

May 1977 (No. 94)

THE CHRONICLE

The  
Chronicle  
of the U.S. Classic Postal Issues

May 1977

Volume 29, No. 2

Whole No. 94

## **AMERICA'S PREMIER AUCTION HOUSE**

**We are constantly setting records for Classic Society members when they entrust their collections to us for Auction Sale.**

**This month we are proud to have added the collection of one of your members, Paul C. Rohloff, to the list of famous collections which we have handled.**

**In the near future we expect to announce the sale of still another famous collection belonging to a Society member.**

**When you are ready to dispose of your philatelic properties it makes sense to consult the House experienced in the sale of Classic Material.**

### **ROBERT A. SIEGEL AUCTION GALLERIES, Inc.**

**120 EAST 56th STREET**

**NEW YORK, NY 10022**

**TEL. (212) 753-6421**

**ESTABLISHED 47 YEARS**

# ROBSON LOWE AUCTION PROGRAMME

- May 5 General sale in **BOURNEMOUTH**
- 10 **SEYCHELLES**—The H.V. Farmer collection
- 10/11 **BRITISH EMPIRE**—West Indies "Specimens", etc.
- 12 **GREAT BRITAIN**—Postal Stationery and Revenues
- June 2 General sale in **BOURNEMOUTH**
- 2 Sale in **MELBOURNE**
- 21 **OVERSEAS**
- 22 **BARBADOS** formed by Herbert Shilstone of Texas
- 23 **WEST AFRICA II**
- 24 South Africa in **JOHANNESBURG**

Unless specified sales are in **LONDON**

*Illustrated catalogues by air from the address below \$3 each*

\* \* \* \* \*

Subscription rate cards for all our sales gladly sent on request  
Specialised and general collections, rarities, stocks and accumulations, postal history, locals and revenue stamps will always find the right market in one of our regular auctions in Basle, Bermuda, Bournemouth, Geneva, London or Melbourne.

**WE SELL YOUR STAMPS WHERE THEY SELL BEST**

## ROBSON LOWE LTD.

**50 PALL MALL, LONDON, SW1Y 5JZ, ENGLAND**

*Cables: "Stamps London SW1" Telex: 915 410*

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



# SELECTED PROOFS

## 1845-1863

#9X1TC—DEEP GREEN Large Die (Composite of Cplt. Design and Vignette) Trial Color Proof, SUPERB, Cat. \$250+++	-----	Net \$500
#10X1TC—GREY BLUE Trial Color Proof on Card, VF-Superb Cat. \$110	-----	Net \$125
#1TC2—ROSE LAKE Small Die Trial Color on Bond, Sm. Natural Thin Spot Appears VF, Cat. \$200+	-----	Net \$175
#2TC2—YELLOW GREEN Small Die Trial Color On India, Superb appearing Sm. Thin, Cat. \$225+	-----	Net \$185
#11P3a—F-VF, Thin Specks, Cat. \$200	-----	Net \$125
#11P3a—Blk. of Four, VF+, Rare This Nice, Cat. \$1,000+	-----	Net \$950
#13P2—SMALL DIE PROOF, Cut Close as Always, VF Cat. \$225	-----	Net \$250
#13TC1—BLACK LARGE DIE TRIAL COLOR PROOF, VF Appearing, Sm. Thin in Top Margin, VERY RARE Cat. \$850	-----	Net \$850
#36P3—HORIZ. PAIR, VF to Superb Appearing, Small Thin in Left Stamp EXTREMELY SCARCE Cat. \$400+	-----	Net \$380
#38TC5—BLACK TRIAL COLOR PLATE PROOF ON WOVE PAPER, Very Fine to Superb, Cat. \$185	-----	Net \$250
#39TC1—BLACK LARGE DIE TRIAL COLOR PROOF, Superb, Very Rare Cat. \$850+	-----	Net \$950
#43P5—HORIZ. PAIR, Plate Proof on Stamp Paper, Lt. Creases at Left and Small Thin, Appears VF, Unlisted, PF Cert.	-----	Net \$500
#44P5—HORIZ. PAIR, Plate Proof on Stamp Paper, Ex. Fine, O.G. Tiny Thin Right Stamp, Unlisted, P.F. Cert., RARE	-----	Net \$350
#63P1—LARGE DIE PROOF, VF To Superb Appearing, Sm. Thin Cat. \$450+	-----	Net \$350
#65TC-Aa—BLUE TRIAL COLOR PROOF ON BOND, Imperf, Superb	-----	Net \$85
#68P1—LARGE DIE PROOF, VF To Superb, Fresh and Attractive Cat. \$475	-----	Net \$425
#72P2a—"PAN PACIFIC" Small Die Proof, Vf Appearing, Thin and Tiny Stain, only 3-5 printed, P.F. Cert., Cat. \$400+	-----	Net \$325
#78PTC5—IMPERF PLATE PROOF On Experimental "FRANCIS PATENT PAPER" O.G. Superb Appearing, Lt. Vert. Crease	-----	Net \$85

### WHAT ELSE DO YOU NEED IN U. S. STAMPS?

Satisfaction or Immediate Refund — Gladly Sent on Approval with References  
 Installment Payment Terms If Desired — (No Interest or Carrying Charges)  
 Master Charge Accepted on Orders over \$100

## Jack E. Molesworth, Inc.

APS  
SPA

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

CSA  
USPCS

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

# The Chronicle

## of the U.S. Classic Postal Issues

May 1977

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

Vol. 29, No. 2  
Whole No. 94

\$2.50 to  
Members

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

\$3.50 to  
Non-Members

### SOCIETY OFFICERS

DAVID T. BEALS III ..... *President*  
4117 Broadway, Kansas City, Mo. 64111

CLIFFORD L. FRIEND ..... *Vice-President*  
8081 Aquadale Drive, Boardman, Ohio 44512

ROBERT R. HEGLAND ..... *Secretary*  
P. O. Box 1011, Falls Church, Va. 22041

LEON HYZEN ..... *Treasurer*  
P. O. Box 256, San Clemente, Cal. 92672

J. DAVID BAKER ..... *Assistant Secretary and Assistant Treasurer*  
P. O. Box 892, Indianapolis, Ind. 46206

ELIZABETH C. POPE ..... *Program Chairman*  
55 South Gore Ave., Webster Groves, Mo. 63119

BENJAMIN E. CHAPMAN ..... *Editor of Chairman's Chatter*  
5099 Steuben Dr., Memphis, Tenn. 38134

THERON WIERENGA ..... *Publicist*  
337 College Ave., Holland, Mich. 49423

### Regional Vice-Presidents:

ARTHUR BEANE, C. W. CHRISTIAN, EVERETT C. ERLE, SCOTT GALLAGHER, WALTER HUBBARD,  
JACK L. JENKINS, WILLIAM K. MCDANIEL, JOSEPH F. RORKE, PHILIP T. WALL,  
PAUL J. WOLF

DALE R. PULVER ..... *Advertising Manager*  
28411 Knickerbocker Rd., Bay Village, Ohio 44140

ROBERT L. TOTH ..... *Chairman, Membership Committee*  
10015 Vista Dr., North Royalton, Ohio 44133

ROBERT H. SMITH ..... *Chairman, Grievance Committee*  
1313 East Broad Street, Columbus, Ohio 43205

JACK L. JENKINS ..... *Chairman, Publications Sales Committee*  
P. O. Box 615, Bloomington, Ill. 61701

### DIRECTORS

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

### EDITORIAL BOARD

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

### SECTION EDITORS

1847-51 Period CREIGHTON C. HART 2700 Verona Rd. Shawnee Mission, Kan. 66208	Bank Note Period MORRISON WAUD 1 First National Plaza, Chicago, Ill. 60603 ARTHUR VAN VLISSINGEN, <i>Associate</i>
1851-60 Period THOMAS J. ALEXANDER 714 Commerce Bank Bldg. Kansas City, Mo. 64106 DAVID T. BEALS III, <i>Associate</i>	Railroad Postmarks CHARLES L. TOWLE 4621 E. Don Jose Dr., Tucson, Ariz., 85718
1861-69 Period RICHARD B. GRAHAM 259 E. Dominion Blvd., Columbus, O. <i>Contributing</i> : C. W. CHRISTIAN, CLIFFORD L. FRIEND, WILLIAM K. HERZOG	The Foreign Mails CHARLES J. STARNES, <i>Associate</i> 1205 Wyllys St., Midland, Mich. 48640 WALTER HUBBARD, <i>Associate</i> <i>Contributing</i> : JAMES T. DE VOSS, SUSAN M. McDONALD; <i>Emeritus</i> : GEORGE E. HARGEST
1869 Period MICHAEL LAURENCE 919 N. Michigan Ave., Chicago, Ill. 60611	The Cover Corner SCOTT GALLAGHER P.O. Box 42253, Cincinnati, Ohio 45242

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

© U.S. Philatelic Classics Society, Inc. 1977  
US ISSN 0009-6008



No. 1 Unused  
Cat. \$700.  
Sold for \$1600.



No. 2. Position  
R681. Faint  
pen cancel.  
Sold for \$900.

We will sell at Auction or buy outright  
your quality U. S. stamps and covers.

Immediate cash payment on outright  
purchases.

If your holdings are exceptionally  
valuable, our appraiser can visit you  
in your home.



No. 295a Invert., O.G.  
Cat. \$22,500.  
Sold for \$19,000.



No. 103, 1875  
Re-issue.  
Cat. \$1150.  
Sold for \$1900.

### Stamps For Sale?

Call Us Toll Free at  
800-424-9519

#### Some Other Realizations:

- No. 271, 6c Dull Brown, NH ... Cat. \$20, Sold \$110.
- No. 296, Plate Block, NH ..... Cat. \$1000, Sold \$2000.
- No. 330, 5c Jamestown, NH ... Cat. \$50, Sold \$170.
- No. 401, 1c Pan Pacific, NH ... Cat. \$9.50, Sold \$110.
- No. 446, 4c Line Pair, NH ..... Cat. \$350, Sold \$750.
- No. 476, 20c Ultra, NH ..... Cat. \$70, Sold \$200.
- No. 403, Plate Block ..... Cat. \$2500, Sold \$4000.

## Just a Few Reasons Why Kaufmann's of Washington, D. C. is the Place to Sell Your Collection . . .



Four Dollar  
Columbian.  
Never hinged.  
Cat. \$1150.  
Sold at Kaufmann's  
Auction for a record  
breaking price of  
\$3750.

Shown are a few of the prices realized from a  
recent Auction. Our fee is a modest 20%  
commission and there are no other charges.

Liberal, interest-free advances given on  
large consignments.



John W. Kaufmann, Inc.  
1010 Vermont Ave., N.W.  
Washington, D. C. 20005

Telephone  
(202) 638-5658



I have the following material that I would like  
to sell.

Clip this coupon and mail it to us. We will contact  
you immediately.

Description: \_\_\_\_\_

\_\_\_\_\_ catalog (or estimated) value: \$ \_\_\_\_\_

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Telephone \_\_\_\_\_

## IN THIS ISSUE

THE EDITOR'S PAGE .....	75
Review: The Forerunner Foreign Post Offices in Japan, <i>by Michael Laurence</i> .....	76
THE 1847-51 PERIOD	
1847 Covers from New York, Part I, <i>by Creighton C. Hart</i> .....	78
THE 1851-60 PERIOD	
More 12¢ Imperf 51 L with Imprint, <i>by Geoffrey Brewster</i> .....	84
Gateway to the West, <i>by Thomas J. Alexander and         David T. Beals III</i> (Continued from <i>Chronicle</i> 93:28) .....	84
Advertising Stencil .....	90
THE 1861-69 PERIOD	
Editorial, <i>by R. B. Graham</i> .....	92
Grill Variety: "Miracle" Double Grills, <i>by William K. Herzog</i> .....	92
The 3¢ 1861 "Unidentical Twins," <i>by C. W. Christian</i> .....	93
The Blauvelt Correspondence: Part III, <i>by John D. Kohlhepp</i> .....	96
Old Stamps Not Recognized—First Day Use at Philadelphia .....	98
THE 1869 PERIOD	
1869 Covers to Denmark and Sweden, <i>by Michael Laurence</i> .....	100
THE BANK NOTE PERIOD	
The U.S. Flag-ship Lancaster, <i>by Richard B. Graham</i> .....	112
RAILROAD POSTMARKS	
A Tribute to William Wyer .....	118
Feature Covers, <i>by Charles L. Towle</i> .....	118
Centennial R. P. O., <i>by Charles L. Towle</i> .....	120
Kelleher Sale of the William Wyer Collection, <i>by Charles L. Towle</i> .....	120
Newly Reported Markings III .....	122
THE FOREIGN MAILS	
Sailings of the Cunard Company's Mail Packets from Boston and New York, 9 January 1850 to 28 December 1859, <i>by Walter Hubbard</i> .....	126
Cunard Line—Mail Packets from Boston and New York— Sailing Tables, <i>by Walter Hubbard</i> .....	129
THE COVER CORNER	
Answer to Problem Cover in Issue No. 93 .....	133
Problem Cover for this Issue .....	134
BONUS REPRINT	
An American Enterprise, <i>by William H. Rideing</i> (Continued from <i>Chronicle</i> 93:33) .....	137



#### THE CARROLL CHASE AWARD

This lovely sterling silver cup, on which the names of the annual winners of the Carroll Chase award are to be inscribed, has recently been donated to the Classics Society by Bernard Harmer, representing the entire H. R. Harmer organization. This handsome trophy is housed and displayed at the clubhouse of the Collectors Club of New York.



## THE EDITOR'S PAGE

To echo the opener of a much repeated joke, "there's good news and bad news." First the good news—some of which is evident on the opposite page. The splendid new Chase Cup has recently been presented to the Society through the generosity of Bernard Harmer and the H. R. Harmer firm. We are all deeply grateful for this beautiful sterling silver trophy and acknowledge our sincere appreciation to Mr. Harmer on behalf of every member for his munificent gift.

Other items of good news are the many fine features in this issue, one in particular being the promised return of Creighton Hart as 1847 editor. Features of special interest are Bert Christian's article on 3¢ 1861 experimental printing, another chapter of the Blauvelt story by John Kohlhepp, Michael Laurence's thorough discussion of 1869 covers to Denmark and Sweden, and the detailed account by Charles Towle of the auction of a remarkable railroad cover collection. Walter Hubbard has prepared sailing tables of Cunard Line sailings in the decade 1850-59; the first installment of the tables and the general introduction to them appear in this issue. There are also many other interesting articles and regular features.

Now the bad news: the Philatelic Foundation has issued a warning that altered or fraudulent Philatelic Foundation certificates are in circulation. The method is to delete or alter unfavorable opinions on the certificate, then prepare a photocopy and offer it to a buyer in lieu of the original. Genuine certificates are printed on security paper and bear a photograph of the item affixed with the Foundation's embossing seal. Insist on receiving the original certificate. If you have received a photocopied certificate, the Foundation will check it against their records if you submit it to them. Bogus certificates may not fool sophisticated collectors, but they can seriously undermine collector confidence and can facilitate the activities of unscrupulous individuals.

Even more disturbing is the alarming increase in stamp thefts. Some recent large-scale robberies emphasize again the need for adequate protection. In this connection I've received a provocative letter from a collector who—for obvious reasons—will not be identified. Because of the importance of this subject, I'm quoting it at length:

Continual articles concerning stamp thefts make me wonder what protection against these losses had the owner taken? Insurance, of course, but what else? Steel or iron safes with combination locks, chains, expensive complicated door locks and inadequate burglar alarms are *not* the answer. Many collectors spend thousands of dollars for their stamps and covers but when the time arrives to safeguard their property most feel that the necessary precautions have been taken or have an "it can't happen to me" attitude. How wrong they are becomes more apparent every day.

I suggest a SUPER BURGLAR ALARM and I mean SUPER. The most effective system presently available is "SOUND PROTECTION," one based on a sound-monitoring principle that detects *any noise*. A trained operator, located at a Central Control Station, discriminates between normal environmental noise and any unusual sound. When warranted, the police are informed immediately over a Control Center Tie Line.

"Sound Protection" is designed to apprehend intruders, gives no alarm at the site of the intrusion, and the intruder does *not* know that his sounds are being heard (and recorded). The police arrive in time to catch these intruders *before* they cause loss or damage. In my locality, properties protected by "Sound Protection" show the following results: 85% of all burglars have been apprehended on the premises. The remaining 15% have either been frightened away or commit a "smash and run" robbery with minor loss.

"Sound Protection" uses a private line installation, called a "Dedicated Line," from your home to the Control Center. Even if cut, trained operators are still alerted. Regular telephone lines, when cut, simply stop working. A "Home" and "Away" switch is installed. Upon leaving home, even for a short time, the switch is thrown to "Away" and the Control Office notified. Upon return, the switch is thrown to "Home." A Panic Module or Panic Button, which you operate, protects

you when your system is de-activated. It is a small box that signals a silent alarm to your Control Center. The police are advised immediately of the precarious situation.

"Sound Protection" operates 24 hours a day, 365 days of the year. With this type of security, your insurance rates are lowered, the entire contents of your house covered and at last you have peace of mind. It took years to build your collection—why not protect it and relax?

N.B. I DO NOT sell burglar alarms. I use one!

Of course, it is possible to keep your stamp collection in a bank vault or safe deposit box, but at great cost in enjoyment. And most stamp collectors are also collectors of other valuables too awkward to keep in the bank: paintings, books, antiques, silver, rugs, or the like. If you now have at home more than you can afford to lose, financially or emotionally, then you should heed this message now.

**Review: The Forerunner Foreign Post Offices in Japan**, by Ryo Ishikawa.

We are not competent to review this book substantively, the text being in Japanese. But it commands attention for at least two reasons: the quality of its color illustrations and the depth of the classic transpacific material it shows. The author is an enthusiastic life member of our Society whose ties with the U.S. (he was in the first class of Japanese students to enroll at Harvard Law School after World War II) show clearly in this work. The book illustrates and describes over 100 classic covers that passed through Japan. British, French and U.S. mail services are shown in detail, with fabulous (even unique) covers. In terms of printing and binding, this book sets new standards. For color reproduction of covers, there is no precedent. The only comparison we can cite is the Royal Philatelic Society opus on the King's collection, but that shows mostly stamps. Ishikawa's book is similarly expensive (we got ours from Henry Spelman for \$50) and will probably wind up only in the libraries of people who care intensely about such things. It deserves wider perusal. This book ought at least to be consulted by every collector interested in the transpacific mails. And it must be scrutinized closely by all of us who purport to be involved in philatelic publications, because it shows very dramatically the current state of the art of offset color reproduction.

Michael Laurence

## INDEX for CHRONICLES 45-72

Now available @ \$2.00 postpaid from

**SUSAN M. McDONALD**

2030 Glenmont Dr. NW, Canton, Ohio 44708

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

## WANT TO BUY

**CLASSIC 19th CENTURY — U. S. COVERS**

**FIRST DAYS**

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



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

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

# PHILATELIC BIBLIPOLE

BUILDER AND BUYERS OF COLLECTIONS

## The Handbook of CIVIL WAR Patriotic Envelopes and Postal History volume 1

by  
**Robert W. Grant**

The first volume of a series to cover all facets of Civil War  
Patriotic Covers, both Union and Confederate, their manufacture and use.  
1977, 250 pages, multiple ring binding  
(published at \$42.50 + \$1.50) ..... \$44.50

## County System of RFD

Patterns and Postal Markings of the 67 Earliest Systems

December 20, 1899 - June 30, 1903

by  
**Edith R. Doane**

1977, 199 pages, cloth ..... \$15.00

## NEW AND OLD

- Ocean Steam Navigation and the Ocean Post by Thomas Rainey  
1977 reprint of 1858 book, 224 pages, paper bound ..... \$12.50
- Carrying British Mails Overseas by Howard Robinson  
1964, 327 pages, cloth ..... \$12.00
- A Postal History of Sioux City by Inez E. Kirkpatrick  
1977, 200 pages, cloth ..... \$15.00
- United States Stamp Series of 1901 by Bernard Silberberg  
1976, 120 pages, ring card binding ..... \$15.00
- Washington Franklins 1908-21 by Martin A. Armstrong  
1977, 118 pages, card ..... \$9.95
- Postal Markings of the United States 1847-1851 by Mannel Hahn  
1938, 42 pages, card ..... \$10.00
- Postal Historian's Note Book, Part 1 by K.F. & V.M. Olson  
Notes on cancelling machines and the cancellations  
1974, 60 pages, ring card binding ..... \$5.00
- Organization of the Confederate Post Office Department at Montgomery  
by Peter A. Brannon, 1960, 166 pages, cloth ..... \$30.00

**Leonard H. Hartmann**

Post Office Box 21397

Louisville, Ky. 40221

**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**1847 COVERS FROM NEW YORK — PART I**

**CREIGHTON C. HART**

New York state received 38 percent of all the 5¢ 1847 stamps and 41 percent of the 10¢ that were ever issued. Based on the number of 5¢ and 10¢ covers listed to date, *i.e.*, approximately 6,500 fives and 2,250 tens, I project the number of 5¢ covers extant to be 10,000 and the number of 10¢ covers to be 2,500. This includes covers in all conditions from poor to superb, genuine covers as well as five or ten percent that have stamps which do not belong, some having fraudulent postal markings.

Based on my years of experience and my examination of a great many covers, I believe that fake 1847 covers no longer need be troublesome to collectors, because those faked before World War II are well known or are easily detected. This has not always been true, but it is now. Those fake 1847 covers that came on the market after World War II (probably beginning about 1948) are expertly constructed, using as a foundation genuine old stampless covers carried outside the mail. To these old folded letters or envelopes have been added cleaned 1847 stamps and fraudulent postmarks and cancellations. These covers, so cleverly done by a knowledgeable philatelist, deceived some experts and expert committees for a time. However, the faker's *modus operandi* has become so well known that it is most improbable that such a cover could now slip by an expert committee or an advanced 1847 specialist. There will be more about this later when the Binghamton covers are discussed.

The only danger remaining to U.S. collectors from these beautiful covers is that stamps with desirable cancellations, such as the black herringbone grid, may be soaked from the covers and offered as off-cover items. European collectors should also be alert that such stamps may appear in their future auctions or dealers' stock, whereas few have been offered there so far. These remarks apply only to 1847 covers because after World War II covers faked with Confederate stamps and later U.S. issues do not have cleaned stamps and other tests must be used.

In Part I, I will give what information I have about covers from New York post offices that received fewer than 25,000 stamps. This includes 82 of the 89 post offices. The second part will deal with covers from six of the remaining seven: Albany, Buffalo, Lockport, Rochester, Troy, and Utica. The many different postmarks and interesting uses from New York City will be the subject of Part III. Besides townmarks, many other different postal markings were used in New York state, such as Ship, Steamboat, and Railroad. These will be covered in Part IV.

You see, "1847 Covers from New York" is a very big subject and, I hope, one that will have wide interest for all collectors of the U.S. classics. The purpose in choosing covers from the smaller post offices for this first part is to whet your curiosity about townmarks in addition to the many listed here. I hope our members can come up with some "new" postmarks. Let's see what our members and their friends can do. The final part will report information about additional New York state postmarks supplied by the membership; please send data to the editor within the next few months.

The following tabulation of New York state post offices and the *net* number of 1847 stamps sent each from Washington is as accurate as the original entries in the *Official Record Book*. Previous figures were published by Elliott Perry in *Pat Paragraphs*, Robert Truax in *Postal Markings*, and Henry Wenk II in *Transcription of the Official Record Book*. Because several discrepancies were noted among these authorities, Susan McDonald double-checked and verified all information against a microfilm of the *Official Record Book*. The most im-

portant changes are explained in footnotes to the table. My thanks to Susan for her help. Such information is basic when researching covers from any state and is essential for our members who may report "new" New York townmarks.

In the final column I have shown in brief information about covers from each post office. When the notation "one 5¢" or "one 10¢" appears under "Covers Listed", it means that only one 5¢ or 10¢ cover is so far known from that post office. Likewise, "5¢ & 10¢" means that covers bearing each value are listed for those post offices.

In addition to stamps sent to postmasters, a total of 3,100 fives and 600 tens was received by five route agents at Auburn, N.Y. Some of these undoubtedly found their way into the Auburn post office, accounting for the relatively large number of covers (11) known from there. (Perry's figures for Auburn were apparently erroneously taken from a route agent entry.) Supplies were also sent to route agents at Albany (1,000 fives, 200 tens), Binghamton (200 fives, 100 tens), and New York City (7,500 fives, 1,000 tens).

As you can see from the last column in the table, postmarks are known on 1847 covers from 49 of the 89 post offices that received stamps from Washington. It is a surprise that no covers are listed from Greenport that received 5,800 fives. Who can report a cover from there? Franklin and Fulton each received 1,000 or more stamps, and covers from these places should turn up in some collections.

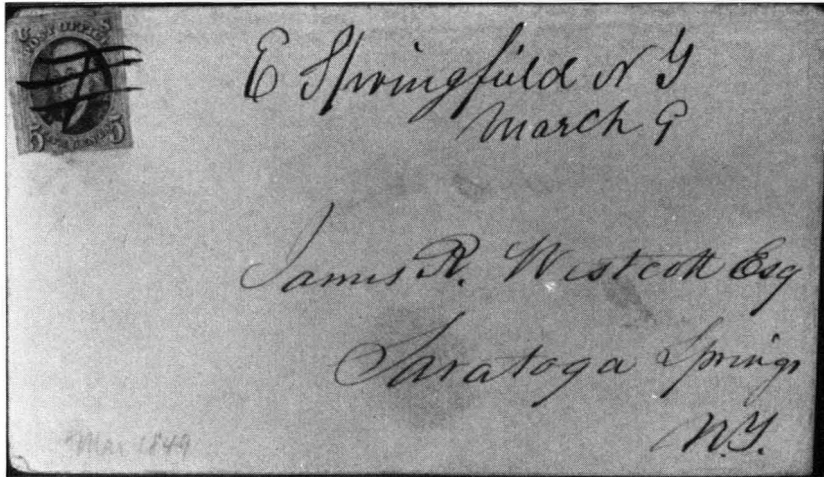


Figure 1. This white envelope, mailed March 9, 1849, shows the handwritten postmark typical of many very small towns. The stamp is pen cancelled in accordance with postal regulations when no cancelling instrument was available.

Covers are also listed from 39 post offices that never received any stamps from Washington. Robert Morris, postmaster of New York City, was respected for his knowledge in postal matters and postmasters in smaller towns often wrote to him for advice instead of to the Postmaster General. Morris's *Letter Book*<sup>1</sup> contains copies of letters to other postmasters; two of these show why so many covers bear stamps not obtained directly from Washington. A letter of August 17, 1847, to the postmaster at Hillsdale, N.Y., reads as follows:

Yours of yesterday is received ordering Ten Dollars worth of Government Post Office Stamps.

You have misapprehended my letter to you of the 12th. If you desire to be furnished with prepaid stamps, and have the same charged in your account, your applications should be made to the *Department at Washington*.

If, however, it will accommodate you, I will forward you Ten Dollars worth of stamps, upon your order, enclosing the amount in money. This regulation is necessary in order to the correct keeping of my accounts.

1. Winthrop S. Boggs, editor, *Postmaster Robert Morris of New York*, New York: The Collectors Club, 1960.

**TABLE I**  
**1847 STAMPS**  
Supplied to 89 post offices in New York

<i>Post office</i>	<i>5¢</i>	<i>10¢</i>	<i>Covers listed</i>
Adams	400	—	none
Addison	300	50	none
Albany	106,400	7,300	5¢ & 10¢
Amenia	300	—	one 5¢
Bainbridge	500	—	none
Batavia	5,800	2,200	5¢ & 10¢
Bath	2,500	300	5¢ only
Binghampton	10,388 <sup>1</sup>	300	5¢ & 10¢
Buffalo	56,600	21,700	5¢ & 10¢
Canajoharie	2,500	200	5¢ only
Canandaigua	2,200	600	5¢ only
Canton	400	50	none
Catskill	400	100	one 5¢; one 10¢
Champlain	300	—	none
Corning	2,200	—	one 10¢
Dansville	3,500	900	5¢ & 10¢
Dryden	400	50	none
Dunkirk	400	100	none
Ellicottsville	2,700	1,000	one 10¢
Elmira	8,000	700	5¢ & 10¢
Essex	300	—	none
Fishkill Landing	20 <sup>2</sup>	—	none
Fort Plain	500	50	none
Franklin	1,000	100	none
Fredonia	1,500	400	5¢ only
Fulton	1,100	300	none
Geneva	7,400	1,300	5¢ & 10¢
Gloversville	700	500	none
Gouverneur	700	150	one 5¢
Gowanda	400	50	none
Granville	400	50	none
Greenport	5,200	—	none
Greenwich	1,000	150	5¢ & 10¢
Herkimer	1,600	200	none
Hoosick	300	50	none
Hoosick Falls	400	100	none
Ithaca	7,000	100	5¢ only
Jamaica	400	100	none
Jamestown	2,300	1,200	5¢ only
Johnstown	700	—	none
Keeeseville	2,400	300	one 5¢
Kingston	1,000	50	one 5¢
Lansingburgh	1,200	100	5¢ only
Lewiston	900	200	5¢ & 10¢
Livonia	100	—	none
Lockport	19,100	7,450	5¢ & 10¢
Lyons	600	100	none
Medina	900	—	none
Moravia	200	50	none
New York <sup>3</sup>	930,000	295,000	5¢ & 10¢
New York Mills	400	100	none
Newark	2,300	600	5¢ only
Nunda	600	200	one 5¢
Olean	400	100	none
Oswego	5,200	1,600	5¢ only
Owego	2,400	200	5¢ only
Oxford	1,200	150	5¢ & 10¢
Palmyra	1,800	400	one 5¢
Patchogue	300	50	none
Penn Yan	3,600	850	5¢ only
Phoenix	200	—	one 5¢
Potsdam	1,400	100	one 5¢
Richland	200	50	none
Rochester	46,500	8,500	5¢ & 10¢
Rouse's Point	200	50	5¢, one 10¢
Sackett's Harbor	1,000	400	none
Salem	1,200	100	one 5¢

Post office	5¢	10¢	Covers listed
Salina <sup>4</sup>	400	50	5¢ only
Saugerties	200	100	none
Schenectady	3,600	—	5¢ & 10¢
Seneca Falls	1,200	100	5¢ only
Skaneateles	1,600	350	5¢ only
Stockbridge	300	—	none
Syracuse	18,200	900	none
Troy	58,400	1,200	5¢ & 10¢
Trumansburgh	1,100	100	none
Unadilla	400	50	none
Union Springs	600	200	one 5¢
Utica <sup>5</sup>	48,400	1,800	5¢ & 10¢
Valatie	200	50	none
Vernon	600	—	none
Watertown	600	100	one 5¢
Waterville	400	—	none
West Point	1,500	20 <sup>6</sup>	one 5¢
West Randolph	300	50	none
West Troy	600	100	none
Westfield	1,600	200	5¢ only
Whitehall	5,000	350	one 5¢
Wyoming	400	50	one 5¢

1. Twelve fives returned 10/8/49. Binghamton ordered stamps from Morris: on 8/17/47, 50 tens, 300 fives; on 10/8/47, 50 tens, 300 fives. These are not included in above totals.

2. Original shipment 400 fives 5/26/49; returned 380 between 7/49 and 9/49.

3. N.Y. supplied several other post offices besides Binghamton (note 1). Poughkeepsie was sent 100 tens 9/11/47, 200 fives 11/29/47 and 400 fives 1/24/48. Morris sent 100 fives to Princeton, N.J., 11/20/47, and to Ridgefield, Conn., 40 fives 11/27/47 and 60 fives 12/13/47.

Since the Morris *Letter Book* ends 2/48, many more such transactions must be unrecorded. They would, of course, reduce the N.Y. City totals, but have not been subtracted in above tabulation.

4. This town was overlooked by Perry and erroneously combined with Salem.

5. Truax mistakenly listed supplies to Attica—a misreading of Utica. The Monroe listed by Truax is Mich., not N.Y.

6. Original shipment 200 tens; 180 returned 4/15/50.

Morris wrote on September 25, 1847, to the postmaster at Sing Sing, N.Y.:

Yours of yesterday is rec'd.

The larger offices are supplied with Post office prepaid stamps by the Department and are charged for them upon their accounts. The smaller offices I am informed purchase the Stamps from the larger offices, remitting the money with their order.

Lists of New York post offices will be given several times in this article and collectors must not assume that all covers herein listed, or referred to, are genuine. Very few of these covers have been expertized; when that information is known to me, it will be so noted. Most covers are, of course, genuine, but enough are not to warrant the exercise of caution.

In parentheses beside each of the 39 New York post offices that did not receive stamps from Washington is given the number of covers known from that office:

Albion (1)	Hancock (1)	Poughkeepsie (6)
Alden (10)	Hyde Park (1)	Rome (3)
Ballston (1)	Leroy (1)	Saratoga Springs (11)
Brooklyn (4)	Macedon (2)	Silver Creek (1)
Centerfield (1)	Malone (1)	Spencerport (1)
Clarkson (2)	Mannsville (1)	Stillville (1)
E. Springfield (1)	Narrowsburgh (1)	Stockport (1)
Elizabethtown (1)	Newport (1)	Suffolk City (1)
Exeter (1)	Niagara Falls (1)	Walworth (1)
Gibson (1)	Northampton (1)	Wampsville (1)
Glasco (1)	Norwich (2)	Waterford (6)
Glenns Fall (1)	Peekskill (1)	Waterloo (1)
Goshen (1)	Perry (1)	Whitlocksville (1)

The practice of buying stamps by one postmaster from another post office was rather general in New York. This was also true in other states but to a lesser degree than in New York. Often smaller post offices did not have hand-

stamp postmarking or cancelling devices; as a result we find the name of the post office handwritten and the stamps pen cancelled (Figure 1). These quite genuine covers—which represent so much early postal history—lack eye appeal, and are seldom illustrated in auction catalogues or bring high prices.

Figure 1 illustrates a cover from East Springfield, which must have been a tiny place. According to the *Official Register* for 1847, the postmaster's compensation was \$72.53 and the net proceeds of the office \$54.17. The East Springfield post office did not order any stamps from Washington; if stamps were available there, the postmaster may have ordered them from Canojoharie, only a few miles away. If we visualize this cover without the stamp, we see a cover that could not have gone through the mail without bearing a stamp. Except for the stamp, there are no postal markings to indicate either prepayment or postage due. Postmasters at this time were diligent about applying such markings, because their compensation depended upon receipts at the smaller offices. A stamp has to be on this envelope to pay the postage, since it was not carried outside the mails, although some collectors might mistakenly think it would be easy to add a stamp and pen cancel it at a later date. Therefore, we determine that this cover is genuine in all respects.

The cover in Figure 1 was formerly in the Senator Ackerman collection which Elliott Perry dispersed in 1928, at which time he priced it at \$5.00. In January 1971 it was grouped with two others in a Robert A. Siegel auction where all three realized only \$36.00. If you are not pen cancel shy, 1847 covers with great philatelic interest can still be had at bargain prices.

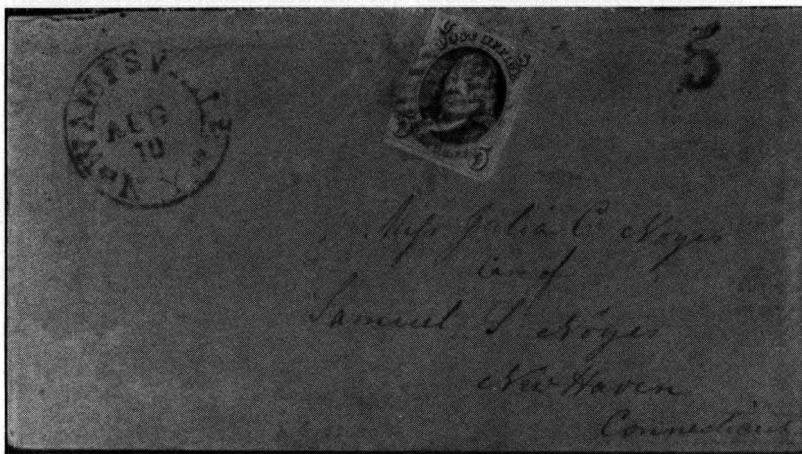


Figure 2. If you imagine this dark brown envelope without the stamp, you see a cover that could have gone through the mail with 5¢ due while the 1847 stamps were current or even after they were demonetized, when the 5¢ unpaid rate was in effect. Even though tied, the stamp may have been added to a stampless cover.

There are philatelists who have favorite state postal history collections as a side-line interest. Covers from small or ghost towns appeal to these collectors, especially if they have handstamped townmarks and stamps tied. The temptation to add a stamp to one of these small town stampless covers has been too great for some collectors and dealers to resist. A careful inspection is justified when adding one of these covers to your collection.

Figure 2, showing an envelope from Wampsville, N.Y., is an example of such a questionable cover. If you visualize the envelope without the 5¢ stamp, you see a cover that could have been mailed stampless and collect with 5¢ due as represented by the numeral "5." This cover is from the Miss Julia Noyes correspondence and my records reveal two other 1847 covers to this same addressee. We know that some faking was done with this correspondence because one of the other covers has a *diagonal* bisect of the 10¢ which has been twice expertized as a fake by the Philatelic Foundation. Another cover is in the Miller collection at the New York Public Library but it is a *vertical* half of the 10¢, a very rare bisect if genuinely used. This second Noyes bisect is suspect



because bisect faking is the earliest kind mentioned in philatelic writings. As early as 1903 John N. Luff described a fake bisect from Boston.

Most, if not all, mail from many of the small post offices was stampless. Handstamps for townmarks were a prestige item locally—we frequently find them from post offices which never received any 1847 stamps. The Wampsville envelope may very well have been sent stampless. There are no year dates in the postmarks of this period so this could furthermore be a dark brown envelope made from wood pulp paper used after 1851 when the prepaid rate was 3¢ and the unpaid 5¢, as indicated by the handstamped “5.”

Dark brown envelopes made from wood pulp paper (rather than rags) were just beginning to come into use near the end of the four years the 1847 issue was current. By the mid-1850s these envelopes were common and were frequently stampless.

A useful way to “expertize” an 1847 cover is to imagine the cover’s appearance without a stamp. If the postal markings remaining would permit the letter to go through the mail either collect or prepaid, then caution is advised. Even if the stamp is tied, you should imagine the cover without it because ties are easily—and usually—drawn onto a cover when a stamp is added. This rather amateurish test can be useful for illustrations in auction catalogues, etc., as well as for actual covers.

Amateurish tests, of course, are not expert, thorough, or scientific, so they are not infallible. It is important that collectors be careful not to condemn by this same test covers that are perfectly genuine. Although most post offices did not strike rate marks on letters bearing stamps, a few did. Letters from Providence, R. I., usually have a rate mark, even when they bear stamps. The well known and extensive Ludlow Beebee correspondence from Boston to Philadelphia often has postage due rate marks as well as stamps. In the latter instance the due markings are for underpaid overweight letters.

The August *Chronicle* will contain the rest of Part I, including an extensive study of a great many Binghampton covers with some surprising observations about the black herringbone cancellation.

At this time I’d like our members and their friends to notice the post offices in Table I with “none” under “covers listed.” Please report to me any covers with these postmarks. Also I call your attention to the forty N.Y. post offices from which covers are known but which never received stamps from Washington. If you have 1847 covers from other N.Y. post offices than these, please let me hear from you.

YOUR CLASSIFIED AD at only 50¢ a line. Send with payment to Dale R. Pulver, 28411 Knickerbocker Rd., Bay Village, Ohio 44140. Next deadline June 15.

## FRANK GODDEN ALBUMS

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

ALBUM PAGES AVAILABLE SEPARATELY

For illustrated brochure and prices contact:

**PHILIP T. WALL**

536 WOODVALE DRIVE

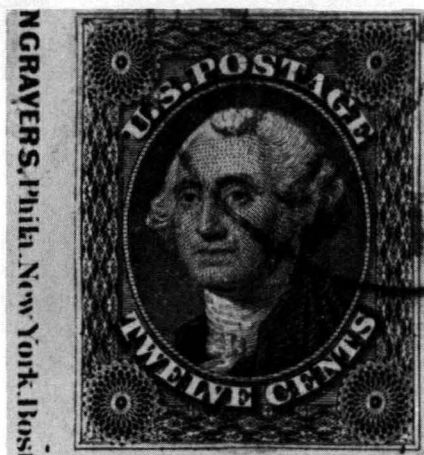
GREENSBORO, N.C. 27410

**THE 1851-60 PERIOD**  
**THOMAS J. ALEXANDER, Editor**  
**DAVID T. BEALS III, Assoc. Editor**

**MORE 12¢ IMPERF 51 L WITH IMPRINT**  
**(BUT WHERE ARE 31, 41, AND 61 L?)**

**GEOFFREY BREWSTER**

Following upon my article in the November 1975 *Chronicle* (No. 88), two additional copies of the 1851-57 12¢ imperf Pos. 51 L with imprint have come to light, making a total of five on record. A beautifully margined copy is illustrated here, compliments of an anonymous philatelist. This copy presents further evidence that the plate that printed all the imperforate 12¢ postage stamps was unnumbered, as there is no trace of a number below the letters "ENG" of "ENGRAVERS" in the imprint. The other copy is illustrated as Lot 470 in the auction catalog of Robson Lowe International, Ltd. for April 29, 1976, in Geneva, Switzerland (the "Geneva II" catalog, in which the stamp is described under Lot 471 and thus the illustration is evidently numbered 470 in error). This copy appears to have four large margins, but unfortunately the left margin touches the bottom of the imprint, and thus it does not contribute evidence as to whether or not the plate was numbered.



Imperforate 12¢ position 51L with imprint.

Thus, of the imperforate 12¢ postage stamp there are now five copies of Pos. 51 L with imprint on record, but none of Pos. 31, 41, or 61 L! It seems a great coincidence that left imprint copies of only Pos. 51 L, and at least five of them, would exist, and none of Pos. 31, 41, or 61 L. Thus, odds favor the existence of Pos. 31, 41, and 61 L with imprint, and perhaps someone will report them.

**GATEWAY TO THE WEST**  
**THOMAS J. ALEXANDER AND DAVID T. BEALS III**

(Continued from *Chronicle* 93:28)

**ST. JOSEPH**

Joseph Robidoux established a fur trading post at this site for the American Fur Company in 1826. It was located in the Blacksnake Hills on the east bank of the Missouri River. In 1834 Robidoux purchased the property from the Company. After the Platte Purchase, settlers began coming into the area, and

not later than 1841 the first postoffice was established there. The town was then called Blacksnake Hills. Robidoux platted the town in 1843 and re-named it St. Joseph, after his patron saint. Ever since then, it has been irreverently but fondly called "St. Joe" by the inhabitants.

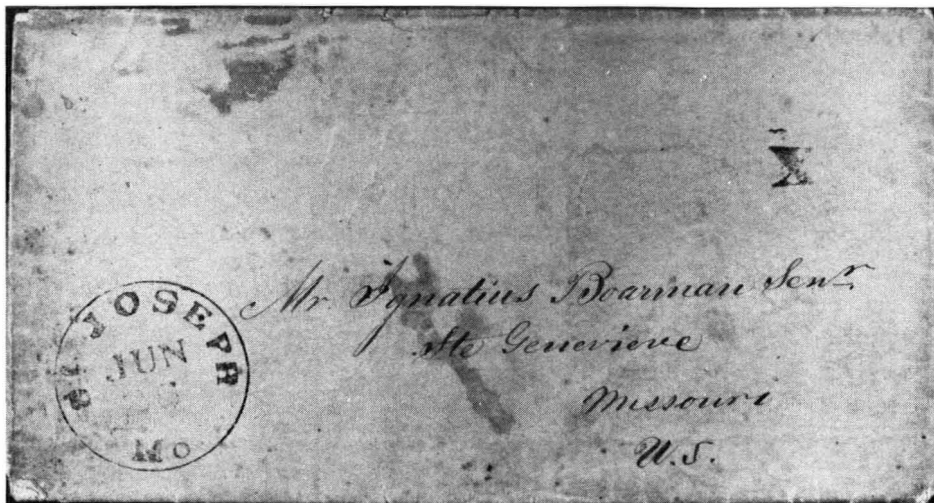


Figure 21. Dated "Camp on the Little Blue River/225 miles from St. Joseph May 28th 1849," this letter was carried back down the California Trail to St. Joseph, where it was placed in the mails. An example of the first handstamp used at St. Joseph.

St. Joseph received a start as a jumping-off point for overland travel when the Oregon Trail was opened. In 1849, at the beginning of the California gold rush, St. Joseph became an important factor as an outfitter of immigrant trains when large numbers by-passed Independence and Westport because of a cholera epidemic that year. The St. Joe Road was completed to intersect the California Trail in Kansas as it headed northwest from Independence.

The color of St. Joseph (and for that matter most of the other towns at the river's bend) in the late 1840s is captured by the artist Rudolph Kurz, whose journal in 1848 says: "The bourgeois or the heads of firms, clerks and

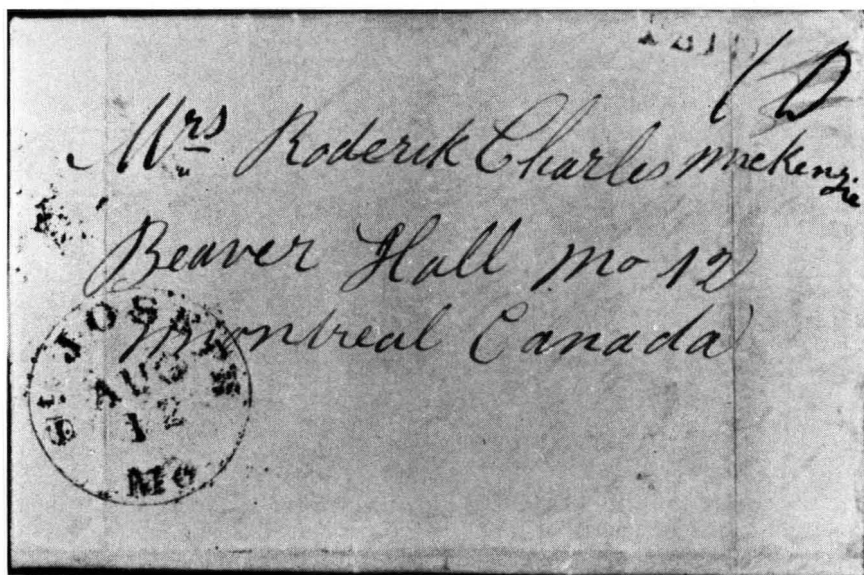
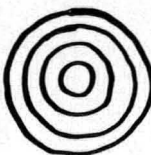
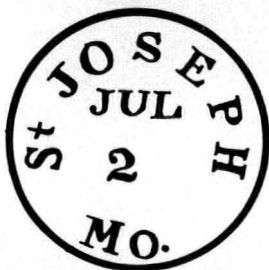


Figure 22. Another example of the first St. Joseph handstamp, between two related families engaged in the fur trade. Written by Louis E. Roy (relative of the St. Joseph Robidoux family) to Roderick McKenzie at Beaver Hall in Montreal.

*Blackmake Billy  
Aug ust 31<sup>th</sup> 42*

*St. Joseph Mo August 3<sup>rd</sup> 1844*



other employees of the different fur companies, crowded the streets and public houses of the town. St. Joseph is for them now what St. Louis was earlier—their rendezvous." A year later he commented on the beginning of the California gold rush: "The city was packed so full of people that tents were pitched about the city and along the opposite bank of the river in such numbers that we seemed besieged by an army."

<i>Wording</i>	<i>Shape &amp; Size</i>	<i>Color</i>	<i>Earliest and Latest Dates of Use</i>
Blacksnake Hills/D	ms	Black	August 31, 1842 (One known.)
St Joseph Mo/D	ms	Black	August 3, 1844 (One known.)
St JOSEPH/D/Mo.	c-30½	Red	February 11, 1845 (One known.)
		Black	May 27, 1845, to August 12, 1851
ST JOSEPH/D/MO.	c-32	Black	May 5, 1851, to November 22, 1853
ST JOSEPH/D/Mo	c-32½	Black	?, 1852, to January 15, 1856
ST. JOSEPH/D/Yr/MO.	dlc-35½	Black	March 21, 1858, to October 16, 1858
SAINT JOSEPH/D/Yr/Mo.	c-32	Blue	November 21, 1858, to June 18, 1860
		Black	June 14, 1859, to September 13, 1860
St JOSEPH/D/Yr/MO.	c-33	Blue	March 27, 1860, to April 2, 1861
		Black	December 9, 1861, to December 23, 1861
St JOSEPH/D/Mo.	c-33	Green	June 20, 1861, to July 8, 1861
		Black	September 18, 1861, to July 2, 1862
SAINT JOSEPH/D/MO	dc-26	Black	September 11, 1862, to April 2, 1863
SAINT JOSEPH/D/Yr/MO	dc-29	Black	January 21, 1864, to May 19, 1865

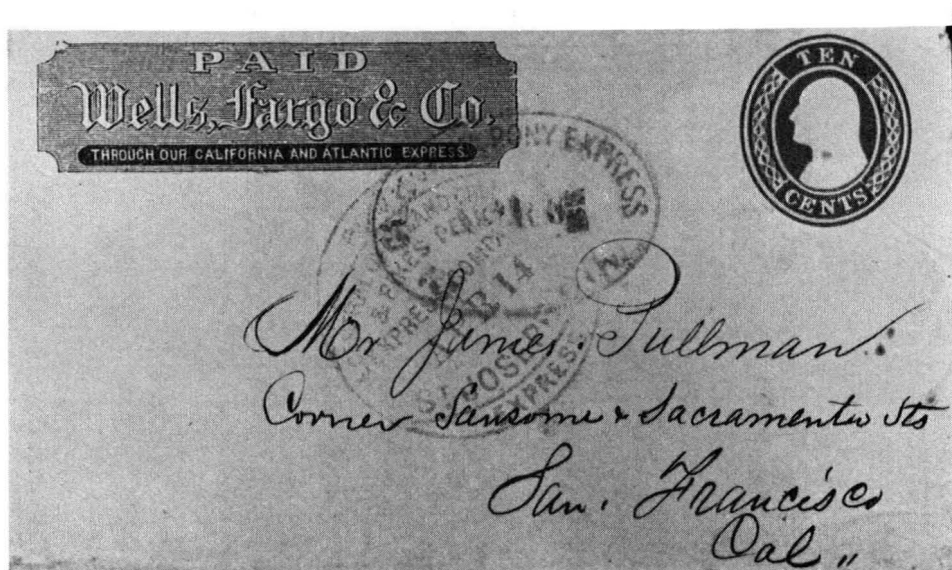


Figure 23. The circle-oval handstamp of the Pony Express used at St. Joseph.

St. Joseph was also a beneficiary of the second great gold rush, this time to the Rocky Mountains, in 1858-59. It was the coming of the railroad, however, that gave the town its chance to outstrip all of its rivals as the communication center of the West. The Hannibal & St. Joseph Railroad was completed across the state on February 13, 1859. The desire to connect directly with this rapid transportation to the East led many stage and freight contractors to shift their eastern terminals from the Kansas City area to St. Joseph. John M. Hockaday was one, who operated a government subsidized stage line to Salt Lake City. For the same reason the Central Overland California & Pikes Peak Express Company established its headquarters here. And finally, of course, the great Pony Express route to California began here.

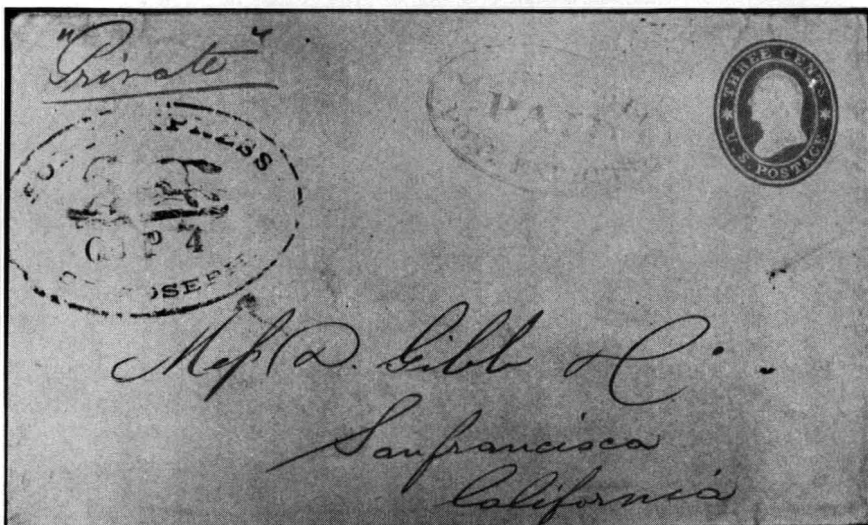


Figure 24. The St. Joseph "Running Pony" handstamp used on Pony Express mail.

UTICA, THURSDAY MORNING, JUNE 20, 1861.

Utica Morning Herald  
AND DAILY GAZETTE

NEWS SUMMARY.

—The City Council of St. Josephs, Mo., has passed an ordinance making it a misdemeanor for any person to raise or attempt to raise an American flag. The Iowa volunteers who have recently occupied St. Josephs, will not be likely to show a profound respect for this ordinance.

Figure 25. An eastern newspaper report of the flag incident at St. Joseph.

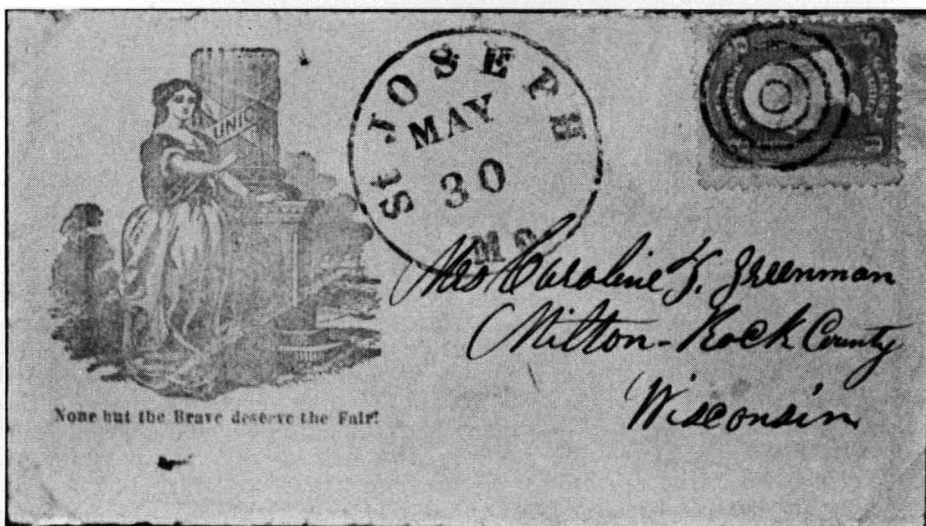


Figure 26. An early Union patriotic cover from a member of the federal garrison at St. Joseph to his home in Wisconsin.

The Civil War was St. Joseph's undoing. The town was pro-slavery, Buchanan County having a population of more than 2,000 slaves. Its mayor, M. Jeff Thompson, had taken an active part in completing the Hannibal & St. Joseph Railroad and the establishment of the Pony Express. However, he believed that business considerations were secondary to the political best interests of the community. In the Spring of 1861 a mob was about to tear down the U.S. flag that flew over the postoffice. Thompson arrived to calm them, but became so emotionally involved that he tore down the flag himself. The city council then passed an ordinance making it a misdemeanor to display the U.S. flag in the city limits. These incidents cost St. Joseph its chance to become the eastern terminus of the Union Pacific Railroad in 1862.

St. Joseph was continuously occupied by federal troops throughout the War. M. Jeff Thompson became a general in the Confederate army, being known as the Confederate Swamp Fox for his operations in southeast Missouri. The county enlisted nearly 2,000 men for the Confederate army. Guerrilla bands, both North and South, spread terror throughout the area during the War.

**NEW SANTA FE**

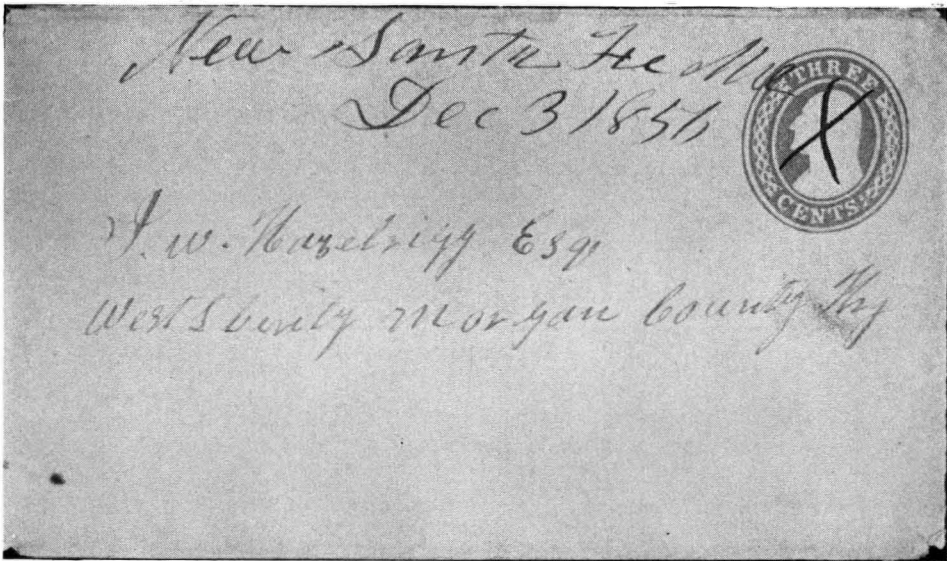


Figure 27. One of the two recorded covers from New Santa Fe, in what is now south Kansas City. The letter describes the outbreak of the Kansas-Missouri border war and the organization of 2,000 men to drive the Yankees out of the state.

Wording	Shape & Size	Color	Earliest and Latest Dates of Use
New Santa Fe Mo/D	ms	Black	December 3, 1856 (Two known; only one has a year date. The other is dated March 4, on a 3¢ Nesbitt envelope.)

*New Santa Fe Mo  
Dec 3 1856*

This was originally the first night's camp out of Independence, on the south branch of the Santa Fe Trail. A settlement grew up here and a town was platted on October 5, 1851. A postoffice was first listed in 1855. During the 1850s the population was over 300.

The site was also the first night's camp of the Confederate army after the Battle of Westport. It is now at 121st & State Line Road, in Kansas City, Missouri.

## ADVERTISING STENCIL

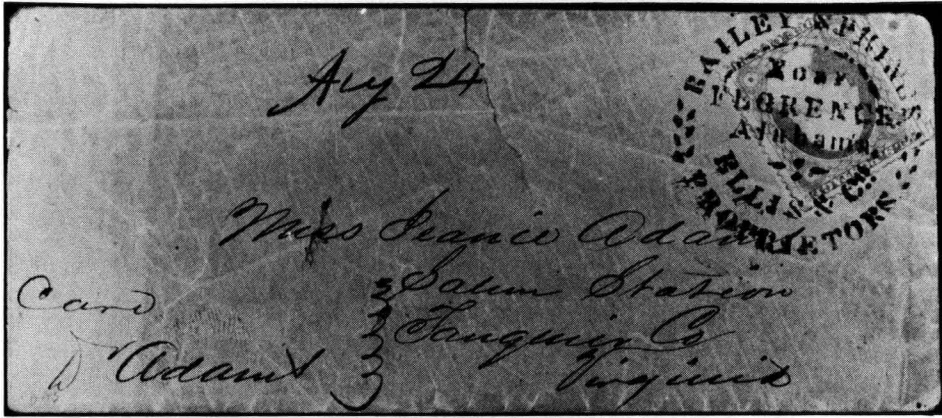


Figure A

Can any of our members shed any light on the cover illustrated as figure A submitted by James R. Kesterson? The marking is a rimless circular stencil reading BAILEY & PHINEAS/Xoar[Near?]/FLORENCE/Alabama./ELLIS & Co./PROPRIETORS. Why was this advertising handstamp used as a townmark? Is it from Florence, Alabama, or some other town? Presumably Mr. Bailey or Mr. Phineas was the postmaster. He complied at least in one respect with the *PL&R* by applying the month and day in manuscript.

## HELP!

I need 20 circuit books to supply the demand from my ad in the last *Chronicle*. I list below a few items from my exchange list #1. Send for complete list—if of interest dig out something for exchange—no cash sales from this list.

- |   |        |
|---|--------|
| 1. 5¢ Red Brown (1). Margins all around. Red grid cancel. VF. ....  | \$ 225 |
| 7. 10¢ Black (2). Margins all around. Superb impression. VF. ....   | 600    |
| 8. 3¢ OB (10) unused. Superb color. Margins except F.L. ....  |        |
| shaved one spot at top. ....  | 300    |
| 12. 3¢ OB (10) 80L1(I). Sheet margin copy. VF-S. ....   | 50     |
| 14. 3¢ OB (10) 21 L1(E). Red Boston Paid cancel. VF. ....   | 40     |
| 15. 3¢ OB (10) 27L2(E). Copper shade. 3 lines ULT. ....   |        |
| Ultramarine turned to green cancel. VF. ....  | 75     |
| 17. 3¢ Experimental OB (11) 17L1(L). Superb color. VF. ....   | 25     |
| 21. 3¢ Claret (11) 84L5(L). Major cracked plate. VF. ....   | 55     |
| 25. 3¢ Orange red (11) 100R3. Superb corner copy. ....  | 60     |
| 30. 3¢ Br. Carmine (11) 75L6. Green cancel. VF-S. ....  | 50     |
| 31. 3¢ Rose Red (11). Negative "CTS" cancel. 4 margins. Faint crease. ....  | 25     |
| 36. 3¢ Br. Carmine 51L4. Unused imprint, plate NO. 4 reversed   | 150    |
| 50. #10 (9), #11 (58). Color chart with range of shades for each color by year used. Each stamp is VF-S with many exceptional copies. A rare study in such fine condition and impossible to duplicate in today's market. .... | 1,000  |
| 43. 10¢ Green. Superb copy. ....  | 125    |
| 44. 3¢ Red (26). Major crack RL Rosette. About 5 known. VF. ....  | 75     |
| 48. 3¢ Dull red (11). Unused block 4, 59-60, 69-70, .   |        |
| R2L sheet margin and imprint. ....  | 300    |
| 54. 5¢ Red Brown (1). VF copy on cover. N. Y. and red grid. ....  | 300    |
| 18. 3¢ Experimental OB (11) 31R1(L). Centerline copy. VF. ....  | 50     |
| 19. 3¢ Rose red (11). Mint O.G. Hinged. VF. ....  | 40     |

**SALES  
SERVICE**

**BILL AMONETTE**  
**Box 3746, Radford, Va. 24141**

**EXCHANGE  
SERVICE**



# WHEN YOU HAVE STAMPS TO SELL:

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

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

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

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

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

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

## Jacques C. Schiff, Jr., Inc.

536 West 111th Street

Telephone: (212) 662-2777



Established 1947

New York, N.Y. 10025

Licensed Bonded Auctioneer

## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### EDITORIAL

In these pages, we have often chosen to divide our avocation into two interrelated facets, philately, or the study and appreciation of the stamps themselves, and postal history. The latter has been defined in many ways by many people, but to this writer, it is the aspect of cover collecting dealing with the rates and routes exemplifying how the mails were carried, and the markings and other data which display such passage through the mails. In a manner of speaking, stamps are simply a part of postal history, as are fancy cancellations, exchange office markings, steamboat purser's markings and even the contents of letters.

Just as the subject may be divided into philately and postal history, so can it be collected from either an aesthetic or a scholarly viewpoint. Which brings up the reason for these paragraphs: announcements have been made of a new handbook relating to Civil War postal history. While this editor hasn't as yet seen a copy of the handbook, it is apparently a new and comprehensive listing of Civil War patriotic covers. To our way of thinking, if patriotic covers are postal history, then so are corner cards. Yet, in a recent major show, a collection showing corner cards on a specific theme was awarded a prize as a topical exhibit. All this is, perhaps, somewhat confusing, but certainly most collecting of Civil War patriotic covers, just as of covers bearing corner cards all of a theme, represents the aesthetic side of our hobby. But, is offering a book on Civil War Patriotics under the classification of "postal history"—if that is what is being done—going to produce some indignant and dissatisfied customers?

Not that we dislike patriotics; just the opposite, in fact. An unusual Civil War use, such as a rare occupation marking on cover, becomes an even more appreciated piece of postal history when the cover also happens to be a nice patriotic envelope. But it is the marking that causes us to acquire!

R. B. Graham

### GRILL VARIETY: "MIRACLE" DOUBLE GRILLS

WILLIAM K. HERZOG

William L. Stevenson, a pioneer student of the grilled stamps, had the following to say about miracle double grills: "Possibly the most interesting of grill varieties are the very few double grills which are so impressed that the second application extends the first one either endwise or sidewise, making a nearly perfect grill rectangle of an absolutely abnormal size. . . . These are truly varieties of the double grill. I do not know what to call them except miracle double grills."<sup>1</sup>

Through the courtesy of Route Agent Robin Friedman, we are able to illustrate a *near-perfect*, unusual type of miracle double grill on the 30¢ "F" grill.

Figure 1 illustrates two 30¢ "F" grills. Figure 2 illustrates the reverse of these same two 30¢ stamps, each with double "F" grills, one split vertically. The stamp on the left (from this writer's collection) is embossed with a normal appearing arrangement of this variety. Which is to say, there is a full grill plus a vertically split grill that is sufficiently off register from the full grill to be easily recognized as double grills, one split. The right stamp (owned by Robin Friedman) appears at first glance to be a continuous marginal grill (also known as end roller grill); however, it is actually a *near-perfect* miracle double grill arrangement of a full grill plus a vertically split grill.

1. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, 1966 edition, II, 114



Figure 1. Two 30¢ stamps with "F" grill. Right hand stamp has "miracle" grill.

Two features of this miracle grill reveal clues as to its real identity: 1) the continuous appearing grill is separated vertically by a small horizontal gap; 2) the grill does not run off the side of the stamp, but ends just short of the vertical perforations, and is 12 units wide (normal for the "F" grill). These clues soon give the realization that this is a *near-perfect* miracle alignment of a double grill, one split vertically, and not a continuous marginal grill.

By viewing the right stamp in Figure 2, it is possible to see where the full grill and bottom portion of the split grill overlap. The penciled arrow points at the top limit of almost two and a half rows of overlapped grill units, which exhibit a heavier impression than the other rows of grill units. Both the full grill and the combined portions of the split grill measure slightly more than 16 units high.

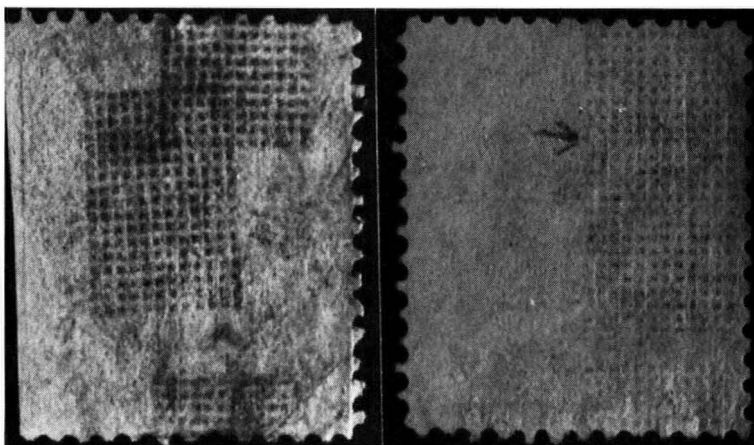


Figure 2. Reverse of stamps in Figure 1. "Miracle" grill on right. Arrow shows area of overlapping.

It should now be obvious to the reader that it is quite possible to have a *perfect* miracle grill arrangement of a full grill plus vertically split grill, or even two full grills, where they are aligned end to end, and just touch the vertical perforations at the side of the stamp. Such a *perfect* miracle grill could easily be mistaken for a continuous marginal grill. In this regard, we wish to thank Robin Friedman for allowing us to illustrate his *near-perfect* double grill for the future reference of those interested in grill varieties.

### THE 3¢ 1861 "UNIDENTICAL TWINS"

C. W. CHRISTIAN

A block of the 3¢ 1861 design found at one of the Interphil dealer stands has proven to be of continuing interest. The item was on display with the rather brief notation that it was an experimental proof. The seller could not verify this condition nor expand the information beyond stating that it was believed to be printed

on experimental paper. Having neither the time, references or comparison material to make an intelligent examination the block was nevertheless purchased "on faith."

To the specialist of this period it is well known that many experiments, most of them under patent protection, were carried out throughout the life of the issue of 1861-67. True, a few of the experimental printings were involved with the actual paper but the majority of the patents were solely concerned with methods of printing, the use of fugitive types of ink and printing upon specially prepared stamp paper to the extent of overprinting and underprinting the design.



Figure 1. Experimental proof. Note lower right corner.

Proofs of the 3¢ design are known on hard white paper, on yellowish paper of a thickness that is greater than normal proof paper, and on some lightly tinted papers, but the block in question, Figure 1, is printed on paper that is quite comparable to that used for the regular issue. The gum is typically smooth and brownish and the shade of the design is common to the printings of 1864-67, brownish-red by Methuen color standards. When compared to a block of the regular issue both have the same translucence. If given "twin" blocks, Figures 1 and 2, even in differing shades, it would be difficult for most collectors to choose the issued stamp.

All things appearing to be equal on the surface, some thought must be given to the type of ink used, *i.e.*, is it permanent or is it fugitive? A patent issued in 1865 to Samuel Ward Francis called for a rather complicated process of chemical printing whereby the stamp would show a blue stain wherever touched by moisture. However, all the Francis patent examples thus far seen have had a distinctly blurred, hazy appearance and Figure 1 does not have this characteristic. Also, it does not react in the prescribed manner to moisture.

One of the better known patents involving fugitive ink was the plan devised by William Wyckoff. Simpler than most of its counterparts, the Wyckoff patent required only the coating of paper, first with Chinese-white or alumina, then printing upon this surface in the usual way. Either agent was water soluble. The Wyckoff plan never reached production but it was proof-printed. It has been found by personal test on proofs of the one cent design that the slightest

application of moisture disturbs the ink. The proofs tested were printed in black rather than the normal blue and in this case could not be confused with the regular issue.

It is not likely that the origin of the block in Figure 1 can be definitely linked to any one of the several patents dealing with fugitive inks but quite possibly it is the product of a patent granted to James MacDonough in 1866. MacDonough's plan called for coloring-matters to be ground into glycerine, then manufactured into ink. The patent specifications are long and detailed and read in part: "My ink is so readily dissolved by acids or other chemical reagents, as also by *water*, oil and, in fact, nearly or quite all kinds of liquids that a canceling-mark cannot be taken off without dissolving and thus removing or obscuring the ink with which the devices are originally printed. . . ."



Figure 2. Issued stamp.

Further into the patent MacDonough recommended the use of a starch coating to somewhat modify the intense dissolving action of his glycerine-ink. Quite a number of trial-colors of the 1¢ 1861 value were printed on a starch coated paper but can readily be distinguished as such.

A listing by Mason in the early part of the century records numerous proofs of the 3¢ design tinted with sensitive inks in various colors and on different papers but offers no listing of the value perforated, gummed on white paper and in the normal colors.

Referring again to Figure 1, it will be noted there is a blank area in the lower right corner adjacent the letter S. The design at this point was removed by the writer with a minute fragment of cotton and cold water. The moisture soaked through the paper and removed the gum in the identical area leaving no indication of additional coating on either side of the stamp.

It is *not* recommended that all O. G. copies of the 3¢ '61 immediately be subjected to a water test unless there is a strong reason to suspect that one's copies are other than the regular issue.

#### References

Mason, Edward H. *The Proofs of United States Stamps*, 1912.

*Methuen Handbook Of Colour*, revised 1967.

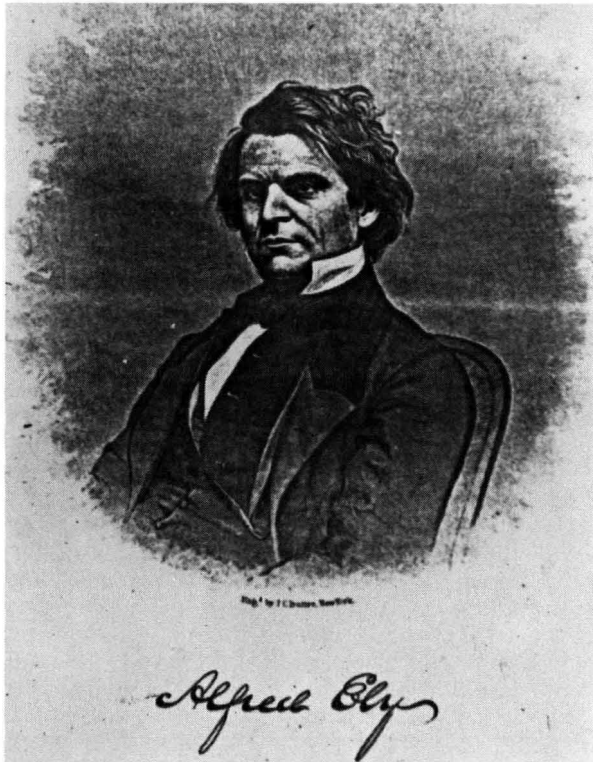
U.S. Patent Office. Copies of patents to Wm. Wyckoff, Samuel Ward Francis and James MacDonough.

## THE BLAUVELT CORRESPONDENCE: PART III: A FREE FRANKED LETTER FROM ALFRED ELY, M. C.

JOHN D. KOHLHEPP

In the troubled summer of 1861, forty-six year old Alfred Ely of Rochester was serving his term as Republican congressman from New York State. Under the delusion that he was performing a duty to his constituents, he took part in the first battle of Bull Run as an observer, which is to say he journeyed from Washington to Northern Virginia on July 21, along with several hundred other busybodies who didn't have enough common sense to stay at home. Wandering from his carriage and into no-man's-land, he found himself under fire and took shelter behind a stout tree. Here he was spotted by a company of Rebel infantry who took him in tow and hauled him off to their regimental commander, one Col. E. B. C. Cash of the 8th South Carolina Volunteers, who, according to Ely, "was very much excited, and had been drinking." On discovering the identity of his prisoner, Cash drew a pistol, pointed it directly at the Congressional cranium and spoke for posterity, "G-- d--- your white livered soul! I'll blow your brains out on the spot!" Now somehow this phrase didn't have the immortal ring of Bernard Bee's "there stands Jackson like a stone wall," and has failed to endear itself to succeeding generations of Civil War students. (It would be interesting to know for a certainty Colonel Cash's military-political-ethical suasion, which apparently was somewhere to the far right of Gotterdammerung.) In any event, more liberal minds and hands intervened, the colonel rode off into relative obscurity, and Ely was marched away with Jacob Blauvelt and several hundred other prisoners to Richmond and the monastic confines of Liggon's Tobacco Factory Warehouse.

Figure 1. Congressman-Prisoner of War Alfred Ely of Rochester, New York.



The Southern press cackled joyously at the visitation of the Federal Congressman, citing the fact that he was captured while "cowering" behind a tree. Not to be outdone, his fellow prisoners, all members of The Richmond Prison Association, called a meeting and presented Ely with a scythe-shaped wooden

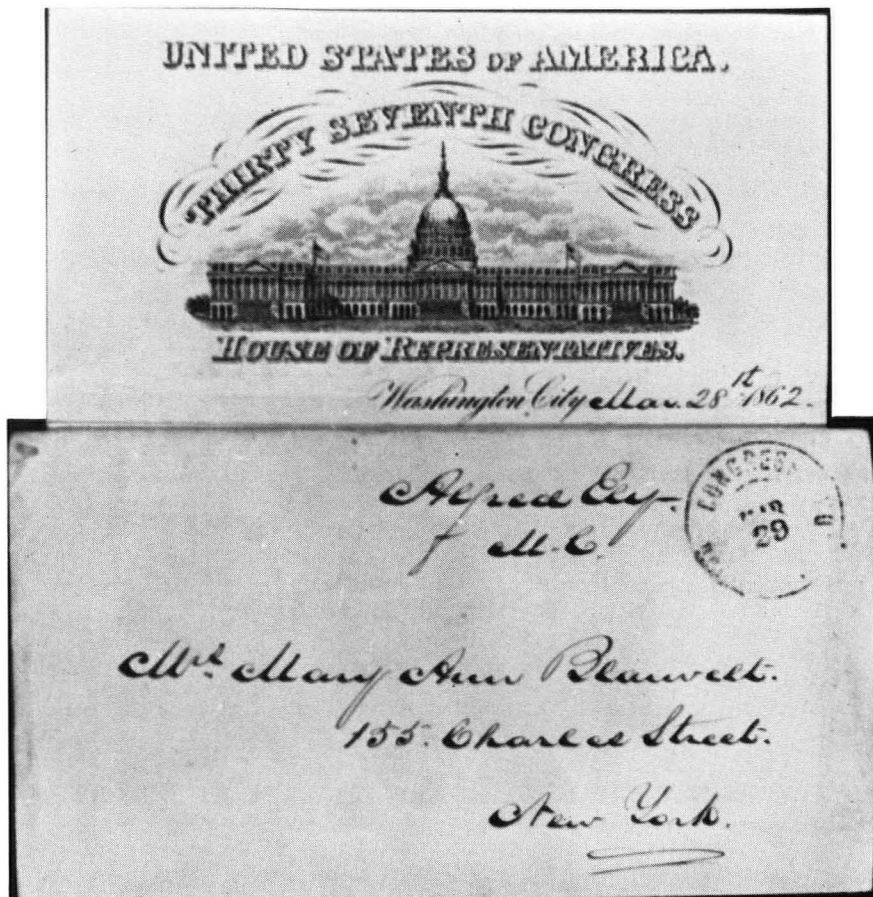


Figure 2. Ely's cover and letter to Mrs. Blauvelt, March 29, 1862.

sword, stating, "you will perceive, sir, from the peculiar shape of this beautiful blade, that it is well adapted to fighting from behind a tree, which we all know is your favorite position." Next they presented him with a sash made from an old hempen rope, with the bon mot, "believing you to be a man of destiny, we think it indicative of the fate that awaits you,

'For tis so, whether you believe it or not  
Who is born to be hanged, will never be shot.'

Ely bore the banter of the Federal officers in extremely good grace and took possession of the sword and sash with a long acceptance speech. The carping of the Southern press was shed less easily.

The congressman endured this 1861 version of Southern hospitality for five months, trying all the while to effect his exchange. These attempts and the rumors that developed from them were reported in the daily press both South and North. The *New York Herald*, for instance, suggested that since the South had not lost prisoners of similar rank to Ely that they be permitted to retain him. According to the *Herald*, Ely was a member of the party which had caused the war and was not worth a drummer boy in exchange. However, in December 1861, the Secessionists settled for Charles J. Faulkner, a former U.S. minister to France who had been imprisoned by the Yanks for disloyalty.

On his return to more normal duties in Washington, Ely received a letter from Mary Ann Blauvelt, Jacob's mother, and answered same on March 28, 1862. Figure 2 shows the heading of this letter and its cover, passed free over Ely's frank and bearing the circular date stamp of "Congress, Washington, D. C., Mar. 29." The text reads:

Dear Madam:

Your favor of the 25th instant is just received, and I beg to say in reply that you can safely send your son money by enclosing the gold in a letter addressed to him at Salisbury, North Carolina, in the care of Genl. John E. Wool, at Fortress Monroe, who will forward it to him without fail.

I trust, Madam, it will not be a great while longer you will have to wait before seeing your son safely at home.

Very truly yours,  
Alfred Ely

As reported in the August 1976 *Chronicle*, Mrs. Blauvelt followed Ely's advice and sent to General Wool's attention \$2 in gold in an envelope addressed to her son at Salisbury, N. C. It was returned to her by Wool's aide for fear the money would "miscarry," that is, be stolen, before it reached young Blauvelt at Salisbury prison.

#### EPILOGUE

One little known facet of the Ely incident concerns his companion of the day of his capture, Calvin Huson, Jr., a lawyer from Rochester, New York, and the man he defeated in the election for Congress. Huson had remained behind in their carriage while Ely roamed the battlefield. Time passed, Ely failed to return, and Huson became concerned but refused to abandon his friend until he, too, was surrounded by the swarming Rebel troops, captured, and taken to Richmond. Huson contracted typhoid fever in prison and died on October 15 after his removal to the home of a kindly Richmond family named Van Lew. He was buried in Church Hill Cemetery in the Confederacy's capital.

#### References

*Journal of Alfred Ely*. New York, D. Appleton and Company, 1862.

William Best Hesseltine. *Civil War Prisons*. Ohio State University Press, Columbus, Ohio, 1930.

Kohlhepp, John D. "The Blauvelt Correspondence," *Chronicle* 87:27-3; "Jacob Blauvelt Revisited," *Chronicle* 92:28-4.

#### OLD STAMPS NOT RECOGNIZED—FIRST DAY USE AT PHILADELPHIA

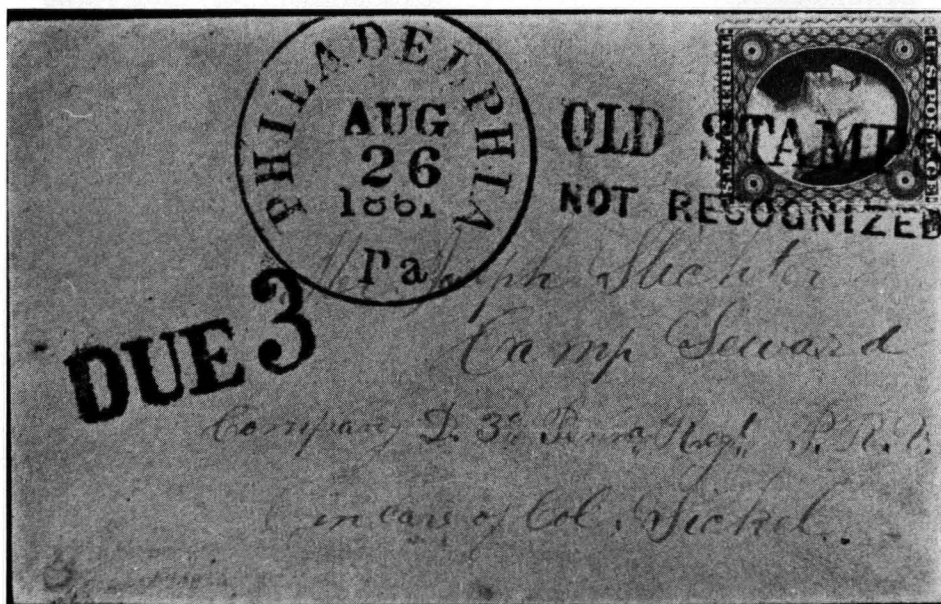


Figure A. Cover from Philadelphia August 26, 1861. This was the first day the old issue was no longer valid and hence the first when the handstamp "OLD STAMPS/NOT RECOGNIZED" was used.

William K. Herzog has sent the editor a couple covers pictured with this paragraph, amplifying the somewhat similar cover shown in the "Cover Corners" for *Chronicles* 90 and 91. The first of these illustrates an example of the first day of use of the Philadelphia "OLD STAMP /NOT RECOGNIZED" marking of Philadelphia. The second shows a cover bearing a 3¢ 1861 rose pink used at



Philadelphia on August 19, 1861, which was the first day the new stamps were available at the Philadelphia post office. This cover had been sent from another post office, franked by a 3¢ 1857 stamp on August 17, addressed to Philadelphia, but then forwarded from there to Harrisburgh.

Both these covers and the circumstances under which they were used are described by Mr. Herzog at *Chronicle* 91:234.



Figure B. Cover forwarded from Philadelphia on August 19, 1861, the first day the new issue was available at the Philadelphia post office.

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



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

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

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

**RICHARD WOLFFERS, INC.** Stamps and Stamp Auctions

127 KEARNY ST., SAN FRANCISCO, CA 94108

381

## 1869 COVERS TO DENMARK AND SWEDEN

MICHAEL LAURENCE

In August 1975, the Siegel firm auctioned a number of covers from the correspondence of Mr. and Mrs. George H. Warner. Thirty-six covers were sold as individual lots. A few others, from which stamps had been removed, were sold in bulk. From an examination of the covers we can conclude that the Warners visited Scandinavia—apparently representing an immigrant society—during 1869 and 1870. The covers are mostly from Hartford, Connecticut, addressed first to Copenhagen, Denmark, and then to Gothenburg, Sweden. They span the brief but interesting period between August 1869 and August 1870.

### INTRODUCTION

Not too many 1869 covers to Denmark and Sweden have survived. A few covers from this correspondence had earlier been sold, and covers to the two destinations exist from other sources. But the appearance of the Warner covers, all in one place, provided special insights. The Warner covers permit us to make some generalizations about correspondence to Denmark and Sweden during the 1869 period, and they give us a better understanding of the markings that were applied to covers that passed from the U.S. through the North German Union mail system to destinations beyond Germany.<sup>1</sup>

During 1869 and 1870, all mail from the U.S. to Denmark or Sweden was carried under the terms of the U.S.-N.G.U. postal convention.<sup>2</sup> Covers could reach Germany travelling overland from England, or they could travel by sea direct to Bremen or Hamburg. Both modes of carriage were governed by the terms of the U.S.-N.G.U. treaty.

The route thought to be fastest and safest was described in the *U.S. Mail rate charts* as "via closed mail via England." Most of the transatlantic steamers during this era, no matter what their destinations, stopped first at England. Mail "via closed mail via England" would be taken from the ship in sealed bags at the first British port of entry,<sup>3</sup> to be carried across England by train, across the Channel by ferry, and across Belgium by train in a postal sorting car. On the car, the bags would be opened and their contents marked. This is the familiar route that prior to 1868 was called "Prussian closed mail." After the unification of Germany, the term didn't apply, but the route and service remained essentially the same. For the putatively faster and safer service the closed-mail route offered, there was an additional charge.

The direct route was listed in the contemporary rate charts as "via North German Union, direct". Such mail would travel on the Hamburg-American (HAPAG) or North German Lloyd (NGL) lines, whose mail-carrying vessels during this era sailed weekly from New York. Both lines stopped at England (HAPAG at Plymouth and NGL at Southampton) but the direct mail would stay on board until the ships reached their respective German ports. At Bremen or Hamburg the direct-mail covers would be stamped with receiving markings as they entered the German mails.

Figure 1 is a graphic depiction of U.S. letter-post rates to Denmark and Sweden during the period under discussion. Rates for both paid and unpaid letters are shown, because both rates seem to have affected the rating and

1. While any errors in this article are the fault of the writer alone, he is deeply indebted to Charles Starnes for generous and continuing help in the preparation of these words, and for substantial factual assistance all along the way.

2. *16 Statutes-at-Large*, 979-1002. The background of this treaty, and the terms, are usefully summarized in George Hargest's *History of Letter Post Communication*, 150-151.

3. Typically, the British point of debarkation was Queenstown, Ireland, the port near Cork. For a fuller description of the British aspects of such carriage, see Walter Hubbard, "Eastward Sailings of the Cunard Company," *Chronicle* 90:160-162; *Chronicle* 91:225-232.

LETTER POST RATES FROM U.S. TO DENMARK AND SWEDEN: 1868-1870

TO DENMARK				DATE OF RATE CHANGE	TO SWEDEN			
Direct Service (via Bremen or Hamburg)		Closed Mail (via England Belgium-Germany)			Direct Service (via Bremen or Hamburg)		Closed Mail (via England Belgium-Germany)	
Paid	Unpaid	Paid	Unpaid		Paid	Unpaid	Paid	Unpaid
13	14	18	19	1 Jan 68 <sup>a</sup>	16	18	21	23
	16		21	June 68 <sup>b</sup>	14	16	19	21
10	10	13	13	9 Apr 69 <sup>c</sup>	11	11	14	14
				1 Jul 70 <sup>d</sup>				

Figure 1. Graphic depiction of letter rates to Denmark and Sweden during the 1869 period. All rates per 1/2 ounce. No direct services available between mid-July and October 1870 due to Franco-Prussian War. Rate-change sources: (a) "U.S. Mail" 350; (b) "U.S. Mail" 370; (c) "U.S. Mail" 414; (d) "U.S. Mail" 470.

routing of stamp-bearing covers. One of the peculiarities of correspondence to Denmark and Sweden during the 1869 period is the uncommonly large number of covers not properly prepaid. In preparing research for this write-up, we pooled sources with many collectors. Including the Siegel Warner covers, we were able to assemble photographic or real-life representation of 44 covers bearing 1869 stamps to Denmark or Sweden. Of these 44 covers, only 10 showed the correct rate prepaid. The breakdown was this:

TYPE	TO DENMARK	TO SWEDEN
Correct rate prepaid	4	6
Underpaid, accepted as prepaid	3	1
Overpaid	12	9
Underpaid, treated as unpaid	6	3

We will discuss the covers according to these four categories, showing the distinction between closed-mail and direct covers. So far as we are able, we will explain the markings that these covers characteristically bear.

**CORRECT RATE PREPAID**

Effective 1 January 1868, the U.S.-N.G.U. postal convention set the single rate for letters between the two countries, weighing under 15 grams (or 1/2 ounce) at 10¢ by direct mail or 15¢ by closed mail. Rates to countries beyond Germany were the sum of the rate to Germany plus the rate from Germany to the further destination plus "any other tax for exterior service".

The charge for service beyond Germany was to be credited in red ink by the U.S. exchange office to the German exchange office. No matter which route they took to Germany, these covers show New York credits of 2 1/2¢ (equivalent to 1 silbergroschen) on covers to Denmark, and New York credits of 4¢ (1 1/2 sgr.) on covers to Sweden. Typically, the German entry office restated this foreign postage with a marking in the equivalent silbergroschen. Both the Bremen office (receiving direct mail) and the Verviers-Cologne traveling office (receiving closed mail) prepared special handstamps for this purpose. The handstamp credits used on the Verviers-Cologne postal sorting car are shown as markings E and F in the tracing plate which is Figure 2. The handstamp credits applied at Bremen are typified by marking G, which was used on covers to Denmark. A marking similar to G, but showing 1 1/2 sgr., was used on covers to Sweden.

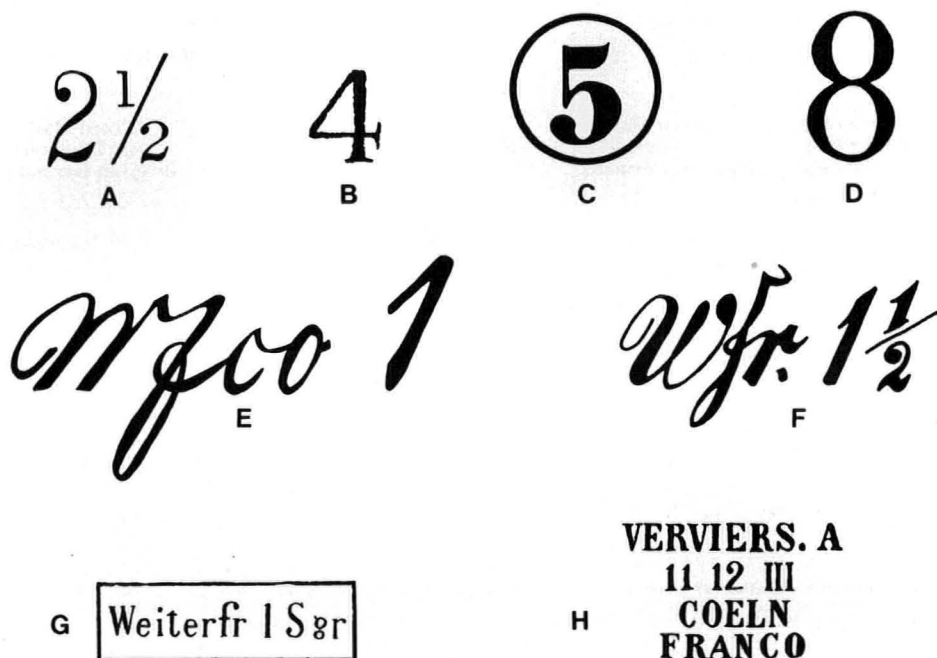


Figure 2. Tracings of some of the exchange-office markings that typically appear on covers to Denmark and Sweden during the 1869 period. For explanation, see text.

Figure 3 shows a cover illustrating the 18¢ rate to Denmark, via closed mail via England, datestamped Hartford April 26 (1870), addressed to Copenhagen. Note the routing "via England" at upper left. Covers showing this rate are not frequently seen. The cover shows a red New York exchange office marking of 2½ (A) which is incompletely struck but can be seen dead center in the photo in Figure 3. The 2½ represents a credit of 2½¢ to N.G.U. for what N.G.U. had to pay to get the letter to Copenhagen (plus the possibility of the "exterior tax" mentioned above). The cover crossed the Atlantic in the Guion steamship *Colorado* (not to be confused with the transpacific *Colorado*) which departed New York on 27 April 1870 and arrived at Queenstown (Ireland) May 8.<sup>4</sup> The *Colorado* then sailed on to Liverpool, but the British mails debarked at Queenstown.

After transiting England and the Channel in a closed bag, the cover received the red marking of the Verviers-Cologne travelling office (H). We believe that the letter on the first line of this marking (always the letter "A" or "B") designates the crew on the car. The first two numbers on the second line show the day and the month (in the case of the cover in Figure 3—May 10). It has been guessed that the third number on the second line (in this case "3", though the marking sometimes shows a Roman numeral) tells which trip the crew was on. This marking has not been seen dated after 1 July 1870. Presumably on the car, the 2½¢ prepaid foreign postage was restated as 1 sgr. with the red marking "Wfco 1" (E). "Wfco" abbreviates "Weiterfranco", which literally translates as "paid beyond".

On covers such as this, the similarity in the red inks used to apply the German and American markings has led some collectors to confuse where they were applied. Along with the common but erroneous assumption that the U.S. never applied foreign credits in fractions of a cent, this has given rise to the notion that marking A—and even marking C—was applied overseas.

4. This and other sailing information herein is taken from *Maritime Intelligence*, privately compiled by C. L. Friend, whom we thank profusely.

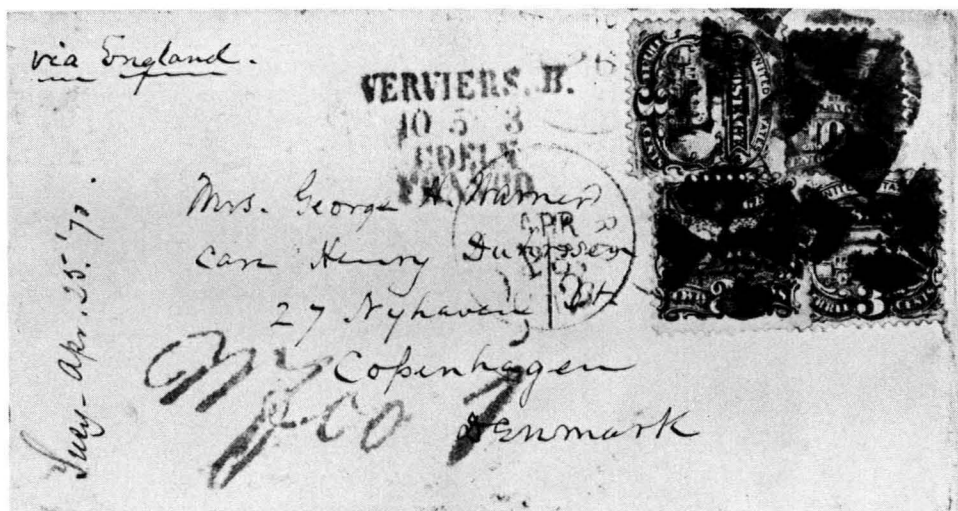


Figure 3. The 18¢ closed-mail rate to Denmark, effective 1 January 1868–30 June 1870, here made by two 3¢ 1869 stamps, one 2¢ and one 10¢. Note the routing "via England".

Nothing could be further from the truth. The red numeral markings shown consecutively as A through D in Figure 2 were all applied in New York. These markings were generally used at the New York exchange office, so most of them are also to be found on covers to destinations other than the two under discussion. The bold "8", for example, appears on phantom-rate covers to France during the spring of 1870; the circled "5" shows on single-rate covers to Turkey and Egypt;<sup>5</sup> the "4" appears on 19¢ closed-mail covers to Italy via N.G.U.; however, we think the "2½" marking was used exclusively on covers to Denmark.

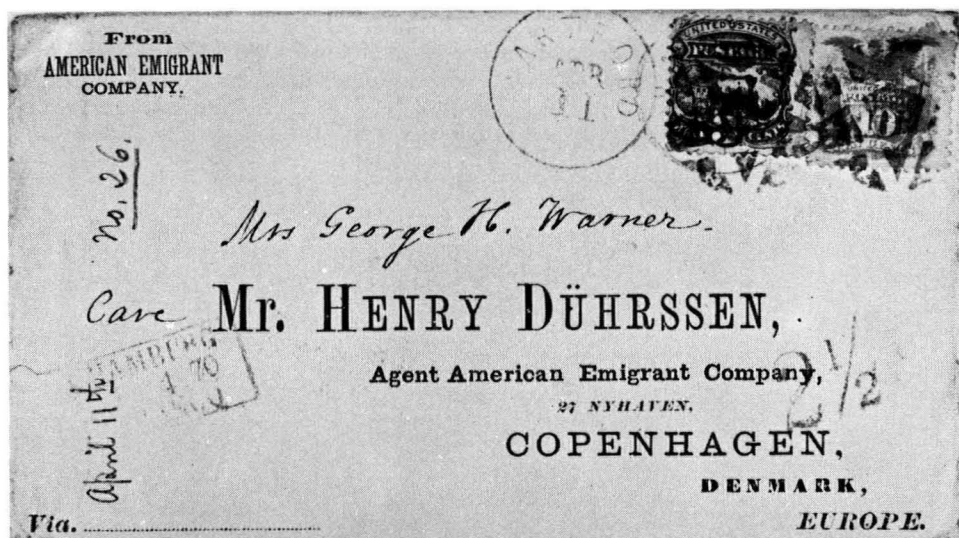


Figure 4. The 13¢ direct rate to Denmark, effective 1 January 1868–30 June 1870, properly paid by a 3¢ and a 10¢ 1869. Surprisingly, overpaid covers are more common than properly paid covers.

Figure 4 shows a proper payment of the 13¢ direct rate to Denmark. This cover was posted at Hartford on April 11 (1870), 12 days earlier than the cover in Figure 3. It shows the 13¢ rate paid by a 10¢ and a 3¢ 1869 stamp. The cover was marked at the New York exchange office the next day with the same red 2½ credit marking (A) and a red backstamp NEW YORK PAID ALL

5. Charles J. Starnes, "U.S.-Egypt Mails," *Chronicle* 91:219-223.

DIRECT. Transit was by the HAPAG steamer *Allemania*, which left New York April 12, touching at Plymouth and Cherbourg on its way to Hamburg. At Hamburg the cover was marked with the typical boxed receiving marking (lower left in Figure 4) and sent on to Copenhagen. Had the cover entered Germany at Bremen, rather than at Hamburg, it presumably would have received marking G, restating the 2½¢ credit as 1 sgr.

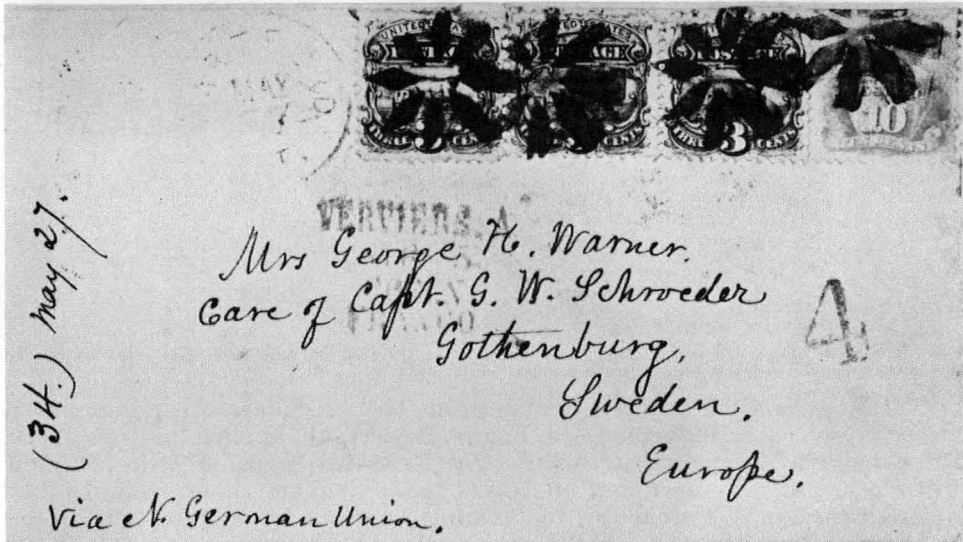


Figure 5. The 19¢ closed mail rate to Sweden, effective 9 April 1869–30 June 1870, here made by a 10¢ 1869 stamp and three 3¢ 1869s.

Figure 5 shows the 19¢ closed-mail rate to Sweden, on a cover from Hartford to Gothenburg datestamped May 27 (1870). The rate is made by a 10¢ 1869 and three 3¢ 1869s. The cover bears a credit of 4¢ to N.G.U. (B). Closed-mail carriage is evidenced by the red Verviers-Cologne handstamp (H). On this cover the restatement of the postage beyond N.G.U. is in blue crayon (which unfortunately doesn't photograph well) at lower left: "Wf 1½".

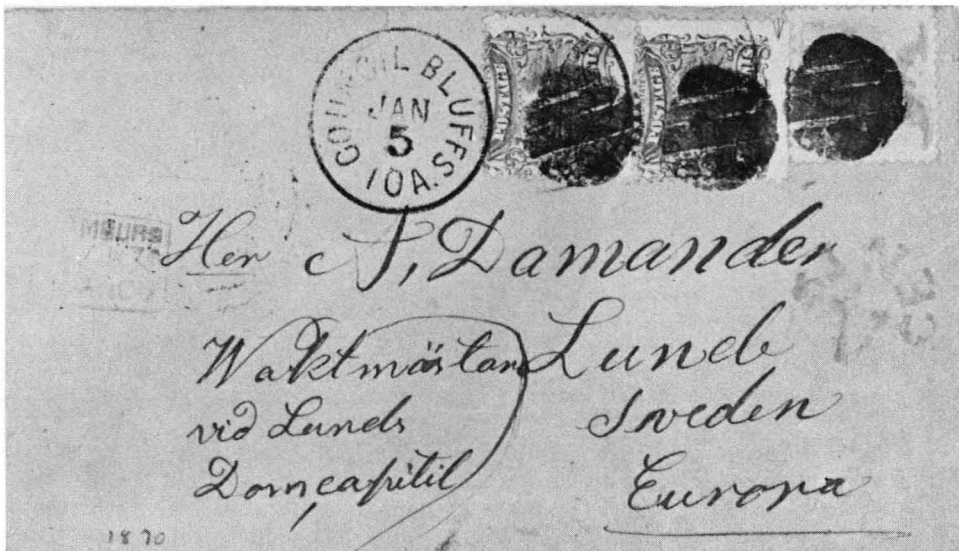


Figure 6. The 14¢ direct rate to Sweden, effective 9 April 1869–30 June 1870, on a cover with a 10¢ 1869 and a pair of 2¢ 1869s.

A proper payment of the 14¢ direct rate to Sweden did not appear in the Warner sale covers, though overpayments of this rate were represented in at least five instances. Our record of 10¢ 1869 covers to Sweden (see Appendix A) shows three properly paid covers at the 14¢ direct single rate, and one problematical double-rate cover.

One of the single-rate covers is shown as Figure 6. This was lot 1320 in the Lester Downing sale. The cover left Council Bluffs, Iowa, on January 5 and shows an 1870 Hamburg receiving mark (box at left) whose month and day aren't clear. The 4¢ credit to N.G.U., applied in New York, is in this instance signified by the rimless half-circle handstamp 4 CENTS struck upside-down at right center.

The double-rate cover just mentioned is, or was, quite an item. It showed the 2x14¢ rate paid by a 15¢ 1869, a 10¢ 1869 and a 3¢ 1869. As an extra filip, the 15¢ was the invert variety, the only recorded on-cover example. The cover dated from April 1870, was addressed to Carlsrona, Sweden, and showed a credit of 8¢ (D) and a boxed Hamburg receiving mark. We speak of this cover in the past tense because it may no longer survive. Its discovery was announced in the November 1924 issue of *The American Philatelist*. A full photograph appears in the catalog of the Laurence & Stryker sale of December 14-17, 1959. The catalog description notes that this photo shows the stamp "on cover, as originally found" and adds that the stamp "has been removed from the cover by the owner to place in his stamp album." We have no subsequent sighting of this cover and cannot attest that it still survives. Can anyone help?

#### UNDERPAID, ACCEPTED AS PREPAID

Three Warner covers to Copenhagen, franked with 12¢, were treated as fully prepaid at the 13¢ direct rate to Denmark and bear markings comparable to those on the cover in Figure 4. One cover to Gothenburg, franked with 12¢, was accepted as paying the 14¢ direct rate to Sweden, as discussed at Figure 6. Presumably, these covers show clerical carelessness or generosity; according to the rules (discussed below) they should have been treated as unpaid.

#### OVERPAID

In both the 44-cover sampling described above and the 25-cover sampling detailed in Appendix A, about half the surviving covers are overpaid. More than the normal confusion obviously prevailed. Typically, overpayment of foreign-mail covers resulted from a wrong guess at the weight or from reference to obsolete rate information. But analysis of the Denmark-Sweden covers suggests an additional explanation: Most of the overpaid covers are prepaid at the higher "unpaid" rates.

This is a conclusion that both Charles Starnes and this writer reached independently. We believe these overpayments are due to ambiguous listing

COUNTRIES.	Postage on Letters.		Postage on Newspapers, Book Pkts., Prints, &c., & Patterns or Samples.			Reg. Fee for Reg'd Letters and other Postal Packets.
	Not exceeding one-quarter ounce.	Not exceeding one-half ounce.	Newspapers (F)	Book Packages and Prints of all kinds per four oz.	Patterns or Samples per four oz.	
	CTS.	CTS.	CTS.	CTS.	CTS.	CTS.
Denmark, via North German Union, direct (if prepaid, 13c.).....	....	*16	6	10	10	h 8
do do do closed mail, via England (if prepaid, 18c.).....	....	*21	7	12	12	h 8
Sweden, via North German Union direct, (if prepaid, 14c.).....	....	*16	8	11	11	h 8
do via North German Union, (closed mail via England, if prepaid, 19c.).....	....	*21	9	13	13	h 8

Figure 7. The most widely available contemporary source for postage rates to Denmark and Sweden: clippings from the "U.S. Mail" rate chart, in this case for the month of May 1870.

in the foreign-mail rate tables of the monthly *U.S. Mail*, which was the source of most of the foreign rate information during this period.

To encourage the prepayment of postage—a general goal of progressive nations during the years leading up to Universal Postal Union—the U.S.-N.G.U. treaty provided for the assessment of extra postage on unpaid letters. Reference to Figure 1 will show that until 1 July 1870, the unpaid rates to Denmark and Sweden were always higher than the prepaid rates. In their monthly foreign-mail rate chart, the editors of *U.S. Mail* had trouble showing this distinction. It didn't fit into their format. Figure 7 shows the listings for Denmark and Sweden as they appeared in the *U.S. Mail* rate chart for May 1870. Given the way this information was presented, we can guess why so many covers were misrated. The clerk would simply run his finger down the familiar postage column, until he came to the appropriate destination, thereby rating letters at the *unpaid* rate. He would not pause to read the footnote or the notation accompanying the listing, which revealed the cheaper prepaid rate.

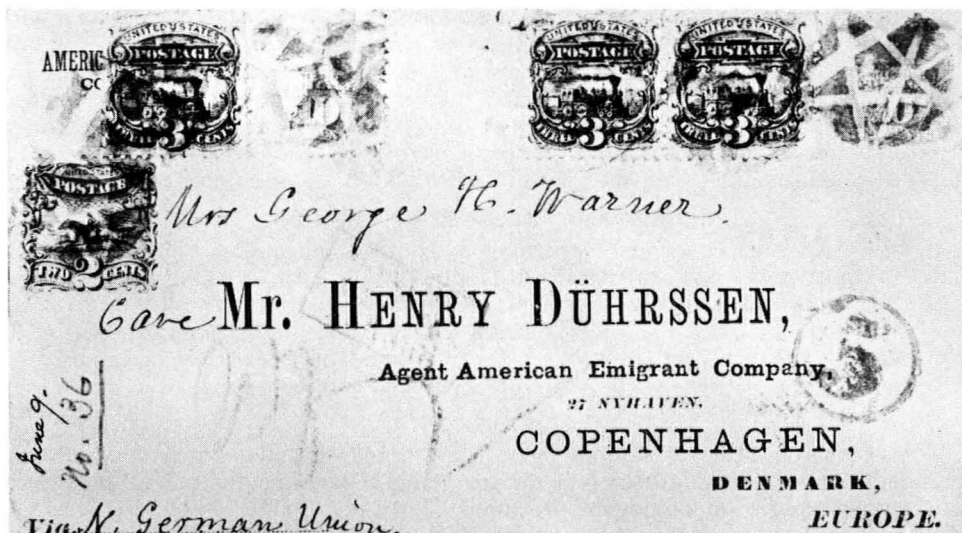


Figure 8. An overpaid double-rate cover to Denmark, whose markings indicate two times the 13¢ direct rate. Two 10¢ 1869s, three 3¢ and a 2¢ make a total of 31¢ on the cover as it survives. The missing stamp is probably a 1¢ value. The original total of 32¢ postage was presumably applied by a misreading of the "U.S. Mail" rate chart, intending to pay twice the 16¢ UNPAID rate.

A number of Warner covers to Denmark showed prepayment of 16¢, overpaying the 13¢ prepaid direct rate. One cover seemed to show a double rate. This is the cover in Figure 8, which had on it, when sold in the Warner sale, two 10¢, three 3¢ and one 2¢ 1869, for a total of 31¢. One stamp is obviously missing from the cover, and a reasonable guess is that the missing stamp is a 1¢ value. The sender or the postal clerk, misled by the *U.S. Mail* rate chart, apparently franked this double-rate letter at the unpaid direct rate, 2x16¢, instead of the prepaid direct rate of 2x13¢. The letter was credited at New York with the red ringed 5 (C), representing 2x2½¢ credit to N.G.U. for postage beyond Germany. Transit was by the NGL steamer *Weser II*, which departed New York June 11, touching at Southampton June 22 and arriving Bremen June 23 or 24. At Bremen the typical rectangular arrival stamp was applied (over the ("Henry")) and the foreign postage was restated in red crayon as "WF2"; the letter was then routed on to Copenhagen.

The cover in Figure 9 was franked with a 10¢ 1869 stamp and three grilled 3¢ Banknotes, posted at Hartford August 5, 1870. The 19¢ total was the obsolete prepaid closed-mail rate to Sweden. This rate had been lowered to 14¢ effective July 1. The decrease was entirely in the international rate between the U.S. and N.G.U.; the postage beyond Germany didn't change. In this instance, the 4¢ credit is shown in the New York circular marking. The cover was carried



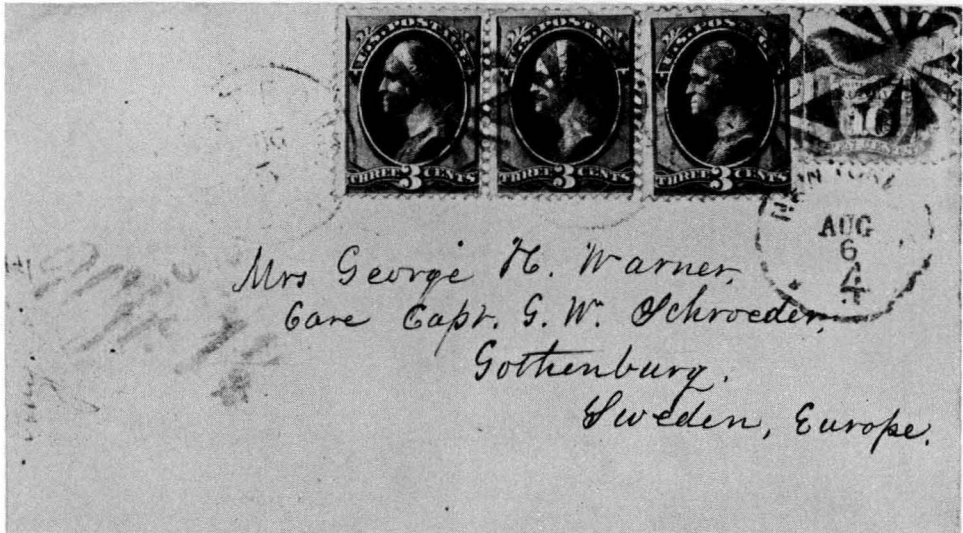


Figure 9. The 14¢ closed-mail rate to Sweden, here overpaid by a 10¢ 1869 and three grilled 3¢ Banknotes. This cover entered the mails on 5 August 1870, five weeks after the closed-mail rate to Sweden had been reduced from 19¢ to 14¢.

on the Inman steamer *City of London*, which left New York August 6 and reached Queenstown August 17. By this time, direct service to Germany had been suspended, due to the Franco-Prussian War. Direct covers to Denmark or Sweden, from the summer of 1870, showing prepayment respectively of 10¢ or 11¢ (see Figure 1), must be very scarce, because they can have survived from only a few sailings during the first weeks of July, between the rate-change on 1 July and the cessation of direct service around the middle of the month. Such covers would be comparable to covers showing the 7¢ direct rate to Germany during the same brief period, but appropriately scarcer.

After the cover in Figure 9 reached Germany by the closed mail route, the 4¢ foreign postage was restated with the red handstamp "Wfr 1½" (F) and the cover was routed on to Gothenburg.

#### UNDERPAID, TREATED AS UNPAID

Section XIII of the regulations for execution of the U.S.-N.G.U. postal convention<sup>6</sup> states:

Letters originating in, or destined for, foreign countries sent in the open mail for transit through the United States, or through the North German Union, and which are insufficiently paid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid. But if one or more full rates shall be prepaid the number of rates fully prepaid shall be always credited.

No provisions deal with unpaid closed mail, but the quarterly account forms, appended to the treaty regulations, show that it was treated similarly.

The cover shown in Figure 10 was mailed at Hartford on 12 March 1870, franked with a single 10¢ 1869 stamp, not enough for the cheapest rate, 13¢ direct. The cover reached New York the same day, where it was marked with the black straightline INSUFFICIENTLY PAID and the black circular NEW YORK DIRECT marking. The cover crossed the Atlantic on the *Weser II*, touching at Southampton, arriving Bremen March 25. Presumably at Bremen, the red crayon "29" was applied. This represents the total postage charged to Denmark by N.G.U.—29 skillinge, equivalent to 16¢, the treaty unpaid direct rate (see Figure 1). The cover also shows a blue crayon "5" and on the reverse a scrawled blue "3 a s". These two markings appear on all unpaid direct covers

6. *16 Statutes-at-Large*, 984.

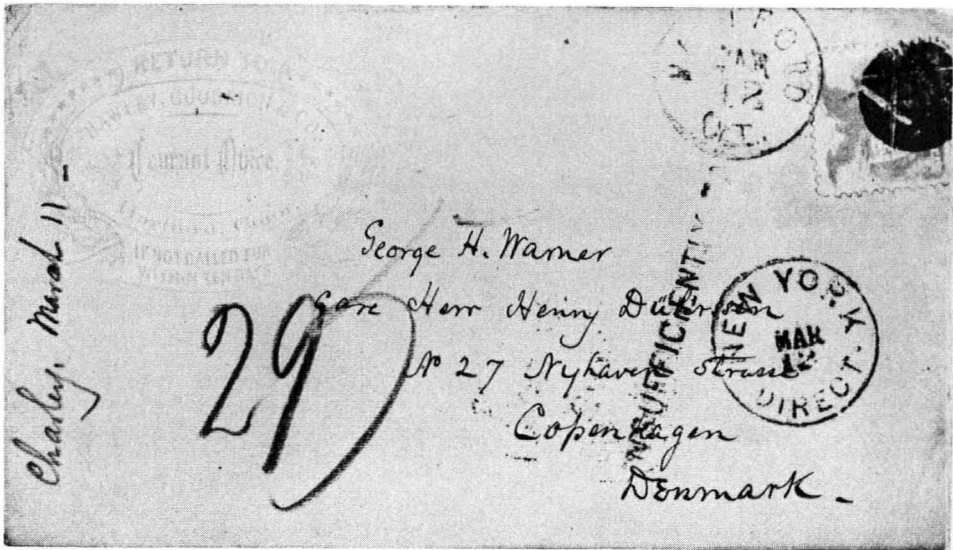


Figure 10. Insufficiently prepaid cover to Denmark bearing a 10¢ 1869 and sent via the direct route. Per treaty, the cover was treated as completely unpaid. The crayon "29" indicates that 29 skillinge (equivalent to 16¢ U.S.) was collected in Copenhagen. The 16¢ unpaid direct rate to Denmark was in effect between June 1868 and 30 June 1870.

in this group, whether to Denmark or to Sweden, at the 16¢ unpaid rate. We cannot explain them.

The cover in Figure 11 left Hartford on 28 February 1870, and like the cover in Figure 10, it was insufficiently franked with a 10¢ 1869 stamp. Since the earliest direct sailing from New York was March 5 (NGL sailings were 26 February and 5 March, HAPAG sailings 22 February and 8 March), the exchange office sent the letter via closed mail, after applying the black INSUFFICIENTLY PAID marking and the black circular NEW YORK X. The cover crossed on the Guion's *Idaho*, which left New York March 2, arriving at Queens-town March 13. The cover was stamped on reverse with a blue VERVIERS-COELN marking similar to marking H but lacking the word FRANCO. The

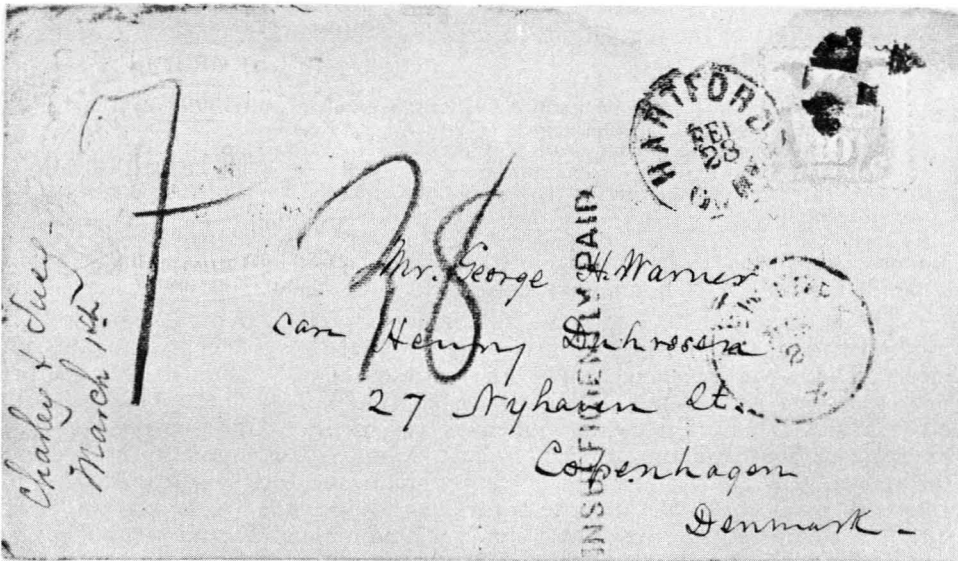


Figure 11. Insufficiently prepaid cover to Denmark bearing a 10¢ 1869 and sent via the closed-mail route. The crayon "38" represents 38 skillinge (equivalent to 21¢ U.S.) collected in Copenhagen. The 21¢ unpaid closed-mail rate to Denmark was in effect between June 1868 and 30 June 1870.

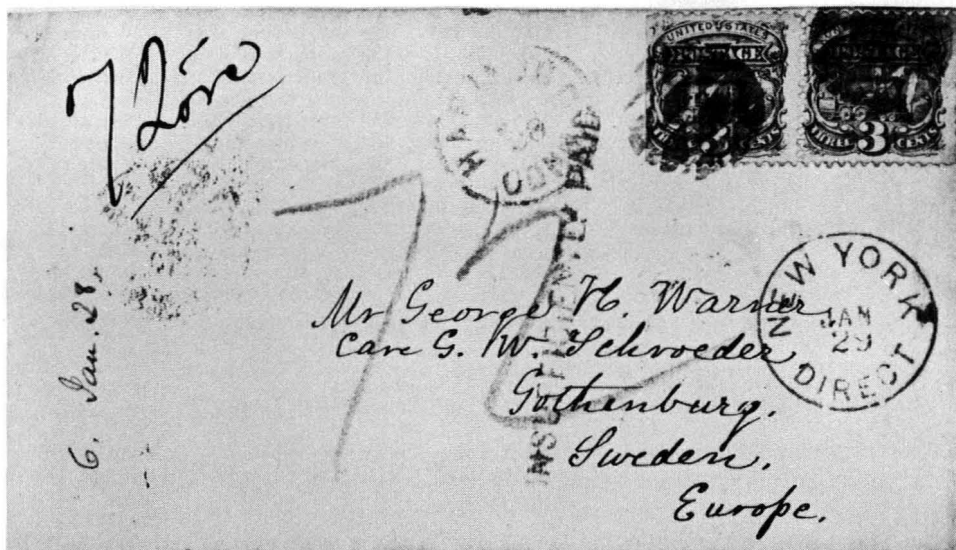


Figure 12. Insufficiently prepaid cover to Sweden, showing two 3¢ 1869 stamps which on this cover counted for nothing. The cover was sent as unpaid. The blue crayon "72" is restated as "72 öre" at upper left—equivalent to 16¢ U.S. and confirming that the cover was assessed at the 16¢ unpaid direct rate to Sweden, effective 9 April 1869—30 June 1870.

red crayon "38" across the address denotes the total postal charge to Denmark, 38 skillinge, equivalent to 21¢, the treaty unpaid closed-mail rate. The cover also bears a blue crayon "7" on the front and a scrawled "5 a p" on the reverse, but like the unpaid direct markings "5" and "3 a p", they remain puzzling.

Our last cover, Figure 12, addressed to Gothenburg, was posted at Hartford on 28 January 1870, franked with a pair of 3¢ 1869 stamps. Curiously, the other two insufficiently paid Warner covers to Sweden were also franked with 6¢ postage. On the cover in Figure 12, the New York exchange office used the same black markings that were used on the insufficiently paid covers to Denmark. The same rules applied in both cases. Transit was once again by the ubiquitous *Weser II*, leaving New York 29 January and arriving Bremen 10 February (per backstamp). The blue crayon "72" shows the N.G.U. charge to Sweden of 72 öre, approximately equivalent to 16¢, the treaty unpaid direct rate. This charge was also marked in pen in the upper left corner, probably in Sweden.

#### CONCLUSION

By illustrating and discussing covers to Denmark and Sweden during the 1869 period, we have tried to shed light on how German-mail covers, to destinations beyond Germany, were rated, routed and marked during this era. Whether direct or closed mail, prepaid (and overpaid) covers were handled according to the treaty. The unexpectedly large number of overpaid covers is plausibly explained by the confusing *U.S. Mail* rate charts. The New York markings in multiples of 2½ (on covers to Denmark) and multiples of 4 (on covers to Sweden) represent credits to Germany for her charge for exterior service. The New York exchange office properly treated insufficiently paid mail as wholly unpaid, but didn't follow the regulations entirely, failing to debit N.G.U. on unpaid covers. The blue manuscript notations, applied on unpaid letters by N.G.U. clerks, remain a mystery.

We include as Appendix A a listing of all the 10¢ 1869 covers we know of that went to Denmark and Sweden. Additions to the listing would be appreciated.

#### 10¢ 1869 COVERS TO DENMARK

DATE	ORIGIN/DESTINATION	STAMPS	RATE	SOURCE
Feb 14, 1870	Hartford/Copenhagen	116, 115	16¢ overpaying 13¢	Warner 582
Feb 28, 1870	Hartford/Copenhagen	116	insufficiently paid	Warner 569
Mar 12, 1870	Hartford/Copenhagen	116	insufficiently paid	Warner 568
Mar 13, 1870	Hartford/Copenhagen	116, (2) 114	16¢ overpaying 13¢	Warner 573

Mar 25, 1870	Hartford/Copenhagen	116, (2) 114	16¢ overpaying 13¢	Warner 576
Mar 29, 1870	Hartford/Copenhagen	116, (2) 114	16¢ overpaying 13¢	Warner 572
Apr 11, 1870	Hartford/Copenhagen	116, 114	13¢ properly paid	Warner 570
Apr 26, 1870	Hartford/Copenhagen	116, (2) 114, 113	18¢ properly paid	Warner 577
May 3, 1870	Hartford/Copenhagen	116, (2) 114	16¢ overpaying 13¢	Warner 571
May 6, 1870	Hartford/Copenhagen	116, (2) 114	16¢ overpaying 13¢	Warner 575
June 9, 1870	Hartford/Copenhagen	113, (2) 116, (3) 114, one stamp missing	32¢ overpaying 26¢ (?)	Warner 580
July 5, 1870	Chicago/Copenhagen	116, 3¢ 1870	13¢ properly paid	Knapp II, 1795
? ? 1870	?/?	116, 114	?	W. E. Lea

### 10¢ 1869 COVERS TO SWEDEN

DATE	ORIGIN/ DESTINATION	STAMPS	RATE	SOURCE
Oct 25, 1869	Council Bluffs/Lund	112, 114, 116	14¢ properly paid	Siegel 375, #555
Jan 5, 1870	Council Bluffs/Lund	116, (2) 113	14¢ properly paid	Downing 1320
Apr ? 1870	?/Carlsrona	116, 114, 15¢ invert	2x14¢ properly paid	Laurence & Stryker 12/14/59
May 27, 1870	Cincinnati/Gothenburg	116, (2) 146	14¢ properly paid	Harmer 1/11/72
May 27, 1870	Hartford/Gothenburg	116, (3) 114	19¢ properly paid	Warner 581
Jun 4, 1870	Hartford/Gothenburg	116, (2) 114	16¢ overpaying 14¢	Warner 574
Jul 1 (?), 70	Hartford/Gothenburg	116, (2) 114, 113	18¢ overpaying 11¢	Warner 578
Jul 7, 1870	Hartford/Gothenburg	116, (2) 114, 113	18¢ overpaying 11¢	Warner 579
Jul 15, 1870	Hartford/Gothenburg	116, 113, (2) 147	18¢ overpaying 14¢	Warner 583
Jul 22, 1870	Hartford/Gothenburg	(2) 116	20¢ overpaying 14¢	Warner 586
Jul 29, 1870	Hartford/Gothenburg	(2) 116	20¢ overpaying 14¢	Warner 585
Aug 5, 1870	Hartford/Gothenburg	116, (3) 136	19¢ overpaying 14¢	Warner 584

## POSTAL HISTORY AUCTIONS

I'll be happy to send a copy of my next catalog to any member of the USPCS on request.

And I can always use any U.S. covers for outright purchase or consignment to the auction. Sales held four times a year.

**Henry M. Spelman III**  
P.O. Box 645  
San Anselmo, CA 94960

## U.S. COVERS

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

**HENRY M. SPELMAN III**  
P. O. Box 645  
San Anselmo, Ca. 94960  
APS  
USPCS  
CSA

announcing the formation  
of  
**Sotheby Parke Bernet Stamp Auction Co**

*Andrew Levitt, President*

PHILATELIC AUCTIONS  
OF THE HIGHEST CALIBER  
WILL BE HELD ON A REGULAR BASIS

at

SOTHEBY PARKE BERNET INC.  
980 Madison Avenue, New York 10021



We are now accepting consignments for  
our future auctions



For appraisals  
(tax, estate or insurance purposes) or  
consultation regarding sale of property  
through our auctions,  
please call or write



For further information,  
please call 203/743-4458 or write to  
Sotheby Parke Bernet Stamp Auction Co., Inc.,  
Danbury, Connecticut 06810  
in New York, Sotheby Parke Bernet 212/472-3433

## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

ARTHUR VAN VLISSINGEN, Assoc. Editor

### THE U.S. FLAG-SHIP LANCASTER

RICHARD B. GRAHAM

The last few years, a good many covers from the late 1860s and early 1870s have appeared in auctions and dealer stocks with a pretty handstamp consisting of the approximate wording of the title of this article divided above and below a large and clear date and enclosed in an oval depicted as a rope. At the bottom of the oval, the rope has a knot like a bow; this is actually a nicely tied square knot. Figure 1 illustrates this marking as a tracing. Most, if not all, of the examples seen by this writer have been struck in a nice blue. The earliest of which we have record, of December 30, 1869, is reported in the supplement to Klein's *United States Waterway Packetmarks* as having been struck in black. Apparently the marking continued in use through mid-1871, and it is probable later examples are known; the writer has made no special effort to catalog or record these types of markings.



Figure 1. The purser's cachet of the U.S.S. "Lancaster".

The fact that some examples of these have been variously described in auction catalogs as being mail markings also needs to be observed, and a clear statement made as to their probable nature. Actually, these markings are relics of the clerical functions aboard the ship. Probably they were applied by a Captain's clerk or Paymaster or his clerk, charged with the duty of taking care of the mail sacks in which personal mails were collected so that they might be sent to the United States by the quickest and most reliable route. The markings really had no more official standing, relative to the U.S. Mails, than did, say, a Mississippi steamboat purser's or clerk's handstamp. In the latter case, these were probably in the interest of publicity and advertising for the boat; in the former, because of pride in the ship or, perhaps, to assure postal clerks of the nationality of the letters on which the markings appeared. Both types of markings may also be found struck upon official papers associated with the vessels.

What was the *U.S. Flag-Ship Lancaster*, of what was she flagship, and where? When one walks into that beautiful museum dedicated to ships, sailing and the seas, the Mariner's Museum at Newport News, Virginia, one of the first things to catch the eye is a huge golden eagle figurehead from a ship—towering over every exhibit in its vicinity. This is one of the most famous figureheads of the 19th century U.S. Navy, since it was carved by the famous woodcarver, John Haley Bellamy in 1880 for the *U.S.S. Lancaster*. Although during the later 19th century, most U.S. naval vessels apparently did not carry elaborate figureheads, having only a simple billethead instead, the probable reason for the *Lancaster's*

huge and impressive decoration was that she was flagship of the U.S. European Squadron from 1881 until 1885.

As a matter of interest, probably the figurehead was about the only impressive thing about the *U.S.S. Lancaster* or any other U.S. Navy ship in 1881, for that matter. The *Lancaster*, shown in Figure 2, had been launched in 1859 (and christened by Miss Harriet Lane, niece and White House host for then President James Buchanan, whose home area was Lancaster, Pennsylvania). The *Lancaster* was then a top drawer class of cruiser, termed what was then known as a screw sloop of war. Wooden and operated with sails, with auxiliary steam power connected to a screw that could be pulled up or even disconnected, this class of vessel had all its guns on one deck. The far more famous *U.S.S. Hartford*, Farragut's flagship at New Orleans and Mobile Bay during the Civil War, was a slightly smaller similar ship, but both might be termed to be the heavy cruisers of their day. The *Lancaster* carried, as of May 22, 1863, 24 9" muzzle loading smoothbore "Dahlgren" cannon and a few lighter guns, and was about the size of a good sized World War II minesweeper. The design was completely obsolete by 1881. European navies were beginning to build steel warships, and sail was becoming completely secondary to steam. Guns were far advanced over the smoothbore muzzle loaders of the Civil War era.

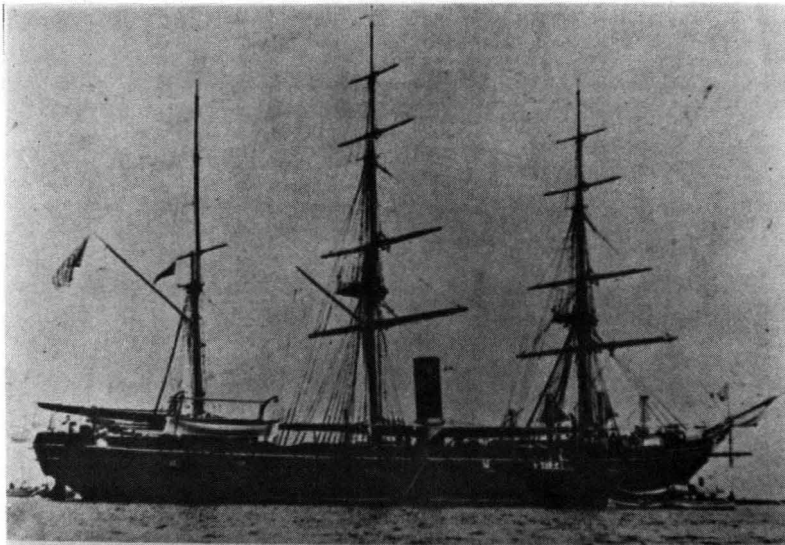


Figure 2. The "*Lancaster*", a 26 gun screw sloop of war, equipped as a flagship, and which probably never fired a shot in anger.

The *Lancaster* had been sent to South Pacific waters as soon as she was placed in service in 1859, and she had remained there through and beyond the Civil War, finally returning to the United States in 1867. In 1869, she was again placed in service to be flagship of the South Atlantic Fleet, serving on the east coast of South America. She reached there in early 1870, remaining to 1875, and it is from this service that the covers to be discussed here date.

Figure 3 illustrates a cover shown through the courtesy of Michael Laurence, and bearing a nice example of the 10¢ 1869 stamp, tied by a New York Steamship c.d.s. of October 21 (1870). The cover bears the *Lancaster* marking as a back-stamp and also contains three separate sections of a letter written intermittently between Aug. 4, 1870 (datelined "At Sea") and Sept. 15 at Montevideo. Since the then rate of postage to Montevideo by American packet was 18¢, presumably the cover was sent to the United States via Rio de Janeiro by the same packet, the postage being but 10¢ from that point. Presumably, the cover was sent to Rio (or put aboard the packet at sea) by other than the official route. This is one of the unusual things that often make covers from Naval personnel abroad of much interest. The cover is prepaid—and the contents indicate the letter is

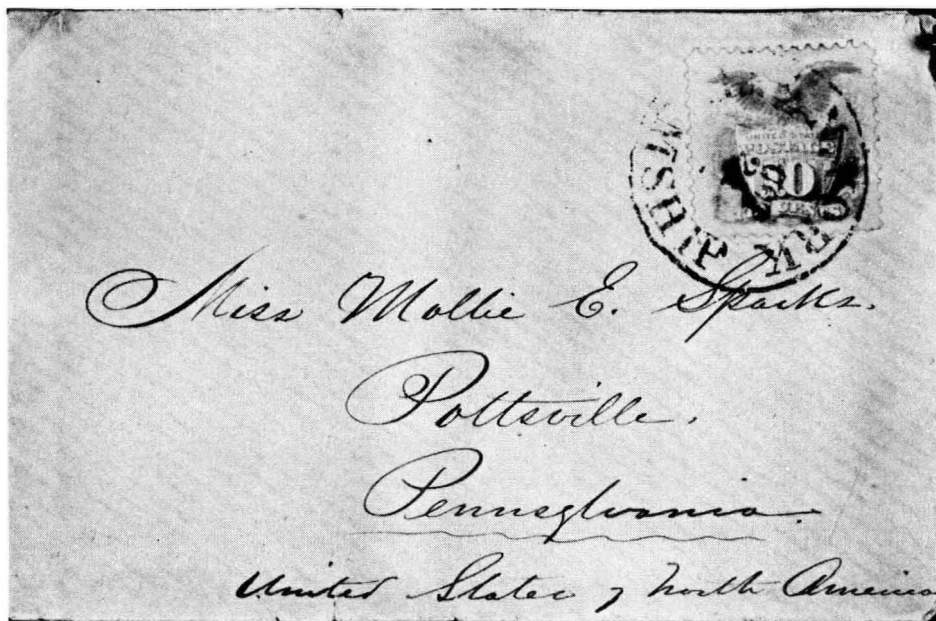


Figure 3. From First Ass't Engineer Hiram Parker, Jr., at Montevideo. Courtesy Michael Laurence.

that of a swain home to his girl. (Another interesting factor is the complaints in the letter that the Admiral persisted in using sails when steam would get the ship into port sooner. A senior officer would have known and accepted that the Navy Department then had strict orders that steam was only to be used in an emergency.)

This cover, as well as the others shown here, demonstrates the movements of the ships of the South Atlantic Fleet in the post war 19th century. The flagship would stay at one port for a while and then go to another. But when the flagship left Rio, perhaps, for Montevideo, another naval vessel would soon arrive to take her place. The whole term of service was one of frequent leisurely

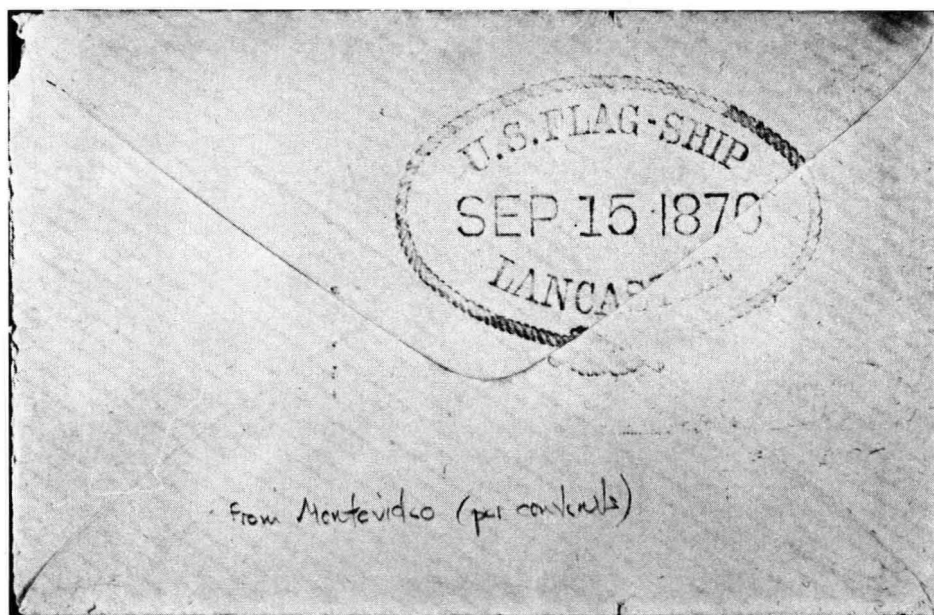


Figure 3a. Reverse of cover of Figure 3.



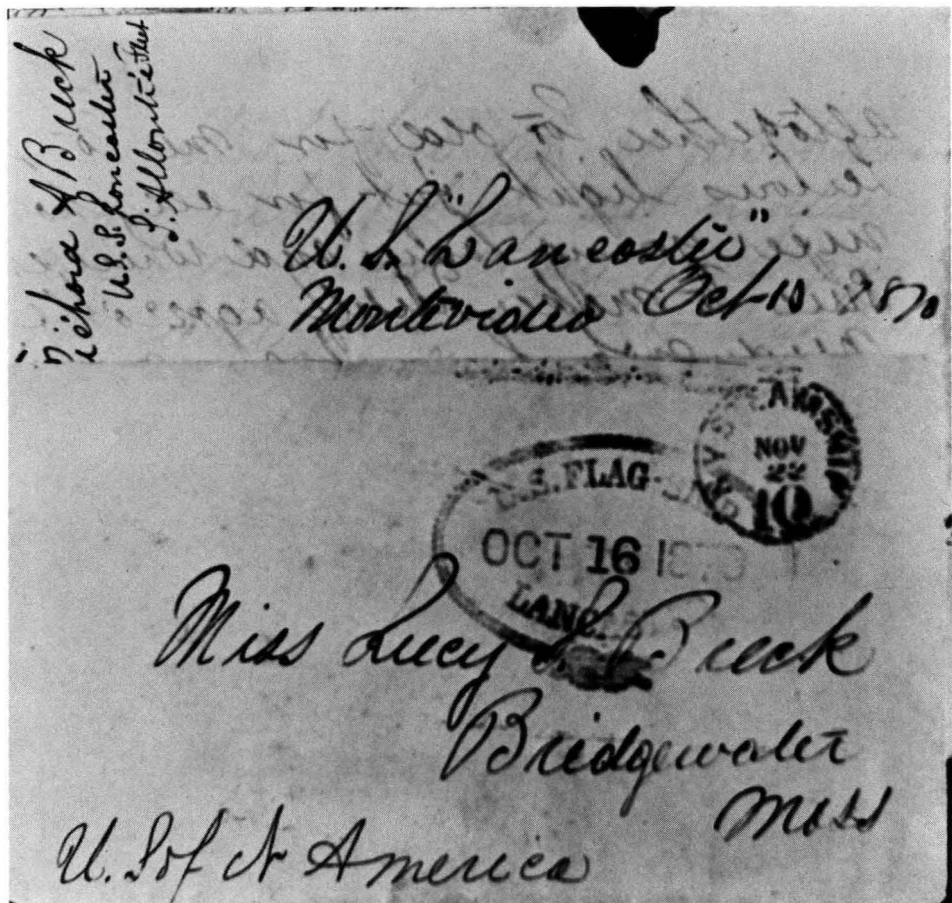


Figure 4. From Lt. Richard Breck, at Montevideo.

moves from one major port to another on such a coast. In addition, frequent messages and orders were sent by small warships from one port to another. In this situation, one could easily know from which port postal service was quickest and cheapest, and be able to readily use it. Prepaid covers, bearing the usual New York Steamship marking, are not usual, but those from other than U.S. Naval personnel are decidedly more rare.

Figure 4 shows still another cover written aboard the *Lancaster* at Montevideo, but this was not prepaid. Interestingly, this cover also contains a letter, from one Ensign Richard A. Breck to his sister at home. Another cover from the same correspondence is backstamped with the *Lancaster* cachet on May 15, 1870, and the tracing of the marking of Figure 1 was made from that cover.

Figure 5 shows another cover prepaid with a 10¢ 1869 stamp, from aboard the *Lancaster* at Bahia, Brazil, on Jan. 24, 1871. The *Lancaster* marking, struck in blue as usual, is so carefully struck that an outer rectangle also appears, probably the edge of the face of the marking instrument. The headings of two of the enclosures of the cover are shown, also. This cover is from the same correspondence as that of Figure 3, but is written a few months later, and the contents confirm the letters are from a young officer home to his fiancée. Again, the postage is prepaid, and is the correct rate for the American packet from the Brazils to the United States.

The U.S. Mail and Post Office Assistant for October 1870 carried a letter from Joseph Blackfan, Supt. of Foreign Mails, announcing a new postal treaty with Brazil. The letter was dated Sept. 12, 1870, and the treaty was effective



Figure 5. From Engineer Parker, at Bahia.

“immediately.” The single letter rate was raised to 15¢ per half ounce, rather than the standard 10¢ for letters by packet from countries with which the United States did not have a postal treaty. So, the letter of Figure 5 got under the wire in a way, 10¢ being acceptable, possibly, because the change had not yet been announced. It is also possible the fact that the cover reveals no external evidence of its origin at Bahia (by the new treaty, one of the Brazilian exchange offices) has considerable bearing upon why additional postage was not charged. Undoubtedly, too, most covers originating in Brazil would bear Brazilian and not U.S. postage stamps!

Figure 6 displays an exception to the idea of the previous paragraph, since it was sent only a few months later, and it bears 15¢ in United States postage. However, as was commented earlier, the unusual and the exceptions are to be expected in covers from the Navy. This cover, bearing a 15¢ National Banknote ungrilled stamp, bears the blue handstamp of the *Lancaster* on the front, dated April 28, 1871. The cover is addressed to Pottsville, Pa., as are the covers of Figures 3 and 5, but this is a printed and different address. Although this seems a coincidence, it is not. The cover contains a letter date-lined at Montevideo, also on April 28, and is from the same young Engineer officer as wrote the other letters, one Hiram Parker, Jr. But here, he prepays his letter home to his father. The enclosed letter, datelined at Montevideo, comments that the letter is being sent "by an English steamer going to New York," but the listed postage (USM & POA) at the time from (or to) Montevideo was 18¢ by American Packet. It would be of interest to secure more expert opinions as to why 15¢ rather than 10¢ was paid on letters arriving by steamers from nations not having a postal treaty with the United States. In any case, upon arrival at New York, the 15¢ stamp received the usual New York Steamship handstamp with date of June 6 (1871).

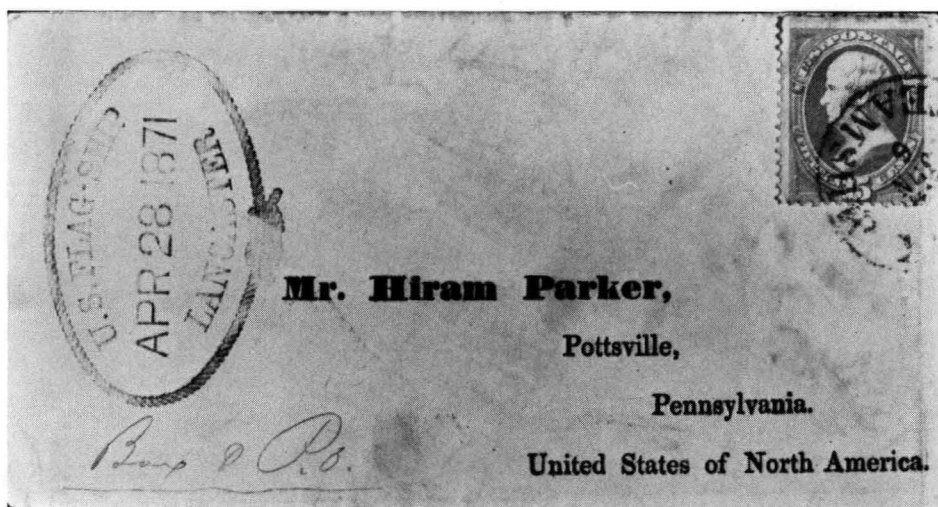


Figure 6. From Parker to his father, from Montevideo.

As we noted, the history of the *Lancaster* has been dealt with at some length, which may not seem very appropriate in an article presented as postal history. Yet, there are covers from a good many correspondences bearing the *Lancaster* cachet around—such as the Looker correspondence from which covers have been offered in the market in recent months. If these comments on the ship and its picture make the covers more interesting and exhibition write-ups more accurate, then we shall be well satisfied.

It was pointed out that covers from aboard U.S. Navy ships on foreign station are often different from other covers, and some of the reasons for this. For example, pre-treaty covers would usually be collect, when from other than Navy sources. Post treaty covers from other than the Navy would probably be either unpaid or bear foreign stamps. Yet, the covers of this article bear U.S. stamps, and yet, after the treaty, apparently comply with the treaty rate—except that one of them may have gone by British rather than American packet. All this makes one wonder whether this article goes best into the 1869, the Banknote or the Foreign Mails Section!

## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### A TRIBUTE TO WILLIAM WYER

Since the article later in this section on the sale of the Wyer R. R. Collection was prepared we have learned of the passing on Feb. 22, 1977, of William Wyer. "Bill" Wyer, as he was known to his many friends in the business world and in philatelic circles, was both a fine gentleman and a dedicated postal historian. A long-time member of the Classics Society and many other philatelic groups, he was always ready and willing to assist the researcher with his knowledge and collection. Bill, in company with Bill Hicks and Tracy Simpson, edited Chuck Remele's notes and produced the *Remele Catalog of U.S. Railway Markings 1837-1861*. Your Editor has worked with Bill Wyer for some 25 years and has had the benefit of his generous help on both the *Towle-Meyer Catalog* and the *U.S. Transit Markings Catalog*. We shall miss Bill tremendously, but his contributions will live on and his wife and family can be proud that he belongs to that long list of distinguished philatelic students that have made the U.S. Philatelic Classics Society the leading organization in its field.

C.L.T.

#### (1) Feature Covers

The two stampless "Railroad Service" covers shown carry close association with the operations of early canals. These covers were submitted by William Kremper and are typical of the five known covers of this type. We also thank William Coles, owner of one of the other covers, for his assistance.

Figure 1 is an undated cover addressed to Messrs. I. & J. Stovers, Erwinna, Bucks Co., Pa. It carries an oval "TRENTON/SEP/13/C. & A. R.R.," retouched slightly for clarity. The C. & A., of course, refers to Camden & Amboy R.R. There is no year date on the cover. It carries directions to the "Ticket Agent at Frenchtown" to forward it, and, in addition, the direction "Canal Service." The second cover (not illustrated) has a similar "TRENTON" oval on the reverse and has similar manuscript address and directions except that it requests "Mr. James Dilts, Freight Agent at Frenchtown," to deliver.

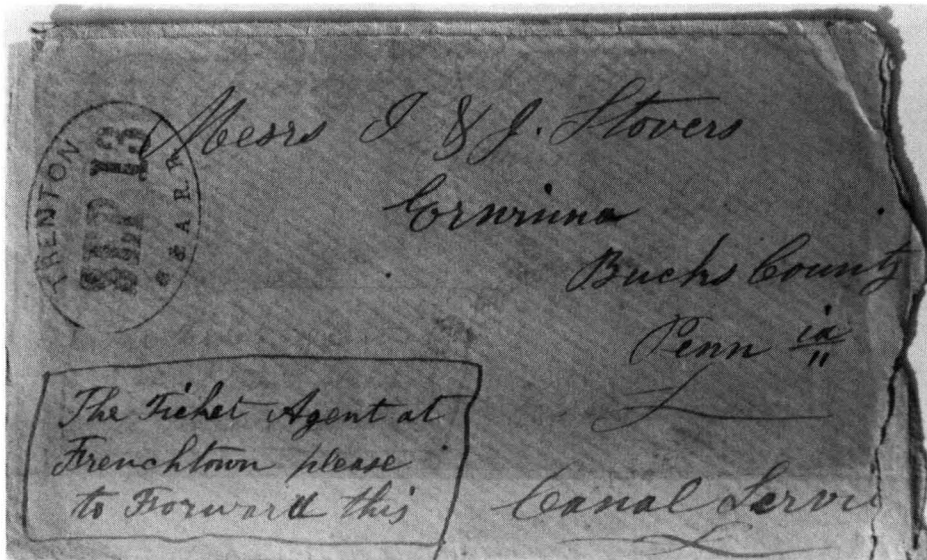


Figure 1. Cover with oval TRENTON and "Canal Service."

Figure 2 shows a corner card of the Delaware and Raritan Canal, Penna. R.R. Co., Trenton, N.J., with printed and underlined "R.R. SERVICE." It is stamped with oval "PENNA. R.R./Nov 2 1878/WARREN ST./TRENTON, N.J." and is addressed to Messrs. Jacob & Isaac Stovers, Frenchtown, N.J., and is marked "Canal Service" in manuscript.

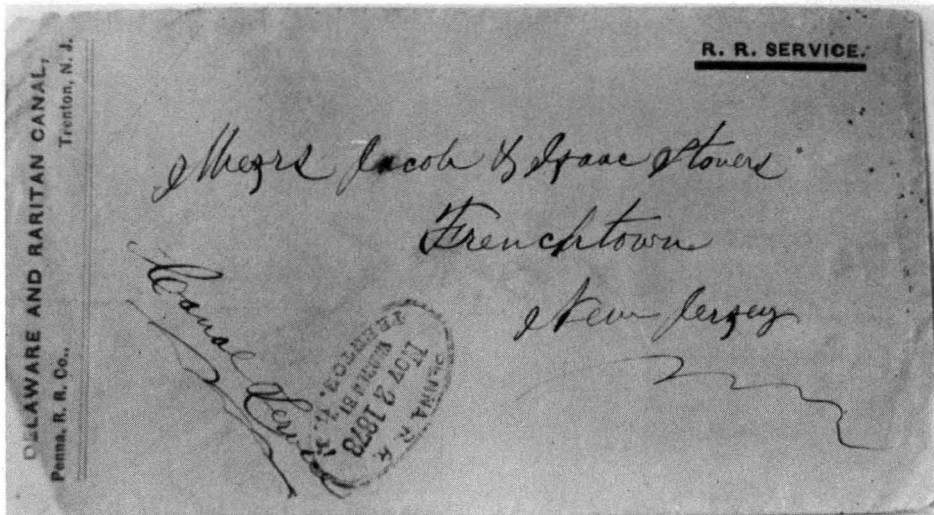


Figure 2. Corner card of Delaware and Raritan Canal. Endorsed "Canal Service."

These very interesting envelopes are among the relatively few known associated with the history of canal service—in this case the Delaware & Raritan Canal. The Delaware & Raritan Canal Co. was incorporated in New Jersey Feb. 4, 1830, and construction began the latter part of 1830, with operations commencing May 1834. The canal ran from the Delaware River at Bordentown, N.J., through Trenton (6 m.), Williamsburg (17 m.), Kingston (20 m.), Griggstown (24 m.), Millstone (31 m.), Bound Brook (36 m.) to the Raritan River at New Brunswick (43 m.). As built, it was 75 ft. wide at the water line and 7 ft. deep with 14 locks 24 ft. x 112 ft. with a total rise and fall of 116 ft. About 1852 the depth was increased to 8 ft. and the lock length to 220 ft., while in 1866 an additional lock was built at New Brunswick. Up to 1840 the cost was \$2,830,000. In 1872 the D. & R. owned 44 canal boats, which were pulled by horses and mules. The principal commodity transported was anthracite coal with maximum traffic of 2,327,000 tons handled in 1871. Traffic steadily declined until 1932 when operations were discontinued. On May 8, 1872, the Delaware & Raritan Canal Co. was merged with Camden & Amboy R.R. and New Jersey R.R. & Trans. Co. All of these united companies were under control by lease to the Pennsylvania R.R., which also leased the Belvidere-Delaware R.R. built on the east side of the Delaware River from Trenton north to Lambertville, Raven Rock, and Frenchtown to Phillipsburg and to connection with the Lackawanna R.R. at Manunka Chunk.

For our discussion of these covers we must note that the Delaware & Raritan Canal also owned a feeder canal 22 m. long, 60 ft. wide, and 6 ft. deep, on the east side of the Delaware River from Trenton north to a place called Raven Rock for purposes of *water supply only*.

We suspect, since these covers were obviously carried free over the Belvidere-Delaware R.R. and directed to its agent at Frenchtown, that they had to do with the business functions of the United Companies, and that the Stovers boys had some connection with the Delaware River dam, the feeder canal, and the water supply arrangements. Envelopes were probably marked "Canal Service" since each company in the United Companies had separate accounting. Since Trenton to Frenchtown was strictly carriage by railroad, these covers

are definitely in the R.R.S. category, but your editor doubts that "Canal Service" bore any connotation of carriage on canal boats, but was merely to explain free movement over the Belvidere R.R. and assignment of any costs involved.

Erwinna, Pa., was located across the river from Frenchtown, N.J., and two miles to the south. Canal boats did not operate in the river at this point; envelopes were undoubtedly carried by hand between Frenchtown and Erwinna.

There is one other possibility that should be mentioned and that is that the Stovers may have been employed by the Delaware Division Canal of the Lehigh Coal and Navigation Co. This canal, sometimes called the Delaware and Lehigh, ran on the west side of the Delaware River from Bristol, Pa., through Morrisville (9 m.) New Hope (26 m.), Center Bridge (30 m.), Lumberville (33 m.—opposite Raven Rock, N.J.) Pt. Pleasant (35 m.), Erwinna (41 m.), Uhlerstown (43 m.—opposite Frenchtown, N.J.), Monroe (49 m.) to Easton, Pa. (60 m.), where it made connection with the Lehigh canal of the same company to Anthracite Region via Mauch Chunk. This canal probably was a traffic feeder to the Delaware & Raritan Canal and the railroad "Free" letters to the Stovers may have been concerning transfer traffic or matters of mutual interest to canal operators.

When one of these letters is located with contents, or when one of our New Jersey specialists identifies the occupation and employment of the Stovers, we will probably know the correct answer, but, until then, the most logical conclusion is that "Canal Service" refers to internal business of the Delaware & Raritan Canal Co., handled free over associated railroad lines. Reader comment on this question would be most welcome.

## (2) Centennial R.P.O.

In *Chronicle* 92 we reported on a facing slip bearing an 1876 Centennial R.P.O. marking and requested further information from our readers. John Kay, co-author of *Pennsylvania Postal History*, reports: "The following is taken from a book entitled *Report of the Board on behalf of United States Executive Departments at the International Exhibition held at Philadelphia, Pa., 1876*, Vol. II, published by the Government Printing Office in 1884:"

In connection with the Centennial Branch Office were two railway post-offices in which were made up, under the supervision of the Assistant General Superintendent of the Railway Mail Service, by a competent corps of clerks detailed from the various lines of railway post-offices throughout the country, all the outgoing mails from the exhibition grounds. The number of letters and circulars handled in these cars, during the continuance of the exhibition, is stated at 30,000 per day during the months of August, September and October. The total number handled is estimated at 4 million pieces.

The above statement includes circulars received from the city office for mailing on the cars, and likewise letters and circulars deposited in the pedestal boxes in the Branch post-offices, and in the mailing boxes of the two post-office cars.

Elsewhere the following figures are given for the amount of mail matter collected by the Centennial branch office: mail letters 730,820; local letters 205,199; mail and local post cards 205,687; newspapers 383,911; total 1,580,617. Mr. Kay doubts that the difference between the above figures and the total of 4 million pieces in the quoted excerpt could be explained by the pieces mailed on the R.P.O. cars. There must have been a large number of circulars handled from the city post office and in all probability it was the mailing of circulars which would generate sufficient volume of mail to bag directly for the Ludington & Toledo Agent.

We are grateful to Mr. Kay for his research which explains the presence of Asst. Supt. J. Jameson at the Centennial Branch and gives a valid reason for the unusual mail dispatch practices.

## (3) Kelleher Sale of the William Wyer Collection

For railway and steamboat transit markings collectors all attention was centered on Boston on Jan. 31 and Feb. 1, 1977. Not since the 1940 Robert Laurence sale or the 1967 Hicks collection sale have postal historians concerned with transit markings had such an opportunity; and this one was the foremost sale of its type in recent memory. The 1675 lots of transit markings—for the first time in any auction—were described and estimated using the new *U.S. Transit*

*Markings Catalog, Vol. I.* Throughout it all, however, was a sense of regret that it was necessary for William Wyer to disperse what was (and probably ever will be) the greatest collection of railroad markings covers of all time.

The gross sales realization of \$240,000 easily made it the foremost transit markings sale of all time and there were opportunities for all postal historians to acquire outstanding items.

To the regret of markings specialists the value of quite a few of the lots was considerably distorted by being on or with the 5¢ or 10¢ 1847 issue or other high value stamps. Thus the price realized and value for catalog purposes was inflated and stamp collectors set the price according to the condition or attractiveness of the stamp.

The 10¢ 1847 was found with railway markings in four lots: the high point of the sale—\$16,000—was reached by a Remele L-6-a—Little Miami R.R.—with a strip of six 10¢. Others with single copies of #2 brought \$3,600 for a Remele W-7-d—Wilmington & Raleigh R.R.; \$2,800 for a Remele B-1-b—Baltimore R.R.; and \$2,500 for U.S. Express Mail, Boston.

No fewer than 27 of the high value lots bore the 5¢ 1847 alone or in combination with local stamps. The Remele numbers and prices realized were as follows: A-2-b, \$1,350; B-1-b, \$1,050; B-1-f, \$525; B-2-a, \$1,150; B-3-a, \$460; B-12-d, \$675; C-4-b, \$1,700; E-3-a, \$500; H-4-h, \$2,000; L-7-b, \$440; M-5-d, \$700; N-5, \$950; N-12-b, \$1,000; N-14-a, \$2,600; N-15-a, \$1,000; N-15-e, \$675; N-20-a, \$525; N-23, \$1,800; P-6-a, \$1,800; P-16-b, \$1,300; R-4-b, \$1,800; R-7-a, \$1,000; R-9, \$850; W-1-a, \$1,600; W-4-a, \$700; W-5-c, \$850. In very few of these cases was the rarity of the marking an important factor in the price. A real regret to markings collectors was that the only known example of T-M 305-C-1, Richmond & Potomac R.R., sold at \$1,700 because of two 5¢ 1847s on the cover.

Many other items were affected by the stamp value instead of marking rarity, such as a Baltimore R.R., B-1-c, \$3,400 with Baltimore carrier 1LB5; a Pha. & Baltimore R.R., P-7-b, on Carter's Dispatch entire, \$1,300; an A-5-a, Atlantic & St. L. R.R., with two 10¢ greens (Scott 13 and 14), \$1,050; an F. C. & R. & B. Mail Line, T-M 41-H-1, with two Black Jacks and a 10¢ green, \$625; and a South Carolina R.R., S-5-b, with strip of three 1¢ blue imperforate, \$600.

As Henry Meyer would have said, with the "Oh, my!" covers removed from the discussion, the postal historians had real opportunities to judge values in this trend setting sale. Station markings reached very high levels with a Va. C. R.R. Cobham (T-M 303-S-2), with CSA #3 and turned use with US #11, at \$1,700; the same marking with CSA #7 at \$525; an Estell Springs—N. & C. R.R. (T-M 510-S-1) with two CSA #7 at \$1,500, and with CSA #6 at \$900; a Wartrace—N. & C. R.R. (T-M 510-S-3) at \$900; a Va. C. R.R. Fisherville (T-M 303-S-3) with CSA #2 at \$750; a Hannibal & St. Joseph R.R., Brookfield (Remele H-½-S) with US #26, only known use, at \$700; a Housatonic R.R., Botsford (T-M 88-S-1) with US #10, again only known use, \$675; a B. & O. R.R.—Ijamsville (T-M 274-S-9) with #64b on patriotic at \$550; a bold B. & O. Sykesville (T-M 274-S-4a) with #26 at \$480, and the excessively rare Va. C. R.R.—Afton (T-M 303-S-9) at \$400.

Several unusual items brought startling prices: a fine example of the very rare "Jarrett & Palmer's Special Fast Transcontinental Train" (T-M T-2) with #158 reached a new high of \$1,300; the N. York C. R.R., J. F. Case, Receiver, Savannah Office (Remele N-11½) with #26 reached \$850, while what may be the only legitimate Confederate route agent marking, Ala. & Ten. Riv. R.R. (Remele A-1-b), with CSA #1, brought a bargain \$460.

Railway route agent marking covers with normal postage or use brought strong returns indicative of the value of these very rare items. A Baltimore R.R., Remele B-1-a, on stampless cover, reached \$1,150; a unique Railroad-Utica (R-4-e) on stampless, \$800; the earliest known railroad marking—"Railroad" in old English letters (Remele R-4-a)—on stampless brought \$600; while "Railroad" (Remele R-4-h) on 1841 stampless brought \$575.

Among the category of "only known example" were many lots in this sale: Eaton & Hamilton R.R. (Remele E-3½) on U10 at \$725; Hempfield R.R. (Remele

H-3½) with #26 at \$625; Cleveland & Mah. R.R. (Remele C-19) with #11 at \$600; Chicago & Rock Id. R.R. Ill. (Remele C-13-a) with #11, \$575; M. R. & L. E. R.R. (Remele M-1-d) with #11, \$575; Manassas Gap R.R. (Remele M-3) with #11, \$525; Northeastern R.R. (Remele N-18) with #11, \$525; Chicago & Milwk. R.R. (Remele C-11) with #26, and Iron Mountain R.R. (Remele I-8) with #26 each brought \$440.

The unique opportunity to acquire fine excessively rare railway markings resulted in many strong bids such as Cayuga & Susqh. R.R. (Remele C-4-a) with #11, \$650; Clev. Zansv. & Cini. R.R. (Remele C-23-b) with #11, \$650; Racine & Miss. R.R. (Remele R-1-a) with #11, \$625; Beaver Meadow R.R. (Remele B-5) with #26, \$600; Mad River & L. Erie R.R. (Remele M-1-c) with #11, \$575; P & W. R.R. in the rare straight line type (Remele P-16-a), \$550; Chemung R.R. (Remele C-8) on stampless, \$525; Indianapolis & Bellefontaine R.R. (Remele I-3) on U10, \$500; Vermont & Canada R.R. (Remele V-1) in red with #10, \$500; and Indianapolis & Cincinnati R.R. (Remele I-4-b) with #11 at \$440.

Notable realizations were also secured on waterway agent markings which seldom appear at auction: a Louisville & Cincinnati Mail Line (USTMC O-21-C3) in red with #10 brought \$1,600, while a similar marking (in black ?) with a pair of #11 brought \$625; a St. Louis & Keokuk Steam (USTMC N-12-b) with #7 reached \$900; a Louisville & Cincinnati Mail Line (USTMC O-21-d) with #10, \$700; a N. O. & Vick. Riv. M. (USTMC M-15-c) with #26, \$650; a fancy Louisville & St. Louis Mail Route (USTMC O-22-b) with #11, \$600; a L'ville & Cinti. Mail Line (USTMC O-21-f) on U26 reached \$525; a Mississippi River marking G. D. D. & Min. Pkt. Co. (USTMC N-1-b) went for \$480; and the U. S. Mail Saturday Evening Packet St. Natchez—Rt. 8165 (USTMC M-15-p) with #26 realized \$460.

Throughout the sale there were many other fine, rare, and unique items. Many transit markings collectors and postal historians now treasure railroad, agent, station, and waterway markings of the 1840-85 period which were obtained at this outstanding sale. The attractive catalog, along with its companion volume of illustrations of the lots and the list of prices realized, provides a very valuable future reference source. Collectors are urged to preserve their copies, which surely in time will be of considerable historic and research value.

#### (4) Newly Reported Markings III

We are happy to dedicate this listing of newly reported markings to William Wyer, dean of U.S. railway markings collectors. Every marking in this listing was reported by Mr. Wyer or recently belonged in his collection. In another section we reported on the sale of the bulk of Bill Wyer's unsurpassed U.S. railway marking collection. It is sad to contemplate the dispersal of this fine collection by which Mr. Wyer was instrumental in helping all those working with the cataloging of railway markings—Remele, Hicks, Meyer, and your Editor. The philatelic world owes Bill much gratitude for his ability and the sharing of his collection. I understand that he is retaining his R.P.O. cover collection for a while and I wish him continued interest and enjoyment with his remaining covers. I also wish to thank Dr. Call and Mr. Ross for assisting with this listing. [Editor's note: Plate II, in the February issue, was mistakenly labelled Plate I. Plate I appeared in November.]

- 116-F-1: 24½, black, 1874. III. (Albany & Susquehanna R.P.O.).
- 356-C-1: 27, black, 1885. III. (Athens & Union Point, Ga.).
- 113-D-1: 27, black, 1886, black "S" killer. III. (Babylon & New York).
- 70-N-4: 27, black, 1886. I. (Boston, Providence and New York).
- 80-M-1: 27, black, 1884. I. (Boston, Springfield and New York).
- 115-T-2: 25, blue, Banknote, black "D" killer. I. (Buffalo & Toledo).
- 694-V-1: 24½, black, Banknote. III. (Burlington & Missouri River, Ia.).
- 620-L-1: 27½, black, Eighties. II. (Cadillac, Mich. & Fort Wayne, Ind.).
- 421-K-1: 26, black, Banknote. I. (Cairo, Ill.-New Orleans, La. Southern Div.). \*
- 357-M-1: 27½, black, 1883. I. (Chattanooga, Tenn.-Atlanta, Ga. Night Line).
- 708-G-2: 27, black, 1885, black negative "N" killer. I. (Chicago & Centralia Day).
- 837-K-2: 27½, black, 1883, black "E" killer. I. (Chicago-La Crosse, Wis.).
- 753-I-1: 26½, black, 1886. II. (Chicago-McGregor, Ia.-St. Paul, Minn. Western Div.).



Newly Reported Markings III



116-F-1



356-C-1



113-D-1



70-N-4



80-M-1



115-T-2



694-V-1



620-L-1



421-K-1



708-G-2



357-M-1



837-K-2



753-I-1



302-L-1



610-I-1



709-H-1



567-G-3

302-L-1: 27½, black, 1883. III. (Clifton Forge, Va.-Huntington, W. Va.).

610-I-1: 27½, black, Banknote. III. (Chicago, Ill.-Detroit, Mich.).

709-H-1: 26½, blue, Banknote. II. (Freeport & Centralia, Ill.).

567-G-3: 28½, black, 1883. I. (Grafton, W. Va.-Chicago Northern Div.).

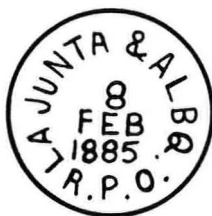
I-9-e: 30½-21½, DC blue, eighties. III. (Jacksonville-Enterprise, Fla. St. Johns River Steamboat).

911-Q-1: 27½, black, 1885, black "N" killer. II. (La Junta, Col.-Albuquerque, N.M.T.).

115-M-2: 25½, black, 1870. III. (Lake Shore R.P.O.-Buffalo, N.Y.-Toledo, O.).



I-9-e



911-Q-1

N



115-M-2

GH VALLEY R.R.

C 23 1857

LAURY'S

180-S-2

180-S-2: shield, blue, partial, 1857. V. (Laury's, Pa., Lehigh Valley R.R. Station 9 miles north of Allentown, Pa.).


*United States  
Postal History*

---

Buying  
&  
Selling

---

Richard J. Micchelli  
Post Office Box 248  
Mountain Lakes, N. J. 07046



**Borrow with confidence**

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

*Edelman's*

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

### POSTAL HISTORY MATERIAL

We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Territorials and Westerns, and we are strong in Hawaii.

### NEW ENGLAND STAMP

643 Fifth Street, South

Naples, Florida 33940

Tel. (813) 262-6226

# **WE ARE PAYING OVER SCOTT CATALOG FOR UNITED STATES SINGLES IN OG, VF, AND BETTER QUALITY**

If you have a quality collection or individual items for sale please call us toll free for an appointment to see your holdings. Call 800-225-6276 today for the highest price. . .

We also purchase seconds & fine quality U.S. & foreign stamps & covers.

Our firm is in dire need of material for Fall & Winter and our buyers are prepared to purchase any and all lots offered to us at extremely high prices.

Or write us with a detailed description of your holdings.

Ref. First National Bank of Boston, ASDA, APS, SPA, BIA, AFDCS.

We will travel to take material for auction or purchase for cash.

**JUST DIAL 800-225-6276 TOLL FREE FOR AN APPOINTMENT**

ASK FOR

*"The Collectors' Auctioneer"*®



**148 STATE STREET**

**BOSTON, MASSACHUSETTS 02109**

**ASDA**

**APS**

**SPA**

**BIA**

**AFDCS**

**USPCS**

Ref. First National Bank of Boston

## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

### SAILINGS OF THE CUNARD COMPANY'S MAIL PACKETS FROM BOSTON AND NEW YORK 9 JANUARY 1850 TO 28 DECEMBER 1859

WALTER HUBBARD

#### INTRODUCTION

Although the corresponding westbound sailing and arrival dates are shown, these lists are primarily concerned with the carriage of the United States mails to Liverpool by the Cunard Company's packets and are, in this respect, thought to be complete. Sailings by Cunard vessels not carrying the U.S. mails or under charter to other parties have not, in general, been included.

In contrast to the subsequent decade, in these ten years the planned schedule of the Cunard Company was altered on a number of occasions.

#### 1851

In 1851, *Africa* (from Liverpool 25 October) ran onto the rocks on the Irish coast in thick fog, and had to return to Liverpool. *Canada* sailed from Liverpool on Tuesday the 28th (with *Africa's* mails) and also replaced her on the return trip by sailing from New York on Wednesday 19 November.

#### 1853

In 1853, *Asia's* departure from New York (scheduled for 12 January) was delayed for two days by a snow storm and, on her arrival at Liverpool on 26 January, it was reported that she brought "letters to 13 January".

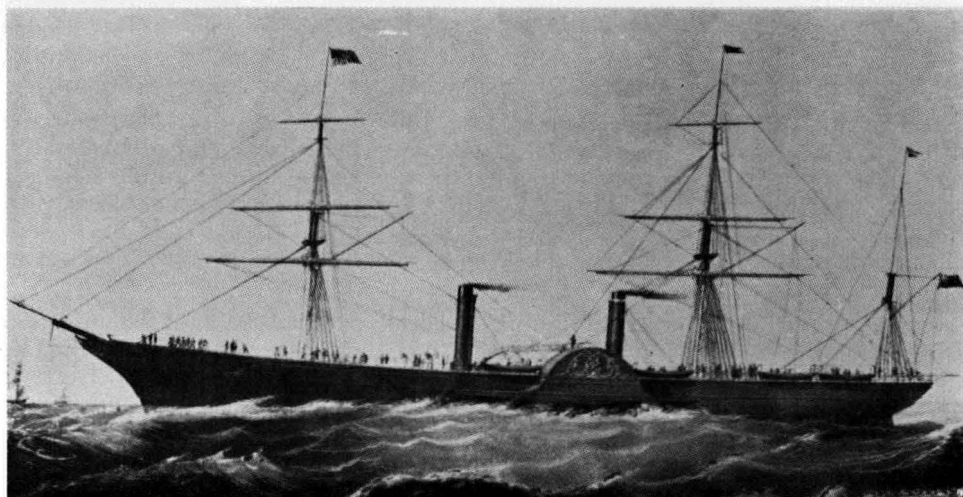
#### 1854

In 1854, shortly after her arrival at New York on 14 February, *Africa* grounded on a shoal in the harbour, on a high spring tide. She had arrived the previous day and anchored outside in thick fog. As it was not known whether she could be got off in time to make the sailing scheduled for 22 February (or whether she would be fit to make the voyage), it was arranged that *America* should replace her by sailing on that date. The full details as to how *America* came to be available for this unexpected voyage at short notice are outside the scope of these notes but, in brief, sailing from Liverpool on 31 January under charter to the American novelist, Nathaniel Hawthorne, in his capacity as United States consul at Liverpool, she arrived at Boston on 16 February with the survivors of the steam ship *San Francisco* which had been saved by the ship *Antarctic*. In the event, *Africa* was successfully refloated and, on 23 February, she sailed from New York whilst *America* sailed from Boston on the same day, the latter vessel carrying the mails intended for *Africa*. They crossed in company, to arrive at Liverpool on 7 March.

In 1854, on 14 February, (the same day as *Africa* was neaped in New York harbour), the screw steamer *Alps* was substituted for *Niagara* in the Cunard Company's advertisements of their sailing from Liverpool scheduled for the 18th. *Alps* sailed on 19 February, a day late, with the British mails for Boston. When her sister ship, *Andes*, arrived at Boston on the 28th, it was announced that she would take the place of *Niagara* on the return trip from Boston on 15 March. Thus *Niagara* was replaced by *Alps* on the outward trip, and by *Andes* on the return. The cause of all this improvisation was that on her arrival at Liverpool on 14 February, the British Government had taken over *Niagara* to serve as a military transport. On 23 February she sailed from Liverpool for Malta, with troops on board. By 29 March she was back at Liverpool and was to make one more trip as a transport before she sailed again for Cunard from Liverpool on 27 May for Boston.

At the end of 1854, the Wednesday sailings from Boston and New York on 20 and 27 December were not made. Although the Cunard Company's advertisements show *Niagara* as scheduled to sail from Liverpool on 25 November

for Boston, it seems that she had again become a military transport. She sailed from Liverpool on 25 November, *via* Gibraltar and Malta, with troops, artillery and mails for the Black Sea and the Crimea. No Cunarder sailed from Liverpool on 2 December, and no vessel was available in New York to make the Wednesday sailing of 27 December, as it was decided that *America* (from Liverpool 9 December) should remain at Boston until she made the first of the 1855 fortnightly sailings on 3 January. The heavy demands that the British Government were making on the Cunard fleet presumably meant that the Company had no substitutes available.



The Cunard Line's "Persia," launched in 1856, was an iron paddle steamer of 3,300 tons. Her speed and performance helped maintain Cunard averages in the 1850s. She made a record westward crossing in 1856, averaging 13.25 knots.

#### 1855

In 1855, *Canada's* sailing from Boston on 14 March was delayed for three days "owing to an accident to one of her side-levers." If the Exchange Offices had known of this delay, they may have marked all or some of her mail accordingly.

#### 1856

In 1856, *America* (from Liverpool 6 December) "encountered a furious storm when off Cape Clear, which swept her decks and so disabled her that she had to put back to Liverpool, where she arrived on the morning of the 10th inst. [December]. The *Canada* was immediately got ready to take out the mails and passengers of the *America* and left Liverpool . . . on the 12th". She thus became available to take *America's* place in the sailing from Boston scheduled for 31 December. The damage to *America* must have been superficial, as she sailed again from Liverpool four weeks later.

#### 1858

In 1858, on the night of 14 August, *Arabia* (7 days out from Liverpool), mistook the lights of *Europa* (3 days out from Boston) for those of Cape Race and rammed her. *Arabia*, after some delay, proceeded to New York, but *Europa* went to Halifax for repairs as she had lost her cutwater and had her stem knocked off. Her mails were picked up by *Persia* a few days later. On board *Europa*, one can only imagine Captain Leitch's feelings (and language?) as *Arabia* closed in on him like a homing pigeon.

The days elapsed between sailing dates from Boston and New York and arrival dates at Liverpool give the following average passage times of the Cunard fleet for the ten years in question.

Year	1850	1851	1852	1853	1854	1855	1856	1857	1858	1859
Days	11.5	11.1	11.3	11.15	11.45	11.4	11.1	11.1	11.1	11.3
	(0.1 days equals 2 hrs. 24 m.)									

These figures are not precise in themselves, as the departure times of the Cunard packets varied and they arrived at Liverpool all around the clock. They are, nevertheless, useful for comparative purposes. The improvement in 1851-1853 was probably due in part to the replacement of *Hibernia* by *Asia* and *Africa*, but this does not explain the falling off in 1854 and 1855. The latter year cannot be accounted for by the effect of the Crimean War on the Cunard fleet, as two of their best ships were among the four which maintained the fortnightly service from Boston.

It may be worthwhile to compare the Cunard figures in these middle years with those of the Collins Line. In 1853, at 10.9 days, they were six hours faster than Cunard. In 1854 and 1855 they were 11.2 and 11.5—very similar to Cunard, so that both lines were affected in much the same way. The probability is that they experienced exceptionally bad weather in these two years.

The good performances from 1856 to 1859 must have been due to some extent to the record-breaking *Persia* which, on her 28 trips, averaged 10.08 days. Had *Cambria*, which she replaced, made these voyages, she would, on her past record, have added 0.3 days to each of the last four years. Comparisons with the Collins Line packets break down in 1856 and 1857 as, by then, they were chartering vessels to replace those lost in service, and their average went up to about 12 days.

The prevailing wind being south-westerly, packets outward bound from Liverpool were more likely to be delayed than those going the other way. The slowest voyage I have noticed is one by *Niagara* in 1852. Sailing from Liverpool on 17 January, she encountered strong headwinds, ran short of coal and had to put into Halifax to re-fuel. She arrived at Boston on 7 February—21 days out.

From September 1850, the arrival dates reported show no appreciable difference in passage times from New York direct and from Boston *via* Halifax. The mileage from New York was about 100 miles more than that from Boston and, although Halifax was almost on the direct route from Boston, the call there more or less cancelled out the extra distance. In June 1850, one of *The Times* reporters, in comparing a voyage by *Europa* with one by *Atlantic* of the Collins Line, allowed 15 hours for the "detour going into Halifax, remaining at the wharf, and coming out from Halifax."

The arrival dates at Halifax have not been included, but another report, in March 1852, stated that "the Cunarders normally took 33-36 hours from Boston to Halifax."

As the Cunard Company's programme stipulated that sailings were to be on Wednesdays from Boston and New York and on Saturdays from Liverpool, the normal turn-round time at all three terminals was fairly constant—increased by a fast passage, decreased by a slow. Spot checks throughout the period show about 5 or 6 days at Liverpool and approximately twice that at Boston and New York.

With regard to the lists themselves, conflicting arrival dates were not infrequently published and, where I have noticed them, preference has been given to that by "the man on the spot". Also, mails were occasionally taken off by tender and, in such cases, could have been landed before a vessel reached her berth. Arrivals round about midnight have been the most troublesome as it is difficult to put a date on "before early on Saturday morning" or, for that matter, "a little after midnight tonight".

Abbreviations: B Boston; NY New York; LP Liverpool; Hal. Halifax; QT Queenstown. F/V or L/V: First or last voyage.

#### REFERENCES

- Liverpool Telegraph & Shipping & Commercial Gazette*, 1849-1860.  
*New York Daily Tribune*, 1849-1854.  
*New York Times*, 1851-1860.  
*The Times*, 1849-1860.

# CUNARD LINE—MAIL PACKETS FROM BOSTON AND NEW YORK

9 January to 11 September 1850—via Halifax to Liverpool

1850

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
8 Dec			(no sailing)	2 Jan		
15 do	30 Dec	B	CAMBRIA	9 Jan	22 Jan (0330)	
22 do			(no sailing)	16 Jan		
29 do	16 Jan	NY	CANADA	23 Jan	4 Feb (0130)	
5 Jan			(no sailing)	30 Jan		
12 do	25 do	B	NIAGARA	6 Feb	17 Feb. (1330)	
19 do			(no sailing)	13 Feb		
26 do	11 Feb	NY	EUROPA	20 Feb	4 Mar (a.m.)	
2 Feb			(no sailing)	27 Feb		
9 do	25 do	B	AMERICA	6 Mar	19 Mar (0200)	
16 do			(no sailing)	13 Mar		
23 do	11 Mar	NY	CANADA	20 Mar	1 Apr (2400)	
2 Mar			(no sailing)	27 Mar		
9 do	23 do	B	NIAGARA	3 Apr	16 Apr	
16 do			(no sailing)	10 Apr		
23 do	6 Apr	NY	EUROPA	17 Apr	29 Apr (1000)	
30 do			(no sailing)	24 Apr		
6 Apr	20 do	B	AMERICA	1 May	13 May (0530)	
13 do	3 May	NY	CAMBRIA	8 May	21 May	
20 do	3 do	B	CANADA	15 May	26 May (1200)	
27 do	9 do	NY	NIAGARA	22 May	3 Jun (1100)	
4 May	17 do	B	HIBERNIA	29 May	10 Jun (1445)	
11 do	23 do	NY	EUROPA	5 Jun	16 Jun (a.m.)	
18 do	28 do	B	ASIA	12 Jun	22 Jun (0700)	F/V
25 do	6 Jun	NY	AMERICA	19 Jun	30 Jun	
1 Jun	12 do	B	CANADA	26 Jun	7 Jul	
8 Jun	23 Jun	NY	CAMBRIA	3 Jul	16 Jul (0530)	
15 do	26 do	B	NIAGARA	10 Jul	20 Jul (2300)	
22 do	3 Jul	NY	EUROPA	17 Jul	28 Jul (1400)	10d. 9 hrs.
29 do	12 do	B	HIBERNIA	24 Jul	4 Aug (p.m.)	
6 Jul	21 do	NY	AMERICA	31 Jul	13 Aug (0015)	
13 do	23 do	B	ASIA	7 Aug	17 Aug (0730)	
20 do	2 Aug	NY	CANADA	14 Aug	26 Aug (0600)	
27 do	8 do	B	CAMBRIA	21 Aug	2 Sep (0330)	see note 1
3 Aug	16 do	NY	NIAGARA	28 Aug	9 Sep (1810)	
10 do	21 do	B	EUROPA	4 Sep	15 Sep (2400)	
17 do	31 do	NY	AMERICA	11 Sep	22 Sep (1030)	last call at Hal. from NY—13 Sep- tember

## 18 September 1850 to 13 December 1854—from Boston via Halifax to Liverpool —from New York direct to Liverpool

1850

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
24 Aug	6 Sep	B	HIBERNIA	18 Sep	29 Sep (2350)	L/V
31 do	11 do	NY	ASIA	25 Sep	5 Oct (2400)	see note 2
7 Sep	17 do	B	CANADA	2 Oct	14 Oct (0200)	
14 do	27 do	NY	NIAGARA	9 Oct	20 Oct (2130)	
21 do	5 Oct	B	CAMBRIA	16 Oct	27 Oct (1500)	
28 do	11 do	NY	EUROPA	23 Oct	3 Nov (0900)	
5 Oct	18 do	B	AMERICA	30 Oct	10 Nov (1200)	

1. CAMBRIA carried the heaviest mail of the year from Liverpool—26,000 letters for the United States alone.

2. ASIA, on the westward trip, made the Line's last call at Halifax when bound for New York. On the way back, she put up a new record by crossing in 10d. 7 hrs.

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
12 do	23 do	NY	ASIA	6 Nov	17 Nov (0730)	
19 do	29 do	B	CANADA	13 Nov	24 Nov (1200)	
26 do	8 Nov	NY	AFRICA	20 Nov	1 Dec (0800)	F/V
2 Nov	16 do	B	CAMBRIA	27 Nov	11 Dec (1200)	
9 do	22 do	NY	NIAGARA	4 Dec	17 Dec (1030)	
16 do	29 do	B	EUROPA	11 Dec	21 Dec (p.m.)	
23 do	8 Dec	NY	ASIA	18 Dec	28 Dec (2130)	
30 do	13 do	B	AMERICA	25 Dec	6 Jan	
<b>1851</b>						
7 Dec	21 Dec	NY	AFRICA	1 Jan	12 Jan	
14 do			(no sailing)	8 Jan		
21 do	5 Jan	B	NIAGARA	15 Jan	27 Jan	
28 do			(no sailing)	22 Jan		
4 Jan	17 do	NY	ASIA	29 Jan	9 Feb	
11 do			(no sailing)	5 Feb		
18 do	5 Feb	B	CANADA	12 Feb	23 Feb	
25 do			(no sailing)	19 Feb		
1 Feb	15 do	NY	AFRICA	26 Feb	9 Mar	see note 3
8 do			(no sailing)	5 Mar		
15 do	28 do	B	EUROPA	12 Mar	23 Mar	
22 do			(no sailing)	19 Mar		
1 Mar	14 Mar	NY	ASIA	26 Mar	5 Apr	
8 do			(no sailing)	2 Apr		
15 do	28 do	B	CANADA	9 Apr	21 Apr	
22 do			(no sailing)	16 Apr		
29 do	10 Apr	NY	AFRICA	23 Apr	4 May	
5 Apr	17 do	B	AMERICA	30 Apr	12 May	
12 do	23 do	NY	ASIA	7 May	17 May	
19 do	1 May	B	NIAGARA	14 May	25 May	
26 do	8 do	NY	EUROPA	21 May	1 Jun	
3 May	15 do	B	CAMBRIA	28 May	8 Jun	
10 do	21 do	NY	AFRICA	4 Jun	15 Jun (1500)	
17 do	28 do	B	CANADA	11 Jun	21 Jun	
24 do	4 Jun	NY	ASIA	18 Jun	28 Jun	
31 do	11 do	B	AMERICA	25 Jun	7 Jul	
7 Jun	20 Jun	NY	NIAGARA	2 Jul	13 Jul (late)	
14 do	25 do	NY	EUROPA	9 Jul	20 Jul	
21 do	2 Jul	NY	AFRICA	16 Jul	26 Jul (2200)	
28 do	8 do	B	CANADA	23 Jul	2 Aug	
5 Jul	16 do	NY	ASIA	30 Jul	10 Aug	
12 do	24 do	B	AMERICA	6 Aug	17 Aug (1100)	
19 do	31 do	NY	NIAGARA	13 Aug	24 Aug (1300)	
26 do	5 Aug	B	EUROPA	20 Aug	31 Aug	
2 Aug	12 do	NY	AFRICA	27 Aug	6 Sep (p.m.)	
9 do	19 do	B	CANADA	3 Sep	14 Sep	38 hrs. to Hal.
16 do	28 do	NY	ASIA	10 Sep	21 Sep	
23 do	4 Sep	B	AMERICA	17 Sep	28 Sep (a.m.)	
30 do	11 do	NY	NIAGARA	24 Sep	6 Oct	
6 Sep	17 do	B	EUROPA	1 Oct	12 Oct	
13 do	24 do	NY	AFRICA	8 Oct	19 Oct (a.m.)	
20 do	2 Oct	B	CANADA	15 Oct	26 Oct (p.m.)	see note 4
27 do	10 do	NY	ASIA	22 Oct	2 Nov (a.m.)	
4 Oct	17 do	B	AMERICA	29 Oct	9 Nov (p.m.)	

3. AFRICA took ATLANTIC'S mails, which had been sent back to Liverpool from Cork (see George E. Hargest, *Letter Post Communications, etc.*, 127/8).

4. WASHINGTON (Ocean Line), from New York 4 October, returned there on the 12th. Her mails were forwarded to Boston, where CANADA picked them up.



Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
11 do	25 do	NY	NIAGARA	5 Nov	18 Nov	
18 do	30 do	B	EUROPA	12 Nov	22 Nov (p.m.)	
25 do	—	—	AFRICA	—	—	see Introduction do
28 (Tues)	9 Nov	NY	CANADA	19 Nov	2 Dec (1500)	
1 Nov	14 do	B	CAMBRIA	26 Nov	8 Dec	
8 do	19 do	NY	AFRICA	3 Dec	14 Dec	
15 do	25 do	B	ASIA	10 Dec	20 Dec	
22 do	5 Dec	NY	AMERICA	17 Dec	29 Dec	
29 do	12 do	B	NIAGARA	24 Dec	4 Jan (p.m.)	
6 Dec	23 do	NY	EUROPA	31 Dec	13 Jan	sailed from NY 1 Jan—delayed by snow and fog

(To be continued)

## ALAN T. ATKINS

P.O. BOX B MILFORD, OHIO 45150 Phone: 513/831-6781  
ASDA · APS · USPCS · SPA · WCS · CSA · USCC · APC · —OLD U.S. COVERS—

### PROUDLY SERVING

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

WE BUY AND SELL OLD U.S. AND CONFEDERATE COVERS.  
MAY WE SEND YOU SOME CLASSICS?

*"Give Your Collection Our Best"*

## ESSAYS FOR U.S. ADHESIVE POSTAGE STAMPS

Clarence W. Brazer

With the publication of Clarence W. Brazer's classic work, **Essays for U.S. Adhesive Postage Stamps**, in 1941, interest in essay collecting increased tremendously. Unfortunately for today's essay enthusiasts, however, Brazer's richly-illustrated book, the definitive work on essays, has long been out of print and commands high prices at rare book auctions.

Now Quarterman Publications, in a handsome 320-page hardcover edition, has reprinted Brazer's book, together with selected addenda, which originally appeared in **The American Philatelist**; a Brazer article on types of essays and proofs; a table that converts the old Scott numbering system used by Brazer to the present system; and an index that shows which of the original listings have been supplemented or corrected in the addenda. The Quarterman reprint features an article on Brazer and essay-proof collecting by the well-known philatelic writer and editor Barbara R. Mueller, the first woman to win the American Philatelic Society's coveted Luff Award for distinguished philatelic research for her books **Common Sense Philately** and **United States Postage Stamps: How to Collect, Understand and Enjoy Them**, and a specialist in the field of essay-proof collecting. By including this material with Brazer's original book, Quarterman has produced an indispensable reference work for all collectors.

**\$25.00 (Postpaid)**

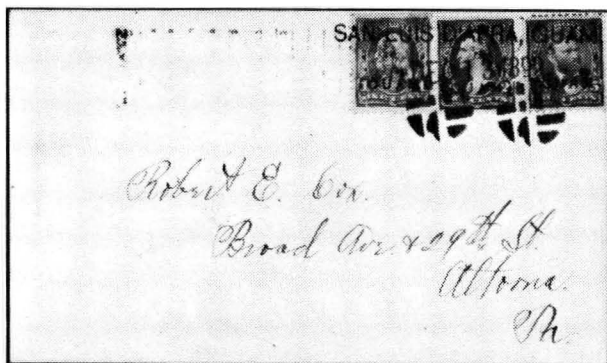
**QUARTERMAN PUBLICATIONS, INC.**

5 South Union Street

Lawrence, Massachusetts 01843

*Gary Hendershott*

# GUAM



## GUAM 1st ISSUE U.S. OCCUPATION

#1/2/5 San Luis D'Apra Dec. 13, 1899, with Bear Paw Killer, V.F

Just one of many exceptional covers in my stock of U.S. Specializing in covers by State, Southern Territorial Covers, Transatlantic Mails incoming or outgoing!, and original family correspondence as the cover above.

## PRESENTLY IN STOCK:::

ARKANSAS TERR. ALABAMA TERR. MISS. TERR. LA. TERR.  
INDIAN TERR. FLA. TERR. TEXAS CONFEDERATES  
OVER 1,000 TRANSATLANTIC COVERS

Correspondence of Around 1,000 Covers Port Republic, Va. Family  
Small to large quantity of just about every other facet of U.S.  
Postal History.

**I MAY NOT HAVE EVERYTHING ALL OF THE TIME BUT I WOULD  
LIKE TO HAVE THE PLEASURE OF HELPING YOU BUILD YOUR COL-  
LECTION!**

**Free Xeroxes on request. I Pay the Postage and Insurance to You.**

!Write Today and Let Me Know What I Can Help You With!

**USPCS RA 1729 - BIA 8476 - APS 52695 - SPA 30653 - BNA 3393  
GPS 5224 TEXAS STAMP DEALERS ASSOCIATION**

P. O. Box 17404 • San Antonio, Texas 78217 • Phone: (512) 656-9255

**THE COVER CORNER**  
**SCOTT GALLAGHER, Editor**

**ANSWER TO PROBLEM COVER IN ISSUE NO. 93**

The problem cover from *Chronicle* 93 is shown in Figure 1, but this time the three 10¢ green (Scott #68) U.S. stamps have been removed. When the cover was purchased in an auction over a year ago, the three 10¢ stamps were on it, and it supposedly was a heavy (10x) cover sent from one part of occupied Louisiana to another in 1864. However, this is a triple weight Confederate cover, and thus Figure 1 shows it with the stamps removed and the "Paid 30¢" rate.

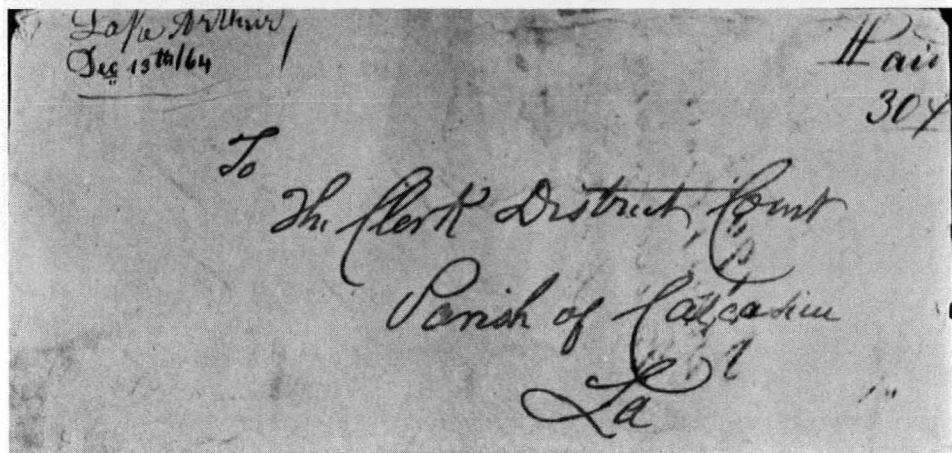


Figure 1. Confederate use from Lake Arthur, La., in 1864.

Several readers spotted this; and, as Route Agent 1350, William Allen of East Lansing, Michigan, advised, a nice turned cover has resulted from soaking off the strip of three tens. Turned covers with Union postage on one side, and Confederate on the other are not too rare, but almost always they are seen with pre-war Union markings. The shortage of paper in the South during the Civil War caused people to use whatever they could find. Old mail was the easiest at first, but, as the war went on, wallpaper, pages from books, and many other items were used, giving today's collectors interesting adversity covers. One of the strangest is an envelope made from a large portion of a sheet of the 1¢ orange C.S.A. Scott #14, but this was probably sent as a souvenir.

Federal occupation covers used in Louisiana, other than those from New Orleans, are uncommon. Some others, such as Thibodeaux, reopened before the end of the war, but Lake Arthur was not one of them.

Richard B. Graham, the 1861-69 Period Editor and recognized expert on occupation covers, has written a thorough analysis of this cover, as follows:

I have checked this out and there is absolutely no doubt in my mind that the side bearing the three 10¢ 1861 stamps is a Confederate use and that the stamps were added. According to my 1863 *Johnson Atlas*, Calcasieu Parish then included the entire southwest corner of Louisiana. Since that era, Cameron Parish has been cut from the southern portion of Calcasieu, and Beauregard, Allen, and Jefferson Davis Parishes have all been cut from the original Calcasieu and what were then the neighboring Vermillion and St. Landre Parishes. Now—the keys to this cover are that it isn't addressed to any town, but simply to the clerk of the District Court of the Parish, and that Lake Arthur was then within the eastern boundary of Calcasieu Parish. The 1862 U.S. *List of Post Offices* shows but seven post offices within the parish. Those were Beckwith, Gum Spring, Hickory Flat, Lake Arthur, Lake Charles, Sugartown and West Fork. Undoubtedly, although neither the 1859 or 1862 List of Post Offices so indicates, nor does the 1861 or 1863 U.S. *Register* (no court house being listed for the parish), Lake Charles was the seat of the



Figure 3 shows the problem cover for this issue. The envelope has seven 1¢ stamps (Scott #63) and is from Nashville, Tenn., to Peoria, Ill. The date of use is Oct. 14—year not shown. Will readers please explain the 7¢ rate, sending comments to the Editor within two weeks after receiving their *Chronicle*. There are also 4¢ rate covers known during this period. Can any reader list possible 4¢ or 7¢ rates for internal U.S. mail during the period from 3 March 1863 to 3 March 1865?

## CLASSIFIED ADVERTISING

### OLD U.S. COVERS ARE MY SPECIALTY

Write for my free special Lists

"THE WALCOTT COLLECTION OF CIVIL WAR PATRIOTIC COVERS" by Lawrence (1934).

Beautiful new reprinted edition—272 pages, almost 3,300 illustrations with prices realized.

PRICE POSTPAID .....\$24.50

E. N. SAMPSON

P. O. BOX 6488

CLEARWATER, FLA. 33518

**WANTED:** Chronicle back issues. McClellan, Box, 563, Northbrook, IL. 60062.

**DR. BAKER'S MOK HILL LETTERS** In 1852, Dr. John W. H. Baker wrote a series of 51 letters from Mok Hill (Mokulumne Hill, California) to Meridian, New Hampshire. These letters were sold at a Robert Siegal Postal History Auction in the spring of 1972 (412 sale, lot #575). I am currently working on a monograph of this California Goldmining town and would really appreciate it if the buyer of this lot would either let me copy this material, buy it, or trade for it, so it would be available for this research study of Mok Hill. Naturally any expenses involved in copying would be paid for and appropriate citations and footnotes provided in monograph. I am also very interested in any other covers or letters from this town up to 1865. Dr. Judah Landes, 881 Seale Ave., Palo Alto, Ca. 94303

**WANTED:** Chronicle complete (#45 or 46 till recent), and also American Revenuer complete (#1 till recent). Also wanted are US locals and carriers tied to cover. Alex Adelman, Box 3016, 6515 Wydown Blvd., Clayton, Mo. 63105.

## FANCY CANCELS ILLUSTRATED

### New Spring-Summer List

send 50¢ in stamps for illustrated price list of choice 19th century cancels: both on and off cover.

approval selections also available to USPCS and APS members.

**J. M. CLASSICS CO.**

P.O. BOX 11402

SHOREWOOD, WIS. 53211

## WORLDWIDE POSTAL HISTORY AUCTIONS

We need better U.S. covers for outright purchases or consignment to our auction. Sales held several times a year.

Free Catalogues to all USPCS members upon request

**Stamps Unlimited, Inc.**

P.O. Box 1994

904-734-8152

Deland, FL 32720

ASDA, APS, SPA, USPCS

**New Book from the Collector's Club of Chicago**

**"THE EXPRESS MAIL OF 1836-1839"**

by **Dr. James Milgram**

Due Soon—Limited Edition—Complete—Lavishly Illustrated

**Regular Edition \$20.00      Deluxe Edition \$25.00**

**OTHER CCC PUBLICATIONS:**

	Regular	Deluxe
"New York Foreign Mails" by Morrison Waud & Arthur Van Vlissingen	\$17.50	sold out
"Chicago Postal History" edited by Dr Harvey Karlen	17.50	\$22.50
"Franks of the Western Expresses" by Mel Nathan	17.50	22.50
"The United States 1869 Issue—An Essay- Proof History" by Fred P. Schueren	sold out	sold out
"The U.S. Mail and Postoffice Assistant"		sold out
"Colorado Territorial Postmarks" by David Jarrett	17.50	22.50

Prices postpaid in the U.S.A.

**THE COLLECTOR'S CLUB OF CHICAGO**

**1029 North Dearborn St.**

**Chicago, IL 60610**

**ASHBROOK**

**SPECIAL SERVICE**

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

**PRICE \$200.00**

**William O. Bilden Co.**

**Box 24026**

**Edina, Minnesota 55424**

**1847-1869 ISSUES**

**STAMPS, CANCELS,  
COVERS**

**ALWAYS IN STOCK**

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

ALSO REQUEST MY REGULAR AUCTION CATALOGS AS THESE ISSUES ARE USUALLY INCLUDED.

**WILLIAM A. FOX**

**263 White Oak Ridge Road**

**Short Hills, N.J. 07078**

Charter member of U.S.

Philatelic Classics Society

## BONUS REPRINT

### AN AMERICAN ENTERPRISE WILLIAM H. RIDEING

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

(Continued from *Chronicle* 93:33)

In 1845 the firm of Livingston, Wells, and Co. had received a valuable acquisition in the services of William G. Fargo, who was chosen as a suitable man to extend the express into the country west of Buffalo, and Fargo did not disappoint his employers. He worked with extraordinary force, and in the course of a few years express wagons were traveling at regular intervals between the East, Cincinnati, Chicago, and St. Louis. Several changes occurred during the next few years in the style and the constituency of the original firm, and in 1850 it was represented by Wells and Co., Livingston and Fargo, and Butterfield, Wasson, and Co., who were opposed to each other. The principal of the latter firm was a man of wealth. He had been a stage-coach driver when a young man, and had risen to be owner of nearly all the stage lines running in Western New York. In 1849 he was engaged in transporting freight across the Isthmus of Panama. He was also projector of the Morse Telegraph line between Buffalo and New York, and he not only built it, but also put it into successful operation. Enlisting others with him, he founded a line of Lake Ontario and St. Lawrence steamers, and in 1849 he formed the express company of Butterfield, Wasson, and Co. We suppose he may claim to be founder of the American Express Company, for in 1850 he approached Henry Wells with the acceptable proposition that the three firms should be consolidated under that title. No time was lost in consummating the necessary arrangements, and the Adams Express Company then found a rival which has advanced with it step by step, and is now one of the wealthiest corporations in America.



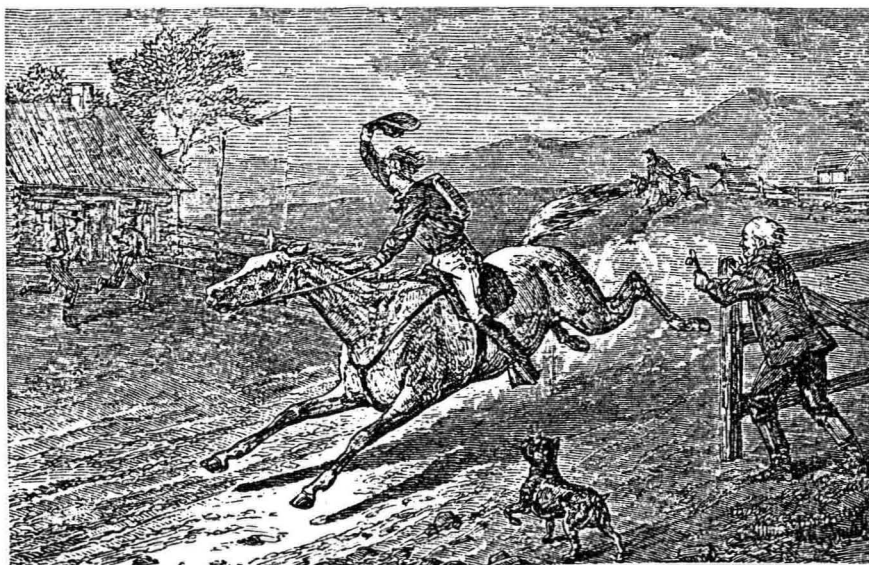
HENRY WELLS.



WILLIAM G. FARGO.

About a year later the celebrated California express of Wells, Fargo, and Co. was founded by several gentlemen connected with the American Company. Its growth exceeded that of the earlier expresses in brilliancy,

and most of the local express lines were bought out in a short time. In 1857 \$59,884,000 in gold were transported over their lines in California alone. Henry Wells, you will remember, started life as one of Harnden's messengers, and William G. Fargo rose from an equally humble position. If these glimpses of the history of the express system have no other merit, we may hope, at least, that they offer encouraging examples to the young.



PURSUIT OF EXPRESS MAIL-CARRIER.

“Overland to California in thirteen days.” This was the next and greatest achievement of the express, and excited scarcely less interest than the Pacific Railroad itself. In 1858 or 1859 a company was formed in California under the name of the Central Overland California and Pike’s Peak Express, a title fit to arrest the attention of the world. The president and the originator, we believe, was Mr. William H. Russell, and the stockholders were mostly Californians. It was an audacious speculation, but it offered as many advantages to the mercantile community as the Atlantic cable, and was hailed with as much satisfaction. No telegraph had linked the two oceans, and the stage-coach or the steamer was the only vehicle by which a message or letter could be sent. The new service consisted of a pony express, with stations sixty miles apart, across the continent. A large capital was necessary, and the risks assumed were sufficient to frighten away all but the daring Western speculators. The rate fixed was five dollars in gold per quarter ounce, which, of course, limited the matter carried to business letters. The eastern terminus of the route was St. Joseph, Missouri, and the western terminus Sacramento. From the latter town to San Francisco the messengers traveled by steamboat, and from St. Joseph to New York by railroad. The time occupied between ocean and ocean was fourteen days, and between St. Joseph and San Francisco ten days, as per the following time-table:

From St. Joseph to Maryville .....	12 hours.
“ “ “ Fort Kearney .....	34 “
“ “ “ Laramie .....	80 “
“ “ “ Fort Bridger .....	108 “
“ “ “ Salt Lake .....	124 “
“ “ “ Camp Floyd .....	128 “
“ “ “ Carson City .....	188 “
“ “ “ Placerville .....	226 “
“ “ “ Sacramento .....	232 “
“ “ “ San Francisco .....	240 “

The express was dispatched weekly from each side with not more than ten pounds of matter. The riders chosen were selected from plains-men,



trappers, and scouts, familiar with the Indians, and capable of great bodily endurance. In consideration of the danger to which they were exposed, their salary was fixed at the enviable amount of \$1200 a month each. The ponies were swift and strong, a cross in breed between the American horse and the Indian pony. Messengers and steeds were run sixty miles, and then awaited the arrival of the express from the opposite direction.

Such was the plan of the Central Overland California and Pike's Peak Express Company; and on a memorable day, the 3rd of April, 1860, the first messenger was to start from St. Joseph. The *Daily Gazette* of that town issued a "Pony Express Extra" in honor of the occasion. It was a small single sheet, printed on one side only, and the first two columns were devoted to a heavily leaded account of the new enterprise, with this greeting to the press of California:

Through the politeness of the express company we are permitted to forward by the first pony express the first and only newspaper which goes out, and which will be the first newspaper ever transmitted to California in eight days. The first pony will start at precisely five o'clock this afternoon, and letters will be received from all points up to 4.30. A special train will be run over the Hannibal and St. Joseph Railroad for the purpose of bringing the through messenger from New York. The nature of the conveyance necessarily precludes our making up an edition of any considerable weight. It, however, contains a summary of the latest news received here by telegraph for some days past from all parts of the Union. We send in it greeting to our brethren of the press in California.

In a cloud of dust and amidst the loud cheers of the population, the messenger galloped through the straggling streets on to the broad prairies reaching beyond the horizon. The route chosen was somewhat north of the present tract of the Pacific Railroad. It lay, as the time-table shows, from St. Joseph to Laramie, thence up the Sweet Water to Salt Lake, and down the Humboldt to Sacramento. Night and day the express went forward at the greatest speed attainable with ordinary horseflesh. As soon as a station was reached, one messenger, without waiting to dismount, tossed his bag to another already mounted, who in a few minutes was out of sight in the direction of the next relay. So for eight days, with fresh horses and messengers every sixty miles, the ride was continued through the awful cañons of the mother range, up the bowlder-strewn foot-hills, between forests of hemlock, pine, and fir, through hot little mining towns, until Sacramento was reached, scarcely a minute behind the prescribed time.



INDIANS ATTACKING AN OVERLAND EXPRESS OOAOL

The pony express fulfilled its promises for two years. The messengers were often followed by hostile Indians, and several were killed. In addition to their letter-bag they only carried one revolver and a bowie-knife. They ran and fought at the same time, and many a red-skin kissed the dust in atonement for those messengers who were slaughtered.

At the end of two years, in 1862, the telegraph line across the continent had been completed, and there was no longer any use for the pony express. The company was dissolved, having lost \$200,000 in its courageous enterprise.

The Central Overland was the only important pony express that maintained itself in America. Goods and passengers had been sent to California by stage-coaches, in the free use of which Wells, Fargo, and Co. extended their reputation, although they forwarded the bulk of the matter by steamer *via* the Isthmus. The Overland Mail Company was started in 1858, and contracted with the United States government to carry a monthly mail from San Francisco to the Missouri River in consideration of \$650,000 paid annually. John Butterfield was president, associated with William G. Fargo, William B. Dinsmore, and others. The route chosen was known as the Ox Bow, and came East by the way of Santa Fé; but in 1860 the Indians were so troublesome that the route of the pony express was adopted. Opposition lines were started, and the mail was afterward sent daily, in consideration of \$1,000,000 annually. Ultimately, however, the firm of Wells, Fargo, and Co. bought out the entire business, and was changed into a corporation, with a capital of \$15,000,000.

(To be continued)

## PATRONIZE OUR ADVERTISERS

### THE OVERLAND MAIL

by

LEROY R. HAFEN

Leroy R. Hafen's doctoral dissertation, **The Overland Mail**, was first published in 1926. Today, over a half-century later, it remains an outstanding account of the growth and development of the mail stage.

In **The Overland Mail**, Hafen mainly focuses on the history of postal service, ocean mail to the Pacific coast, the pioneer monthly mails to the inter-mountain region, the Butterfield Overland Mail, the Pony Express, mail service to Pike's Peak, and the overland stage. He also deals with issues of general concern such as whether or not the stagecoach should take a northern or a southern route and whether or not the Post Office Department should be self-supporting or a pioneering agency encouraging settlement. This fascinating story of the overland mail is further enhanced by several drawings and a map of overland mail routes from 1849-1869. A new preface by Hafen has been added to this 368-page hardcover Quarterman reprint.

This delightful work on the "precursor of railroads" and "promoter of settlement" will be of interest to historians, philatelists, and anyone who has ever wondered how mail got delivered in the days of the wild West.

**\$25.00 (Postpaid)**

**QUARTERMAN PUBLICATIONS, INC.**

5 South Union Street

Lawrence, Massachusetts 01843

THE  
STAMP  
OF  
APPROVAL

LOUIS GRUNIN • 1 TRINITY PLACE • SPRING VALLEY, NEW YORK 10977

January 31, 1977

Dear Bernard :

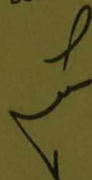
This acknowledges with thanks the check to cover the sale of my collection excluding the lots " on extension " .

At this time I do want to thank Harmer for having done such an excellent job with the sale. Advertising and publicity were excellent, the catalogue was most attractive and the prices, wow !

Also, very many thanks to Bill Roscher for preparing such accurate descriptions which resulted in so few returns.

I am most pleased.

Best wishes,



THE "LOU GRUNIN" OFF-COVER COLLECTION  
OF UNITED STATES, SOLD BY HARMERS  
DECEMBER 14, 15, 1976 FOR A TOTAL OF \$ 631,049.

**H. R. HARMER, INC.**

*The International Stamp Auctioneers*

6 WEST 48th STREET, NEW YORK, N.Y. 10036

Phone: (212) 757-4460

Cable: Harmersale New York

INTERNATIONAL AUCTIONS — NEW YORK — LONDON — SYDNEY

RECOGNIZED

Roger G. Weill

407

ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS