colonel" was George E. Sangster, of the 47th New York Militia, an extremely capable administrator, who had just taken command at Camp Parole and was destined to bring order out of the chaotic situation existing there.

And chaos it was. Many of the men had no shoes, blankets, or tents and were still wearing the vermin ridden rags from the Southern prisons. "We

received our blankets yesterday and the clothes that we did want indicates that their needs were being supplied. Their rags, old boots, and other debris were dumped unceremoniously on the shore of a creek behind the college in such quantities that some of these relics were still being dug from the creekbed well into the 1890s.

Blauvelt's observation that "we expect to move our camp tomorrow about two miles away from the town" refers to a new site for Camp Parole on South River two miles southwest of Annapolis. Removal to this site served a triple purpose, first, to remove the poor, disgruntled rabble from the view of a citizenry that was decidedly Southern in its sympathies, second, to eliminate the temptations of the town, itself, and third, to provide "lebensraum" for the hordes of parolees who were to follow. Meanwhile, the original site at College Green Barracks continued as a hospital and receiving station.

Although the origin of the name Camp Parole is obvious, it is apparent from Blauvelt's letter that the College Green location bore this name even before the parole camp was officially set up on South River, on site #2. In early summer of 1863, when filth and rubbish from the second camp had accumulated to monstrous proportions, the camp was moved again, to a third site, the old Welch farm, which was advantageously located on rail facilities.

To this point, Blauvelt's many observations can be supported by historic facts. But one comment, although difficult to interpret and verify, is worthy of consideration because of the overall accuracy of his reporting. He writes, "I have been bording out in town this last two weeks but am a going in camp on Monday—I payed 3 dollars a week for good board and a good bed." Since furloughs were permitted from parole camps, it is not clear whether Baluvelt was on furlough in Annapolis, perhaps financially unable to make the long trek home to New York City, or whether he was allowed to board in town because College Green Barracks had not the facilities to house and feed 2000 parolees, a situation soon to be rectified by the move to site #2.

His closing remarks verify what we have already concluded about Jacob Blauvelt, a young man of average education for his era, and a keenly interested spectator and reporter of events: "let me know when the monitors and metropolitan Regiments leave New York" and "don't forget (to send) the newspapers."

A report to the section editor of any further letters or covers from this correspondence would be appreciated.

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- Antrim, Earl. *Civil War Prisons and Their Covers*. New York, N.Y., 1961.
Bolander, Louis H. "When Annapolis was an Army Town," *Baltimore Sun*, November 9, 1931.
"The College Green Barracks," *Maryland Historical Magazine*, Volume XLV (June 1950), No. 2.
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Shenfield, Lawrence L. *Confederate States of America, The Special Postal Routes*. New York, N.Y., 1961.

AUCTION DESCRIPTIONS

RICHARD B. GRAHAM

From time to time, we report auction descriptions in these pages, which, while not actually inaccurately describing the particular auction lot, still convey an impression of the lot such that a potential buyer does not get what was expected. Actual incorrect descriptions are one thing—most auction houses of reputation usually do a really meticulous job. This, of course, is really necessary since even the tiniest undescribed flaw in the condition of a rare stamp can cause it to be rejected as "not as described." There is little to comment upon in this area; an item either is "as described" or it is not, and it is either genuine or not, with the guarantee of the auction house usually a matter of record.

The type of misdescription to be noted here if that is what it is, often comes from the notes or album page write-up of a former owner, and in postal history is often in the form of incorrect collateral material or data concerning the use and meaning of a cover, rather than actually misdescribing the markings or other facts apparent on the cover itself. We do not intend to criticize the auction houses from whose catalogs these descriptions are taken—and they

are not indentified for the same reason. Rather, it is desired to arouse in the readers of the *Chronicle*, the awareness that much of the collateral write-up of the sort used here can readily be checked by the buyer before a bid is submitted.

409 (Cover symbol) 1¢ Blue, Ty V (24). Horiz. strip of three, Pos. 28-30L9, perfs in at top, Each with small dash in head (only ten positions on Pl. 9), Imperf center line at right, tied on fresh cover by "Evansville, Ind., Aug. 17, 1861" Double Circles. *First Day of Demonetization*, Very Scarce Cover. . . .

Although the statement "First Day of Demonetization" is in bold face, it actually is not really correct. The late Henry A. Meyer, an Evansville resident, once made a detailed study of demonetization at the Evansville postoffice. The actual first day of the exchange period of the old for the new stamps was August 22, 1861, and the first day on which the old stamps would have been refused was after the end of the six day exchange period, actually August 28, 1861. The exchange process has been written up many times and places, and it varied as to dates with areas. However, the basic process was that the local postmaster placed an announcement in the local papers when the first supplies of the new stamps were received. This announcement stated that, beginning upon the date the announcement first appeared, new stamps would be exchanged for the old for a six day period. After that, the old issue would no longer be accepted for postage at that postoffice. This wording thus means that stamps of either issue were acceptable for postage during the six day exchange period, and the "first day of demonetization" would thus be, at that office, the first day after the exchange period was completed. To compound the complexity of such a "first day" situation, not only would the date vary with each individual postoffice, but some offices ran out of 1861 stamps, and due to the short supply of the new stamps, again reverted to the old stamps. As a matter of fact, this happened at Evansville, it is believed.

Undoubtedly, the erroneous statement made in the auction description stems from the fact that the earliest known use for the 1861 issue, as listed in the *Scott U.S. Specialized Catalog*, is August 17, 1861. But that date actually applied only at Baltimore, Maryland, and even then, as we have noted, was still a week before demonetization of the old stamps.

Still another similar bit of incorrect assumption is revealed in the following lot description:

653 (cover symbol) *Soldier's Letter, John Bruce, Maj.* Censor marking on cover to Keokuk, Iowa, "New Orleans, La." pmk and "3". Letter from soldier enclosed headed "U.S. Forces on Rio Grande" with regiment, etc. Extremely interesting war contents. Very Fine. Unusual to find censor mark on Union soldier's mail. . . .

Very unusual it is, indeed! But here, it didn't happen. The endorsement on the cover, here evidently mistaken for a censor marking, is nothing more than the normal soldier's letter certification, used to permit the transmission of a soldier's letter through the mails unpaid and to be collect at destination. Literally thousands of such letters were sent during the Civil War, particularly the first two years, and it is difficult to imagine why writers of descriptions on album pages—and also auction descriptions,—continue to assume that all signatures are either a frank or a censor marking.

Interestingly, the describer did not mention the extreme rarity of such covers emanating from Federal troops on the coast of Texas during the Civil War. Reference should be made to page 28 of *Chronicle* No. 89 for more information regarding covers of this type.

Still another interesting description relative to demonetization follows:

448-3¢ Rose. (26). Fine. Ms tied Highland (no state), Oct. 9, (1861). Used after demonetization on patriotic cover U.S. flag in colors. . . .

Again, with no knowledge as to what specific postoffice was involved, and with an Oct. 9 date, assuming this was used after demonetization simply doesn't hold water at all without better evidence. Many small towns in the North had not gone through the demonetization process until mid October or later.

727-3c Red (11). Not tied. 3 margins, right side just touched. "Steam Boat" in fancy scroll. Addit. Buffalo, N.Y. to Rome, N.Y. Great Lakes steamer. Stamp probably applied at destination. . . .

"Stamp probably applied at destination." By whom, and why? And who paid for it? This particular lot was pictured, and the cover bears an additional endorsement not given in the description: "Chge Box 135, RCW." This latter endorsement makes the destination idea just vaguely possible—except that the stamp in the illustration shows no sign of being cancelled. However, our guess is that the letter, being deposited in the Buffalo postoffice by the captain or clerk of the steamboat, already bore the stamp which had been put on by the sender. Observing the "Chge" endorsement, and assuming or knowing this referred to the Rome, N.Y. postoffice, the Buffalo office did not cancel the stamp. At Rome, the letter was charged to be paid when picked up, and presumably the addressee could have removed the stamp and reused it. On a cover such as this, one could suspect fakery, but fakers usually carefully cancel the stamp with a neat tie.

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FOR THE RECORD — EARLY USE OF 15¢ LINCOLN

WILLIAM K. HERZOG

In response to the 15 cent Lincoln article on early use (see *Chronicle* No. 87, pp. 167-9), Route Agent Sheldon Friedman supplied photographs of another pre-June 17, 1866, use.



Figure 1

The cover (Figure 1) was addressed to Copenhagen, Denmark. It was franked by 2¢, 3¢, and 15¢ stamps which paid the 20¢ Hamburg Convention rate to Denmark. This rate was in effect from pre-4/59 until 2/67. Mailed on June 6, from Philadelphia, Pa., it was placed on a Hamburg Packet on June 9, at New York City. According to the *USM & POA*, a Hamburg-American line steamer was scheduled to sail direct to Hamburg from New York City on Saturday, June 9, 1866. The red "17" marking was a credit to Hamburg of 17 cents, as the U.S. retained 3 cents for internal postage.

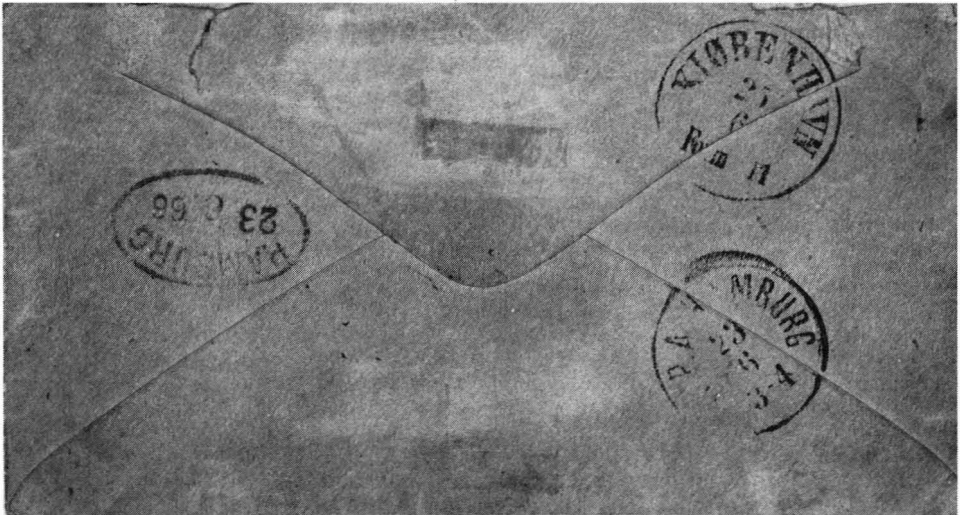


Figure 2

The back of this cover (Figure 2) shows that it arrived at Hamburg on June 23, 1866, and at Copenhagen on June 25.

This June 6, 1866, use verifies, once again, that 15¢ stamps were placed in use prior to the Post Office Department listed date of June 17, 1866.

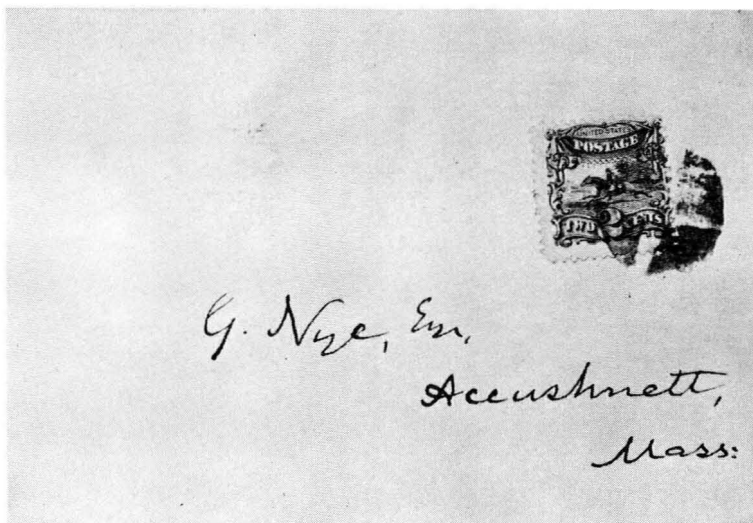
THE 1869 PERIOD
MICHAEL LAURENCE, Editor

UNUSUAL USES OF THE 2¢ 1869 STAMP
BENJAMIN E. CHAPMAN

In the study of the 1869 issues one finds many interesting combinations of stamps making up different and sometimes unusual rates. High denominations used on multiple-rate covers to overseas destinations have long interested specialists. But what about the "little" covers? The subjects for this discussion are five unusual 2¢ 1869 covers. Each bears a single 2¢ stamp, prepaying the then-current rate for different services.

Figure 1 shows a newspaper wrapper. Such items are decidedly scarce today, because having no sentimental value (as a letter might have), they were usually discarded. In his study of the 2¢ 1869, this writer has seen only two wrappers bearing the stamp. The wrapper in Figure 1 was made of high quality paper. It is white, thin, strong and elaborately watermarked. The other 2¢ wrapper we have seen is just the opposite—made from brown, unbleached fibers, quite thick and rough, probably homemade. Both wrappers have as the only postal marking a cork killer applied to the stamp.

Figure 1. Newspaper wrappers such as this one were usually discarded. The 2¢ 1869 stamp paid the proper postage for a "drop" newspaper or for a prepaid quarterly publication weighing between four and eight ounces.



Two cents was the correct rate for these mailings, as is confirmed in most issues of the *United States Mail & Post Office Assistant* between March 1869 and December 1870. The "Answers to Correspondents" section in the September 1869 issue additionally states: "Sect. 1, Act of July 27, 1868. Two cents is the proper postage for a 'drop' newspaper."

On first glance, the cover in Figure 2 appears to be incorrectly rated at 2¢ to Mexico. The normal rate for a half-ounce letter during this period was 10¢. However, upon closer inspection, one finds the item is actually an unsealed "prices current" announcement, handwritten in Spanish. A Mexican due marking of ½ real may be seen to the left of the stamp. Similar 2 reales due markings have been seen on covers posted at the 10¢ letter rate.

A "prices current" similar to that in Figure 2, originating at the same New York business firm, H. Marquardt, N.Y., and bearing a single 2¢ Black Jack, is described by Paul Wolf in *Chronicle* 85:58.

The 1866 *Postal Laws & Regulations* specified rates to foreign countries for letter mail and newspapers in Sec. 260 of the laws. This section further

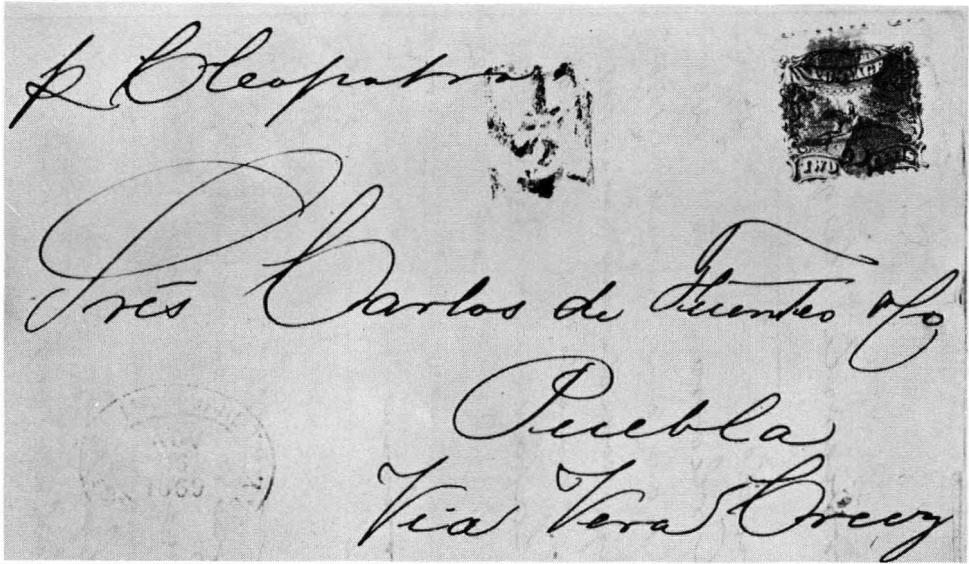


Figure 2. A 2¢ 1869 stamp on a commercial flyer to Mexico. Accepted at the printed circular rate although handwritten, this prices current originated at the offices of H. Marquardt & Co., New York, on November 16, 1869, routed "per Cleopatra." The Mexican due marking shows 1/2 real.

provided that rates shall be ". . . the established domestic rates on pamphlets, periodicals, and other articles of printed matter, which postage shall be prepaid on matter sent, and collected on matter received. . . ." Since the domestic printed circular rate at this date was 2¢ for unsealed circulars, not exceeding 3 in number, to one address, the cover in Figure 2 is correctly rated and paid. It should not, however, strictly speaking, have been eligible for the printed circular rate, since it was entirely handwritten and thus not in conformance with regulations.

The assumption is that the exchange clerk in New York decided to rate this letter in favor of the sender, rather than in conformance with the postal laws and regulations. In the May 1869 issue, in the question-and-answer section on page 2, the *U.S. Mail* confronts this situation specifically: "Writing in circulars . . . Circulars containing any kind of writing, even 'the introduction of prices in pencil,' are subject to letter postage, whether in sealed or unsealed envelopes."

As to the Mexican marking, we have recently received confirmation from James H. Beal of Warren, Ohio, a student of Mexican rates, that one half real is the correct due marking for a printed circular. Mr. Beal translates the appropriate Mexican regulation as follows: "Unsealed commercial circulars will be charged at four pesos per hundred, and those that are sent singly will be charged at a half real for each piece."

No discussion of uncommon 2¢ 1869 uses would be complete without touching on the reduced U.S.-Canada cross-border rate. This particular arrangement existed for many years (1851-1875) between certain U.S. and Canadian exchange offices lying close to each other across the international border. This rate is correctly termed the "line office" or "boarder exchange-office rate."

In 1851, when the British North American postal system became autonomous, 15 pairs of border offices with direct exchange existed. At these points, the international mails between the two countries were exchanged. Much has been written about the establishment of the 2¢ border exchange-office rate, but definitive information is lacking about which offices actually used the rate, and when the rate was used. It seems a reasonable assumption that during the 1869 period, persons residing in most of the towns shown in Table I could exchange letters, with the opposite Canadian town, at a rate of 2¢ per letter.

Shown as Figure 3, through the courtesy of Margaret Wunsch, is a January 28, 1870, cover from Houlton, Maine, to Woodstock, New Brunswick, illustrat-

TABLE I
U.S.-Canada Border Exchange Offices
(Adjacent Offices as listed in 1852 *P. L. & R.*)

<p><i>United States</i> Sault Ste. Marie, Mich. Port Huron, Mich. Detroit, Mich. Black Rock, N.Y. Lewiston, N.Y. Youngstown, N.Y. Cape Vincent, N.Y. Morristown, N.Y. Ogdenburgh, N.Y. Fort Covington, N.Y. Derby Line, Vt. Swanton, Vt. Robbinston, Me. Calais, Me. Houlton, Me.</p>	<p><i>Canada</i> Sault Ste. Marie, C.W. Port Sarnia, C.W. Windsor, C.W. Fort Erie, C.W. Queenston, C.W. Niagara, C.W. Kingston, C.W. Brockville, C.W. Prescott, C.W. Dundee, C.E. Stanstead, C.E. Phillipsburgh, C.E. St. Andrews, N.B. St. Stephen, N.B. Woodstock, N.B.</p>
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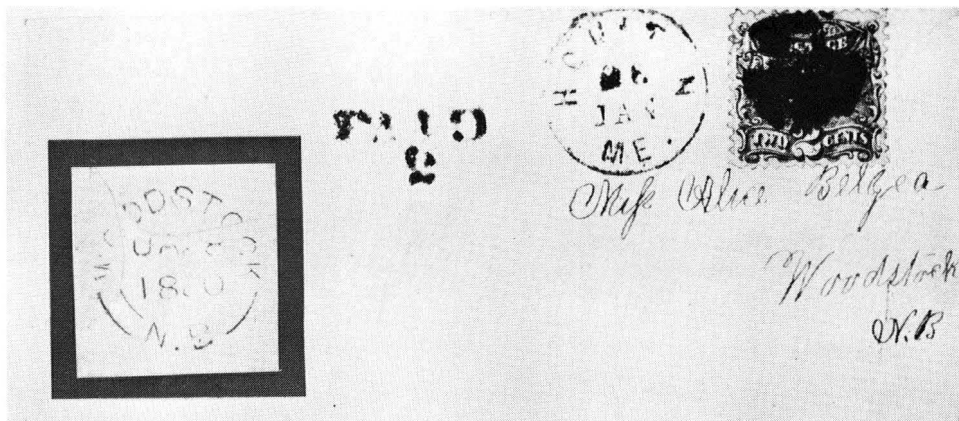


Figure 3. This 2¢ 1869 stamp paid the full letter-rate postage between Houlton, Maine, and Woodstock, New Brunswick. This "border exchange rate" prevailed between a number of U.S.-Canadian line offices, but covers showing the rate are extremely scarce. The inset Woodstock receiving stamp actually appears on the back of the cover. Courtesy of Margaret L. Wunsch.

ing the 2¢ line-office rate. The cover is addressed to Miss Alice Belyea. In the interest of saving space, the New Brunswick receiving stamp, which actually appears on the back of the cover, is shown inset on the front in Figure 3. Five other 1869 covers are known, all addressed to the same Miss Belyea, whom we salute for saving her correspondence. A listing of the six Belyea covers with 1869 stamps is shown in Table II.

The writer finds it quite curious that *all* the border exchange-office covers showing this 2¢ rate made by 1869 stamps are from one correspondence showing one set of exchange offices. Surely others exist, and it would be most pleasant to find additional covers showing the rate between other offices.

TABLE II
Line-Office Covers at Two Cent Rate with 1869 Stamps

1. Oct. 25, 1869; Houlton, Me. to Woodstock, N.B.; 2¢ 1869.
2. Jan. 28, 1870; Houlton, Me. to Woodstock, N.B.; 2¢ 1869.
3. Feb. 11, 1870; Houlton, Me. to Woodstock, N.B.; two 1¢ 1869s.
4. March 15, 1870; Houlton, Me. to Woodstock, N.B.; 2¢ 1869.
5. April 19, 1870; Houlton, Me. to Woodstock, N.B.; 2¢ 1869.
6. April 29, 1870; Houlton, Me. to Woodstock, N.B.; 2¢ 1869.

The cover shown in Figure 4 was originally intended as a drop letter for delivery in New Haven. Apparently the addressee had travelled on to Lebanon Springs, New York, to which the cover was forwarded, marked 3¢ due. Since the letter was forwarded from New Haven to Lebanon Springs, it was clearly chargeable at the 3¢ rate. Note, however, that the prepaid 2¢ drop fee was entirely ignored, so that the full 3¢ was due on delivery.

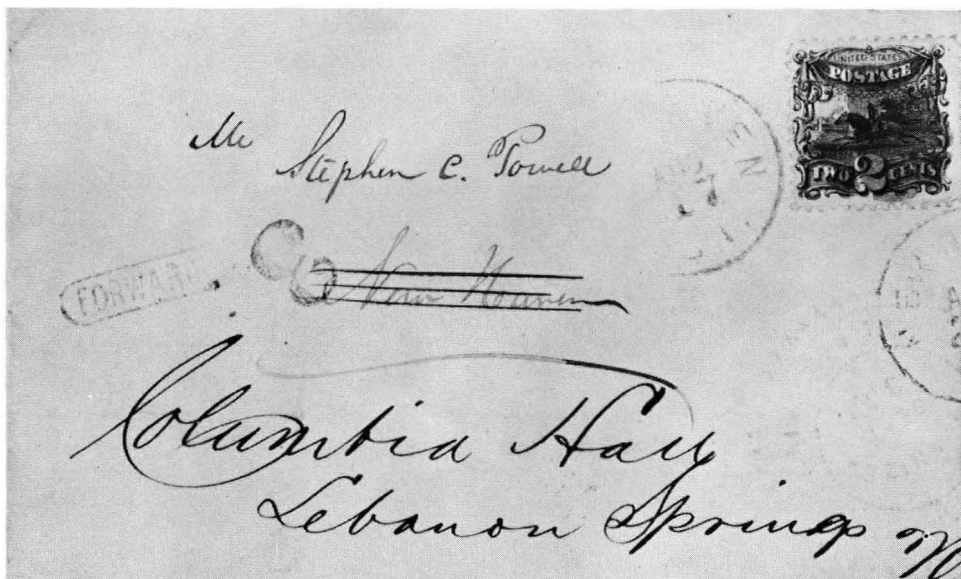


Figure 4. A 2¢ 1869 stamp on a New Haven drop letter charged with 3¢ additional postage for forwarding. The use is probably 1870, from other evidence on the cover.

Our last item shows a non-postal use. Figure 5 illustrates a 2¢ 1869 stamp paying the revenue fee on a receipt for \$239, dated May 19, 1869 (a fairly early use), and also shows an enlargement of the stamp itself. All legal documents during this period were required to have the revenue fee paid in stamps. Normally this was done by affixing the appropriate revenue stamps to the docu-

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ment. Occasions did arise, however, when revenue stamps were not available and ordinary postage stamps were used.

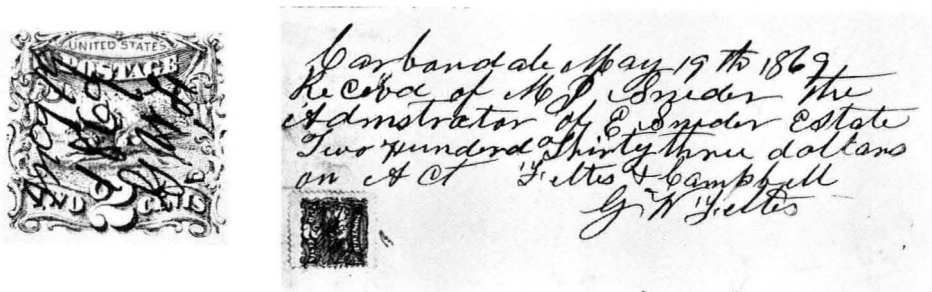


Figure 5. A revenue use of a 2¢ 1869 stamp, along with a blow-up of the stamp itself. The document is a receipt by Feltes and Campbell, attorneys, for money received for the settlement of an estate. The manuscript date (May 19, 1869) on the stamp, along with the initials (G.W.F.) and handwriting, precisely match those on the document itself, indisputably tying the two together.

In the instance shown in Figure 5, a receipt was written in longhand on an ordinary ruled sheet of paper. The receipt was signed by G. W. Feltes, whose initials also appear on the 2¢ 1869 stamp. On the back of this receipt, also in manuscript, but in another hand, appear the notations "No. 16" and "filed Jany. 18/70, J. W. Halek." More than likely, this was one of a series of documents filed in the Carbondale, Illinois, probate court in connection with the settlement of the estate of E. Snider.

The author would be interested in corresponding with other students who have noted similar unusual low-value 1869 uses. Please write to Benjamin E. Chapman, P.O. Box 8407, Memphis, Tenn. 38108.

References

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REVIEW: 1869 ASSOCIATES PUBLICATION

MICHAEL LAURENCE

Readers of the *Chatter* are well aware of the existence of a study group exclusively preoccupied with the 1869 series. The group is concerned not just with the 1869 stamps, but with their varieties, uses, markings, postal history, proofs, essays, reissues and overprints—in short, with everything concerning the 1869 issues.

Distributed at Interphil was the group's first loose-leaf publication, articles written by members concerning various aspects of the 1869 series. In addition, the group publishes a quarterly bulletin, *The 1869 Times*, which from the first four issues of its existence promises to become an estimable study-group newsletter.

The group is called "The 1869 Pictorial Research Associates"—an ungainly title, we think, since the word "pictorial" seems unneeded and confusing. The newsletter has a more appropriate heading, and recent issues have contained auction price reports, research aids and requests, reprints of primary source material, plus other 1869-oriented features and oodles of ephemera and gossip of interest to collectors who are seriously devoted to the U.S. 1869 stamps.

The group's first permanent publication, the loose-leaf compilation distributed at Interphil, contains a number of interesting and worthy write-ups. The best, from our point of view, is Richard M. Searing's contribution on the subject of high-value 1869 covers. In *Chronicle* 88, Searing published his listing and conclusions about 90¢ Banknote covers. His well-researched work on the

30¢ and 24¢ 1869 covers is a logical follow-up. In these pages in the near future, we hope to publish his expanded listing of high-value 1869 covers, along with his conclusions. Searing has located 64 24¢ covers, and 60 30¢ covers.

Several articles in the 1869 publication are devoted to plating marks and plate varieties on the 3¢ 1869 stamp. Without much evidence, we continue to feel that at least some of the 1869 values are ultimately plateable. We certainly salute the collectors who are doing so much work with the dots on the stamps under the plate numbers. This is a step in the right direction. More steps are needed, and the articles by R. J. Niezabitowski and Benjamin Chapman and Margaret Wunsch are a promising beginning.

Among the most interesting write-ups are those concerning 1869 proofs and essays. The best of these, J. C. M. Cryer's exploration of the origins of the Panama-Pacific die proofs of the 1869 stamps, is almost novelistic in its development. As informative as it is charming, Cryer's piece is an important contribution to 1869 literature, and will prove rewarding to any collector interested in the elusive and mystery-shrouded "Southgate proofs." We hope to see more philatelic writing from Cryer.

Also notable in the 1869 publication is a brief article by Millard Mack on the historical precedents to the design of the 1869 stamps, which he shows are much less innovative than we've been led to believe; a listing of 2¢ 1869 bisect covers (17 in all) compiled and discussed by Jonathan Rose; a comparable discussion by Mrs. Wunsch of 3¢ 1869 bisect uses on the Luray, Virginia, tax notices; and a write-up by Chapman, describing covers bearing the 2¢ 1869 stamp along with the various 1¢ values that were then current. Worthy of special mention is Michael C. O'Reilly's bibliographic listing of 1869-related articles and write-ups, gleaned from the more accessible sources, both hard-bound and periodical, this *Chronicle* prominent among them. O'Reilly admits that his work is no more than a beginning—the visible tip of the iceberg, as he calls it—but it is a fine beginning. Now that the tip has been exposed, we hope that an exploration of the sub-surface will follow.

The publication itself is marred by the sort of technical flaws that should be expected in the first publishing effort of an inexperienced but enthusiastic study group. The absence of a traditional title page, for instance, makes citation difficult. The full title of the book appears to be *1869 Pictorial Research Associates Interphil 1976 Publication*. This is perhaps descriptive, but does not fall freely from the lips. The book was produced in loose-leaf format so that articles could be removed or rearranged individually, but this purpose is entirely defeated by the frequent instances in which one article ends on the front side of a loose-leaf page and another commences on its reverse.

We personally regret the decision to marry the annual publication to the dues structure. We think it is a mistake for any philatelic group to commit to a policy of annually publishing permanent books, because we feel that book frequency ought to be determined solely by the availability of publishable material. This, we think, is why the publications of the American Philatelic Congress are so spotty in quality.

But the Congress books at least consist of articles that are more or less the last word on their particular subject. As the Congress appreciates, a permanent publication is essentially uncorrectable. In a study-group newsletter, or even in a quarterly journal such as this *Chronicle*, there is always a following issue in which to correct previous mistakes. The 1869 group belatedly recognized this problem, but the compromise of the loose-leaf format seems inadequate.

In our opinion, the interests of the 1869 group—and of classic U.S. philately generally—would have been better served had the conclusions in the Interphil 1869 publication first been aired in the study-group newsletter. Not only would this improve the substantive content of the newsletter, but the information itself would then be exposed to an audience of knowledgeable specialists who could add, amplify and correct. The resultant revised write-ups would then be available for a permanent book, or series of books, to be published

not under the pressure of annual deadline, but simply whenever adequate publishable material comes together.

We understand that one of the reasons the 1869 group elected not to pursue this course was the fear that a beefed-up study-group newsletter would be construed as competing with this section of the *Chronicle*. While we appreciate such solicitude, it is not needed.

The U.S. Philatelic Classic Society warmly endorses the study of the classic U.S. postage stamps. This is our overriding purpose. It should go without saying that our Society supports the 1869 study group and hopes for its prosperity. We see no conflict in the simultaneous existence of the two groups.

The 1869 group publications, by their very specificity, can and should devote themselves to the minutiae of 1869 specialization. The *Chronicle*, by virtue of its broader scope, must concern itself with the entire range of classic U.S. stamps and their postal history. What we have always strived for, in the 1869 section of the *Chronicle*, is material specifically related to the 1869 stamps (or the 1869 period) that is also of general interest to classics collectors who do not specialize in (or perhaps don't even collect) the 1869 stamps themselves. We feel we can continue this policy successfully for the foreseeable future. In fact, we feel our task is eased considerably by the appearance of the 1869 study group. Commencing shortly, we hope to begin publishing the first fruits of their study of the 1869 stamps—in the form of Searing's article mentioned above. We hope that as the months and years pass, the 1869 group will be a continuing source of new and important scholarship about the 1869 stamps, the best of which we will publish, summarize or otherwise notice in these pages.

1869 NOTES

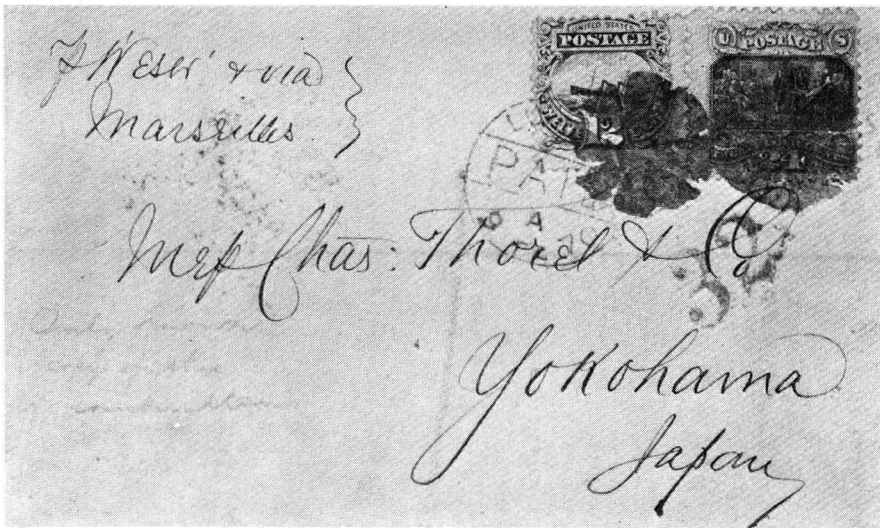


Figure 6. The 36¢ British mail rate to Yokohama, via Marseilles, efficiently paid by a 12¢ and a 24¢ 1869 stamp. This cover, from the Thorel correspondence, is routed "per Weser and via Marseilles." The steamer Weser II of the North German Lloyd line left New York on 29 January 1870 and arrived Southampton February 8. The London "PAID" marking on this cover, trying the 12¢ stamp, reads "9 FE 70."

• On page 172 of *Chronicle* 87 we said we had never seen an 1869 cover showing the 36¢ rate to the Orient via the British mails via Marseilles. This rate was in effect from 1 January 1870 until 5 November 1870, more than 10 months. The ink on our words was scarcely dry when appeared the cover illustrated as Figure 6, from the Sidney Hessel collection. The cover is from the Thorel correspondence, New York to Yokohama, showing the 36¢ rate made by a 12¢ and a 24¢ 1869. It was lot 737 in the Harmer sale of June 9, 1976. The cover dates from early 1870 and shows the proper credit 32. The historicity of this item was obviously appreciated both by the floor bidders and the outside world. The cover was sold "to order" for \$18,000.

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MORRISON WAUD, Editor
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POSTMARKS

Figure 1. Skull and Crossbones cancellation on coffin from Pittsburgh, Pennsylvania, on a 6¢ Continental.



The current outcry against the Post Office Department's failure to use postmarks with the place of origin and the date mailed would seem to echo our forebears' earlier complaints against smudged postmarks as evidence the following article from the *New York Times* of April 24, 1873:

Postmarks

On a very large portion of the letters mailed in this country, the postmark is, either a part or the whole of it, utterly illegible. Among the most ludicrous instances of an absurdly hopeless pursuit of knowledge under difficulties, are the efforts we sometimes see made to ascertain from the official imprint made outside of a letter the name of a place which the handwriting inside has rendered a matter of conjecture. The ingenuity with which gentlemen in the various post-offices can make each letter of a postmark show some of the distinctive lineaments of every one of the twenty-six letters of the alphabet, and cause each figure to bear a striking resemblance to every one of the ten digits, is an amazing exhibition of inventive genius.

Of all the letters that are sent, there is not one in ten, perhaps not one in a hundred, where the legibility of the postmark is of any considerable consequence.

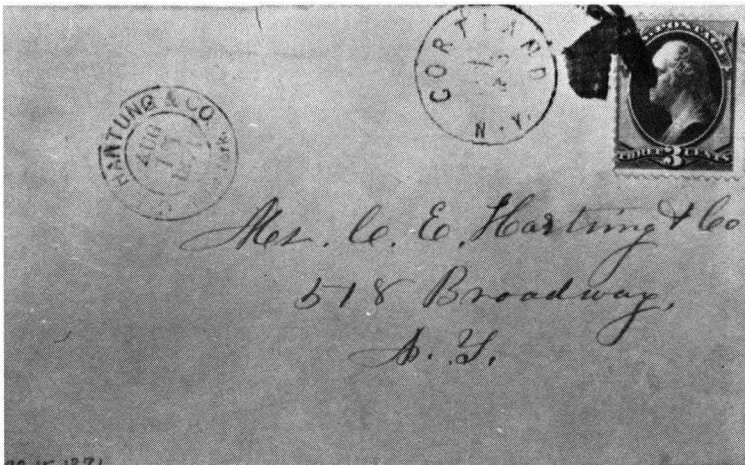


Figure 2. Horse's Head from Cortland, New York, on a 3¢ National.



Figure 3. Elephant from Campello, Massachusetts, on a 1¢ American reengraved.



Figure 4. Bee—origin unknown—on a 3¢ National.

For that matter, a good many of the letters sent are themselves of no particular account, either with or without a legible postmark. But there are cases when the distinctiveness of the postmark is a circumstance of very high importance. It is sometimes of great moment to the writer of a letter to have plainly impressed upon it an official stamp which shows that it was sent out on a particular day. A variety of illustrations of this will occur to every business man. And the prevention of carelessness and delay in the transmission of letters, which is the primary object of postmarks, evidently depends very much upon the way they are put on. If a postmark is of any use at all for this purpose, the utility is, to say the least, decidedly impaired by having the impression so blurred and indistinct that nobody can read it. That it ought to be thus useful is a point of which the time and trouble taken to affix it on the millions of letters that pass through the mail constitute a full acknowledgement by the Post-Office Department.

There is, doubtless, especially in large offices, a difficulty about the matter, owing to the rapidity with which the work must be done, and also from the circumstances that no kind of ink has ever yet been invented which will dry instantaneously of its own accord. But these hindrances are often overcome in things where they would certainly have appeared at first sight to be much greater than in the case of postmarks.

If a daily newspaper can be struck off so that thousands of readers get clearly printed copies of it at their breakfast tables, it is absurd to talk of there being any necessity for the illegibility of postmarks. The plain fact is, that the Post-Office Department needs for imprinting these marks some kind of apparatus very different from the primitive means now employed. Here is a chance for inventors.

Where is the far famed individual that made the machine from which the live sheep that were put into one end came out roast mutton and ready-made clothing at the other end? Let him devise a printing press through which letters can be run as rapidly as a wide-awake boy can put them in, and come out with

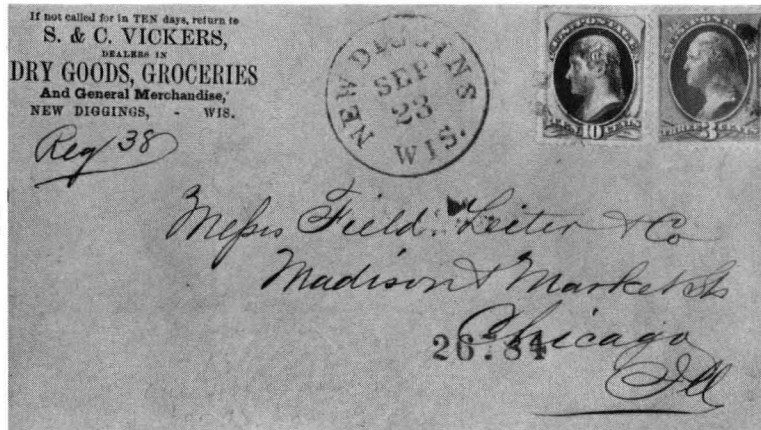


Figure 5. Registered letter from New Diggins, Wisconsin.

dry and distinct postmarks. If he is not to be found, let someone else try it, for such a contrivance would be a great public benefit.

However, the postmasters of a hundred years ago, even though they might smudge some postmarks, at least relieved the monotony by occasionally using interesting, attractive and sometimes amusing cancelling devices or "killers" as they are often called. A few examples are illustrated, among them the Pittsburgh "Skull and Crossed Bones in Coffin", Figure 1, perhaps sponsored by the environmentalists of that era as propaganda against the steel mills in Pittsburgh. Next is a Horse's Head from Cortland, N. Y., Figure 2; or is it a donkey? And strange as it may seem these days, an elephant from Campello, Mass., Figure 3, and with his trunk up no less. Carter beware! Figure 4 illustrates a bee which for some reason was a popular canceller of that era with many different types known. And, lastly, getting back to postmarks in the Middle West, we sometimes drop our "g"s" as illustrated, Figure 5, by the postmark from New Diggin(g)s, Wisconsin.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(1) Feature Covers

We are indebted to Mr. David Jarrett for furnishing our feature illustrations for this issue. Both covers have been mentioned previously in the *Chronicle* and we are happy to have the photographs to complete the record.

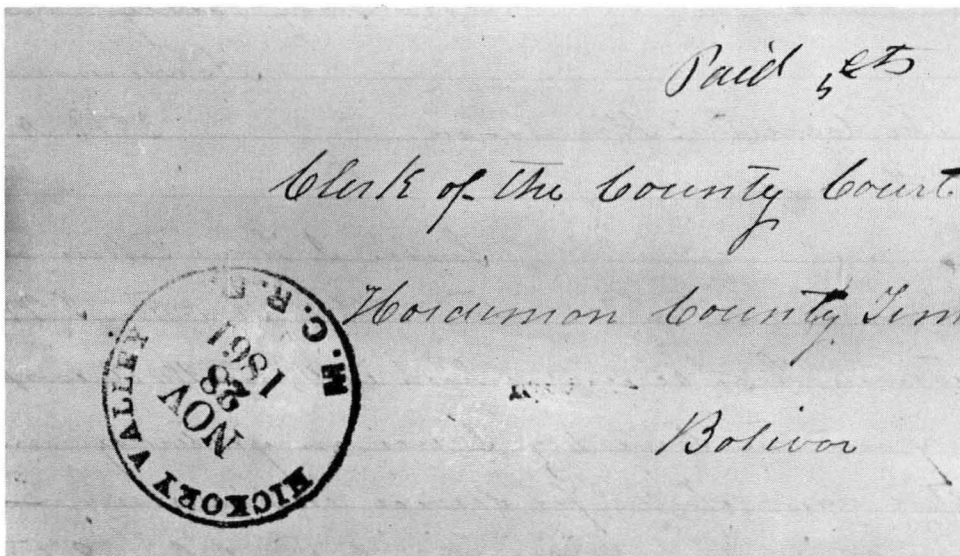


Figure 1. Confederate use of HICKORY VALLEY M.C.R.R.

Figure 1 is the only known example of the Hickory Valley M.C.R.R., Nov. 28, 1861, marking T-M 421-S-5, 34 mm., black. This stampless cover with 5 cent rate to Bolivar, Tenn., was used during the Confederate period and was previously listed in *Chronicle* 88:250.



Figure 2. BELVIDERE DELAE R.R. on 3¢ envelope; also LAMBERTVILLE B.D.R.R.

Figure 2 is in the editor's opinion one of the finest railroad covers known. Listed in *Chronicle* 71:46, it bears the very rare Remele B-7-b, 29 mm., black, Belvidere Delaware R.R., nicely struck on 3 cent stamped envelope addressed to Princeton, New Jersey. Adding greatly to the attractiveness of the cover is a nicely struck "LAMBERTVILLE. [N.J.] B.D.R.R./2d. LINE/APR. 2." Although this is probably a corner card use applied by station agent or railway official rather than the route agent, the two finely struck markings make this a most attractive item.

(2) An early route agent marking on Richmond, Fredericksburg & Potomac Railroad

An early link in the great mail line from Washington to the South was formed by the construction of the Richmond, Fredericksburg & Potomac Railroad, incorporated Feb. 25, 1834. This road, built to 5 foot gauge with 2¼" x ½" strap iron rails, was expedited by financial aid from the state of Virginia and construction proceeded unusually fast for the period. It was completed to the South Ann River Feb. 13, 1836 and to Fredericksburg and thence to the Potomac River Jan. 23, 1837. At this point, 75 miles from Richmond, named Aquia (Acqua, Acquia) Creek, a wharf was constructed and connection made by the railroad to Potomac River steamboats for Alexandria and Washington.

South of Richmond the R.F. & P. connected with the 22½ mile Richmond & Petersburg R.R. completed between the named points Jan. 17, 1838, thence the earlier Petersburg & Roanoke which had completed the 63 miles to Weldon, N.C. in June 1833, and thence with the 161 mile Wilmington & Raleigh R.R. completed Mar. 9, 1840, to Wilmington, N.C. The four roads formed an important commercial link from North to South at an early date and soon were handling a considerable volume of mail.

On Nov. 7, 1836, the Post Office Dept. ordered that a temporary contract be made for the transportation of the great mail on the Richmond & Fredericksburg R.R. as far as completed at a rate of \$150 per mile per annum—to be extended at the same rate as the road should be completed. On March 4, 1839, three agents were appointed to take charge of the mails on the routes covering the distance from Washington, D.C., to Weldon, N.C., at a compensation of \$800 per annum.

These very early route agents were D. M. Bull, Spencer Baldwin, and Enoch Reynolds. Bull was evidently replaced by another agent, whose name is unknown, after a short period, but the U.S. Registers of 1841 and 1843 show Baldwin working irregularly and Reynolds working full time. Although no 1841 timetables are available, an 1851 timetable for the route shows probably much the same schedule:

<i>Miles</i>	<i>Read Down</i>		<i>Read Up</i>	
0	Lv. Washington—(Boat)	9:00 A.M.	Ar. Washington	4:00 P.M.
55	Lv. Acqua Creek (R.F. & P.)	12.30 P.M.	Ar. Acqua Creek	12.15 P.M.
70	Fredericksburg	1.30 P.M.	Fredericksburg	11.30 A.M.
92	Milford	3.20 P.M.	Milford	10.10 A.M.
107	Junction	4.00 P.M.	Junction	8.30 A.M.
130	Ar. Richmond	5.30 P.M.	Lv. Richmond	7.30 A.M.
	Lv. Richmond	6.30 P.M.	Ar. Richmond	6.15 A.M.
152	Ar. Petersburg	7.45 P.M.	Lv. Petersburg	5.00 A.M.
	Lv. Petersburg	9.00 P.M.	Ar. Petersburg	2.00 A.M.
216	Ar. Weldon, N.C.	1.30 A.M.	Lv. Weldon, N.C.	10.30 P.M.

At the time there was no direct connection at Richmond and the agent had to transfer from station to station through the city. A study of the timetable shows that three agents could have handled the work by working long days and full time although it must have been a fatiguing assignment.

Our very early route agent marking (Figure 3) is a manuscript "Richd. & Fred.R.R. June 8th" on folded letter sheet headed Mountain House, June 8th, 1841, and addressed to Abraham Bell & Co., New York. The letter is rated 25 (over 400 miles) in pencil and marked over in ink. The contents describe proposed operation of a coal mine and attempt to interest the receiver in providing financial support. This early marking is assigned Cat.No. 305-Z-1.

Reed to Fred RR
June 8th

Figure 3. T-M 305-Z-1.



Figure 4. T-M 303-S-12.

This route agent marking was applied less than five years after the railroad opening and advances the date of route agent service on this line by four years from date shown in Remele catalog.

(3) An Interphil discovery

Dietz on page 247 of *The Confederate States Catalog and Handbook* (1959) lists six Virginia Central R.R. station markings as Confederate railroad postmarks. They are Afton, Bumpass, Cobham, Fisherville, Pond Gap and Junction. The first four were previously located and catalogued, while the latter two have never been tracked down in spite of a request for reports in the Towle-Meyer catalog.

While attending Interphil your Editor was offered a fine strike of Va. C.R.R. Pond Gap (Figure 4) tying CSA #11 to cover addressed to Staunton, Va. This marking is in black, 25 mm. diameter and is listed as T-M 303-S-12. The cover is undated.

This find leaves only the Junction, Va., marking unrecorded. Although it is illustrated in Dietz as a Dec. 5, 1863, marking, no indication of its size or color is given. Again collectors with records of this marking are requested to submit information to the editor.

In addition to those listed in Dietz, similar markings have been cataloged for Swoopes, Va., and Keswick, Va. The existence of seven markings of Virginia Central R.R. stations leads to the suspicion that additional markings could exist for the same period at such small wayside stations as Noels, Beaverdam, Fredericks Hall, Tolersville, Trevilians, Lindsays, Ivy, Mechums, Greenwood, Craigs-ville, Goshen, Millboro, Griffiths, and Jackson River.

(4) Towle-Meyer Catalog

Through fine detective work by Mr. John Prendergast Jr. we are most happy to clear up the mystery of yet another temporary listing in the Towle-Meyer catalog. Temporary marking T-12, listed as E.P. & I.R.R., on cover to Detroit, Mich., is actually a partial strike of D.E.R. & I.R.R. (Detroit, Eel River & Illinois R.R.) T-M 629-A-1, 25 mm., black, Banknote, as illustrated in *Chronicle* 77:43. The match is perfect when transparencies are superimposed and your editor is impressed by Mr. Prendergast's keen eye and memory. T-12 can now be marked out of catalog.

(5) Centennial Railway Post Office

A very unusual item has been submitted by Mr. Robert Payne. It is a facing slip (Figure 5) used at Philadelphia's Centennial Exposition of 1876. Originating marking is a fine strike of Centennial R.P.O., Phila., Pa. Sept. 26, 1876, which was applied on the exhibition Railway Post Office car. The BARR handstamp was applied by the clerk on duty in the car, possibly John E. Barr on special assignment. The facing slip was used on a bundle of mail from the exposition tied up for Ludington (Mich.) and Toledo (Ohio) route agent, Train No. 1. The bundle probably moved west in a Toledo pouch from Philadelphia. On receipt it was stamped OK-HALE by route agent James T. Hale and broken down for distribution. This facing slip is unusual in several respects. First that the exposition mail car would have sufficient mail for Toledo and Ludington to tie a bundle direct. Second the printed instruction "Note errors and return all labels to J. Jameson, Asst. Supt. R.M.S. Centennial Branch Post

Plate I

New Reportings



250-D-1



651-E-1



757-B-2



914-B-1



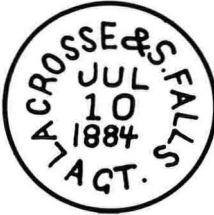
130-E-1



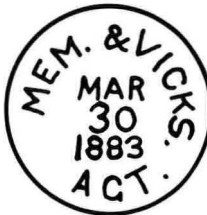
263-B-1



909-H-1



868-E-1



M-6-e



623-I-1

Lake Champlain Mail *20 Aug 1849* (S)

F-1-e

Northern RR *5*
July 26/57

101-0-1



273-S-13

Ohio & Miss RR
May 18

650-G-1



41-S-17

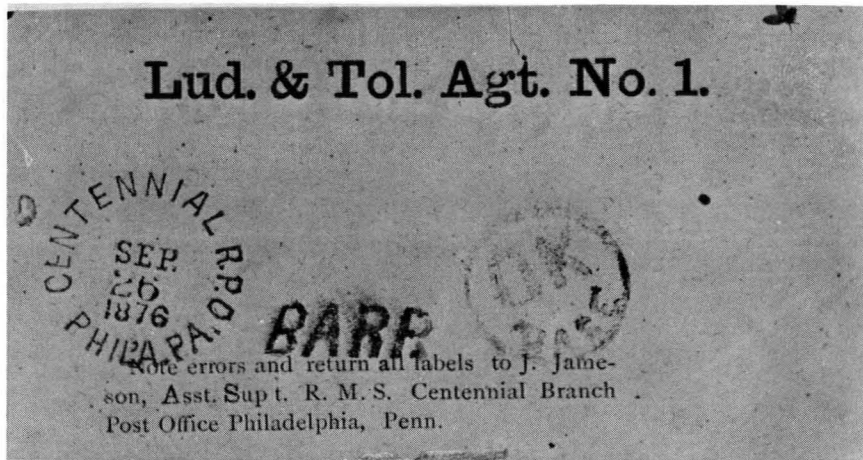


Figure 5. Facing slip used at 1876 Centennial R.P.O.

Office, Philadelphia, Penn.” raises the question of why a temporary mail car exhibition would be under direction of an Assistant Superintendent of Railway Mail Service and just why a facing slip would carry this unusual instruction. Possibly some sort of special test was being carried out with this mail but no evidence of such has ever been found to date. We would be very glad to receive explanations of this oddity from our railway post office friends for future reporting in this column.

Unfortunately the Bicentennial did not offer such an exhibition railway post office car, although Interphil did have a retired Highway Post Office bus on exhibit and the New York and Washington R.P.O. passed nightly in each direction a short distance from the Interphil location as a last reminder of the days of expedited mail performance.

(6) New Reportings

Thanks to the efforts of Messrs. Call, Cornell, Erle, Hahn, Kimball, Jarrett, Hood, Turner, Waite, and Wyer we are able to present a plate of newly reported route agent and station markings for your records.

- 250-D-1: 26½, black, Banknote, Boonton Branch Railroad.
- 651-E-1: 25½, blue, Banknote, Cincinnati and Chicago R.R.
- 757-B-2: 26, black, 1874, Des Moines Valley R.R., with attractive fancy “S” killer.
- 914-B-1: 26½, black, Banknote, Kansas Central R.R.
- 130-E-1: 26½, black, 1877, Canandaigua and Batavia Agt.
- 263-B-1: 26½, Black, Eighties, Clayton and Chester Agt.
- 909-H-1: 25½, black, 1877, Kansas City and Coffeyville Agt.
- 868-E-1: 27½, black, 1884, “E” in circle killer, La Crosse and Sioux Falls Agt.
- M-6-e: 27½, black, 1883, Memphis and Vicksburg Agt. (Steamboat).
- 623-I-1: 26, black, 1875, Pentwater and Holland Agt.
- F-1-e: Manuscript, 2 S.L., 1849, Lake Champlain Mail, Rate 5 cents.
(On stampless cover to Plattsburgh, N.Y.—Steamboat).
- 101-0-1: Manuscript, 2 S.L., 1851, Northern R.R. (New York), Rate 5 cents.
(On stampless cover to Morley, N.Y.).
- 650-G-1: Manuscript, 2 S.L., 1855, Ohio and Mississippi R.R.
(With US 11, Milan to Terre Haute, Ind.)
- 273-S-13: 31½-22½ x 24-14½, D. Oval, blue, 1886, Millville, Baltimore & Ohio R.R.
- 41-S-17: 37½-22½ x 23½-14, D. Oval, blue, 1876, New Haven, Vt., Central Vermont R.R.

Hugh Finlay's Journal — \$5.00

For quantity price, see October **Chatter**

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THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

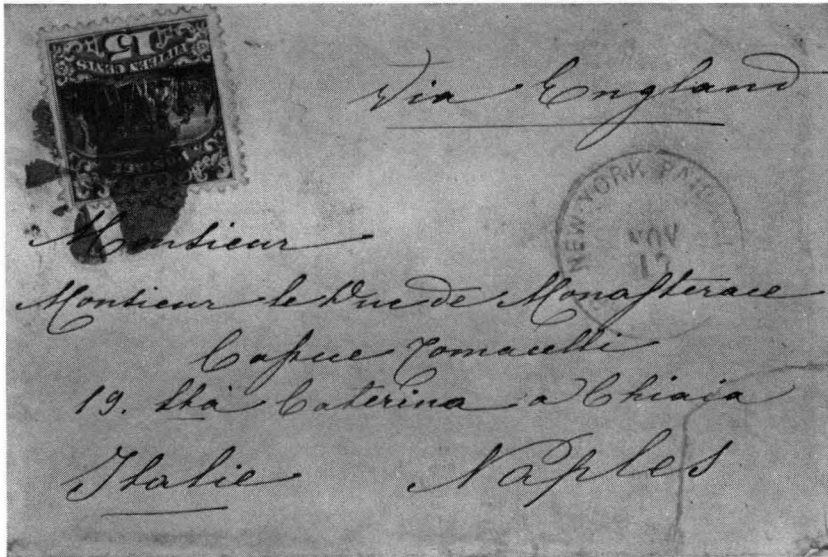
WALTER HUBBARD, Assoc. Editor

**THE EASTWARD SAILINGS OF THE CUNARD COMPANY
IN 1868 AND 1869**

WALTER HUBBARD

From 8 January 1868 until the end of 1869, the Cunard Company's packets sailed on Wednesdays from New York only, and they carried the mails to Queenstown and Liverpool under direct contract to the U.S. Postmaster General. In this period, on the eastward run, they were therefore listed as American packets.

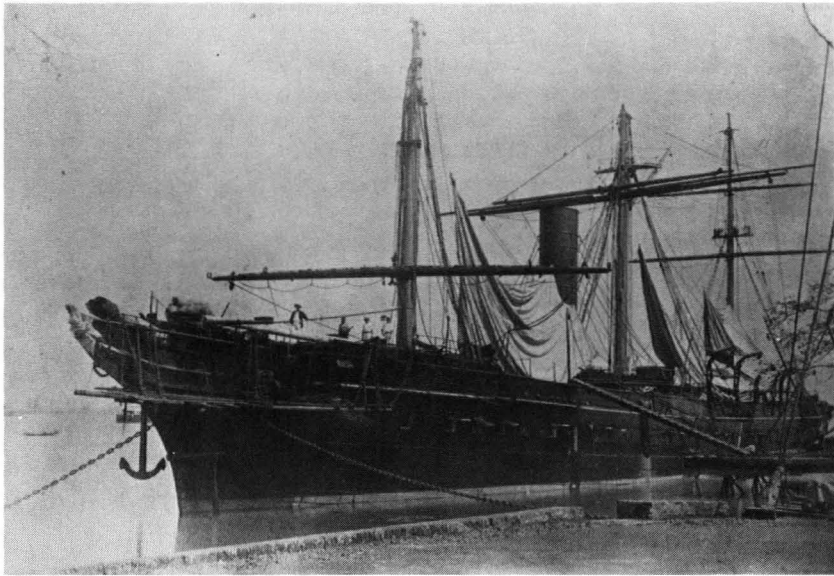
As far as the vessels themselves were concerned, in 1868 *Africa* and *Persia* made their last voyages, whilst *Siberia* and *Palmyra* carried their first mails from New York. In 1869, *Samaria* made her first voyage with the U.S. mails, *Russia* broke the eastward record in July (the first time a screw steamship had beaten the times of the fastest side-wheelers), whilst *Nemesis* made her one and only trip as a Cunard packet carrying the American mails.



Cover from New York to Naples in 1869, carried by "Nemesis" on her only mail-carrying voyage for Cunard.

Nemesis had such a varied career that one suspects that there must have been something wrong with her. Laid down as *Delhi* in 1857 by the Peninsular and Oriental Steam Navigation Company, she underwent major alternations in 1869 and was chartered to the Cunard Company, for whom she made six round voyages in 1869 and 1870. In 1871 she made three round voyages for the Inman Line and four for the North German Lloyd Line in 1872-3. By 1879 she had become *Perusia* for the Red Star Line and, in 1882, now *Nemesis* again, she was chartered by the Royal Netherlands Steamship Company. She was scrapped in 1891. During her service with the Cunard Company, five of her six trips from New York were made when the Company was refusing to carry the American mails to England, so that her one trip in 1869 became the first and last time she carried the Cunard mails from New York.

The cover illustrated, prepaid with a 15 cent stamp (Type II) of the issue of 1869, was marked by New York Exchange Office, in red, NEW YORK PAID ALL NOV 17 BR. Transit—on reverse, Italian cds MILANO STAZ 30 NOV 69 and cds NAPOLI 2 DIC 69 9M. Fifteen cents was the correct rate



"Nemesis" in P. & O. colours (Photograph: The National Maritime Museum, Greenwich).

(per $\frac{1}{2}$ oz.) for the Direct Closed Mail route *via* England from 1 April 1868 to 15 February 1870. *Nemesis* sailed from New York on Wednesday 17 November 1869 to land her mails at Queenstown on the 27th, before reaching Liverpool on the 29th. No other packet sailed from New York on that day.

The end of 1869 is something of a landmark in the story of the Cunard Company as in December, having held the eastbound record since 1856, they lost it to the Inman Line, and were not to regain it until 1884. In addition, for the next four years, they carried either none or but a small proportion of the mails from New York.

References

- George E. Hargest *Thirty-Eighth American Philatelic Congress Book*, pp. 95-98.
N.R.P. Bonsor *North Atlantic Seaway*.
U.S. Mail & Post Office Assistant.
The Times of 1868-70.

REVIEW: PMG REPORTS (REPRINT)

Reports of the Postmaster General: 1847, 1848, 1849. Reprint, complete with appendices, 180 pp. Available at \$5.00 postpaid from Theron Wierenga, 337 College Ave., Holland, Michigan 49423.

The PMG reports present a wealth of material, some of which is not found elsewhere, due to more than a century of bureaucratic housecleaning (long gone are most of the auditor's reports, and nearly all official domestic and foreign mail correspondence). In the three reports of this reprint are some especially interesting items: the troubles with England leading to the retaliatory rate period, the organization of Oregon and California mail services, and the complete text, with tables and forms, of the Articles for Carrying into Execution the 1848 U.S.-British postal treaty. The reports include recommendations (and complaints) of the Post Office Department, tabulations of mail service by coach, steam, and rail, and many other delightful tidbits.

Mr. Wierenga and his colleague Donald van Reken are to be congratulated in furnishing this prime reference source at cost. The copy is clearly reproduced on good paper stock, and makes a fine addition to the library of any classics collector. If the response to this initial offering is not too underwhelming, Wierenga and Reken intend to continue this service to philately with sequential PMG reports.

Charles J. Starnes

BREMEN MAIL TO CHINA

CHARLES J. STARNES

The moderate maelstrom of activity in U.S.-China mails, of late stirred up by Michael Laurence and the China Study Group of the Collectors Club of Chicago,¹ has brought to the surface another very unusual item.² Gene Daniels, a long-time member of the China Stamp Society, submits the cover here illustrated—an example (the only one of record) of the 55¢/½oz. rate to China via Trieste by Bremen (or Hamburg) convention mails, 1 Jul. 1857 thru Dec. 1867.



Figure 1a. Cover, from New York 19 Feb. 1859, to China at 55¢ per ½ oz. rate via Trieste by Bremen (or Hamburg) convention mails. Only example presently recorded. (Gene Daniels collection.)

The letter, addressed to a missionary in Amoy, China, at first directed to go by British mail via Southampton, was redirected "Via Trieste," and the proper postage, 55¢ (faint blue "55") was paid in cash.³ The New York exchange office applied the red handstamp NEW YORK PAID and magenta ms. "52," 3¢ only being retained as the U.S. inland portion and 52¢ credited to Bremen. Leaving 19 Feb. 1859 on the *New York* of the North German Lloyd line, the letter arrived at the Bremen office 7 Mar. (black boxed BREMEN 7 3 ° 6-7 and FRANCO). The accounting "15/52," 15¢ GAPU rate/52¢ total credit, appears on the back, and two statements of the foreign postage (the amount allotted for transit beyond the GAPU) are on the cover, a gray-blue "13¼" on front, and blue "w f 13¼" on back. Presumably one was written by the Bremen office and the other by the Prussian office, which routed the letter from Bremen by rail to Trieste, the last GAPU exchange point, arriving 11 Mar. The foreign

1. Also Henry Stollnitz of the Postal History Society has started a series of articles in the *Postal History Journal*, 40, 2-20, illustrating mail transit between Shanghai and the U.S. Further instalments have appeared in issues 41-43.

2. See *Chronicle* 86:2 and 87:170 for discussions on the 36¢ PCM rate to Hong Kong and the 34¢ Br. via Southampton rate to China.

3. Domestic mail had to be prepaid with stamps or by stamped envelopes from 1 Jan. 1856, but the first prohibition of cash payment for postage on foreign mail, so far as noted, is found in an announcement in the Dec. 1860 issue of the *U.S. Mail & P.O. Ass't.*:

"DOMESTIC POSTAGES.

The law requires postage on all letters (including those to foreign countries when prepaid), excepting those to officers of the government having the franking privilege, and on official business, to be prepaid by stamps or stamped envelopes, prepayment in money being prohibited. . . ."

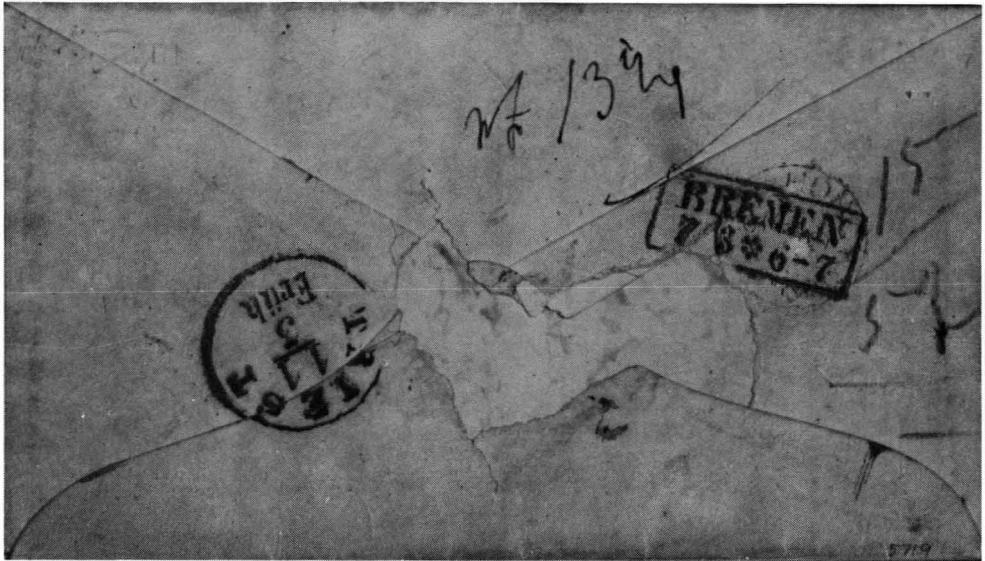


Figure 1b. Reverse of cover in Figure 1a, showing accounting figures and Bremen and Trieste transit postmarks. Also Hong Kong receiving mark, struck over Bremen postmark.

postage of 13¼ silbergroschen comprised 3½ sgr. (8¢) for Mediterranean transit to the British post office at Alexandria, and 10 sgr. (24¢, 1 sh.) credit for British transit to Hong Kong, or possibly Amoy. Further evidence that the British postage was paid is shown by the blue shilling mark over the N.Y. marking and the orange large shilling credit.

Alexandria (faint postmark on front above N.Y.) sent the letter to Cairo by rail, then by ship or barge via the Nile river and the Mahmoudieh canal to Suez (the railroad was not completed to Suez until Dec. 1859). From Suez, the British Peninsular Oriental Steam Navigation Co. steamers made the long run via Aden—(Bombay or Calcutta)—Pointe de Galle—Singapore to Hong Kong, some 500 miles south of Amoy, where it was received 27 Apr. (ms. notation).

ADDITIONS TO "U.S. TREATY EXCHANGE OFFICES"

CHARLES J. STARNES

Please make the following additions to the original listing, which appeared in *Chronicle* 88:258-9:

- to both *New York and Chicago*:
 - Danish Jan. 72 (u)
 - Swedish-Norwegian Jul. 73 (v)
- to *Philadelphia*:
 - Belgian Jul. 73 (w)
- to *San Francisco*:
 - Japanese Jan. 75 (x)
- to *References*:
 - u) By convention effective 1 Jan. 72.
 - v) By convention effective 1 Jul. 73.
 - w) By Additional Articles effective 1 Jul. 73.
 - x) By convention effective 1 Jan. 75.

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AN AMERICAN ENTERPRISE

WILLIAM H. RIDEING

(Reprinted from *Harper's Magazine* for August, 1875, Vol. 51, pp. 314-26.)

(Continued from *Chronicle* 90:165;

discussion of William Harnden's express)

It was the opening of the Cunard service between Liverpool and Boston that did most for his express, by which all valuable parcels from Europe for New York were forwarded; and it was the Cunard steamers that aroused the greatest aspirations in his breast. His acquaintances constantly urged him to extend his business westward, and he so far followed their advice as to establish the route between Boston and Albany. He would not go farther in that direction, however, as he thought it was a waste of time to court the patronage of the unpopulated prairies. "Put a people there," he said to Henry Wells, who afterward became a principal in the celebrated house of Wells, Fargo, and Co., "and my express shall soon follow." The idea presented to him was retained in his memory, nevertheless, and before long it resolved itself into an extraordinary colonization project. In brief, Harnden decided to make an opening for a lucrative express business in the West by filling it himself with a thrifty people. He was fairly infatuated with the scheme, into which he entered with greater zeal than ever. Night and day it occupied his thoughts. His pale face became a shade paler, and his fragile body a degree thinner under the intense excitement wrought. It seemed to offer princely wealth, unexampled honor and power. All his resources were expended upon it, and in 1841 the "English and Continental Express" was established, with offices in Liverpool, London, and Paris.

Hitherto there had been no organized system of emigration. The emigrants already settled here had no safe and economical means of remitting money to or prepaying the passage of their relations across the water. Harnden began by supplying the want. Branch offices were opened in nearly all the large towns of Germany, France, and Great Britain for the payment of bills of exchange purchased by persons in the United States in favor of those left behind in the older countries. The arrangement was widely advertised, and Irish and German residents in America availed themselves of it to such an extent that the increased emigration was very noticeable. But it was only a small part of the complete scheme. Harnden next contracted with the owners of a line of sailing vessels for the cheap conveyance of emigrants from Liverpool, and chartered a considerable fleet of Erie Canal passenger boats. It was his design to have every emigrant arriving in Boston or New York ticketed to the firm of Harnden and Co. In a very short time he had almost succeeded in controlling the traffic, and it is to his credit that he never took any unfair advantage the monopoly offered. Those laborers whom he brought here were protected from swindlers in the sea-board cities, and forwarded with as much speed and comfort as possible to the agricultural districts of the West. "Within three years of the inception of the enterprise," writes A. L. Stimpson, to whom we allude for the last time, with thanks for the service he has been to us, "that small-sized, fragile man, whose constitution was now broken down by the consumption which was rapidly measuring the little remnant of life yet left to him, had the satisfaction of knowing that he had been the direct means of bringing from the Old World more than one hundred thousand hard-handed laborers, and depositing them in that now magnificent portion of our country where their work was most wanted for the cultivation of the soil and the construction of railways and canals."

Vast as it was in its operations, the colonization venture did not pay. Harnden was too lavish and magnificent in all his dealings. He paid his

employés large salaries, and advertised with the greatest liberality. He understood the value of publicity, and in the earliest days of his career he exerted himself to serve the newspapers. Thanks to Harnden for the prompt delivery of packages were often found in the Boston *Transcript*, with many a kindly word of commendation added. A clerk of his was once told to order some advertising cards. Harnden afterward inquired from the printer what kind of cards had been chosen, and was informed that the order given by the clerk was for a thousand, white in color, and about the size of his hand.

"His hand!" Harnden exclaimed. "Have them a foot square, five thousand of them, and the color red. If a thing's worth doing at all, it's worth doing thoroughly."

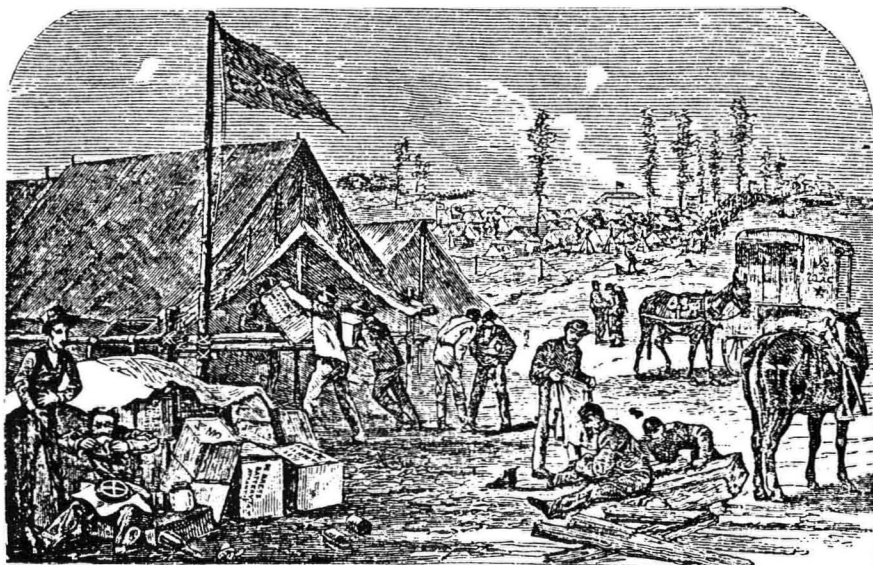
During the winter of 1844 his health failed him completely, and he sought relief in the South. The skill of the best physicians could not save him, and he died on January 14, 1845, a poor man.



ALVIN ADAMS.

The Harnden Express was in its earliest stage when a young Vermonter, Alvin Adams by name, engaged in the produce business at Boston, became much impressed with its utility and prospects. He had little capital and no influential supporters. Health, energy, and industry were his principal possessions. While he was thinking of Harnden's future and wishing that his own were as bright, the little money he had was lost by a sudden fluctuation in the produce market, and he had to begin again at the lowest round of the ladder. He had no taste for his old trade, and he resolved to start an opposition express. It was a difficult task that he had chosen, and for several months there seemed to be no prospect that he would ever make any progress. He was considered an interloper on Harnden's ground, and many persons openly refused to patronize him. Even his own friends "damned him with faint praise," and the partner who joined him at the outset soon retired in despair. He was his own messenger, cashier, clerk, label boy, and porter. All the parcels intrusted to him might have been carried in his hat. A wagon or a horse was not to be thought of, and the entire "establishment" consisted of Adams, a valise, and desk room in an office. The year, too, was a most unfavorable one for all new enterprises, as the mercantile interests of the community were in an inactive and ominous condition. Adams had to encounter, therefore, not only the disadvantages of a poor beginner, but also the antagonism of those with whom he had to deal and the trade depression of an inauspicious time. For three

long years he toiled with little or no encouragement. It is unfair to contrast the two men, perhaps, but we can not help thinking Adams the superior of Harnden in courage and steadfast faith. Several times the latter was disheartened and nearly succumbing, but his rival, whose circumstances were much poorer, never for a moment thought of surrender, and worked with heroic perseverance through thirty-six months of the bitterest experiences. We can think of few other such examples for struggling young men. No doubt he was sustained by his confidence in the worth of his object in life, but that fact rebounds still more to his credit.



AN ARMY EXPRESS OFFICE.

We have mentioned that Harnden and Co. became so engrossed with the extension of the emigration venture that the home express was neglected, and Adams thus got a chance that otherwise he might never have had. Parcels were often delayed by the Harnden Express, and after a while some of its best customers began to transfer considerable patronage to Adams. In the meantime the latter had entered into a partnership with Ephraim Farnsworth, who subsequently retired, and was succeeded by William B. Dinsmore, who worked for scarcely enough to pay his board bill, sharing his superior's confidence in the ultimate success of the concern. Adams and Co. then employed two men and a boy, and it was a difficult matter to make both ends meet. The driver of their delivery and collecting wagon was "Old Sam Woodward," formerly a stage-coach driver, who possessed in no ordinary measure that humorous loquacity for which his tribe were famed. In soliciting freight from the merchants he brought all his eloquence to bear, with the greatest success. Seeing a box or parcel at the door of some store waiting for Harnden's Express, he would dismount from his wagon and expatiate on the inestimable benefits of forwarding the goods by the Adams line. "Harnden's got too much to do," was his favorite argument, "and you'd just better give your parcels to us. Just try Adams for once. Adams is a little the nicest man you ever did see, and we have all the facilities for doing your business right up to the handle. Come, let me set these bundles into my wagon, and I'll put'em through by daylight. Mr. Dinsmore, the partner in New York, is a Boston man (he was made for an expressman), and will see to the delivery of these things himself."

With Sam as a canvasser, and Harnden's business declining, the Adams establishment made extraordinary progress. Instead of desk room, the exclusive use of large and handsome stores was procured. Prodigal displays

were made in the way of gas fixtures, horses, wagons, and office boys. A net-work of minor express routes was absorbed, and all new ones were bought out as soon as they had demonstrated their practicability. First the service was extended to Washington, then between Hartford and Springfield, and afterwards throughout the State of Connecticut. Agencies were established at all large stations in South Carolina, Georgia, Alabama, Tennessee, and Louisiana. West, Southwest, and the North were included in the system by giant strides, and in 1850 the business had actually become so important that Adams and Co. arranged to send their money and small packages over the New York and New Haven Railway, paying the sum of seventeen hundred dollars a month for a small space occupied in the car of a fast train. Soon afterward the style of the firm was changed to the "Adams Express Company," and much additional capital was invested, which materially assisted the development of the system.

The California express opened a vein of new wealth, and added greatly to the company's reputation. But the source of its present vast wealth was the immense business during the war of the rebellion. It has been truthfully said that no person unconnected with the company could imagine the magnitude of its transactions while the States were in conflict. On the nearest and most remote fields the agents of the express were always found, venturing often where a picket-guard would hardly venture, collecting money, letters, and trophies from the soldiers for transmission to "the loved ones at home." Many a thrilling episode might be related of the vicissitudes and perils endured by the expressmen in conveying these articles from the Southern frontier to their destination in the North. Where the armies went they followed with the zeal and pertinacity of newspaper correspondents. No quarters were too hot for them, and neither the shots of the enemy nor the rebuffs of the commanders drove them away. Around bivouac fires in the stillness of Southern forests they were found waiting for the home-ward-bound messages that were hastily scribbled on the torn fly-leaves of prayerbooks, or even on scraps of newspapers. Many a time in the thick of a battle a faint voice called them to the side of a fallen soldier, with the blood oozing from a death-wound in his breast, and entreated them to remain a moment while he transferred to their care a letter or a locket addressed to a girl in the North. Many a time, too, they saw a noble fellow fall into an eternal sleep before he could finish his message. A romanticist might gather suggestions for countless pathetic incidents from the experience of the expressmen who followed the armies during the rebellion. One of the most melancholy duties these brave fellows had to execute was the transmission of the bodies of the slaughtered to their relatives and friends. The delivery at the home office often occasioned heart-breaking scenes, as "somebody's darling," wrapped in a coarse shroud, was presented to the woman who had kissed his handsome face good-by scarcely six months before.

(To be continued)

WANTED

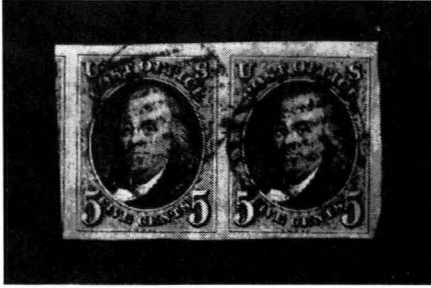
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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 91

Figures 1 and 2 show the front and back of the problem cover from the previous issue. Charles Starnes, Clifford Friend, Michael Laurence and others have helped with explanations. The cover was submitted by J. V. Woollam, a member who resides in Wales.

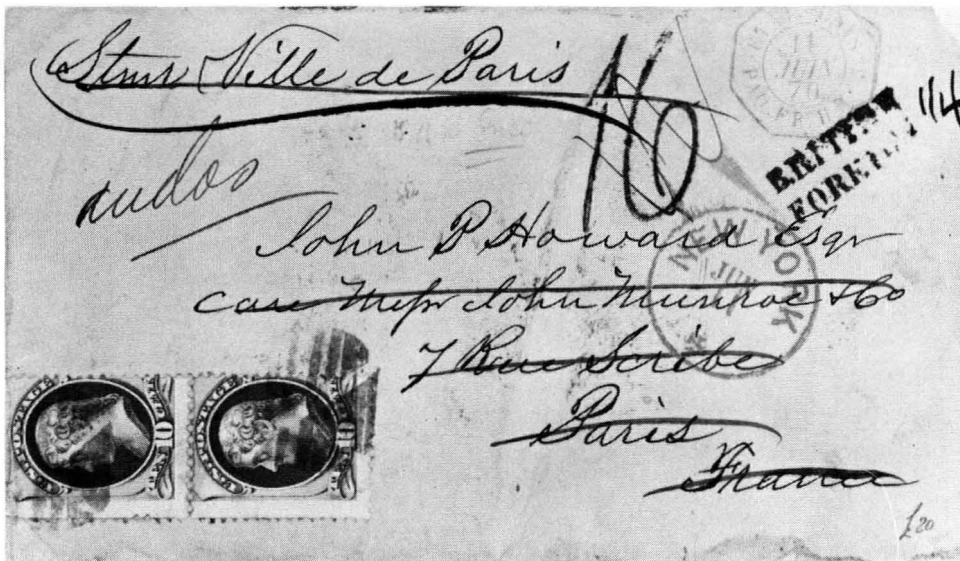


Figure 1. Cover to France in 1870.

The cover left New York 11 June, 1870, on the steamer *Ville de Paris*, French Ligne "H" as show on the upper part of the cover front. The two ten cent stamps paid double the direct rate to the French border, there being no treaty between the U. S. and France. The "16" rate on the front was sixteen decimes due, double rate for 10 to 20 gr. weight; and was apparently paid by John Munroe & Co., a firm that acted as forwarders for American travellers in Europe during this period.

At Munroe & Co. the letter may have been opened—note the gap in the Paris receiving mark dated 22 June, 1870. If so, the flap was reglued, and the new address of Mr. Howard, or possibly the address of the sender, Hoffman House, New York, written on the back. The "au dos" on the front directed attention of the French post office to the new address on the back.

So far, no great problem, and the experts are in general agreement. But who marked the cover "SHORT PAID", and where? An unusual, and very interesting, opinion is that the "SHORT PAID" was applied by Munroe & Co. in Paris. A cover is known, to an American touring in Europe, and forwarded by Munroe & Co. to him in Switzerland with this same marking. Some writers have thought that this marking was applied in New York, or Boston, based on covers handled by Munroe & Co. that originated in or were returned to those cities. One hypothesis is that the marking was applied by Munroe & Co. at Paris since all known covers with this same "SHORT PAID" all were in Paris, but not all were in the other cities mentioned. The similar "SHORT PAID" markings known, one shown in Ashbrook's *Special Service*, are slightly different. Charles Starnes, however, is firmly convinced that the "SHORT PAID" was applied at New York on return.

The cover left Paris and arrived in London 25 June, 1870, where it was struck "BRITISH/FOREIGN" and rated "1/4". France and Great Britain had a postal agreement and one pence was considered equal to one decime. Thus one shilling, four pence was sixteen decimes, with four decimes due to France, three to Great Britain for territorial handling, and nine pence for the sea trip. This totals 32¢, or over 36¢ equivalent in U. S. notes. To this was added 6¢ fine on unpaid letters, per U.S.-G. B. treaty then extant. This gives the 42¢ due shown on back of cover, to be collected by the recipient at the Hoffman House.

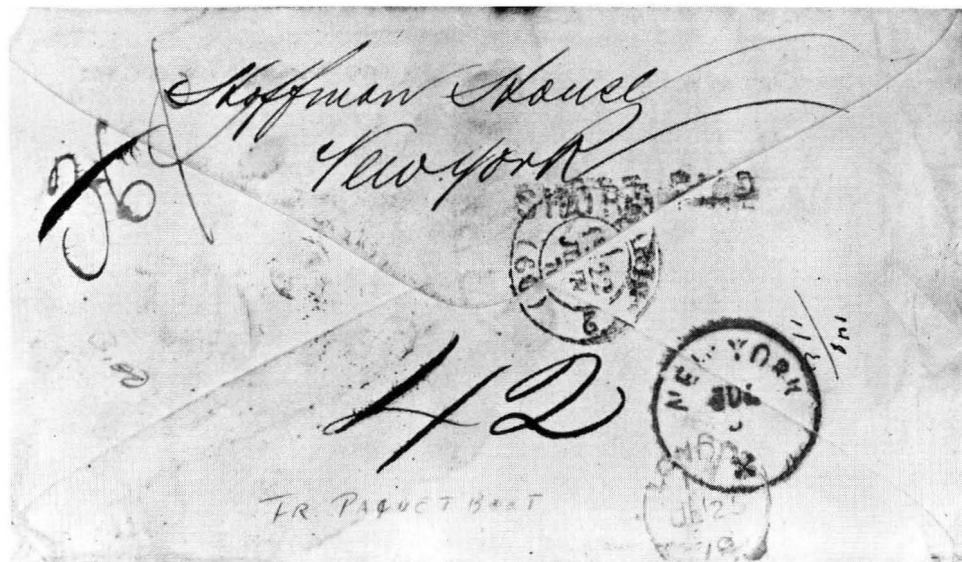


Figure 2. Reverse of cover in Figure 1.

Susan McDonald has made the suggestion that the 16 decimes may not have been paid by Munroe & Co.; in which case the "1/4" represents only the 16 decimes due. The difficulty with this theory is that it does not provide for any return transatlantic postage.

The letter went from England to the U. S. on the Cunard ship *China* which arrived in New York 5 July, 1870. The U. S. kept only the 6¢ fine, and G. B. settled with France.

It was expensive to send this letter by French packet boat by the direct service to a country with whom the U. S. did not have a treaty; and the return via Great Britain occurred at a time when a new and questioned treaty had just been arranged between G. B. and France. Some questions about this cover remain unsolved. Those interested in further information may glean it from the books of Salles or Hargest.

A deailed response, covering many of the points mentioned above, was received from Calvet M. Hahn after going to press—too late to be incorporated in the preceding discussion.

PROBLEM COVER FOR THIS ISSUE

The new problem cover is shown in Figure 3, and was purchased by an alert USPCS member in a recent auction. The two Washington cds and killer markings are in black; and the New York and London "Paid" markings are in red. The two rate markings, one crayon and the other stamped, are in red. The cover is franked by Wm. Faxon, Chief Clerk of the Navy Department. It is



Figure 3. Cover from Washington, D.C., to China in 1866.

backstamped "Hong-Kong Ap 10, 66" in black. Will readers please send in explanations soon of the rates and routing of this cover?

We are really glad to hear from readers, with both comments on problem covers and new candidates. Recognizing that most of our members are busy, and that some do not write many letters (future valuable autographs?), we will be glad to receive telephoned comments on problem covers. Just call (513) 891-4242 in Cincinnati during the day and ask for the Editor or Shirley Hassman.

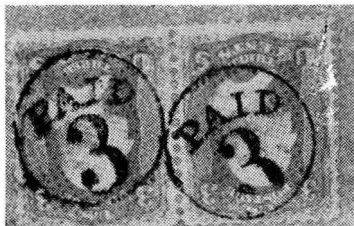


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