

February 1977 (No. 93)

THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

February 1977

Volume 29, No. 1

Whole No. 93

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THE EDITOR'S PAGE

The main emphasis of this issue is on postal markings and postal history but I trust all our members will find something of interest and value here.

Wylie H. Flack presents another installment of the Philadelphia story, concerning Philadelphia County post offices and their markings. Richard Searing has contributed a very useful and thorough study of on-cover use of the 24¢ 1869. The absorbing narrative of the development of Missouri post offices on the way West is continued by Thomas J. Alexander and David T. Beals III. Two interesting covers sent to the Dead Letter Office are discussed by John D. Kohlhepp. William K. Herzog furnishes important new information on certain transatlantic sailings, while Charles J. Starnes describes an unusual cover from Hawaii.

For stamp buffs, Michael O'Reilly makes some observations on plating the 5¢ 1847, and Morrison Waud offers some comments on secret marks and double pages. You'll also find fine contributions from the other section editors.

I hope you'll be as pleased to learn as I am to tell you that Creighton C. Hart will resume his editorship of the 1847-51 section with the May issue. He has some excellent articles already in preparation. I know—I've seen the rough drafts.

NOTICE TO USPCS MEMBERS

I am restarting a sales department for uspcs members only although not an official function of the USPCS as I managed before. Contact me if any of the following is of interest:

1. Buying or selling plated 1851-57 3¢ stamps by sales circuits. One circuit is now ready.
2. Buying or selling stamps of the Classic period by sales circuits and special listings.
3. If you have a V.F. stamp or cover or collection you would like to exchange for better grade material I will have listings of better grade material for exchange only. A list with photos is now available.
4. Can you help by sending material or filling a sales book available for 15¢ each? SHARE YOUR DUPLICATES!

DR. W. F. "BILL" AMONETTE

Box 3746, Radford, Va. 24141

GUEST PRIVILEGE

**THE PHILADELPHIA POST OFFICE TO 1900
A PHILATELIC REVIEW
PART II: PHILADELPHIA COUNTY POSTAL MARKINGS**

WYLIE H. FLACK

(Richard Quindry, Photography, Phila.)
(Alpheus P. McCloskey, Draftsman, Phila.)
(Continued from *Chronicle* 90:83)

The subject of Philadelphia County postal markings is a most colorful and interesting one. A brief introduction to this topic appeared on p. 78 of the May 1976 *Chronicle*, in the previous installment. As noted in the above reference, March 12, 1800, saw the establishment of the first of these post offices at Frankford, Pa. Research by John L. Kay in preparation of the *Pennsylvania Postal History*, published in 1975, disclosed that the March 12, 1800, reference came from the following correspondence record of the Postmaster General:

March 12, 1800

Doctor Edwards

Sir

I have just received your note of yesterday conveying the recommendation of several gentlemen of Mr. John McClennan for their Postmaster to whom I send an appointment and the necessary papers for establishing a Post Office at Frankford by this conveyance.

Though the duties required of a Postmaster are very clearly pointed out in my instructions which Mr. McClennan will receive with other papers he would derive some advantage from seeing the business done in the Post Office of this City. I should therefore recommend his calling at W. Patton's if it is only for a few hours previous to his entering on the duties of the Office.

I am, Sir

J. H.

[Joseph Habersham, PMG]

March 12, 1800—Established an Office at Frankford, Pa. and appointed John McClennan Deputy Postmaster.

The present listing herewith of Philadelphia County post offices has been compiled from a number of sources, basically: the *Pennsylvania Postal History* (John L. Kay and Chester M. Smith, Jr.), the *American Stampless Cover Catalog* (E. N. Sampson), various notes of Edward T. Harvey (*Strictly US*, Bicentennial Issue), and miscellaneous historical data with supplementary notes by John Kay. The illustrations are of covers in the author's collection.

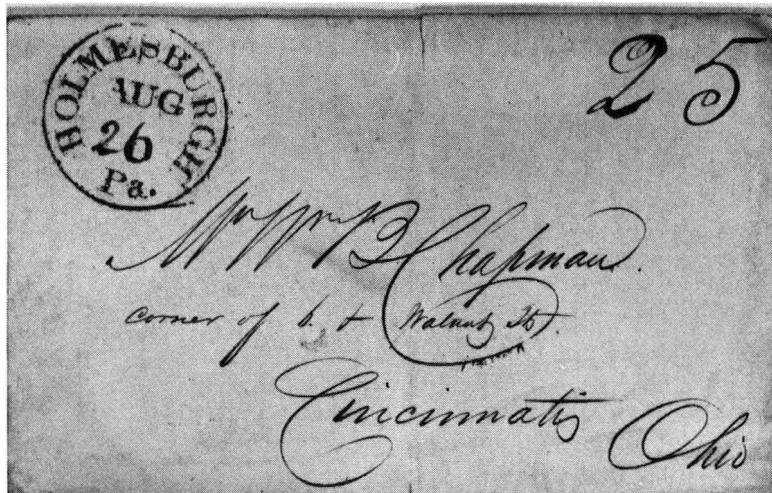


Figure 1. HOLMESBURGH Pa. postmark on unpaid folded letter to Cincinnati. Early 1840s.

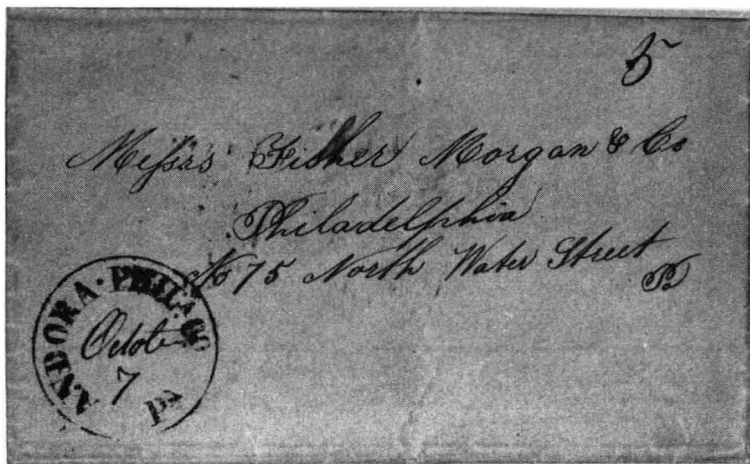


Figure 2. ANDORA-PHILA. Co. PA. handstamp on cover to Philadelphia. Approximately 1850.

The purpose of the list is to develop a complete one and any additions or corrections will be gladly received and acknowledged. Post office name changes should be noted. Most of the earlier established post offices used manuscript postmarks for a number of years as volume of business was not heavy. Colors generally used with the handstamp instruments were mostly black, red, blue, and occasionally green. Kensington and Manayunk postmarks are red only. With the exception of a half dozen of the county post offices the communities were mostly rural and suburban with mail volume being small. Manuscript postmarks were in general use.

The period of 1863 through 1867 saw the redesignation of most of the county post offices and their inclusion in the Philadelphia Post Office. The entire alphabet was eventually assigned to the various county post offices: Frankford, Station F; Germantown, Station G; Kensington, Station K, etc. Many of the station letter designations were later reassigned to stations other than those to which originally assigned. When the alphabet was exhausted numbers were assigned and they were switched around from time to time.

Request for documentation reports of late dated use of any of the county postmarks is urgently made. There is also need for documentation on those post offices which apparently had a very short life. It's hoped that this plea will generate responses to the editor. (Please send information to the editor-in-chief for transmission to Mr. Flack.)

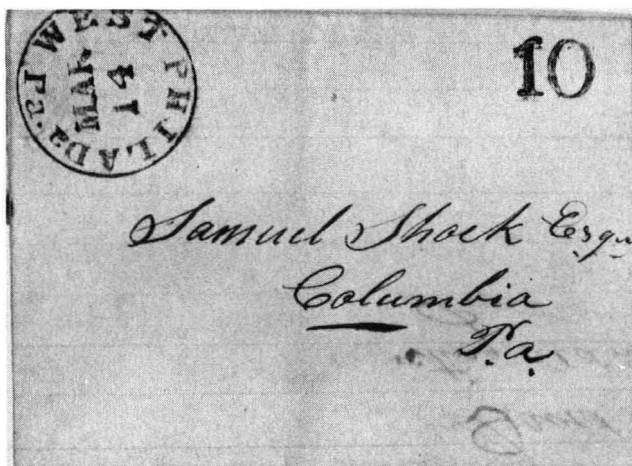
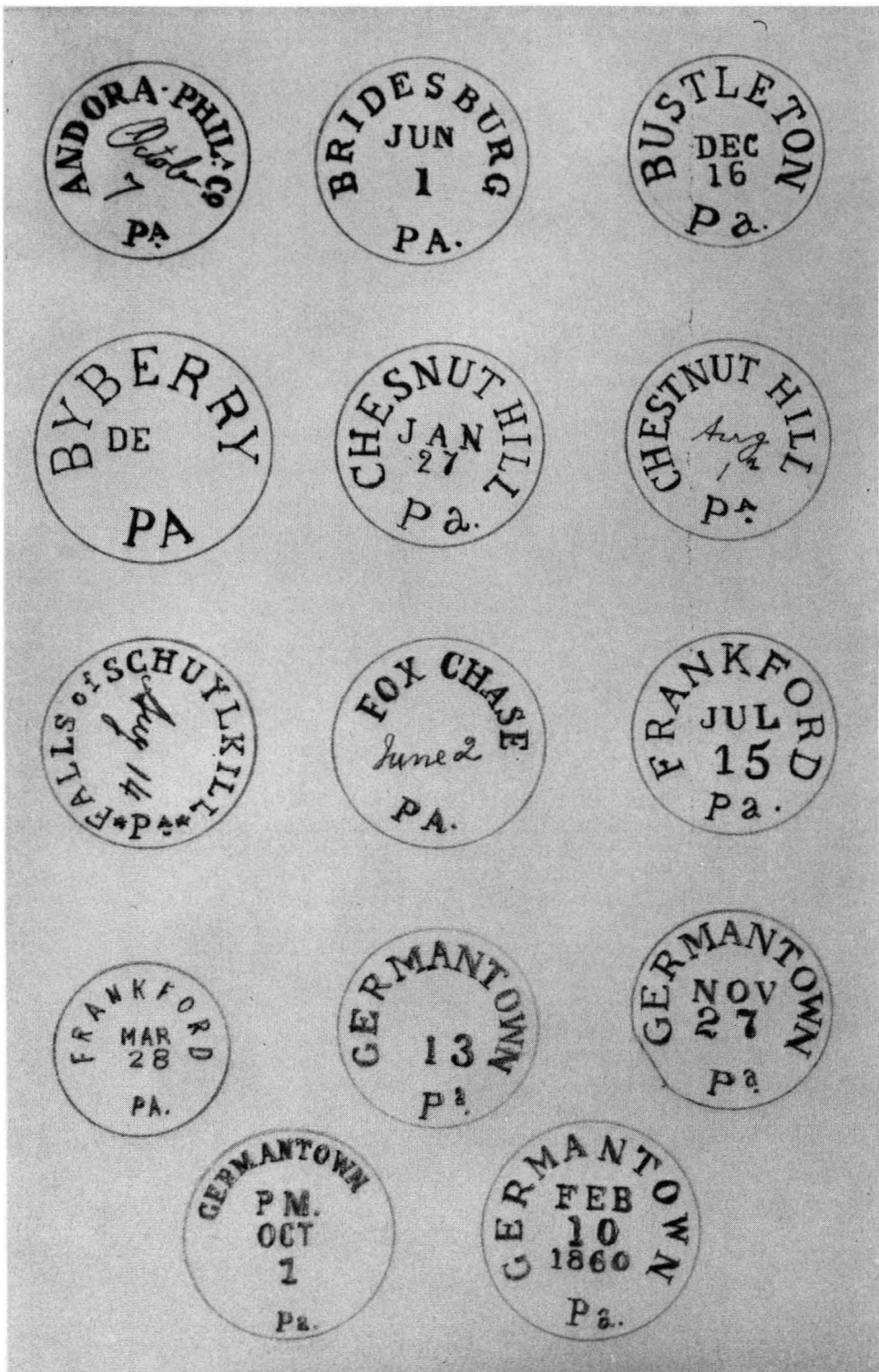
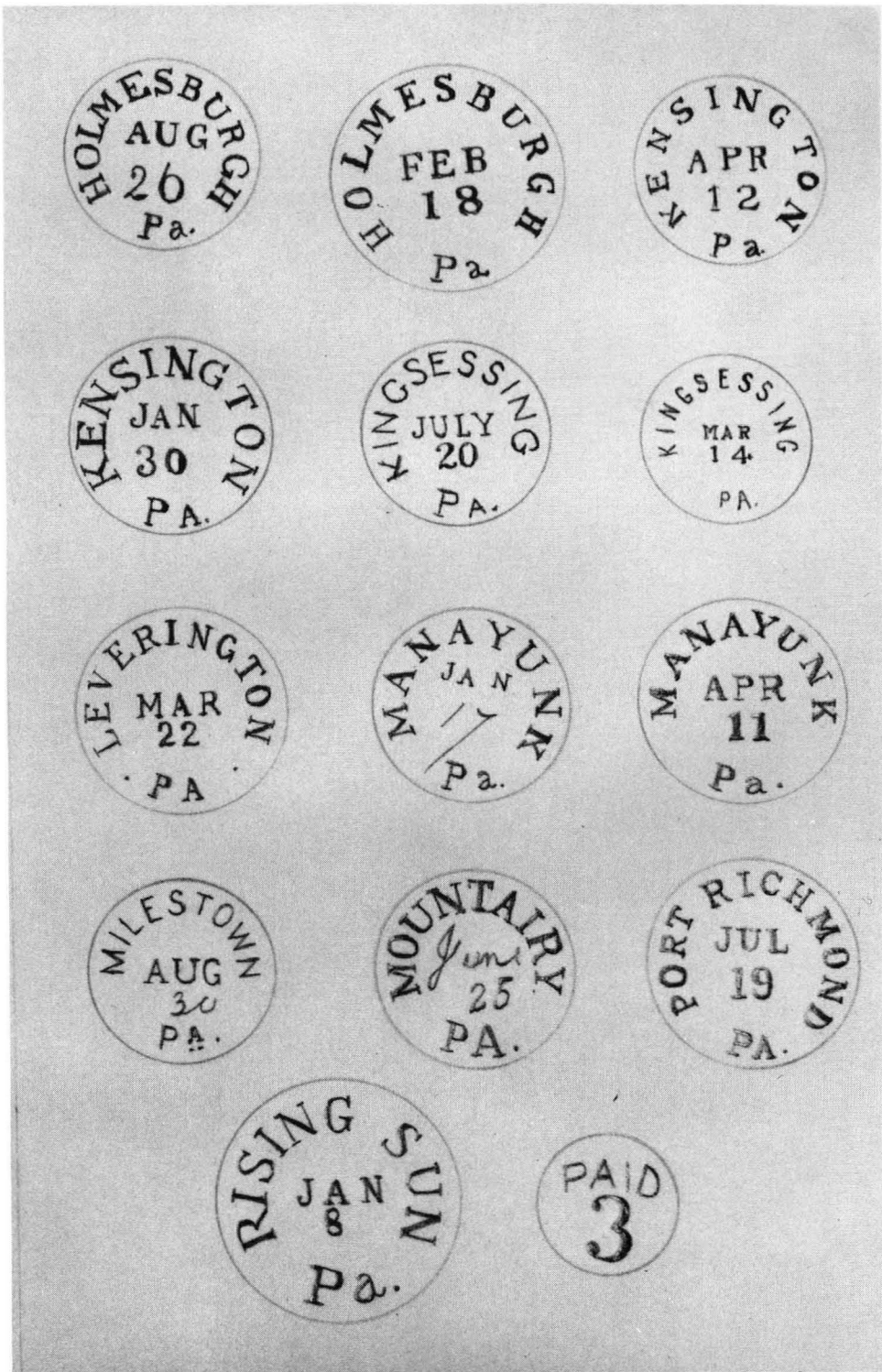


Figure 3. WEST PHILADELPHIA Pa. postmark on cover to Columbia, Pa. Early 1840s.



Postmarks of Philadelphia County Post Offices (a)

The Rising Sun, Pa. Post Office (Figure 8) illustrates a unique postmark. Manuscript markings were first used by this post office followed by a 36½mm circular black handstamp with month and day in the center, through 1863,



Postmarks of Philadelphia County Post Offices (b)

which was applied to some very beautiful colored Civil War patriotics. However, during the last week of October 1860, a very different town marking was applied to a mailing. Dr. Carroll Chase mentions the 31st date cover in his book (p. 243)



Figure 4. CHESTNUT HILL PA. on folded letter of 1845-51 period to Huntingdon, Pa. Note difference in spelling from postmark in Figure 5.

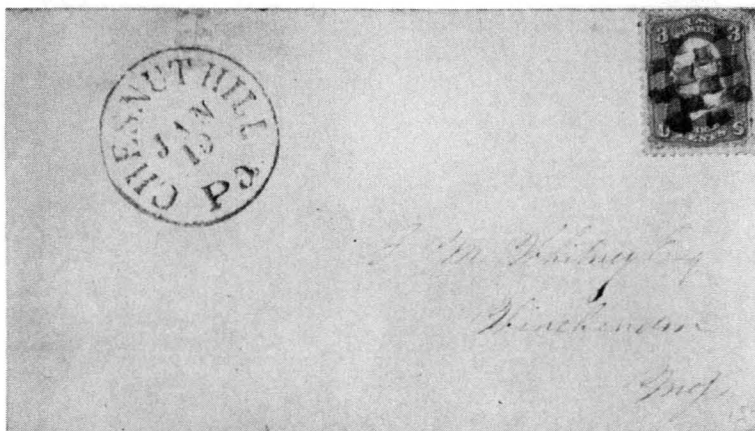


Figure 5. CHESNUT HILL Pa. (only one "T" in "CHESNUT") on envelope to Winchendon, Mass. with 3¢ 1861.

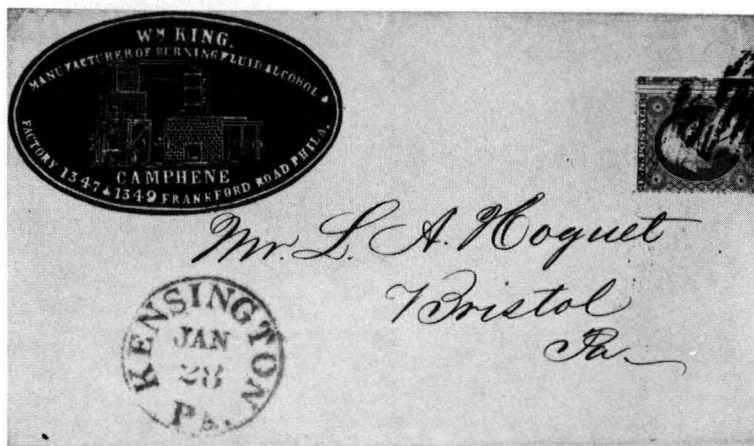


Figure 6. KENSINGTON PA. on advertising envelope addressed to Bristol, Pa. with 3¢ 1857.

as follows: "[A] very odd circular town cancellation [has] been seen which looks as though [it] had been printed on the envelope rather than handstamped. [It is] from RISING SUN, PA., dated Oct. 31st. 1860. . . . The cover on which it was seen was mailed by a News and Periodical Agency and quite possibly the

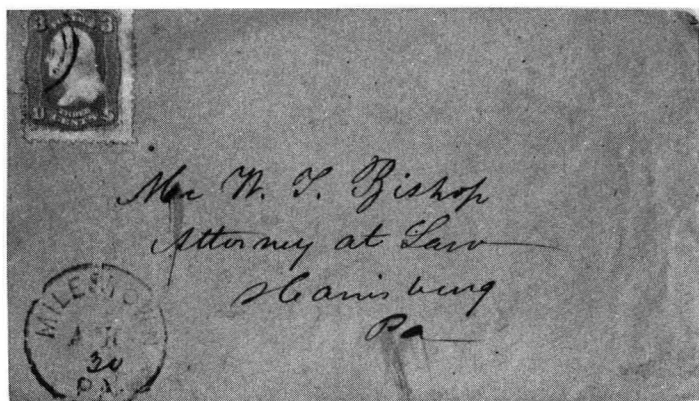


Figure 7. MILESTOWN PA. postmark on cover to Harrisburg with 3¢ 1861.

cancellation was printed by them to save the postmaster the trouble of post-marking. The cancellation on the stamp is a large gridiron including many fine lines, which may or may not have been printed at the same time as the town postmark."



Figure 8. RISING SUN. Two examples of the "printed" postmark used in October 1860. See text for comments. Below is shown the usual handstamp of this office, on a cover docketed Jan. 8, 1863. At this date prepayment by stamp should have been required.

PHILADELPHIA COUNTY POST OFFICES
DATES ESTABLISHED — DATES OFFICIALLY DISCONTINUED

<i>Post Office</i>	<i>Established</i>	<i>Discontinued</i>
ANDORA	Jan. 14, 1850	Aug. 28, 1863
ARIEL	Aug. 15, 1832	Aug. 16, 1833
BLOCKLEY	Mar. 19, 1825	Sep. 15, 1863
BRANCH TOWN	Mar. 8, 1825	Feb. 22, 1831
BRIDESBURGH	Feb. 12, 1841	Aug. 15, 1863 (1)
BUSTLETON	Mar. 3, 1823	Aug. 19, 1867
BUSTLETOWN	Nov. 7, 1803	Jan. 1, 1808 (2)
BYBERRY	Aug. 2, 1826	Aug. 19, 1867
CEDAR GROVE	Dec. 6, 1832	Aug. 8, 1833
CHESTNUT HILL	PO Guide 1825	
	Feb. 6, 1828	Aug. 28, 1863
CHESTNUT HILL		
FALLS OF SCHUYLKILL	Dec. 20, 1830	Aug. 28, 1863
FELTON'S VILLA	Apr. 12, 1847	Jun. 15, 1849
FELTONVILLE	Apr. 22, 1853	May 31, 1861
FOX CHASE	Jul. 30, 1839	Aug. 19, 1867
FRANCISVILLE	Jan. 30, 1836	Mar. 5, 1842
FRANKFORD	Mar. 12, 1800	Aug. 15, 1863
GERMANTOWN	Apr. 1805	Aug. 28, 1863
HADDINGTON	May 4, 1836	Jul. 1, 1841
HOLMESBURG	Apr. 1, 1803	1827
HOLMESBURGH	1827	Aug. 19, 1867 (1)
KENSINGTON	Apr. 20, 1826	Mar. 13, 1862
KINGSESSING	Apr. 21, 1828	Sep. 15, 1863
LEVERINGS	Nov. 6, 1812	Jun. 23, 1823
LEVERINGTON	Nov. 23, 1831	Aug. 28, 1863
MANAYUNK	Nov. 13, 1826	Aug. 28, 1863
MILESTOWN	Feb. 22, 1831	Aug. 19, 1867
MOUNT AIRY	Nov. 20, 1855	Aug. 28, 1863
NICETOWN	Dec. 1, 1843	Aug. 23, 1844
OLNEY	Jun. 15, 1849	Aug. 19, 1867
ORLANDO	Oct. 22, 1853	Mar. 23, 1855
OVERBROOK	Jul. 25, 1867	Mar. 18, 1881 (3)
OXFORD CHURCH	Jun. 26, 1857	Aug. 19, 1867
PENN TOWNSHIP	Apr. 14, 1828	May 19, 1837
PORT RICHMOND	Aug. 22, 1842	Jun. 27, 1863
RISING SUN	Jul. 26, 1825	Aug. 28, 1863
ROBIN HOOD/	Mar. 20, 1826	1827
ROBIN HOOD TAVERN		
ROXBOROUGH	Jun. 23, 1823	Nov. 23, 1831
SOMERTON	Mar. 17, 1830	Aug. 19, 1867
SPRING GARDEN	Dec. 14, 1831	Nov. 28, 1857
TACONY	Aug. 27, 1855	Aug. 19, 1867
TORRISDALE/	Aug. 28, 1862	Aug. 19, 1867 (4)
TORRESDALE		
WEST PHILADELPHIA	Feb. 19, 1829	Jun. 19, 1855

1. Letter "H" added by P. O. D. to all post office names ending in "G."

2. Listed in 1803, 1805, and 1806 published *List of Post Offices in the United States*, but no postmaster appointed until March 1823 under name of Bustleton. "Bustletown" probably a mail route stop.

3. Formerly considered in Montgomery County; Inspector Ryan, after investigation, stated Overbrook Post Office had always been in Philadelphia County.

4. "Torrisdale" original spelling in community use.

The March 1973 issue of *The American Philatelist*, p. 246, comments on the Oct. 26th cover: "In a very few cases, the local postmaster appears also to have been the local printer, who did not use a handstamp at all, but printed the townmark on each cover in a press." The writer owns the Oct. 31st cover and comparison with the Oct. 26th cover introduces further considerations: different center positioning with respect to the stamp and the corner card would suggest individual hand application; both covers are addressed, one to Massachusetts, the other to Vermont, probably soliciting business, this date stamp being an eye-catcher applied by the mailer. Each stamp cancellation is different, suggesting post office cancelling. Perhaps some of the readers will suggest different answers or have seen other similar covers.



Postmarks of Philadelphia County Post Offices (c)

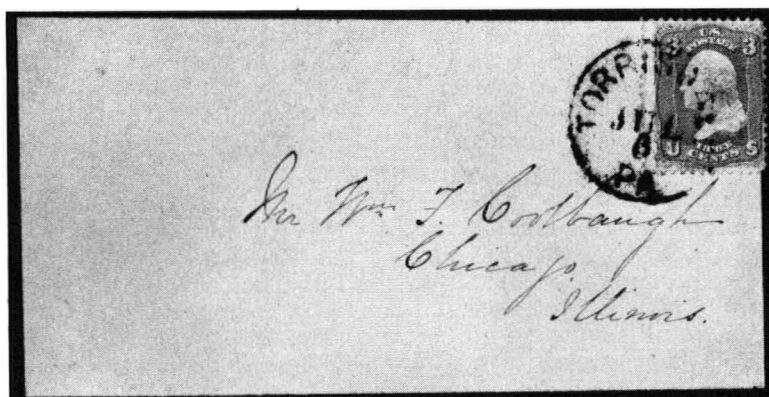


Figure 9. TORRISDALE PA. postmark tying 3¢ 1861 to mourning cover addressed to Chicago.

Review: Pennsylvania Postal History. By John L. Kay and Chester M. Smith, Jr. Published 1976 by Quarterman Publications, Inc. ix + 564 pages. \$25.00 from publisher, 5 South Union St., Lawrence, Mass. 01874.

This is an original publication made possible by computer technology. It lists approximately 10,000 post offices that have existed in Pennsylvania in the two hundred years since July 26, 1775. These are arranged alphabetically by counties with opening and closing dates, first postmaster, and notes, such as transfer or consolidation, where necessary; this is the main listing. There is also an alphabetical list of first postmasters referenced to post office and county and a similar list of post offices with year dates and counties. Information on number of post offices by year, offices existing 1775-99, county development, and sub-offices is presented schematically in the introduction, and there is an extensive bibliography.

The title is deceiving (one hopes not deliberately) because the book is not postal history as it is usually understood—there are no postal markings or accounts of post office operations—but a part of the raw material on which postal history is based. It is really a list of all Pennsylvania post offices, excepting colonial (why not go that extra mile?), and the myriad facts it contains, within the limits noted, constitute a valuable reference to the collector or researcher of Pennsylvania material.

Susan M. McDonald

THE 1847-51 PERIOD
SUSAN M. McDONALD, Editor

5¢ 1847 PLATING DATA — A POSTSCRIPT

MICHAEL C. O'REILLY

In *Chronicle* 89, I wrote of a large amount of unpublished 5¢ 1847 plating data sold in 1957 by H. R. Harmer, Inc. This material was a part of the reference material assembled by the late Stanley B. Ashbrook.

Letters were received from several collectors, some of which added to my knowledge and some of which sought the results of my printed inquiry.

The most informative letter came from Ezra D. Cole, who wrote to say lot 782 did indeed contain all of Ashbrook's material on plating the 5¢ 1847. Mr. Cole states that Ashbrook had succeeded in placing approximately 25 percent of the 200 positions, but the rest of them were hopeless, as not enough varieties existed to differentiate the plate positions. Lots 783, 784 and 785 were of inconsequential value compared to lot 782.

Mr. Malcolm Brown furnished me with an excellent article by Karl Burroughs published in the April 1947 issue of *The Essay-Proof Journal*. The article was titled, "Five Cents, 1847, Plate Proofs," and illustrated twelve blocks of plate proofs of the 5¢ 1847. These twelve blocks represented over 110 positions of which Mr. Burroughs had assigned about fifty to definite plate positions. This article is highly recommended.

In writing the short article published in *Chronicle* 89, my purpose was not to rekindle the great debate as to whether or not the 5¢ 1847 can ever be successfully plated. Various opinions can be traced through the literature to support both sides of the controversy. My own opinion is that the stamp could be plated, but this is based not so much on a personal study of the stamp, but on a general optimism common to youth and a dislike of the word, "can't." That this is a problem of the highest order of difficulty is without question. Two obstacles have to be overcome to begin to solve this problem. The first is that the potential plater must have or develop an extraordinary ability at the fine art of plating. This narrows down potential students to a handful for "it would be a task far beyond most students, including of course myself."¹ Such a statement by no less than such as the late Lester G. Brookman tends to state the case very well, as well as express my own feelings on the matter. The second obstacle is best revealed by quoting a statement made by Dr. Carroll Chase in 1916. Dr. Chase said, "No man, even had he an unlimited purse, could possibly get together the requisite number of these pairs, strips and blocks of the 10¢ 1847 to do any extensive plating."² Though Dr. Chase made this remark concerning the 10¢ 1847, it is equally—perhaps even more—applicable to the 5¢ value. This is not meant to discourage interested students. I am solidly in favor of this statement's being proved wrong for the 5¢ 1847 as I am glad that Elliott Perry proved it wrong for the 10¢ 1847.

I am sorry to say that I was not able to learn the identity of the present owner of lot 782. I did learn that the lot is still in the hands of the original purchaser, who, incidentally, paid \$850 for it in 1957. This gentleman is something of a recluse when it comes to his stamps. He values his privacy very dearly and thus does not associate with or share his knowledge with the philatelic fraternity. I can only express my regret to learn of this attitude. Common sense and courtesy suggest that I respect the owner's desire for privacy and the advice of two reliable sources indicated I should forget about this material until the death of the present owner.

1. Brookman, Lester G., *The United States Postage Stamps of The Nineteenth Century*, (H. L. Lindquist Publications, Inc.: New York, New York, 1966), p. 28.

2. *Ibid.*, p. 61.

SOME RANDOM COMMENTS ON AUCTION DESCRIPTIONS

SUSAN M. McDONALD

Describers in some recent auctions have made some interesting refinements in their craft. They are now describing some 1847 stamps, especially on cover, as having "three plus margins" or "3½ margins." The expression "half margin" seems to me about as contradictory a phrase as "slightly pregnant." These fractional characterizations offer nearly endless possibilities for describers. I just hope they will be content to stop at three decimal places.

A more serious error—because misleading—occurred in the description of the cover shown in Figure 1. It read:

#2, 1847, 10¢ Black, 4 large mgns, pos 94L, w/spur in L mgn, on 1848 letter front w/red "Charleston, S.C. 10", tied by matching bar grid, black Liverpool postage due marking, letter went to Boston (10¢ over 300 mile rate) & then by British (Cunard) Steamer "Britannia" on her last voyage, to Liverpool, England; An exceptional example of the Retaliatory Rate Period, Extremely Fine & rare ('76 PF certif)

There is just enough truth in this description to confirm Pope's warning against "a little learning." Since the cover is a *letter front only*, the 1848 year date has been inferred—wishfully and erroneously—from other aspects of the cover in order to make it a scarce and desirable retaliatory rate cover. But the appearance of the cover establishes that it can't possibly be a retaliatory use.

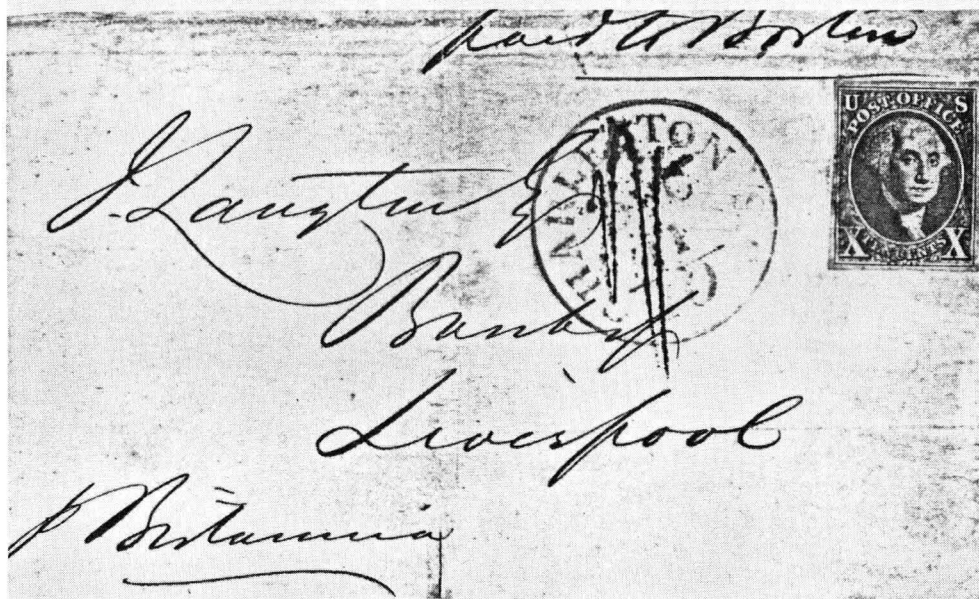


Figure 1. Recently auctioned cover incorrectly described as "retaliatory rate."

The postmark date (faint in the illustration) is DEC 11. It is true that *Britannia's* last voyage for Cunard was from Boston on December 13, 1848, but she was also in service throughout 1847 (and had been since inaugurating the service July 4, 1840), and sailed from Boston on December 16, 1847, arriving at Liverpool December 30.

The interval between the postmark date and the 1848 sailing date was only two days—hardly sufficient to insure transmission to Boston; the 1847 interval was five days—a much more usual allowance for correspondents in Charleston and other points in the South. (For a list of known 1847 covers to Europe see Creighton C. Hart's article in *Chronicle* 76; this cover is there mistakenly dated December 21.)

The retaliatory act empowered the U.S. P. O. to collect the same charges on mail by foreign packet as the foreign nation (*i.e.*, Great Britain) imposed on

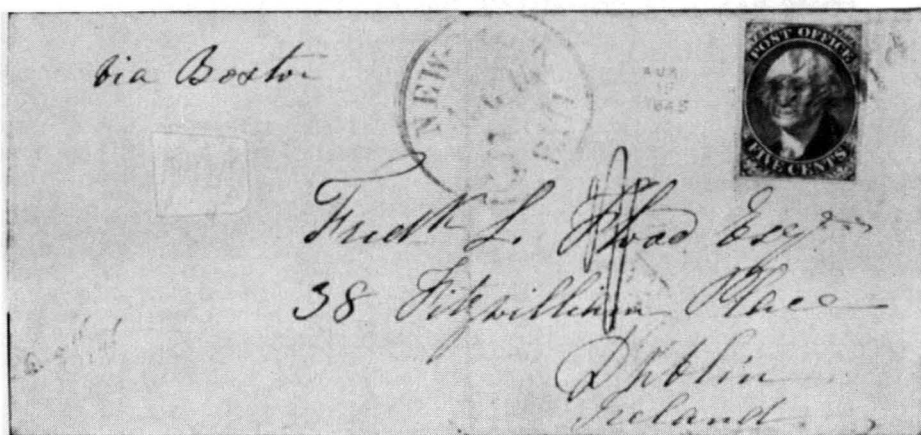


Figure 2. New York Postmaster Provisional, on cover postmarked New York, August 15, 1845, to Ireland "via Boston," with handstruck one shilling due marking applied at Liverpool. (Krug sale, 1958.)

mail by American packet. In practical effect, this meant that prepayment of domestic and packet postage was required on letters leaving the United States by British—Cunard—packet and similar charges were collected on mail arriving from Cunard ships. A letter at the retaliatory rate from Charleston to Great Britain would show prepayment of 34¢ (10¢ for over 300 miles and 24¢ packet) on a single letter. In addition it would show a 1/- due marking applied at Liverpool, representing the British packet rate to be collected from the addressee. This marking and charge date from the opening of Cunard service in 1840, and all pre-treaty Cunard mail from the United States to the British Isles shows the 1/- packet charge (per single rate) in manuscript or by handstamp, as in Figure 2. The handstamp due marking itself is no evidence of retaliatory use.

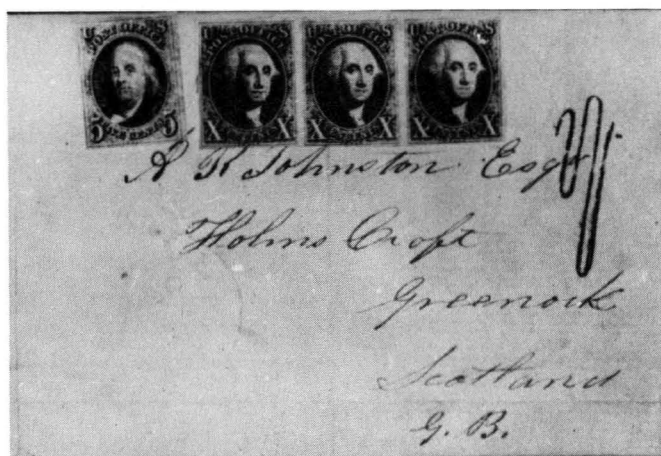


Figure 3. Cover postmarked Mobile, December 2, 1848, to Scotland. Retaliatory rate of 34¢ (10¢ domestic over 300 miles and 24¢ packet) made up by single 5¢ and strip of three of 10¢ 1847—one cent overpayment. (Ashbrook photo.)

A true retaliatory rate cover to the British Isles with 1847 stamps is shown in Figure 3. The folded letter actually originated at New Orleans, but entered the mails at Mobile, Ala., on December 2, 1848. It left New York on the Cunarder *Cambria* on December 6, 1848. Ashbrook in his *Special Service* (p. 359) described this cover as carried by American packet, but there was no American packet sailing in December 1848 on which it could have been transported. Furthermore, the 1/-handstamp is characteristic of Liverpool, whereas the American packets of the Ocean Line landed at Southampton.

It should now be evident that the cover in Figure 1 was mailed in 1847, not 1848, and cannot be a retaliatory use. It should be appreciated for what it is—a very attractive example of pre-treaty use of the 1847 issue.

CORRECTION

In Duane Garrett's article on the "E" double transfer in the November issue, the illustrations for Figures 1 and 5 were transposed.

Review: Maine Postal History and Postmarks. By Sterling T. Dow, with additional material. Reprinted 1976 by Quarterman Publications, Inc. Foreword by Joseph F. Antizzo. xiv + 235 pages. \$25.00 from publisher, 5 South Union St., Lawrence Mass. 01874.

The main portion of this book is Dow's work of the same title originally published in 1943. He recounts the postal development of Maine from colonial times, quoting frequently from original documents. Postal routes, post roads, railroad service in Maine, individual histories of the most prominent post offices and their markings, and a listing of all recorded Maine post offices with dates are presented in this section.

The volume also includes articles by Dow on the Portland Post Office and its postmaster, Samuel Freeman, in the late eighteenth century. Arthur Hecht reviews Maine postal services in 1795 in one article and in another he collaborates with Paul Hanneman to list post offices in the District of Maine with dates, postmasters, and other details. David L. Jarrett's article on the Kennebunk propaganda townmark (which first appeared here) and several pages of illustrations of Maine covers complete the volume. New discoveries and information have, of course, been located since the book was first published, but the material here, although incomplete, is still accurate and useful.

Susan M. McDonald

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THE 1851-60 PERIOD
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GATEWAY TO THE WEST
THOMAS J. ALEXANDER AND DAVID T. BEALS III

(Continued from *Chronicle* 92:257)

INDEPENDENCE

Independence was laid out as the county seat of Jackson County in 1827. In 1828 the Santa Fe trade began to gravitate to this town. It was less than three miles south of the Missouri River, where an excellent steamboat landing was located. Since freighting was cheaper by boat than by wagon train, it was in the interest of Santa Fe traders to transship their goods by water as far west as possible. For this reason, the eastern terminus of the route was gradually moved from Franklin to Independence, which became the "prairie port" of the western country. In 1843 the business of the town took another quantum leap as immigrants began to assemble there in preparation for the overland trek west to Oregon.

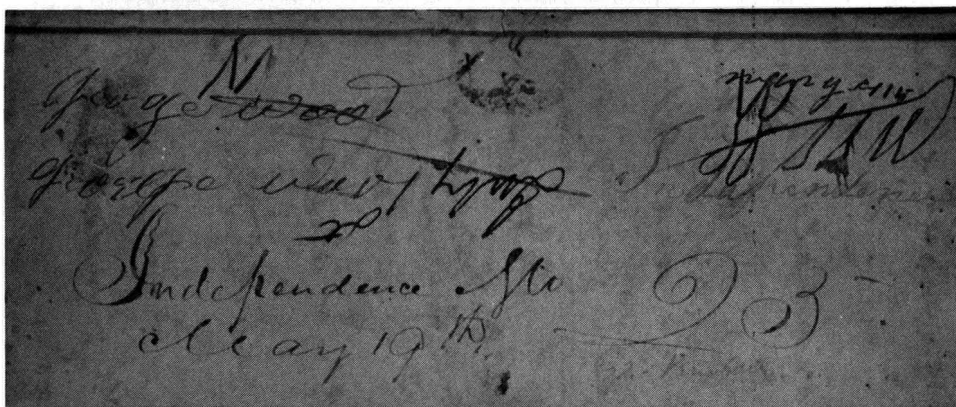


Figure 9. As was the case with most towns, the first townmark at Independence was a manuscript.

The monopoly was not to last long, however. As early as 1834 some of the Santa Fe trade was beginning to move west to Westport, which also had a landing on the river. Westport was about 10 miles farther west than Independence. However, Independence continued to be one of the primary outfitting points for the great flow of immigration over the California-Oregon Trail, the loss of the Santa Fe trade being more than offset by the California gold rush. In addition, when contracts for U.S. mail routes to Santa Fe and Salt Lake City were let in 1850, Independence was chosen as the eastern terminus of both.

In an effort to recapture the overland trade from Westport, Independence in 1849 built the first railroad west of the Mississippi River. It ran from the town to the landing on the Missouri River, and differed from eastern railroads in being propelled by mules rather than steam. By 1856 sand bars had built up along the landing, effectively cutting off all steamboat traffic, bringing overland trade from that point to a halt.

During the Civil War Independence, a staunchy southern town, was captured twice by Confederate troops, once by Captain Charles W. Quantrell. In 1864 three armies swept through the town in what later was known as the Battle of Westport.

The postoffice was established on September 18, 1827. The following town-marks are known used from there up to the end of the Civil War:

<i>Wording</i>	<i>Shape & Size</i>	<i>Color</i>	<i>Earliest and Latest Dates of Use</i>
Independence Mo/D	ms	Black	July 2, 1829, to August 21, 1836
INDEPENDENCE/D/Mo.	c-30	Blue	March 11, 1840, to October 23, 1840
		Green	February 27, 1839; January 21, 1850, to May 23, 1850
		Red	February 24, 1846, to November 6, 1849
		Black	July 29, 1841, to February 28, 1850
INDEPENDENCE/D/Mo.	c-34	Red	July 23, 1850, to September 2, 1851
		Blue	May 2, 1852, to January 3, 1856
		Black	October 14, 1851, to October 15, 1858
INDEPENDENCE/D/MO	c-23	Black	April 28, 1858, to October 13, 1858
INDEPENDENCE/D/MO.	dc-25½	Black	April 5, 1860, to November 29, 1861
INDEPENDENCE/D/Yr/MO.	dc-25½	Black	April 27, 1863 (Only one reported)
INDEPENDENCE/D/Mo.	r-c-29½	Black	December 23, 1864 (Only one reported)

*Independence Mo
clear 19th*



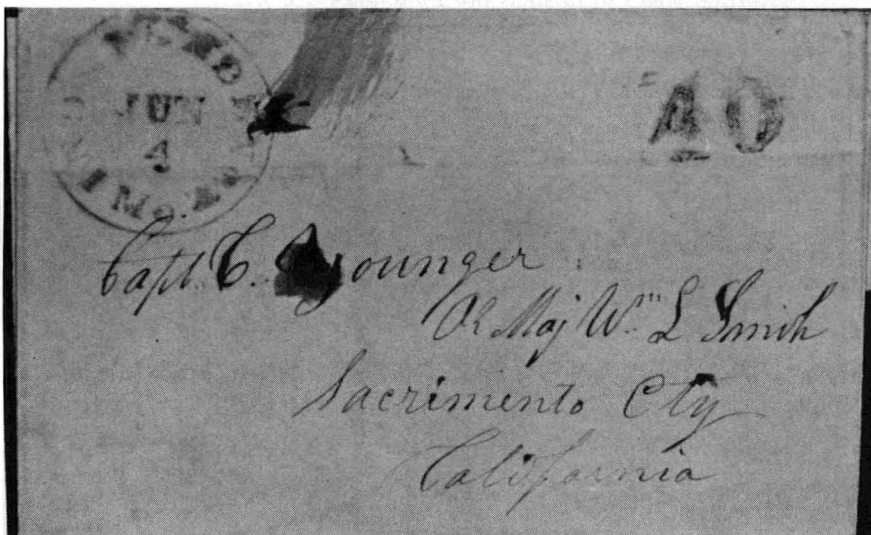


Figure 10. A very unusual cover from Independence to Sacramento, dated June 4, 1851, showing the 40¢ rate to the West Coast. It is probable that this letter traveled the newly established overland routes (one from Independence to Salt Lake City and the other from Salt Lake City to Placerville) rather than by the ocean route via New York City and Panama. Addressed to Captain Cole Younger, who later became famous as a member of the Frank and Jesse James gang in Missouri after the Civil War. Both postal markings are struck in red, this being the only reported example of that color.

WESTPORT

The original name of this town was Shawnee. It was first settled in 1831 by the Rev. Isaac McCoy and his son John. The postoffice was established in 1832 with Dr. J. Lykins as postmaster. John McCoy was the second postmaster, who changed the town's name to Westport.

In the beginning, its trade was primarily with the Shawnee and other Indians who had been relocated just west of the Missouri state line, in what is

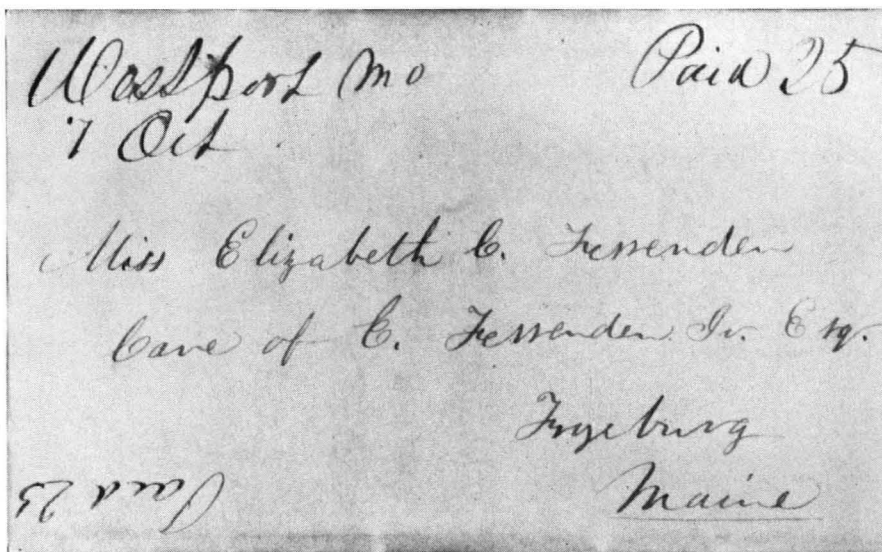


Figure 11. The earliest recorded cover bearing a Westport manuscript townmark, dated October 7, 1837. The letter contains a proposal of marriage from Dr. J. Andrew Chute, a missionary to the Indians. It is couched in terms that would hardly encourage a favorable reply: "I have nothing, and never expect to have anything... I shall spend the remainder of my life with the Indians, in the hope of exerting some instrumentality in communicating to them the light of the gospel and the blessings of civilization... To leave a circle of dear friends and a home of refinement and comfort, to become the companion of a poor man and inhabit a log house in the wilds of Missouri, is no very agreeable prospect..."

now Johnson County, Kansas. However, as early as 1834 some of the Santa Fe caravans were making their base at Westport rather than Independence. The townspeople cut a road north to the river at a limestone ledge, which was known as Westport Landing. This gave Westport access to the extreme westward reach of the river and insured its capture of the bulk of the trade with Mexico. The first firm to transfer their business to Westport was the one owned by William Bent and Ceran St. Vrain.

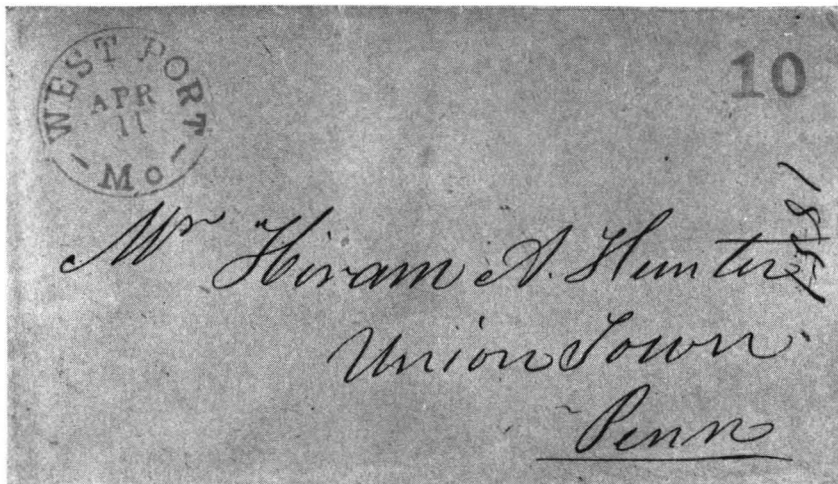


Figure 12. An example of the first handstamped townmark used at Westport, dated April 11, 1851.

With Independence, Westport controlled a very large percentage of the outfitting business connected with the Oregon and California Trails. Because of an earlier spring here than at more northerly jumping-off places, immigrants leaving from the Westport-Independence area could start earlier and thus had more time to reach and cross the Sierras before winter arrived.

In 1846 Francis Parkman, author of *The Oregon Trail*, described the town:

Westport is full of Indians whose shaggy little ponies were tied by dozens along the houses and fences. Sacs and Foxes, with shaved heads and painted faces; Shawnees and Delawares, fluttering in calico frocks and turbans; Wyandottes dressed like white men, and a few wretched Kansas wrapped in old blankets, were strolling about the streets. Whiskey circulates more freely in Westport than is altogether safe in a place where every man carries a loaded pistol in his pocket.

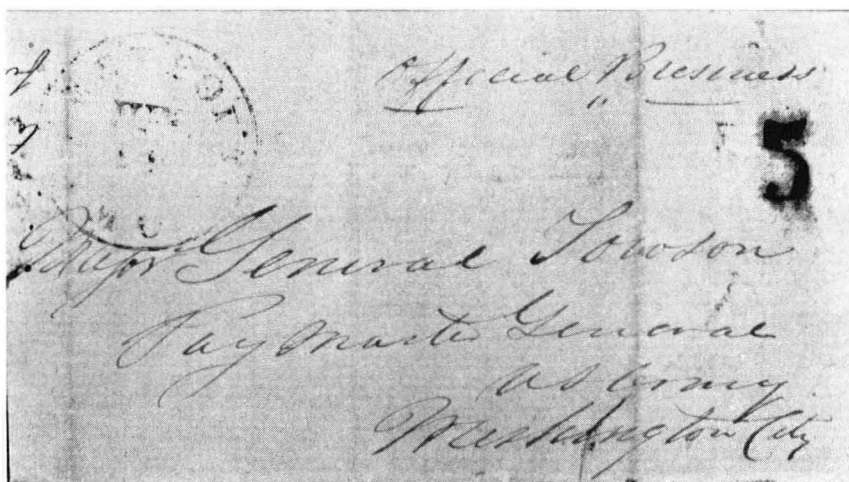


Figure 13. The second handstamped Westport townmark. The letter is datelined "In camp near Kansas River/ June 21st 1843." The author is an army captain en route to Salt Lake City, wondering how he is going to pay his company of riflemen, since "... I expect to be beyond the reach of a Pay Master for upwards of a year."

<i>Wording</i>	<i>Shape & Size</i>	<i>Color</i>	<i>Earliest and Latest Dates of Use</i>
Westport Mo	ms	Black	October 7, 1837, to July 21, 1849
		Blue	December 15, 1847
WEST PORT/D/-MO-	c-28½	Red	April 1, 1851, to ? (Four examples known, only one having a confirmable year date.)
WESTPORT/D/MO	c-31½	Black	June 22, 1853 (Only one reported.)
WESTPORT/D/Mo.	c-32	Black	October 31, 1854, to April 15, 1858
WESTPORT/D/Yr/Mo.	c-32	Black	June 3, 1857, to July 6, 1862
		Red	May 16, 18x (Only one example recorded, year date unknown.)
Westport Mo	ms	Black	January 14, 1860 (Only one example reported.)

*Westport mo
Nov 19*



*Westport mo
Jan 14*

By 1850 Westport began losing its prominence to its step-child, Westport Landing, now known as Kansas City. The decline was gradual, but by the beginning of the Civil War the town of Kansas had definitely become more important than either Westport or Independence as a center of the western trade and immigration.

In common with other western Missouri towns, Westport was a center of pro-slavery sentiment during the Civil War. It was the scene of the last great battle in the West, which took place in October, 1864. A former Missouri governor, Sterling Price, had brought an army of 9,000 Confederate soldiers into Missouri from northeastern Arkansas. His original objectives had been St. Louis and Jefferson City, the state capital. Believing both cities to be too heavily fortified, he made a great sweep west, along the southern bank of the Missouri River. He was pursued by a Union army of 5,000 under the command of General Alfred Pleasanton. Another army of 15,000, commanded by General Samuel R. Curtis, had moved into Jackson County to block the Confederate advance. Price's plan was to defeat the army in his front and then turn on the pursuing army in the rear. The plan very nearly succeeded, Curtis's forces being driven back from Independence to Westport. However, on October 21-23, the federal armies joined in overwhelming force against Price and decisively de-

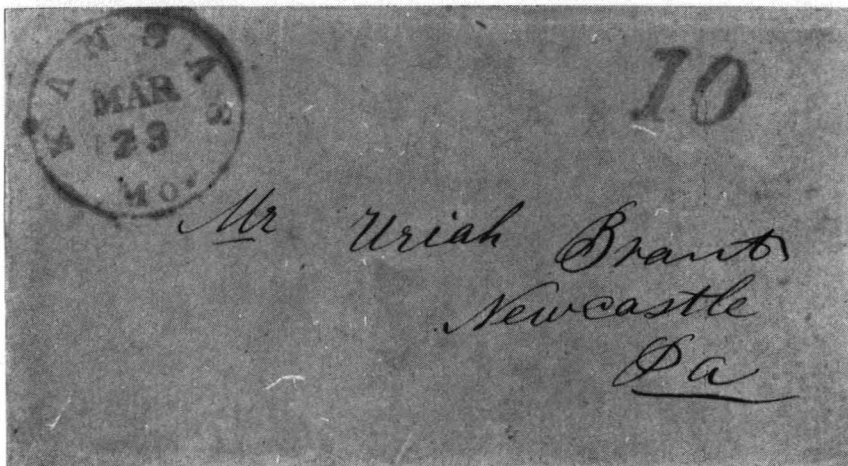


Figure 16. The first handstamped townmark used in Kansas, struck in red.

turning point for the little town at the bend of the river. The dispute over whether Kansas would be a free state or a slave state drew vast numbers of immigrants from both the North and South. Virtually all of them passed through and were outfitted at Kansas.

The opening of Kansas Territory for settlement also stimulated a monumental increase in steamboat traffic on the Missouri River, most of which docked at Kansas City. The years 1854 to 1858 represented the zenith of steamboating on the lower Missouri River. The Kansas City wharfmaster's record for 1857 listed 725 boats arriving and departing from the city. In the following year there were 60 regular packet boats running between St. Louis and Kansas City, as well as 30 transient "tramp" steamboats. This traffic was severely reduced in 1858 with the completion of the Hannibal & St. Joseph Railroad across the state. A further decline occurred during the Civil War because of harassment of steamboats by guerrilla bands operating along the river.

The last great pre-war event that added to the town's importance was the 1858 discovery of gold in the vicinity of what is now Denver, then in Kansas Territory. This set off a rush to the Rockies, which was again largely based at Kansas City.

In 1850 Kansas had a population of barely 500. By 1860 it had grown to 4,400, a growth which was almost exclusively the result of its position as the Gateway to the West. In 1860 a survey conducted by a reporter for the *New York Herald* tabulated the trade that year conducted by the more prominent Missouri River towns from Kansas City to Omaha. The results show Kansas City's pre-eminence at that time:

City	Men	Horses	Mules	Oxen	Wagons	Freight
Kansas City	7,084	464	6,149	27,920	3,033	16,439,134
Leavenworth	1,216	—	206	10,952	1,003	5,656,082
Atchison	1,591	—	472	13,640	1,280	6,097,943
St. Joseph	490	—	520	3,980	418	1,672,000
Nebraska City	896	—	113	11,118	912	5,946,000
Omaha	324	377	114	340	276	713,000

To summarize, Kansas City held either an important or commanding position in these areas prior to the Civil War:

1. Outfitting military and immigrant caravans traveling overland to Oregon and California.
2. Outfitting trade caravans to New Mexico and serving as a depot and shipping point for goods traveling both directions over the Santa Fe Trail.
3. Outfitting immigrants bound for settlement in Kansas Territory and serving as a receiving depot for produce exported from there.

4. Serving as a transfer point between overland traffic and steamboat transportation to the East.

5. Outfitting mining expeditions to the Rocky Mountains.

The beginning of the Civil War found most of the residents pro-Southern in their sympathies. However, several business leaders (notably Col. Robert T. Van Horn) recognized that the city's future lay in its trade with Kansas and the Southwest. Van Horn, who published the local newspaper, served as mayor, and was colonel of the local Union militia regiment, almost single-handedly held the city for the Union.



Figure 17. This is the only recorded example of a Confederate patriotic cover used from Kansas City. It bears the second handstamped townmark.

Fort Union was built at 10th and Central Streets in June, 1861. For four years it housed various volunteer and regular units, the normal complement being about 270 men. The area was in constant turmoil during the War because of Confederate guerrilla activities, raids into the county by Kansas Jayhawkers, and the rise of organized gangs of thieves and bushwhackers. Most business in the city was suspended from 1861 to 1863. Mail was frequently not received

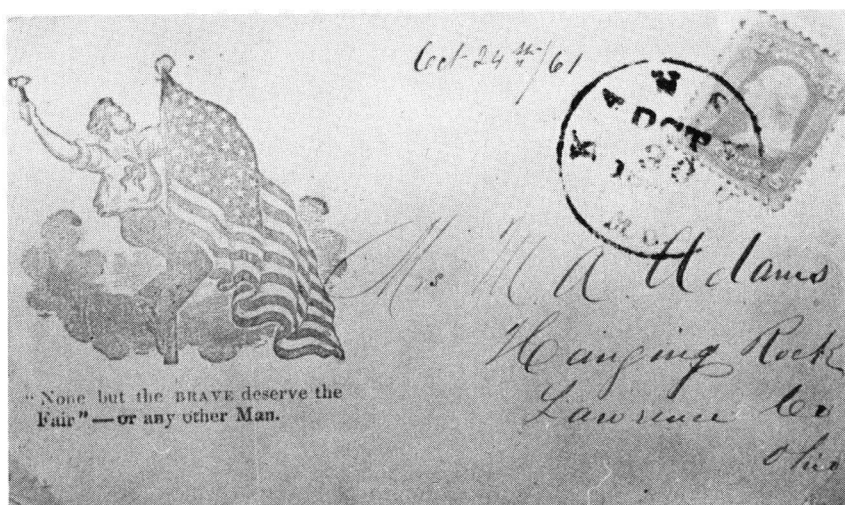


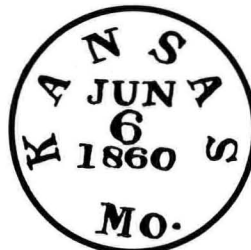
Figure 18. The only recorded example of a Union patriotic cover from Kansas City. Cancelled with the first year dated townmark, the stamp is pink. Dated October 30, 1861.

for 10 days at a time, and a great many people fled the city. By the middle of 1861 the population had been cut in half, but at the end of the War it had grown again to about 3,000. One resident described the War in Jackson County as "organized assassination modified by theft and arson." Ambush made the short ride from Kansas City to Independence extremely dangerous, even in armed convoy.

The postoffice at the town of Kansas was established in 1845. These are the townmarks used there through the Civil War:

<i>Wording</i>	<i>Shape & Size</i>	<i>Color</i>	<i>Earliest and Latest Dates of Use</i>
Kansas Mo	ms	Black	May 20, 1846, to September 18, 1849
KANSAS/D/MO.	c-34	Red	December 10, 1850 (Four covers recorded; only one has a year date.)
		Black	March 10, 1851, to February 16, 1852
KANSAS/D/MO.	c-33½	Black	May 20, 1858, to May 21, 1861
KANSAS/D/Yr/Mo.	c-32½	Black	February—, 1858, to August 24, 1863
KANSAS CITY/D/MO.	c-25	Black	September, 1862, to ?
KANSAS CITY/D/Yr/MO	dc-30	Black	June 21, 1864, to May 18, 1865

Kansas Mo
April 12



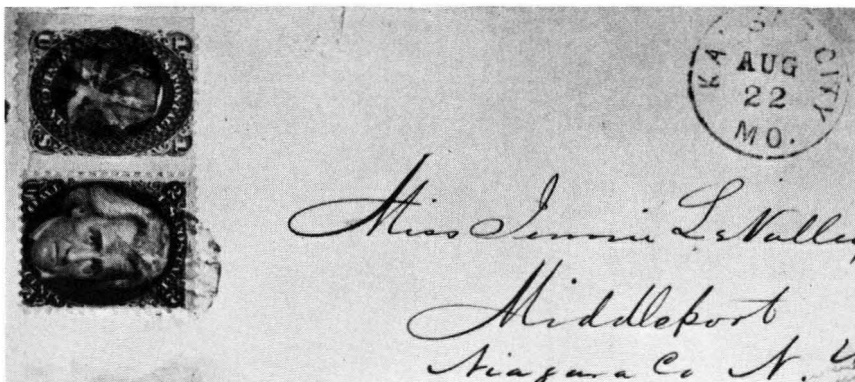


Figure 19. The first townmark incorporating the name "Kansas City" appeared during the Civil War.

PARKVILLE

The settlement that later became Parkville was originally called English's Landing. It was located on the east bank of the Missouri River, just as it turns north, in Platte County. It began as an Indian trading post. The town was platted in 1837 by Col. George S. Park, and was named for him.

Park was a free state man and established a newspaper at Parkville, which was one of the few presses in western Missouri that supported the free state settlers in Kansas. At the height of the border war a pro-slavery mob from Weston threw the press and type into the Missouri River.

Parkville had some outfitting business connected with the Santa Fe and California Trails, but it was of a minor character. Its primary function was as a river port on the frontier and a slave, tobacco and hemp market.

Wording	Shape & Size	Color	Earliest and Latest Dates of Use
Parkville Mo/D	ms	Black	May 1, 1845, to June 18, 1851
PARKVILLE/D/MO	c-37	Black	Two examples recorded. Neither has a year date; both are dated in March and are on 3¢ Nesbitt envelopes.

Parkville Mo
July 26



WESTON

In 1836 the Platte Purchase opened up all of the land east of the Missouri River north of its great bend to settlement. In 1837 Weston was laid out and as a result of the efforts of Bela M. Hughes (cousin of Ben Holladay) it soon became a thriving community. It is on the Missouri side of the river, midway between Kansas City and St. Joseph.

In 1850 the population had grown to 5,000, ten times the size of Kansas City. Being approximately opposite Fort Leavenworth, a ferry was maintained on the river here. This permitted the town to build a substantial business in outfitting the western overland trade. Weston was a thriving steamboat port; coopers and cabinet makers built stage coaches; hemp and tobacco were the principal crops. A relatively large slave population worked the farms, docks and hempbrakes.

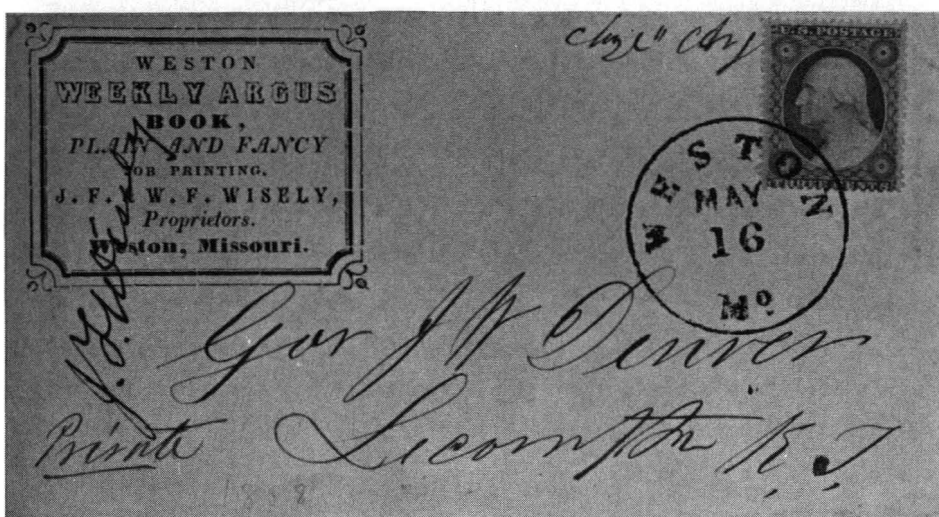
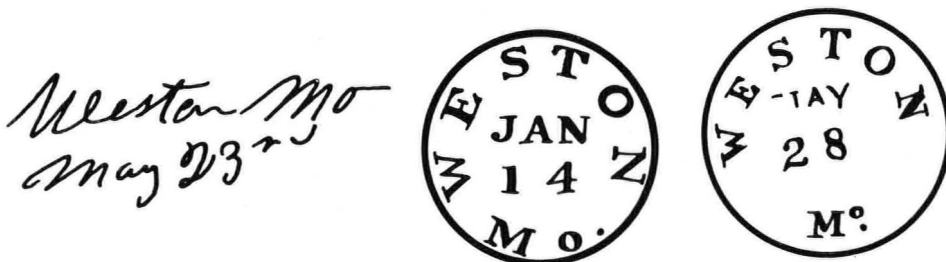


Figure 20. The second handstamped townmark used at Weston, with a corner card of the local paper, which the addressee, James W. Denver, had once edited.

For a small town, Weston boasted a disproportionately large number of prominent residents. Among them was James W. Denver, Mexican War veteran, newspaper publisher, California congressman, Commissioner of Indian Affairs, Governor of Kansas Territory, and finally, Union Brigadier General. Ben Holladay, who started out as a saloon keeper, later became Weston's postmaster. He was an army contractor during the Mexican War, established businesses in Salt Lake City and San Francisco, and eventually bought out the Central Overland California & Pikes Peak Express Company, reorganizing it into the Overland Stage Company. General John Bidwell and Peter H. Burnett, California's first governor, were also from Weston, as was Elijah Cody, Buffalo Bill's uncle.

Wording	Shape & Size	Color	Earliest and Latest Dates of Use
Weston Mo/D	ms	Black	May 23, 18x (Only one known.)
WESTON/D/MO.	c-30½	Black	January 8, 1843; September 21, 1846; January 20, 1848 (Three known.)
		Red	August 12, 1842, to November 21, 1851
WESTON/D/Mo	c-32½	Red	December 22, 1852, to March 31, 1855
		Black	February 23, 1857, to May 5, 1865



(To be continued)

1853 YEAR DATED NEW YORK TOWNMARK

Stanley M. Piller has reported this townmark, dated July 12, 1853, struck on a 1¢ 1851 stamp, shown here. The stamp is Type IV. All of the examples of this marking previously reported in the *Chronicle* have been associated with 3¢ stamps. We would be interested in knowing of others on either the 1¢ or 12¢ denominations.



Review: The 3¢ Stamp of the United States, 1851-1857 Issue. By Carroll Chase. Reprinted 1975 by Quarterman Publications, Inc. from 1942 revised edition with illustrations from 1929 edition. Foreword by Thomas J. Alexander. xx + 374 pages. \$30.00 from publisher, 5 South Union St., Lawrence, Mass. 01874.

Chase's great work should already be familiar to members of a society that started as the 3¢ '51-'57 Unit. This treatise is the very model for study of an individual stamp, but it contains much information on stamp production, plating, postal operations, postal markings and related subjects that is applicable generally to the 1851-61 period—and beyond. Dr. Chase's scholarship and attention to detail were so meticulous that nearly all the material here is still valid. The few corrections necessary are listed in an excellent foreword by Thomas J. Alexander. Alexander also outlines the progress in 3¢ 1851-57 research since the book was written, the current status of various research projects, and furnishes a list of references from recent literature. The Chase book is a philatelic landmark; every classics collector should have a copy.

Susan M. McDonald

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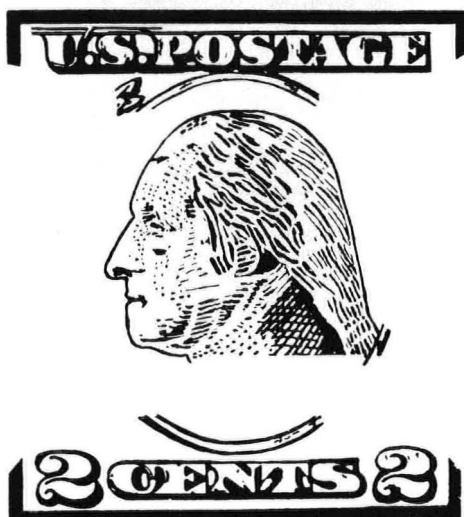
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This 592-page hardcover volume contains those chapters of **The United States Postage Stamps of the Twentieth Century**, Volume I Revised and Volume III, that deal with the regular, parcel post and airmail issues from 1902 to 1935. Chapters and pages have been renumbered consecutively for easier use and the original indexes have been rewritten to reflect the abridgment and renumbering changes. A new index by Scott numbers and a Scott number cross reference have been added. Here, in one volume, is most of the information necessary for the building or enjoyment of a collection of U.S. 20th century regular issue postage stamps—and the presentation of an approach to collecting that could be valuable to any philatelist.

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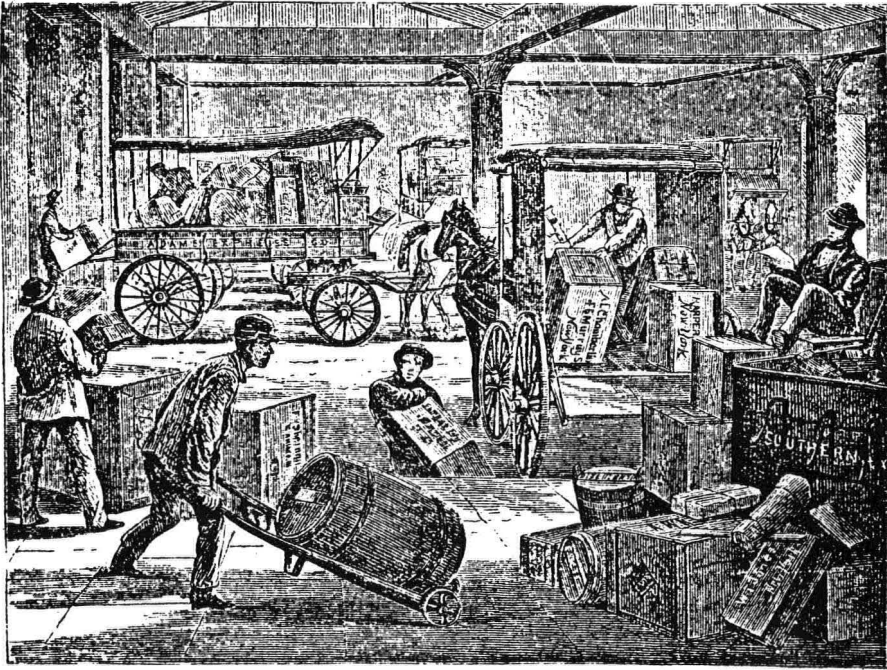
BONUS REPRINT

AN AMERICAN ENTERPRISE

WILLIAM H. RIDEING

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

(Continued from *Chronicle* 92:295)

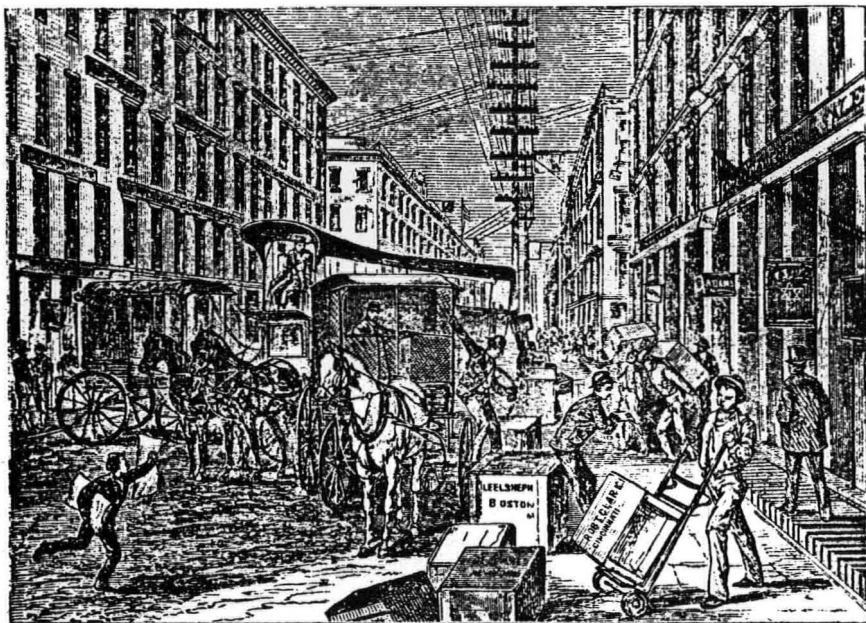


LOADING UP IN THE GENERAL OFFICE, NEW YORK.

But there was a humorous and joyous aspect to the battle-field express, as to most other concerns of men. It was a favorite habit of the "boys" to send home trophies in the form of "confiscated property." The trophies were of the most heterogeneous character, and sometimes put the expressmen to more trouble than less accommodating servants would have endured. A terrified and howling French poodle was once sent direct from camp to an Eastern farmhouse, and, in fact, live stock was very often the form of memento, or, as Mrs. Partington would say, the *momentum*, of a battle. Jew's-harps, Confederate money, old pipes, broken sabres, fractured rifles, tobacco pouches, tarnished epaulets, smeared sashes, and like things, were the commonest and the most portable of the mass forwarded. The habits of thrift in which some of the Down-Easters had been reared were manifested in the care with which old clothes were sent home after a new outfit had been supplied to the regiment. Thousands of boxes containing such worthless rags passed through the express consigned to remote villages in Maine, Vermont, New Hampshire, and Northern New York. Full charges were collected for them, and when the expectant friends at home tore off the cover, it was only to find a ragged pair of trowsers and a coat. After a regiment had been paid off an immense number of money packages were intrusted to the express, and as the charges were high and the risks small, the profits of the company were magnificent. At one time the stock rose to the enormous price of five hundred dollars a share—the par value being one hundred. Thus

had Alvin Adam's little venture with a dollar carpetbag grown into a concern which made him and his partners millionaires.

After Harnden's death his emigration business was continued by Dexter Brigham, Jun., Robert Osgood, J. C. Kendall, and John W. Fenno. The New York and Boston Express, which had fallen into other hands in the mean time, retained its old name, and until 1860 it extended its branches almost as rapidly as the Adams; but it has since been merged into that concern, and is now a mere tributary. Harnden on his deathbed exclaimed that all he desired to live for was to see his foreign enterprise established on a permanent basis. Very soon after his interment the whole work fell to the ground. His successors were crippled by an unfortunate investment in a line of steamships, and failed for a very large amount.



COLLECTION AND DELIVERY.

The only formidable opponent of the Adams Express Company existing at present is the American. Nearly all the other organizations are subordinate to these two, which are said to control the entire business. The growth of the American Express Company illustrates the pluck, energy, and perseverance of its founders, who were similar in these things to Adams and Harnden. In 1841 Henry Wells was agent of the latter at Albany, and urged his employer to penetrate the Western country with the express. Harnden made the answer that we have already quoted: "Put a people there, and my express shall follow." Wells was so confident, however, that the population was sufficiently numerous to support an express that he mentioned his idea to George Pomeroy, who was favorably impressed with it, and lost no time in putting it into effect. An express was accordingly started between Albany and Buffalo, Pomeroy acting as his own messenger, clerk, and boy, as Adams and Harnden had done before. But for some reason of which we are not informed he broke down after making three trips, and the business was suspended until Wells and Crawford Livingston offered to join him. Under the new firm the express was established upon an enduring foundation. A trip was made once a week, and occupied three days and four nights, which was the quickest time then on record. From Albany to Auburn the railroad was used, then the stage-coach, and afterward a private conveyance. Wells, who had left Harnden, was appointed messenger, and while he acted in that capacity he never missed a trip. In the course of two years the traffic had so largely increased that

daily trips were necessary, and a branch express was established between Albany and New York. But the business was still small, and could be accommodated in the trunk which Wells carried with him on the outside of the Buffalo coach.

One day, when the style of the firm had been changed to Livingston, Wells and Co., Mr. Wells came into the office with a shrewd idea, which gave the concern an important impetus in its march toward prosperity. It was the year previous to the reduction of letter postage by an act of Congress, and the Post-office was supporting some sixteen thousand politicians as post-masters by charging the outrageous price of twenty-five cents on every letter sent from Buffalo to New York. Wells's idea was to start an opposition, not in indignation meetings or in petitions, but in actual traffic. And in several columns of neat little figures he showed his partners how a letter could be carried for six cents at a handsome profit. It happened that those associated with Wells were just such clearheaded, enterprising fellows as himself, and they took hold of the project in a spirit of determination. When the express post-office was first opened, and stamps were sold at the rate of twenty for a dollar, the greatest interest was excited in the undertaking. Public meetings were called, and resolutions passed by the merchants and citizens generally not to send or receive letters by mail to or from any points included by the express until there was a reduction in the United States postage. Immense numbers of letters were sent through Livingston, Wells, and Co.'s hands, and the profits were greater than those derived from the conveyance of parcels. The government used every means to suppress the firm, and the messengers were arrested daily at the instance of the Post-office officials; but in every instance citizens stood ready with bail bonds filled out and executed. Many stirring scenes were enacted. Officers were on the track at every point, and sometimes fierce affrays occurred. The expressman on horseback, with his mail-bag strapped across his broad shoulders, galloped many a hot mile across the rough country with a couple of angry pursuers at his heels. But the officers were discomfited throughout the strife, and after a futile contest with the opposition, the government began to think of looking for a remedy.

Mr. Wells, in behalf of himself and several wealthy merchants, offered to carry all the mail matter of the United States at an average rate of five cents per letter. The proposition was peremptorily rejected; but the opposition, in which James W. Hale had joined, was so resolute and so generally sustained by the people that during the next session of Congress a law was passed reducing the rate of postage three-fourths. As soon as the reform was accomplished, Hale, Wells, and others retired from the field, and again devoted themselves to the express.

(To be continued)

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Edited by

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Also included in this 336-page hardcover volume is an introduction by Francis J. Crown, Jr., which includes comments about the authors and a brief history of Confederate philately. A bibliography keyed to the articles, an index to subject matter, and footnotes by Crown have also been added. Any Confederate philatelist should find something of interest in this volume.

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

REROUTED AND UNDELIVERABLE NORTH-SOUTH MAIL CONSIGNED TO THE DEAD LETTER OFFICE ON THE OUTBREAK OF CIVIL WAR, JUNE-JULY, 1861

JOHN D. KOHLHEPP

I. REROUTED

For several weeks after the fall of Fort Sumter, postal intercourse between the Northern and Southern sectors of the nation continued, albeit with interruptions and breakdowns in certain areas, until the end of May. At this time, Postmaster General Montgomery Blair suspended delivery to the rebellious states, effective "from and after the 31st Instant" (May, 1861). Although some mail was forwarded to the South on or after the 31st, many covers postmarked on and shortly after the date of suspension were consigned to the Dead Letter Office in accordance with the Postmaster General's edict.

Figure 1 shows an interesting variation on the latter theme. Posted in Liverpool on May 25, this folded letter and cotton market report was carried on the *Australasian* via Cork, and addressed to a broker in Richmond, Virginia. It arrived in New York on June 6, with 19¢ debited to the U.S., and a total of 24¢ due from addressee, including U.S. 5¢ treaty internal. Since the regular North-South mails had long since been terminated, delivery to Richmond and collection of 24¢ from the Confederate post office was impossible through normal channels. The New York office had two options, either return the letter to Britain as undelivered and get a 19¢ credit thereby, or attempt to deliver the letter for collection of all charges plus 3¢ DLO forwarding fee. New York sent the letter to the DLO in Washington for a decision (see Figure 2), and everything hereafter is the speculation of the late Stanley Ashbrook:

Now I do not know exactly what happened but it seems quite obvious that the addressee in Richmond was notified by the D.L.O. by a Flag of Truce communication that an unpaid letter from England was being held and would be delivered upon payment of blank amount. It is possible that the addressee instructed the D.L.O. to deliver the letter to a Baltimore address and perhaps this was done under separate cover of the D.L.O.



Figure 1. Cotton prices and market report from Liverpool, addressed to Richmond, delivered to Baltimore via the Dead Letter Office, May, June, July, 1861. Enclosure reads: "The growing belief that American difficulties must result in war, and the certainty of an immediate blockade of the America cotton ports, have led to an active demand this week, the sales reaching 80,520 bales. . ."

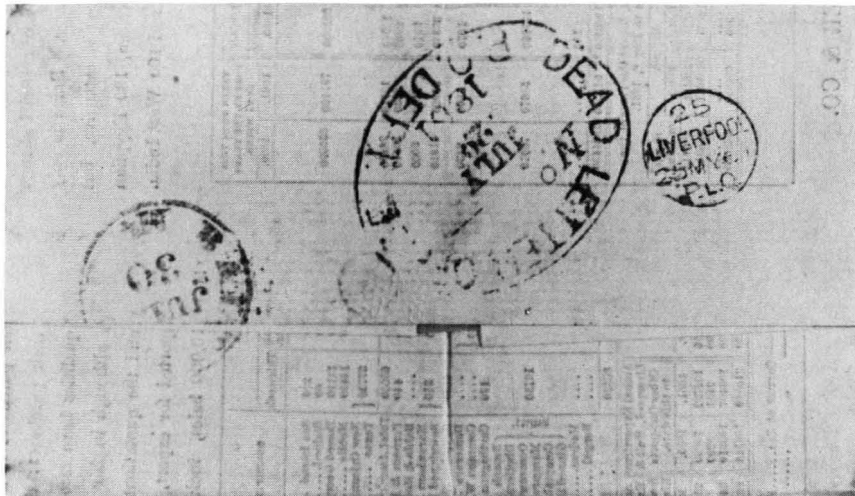


Figure 2. Reverse of cover of Figure 1, showing D.L.O. and Baltimore markings.

This explanation would account for the blue Baltimore backstamp of July 30 and matching "DUE 3" in circle of that office on the front of the cover. Travel between the embattled sectors of the country was still a relatively simple matter in the summer of 1861. It places no strain on the imagination to envision a traveler from Richmond picking up his Northern mail at a Baltimore business house.

II. UNDELIVERED

On December 30, 1853, James Gadsden, U. S. minister to Mexico and political cohort of Secretary of War Jefferson Davis, concluded a treaty by which the southern boundary of this nation was moved southward to encompass all of modern Arizona south of the Gila River. Military occupation of this territory was not accomplished until 1856 when a detachment of four companies was stationed at Tucson and later at Calabazas. In 1857, a permanent station was selected on the Sonoita River, about 25 miles east of Tubac, close to the junction of the Arizona-Mexico border, and named Fort Buchanan for the incumbent president.

Duty at Fort Buchanan was no bed of roses. The fort was undermanned and badly situated. Buildings were of inferior construction, rooms were low, narrow, and improperly ventilated; floors and roofs were covered with grass and dirt. Marauding Apaches were a constant menace. Oblivious to the \$10 million transaction that brought settlers and blue jacketed cavalymen into their hunting grounds, the primitives stalked the area, carrying off livestock and young children.

In February, 1861, a 2nd lieutenant of the 7th U.S. Infantry, while attempting negotiations for the return of rustled stock and a kidnapped Apache-Mexican boy, took six Apache prisoners under a flag of truce, and eventually hanged them. The result was the Apache Wars carried on by the Chiricahuas under Cochise. In late June, with over one hundred warriors, Cochise attacked the Fort Buchanan herd guard, stole all the cattle and mules, killed three soldiers and wounded two others. The cavalry gave pursuit for some twenty miles before stumbling into an ambush but managed to fight their way out. The Apaches eventually withdrew with seven dead warriors.

At the outbreak of the Civil War, public sentiment in Arizona was almost unanimously secessionist. The scattering of Union supporters in the territory was more or less intimidated into silence. A convention at Tucson seems to have declared the territory formally a part of the Confederacy, and in August a delegate was actually elected to the Confederate Congress. Most officers serving at the southwestern posts were of Southern birth, the most notable being

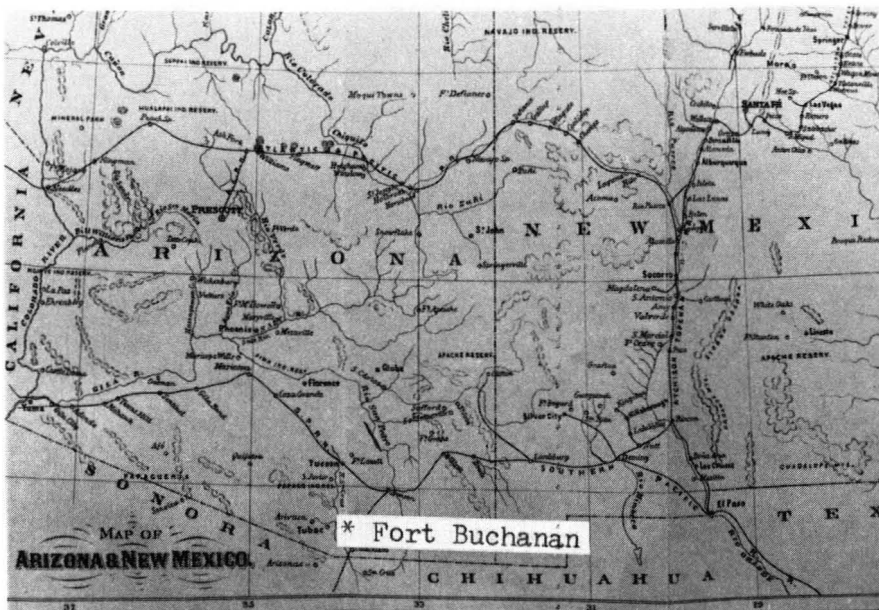


Figure 3. Map of Arizona and New Mexico, 1861.

Captain Richard S. Ewell, an early commander at Fort Buchanan, who later rose to the rank of general in the Confederate Army.

In July, Lt. Col. John R. Baylor, with a force of Texas soldiers, marched into southern New Mexico and took possession of all the territory south of latitude 34° for the Confederacy. Wishing to avoid the disgrace that would accrue to Confederate capture of the southwestern forts, the Federal authorities elected to abandon them. Therefore, on Baylor's approach, orders were sent to Fort Buchanan's commander, Lt. Gurden Chapin, to "abandon and destroy your post, burn your commissary and quartermaster stores, and everything between the Colorado and Rio Grande that will feed an army. March out with your guns loaded, and do not permit any citizen within three miles of your lines."

This order was carried out, the garrison marched for Fort Craig in New Mexico Territory, and, with all military protection withdrawn, the Apaches

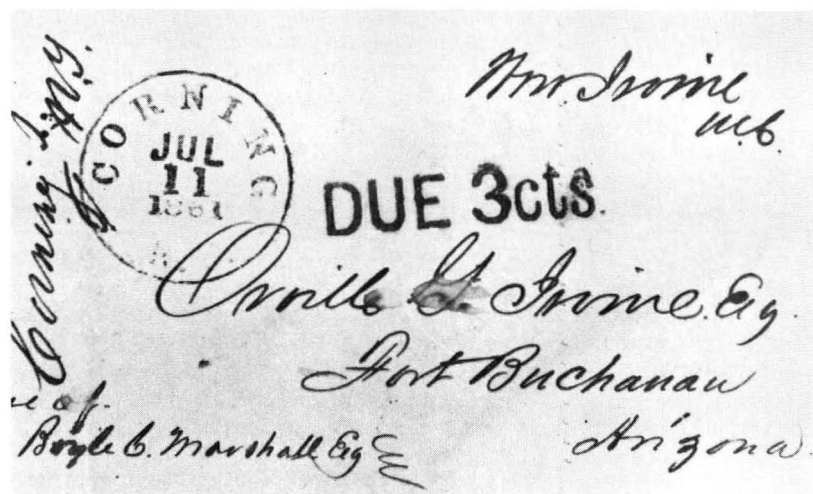


Figure 4. From Corning, N.Y., to Fort Buchanan, Arizona, July 11, 1861. At the time, Arizona was a part of New Mexico Territory.

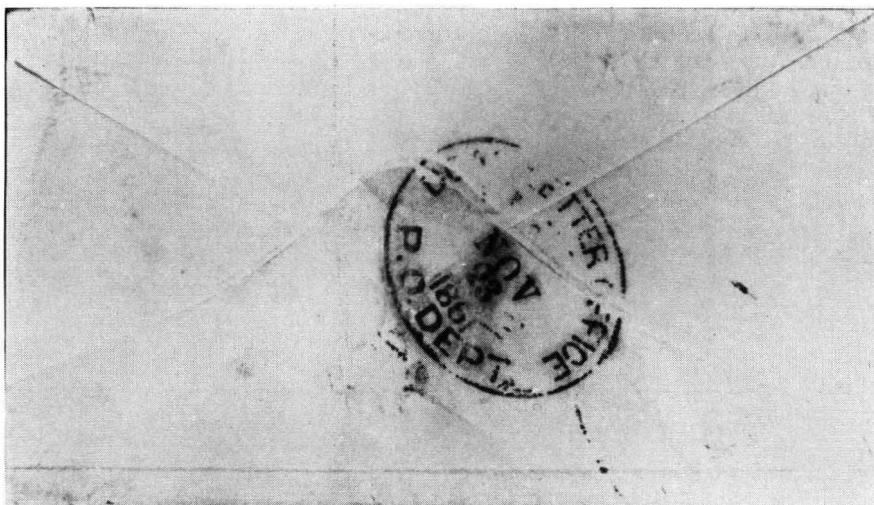


Figure 5. Reverse of cover pictured in Figure 3 showing Dead Letter Office handstamp of November 23, 1861.

took to the warpath, killing the unfortunate settlers who could not escape from the region or take refuge at Tucson. Fort Buchanan was burned and officially abandoned on July 23, two days after First Bull Run.

Figures 4 and 5 illustrate both sides of a cover posted in Corning, New York on July 11, 1861, and addressed to Orville G. Irvine at Fort Buchanan, Arizona, in care of Boyle C. Marshall, Esq. It was passed through the mails over the free frank of William Irvine, a Member of Congress from New York State. By the time the letter arrived in the Southwest, Fort Buchanan had been abandoned and was just a smouldering ruin. The abandonment, precipitated by Baylor's occupation, made delivery of the Irvine letter impossible, and it was consigned to the Dead Letter Office. It was returned to Corning, New York on November 23 with 3 cents postage due on forwarding from the D.L.O.

William Irvine was a one term Congressman (1859-1861) who organized and commanded the 10th New York Cavalry in the Civil War. Wounded and captured at Beverly Ford, he was confined for several months in Richmond's notorious Libby Prison. Boyle Marshall later served with the 2nd Arkansas (Confederate) Cavalry. Ewell had earlier resigned his commission to serve the Confederacy.

The Fort Buchanan site was reoccupied briefly in 1862. It was abandoned for good later that same year when it became evident that the location offered no military advantage whatever. Nothing remains of it today except a few mounds which indicate the location of old fortifications. The site is presently owned by the Crown C Ranch.

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THE NOTATION "S. T."

PAUL J. WOLF

Chronicle 92, November 1976, included an article by William K. Herzog, discussing an early use of the 15¢ Lincoln of 1866. The cover illustrated carried a notation in the upper left corner that was not mentioned: the initials "S.T."

These are sometimes seen on covers originated by Scandinavians, and have no postal significance. They are delightful instances of the formalities of an earlier day, when much attention was paid to proper modes of address. This letter was addressed to "Joufro," (Miss) but apparently the writer was not entirely sure this was correct.

Sir Athelstane Caröe, writing in *The London Philatelist*, June 1974, Vol. 83, whole number 978, discussed this notation in connection with a study of Iceland Skilling covers, in which field he is the leading authority. His light-hearted and colloquial remark forms part of the descriptive caption of an exceptionally fine Skilling cover:

"The marking S.T. is latin 'Salvo Titulo' meaning 'I'm not sure about your title but I hope I've got it right.'"

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This 272-page hardcover volume is a reproduction of the original edition published in 1962 with the addition of a brief corrigenda and addenda. The two plates printed in color in the original are reproduced in black and white in this Quarterman edition. This work is a necessity for collectors of the stamps or postal history of British North America.

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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

NOTE FROM THE PERIOD EDITOR

Richard Searing's listing of 24¢ 1869 covers, published below, is an important contribution to 1869 scholarship. With the help of many others, Searing has compiled a listing of all the 24¢ 1869 covers that have come to his attention after diligent study. A future issue of this *Chronicle* will publish his listing of 30¢ 1869 covers.

The 1869 stamps were available at the post offices for less than one year. Relative to the stamp series that preceded and followed, the 1869 stamps are scarce. Surviving covers are scarcer still. One of the long-term goals of this section has been to generate a listing of all the known 1869 covers, at least for the higher values. We believe it will be possible, over time, to record every cover that bears 1869 stamps, from the 6¢ denomination on up.

The 90¢ covers are a brief study indeed, only one being solidly recorded (and that now missing), though rumors of others constantly circulate. We are delighted that the 24¢ and 30¢ covers have captured Searing's attention. Further down the line, we will need a volunteer to record the 15¢ covers. The Type II covers are fairly abundant. Type I is scarce, and we would be surprised if the ultimate listing yields more than 150 covers. At least one cover exists bearing both types of the regularly-issued 15¢ 1869. Does anyone know where it is?

The 12¢ covers will be difficult to record. There are a great many of them. The preponderance of uses are to England. Some are to Canada, some to South America, some domestic. Other uses are scarce.

The 10¢ 1869 stamp has been your editor's collecting specialty for many years. Our records now show 600 or so covers, 90 percent of them used in foreign mails. We wonder if there's any other classic stamp for which such a preponderance of the surviving covers shows foreign-mail usage. Perhaps the 5¢ Jeffersons would qualify, and the 15¢ Lincolns.

In his listing of 24¢ 1869 covers, Searing has set certain ground-rules worth discussing. He defines a cover in the broadest possible sense, to include a re-folded wrapper or a folded-down envelope or any other stamp-bearing paper, so long as it bears the salient stamps and markings. While individual collectors may disagree as to what constitutes a cover they would add to their personal albums, we feel that the comprehensiveness of Searing's cover definition well serves philatelic scholarship.

Searing's listing also includes covers whose authenticity has been widely debated, but which he hasn't personally examined. A case in point is the Thorel cover, from Osaka to Yokohama, which Stephen Rich so vehemently criticized in the 1940s. This cover may or may not be authentic. Philatelic scholarship has advanced considerably in the last 30 years, and perhaps we could make an informed judgment about this item, if only it would reappear. But in its absence, Searing—wisely, we think—gives it the benefit of the doubt and includes it in his listing. In the same reasonable vein, he also states that the absence of a listing is no indication that any given 24¢ 1869 item is bad; rather, it may just be a cover that has yet to come to his attention.

A LISTING OF 24¢ 1869 COVERS
RICHARD SEARING
INTRODUCTION

Certain classic U.S. stamps are rarely found on original cover. With a few exceptions, these are the higher denominations, which in the classic period could represent nearly a day's earnings for the average citizen. Special studies have been published (or are in process) tabulating the known covers which bear

copies of the 90¢ stamps issued between 1860 and 1890.¹

Little effort has been spent listing classic covers bearing 24¢ and 30¢ stamps. When one estimates the probable number of such covers that survive, this lack of effort is understandable. However, the 24¢ and 30¢ stamps of the 1869 series represent exceptional cases. Because of the short life and small quantities issued, an attempt at complete compilation of these covers appears feasible. In view of these facts, the author began to assemble data on these covers three years ago.

A preliminary listing of 24¢ and 30¢ 1869 covers was published in the first annual yearbook of the 1869 Pictorial Research Associates, which was distributed at Interphil. At that time, the author visited the Philatelic Foundation in New York City and researched both the Foundation records and the late Stanley Ashbrook's records describing 24¢ and 30¢ 1869 covers. An addendum to the listing was then published in *The 1869 Times*, the quarterly study-group newsletter of the P.R.A. The present article combines the original listing, the addendum, and other covers that have been reported as a result. It is meant to reach a wider group of classic collectors than the specialized PRA membership. The hope is that reader response will correct errors and provide new cover citations. It is to the benefit of all classics students and collectors that the data be as complete and as accurate as possible, to provide a solid record for the future.

Due to space limitations, the research will be presented in installments. The work at hand concerns 24¢ 1869 covers. Subsequent articles will treat the 30¢ 1869 stamps on cover, the unique 90¢ 1869 cover, and whatever else the author can discover in the meantime.

RESEARCH GUIDELINES

In the early decades of this century, many fake or doctored covers bearing 24¢, 30¢ and even 90¢ 1869 stamps were sold at auction and appeared in the name collections of the period. In the 1940s and 1950s, Ashbrook and other students began to weed out the fakes. It is hoped that most of the frauds have now been retired, but the author has personally seen one (and perhaps two) fakes in major auctions in 1976.

In the following listing, the author has tried to eliminate fake covers by comparing dates, rates, transit markings and cancels with known genuine covers. The standard for postal rates to Europe is George Hargest's excellent study;² this work has also been used for rates to other parts of the world, except where more recent data are available. Some covers have been included even though they might be questionable. Pending first-hand inspection, it seems best to give such items the benefit of the doubt. The lack of a listing for any given cover should not necessarily be taken as an indication that the cover is bad. Rather, the cover may not have come to the writer's attention. Collectors who own such covers are invited to communicate through the period editor.

The cover data are presented in Tables I and II, then summarized in Table III. The first two tables display the mailing date, origin, destination, stamps used, rate paid, pertinent remarks for each cover, and source for the data. An asterisk indicates that the author has examined the cover or seen a photo or slide. "SBA" and "PFNY" refer to Ashbrook's records and the Philatelic Foundation records, respectively.

THE 24¢ 1869 STAMP ON COVER

Long considered one of the finest examples of engraving on a classic U.S. stamp, the 24¢ 1869 is a scarce stamp off cover and quite a rarity on cover.

1. Stanley B. Ashbrook, "The U.S. 90¢ Stamp of 1860 on and off Cover," *American Philatelic Congress*, Vol. 17, p. 100 (1951); J. David Baker, "The 90¢ Stamps of 1860, 1861, & 1867," *Chronicle* 48:36; Frank Levi, Jr. and J. David Baker, "Additions to the Listing of Known 1861 90¢ Covers," *Chronicle* 58:66; J. David Baker, "Classics Corner," *The American Philatelist*, Vol. 82, p. 1099 (December 1969); W. K. Herzog and Charles J. Starnes, private communication; R. M. Searing, "90¢ (1870-1888) Stamps Used on Covers," *Chronicle* 88:244.

2. George E. Hargest, *History of Letter Post Communication Between the U.S. and Europe*, Smithsonian Studies in History No. 6, 1972.

The best estimate of the number of 24¢ 1869 stamps issued to the post offices is 235,250.³

Some estimate of the probable number of surviving 24¢ 1869 covers can be obtained by correlation with an equally rare stamp for which the number of covers has been documented. The 1976 *Scott Specialized Catalog* prices both 24¢ 1869 and 90¢ 1861 covers at \$2000, with 66 covers presently on record for the 90¢ stamp.⁴ Assuming the data are accurate and the market for the two items is comparable, fewer than 70 surviving covers should be expected showing the 24¢ 1869 stamp. The accompanying listing shows 62 such covers, a good correlation.

Table I lists 24¢ 1869 uses on domestic covers. Of the 19 domestic covers recorded, eight are registered uses (all on legal envelopes) and the remaining covers show various multiples of the 3¢ rate, generally used on large envelopes or refolded wrappers. (For the purposes of completeness, we define "cover" in the broadest possible way, to include any piece of paper that passed through the mails, so long as it bears one or more stamps, the address, and the appropriate postal markings.) Curiously, only one of the domestic covers is dated 1869. Eight are dated 1870 or later and ten cannot be assigned a year-date. Three of the domestic covers originated in the West, five in the South and six in the East. None were sent from the North, other than from northern locations on the east or west coasts. Only two of the covers were sent west; four went east, nine went south, and two went north. For one cover the destination is not known.



Figure 1. Large official envelope from Trenton, N.J., to Red Bank, N.J., showing "State of New Jersey," "Department of State," with single copies of the 3¢, 12¢, and 24¢ 1869 stamps, paying 13 times the 3¢ domestic rate. Date and year not known.

Figure 1 shows a 13x3¢ domestic cover with the 39¢ made up by a 24¢, a 12¢ and a 3¢ 1869 stamp. The cover was posted in Trenton, N.J. (the date is unfortunately unclear) and sent to Red Bank. The legal-sized envelope shows the overall corner design of the state of New Jersey, Department of State, incorporating the state seal and motto. This attractive cover is from a relatively recent find.

Figure 2 shows 27¢ in domestic postage paid by a 24¢ 1869 stamp and a 3¢ Banknote, postmarked New Orleans Aug 14 and addressed to the Clerk of the District Court, Vermillionville, La. The pencilled "1915" at upper left is likely a registry marking, in which case the 27¢ would represent 4x3¢ plus the 15¢ registration fee. However, there is the possibility that the "1915" is a non-postal addition to the cover, in which case the cover would likely be a 9x3¢ domestic usage.

3. William K. Herzog, "Quantities of Stamps Issued During the 1869 Period: Some New Conclusions," *Chronicle* 89:31.

4. W. K. Herzog and C. J. Starnes, private communication

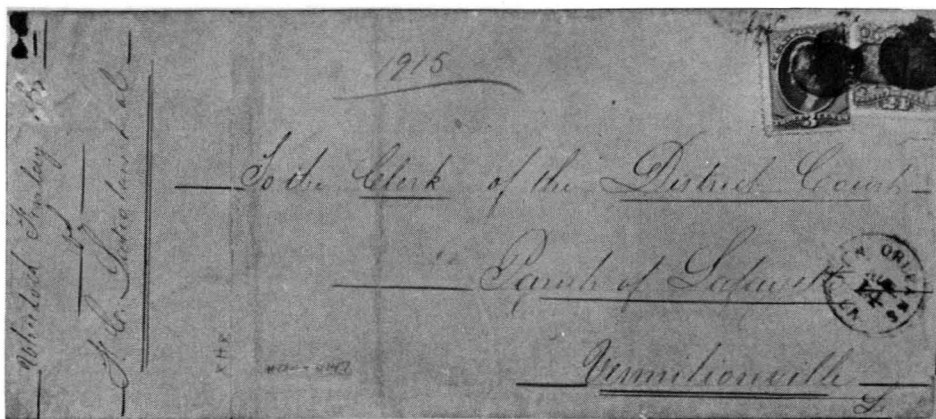


Figure 2. Refolded wrapper from New Orleans to Vermilionville, La., with 24¢ 1869 plus 3¢ Banknote.

The cover shown in Figure 3 was lot 711 in the second Hessel sale. It shows three 24¢ 1869 stamps, a pair and a single, paying 24 times the 3¢ domestic rate, on a large refolded blue paper wrapper, apparently hand-made, addressed to the Clerk of the Circuit Court at Lexington, Kentucky. Only one cover is recorded bearing more than three 24¢ 1869 stamps, this being the remarkable Davis cover to Lima (see Table II) bearing five 24¢ stamps (plus a 12¢).

Figure 4, also from the Hessel collection, shows an interesting territorial use of a single 24¢ 1869 stamp. This is a registered use (the registry markings do not show clearly in the photo) in which the 24¢ stamp pays the 15¢ registry fee plus 3 times 3¢ domestic postage. The cover is postmarked Santa Fe May 8 and addressed to Fort Garland, Colorado. New Mexico joined the union in 1912 and Colorado in 1876, so this cover represents a fully territorial use. It is the only territorial use of a 24¢ 1869 stamp recorded in this study.

The reader will note that the penultimate item listed in Table I is a cover to Paducah bearing a single copy of the 24¢ 1869 invert. This cover is believed to be unique and is the source of the on-cover listing of this stamp in the *Scott Specialized Catalog*. We had hoped to publish a photo of this cover to accompany these words. However, the cover was recently sold, and we have not been

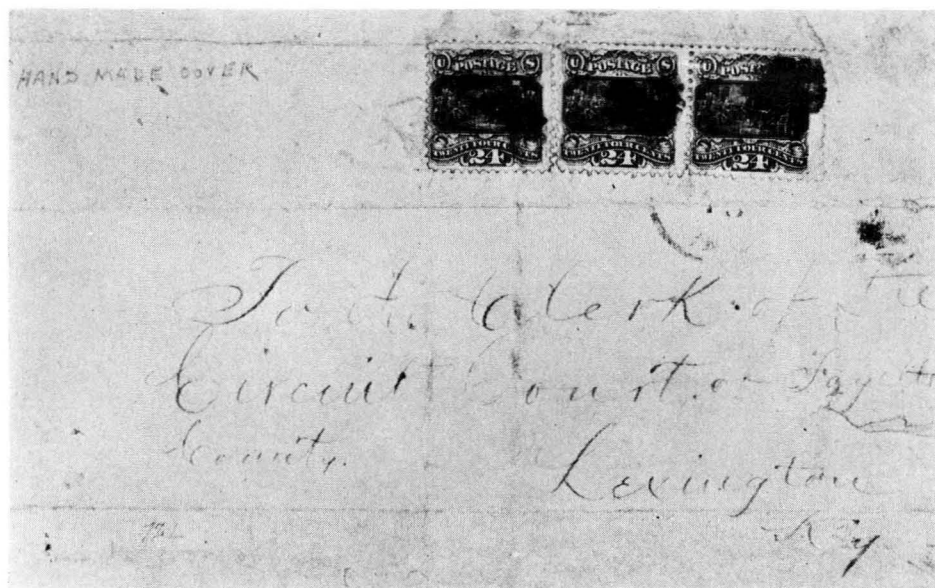


Figure 3. Blue wrapper, apparently hand-made, mailed to the Clerk of the Circuit Court, Lexington, Ky., bearing a pair and a single of the 24¢ 1869, paying 24 times the 3¢ domestic rate. No date, town, or year of origin.

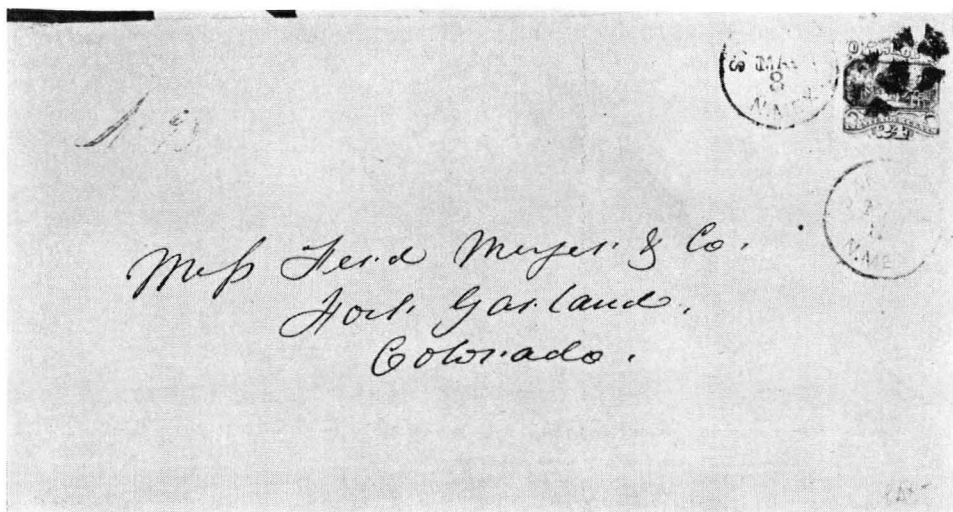


Figure 4. Registered use of 24¢ 1869, from Santa Fe, New Mexico Territory, to Fort Garland, Colorado Territory, dated stamped May 8, no year date shown. The payment presumably is 3 times 3¢ domestic postage plus the 15¢ registry fee. This is the only recorded territorial cover showing 24¢ 1869.

able to contact the new owner. If the cover does come forth, we will publish a photo in a subsequent issue of the *Chronicle*.

FOREIGN USES

Table II lists 43 covers mailed to various foreign destinations and bearing at least one copy of the 24¢ 1869 stamp. Almost one third of these covers were mailed to Peru, most of them from the famous Davis correspondence from Portchester, N.Y., to Lima. (Two such covers, both bearing 24¢ 1869 stamps in combination with 10¢ 1869 stamps, are illustrated in *Chronicle* 85.) Eight of the 43 foreign covers show multiple-rate uses to England, and five covers went to Spain. The remaining covers went to destinations in 11 different countries. In contrast with nearly 30 90¢ 1861 covers to China in the previous decade, only five of the 24¢ 1869 covers went to the Orient. Perhaps a large cache of China covers remains to be uncovered, but a more likely explanation is that



Figure 5. Edgartown, Mass., 17 January 1871, on whaling cover to St. Helena, showing the 28¢ rate made by a single 24¢ 1869 stamp plus a pair of 2¢ Banknotes. The London PAID marking shows 31 January 1871.

the transpacific route was opened in the last years of 1869, offering a lower rate to China and Japan, no longer requiring the use of 24¢ stamps.

Figure 5 shows a 24¢ 1869 stamp, along with a pair of 2¢ Banknotes, making the 28¢ rate to St. Helena. The circular date stamp reads "Edgartown, Mass., Jan. 17, 1871." The red credit of 24¢ to England is faintly seen beneath the 24¢ stamp, and the red circular London PAID marking shows January 31, 1871. According to the *U.S. Mail* rate chart for January 1871, 28¢ was the proper rate per half ounce for letters from the U.S. to St. Helena via British mail (via Southampton). The cover also bears an 11d British marking, probably an accountancy (or debit) marking.

SUMMARY

Combining the information in Tables I and II, the information on all presently recorded 24¢ 1869 covers is summarized in Table III. Fully half of the listed covers originated in New York state, with the remainder from 17 cities (with seven unknowns). Eight covers show multiples of the 24¢ 1869 stamp, compared with 20 covers that show a single 24¢ 1869 used by itself, and 33 covers showing the 24¢ 1869 used in combination with other stamps.

As seems true of all of the higher value 1869 stamps, 1870 use seems the most common. Of the 62 covers in this study, 19 show 1869 and 24 show 1870 use. The years 1871 and 1872 are each represented by two covers, and for 15 covers the year dates are not known.

April 7, 1869, remains the earliest recorded use for the 24¢ 1869 stamp. This cover, which also bears a 10¢ 1869 stamp, was illustrated and written up in *Chronicle* 87.

The recorded covers showing the 24¢ 1869 used in combination with other 1869 stamps number 27, and include a number of covers bearing three and even four different 1869 stamps. (For this reason, the sum of the covers in the

TABLE I
24¢ 1869 STAMPS ON COVER—DOMESTIC USE

Date	Origin/Destination	Stamps	Rate	Remarks	Source
4/23/69	NYC/Mobile, Ala.	120	8x3¢	courthouse legal cover	SBA records*
3/9/70	?/Talbot Co., Ga.	120	3x3+15	pen docket 3/9/70	SBA records*
3/17/70	?/Nashville, Tn.	114, 120	9x3¢	tied blk cork on reduced lgl cvr	PFNY records*
5/?/70	NYC/Albany, Ga.	120, 147 (2)	5x3+15¢	reduced lge cloth env; reg; dkt 5/13/70	Wunsch col.*
7/13/70	NYC/Albany, NY	120	3x3+15¢	reg lgl cvr	SBA records* ¹
9/8/70	Mobile, Ala./Hollow-square, Ala.	120 (2)	16x3¢	refolded courthse lgl wrapper	Simmy sale, 6/76, #134*
?/?/70	Boston/Schoharie, NY	116 (2), 120	15x3¢	lge wrapper, 1¢ stamp missing (?)	Siegel sale 296, #67
?/?/70	Murfreesborough, Tn./?	114, 120	9x3¢	lgl cvr, green town, pen dkt 1870	Siegel sale 456, #380*
?/?/72	San Francisco/Oroville	120	3x3+15¢	reg; pen dkt 1872	Siegel 417/1513*
2/1/?	N. Orleans/Milwaukee	120	8x3¢	lgl to US Dist. Crt	PFNY records*
5/8/?	Santa Fe, N.M./Garland, Col.	120	3x3+15¢	tied blk town; reg	Hessel III/600*
9/27/?	NYC/Wiscasset, Me.	120	8x3¢	lge lgl cvr	PFNY rec.*
10/14/?	N. Orleans/Vermilionville, La.	120, 147	4x3¢+15¢	lgl cvr reg #1915; pen docket	Author*
12/10/?	N. Orleans/Albany, Ga.	120, 147 (2)	5x3¢+15¢	refolded reg money wrapper; canvas bag	Wunsch col.*
?	?/Lexington, Ky.	120 (3)	24x3¢	refolded blue court-hse cvr; ex Eagle	Hessel II/711*
?	?/Alpena, Mich.	120 (2), 147	17x3¢ (?)	refolded court-house cvr	SBA rec.*
?	San Francisco/Downieville, Cal.	120	3x3+15¢	reg; tied circle of wedges	Newbury I/636
?	?/Paducah, Ky.	120b, 147	9x3¢	INVERT tied to refolded cvr	PFNY rec.*
?	Trenton, N.J./Red Bank, N.J.	114, 117, 120	13x3¢	Dept. State lgl cvr	W. A. Crozier*

1. Believed to be same cover as lot 251 in Siegel sale 204.

TABLE II
24¢ 1869 STAMPS ON COVER—FOREIGN USE

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamps</i>	<i>Rate</i>	<i>Remarks</i>	<i>Source</i>
4/7/69	NYC/Shanghai	116, 120	34¢	red 24; London rec. 4/17/69	Chr. 87:174*
5/?/69	NYC/Hongkong	116, 120	34¢	Apr or May use via Southampton	Chr. 87:176*
5/22/69	NYC/London	120	2x12¢	adv. env (sewing mach), blk cancel	Knapp II/1774*
6/29/69	NYC/Cadiz, Spain	120 (2-VP)	2x24¢	London rec 7/10 Spain rec 7/14	PFNY rec*
7/1/69	NYC/Paris	120	2x15¢	"sht Pd," due "16"; rec 6/14/69	Ward sale 10/46, #714*
7/ (6) /69	NYC/Paris	120	2x15¢	"insuff Pd," due "16," blk star can.	Knapp II/1773*
7/14/69	NYC/London	120	2x12¢	circ wedges can; London Pd, 7/24	Knapp II/1772*
7/20/69	N. Orleans/London	120	2x12¢	NYPD "19," open cross can, rec 7/28	PFNY rec*
8/?/69	NYC/Manchester, Eng.	120	2x12¢	circ hearts can; per "Russia"	Siegel 409/81*
8/31/69	NYC/London	120	2x12¢	red NYPD "19," rec London 9/12	SBA rec*
9/7/69	NYC/Cadiz, Spain	120	24¢	per "China"; rec Spain 9/22	PFNY rec*
9/?/69	NYC/Lima, Peru	116, 120	34¢	red "24," Panama pmk 9/24; pen dkt 10/1	Chr. 85:39*
10/20/69	Savannah, Ga./Liverpool, Eng.	120	2x12¢	Liverpool PD, red NY PD ALL, blue can	Harmer 6/55, #600*
11/1/69	N. Orleans/Paris	114 (2) , 120	2x15¢	red NYPD "12," blue Fr. rec	Siegel 210, #786*
11/2/69	Washington, D.C./Worcestershire, Eng.	120	2x12¢	red NYPD	Siegel 210, #783*
12/4/69	Portchester, NY/Lima, Peru	116, 120	34¢	Davis corres; rec 12/31/69	Chr. 85:40
12/16/69	NYC/Pt. St. Mary's, Spain	116, 120	34¢	per str "Cuba," London rec 12/27	Siegel 313, #46*
12/20/69	Portchester, NY/Lima, Peru	119 (1½) , 120 (3) (15¢ torn)	3x34¢	3x72/3 in red vt strip of 3	Siegel 410, #715*
1/4/70	San Francisco/Tacna, Arica, Peru	120	34¢	SF PD pmk, 10¢ stamp missing	Hessel III/599*
1/21/70	Boston/Rosario, Argentina	112, 120	25¢	red "8," blue rec pmk, due 10¢	Siegel 210 #785*
1/28/70	NYC/Yokohama, Japan	117, 120	36¢	red "32" via Marseille, London PD	Hessel II/737*
2/20/70	Cuba-NYC/Lima	116, 120	34¢ or 10+22¢	per str "Alaska," red "12"; overpaid; from NY 4/5/70	SBA SS photo 77*
3/19/70	Portchester/Lima	115, 117, 120	2x22¢	red "12," str dkt; 2¢ stamp missing?	Fox 10/62, #140*
4/5/70	Portchester/Lima	116 (2) , 120	2x22¢	red "24," crayon "2"	Chr. 85:42*
5/4/70	Portchester/Lima	113, 114, 119, 120	2x22¢	red "24," over "48"; pen dkt 6/1	Brookman II, 181*
5/20/70	Portchester/Lima	116 (2) , 120	2x22¢	red "24," dkt 6/8; Davis Corres.	Chr. 85:40*
5/31/70	?/Buenos Aires, Argentina	113 (2) 120	28¢	London rec 7/22; red PD	Brookman II, 181*
6/3/70	Portchester/Lima	117, 120 (5)	6x22¢	pen dkt 7/1; red NYPD	Brookman II, 180*
6/20/70	Portchester/Lima	113, 115, 117, 120	2x22¢	dkt 7/9; red credit mark	Harmer Rooke 5/61, #100*
7/20/70	Portchester/Lima	113, 115, 117, 120	2x22¢	red NYPD "12," dkt 8/8/70	Harmer Rooke 5/61, #99*
7/?/70	Louisburg, N.C./London	120	4x6¢	lge lgl wrapper London rec 7/11	Fleckenstein col. 123
8/5/70	Baltimore, Md./Barcelona, Spain	120, 146 (2)	28¢	red "24," London rec 8/19	Brookman II, 179*
8/18/70	NYC/Singapore	120, 146 (2)	28¢	red NYPD "24," red "1"; 2¢ torn	Harmer 11/56, #152*
9/19/70	Portchester/Lima	120 (2) , 148, 151	3x22¢	red NYPD "24," dkt 1870	Harmer Rooke 5/61, #93*

Date	Origin/Destination	Stamps	Rate	Remarks	Source
10/3/70	Portchester/Lima	120 (2), 151, 146 (3)	3x22¢	red "13," crayon "36"; rec 11/3	Siegel 468/101*
1/17/71	Edgartown, Ms./ St. Helena	120, 146 (2)	28¢	red NYPD "24," London rec 1/31; "11d"	Eastern col.*
4/11/71	Osaka/Yokohama, Japan	114, 118, 120	42¢	per "Oregonian," interconsular mail	Ward 1/44, #490*
5/2/72	N. Orleans/Barcelona, Spain	120, 147 (2)	3x10¢ (?)	direct mail	C. Hart
4/4/?	Yonkers, NY/Belgium	65, 120	27¢ (?)	mourning cvr via Am stmr	Knapp II/1776*
11/25/?	Nashville, Tn./ Switzerland	115, 120	2x15¢ (?)	circ wedges can.	PFNY rec*
?	NYC/Valparaiso, Chile	116, 120	34¢	red "12," per stmr "Alaska"; "25" (?)	Siegel 210/784
?	?/Ireland	117, 120 (both SE)	3x12¢	front only	Chr. 50:119
?	Boston/Chefoo, China	113 (2), 120	28¢	via London-Malta; ret to sender	Knapp II/1775*

TABLE III
SUMMARY OF DATA FOR THE 24¢ 1869 COVERS

Destination	Origin		Stamp Use		Year	
Domestic	19	New York City	19	24¢ invert	1	1869
Peru	14	Portchester, NY	11	24¢ alone	20	
England	8	Unknown	7	24¢ multiples	8	1870
Spain	5	New Orleans	6	24¢ in comb. with:		
France	3	Boston	3			1871
Argentina	2	San Francisco	3	1¢	1	
China	2	Baltimore	1	2¢	6	1872
Japan	2	Cuba	1	3¢	5	
Belgium	1	Edgartown, Ms.	1	6¢	4	unknown
Chile	1	Japan (Osaka)	1	10¢	10	
Hong Kong	1	Louisburg, NC	1	12¢	7	
Ireland	1	Mobile, Ala.	1	15¢-I	1	
St. Helena	1	Murfreesborough	1	15¢-II	2	
Singapore	1	Nashville	1			
Switzerland	1	Santa Fe, NM	1	other issues		
	62	Savannah, Ga.	1	(Scott #)		
		Trenton, NJ	1	65	1	
		Yonkers, NY	1	136	1?	
		Washington, DC	1	146	4	
			62	147	6	
				148	1	
				151	1	

"STAMP USE" column in Table III is greater than the whole number of covers.)

A total of 12 covers shows the 24¢ 1869 stamp used in combination with stamps of other series. Eleven of these show Banknote stamps (six of them the 3¢ green #147) and the lone remainder, ex Knapp, shows a 3¢ 1861 used with a 24¢ 1869 on a mourning cover to Belgium. Conceivably, this cover was posted at the 27¢ Belgian closed mail rate via England, even though that rate was not available after the first of 1868. Conceivably too, a 24¢ stamp of the previous series was removed from this cover, and the 24¢ 1869 put in its place. Examination of the cover itself would probably tell the story. Does anyone know where it is?

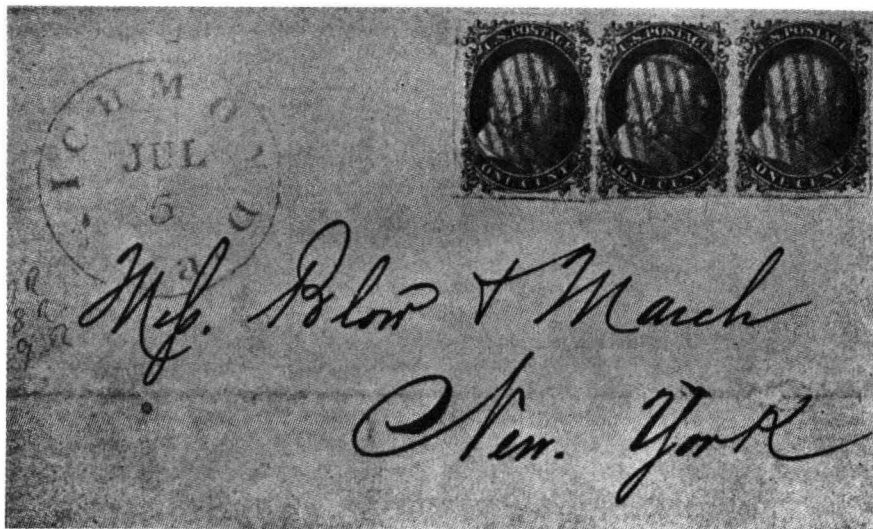
1869 NOTES

• Hint from Heloise: 1977 will be a special year for those who fancy the postal history of the 1869 period, because the calendar for 1977 is precisely the same as the calendar for 1870—when so many of the 1869 stamps were used. Thus, to confirm a Tuesday sailing date on an 1870 cover, or to ascertain what days in 1870 were Sundays, one need only refer to the 1977 calendar. For the record, the calendar for 1869 is the same as 1971 or 1982; and the calendar for 1871 is the same as 1967 or 1978.

AMERICAN PHILATELIC MISCELLANY

Introduced and Arranged by

Susan M. McDonald



This anthology, containing reprints of thirty articles originally published in **The Stamp Specialist** between 1939 and 1948, retrieves writings of past philatelic giants and acquaints the reader with some less familiar names. (Authors include Stanley Ashbrook, Richard Cabeen, Harry M. Konwiser, and Frank Staff.) The majority of the articles, which have been grouped according to subject matter, are still valuable, but others are of interest mostly as curiosities. In her foreword, Susan M. McDonald evaluates these articles in the light of current information so that the reader will not be misled. McDonald also gives sources of current information on the subjects and briefly discusses some of the authors. This 592-page hardcover volume contains something of worth and interest to almost every collector of nineteenth century United States stamps or postal history.

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ARTHUR VAN VLISSINGEN, Assoc. Editor

MORE ON THE SECRET MARKS

Some of the early students of the Bank Note issues advanced the theory that the secret marks on the 1873 Continental issue were put on the dies by the National Bank Note Company as cancellation marks before turning them over to the Continental Bank Note Company. Others contend that the secret marks were put on by Continental after receiving the dies from National in order to distinguish its printings from those of National in case of any dispute as to quality, deliveries, etc.

In *Sloane's Column*, a compilation of his weekly articles in *Stamps Magazine*, pp. 248-249, George Sloane rather clearly demonstrated that the secret marks were put on the National dies by Continental engravers. His conclusions were based on his examination of a number of large die proofs of the Bank Note issues, including two die proofs in blue of the 1¢ 1870 as engraved by National. He reported that one proof was signed by the engraver, A. W. Cunningham, but the other proof, also with Cunningham's signature, was a proof impression presumably taken after the National die had been delivered to Continental and the secret mark added. Sloane's article went on as follows:

This latter 1¢ die proof had the "secret mark" in the pearl at left adjoining the numeral "1" which, of course, is familiar to all U. S. collectors. In addition to Cunningham's signature there was this significant inscription: "Secret Mark put on by Chas. Skinner." I have no doubt that this inscription is in the hand of Charles Skinner. (Just by way of incidental comment it is interesting to note that the term, "secret mark," was not a designation later devised by stamp collectors, but apparently was the expression of those engravers who worked on the dies.)

Now, the point of these notes is this: In recent years we have been told that these were not "secret marks," added to the dies by the Continental Bank Note Co. (in order to distinguish their work from the earlier printings by the National Bank Note Co.) but that they were "cancellation" marks added to the dies by the National before turning them over to the new contractors, the Continental Co.

I have queried Clarence W. Brazer, leading authority on U. S. proofs, as to Charles Skinner. Mr. Brazer replies that he cannot recall that Skinner ever engraved for the National Bank Note Co., (who were formidable competitors of the Continental Co.), and adds that Skinner was a Continental engraver until 1879, when the Continental Co. merged with the American Bank Note Co. Skinner went along to the American Co., and was there until 1893 and perhaps longer. While this evidence I present may not be conclusive, it would seem that the "secret marks" were placed on the dies by the Continental Co., and that they were not "cancellation" marks added to the dies by the National Co., before delivery.

DOUBLE PAPERS

A number of the Continental printings are found on double paper, an experiment based on a patent by Charles F. Street to discourage or prevent re-use of stamps. The printings were reportedly made about 1876 according to the *Coin and Stamp Journal* for January, 1877. The patent consisted of a thin surface paper backed up with a thicker paper, the idea being that any attempt to remove a cancellation would destroy the surface layer. It is fairly common on the 2¢ and 3¢ denominations of the 1873 issue and has been reported also on the 1¢, 6¢, 7¢, 10¢, 30¢, and the 2¢ and 5¢ of 1875.

In the December 4, 1976 issue of *Stamps* a fine used copy of the 30¢ with a Philatelic Foundation certificate is reported with a sales tag of \$1,950. Although this may seem quite a price for a variety, the item has already been sold. It is pictured both with the upper left edge folded back to show the double paper and without. The double papers can be distinguished by the color of the ink which does not print as clearly on the thin surface paper and the muddier look of the thicker paper when held up to the light. It resembles soft paper in appearance but is not as mottled. Known examples should be studied to become proficient.



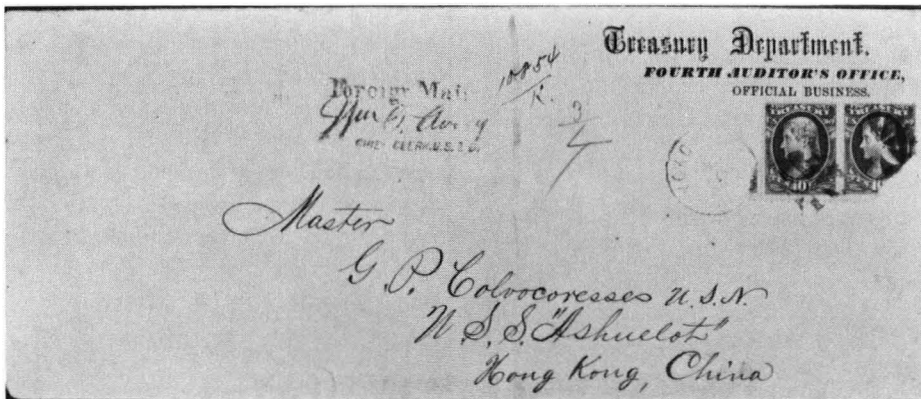
1873 30¢, Continental printing, with double paper, the only used copy known. Right hand photo shows the thin surface paper turned back to reveal the thicker paper below.

Only two 1870 National printings are reported in Scott's 1977 *Specialized U. S. Catalogue* on double paper. Strangely enough one is the 24¢ denomination. The other is reputedly a 6¢ National, but there is no other indication that National may have tried double paper. Perhaps at last a way has been found to identify a true Continental printing as the double paper was apparently only used at least three years after the last National printings.

USE IN YOKOHAMA OF U. S. DEPARTMENT STAMPS

The discovery by William A. Sandrik of Washington, D. C., of the only known example of United States Department stamps used in Yokohama has been reported. The cover, which is pictured below, was recently auctioned by the Waverly Trading Co. which has furnished the following details.

The cover bears two copies of the 1873 10¢ Treasury Department stamps (Scott #077). The stamps are tied by a black cork cancel and by a black "YOKOHAMA JAPAN DEC 16" datestamp used by the U.S. Consular Post Office at Yokohama. The envelope is imprinted "Treasury Department/Fourth Auditor's Office/Official Business" in the upper right corner. There is an additional blue handstamp "Foreign Mail/Wm. O. Avery/Chief Clerk U.S.T.D."



Recently discovered cover showing the only known example of the use of U.S. Department stamps from the U.S. Consular Post Office at Yokohama, Japan.

The cover is addressed to Master G. P. Colvororesses on board the U.S.S. *Ashuelot* at Hong Kong, China. Notations on the reverse indicate that the enclosed letter related to Colvororesses's food allowances. The addressee had a long career in the Navy, lasting until 1907.

The Postal History of YUKON TERRITORY Canada

Robert G. Woodall

As the result of many years of research by the author (a smaller version was published privately in 1964), the postal history of Canada's Yukon Territory is presented in narrative and tabular form in this 272-page hardcover volume. Part one relates the history of the area before the Klondike gold rush from the first incursion of trading companies in 1843, through the establishment of the first Canadian post office in the Yukon territory in 1894, to the Klondike gold discovery of 1896-97. The rapid expansion of the mail service during the gold rush period of 1897-1900 is detailed in part two and the improvements made during the twentieth century are covered in part three. All possible methods used to carry the mail—dog sled, canoe, steamer, railroad, and airplane—are discussed. The fourth section contains the catalogue with codes for the main types of postmarks and a list of post offices and their postmarks. An index is also included.

Illustrating the text are 1 halftone and 3 line maps; 12 pages containing illustrations of postmarks; and 50 halftones of covers, postcards, letters and other items of interest to collectors. This book is a useful guide for those interested in the postal history of Canada and British North America or the history of the far north.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(1) Feature Cover

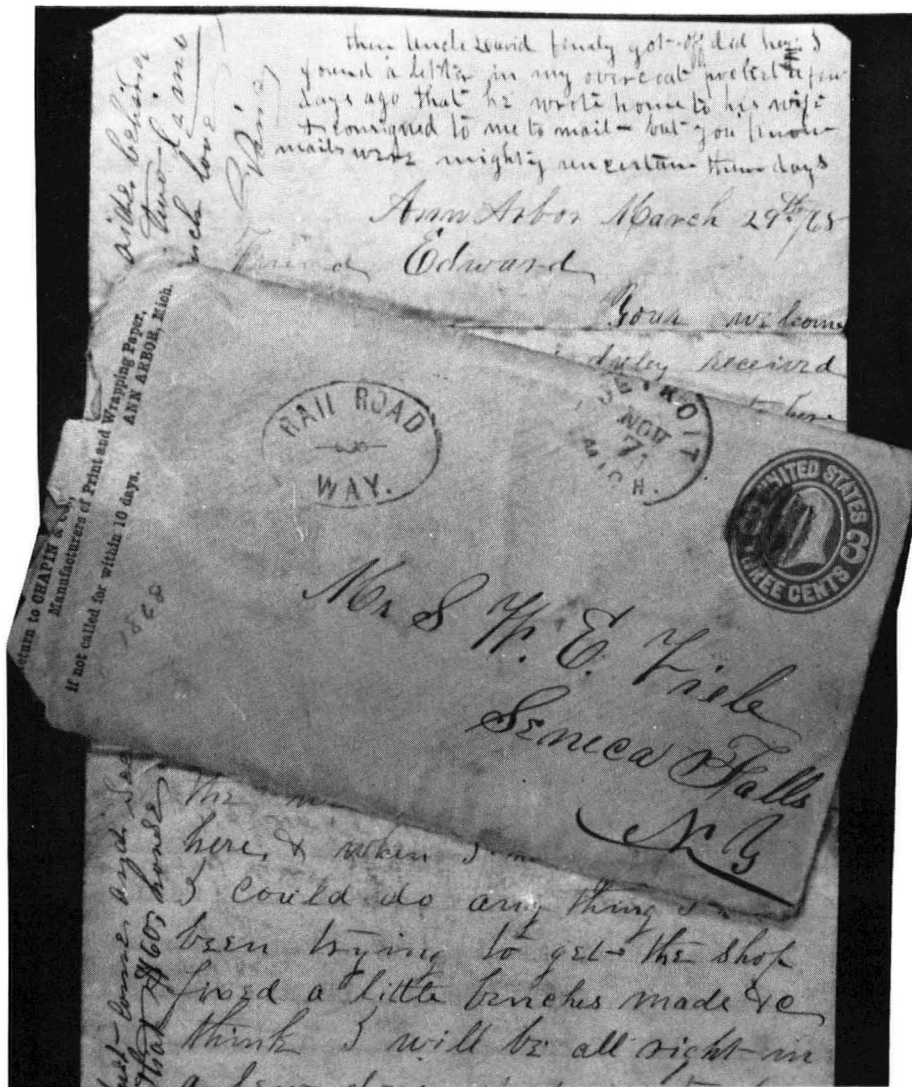


Figure 1. Cover with RAILROAD WAY marking.

We are grateful to Richard Graham for furnishing an interesting feature illustration for this issue. In *The American Philatelist*, May 1975, p. 431, Mr. Graham presented an interesting study on the RAILROAD WAY oval markings, which have long presented an intriguing problem to markings specialists. He pointed out that one area of speculation was that this marking may have been applied to all letters, not previously postmarked, arriving from trains at the Detroit Post Office. Originally the belief was that RAILROAD WAY was applied only to letters arriving from the Detroit & Milwaukee R.R. In conclusion Mr. Graham states "Actually, the only way an answer may be worked out concerning this marking is to obtain a record of further covers, which include

data as to dates and where the letter actually came from, as well as where it entered the mail."

Since that article just such an example has been submitted by a distinguished postal historian. This cover (Figure 1), which Mr. Graham has photographed with enclosed letter, was written in Ann Arbor, Mich., March 29, 1868. Evidently mailed at the station, or on the train, it bears a black single circle Detroit, Nov. 7 town marking and killer, as well as the RAILROAD WAY oval. The letter was sent on its way to Seneca Falls, N.Y., probably by way of Michigan Central R.R. to Buffalo.

This combination presents credence to the theory that RAILROAD WAY was applied to any unpostmarked letters arriving at the Detroit Post Office from trains, as this letter probably moved over the Michigan Central R.R. from Ann Arbor to Detroit. By way of interest, the date discrepancy is explained in the letter by a note that the letter was put in the mailer's overcoat pocket to mail and forgotten. Apparently the overcoat was put in mothballs for the summer and the sender discovered the letter in his pocket when the first cold snap occurred in November.

(2) Centennial Railway Post Office

In *Chronicle* 92 we showed a photograph of a facing slip used from an 1876 Centennial Exposition R.P.O. car, together with certain surmises as to its use. Route Agent Judson Germon reports that this article reflects the writing of a railroad president rather than that of a Railway Mail Service employee, which seems to be a fair premise.

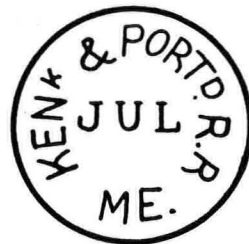
A batch of letters tied together for a destination is a "package" not a "bundle" of mail. He questions that it would be "unusual" for the Centennial R.P.O. car to have sufficient mail for the Toledo & Ludington route but this is a moot point to a Michigander. He believes the "package" moved via the Pittsburgh-Toledo route and that agent Hale, when working the package, found no errors in distribution and stamped it "O.K.-Hale" with a handstamp carried for this purpose. He does agree that the return of the facing slip to Asst. Supt. Jameson at Centennial was an unusual occurrence and that probably instructions were in effect for such special handling as a service check.

Agent Germon has had 35 years experience in the Railway Mail Service. He is a leading expert for reference on railway mail service matters and possesses an extensive library on railway mail. Facing slips and their use are covered in the book *A Life Span and Reminiscences of R.M.S.* by James E. White, published by Deemer & Jaisohn, Philadelphia, Pa., 1910, pages 11 and 12.

(3) Remele Catalog

Through the courtesy of Mr. Bruce Hazelton we show in Figure 2 a new tracing of Remele K-1-b (T-M 4-E-2), Kennebec & Portland R.R. Taken from three examples, this marking shows a definite dot under the letter "D" and is not plain as in Type K-1-a. This 31 mm. black marking was used in the examples as follows: 5/2/1855 Waterville, Me. to Lyme, N.H., 5/2/1855 from West Falmouth to Lewiston, Me. and 7/5/1855 from Richmond to Brunswick, Me. This completes the marking shown as partial in the Remele catalog.

Figure 2. K-1-b (4-E-2).



(4) New Catalog

For the information of our readers it should be reported that the *Mobile Chronicle* 93 / February 1977 / Vol. 29, No. 1

Post Office Society has completed publication of the loose-leaf edition of *U.S. Transit Markings Catalog, Vol. I, 1837-1886*, cataloged by your Editor. This 250 page catalog contains 3618 full-size illustrations of transit markings together with a description of the markings, use and estimated value. It supercedes listings in the Remele catalog, Towle-Meyer catalog, and U.S.P.C.S. *Chronicle* through No. 87 and contains many markings not otherwise listed. For information contact Warren Kimball Jr., 163 Old Farm Rd., Pleasantville, N.Y. 10570.

(5) Dating Project — Remele Period Markings

In *Chronicle* 88 a listing was made of markings A-2 through D-4 with available actual dates of use. Again we urge collectors to report dated markings uses earlier or later than those listed, with Remele number of marking, color and date with year. Only by constant cataloging and reporting of such dates can we arrive at a sensible method of determining dates of use for different types and colors. The present method of listing based on periods of stamps used with markings is unreliable, imprecise and meaningless in case of stampless covers.

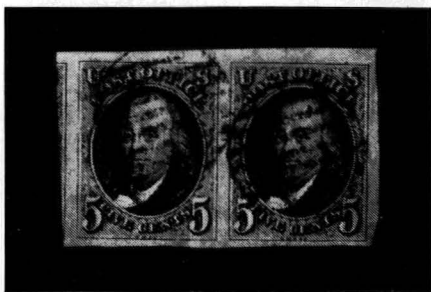
Revised Dates for Chronicle 88 Listings

Remele Cat. No.	USTMC Cat. No.	Color	Early or Only Date	Late Date
A-5-a	9-A-1	blue	11- 9-55	1- 9-57
		black	12-25-63	
A-5-b	9-B-1	black	5-23-53	3- 6-57
A-6-a	4-C-1	blue	9-24-51	5- 8-53
		red	7- 4-50	2-17-51
A-6-b	4-D-1	blue	12- 5-53	
		black	12- 5-54	8-26-62
B-12-b	50-A-2	blue	1-31-51	
B-12-c	50-A-3	blue	12-25-48	1- 4-53
		red	1-11-51	
		ultramarine	6-25-52	

New Listings for Remele Cat. Nos. E-F-G-H-I

E-3-a	4-A-1	red	8-29-50	
		blue	3-21-49	8- 7-55
E-3-b	4-A-2	red	9- 5-50	9-25-50
		blue	8- 8-49	6-13-53
E-3-c	4-B-1	blue	3-22-48	11-27-52
		black	4-17-54	
E-4-s	652-S-1	black	8-14-60	
G-2-b	577-B-1	blue	3-20-58	
G-2-S-a	577-S-1	black	5-18-60	
G-2-S-b	577-S-2	black	8-26-62	
G-2-S-c	577-S-3	black	12-27-59	
H-1½-s	810-S-1	black	4-20-60	
H-2	203-C-1	blue	6-15-50	
H-3	54-A-1	red	11- 3-58	
H-4-a	88-A-1	red	3-25-49	
H-4-b	88-A-2	red	1-27-47	
H-4-c	88-B-1	red	5-23-47	7- 4-47
H-4-d	88-B-2	red	8-24-47	
H-4-e	88-B-3	red	4-29-49	
H-4-g	88-B-6	red	6-13-50	
		black	10-31-61	
H-4-h	88-B-7	red	6-13-51	
H-4-S-c	88-S-4a	black	2- 8-65	
H-4-S-d	88-S-4b	black	5-18-68	
H-4-S-g	88-S-6b	black	7-11-67	
H-4-S-h	88-S-8a	black	2- 4-61	
I-1-b	709-A-2	black	8-13-55	
I-1-S-a	708-S-5	black	6- 5-55	6- 4-63
I-1-S-b	709-S-2	black	10-18-58	11-22-64
I-1-S-c	708-S-3	black	6- 1-57	
I-1-S-d	708-S-8	black	11-27-58	
I-1-S-e	709-S-5	black	11- 6-55	
I-4-a	653-A-1	blue	4-15-55	
I-7	561-C-1	black	12- 7-59	

(Continued overleaf)



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PLATE I



7-G-1



25-S-5



753-S-5



567-J-1



528-S-5



592-B-1



554-S-7

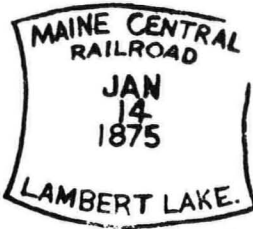


500-S-3



8-E-1

L & M. Lavin
mail sent
June 27
0-22-n



1-S-3



7-S-2



638-A-1



T-19



9-E-1



M-15-p



1-B-1



8-F-1



340-M-1

(6) New Reportings — Plate I

Through the cooperation of Messrs. Call, Cornell, Hazelton, Jarrett, Kimball, Schwimmer, Turner, and Wyer we are pleased to present another plate of newly reported route agent and station markings for the record:

- 7-G-1: Androscoggin Division. Maine Central R.R.; 26, black, blue. Banknote. V.
 25-S-5: Boston, Concord & Montreal, South Lancaster; 29½-20, D. circle (partial), blue. 1878. IV. South Lancaster, N.H. 38 miles north of Woodsville, N.H.—White Mountains branch.
 753-S-5: Gordon's Ferry, Chicago, Clinton & Dubuque R.R.; 29-(-) x 22½-13½, D. oval (partial), blue. 1878. IV. Gordon's Ferry, Ia. 14 miles north of Dubuque, Ia.
 567-J-1: Chicago Jct. & Chicago Agt.; 27½, blue. Banknote. III.
 528-S-5: Hinton, Cincinnati Southern Ry. Co.; 30½-19½, D. circle (partial), blue. 1879. IV. Hinton, Ky. 52 miles south of Cincinnati, Ohio.
 592-B-1: Cleveland & Canton Agt.; 28 (partial), black. 1882. III.
 554-S-7: East Rochester Station, Cleveland & Pittsburgh R.R.; 27½ x 23, Octagonal box, blue. 1869, (with 3¢ 1869). V. Station in Ohio 14 miles south of Alliance.
 500-S-3: Dalton, East Tennessee & Georgia R.R., R.S. Rushton, Agent; 35½-24½, D. circle, black. 1861. VI. Dalton, Ga. 40 miles east of Chattanooga, Tenn. Possibly railroad business mail usage.
 8-E-1: Knox & Lincoln R.R.; 26½, black. 1875. IV.
 0-22-n: Louisville & St. Louis Mail Route; manuscript. 1854. VI. Used on Ohio and Mississippi Rivers, Route 5103, 650 miles, Louisville, Ky.-St. Louis, Mo.
 1-S-3: Lambert Lake, Maine Central R.R.; curved shield (partial), blue. 1870, 75, 85. IV. Lambert Lake, Me., 4 miles west of Vanceboro, Me.
 7-S-2: Strickland's Ferry, Maine Central R.R.; 30-(-) x 24-14½, D. oval (partial), blue. Banknote. V. Station Androscoggin Div. 39 miles north of Lewiston, Me.
 638-A-1: Marquette & L'Anse R.R.; 25½, black. Banknote. 1876. Black "D" killer. V. (Complete tracing). Note double misspelling.
 T-19: Mt. C & C— R.R.; 26½, black. Banknote. IV. Name of route not identified. 2 letters from Shamokin, Pa., to Philadelphia. Possibly route 194.
 9-E-1: Portland & Island Pond Agt.; 26, black. 1881, 83. "E" killer. II. (Complete tracing).
 8-F-1: Rockland & Brunswick Agt.; 26½, black. 1880. IV.
 M-15-p: U.S. Mail Saturday Evening Packet St. Natchez, Route 8165; 35½, black. 1858-59. VIII. Apparently an unusual route agent marking with name of boat. This is a rare combination. Only marking on stamped envelope. Vicksburg, Miss.-New Orleans, La., 397 miles, Route 8165.
 1-B-1: Vanceboro & Bangore Agt.; 28, black. 1884. III.
 340-M-1: Wilmington & Manchester R.R.; 26½, black. Banknote. V.

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THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

CARRYING THE BREMEN CONVENTION MAIL BY "CONSTITUTION" IN PLACE OF "HERMANN"

(24 JANUARY 1857)

WILLIAM K. HERZOG

The Ocean Line steamer *Hermann*, while en route from Bremen via Southampton to New York, was disabled at sea and forced back into Southampton on 14 December 1856. Extensive repair work prevented *Hermann* from returning to New York in time to make her next scheduled sailing on 24 January 1857. Consequently, there was no sailing of an Ocean Line ship from New York in January of 1857. This author recently learned, however, that *Constitution* of Compagnie Transatlantique Belge replaced the damaged *Hermann*, and carried the Bremen Convention mail (as well as the British Treaty and Prussian Closed Mail for Southampton) from New York on 24 January 1857.

The archival documentation of this interesting substitution was provided through the diligent efforts of Route Agent Jeremy Wilson. After locating the original documents in the Postal Services Library, he kindly made copies of them for this author. Verbatim transcriptions of the copies are presented herewith:

Office of the Ocean Steam Nav. Co.
New York, January 5, 1857

Hon. Jas. Campbell, Postmaster General
Washington, D. C.

Sir:

The U. S. Steamship "Hermann" sailed from Southampton for this port on the 3 December. In a terrific gale on the 9th one of her engines was disabled and she was obliged to put back to Southampton for repairs. She arrived there on the 14th and her mails were immediately forwarded by the "Fulton" and received here on the 31st.

In conformity with the schedule approved by you, the "Hermann" was to leave New York on the 24th inst. and Bremen on the 21 February. As her repairs in England, however, require about two month's time, she cannot leave New York on the 24th inst. and I shall therefore instruct the Captain to proceed at once to Bremen in order to take his departure hence on the appointed day, viz. 21 February.

As this Company has no steamship to send on the 24th inst. with the mails for Europe, I would respectfully enquire, if you would give permission to omit that outward trip? If not, I would propose to substitute the Hamburg Steamer "Borussia" or the Antwerp Steamer "Constitution", with either of which I believe a satisfactory arrangement could be made for taking out the mails of the 24th inst. to Southampton and Bremen.

As this matter has to be decided without delay, I should be greatly obliged by an early answer, stating at the same time what portion of the mail money would be allowed by the Department.

C. H. Sand, Prest.

[Notation on January 5 letter:] Mr. Blackfan/ PMG says he would give the sea postages of the mails conveyed; if this is not satisfactory that the trip may be omitted. H.K.

Office of the Ocean Steam Nav. Co.
New York, January 7, 1857

Hon. Jas. Campbell, Postmaster General
Washington, D. C.

Sir

I have the honor to acknowledge the receipt of your letter of yesterday, by which you authorize me to substitute the Steamers "Borussia" or "Constitution" for the "Hermann" on the 24 inst. to convey the mails to Europe, for which service you are willing to allow the sea postage for the mail conveyance.

I now beg to inform you that, after some unsuccessful negotiations with the agents of the "Borussia", I have made arrangements with the consignee of the "Constitution" to dispatch her from this port on the 24 inst. for Southampton and Antwerp with the mails for Europe. Those for Germany will be sent from Antwerp

to Bremen under the charge of a special messenger, unless you should give other instructions respecting them.

C. H. Sand, Prest.

Office of the Ocean Steam Nav. Co.
New York, January 10, 1857

Hon. James Campbell, PMG.
Sir

In answer to your letter of 8 inst., I beg to inform you, that on making the arrangement with the consignee of the Steamship "Constitution" it was agreed with him, that the mails for Bremen should be sent on from Antwerp under the charge of a special messenger at the expense of the owners of the ship.

C. H. Sand, Prest.

Post Office, Philadelphia
January 24, 1857

Hon. James Campbell
PMGen'l
Washington, D. C.
Sir

In compliance with your request of the 12th inst. I have to state that the sea postage on the mails for Europe, forw'd per Steamer "Constitution", on the 23rd inst. amounted to \$132.64.

John Miller, PM.

Post Office, New York
February 4, 1857

Hon. James Campbell, PMG.
Sir

In compliance with the instructions contained in yours of the 12th inst. I have to report, that the Steamer "Constitution" which was substituted for the "Hermann" sailed on the 24th of January. The sea postage on letters sent was as follows:

To Great Britain	10,459 letters—sea postage	16¢	1673.44
To Bremen	4,896 " " "	4¢	195.84
" "	3,129 " " "	9¢	281.61
Prussian Closed Mail	2,822 weighing 892 oz.		356.80
	892		2507.69
	40		
	356.80		

[Official Endorsement on wrapper containing Philadelphia and New York reports:]
"Recognize service of the Ocean Steam Navigation Co. (C. H. Sand, Prest.) at \$2,640.33, being the amount of ocean postages on the mails conveyed from New York, by the Steamer "Constitution", on 24th Jan. 1857, for Southampton and Bremen, and refer to Auditor to pay at New York. A. V. B. March 20, 1857."

By incorporating the above self-explanatory transcriptions with relevant information and sailing dates contained on pages 129 and 130 of Professor Hargest's masterwork, *History of Letter Post Communication Between the United States and Europe, 1845-1875*, we are able to present Table 1. This table shows how the Bremen Convention mails were sent to Bremen during two months (December 1856 and January 1857) when there were no Ocean Line sailings from New York.

ALAN T. ATKINS

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In conclusion, anyone lucky enough to own a Bremen Convention cover that was mailed from New York on 24 January 1857, owns a cover carried by Steamer *Constitution* of Compagnie Transatlantique Belge to Antwerp, and thence by special messenger to Bremen. Who can report such a cover?

**TABLE I: CARRYING THE BREMEN MAILS
NOVEMBER 1856 TO MARCH 1857**

SHIP	LINE	SAILED FROM N. Y.	ARRIVED AT N. Y.
Hermann	Ocean line	Nov. 1, 1856
Fulton	Havre line	Dec. 31, 1856 (A)
Washington	Ocean line	Nov. 29, 1856	Jan. 20, 1857
Atlantic	Collins line	Dec. 20, 1856 (B)
Baltic	Collins line	Jan. 3, 1857 (C)
Constitution	Compagnie Transatlantique Belge	Jan. 24, 1857 (D)
Hermann	Ocean line	Mar. 12, 1857 (E)
Washington	Ocean line	Feb. 21, 1857	Apr. 9, 1857 (F)

(A) *Fulton* forwarded *Hermann's* mail to New York, after sea damage forced *Hermann* back into Southampton on 14 December 1856.

(B) Since there were no mail sailings of Ocean line ships from New York in December of 1856, prepaid Bremen mail was apparently sent as fully prepaid Prussian Closed Mail via England. See Figure 82 on page 130 of Professor Hargest's book on the transatlantic mails for a cover apparently sent in this manner by *Atlantic* on 20 December 1856.

(C) Since there were no mail sailings of Ocean line ships from New York in January of 1857 (see Footnote "D" for a substitution sailing), prepaid Bremen mail was apparently sent as fully prepaid Prussian Closed Mail via England. Charles Starnes acquired an unrecorded cover that was addressed to Wurtemberg. Mailed on 26 December 1856 from Michigan City, Ind., prepaid at 22¢ (the Bremen rate) and endorsed "Via Bremen", it received a red "NEW YORK AM. PKT. PAID 7" credit marking of 3 Jan. 1857. It also received a red boxed "AACHEN FRANCO" marking at Aachen. This cover was apparently sent in the Prussian Closed Mail by *Baltic*.

(D) *Constitution* made the scheduled 24 January 1857 mail sailing in place of the damaged *Hermann*. A trip contract was made by special arrangement of the Postmaster General. It called for payment of the sea postage on letters carried. *Constitution* sailed via Southampton to Antwerp. The Bremen mail was carried by special messenger from Antwerp to Bremen at the expense of the owners of the ship.

(E) *Hermann* was ordered to proceed from Southampton to Bremen in order to meet the scheduled return trip sailing date of 21 February 1857.

(F) This arrival date was supplied by Clifford L. Friend, who found it in the *New York Times*.

HAWAII TO SWITZERLAND VIA THE UNITED STATES

CHARLES J. STARNES

The APS September 1975 convention at Columbus proved to be a happy hunting ground for us foreign mail buffs, both for acquisition of material from some fine dealers, and for amplification of our limited knowledge by study of the many fine exhibits. One of these collections had nestling in it a rare and very appealing cover which traveled from Hawaii to Switzerland, and, through the courtesy of the owner, C. W. Christian, it is illustrated here.

The sender mailed the letter at the Honolulu post office, where he paid 43¢ for 5¢ Hawaiian postage¹ and 38¢ in U.S. stamps which were affixed to the cover—strip of three 10¢ 61 type 2, pair of 3¢ 61, and two 1¢ 61s—the red HONOLULU U.S. POSTAGE PAID applied, and the letter sent on or after 3 Apr. 1865 by private ship (non-U.S. contract) to San Francisco. There it was delivered to the post office, which paid the 2¢ ship fee,² cancelled the stamps, applied the 21 Apr. cds., and sent it either overland or via Panama to the New York exchange office. There the clerks processed the letter at the 33¢ Prussian closed mail rate³ to Switzerland—red N.YORK BRIT. PKT. PAID and "12,"

1. H. A. Meyer, F. R. Harris, et al., *Hawaii, Its Stamps and Postal History*, The Philatelic Foundation, N.Y., 1948. This standard reference work lists the postage rates of Hawaii, pp. 400-402.

2. From 1799 and effective throughout the classic period, the master of a vessel, not a foreign or U.S. mail packet, delivering letters from a foreign port addressed to the U.S., was entitled to a payment of 2¢ per letter.

3. For a survey of the U.S.-Prussian convention mail system, see G. E. Hargest, *Letter Post Communications, etc.*, 85-93, 140-144. For a compilation of U.S. rates to Switzerland, see appended table.

U.S. TO SWITZERLAND RATES, 1848-1875

	3/48	7/49	e4/52	10/52	8/53	4/57	e7/57	7/57
B	*45x	—	*41x	—	*25	—	—	omit
Br., oA-oB		21-5	—	—	—	—	omit	—
PCM				*35	—	—	—	—
Fr.						*21/*42	—	—
B-H								*27
		e10/60	5/63	1/68	4/68	1/70	5/70	7/72
PCM		—	33	omit	—	—	—	—
Fr.		—	—	—	—	omit	—	—
B-H		*19	—	omit	—	—	—	—
NGU, d.				*15	omit	—	—	—
NGU, cm.				*20	omit	—	—	—
Switz., cm. v England					*15	—	*10	— nc
Switz., cm. v Bremen or Hamburg								*8 nc
(For code, see Chronicle 91:223.)								



Cover from Hawaii in April of 1865 to Switzerland by way of San Francisco, and thence to New York, where it was processed for transmission by Prussian closed mail.

the credit to Prussia (2¢ Belgian transit, 5¢ GAFU, 5¢ foreign)—and sent it to Boston for Cunard transit, 24 May, to Liverpool. And thence across England and the channel, via rail through Belgium to Aachen, 6 June, where the letter was checked against the letter bill, and the foreign postage stated, the blue “Wfr 2,” Weiter franco 2 sgr.—5¢. A series of backstamps shows rail travel from Aachen via Heidelberg—Basel—Olten—Bern to Neuchatel, 7 Jun.

There remains one niggling matter; was 38¢ the correct U.S. postage? A general treaty was signed by Hawaii and the U.S., effective Aug. 1850, which contained sections regarding the exchange of mails between the two countries when contract mail packets were available. They were not available for the next 17 years, and postal relations were dependent upon agreements between the Honolulu postmaster and the San Francisco postmaster, who occasionally misinterpreted Washington directives. By these arrangements, the Honolulu office could prepay the U.S. postage (2¢ ship fee plus the U.S. domestic rate from San Francisco) to any point in the United States, and could use the same method (2¢ ship fee plus U.S. foreign rate from San Francisco) to prepay letters to destinations which could be reached via the various U.S. postal systems. Meyer⁴ illustrates Hawaiian post office notices of 1851 and 1855, which, after allowing for obvious errors, confirm this policy, and a fragmentary survey of prepaid postage on via-U.S. covers from Hawaii shows it was followed until the ship fee disappeared with the advent of the 10¢ contract rate, 15 Oct. 1867⁵

4. Meyer, 19, 52.

5. *Ibid.*, 70.

Our cover, then, franked with 38¢ U.S. postage in 1865, could have been prepaid with 35¢ (2¢ ship fee plus 33¢ U.S.—PCM rate to Switzerland).



From 15 Oct. 1867 to 1 Jul. 1870, prepaid covers show payment of the total U.S. domestic levy (10¢) plus the U.S. foreign rate to destination. The U.S.-Hawaiian postal convention, effective 1 Jul. 1870 to 1 Jan. 1882, specified that the 6¢ Hawaiian postage, which paid to any point in the U.S., plus the U.S. foreign postage, was required for prepayment to destinations beyond the U.S.

Review: History of Letter Post Communication Between the United States and Europe, 1845-1875. By George E. Hargest. Second edition. Published 1975 by Quarterman Publications, Inc. x + 234 pages. \$30.00 from publisher, 5 South Union St., Lawrence, Mass. 01874.

This second, Quarterman, edition of Professor Hargest's encyclopedic study of U.S. transatlantic mails incorporates a number of important changes from the first: several typographical errors and other inaccuracies have been corrected, some sailing data added, and reproduction of some illustrations improved. A new preface has been included, as well as a new section on negotiation of the 1857 U.S.—French convention.

The best news, however, about this Quarterman edition is that it makes this important work available to all philatelists. It seems superfluous to recite the international honors accorded the first edition—unfortunately quickly out of print—for Hargest's original research, meticulous scholarship, and masterful grasp of his subject. Suffice to say, *History of Letter Post Communication* is the essential reference for U.S. contract transatlantic mails. It belongs in the library of any serious collector of nineteenth century U.S.—whether stamps or postal history.


Susan M. McDonald





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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 92

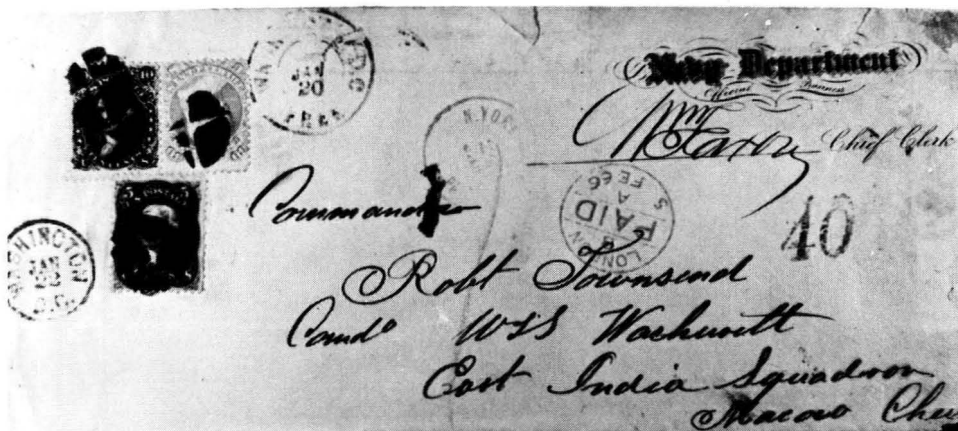


Figure 1. Cover from Washington, D.C., to China in 1866.

The problem cover from *Chronicle* 92 is shown in Figure 1, an official envelope mailed from Washington, D. C., to the East India Squadron at Macao, China. A number of readers came up with the correct answer that the free franking privilege did not apply to international treaty mail. George Turner and Clifford Friend wrote with full explanations of the various markings. The first mailing was 20 January, 1866, with "FREE" in the Washington cds. The cover was returned, and remained 22 January with 45 cents in postage prepaid by the three stamps. Cliff Friend's letter takes the story up as follows:

The New York exchange office processed the cover for carriage out by the British packet *Scotia* of the Cunard Line on Wednesday, 24 January, 1866 to England. The red "40" indicates the proper credit to the British of 40¢; the U. S. retaining 5¢ for its share of the total international rate. The red crayon marking "1" is the British accounting mark, indicating that the Colonial rate of 1 shilling per ½ ounce from Southampton to the Colony of Hong Kong had been properly accounted for. Breaking down the total 45¢ rate, we have—

U. S. internal	5¢
British Packet—Sea carriage	16¢
Southampton—Hong Kong	24¢
Total	45¢

The total credit by the United States to England is 40¢.

The lack of any markings which would indicate otherwise leads me to conclude that the cover was carried out of Southampton aboard a vessel of the Peninsular & Oriental Steam Navigation Co. (the P & O) to Hong Kong. I have no idea which vessel was involved, or combination of vessels, as several intermediate calls were necessary before the cover reached Hong Kong. One thing is sure, it didn't go via the Suez Canal, as said Canal wasn't open during this period of carriage.

This attractive cover, with complete markings and the bonus of the attempted franking by Wm. Faxon, Chief Clerk of the Navy Department, certainly shows that some oversized covers can be very desirable.

In *Chronicle* 92 a cover to France was discussed. The last sentence in the paragraph at the top of page 298 should read "to be collected from the recipient." More information about the "SHORT PAID" marking will appear in the future, with illustrations of other covers, possibly in the Foreign Mails Section. This Editor is now in agreement with Charles J. Starnes that the "SHORT PAID" was applied in the U. S., and not in France.

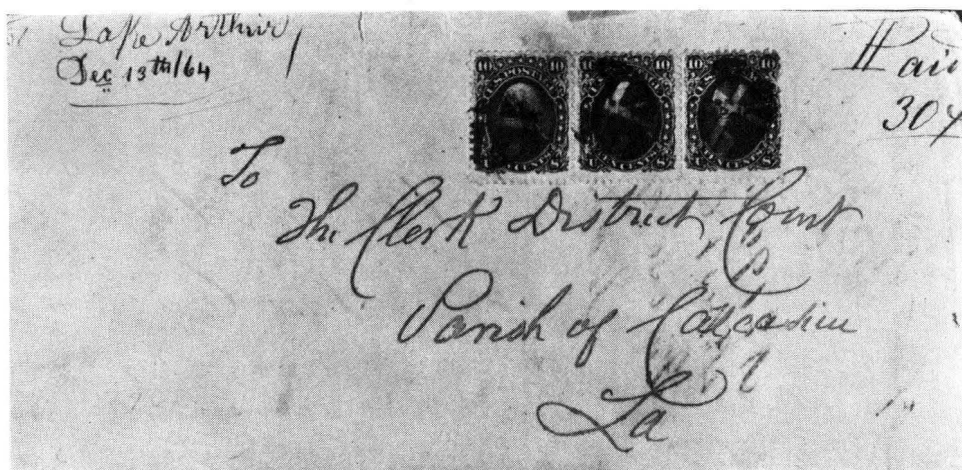


Figure 2. Cover from Lake Arthur, La., Dec. 13, 1864. First use of a turned cover.

PROBLEM COVER FOR THIS ISSUE

Figure 2 shows the problem cover for this issue, a Civil War period cover used in Louisiana with manuscript town marking of "Lake Arthur," date of "Dec 13th/64," strip of three of 10¢ green Scott #68 with cut cork killer in black, and "Paid 30¢" in same ink as the town marking. It is addressed to "Parish of Calcasieu" and is a turned cover. The second use (not shown) is in April 1867 with a pair of 3¢ rose Scott #65 tied by "Lake Charles" cds. Will our readers please examine this item critically and send explanations promptly concerning the cover's "problem" areas. What is right, and what is wrong?

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