

August 1977 (No. 95)

THE CHRONICLE

The  
Chronicle  
of the U.S. Classic Postal Issues

August 1977

Volume 29, No. 3

Whole No. 95

*Robert A. Siegel*

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# The Chronicle

## of the U.S. Classic Postal Issues

August 1977

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

Vol. 29, No. 3  
Whole No. 95

\$3.00 to  
Members

Official publication of the U. S. Philatelic Classics Society, Inc.  
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Annual membership dues \$10.00

\$3.50 to  
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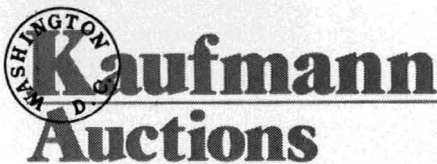


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## THE EDITOR'S PAGE



### A TRIUMVIRATE OF PHILATELIC GIANTS

From left to right, Dr. Gerald B. Smith, Mortimer L. Neinken, and Tracy W. Simpson at the testimonial luncheon preceding the U.S.P.C.S. annual meeting at San Francisco. Dr. Smith and Mr. Simpson were guests of honor at the luncheon on Saturday, April 30, at the Jack Tar Hotel. Both were made honorary life members of the Society in recognition of their many years of devoted service. Mortimer L. Neinken was recently honored by induction into the APS Writers' "Hall of Fame." All three gentlemen have contributed mightily to the growth of U.S.P.C.S. since its very beginnings.

The photograph above is a pleasant memento of the spring meeting at San Francisco. As usual, the occasion was an opportunity to cement old friendships and make new ones, as well as for a stimulating exchange of ideas on the Society's activities and publications. If you've never attended a U.S.P.C.S. gathering, whether national, regional or local, make an effort to attend the next one anywhere near you—you won't be sorry.

Several contributors to this issue are new to these pages or have long been absent from them. Robert A. Hutchinson has outlined the interesting development of the postal markings of one small New York state post office. Detailed information on specimen overprints on the 1857 issue has been assembled by Stanley M. Piller. Robert B. Meyersburg discusses a cover with Supplementary Mail markings.

It's a pleasure to welcome back George E. Hargest, in an article concerning a Chicago Supplementary Mail postmark on a transatlantic mail cover. William K. McDaniel has corrected and expanded the tables of condensed plating information for the 3¢ 1851-57 published about four years ago in *Chronicle* 77. In the railroad section Calvet M. Hahn describes a new early date for a marking associated with the Ogdensburgh route.

In addition to the items mentioned, you'll find valuable articles by our editorial staff and some of our frequent regular contributors.

The reprint on express companies, which has been running for several instalments, concludes in this issue. It has evoked little response, so it's hard to judge whether it has been of any interest or value to readers. Your comments—pro or con—would be appreciated.



The *Cover Corner* is missing from this issue because of unexpected problems. The Society has been planning a new program on exposure of fakes—especially fake covers—with the expectation that the *Cover Corner* would be devoted in part to reports of these activities. Last minute changes in the organization and administration of the program on fakes have, unfortunately, invalidated material prepared for the *Cover Corner*, with no time to furnish new copy. The *Cover Corner* will appear, as usual, in the next issue.

---

At the Directors' meeting in conjunction with the annual meeting at San Francisco it was decided to enlarge *Chronicle* coverage to include the pre-stamp and stampless period. Postmaster provisionals, locals, and carriers will also be covered as material is available. Information on essays and proofs of the various stamp issues will be included as the section editors choose. If you can contribute material on these subjects, please notify the appropriate section editor or the editor-in-chief.

The editor for the new pre-stamp and stampless section is Kenneth R. deLisle of Albany, N.Y. His section will begin in the November issue. The *Chronicle* is fortunate to secure such an able postal historian for this position; I hope all members share my enthusiasm at this appointment.

---

The supply of 1851-57 Books mentioned on the dues notice is completely exhausted. Sorry, but, please, no more orders.

**Review: The History of the United States Post Office to the Year 1829.** By Wesley Everett Rich. Reprinted 1977 by Quarterman Publications, Inc. vii + 190 pages. \$20.00 from publisher, 5 South Union St., Lawrence, Mass. 01843.

This account of the growth of the U.S. Post Office (the colonial postal system is also discussed at length) as an economic and social institution is a doctoral dissertation originally published posthumously in 1924. The emphasis is on the development of routes, finances, and procedures from a governmental and administrative standpoint, so there are few minutiae of rates and individual markings. Well researched and clearly presented, Rich's monograph is an important source which should be consulted and assimilated by any serious student or collector of U.S. postal history.

Susan M. McDonald

**Review: The Postal History of Indiana.** By J. David Baker. Published 1976 by Leonard H. Hartmann. Two volumes: x + 544 pages; vi + 515 pages. \$75.00 from publisher, P. O. Box 21397, Louisville, Ky. 40221.

This comprehensive study of Indiana postal history is the work for which Dave Baker won the Society's 1976 Perry Cup. The book covers thoroughly all aspects of Indiana postal history from 1800 to the present. Much general history of Indiana is also included. Many detailed descriptions and maps trace early boundaries, county development, and formation of the modern state. Several distinguished philatelists—many of them U.S.P.C.S. members—collaborated on preparation of the book. Illustrations of covers and markings are generous and well chosen. The long sections on Indiana postmarks are especially well presented, as are those on railroad markings, Indiana correspondences, and several others. Chapters on demonetization, free franks, and 1847 use in Indiana—to mention only a few—provide insights on individual subjects. Much of the information is applicable to U.S. postal history in general and has relevance beyond its Indiana associations.

(Continued on page 206)

**GUEST PRIVILEGE**

**POSTMARKS AND CANCELLATIONS OF BRASHER FALLS, N.Y.**

**ROBERT A. HUTCHINSON**

Pictorial postal markings on early American letters have always been the goal of stampless cover collectors. Foremost among these sought-after items are the covers with the "spread eagle" postmarks. And one of the finest examples of this rare marking comes from Brasher Falls, a small community in northern New York State. In many years of searching for unusual postal markings on stampless covers, the strike in Figure 1 is the only "spread eagle" design discovered that is not a part of the town handstamp itself.

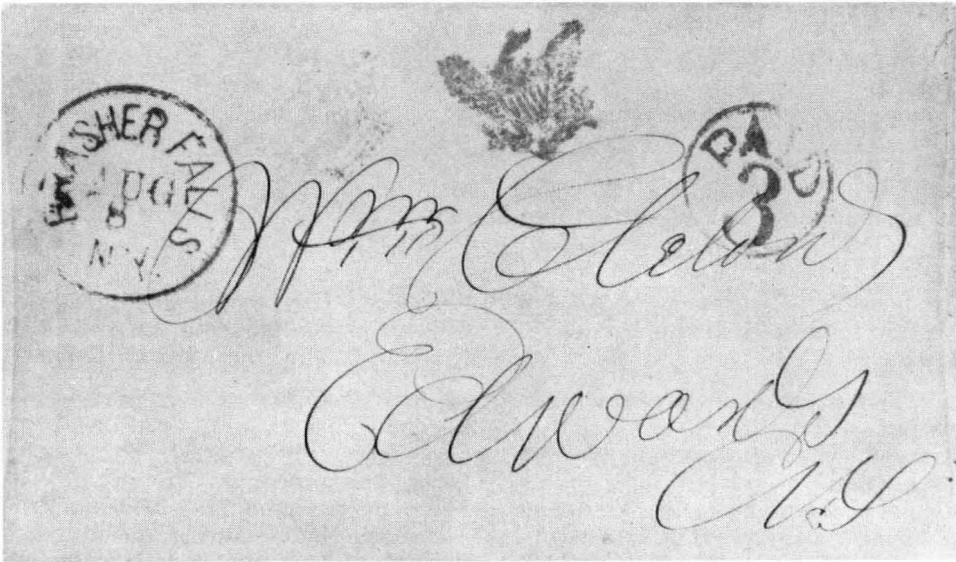


Figure 1. "Eagle" postal marking used at Brasher Falls, N.Y.

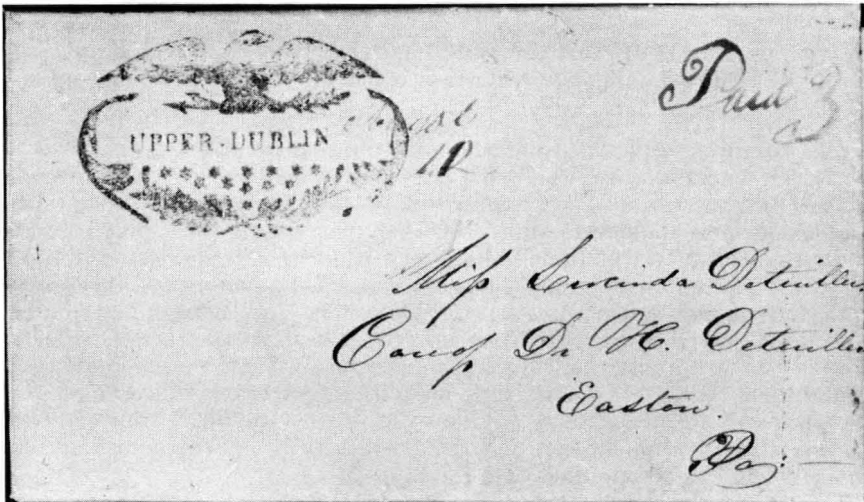


Figure 2. Distinctive spread eagle postmark of Upper Dublin, Pa. (Jarrett collection).

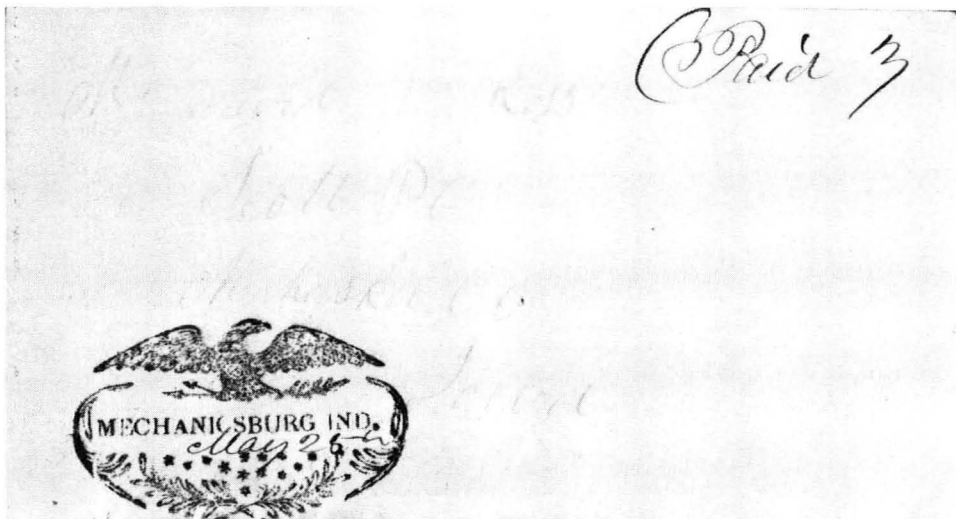


Figure 3. Mechanicsburg, Ind., eagle postmark. (Jarrett collection).

There have been “eagles” with spread wings forming part of the town postmark as shown in Figures 2 and 3. These covers, from the collection of David L. Jarrett, originated at Upper Dublin, Pa., and Mechanicsburg, Ind., respectively. Somewhat similar markings have been recorded for Fort Kearny, Oregon Route, Arsenal, S.C., and Jordan’s Valley, Tenn. These handstamps were used in the early 1850s and in the same period as the Brashers Falls inscription.

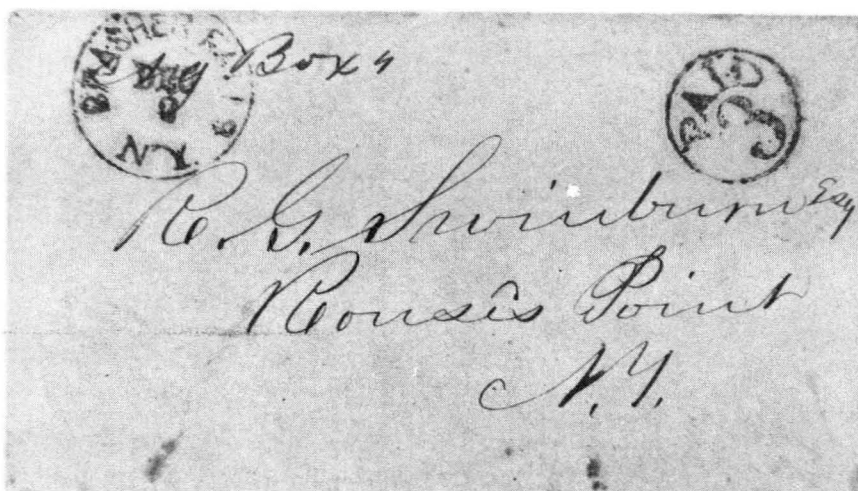


Figure 4. Stampless cover from Brasher Falls; compare markings with Figure 1.

The Brasher Falls post office used two different town circles in the 1850s before and after the new 1851 3¢ stamps were received at the office. On the “eagle” cover the town circle is larger (31mm.) and with tall and thin letters, while the postmark shown in Figure 4 is smaller (29mm.) and with shorter and heavier letters. The “PAID 3” in circle is the same on both covers. The “eagle” cover markings are in blue while black ink was used on the other cover. No year dates are marked on these covers, and thus which marking the post office used first is a question.

Both town circles were later used on covers bearing the 3¢ 1851 stamps. The smaller circle was struck in black on a cover dated Jan. 31, 1854, addressed

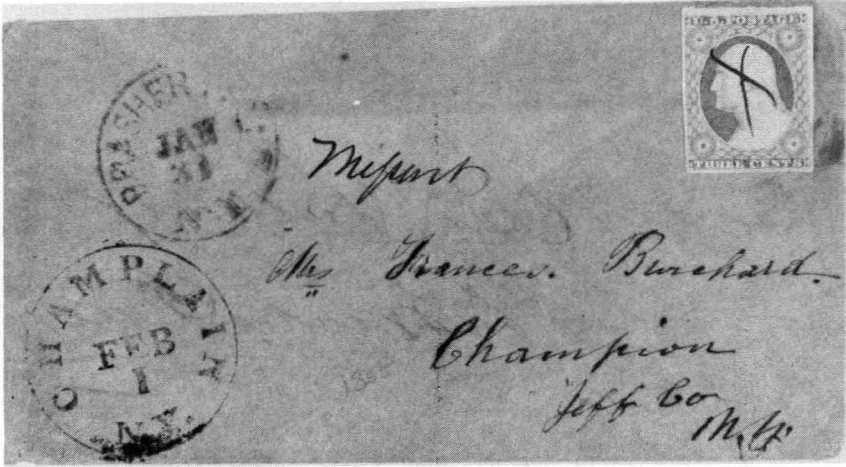


Figure 5. Same townmark as Figure 4 on stamped cover dated Jan. 31, 1854.

to Champion, N.Y., but missent to Champlain, N.Y., and postmarked when forwarded from that place to its destination, as shown in Figure 5. The larger circle which was used on the "eagle" cover appears in Figure 6 on a cover dated Jan. 26, 1857, addressed to Gouverneur, N.Y., blue ink being used as in Figure 1.

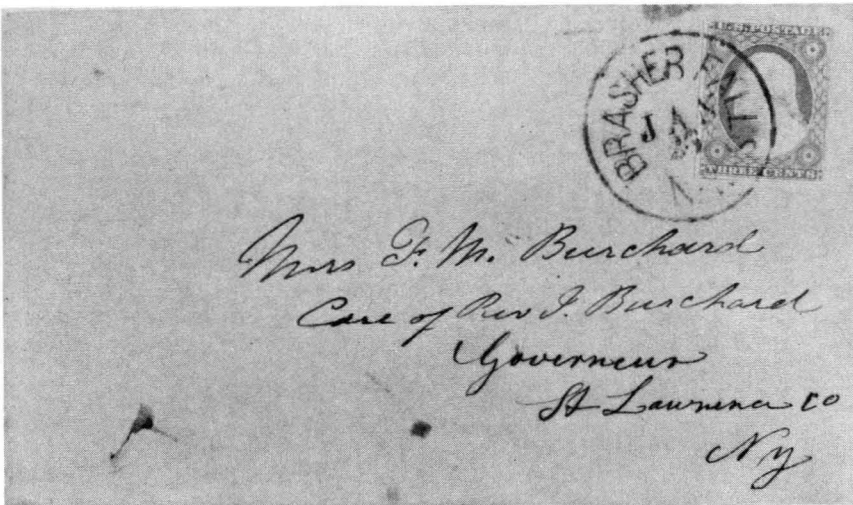


Figure 6. Stamped cover dated Jan. 26, 1857. Same townmark as Figure 1.

From the dates on these stamped covers, it would appear that the smaller town circle was used prior to the "eagle" cover marking, and it might just be that the "eagle" cover originated after the 1854 stamped cover and when the Brasher Falls office was without a supply of stamps.

The Brasher Falls post office was opened on April 22, 1840, about a year after Calvin T. Hulburd purchased 600 acres at the falls of the St. Regis River, and began active development of the village. He also became the first postmaster there. Apparently there was very little postal business, as the first handstamp noted from Brasher Falls is dated 1852, about the same time the stampless covers herein were posted.

The 1854 cover (Figure 5) was originally a drop letter addressed to Mrs. Hulburd and, if it passed through the post office, it received no marking, apparently being delivered directly to the postmaster's wife. Then she had "turned" the cover, and used it to convey her letter to Mrs. Frances Burchard in Cham-



pion, a practice rather common in smaller towns where writing paper and envelopes were scarce items.

The Northern Railroad (later in 1865 the Ogdensburgh & Lake Champlain Railroad) running from Ogdensburgh to Rouses Point was opened on Oct, 1, 1850, with a station about one mile from Brasher Falls village. Transportation on this road and the Potsdam & Watertown R.R. in 1855 spurred manufacturing at the Falls. In 1860 several mills, a fork and hoe factory, and an agricultural implements plant were all doing business there. Postal activity increased from year to year and with it came a series of very interesting postal markings.



Figure 7. Cancellation of "star within star" on cover dated March 13, 1862.

A fine "star within a star" cancellation shown on the Figure 7 cover, dated March 13, 1862, kills the 1861 3¢ stamp and is struck in blue; the town-mark is a small (26mm.) circle. Though the star strike does not tie the stamp, I have another similar cancel used on the U35 3¢ envelope on June 21, 1862, substantiating its proper use. Figure 7 is also a Civil War patriotic cover with "Union-Constitution" above an impressed flying eagle and shield trimmed in red and blue on its reverse.

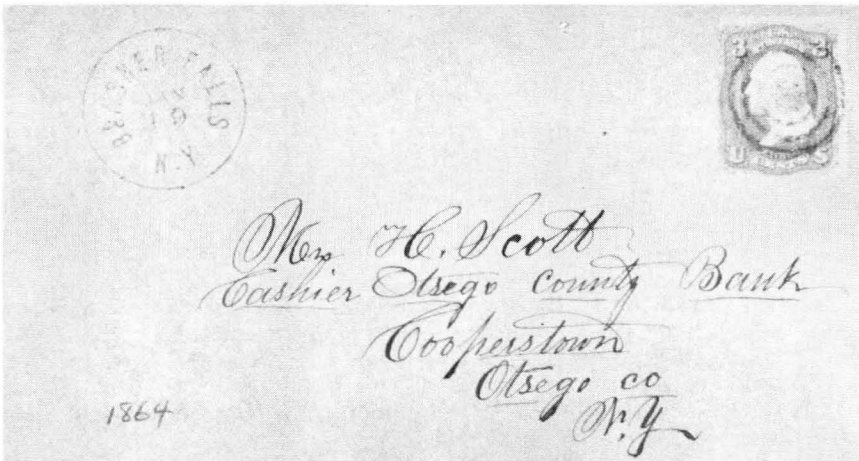


Figure 8. Target cancellation on 1864 cover from Brasher Falls.

The same small town circle appears on the Jan. 19, 1864, cover but with a target killer as depicted in Figure 8, the markings also being in blue. This item comes from the Scott correspondence (cashier, Otsego Bank, Cooperstown, N.Y.) which has furnished postal history material for hundreds of collectors.

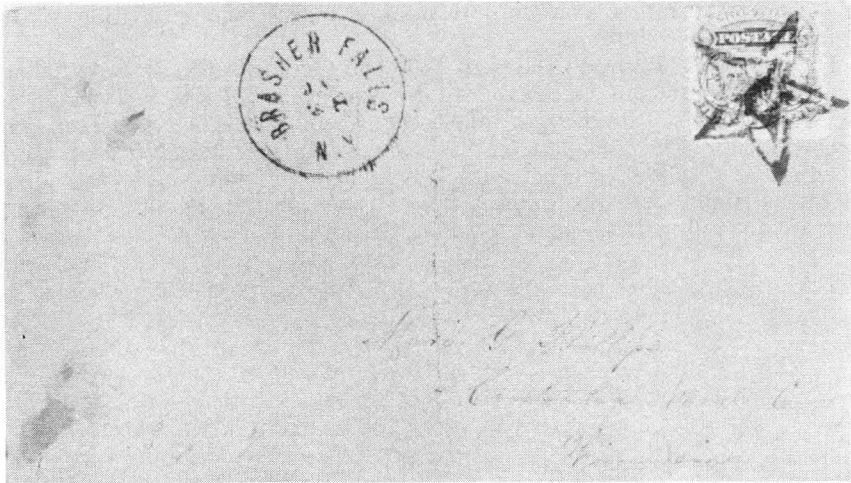


Figure 9. Large "star within star" on 1869 cover.

Two fine star designs were later used as cancels on covers in 1869 and 1870. Figure 9 shows a large open star with smaller star in the center cancelling the 1869 3¢ locomotive stamp on an envelope to Wisconsin, which came from the Knapp collection. Although the same small town circle appears here, the ink used has been changed from blue to black, and from this time on only black has been found in the markings.

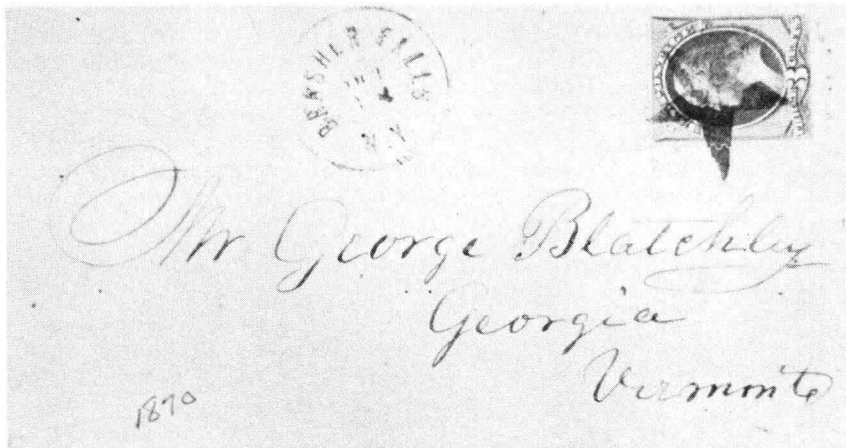


Figure 10. Solid star cancellation on cover dated Oct. 18, 1870.

Figure 10 shows the second type large star, solid color, on a cover dated Oct. 18, 1870, with the 3¢ Washington green stamp, sent to Georgia, Vermont. Another similar cancel appears on a cover dated Sept. 24, 1870, (not illustrated here) which bears the corner card of L. C. Lang, attorney and counsellor, Brasher Falls, N.Y., addressed to Atty Swinbourn in Chateaugay, N.Y., another source of many fine northern New York items.

Two years later there came a change from the star marking to a pin wheel cancel as shown on the Blatchley letter to Vermont (Figure 11) with the same small black town circle. Also in the 1870s a target killer was used similar to the 1864 marking in Figure 8.

One of the leading industries in Brasher Falls from the 1850s produced agricultural implements. The first cover that I have found illustrating this business came from the Dishaw & Kennehan plant as depicted in Figure 12.

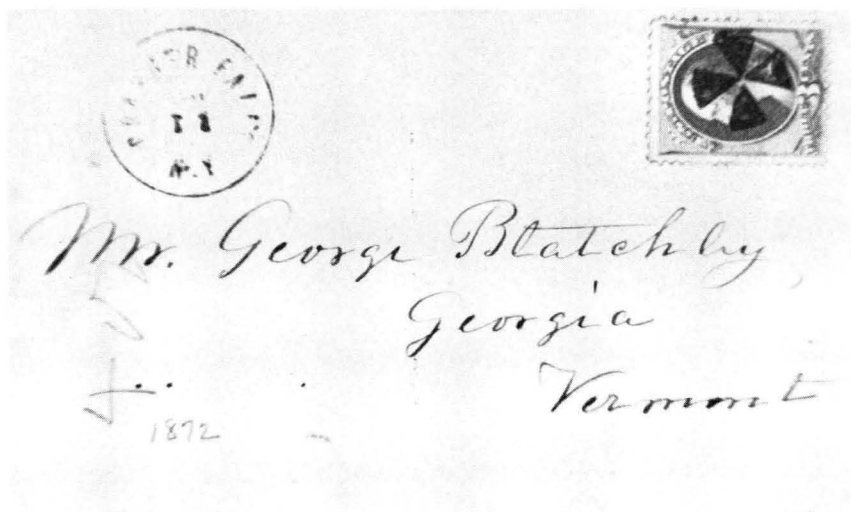


Figure 11. Pin wheel cancel on 1872 cover.

The early treadmills using horse power together with many other farm machines are advertised on this cover, which, however, is more important for the use of an octagon postmark on an 1878 registered letter with the 1873 10¢ brown and 3¢ green stamps. Usually the octagon town marking was used as a receiving backstamp, though there are instances when this postmark was struck on the face of letters. Brasher Falls used this eight-sided postmark for at least seven months as I also have a U165 3¢ envelope with the same marking dated March 25, 1879.

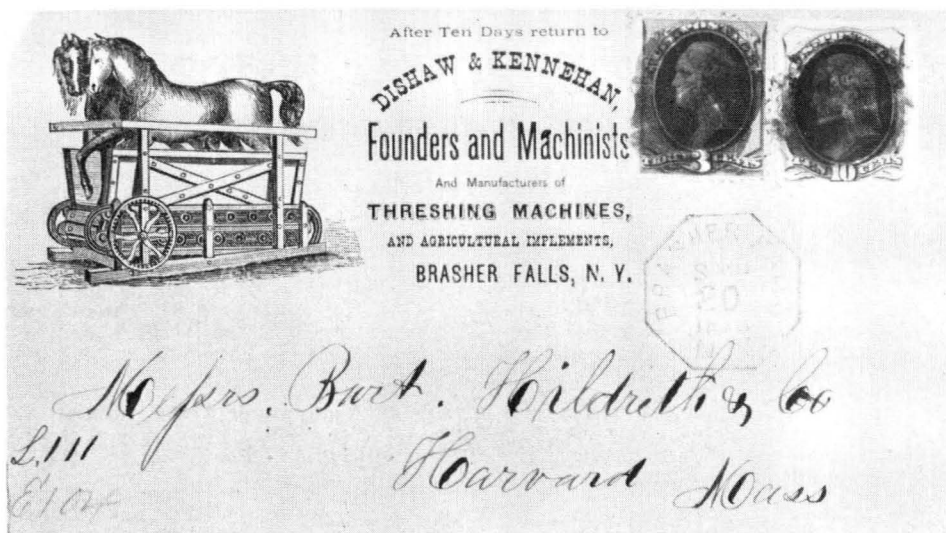


Figure 12. Octagon postmark on registered advertising cover used in 1878.

P. E. Kennehan had succeeded the Dishaw-Kennehan firm in 1893, when one of his advertising covers was used with an unusually large town circle (30mm.) and an equally unusual small circular killer (8mm.) tying the 2¢ Columbian stamp (Figure 13). The foundry and implements concern was still using the "Railroad Horse-Powers" for threshing machines as the illustration shows. This letter addressed to A. L. Reynolds at Willsborough, N.Y., became much travelled before reaching its destination. Townmarks show it was for-

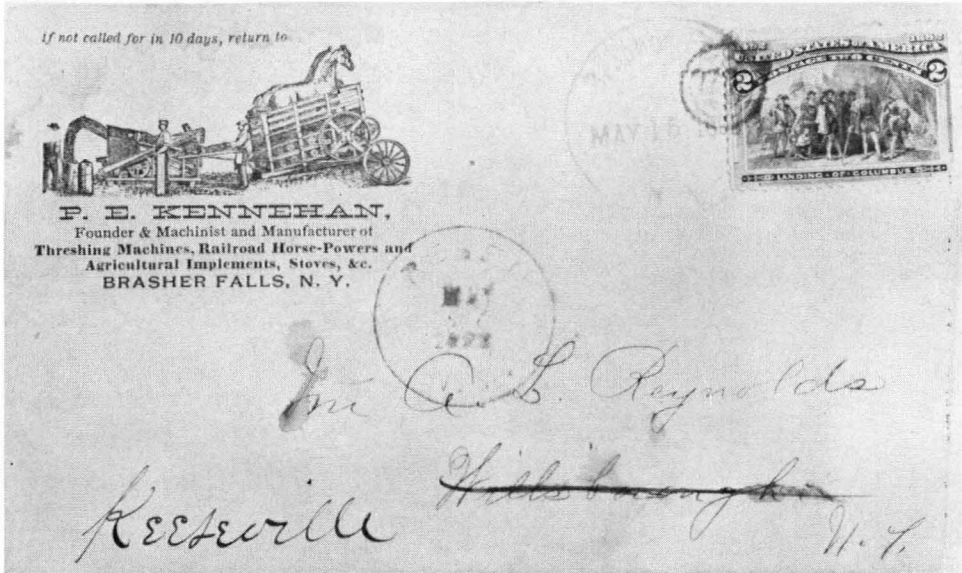


Figure 13. Advertising cover with tiny target cancelling 2¢ Columbian.

warded from Willsborough to Keeseville, but it was also postmarked at Resen before being delivered at Keeseville, its journey taking 13 days.

## NEW JERSEY POSTAL HISTORY THE POST OFFICES AND FIRST POSTMASTERS 1776 - 1976

**John L. Kay and Chester M. Smith, Jr.**

The two centuries of the postal history of New Jersey which are detailed in this work, 1775-1976, start with July 26, 1775. Before 1800 only 51 post offices existed, whereas now there are over 700. The history of all post offices, named stations, named branches, rural stations, rural branches, and community post offices are covered in this 200-page hardbound volume.

This original title, written by the authors of **Pennsylvania Postal History**, is divided into three main sections: Post Offices of New Jersey by County, List of First Postmasters, and Alphabetical List of Post Offices. An introduction and bibliography are also included.

Although without illustration, this comprehensive work on New Jersey is a must for those interested in genealogy and the state's postal history.

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AMITY DISPATCH POST  
DAVID L. JARRETT

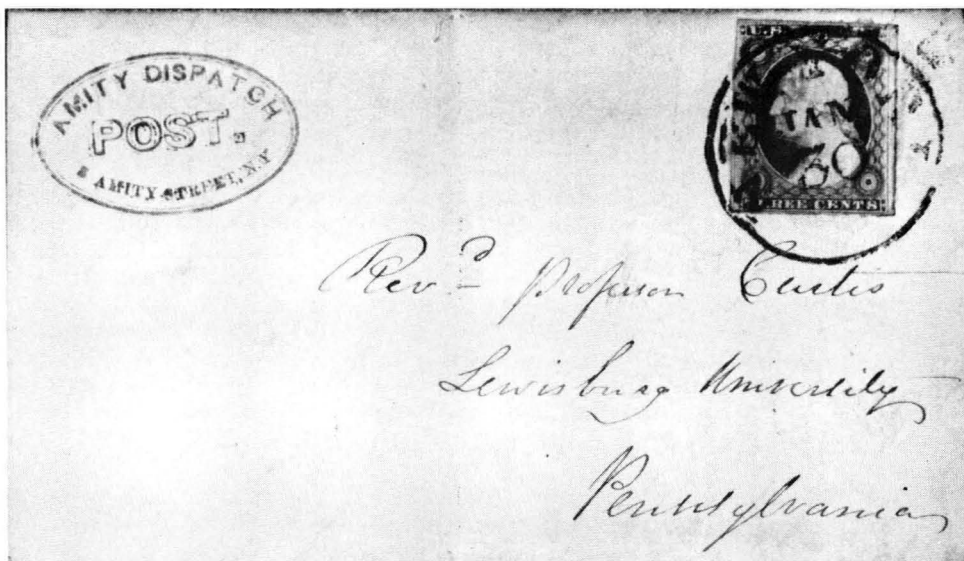


Figure 1. Only known example of "AMITY DISPATCH POST" handstamp on 1856 cover.

Illustrated is the discovery copy of the Amity Dispatch Post handstamp reported by Elliott Perry in Donald Patton's *The Private Local Posts of the United States*, Volume I, page 254. It is the only recorded example of this post and is in the collection of this writer.<sup>1</sup> The red oval handstamp reads "AMITY DISPATCH POST. 3 AMITY STREET, N.Y."; it was misdescribed in Patton as "8" Amity Street. A careful examination of the handstamp clearly shows it to be a "3" but some residual ink gives it the appearance of an "8". The folded lettersheet is internally dated 28 January 1856 and was carried by the private local post to the New York City post office, where it received a black circular January 30 townmark on a 3¢ 1851 stamp.



Figure 2. Close-up of address portion of handstamp.

Amity Street, called West 3rd Street today and located in the Greenwich Village section of Manhattan, ran between Broadway and Sixth Avenue. Number three was located on the north side just west of Broadway. In the 1830s the immediate neighborhood was perhaps the most elegant residential area of Manhattan, surrounded by magnificent Federal-style townhouses. However, by the 1850s the neighborhood began a commercial transition, and today very little charm remains.

1. The cover is believed to have first appeared in the philatelic marketplace in a Herman Herst Jr. auction on 3 April 1969. Lot #142 was described by Herst as "... the unique cvr., the only one ever found, just listed in Patton's 'Local Posts'."

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

**1847 COVERS FROM NEW YORK — BINGHAMTON**  
**CREIGHTON C. HART**

Part I (Continued)

The Postmaster at Binghamton was one of many postmasters who had to fashion his own cancelling device when he was not furnished one of the seven bar enclosed circular grids officially sent to the larger post offices. The herringbone design he chose makes Binghamton covers unusual and popular with collectors. No other post office is known to have used this zig-zag grid.

Before ordering directly from Washington, J. H. H. Park, the postmaster, wanted to try the new method of prepaying postage. On August 17, 1847, Robert Morris, postmaster of New York City, acknowledged receipt of \$20.00 and forwarded Park 300 five cent stamps and 50 tens. The earliest known cover has a red herringbone and is postmarked October 28, 1847, bearing a 5¢ stamp received from Postmaster Morris.

The Binghamton residents must have liked the new adhesive because an additional order of 1900 fives and 100 tens was received from Washington in December 1847.

To date my records list 53 covers from Binghamton and the three tables at the end of this article help tell the story of the popular herringbone grid. The first tabulation details 21 red, green, blue or black herringbones, the second shows 23 black and only one blue herringbones and the third lists 7 covers with the official grid and one pen cancelled. The total of 53 covers is an unusually large number from a post office that received only 10,000 fives and 350 tens in four years. On a national basis, I project the survival rate to be one cover for every 400 stamps received. For Binghamton there are about twice as many 5¢ covers as expected (one for every 222 stamps) and for the 10¢ one cover for every 45 stamps.

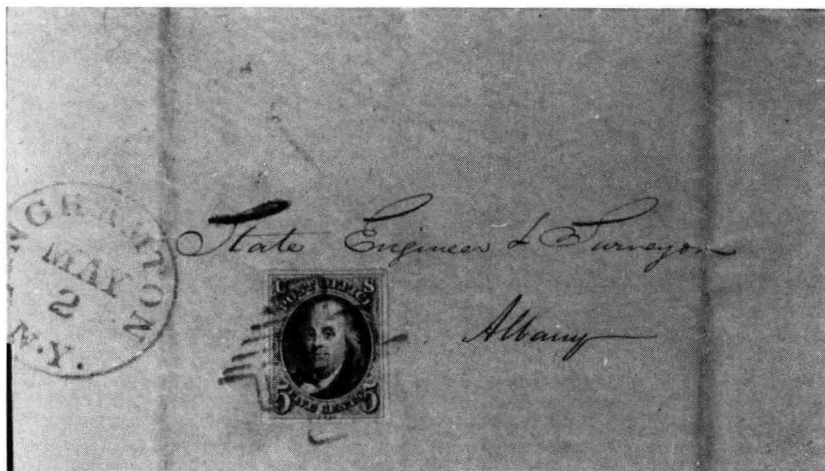


Figure 1. Cover 3 in Table I was in the Matthies Auction where it was the first of three herringbones offered. It was described as having "large margins, incl. l. sheet margin" with a red herringbone. The realization was \$1,100. Notice the odd placement of the stamp.

The first table gives in chronological order the herringbone covers that I believe to be genuine and the second table those that I believe to be fakes. You can readily see that red herringbones predominate in Table I (13 red, two black, one green, one blue and 3 "?"s) and that black predominates in Table II

**TABLE I: 21 5¢ COVERS**

*Red, Green, Blue, and Black Herringbone Covers*

The condition of these varies greatly, many having light herringbones or only three full margins or a crease or a small tear in the stamp. A very few are superb.

<i>Date</i>	<i>Cancel Color</i>	<i>Destination</i>	<i>Addressee</i>	<i>Expert Opinion</i>
1. Oct. 28, 1847	red	Troy	Jonathan Edwards	OK
2. Dec. 28, 1847	blue	Albany	Hon. A. C. Flagg	OK
3. May 2, 1848	red	Albany	State Engineer & Surveyor	OK
4. July 26, 1848	green	New York City	C. G. Havens	OK
5. Oct. 17, 1848	red	Cherry Valley	Miss Sarah Roseboom	OK
6. Nov. 2, 1848	red	New York City	S. Thompson & Nephew	—
7. Nov. 13, 1848	red	Canajoharie	Miss Sarah Roseboom	—
8. Nov. 20, 1848	red	New York City	Richard McElligott	OK
9. Feb. 5, 1849	red	New York City	C. G. Havens	—
10. Feb. 12, 1849	red	Cherry Valley	Miss Sarah Roseboom	OK
11. May 9, 1849	black	Cherry Valley	Miss Sarah Roseboom	—
12. June 6, 1849	black	Canajoharie	Miss Sarah Roseboom	—
13. Nov. 23, 1849	red	Canajoharie	Miss Sarah Roseboom	—
14. Jan. 25, 18-X	red	Cherry Valley	Miss Sarah Roseboom	OK
15. Feb. 17, 18-X	blue	Sugarloaf	Miss Elizabeth -----	OK
16. April 28, 18-X	?	Cherry Valley	Miss Sarah Roseboom	OK
17. July 26, 18-X	?	Cherry Valley	Miss Sarah Roseboom	—
18. Sept. 15, 18-X	red	Cherry Valley	Miss Sarah Roseboom	OK
19. Dec. 6, 18-X	?	Little Genessee	Mr. James Crandall	—
20. Dec. 7, 18-X	red	Cherry Valley	Miss Sarah Roseboom	—
21. Dec. 12, 18-X	red	?	?	—

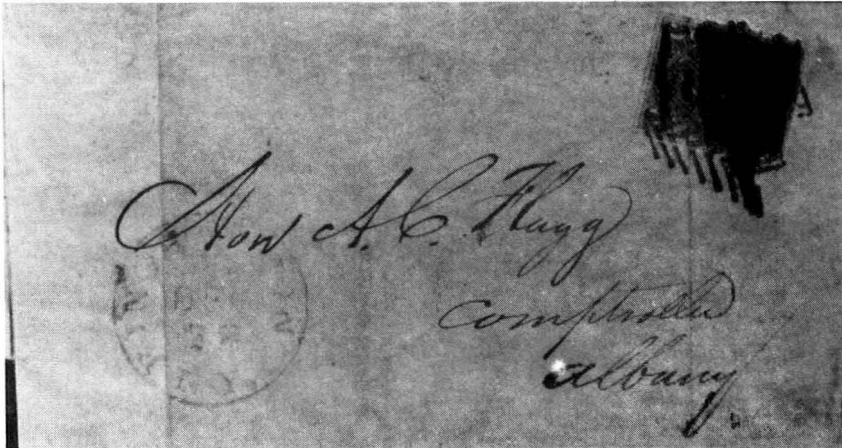


Figure 2. Cover 2 in Table I was in the Matthies Auction where it was the second cover offered. It was described as having "large margins, beautiful dark shade, early impression, nicely tied with bold blue 'Herringbone' cancel." The realization was \$350. Notice the stamp is on its side.

(23 black and only one blue). The last column in the first two tables shows opinions expressed by knowledgeable 1847 specialists or expert committees about those respective covers.

Eleven of the 21 covers in the first table have been expertized as genuine. Six of the remaining ten are to Miss Sarah Roseboom and are undoubtedly genuine as are the five already certified to the same addressee. The remaining four covers have characteristics that indicate they are also genuine.

Although the first table does not show, my list cards do, that three of the 21 covers were once in the marvelous postal history collection of Miss Katherine Matthies which was sold at auction by Robert A. Siegel May 20, 1969. (Figures 1, 2, and 3). The three illustrations are made from color slides and, unfortunately, lose some of the detail in the transfer. The Siegel auction catalogue and several others describe (and my color slides confirm) the conditions of these 21 covers which vary greatly with most of the cancellations being lightly struck on stamps having only three complete frame lines. A superb strike on a stamp with four full margins is rare.

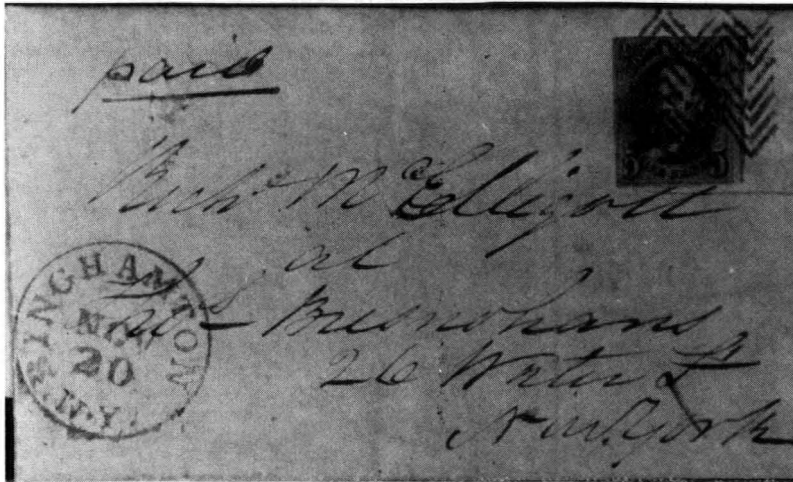


Figure 3. Cover 8 in Table I was the third offered in the Matthies Auction. It was described as "part of L. margin skillfully repaired, tied by gorgeous strike of the 'Herringbone' cancel in red." Realization was \$120. Notice the stamp has been repaired.

**TABLE II: 17 5¢ COVERS**

*16 Black and 1 Blue Herringbone Covers*

Covers faked after World War II have several features in common. A typical cover is an envelope without any evidence of year of use with a red postmark and a black herringbone grid clearly struck that ties the stamp. The few exceptions are noted. All appear to be superb.

Date	Cancel Color	Destination	Addressee	Expert Opinion
1. Feb. 24, 1848	Blue	Sheffield, Mass.	Mrs. Cynthia Leonard	NG
2. Feb. 7, 18-X	Black	Hilltown, Pa.	Mr. Samuel Teech	NG
3. Feb. 8, 18-X	Black	Cherry Valley	Mrs. Joseph Ranson	NG
4. Feb. 12, 18-X	Black	Philadelphia, Pa.	Henry Farnum Co.	NG
5. Feb. 14, 18-X	Black	Sutton, N. H.	Miss Sarah Fitch	NG
6. Feb. 20, 18-X	Black	Darby, Pa.	Anna Graham	NG
7. Feb. 21, 18-X	Black	New Haven, Conn.	Miss Rosa Clapp	NG
8. Feb. 28, 18-X	Black	New Haven, Conn.	Miss Rosa Clapp	NG
9. March 19, 18-X	Black	New York City	Rev. Fred F. Cornell	NG
10. April 5, 18-X	Black	New York City	Rev. Fred F. Cornell	NG
11. June 15, 18-X	Black	New Haven, Conn.	Miss Rosa Clapp	•
12. July 29, 18-X	Black	New York City	Rev. Fred F. Cornell	NG
13. Aug. 24, 18-X	Black	Black Rock	Miss Rosa Clapp	—
14. Aug. 25, 18-X	Black	Clay	Miss N. P. Richards	NG
15. Aug. 31, 18-X	Black	Black Rock	Miss Rosa Clapp	—
16. Nov. 7, 18-X	Black	Sag Harbor	S. L. Gardiner	NG
17. Nov. 24, 18-X	Black	Portsmouth, N. H.	W. H. V. Hackett	NG

\* Has genuine certificate issued c. 1950. Should be reexamined.

**TABLE II: 7 10¢ COVERS**

Date	Cancel Color	Destination	Addressee	Expert Opinion
18. Feb. 6, 18-X	Black	Shelbyville	Not Known	—
19. Feb. 23, 18-X	Black	Baltimore, Md.	Mr. R. K. Hawley	—
20. Feb. 23, 18-X	Black	Baltimore, Md.	Miss Fannie C. Mosher	NG
21. Feb. 27, 18-X	Black	Milan, Ohio	Mrs. James Lymes	NG
22. June 6, 18-X	Black	Cadiz, Ohio	Rev. C. I. Holmes	NG
23. Nov. 3, 18-X	Black	Mt. Pleasant, Iowa	Mr. Isaac Shelly	NG
24. Dec. 18, 18-X	Black	Frederick City, Md.	Dr. J. G. Gibson	NG

The second table details 17 5¢ covers and seven 10¢. (Figure 4). Of these 24 covers, 19 have been expertized as not genuine. In my opinion, the remaining five have characteristics that are common to the other 19. It therefore appears that I list no genuine 10¢ '47 cover from Binghamton. Does anyone have such a cover? Cover 11 in Table II was expertized as possibly genuine 25 years or more ago and should be reexamined. This opinion was given shortly after World War II when these fake herringbones first appeared on the market.



In my opinion, no expert opinion should be valid for more than 25 years. Serious researchers are frequently learning more about postal history and it is important that this latest information be considered when philatelic items are reexamined. Most fakers are stupid when it comes to postal history but every now and then a new one comes along with an expert's knowledge and great skill. These are the dangerous ones, notably in recent times Michael Zareski, Jean de Sperati, Raoul Ch. de Thuin and the as yet unnamed American beginning to be active soon after World War II.

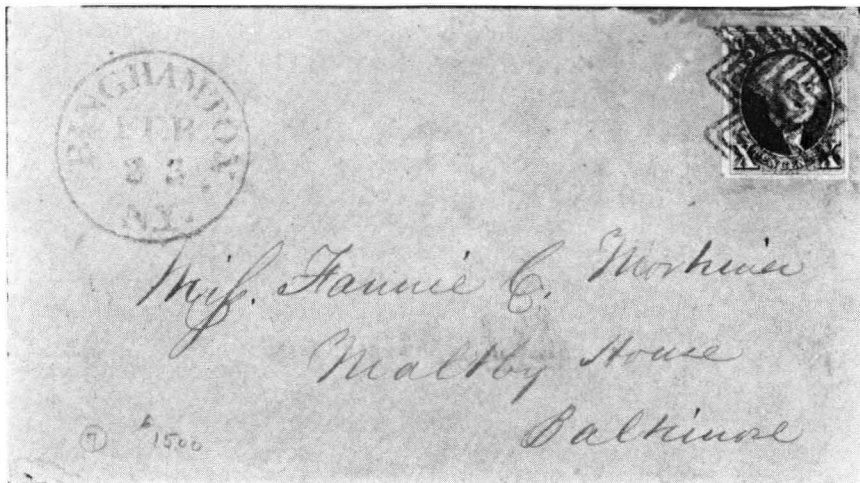


Figure 4. This is cover 20 in Table II. It was also illustrated in the May 1974 "Chronicle" as were 5¢ covers 4 and 12. All of the 24 covers in Table II are very similar to this one having great eye appeal. The stamps are all right side up with four full margins and in the upper right corner, with the canceller clearly struck and tying the stamp to the cover.

The fake herringbones all seem to have been created by the same person, in the same pattern and seem to stem originally from one professional. Whoever dreamed up such a mass production must have had access to genuine covers to copy and to know that black herringbones were known on genuine covers.

If a professional is responsible for this oversupply of black herringbones, he may have noticed that there were more red herringbones on the market than blacks. With blacks in short supply, a more receptive market could be expected for that color, which color is also easier for faking.

With many genuine covers to compare with an equally large number of fakes, specialists now have discovered two or three inconspicuous differences that are consistent. It is not advisable at this time to make this information generally known so, if you have a herringbone cover, have it expertized.

How many '47 covers are there with fake herringbones? Of course, I do not know but fake covers surface slowly to public attention and my guess is there are others, maybe twice as many as the 24 listed here.

**TABLE III: 8 5¢ COVERS**

*Red, Blue and Black Bar Grids and Pen Cancelled Covers*

None of these have been expertized. The first seven with the 7 bar grid are probably genuine; the last one with a pen cancel and straight line postmark is questionable.

<i>Date</i>	<i>Cancel Color</i>	<i>Destination</i>	<i>Addressee</i>
1. March 18, 1850	red	New York City	S. Thompson and Nephews
2. Aug. 8, 1850	red	New York City	S. Thompson and Nephews
3. Feb. 19, 18-X	black	New Haven, Conn.	?
4. June 8, 18-X	red	Homer	Mr. Elliott Reed
5. Aug. 27, 18-X	red	Black Rock	Miss Rosa Clapp
6. Aug. 28, 1850	red	Nanticoke Spr.	Henry Smith
7. Nov. 19, 18-X	red	Oswego	S. H. Lathrop
8. May 25, 18-X	ms	New Haven, Conn.	Miss Rosa Clapp

The third table indicates that the herringbone ceased being used in late 1849 with the first 7 bar grid cover having a March 1850 date. Cover 5 in

this list to Miss Rosa Clapp is probably genuine as are all the rest with the 7 bar grid. The last cover is a surprise that doesn't seem to fit in anywhere. This, also, is to Miss Rosa Clapp which makes it suspect, but it has all the other earmarks of being genuine except for the *straight line* Binghamton postmark.

This concludes Part I about 1847 covers from New York post offices receiving fewer than 25,000 stamps. Now, will you please refer to the previous issue of the *Chronicle* and report any New York postmarks for which a "none" is shown in the table of 89 post offices or any additional postmarks other than the 39 post offices which did not receive any stamps from Washington.

Part II starting in the November *Chronicle* will be "1847 Covers from Six New York Post Offices," namely: Albany, Buffalo, Lockport, Rochester, Troy, and Utica.

### EARLY RETURNS FOR "NEW" N. Y. POSTMARKS

The first replies reporting additional postmarks were received from William A. Fox, Duane Garrett and Benjamin Wishnietsky in time to be reported in this issue of the *Chronicle*. There is usually only one month's time to do this because the next deadline falls that soon after members receive a current *Chronicle*.

Fox and Wishnietsky respectively reported a 10¢ cover from Johnstown and a 5¢ cover from Newburgh. Garrett furnished me a copy of auction catalogue listings that Frank Levi, Jr., had compiled and this added 17 other names. Most of those are from post offices that never received stamps from Washington, probably having purchased them from neighboring post offices as was the custom. Eleven of the 19 "new" postmarks have manuscript townmarks.

Additional information is needed on some of the 19. The 19 "new" postmarks follow and in italics are the covers for which I'd like additional information to be published in the 1847 *Directory* at a later date. Collectors owning any of these covers in italics should write the editor, please.

Auburn	Granville	Newburgh
Bainbridge	<i>Henrietta</i>	<i>Ogdensburgh</i>
<i>Chazy</i>	Johnstown	<i>Russell</i>
<i>Cohoës</i>	<i>Little Falls</i>	Salem
<i>Fishkill Landing</i>	<i>Millport</i>	<i>Sherwood</i>
<i>Fort Ann</i>	Milton	West. Bloomfield
<i>Fort Plain</i>		

I'd like to point out that there are still 34 New York post offices of the 82 that received fewer than 25,000 stamps from which no '47 cover is so far listed. Of these 34, the following seven post offices received over 1,000 stamps. Franklin, Fulton, Gloversville, Greenport, Herkimer, Sackett's Harbor, and Trumansburgh. Greenport received 5,200 fives. It seems there should be more than one Greenport '47 cover extant. It's hoped that there are '47 covers from some of the other seven, too.

*Corrections:* In the last issue no covers were listed for Syracuse, whereas there are 19 five cent covers and two tens. [This goof was the editor-in-chief's alone.] Princeton and Hyannis have been listed in long-ago auction catalogues as from New York. This is incorrect and the states should be New Jersey and Massachusetts. Chazy, New York was incorrectly spelled "Chary" in an auction description. The existence of covers from Auburn was mentioned in the text, but the town was inadvertently omitted from the list on p. 81.

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**THE THREE CENT ISSUE OF 1851-1857  
 CONDENSED PLATING INFORMATION—REVISIONS**

**WILLIAM K. McDANIEL**

In the preparation of the original text for this project, several errors (typographical and otherwise) were inadvertently left in. The listings below correct those errors, and include corrections published earlier in *Chronicle* 80:205. The original article appeared in *Chronicle* 77:13-22.

**CORRECTIONS**

- VARIETY #6:** Change 80L3 to 89L3.  
**VARIETY #11:** Change 20L1e to 22L1e; 55R11 to 56R11; 47R51 to 67R51.  
**VARIETY #12:** Drop 23,29L1e; Change 87L1e to 86L1e.  
**VARIETY #18:** Change 47L0 to 57L0.  
**VARIETY #23:** Drop 8L0; Change 74L0 to 75L0.  
**VARIETY #27:** Change 92R21 to 99R21.  
**VARIETY #32:** Change 83R3 to 83L3.  
**COMBINATION, 1+12+25+28:** Heading should read ". . . Upper Left . . ."  
**DOUBLE POSITION DOTS:** Plate 8 listing should read "8, 9R".  
**MISPLACED "C" RELIEFS:** Change 5R5e to 4R5e.

**ADDITIONS**

<b>PLATE</b>	<b>LEFT PANE</b>	<b>RIGHT PANE</b>
<b>VARIETY #3</b>		
5 Late	32L	None
<b>VARIETY #11</b>		
1 Early	23, 29L	None
1 Inter.	27, 43, 44L	None
2 Late	48L	None
3	25L	None
5 Early	None	61R
0	74,100L	None
<b>VARIETY #12</b>		
2 Early	None	2R
<b>VARIETY #15</b>		
1 Early	None	42, 82, 99R
3	38L	None
<b>VARIETY #16</b>		
1 Early	None	53R
<b>VARIETY #17</b>		
1 Late	None	94R
5 Early	None	47R
5 Late	80L	None
0	57L	None
<b>VARIETY #23</b>		
1 Early	52, 71, 72, 93, 95L	None
1 Inter.	52, 71, 72, 93, 95L	None
1 Late	5, 11, 17, 18, 28, 41, 48, 51, 52, 54 57, 59, 66, 67, 71, 78, 92, 98L	2, 3, 4, 5, 9, 14, 16, 18, 29, 31, 32, 50, 52, 53, 55, 56, 75, 76, 77, 78, 81, 94R
2 Early	35, 51, 58, 59, 76L	None
2 Late	51, 58, 80L	37, 79R
3	6, 33, 38, 52, 71L	85R
0	21, 24, 35, 79L	33, 93, 97R
<b>VARIETY #25</b>		
1 Late	67L	None
0	65, 98L	None
<b>VARIETY #27</b>		
2 Late	3, 19, 26, 48, 71, 84L	66R
0	7L	None
<b>VARIETY #28</b>		
4	None	1, 10R
8	None	77R



<b>VARIETY #29</b>		
4	None	53R
0	62L	None
<b>VARIETY #30</b>		
2 Late	None	7R
4	None	68R
<b>VARIETY #32</b>		
0	14, 97L	62R

It should be noted that position 94R1, Late, is listed under two headings (#11 and #23). On some printings, the extension of the left inner line is broken below the upper triangle, producing Variety #11.

For the same reason, some copies of position 38L3 will show a break in the upper extension of the right inner line, thus creating an example of variety #15.

#### ADDITIONS TO VARIETY INFORMATION

PLATE	LEFT PANE	RIGHT PANE
1+11+16		
0	52, 58, 82, 90, 91L	28, 98R
1+11+27		
2 Late	48L	None
1+11+32		
0	14L	None
1+12+24		
0	87L	None
1+12+27		
2 Late	84L	None
1+13+27		
2 Late	None	66R
23+24		
1 Late	28L	None
2 Early	58L	None
2 Late	58L	None
23+25		
1 Late	18L	None
14+15+17+23:	<i>Add Variety #37 to this combination</i>	
0	47L	None
28+29:	<i>Add Variety #23 to this combination</i>	
1 Late	None	14R

#### RECUT COMBINATIONS PREVIOUSLY UNLISTED

PLATE	LEFT PANE	RIGHT PANE
1+11+16+23		
1 Late	66L	5R
1+11+16+25		
0	98L	None
1+11+17+23		
1 Late	None	94R
1+11+23		
1 Early	71L	None
1 Inter.	71L	None
1 Late	78, 79L	4, 50, 53, 55, 81, 94, 95R
2 Early	59L	None
2 Late	80L	None
0	24L	None
1+11+23+25		
1 Late	67L	None
1+11+27+30		
2 Late	19L	None
1+12+17+29		
0	62L	None
1+12+23		
1 Late	None	75R
1+12+30		
2 Late	None	7R
1+13+25		
1 Late	None	27R
1+16+23		
1 Late	52L	76R
1+17+23		
0	35L	None

1+23+27  
0

7L

None

**RECUT COMBINATIONS PREVIOUSLY UNLISTED**

PLATE	LEFT PANE	RIGHT PANE
1+23+29		
1 Late	None	14R
3	52L	None
1+27+30		
2 Late	None	99R
4	None	28R
1+30+32		
0	None	68R
2+11+15		
1 Early	None	42R

**PREVIOUSLY UNLISTED VARIETIES**

The three varieties listed here have been confirmed either by examination of the Chase photos, existing examples, or both. The line extensions on varieties #35 and #36 are not strong, and may not show at all on poorly printed or worn impressions.

**VARIETY #35: Lower Label & Lower Right Diamond Block Joined at Top**  
5 Late 26L None

**VARIETY #36: Lower Label & Lower Right Diamond Block Joined at Top and Bottom**  
6 13L None

**VARIETY #37: One Horizontal Line Recut at Top of U.L. Diamond Block**  
0 47L 16R

**1857 SPECIMENS**

**STANLEY M. PILLER**

(Photos by John Peters, Richard Wolfers Inc.)

To quote Carroll Chase, "Nothing has been written, and evidently nothing is known regarding any 1851 or 1857 stamps surcharged 'SPECIMEN' . . ."<sup>1</sup> The purpose of specimen stamps is simply what the name implies, i.e., specimens of the then current stamps that were given to foreign governments or dignitaries as examples of what the current postage stamps looked like. It is a practice that continues to this day.



Figure 1. "Specimen" in old English type on 1¢.



Figure 2. "Specimen" on 3¢.



Figure 3. 3¢ overprinted "Specimen." with period.

Very few examples of "specimens" of the 1851-1857 issues exist. Virtually all known are faulty. Recently, I obtained a 3¢ 1857 type II (Scott #26SA) with "specimen" overprint. Through the kindness of Robert Lewenthal, a specimen collector/specialist, I was able to study a group of 1857 specimens. It is believed that many of the items to be pictured are unique, with virtually all being responsible for the *Scott Catalogue* listings.

Figure 1 shows Scott #24SA ("specimen" in old English type, 12mm long). There is a small manuscript "x" near the "i." This is possibly the stamp mentioned by Chase in his book on the 3¢ stamp. Figure 2 shows the same

1. Carroll Chase, *The 3c Stamp of the United States, 1851-1857 Issue*, p. 211.

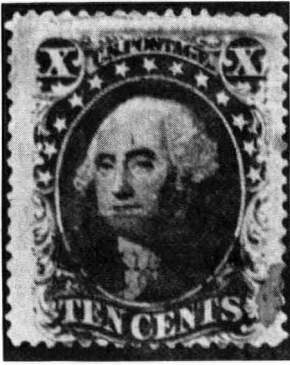


Figure 4. Double overprint on a #26 but with a period after "specimen" (unlisted in Scott). The type V 10¢ 1857 (#35SA) in a dark green shade is pictured in Figure 4. This overprint is actually doubled (not listed in Scott). The stamp also has an ink cancellation or stain. These four stamps show the "specimen" overprint applied at nearly the same angle and position, at the bottom center of the stamp. Figure 5 shows another #35SA in a light green shade with the overprint in the middle of the stamp. This is the only one with full original gum and it is in very fine condition. Figure 6 shows a #36bSA (Scott lists a #36SA, and when this stamp was last sold at auction in 1963 it was listed as a #36SA although in reality, it is from plate #3). It has the overprint in the center of the stamp.

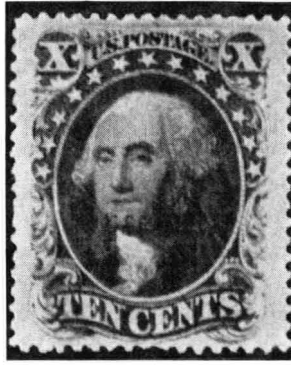


Figure 5. 10¢ with "Specimen" struck near center of stamp.

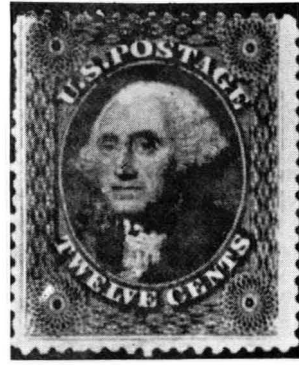


Figure 6. Plate 3 12¢ with "Specimen."

One can possibly deduce from the above that if sets were made up to send to foreign governments, the overprints were applied individually as sets rather than in sheet form. The stamps were also probably taken from stock as needed. Furthermore, since the 10¢ is a type V and the 12¢ is from plate #3, it is probable that the specimens were made after 1860. Whether this is speculation or fact remains to be proven.



Figure 7. 3¢ with 22mm. "Specimen" applied diagonally.



Figure 8. Manuscript "Specimen" on 3¢.



Figure 9. Cardboard proof of 12¢ with "Specimen" in violet across bottom of design.

Figure 7 shows #26SF, a 22mm overprint applied rather strongly. This is the recorded example from which the catalogue listing is made and is believed to be unique. Figure 8 shows #26SI, with a 17mm long manuscript overprint. Scott lists the overprint at 20mm long. Since Bob Lewenthal at one time owned another example of a #26SI, and since the overprint is a manuscript one, it is very possible that the length would vary. Why different overprints were also applied is open to question but it tends to support the theory that the overprints were added as needed.

Figure 9 is an unusual "specimen." The stamp is actually a proof on cardboard. It appears to be a #44P4, but the color is wrong. The color is deep

black rather than greenish black. It has a "specimen" overprint 17½mm long in VIOLET, similar to the "B" specimen overprint. The stain on the forehead is actually a deep thin. This is not listed or recorded anywhere.

If anyone has any 1851 or 1857-60 stamps overprinted "specimen," I would be very interested in seeing either a Xerox copy or photo, as I wish to make a census of these stamps. Furthermore, I wish either to locate the whereabouts or see pictures of the following listed items: #7SA, 11SA, 21SA, 30SA, 37SA, and 38SA.

### SOME NEW THOUGHTS ON NEW YORK CITY SUPPLEMENTARY MAIL MARKINGS

ROBERT B. MEYERSBURG

Little has been written on the use of the New York City Supplementary Mail marking Type "A". It is known on the 12¢ stamp of the 1851 series and on most values of the 1857 and 1861 issues. Covers showing its use prior to 1857 are, to the best of my knowledge, non-existent. I know of only three bearing 1857 stamps—all used to France.

It has been generally accepted that in the interim between the time the mails closed at the post office for a particular foreign sailing and the time the ship actually left its pier, an open mail bag was made available at the pier where late letters could be posted for an additional fee equal to the postal rate, paid in cash. The postal representative would, upon receipt of the letter and appropriate fee, apply a special ship-side postmark bearing the words NEW YORK and the date, but no fee or credit markings, and the framed red Type "A" SUPPLEMENTARY MAIL strike.



Cover from New York to France in 1860 with Type A, Supplementary Mail marking cancelling the stamps. The Le Havre receiving mark is in blue; all other markings in red.

Illustrated here is a cover which missed the regular mail for the July 28, 1860, sailing of the *Vanderbilt*, of the Vanderbilt European Line, and which provides strong evidence of having undergone the entire supplementary mail transaction, not at ship-side, but at the Nassau Street Post Office. The letter was written to be mailed at the post office. To quote: "We have only time before the closing of the mail by 'Vanderbilt' to acknowledge the receipt by this morning's mail of your esteemed favor . . . etc." From this, one may fairly assume the writer dashed off his brief note, folded it, addressed it, stamped it with a 12¢ and a 3¢ 1857 as full prepayment of the direct service to France rate, and rushed the letter to the post office. When he arrived there the mails

had already closed (*i.e.*, the bags were physically sealed and the manifest of transmittal completed), but the foreign mail clerk had not yet left the post office with his supplemental mail bag, manifests, ship's mail, and dockside cancelling kit. So he took the letter and fifteen cents in cash to pay the supplemental fee, and applied the *standard direct service to France prepaid postmark* crediting France with 3¢ for French inland postage; and he canceled the stamps thereon with the Type "A" canceller, tying the stamps both to the cover and to each other. Then (and this is more speculative) he canceled fifteen cents worth of postage with the Type "A" canceller, or perhaps with a pen stroke, and gave them to the mailer as a proper postal receipt for his fifteen cents supplementary mail fee. All this took place at the post office.

Then the foreign mail clerk gathered up his office tools, manifests, and supplementary mail bag and accompanied the mail to the ship, alongside which he set up his temporary supplementary mail station until sailing time.

The letter did indeed depart on the *Vanderbilt*, which my records show sailed from New York on July 28, 1860, arriving at Le Havre August 7. The cover is backstamped Le Havre à Paris Aug. 7, Paris Aug. 8, and Marseille Aug. 9.

The only other cover of which I have knowledge that shows the New York City Type "A" Supplementary Mail Strike used as a canceling device was described by Stanley Ashbrook on p. 588 of his *Special Service*, illustrated by accompanying photograph #290, where a 30¢ 1861 is tied by the Type "A" strike to a single-weight cover to France—the 30¢ paying both the postal and supplementary mail fees. Here, however, according to Ashbrook, the transaction took place on the pier—as revealed by the postmark.

I would be delighted to receive any additional information on this much-neglected subject.

**Review: Colorado Territorial and Pre-Territorial Postmarks** by David L. Jarrett. Published 1976 by the Collectors Club of Chicago, 1029 North Dearborn St., Chicago, Ill. 60610 at \$17.50 for the regular edition and \$22.50 for the deluxe edition which includes a large map of Colorado in 1880 and slipcase; 207 pages.

This book is a must for the collector interested in western postal history. It is obviously a labor of love on the part of Mr. Jarrett who is a philatelic detective of no mean ability, and is the result of years of research in a field in which he has always been particularly interested. He has included a number of previously unreported covers in this study.

He reports 243 different postmarks of pre-statehood Colorado, including 16 of Kansas Territory, one of Nebraska Territory and one of Utah Territory (portions of which were included in Colorado Territory upon its organization on February 28, 1861). Tracings of all the markings are illustrated together with tabulations of earliest and latest known date of use, and the scarcity/value rating of each completes the table. A substantial number of the postmarks are illustrated on cover, of which many are real gems.

In Section II the date of establishment and changes in the Post Office are tabulated. Section III contains the compensation of Postmasters for selected years between 1861 and 1877.

Section IV covers the postal history of the Rocky Mountain Expresses, and is illustrated with many splendid covers. Several of my philatelic associates and I do, however, feel that Mr. Jarrett's estimate of 300 surviving Hinkley and Company, and 500 Central Overland-Denver City KT covers is overly optimistic.

While Mr. Jarrett included little history of the period (other than postal) in his text he did include some fascinating photographs of life in Colorado during this period. In my opinion this is one of the very best philatelic books of the year, and is highly deserving of the award of the Ashbrook Cup by the U.S. Philatelic Classics Society for 1976.

David T. Beals III



## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### ACROSS THE LINES IN 1861

RICHARD B. GRAHAM

I suppose the words "Across the lines" or "Through the lines" comprise about as eye catching phrases as an auction describer can want when writing up a cover. Yet, these phrases apply to a rather wide range of uses, especially in 1861, when no one on either side seemed to think the Civil War would really last very long, and each side believed that it was only necessary to show some force for a few weeks and the other side would cave in.

After it began to be apparent the war would not end momentarily, procedures were established whereby flag of truce covers could be passed from one side to another across the lines. Most of the prisoner of war censored covers date from the years after 1861, and the further along the war proceeded, the better established became the procedures for censoring and exchanging the covers. These are well documented, but those covers across the lines during the first summer of the war are diverse and confusing in their methods of handling and their markings. Our purpose in presenting this article is to outline the historical and postal events and facts which pertain to the passage of the covers.

#### ASSUMPTION BY THE CONFEDERACY OF THE MAIL SERVICE IN THE SECEDED STATES

On June 1, 1861, the Confederate government assumed control of the post offices in the seceded states. This was by a proclamation of Confederate Postmaster General Reagan issued on May 13, 1861. This proclamation was followed by an order of Federal Postmaster General Montgomery Blair, dated May 27, 1861, stating that Federal postal service in the states of Virginia, North and South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Texas was "*suspended* from and after the 31st instant." This order was illustrated in *Chronicle* 70: 96. In this respect it should be noted that some highly respected postal historians, including the late Stanley B. Ashbrook, have given this date of suspension of the Federal mail system in the South as May 28, and that has been widely quoted. We believe the misconception to stem from an ambiguous sentence in a report of Montgomery Blair to the Congress on July 12, 1861. He stated, "I directed it [the postal service] to be discontinued on 28 of May by an order herewith communicated. . . ." Here, we believe Blair meant May 28 to have been the date the order was issued, rather than the date of its being effective, which is stated in the order as May 31, 1861, thus dovetailing nicely with the June 1 date in Reagan's proclamation of May 13, 1861.

A few other facts regarding Blair's order should be noted. First, it actually *suspended* Federal mail service in the then seceded states, which did not at that time include Tennessee. It did not forbid communication, but simply discontinued, for the time being, the Federal mail service. In addition, it excluded Western Virginia from the order, although it did not specifically define that area.

In the months before the assumption by the Confederacy of the mail service in the seceded states, those states had continued to operate under the Federal mail laws and contracts. Collectors happily categorize such covers with 1857 U.S. stamps, dependent upon dates of secession and of admittance to the Confederacy, the former being known as "Independent State" uses, and the latter, naturally, as "Confederate use." Such covers with U.S. 1851-57 stamps, to be acceptable, must be positively year dated, either by postmark or collateral means, after secession of the state where they were postmarked in very late 1860 or in 1861, prior to the first few days of June.

### TENNESSEE USES, June 1, 1861 through July 3, 1861

As stated above, Tennessee had not yet passed any ordinance of secession on June 1, 1861, when the Confederacy took over the mail service in the seceded states. Tennessee did secede on June 8 and was admitted into the Confederacy on July 3, 1861. Mail service was officially discontinued by Montgomery Blair on June 10, although this suspension of service was limited to "Middle and Western" Tennessee, the extent of the area not being defined.

We have not seen many covers from Tennessee during this period, and we should like to hear of more. However, Figure 1 illustrates a most interesting cover from Western Tennessee to North Carolina during the period considered here. The cover contains a long letter, written in two sections, and datelined at the head of the first section "Sandy Bridge," which is located in Carroll County in western Tennessee. The first part of the letter is not dated, but mentions, luckily, that "we had an election June 8, but have not heard how it came out yet." The letter writer then, correctly, predicted that "Tennessee will go out." The cover was postmarked at Huntingdon, Te, the county seat of Carroll county, on June 25, 1861. The second portion of the letter is dated June 22nd.



Figure 1. From the Independent State of Tennessee, June 1861, to North Carolina in the Confederate States.

The cover is addressed to Shaw's Mills, N.C., then part of the Confederacy. The rating of the cover is interesting and unusual, being "PAID/3" with the "PAID" handstamped and the "3" in manuscript. This was applied at Huntingdon, Tennessee. The cover also bears a manuscript "Due 5," which was applied either at Shaws Mills or at some point in North Carolina where the cover from the Independent State of Tennessee entered the mails. However, we lean to the former idea, as a post office other than Shaws Mills, to which the cover was addressed, should have applied its town postmark to the cover. Shaws Mills is located in Guilford County, North Carolina, of which Greensboro was then and still is the county seat.

Huntingdon, Tennessee, is between Nashville and Memphis, being in Western Tennessee about midway between the two cities. The cover would have to have been carried several hundred miles by a direct route, although not the "over 500 miles" requiring 10¢ per half ounce under the new Confederate postal rates. One can only speculate the Tennessee postal contractors and postmasters continued to operate upon the assumption they would be paid when the Confederate government assumed responsibility for mails in Tennessee. However, the cover of Figure 1 is a rather fascinating type of "Across the

lines" cover, particularly from its being used from Western Tennessee where the Federal mails had been officially discontinued, to a post office in the Confederacy, and being prepaid for the one service and collect for the other.

Are there more like it?

#### BY EXPRESS

Figure 2 shows a more conventional type of across the lines cover from early in the war, through the courtesy of Lynn Brugh. This was carried by an express company, quite possibly Adams, in June of 1861, from Macon, Georgia, across the lines, and placed in the mail at New York, to which it is addressed, where it was handled as a letter from out of town. The cover was actually placed in the Confederate mails at Macon, Georgia, on June 11, 1861. It was prepaid 10¢ at that point, for the new Confederate single rate for over 500 miles, as it was addressed to New York. Just how or where the cover was turned over to an express company for carriage across the lines is unknown, but it was probably not done at Louisville; the express company routes were apparently not yet operating from Nashville and Memphis to Louisville at that time.

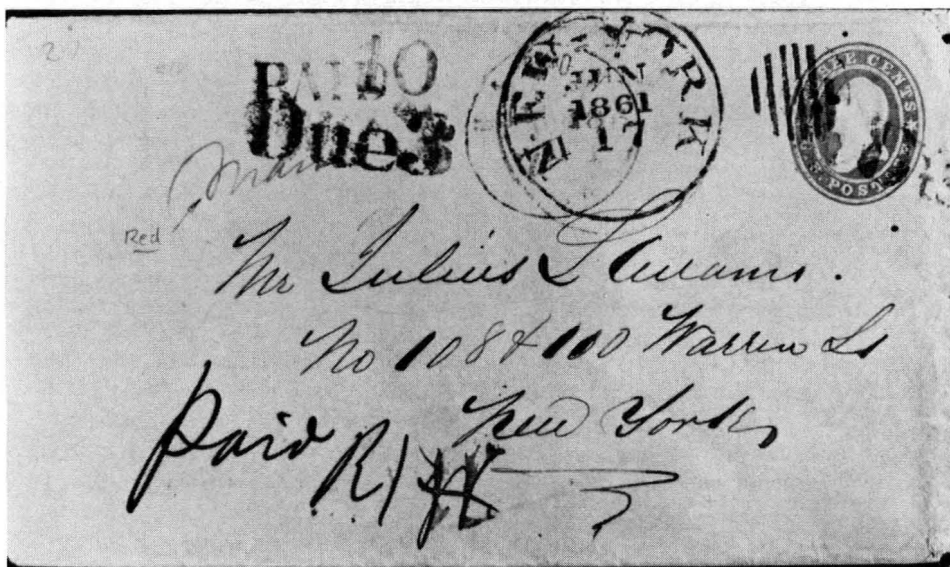


Figure 2. Across the lines, probably by Adams Express, from some point in the Confederacy where the mail was turned over to the Express Company, to New York, May and June 1861. Courtesy of Lynn Brugh, Jr.

The cover bears several manuscript notations, probably applied by the express company, among which is a "paid, R/W," a "B" and an undecipherable manuscript word in red. If the cover was paid, just how this was accomplished is something of a mystery, considering that the cover first went through the Confederate mail system, as witness the Macon town marking and "Paid 10." Payment to a post office department was almost never relayed to an express company; also, express company charges were generally considerably greater than government postage.

At New York, the cover was postmarked on June 17, 1861, and a "Due 3" applied. The probable reason for this was that on June 11, 1861, the U.S. Postmaster General, Montgomery Blair, directed all U.S. postmasters to disregard the stamps on all letters from the Confederate States, and to send all such letters to the Dead Letter Office.

The cover shown in Figure 2 was within the letter of the law for express covers at the time, being in a U.S. stamped embossed envelope of the correct U.S. postage. Just the same, the New York post office neither observed the postage (unless the letter was double rate) nor sent it to the Dead Letter Office.

We are inclined to think the postage was not observed, because of the portion of the second "Due" handstamp at the right edge of the cover, just under the embossed star die. This gives the appearance of its being one of the large number of letters all marked "Due 3" by being laid in a row on a table and all the covers handstamped as part of a sequence.

This cover, as with other early covers of the period, was perfectly acceptable and legal, since it was carried by an express company. The Macon postmark revealed the source, but the route of the cover is a mystery.

#### TENNESSEE to MISSOURI

Figure 3 shows another cover on which we can only guess the route across the lines. Shown through the courtesy of Len Persson, this cover originated in Tennessee and was addressed to Missouri. We do not know the year, but the cover bears a "Richland Sta, Ten, July 9, Paid 10" endorsement in manuscript. Richland Station was in Sumner County, Tennessee, on the Louisville & Nashville R.R., northeast of Nashville.

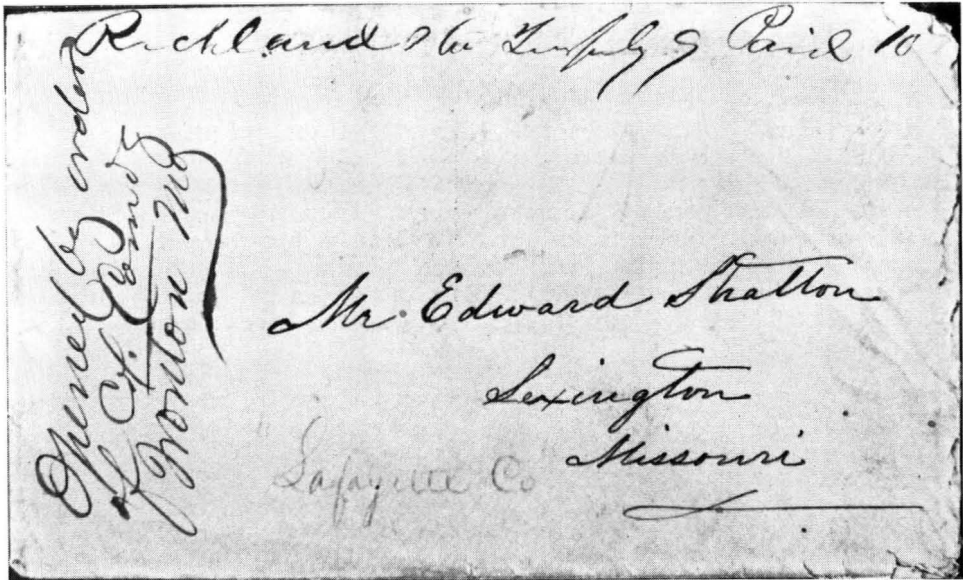


Figure 3. From Richland Station, Tennessee, July 9, 1861, directed to Missouri. Opened by order of the Commanding Officer at Ironton, Missouri. Courtesy of N. Leonard Persson.

The cover bears an endorsement that it was opened by order of the Colonel Commanding at Ironton, Missouri. This town is in Iron County in southeastern Missouri.

The cover bears no Federal or Missouri postal markings. In the writer's opinion, the cover was part of a captured mail. It may have been found innocent and forwarded on to its addressee in Lexington, Lafayette County, Missouri (just east of Kansas City), but if it was, it went in a Dead Letter Office envelope, with postage collect.

Richland Station, as previously noted, was located in Sumner County, Tennessee, on the Louisville & Nashville R.R. between those cities and just south of the Kentucky line. The place does not show on today's maps, but according to Scott Gallagher, had its brief moment of prominence in 1861. Then a Confederate mustering camp, called Camp Wild Cat, Gallagher believes, was deliberately established very close to the Kentucky line, and, incidently, close to Richland Station. The purpose of the camp was to provide a handy point for young Kentuckians and others of Southern sentiment to come down from Louisville and enlist in the Confederate armies.

Letters from the young men at the camp entered the mails at Richland Station, the postmarks of which thus may be categorized as station Railway



postal markings. Until June 1861, this would be a Federal marking, and after the Confederacy took over the mails in Tennessee, obviously, the markings were Confederate in origin. The cover of Figure 3 was mailed on July 9 with a Confederate rate of "Paid 10," all in manuscript. The year of use has to be 1861, since this area was in Federal hands by July 1862 and for the rest of the war. Presumably, the cover contained a letter of a Confederate soldier to relatives or friends in Missouri. How it got to Ironton, Missouri, is difficult to say, but a July 9, 1861, use is necessarily an extremely early use for Confederate Tennessee.

The point of all these covers is that the mail authorities saw nothing wrong with sending them across the lines, provided the postage was paid when the letters were under their government jurisdiction.

In evaluating the routing of covers of this nature, the important thing is to know the dates when major changes took place. The dates of each state's secession and joining the Confederacy are well known. June 1st, the date of the Confederate takeover of mail service in all the seceded states, is important. And the fact that commercial communication was finally banned by the Federal Government on August 26, 1861, sets the final limit on covers of this type being sent.

### FORT CRAIG, NEW MEXICO, IN 1863

RICHARD B. GRAHAM

David T. Beals III, in an article in *Chronicle* 66:59-60, discussed the history and location of Fort Craig, New Mexico, and described covers of the 1851-61 period. During that period, the marking was a balloon marking, usually quite clearly struck, and a few covers bearing U.S. 1861 stamps are also known with the marking. In February of 1862, Fort Craig's defenders were involved in a battle with Confederate troops from Texas under General Sibley. The result was indecisive; the Federal troops held Fort Craig and the Confederates went on northward.

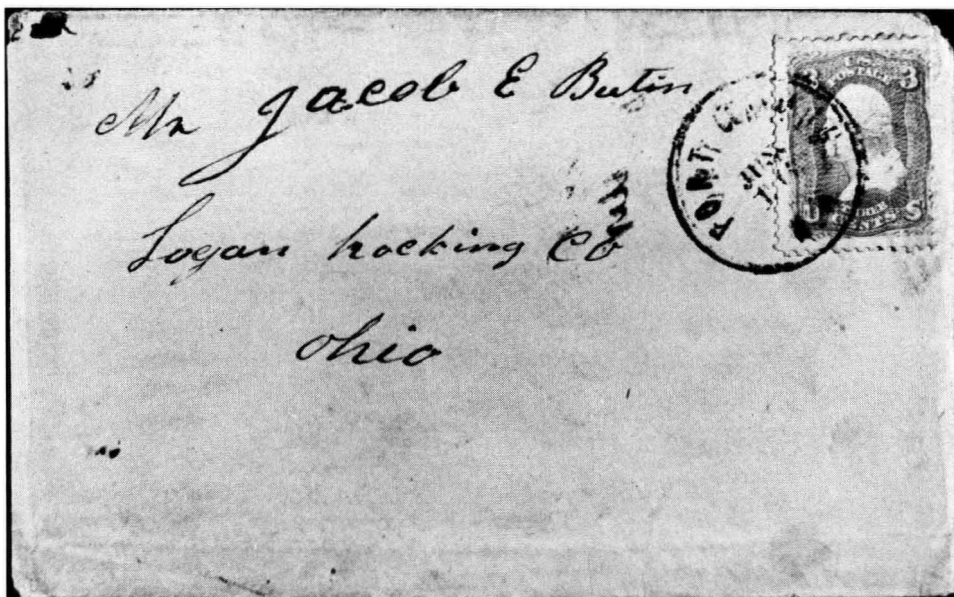


Figure A. Cover postmarked at Fort Craig, N.M., June 16, 1863.

Later, the Federal troops, a mixture of U.S. Regulars and New Mexico Volunteers, were replaced by troops of "The Column from California." The route and exploits of this expedition were discussed in *Chronicle* 63:112-13.

The cover shown with this article was mailed at Fort Craig by a soldier of one of the California Volunteer regiments with the column. He was writing



home to his folks in Ohio, whom he had left to go west in the early 1850s. The letter is datelined, "Fort Craig, New Mexico, April 14, 1863," but it was not postmarked there until June 16 of that year. The postmark is an approximately 26mm single circle, struck in black.

**Review: The Handbook of Civil War Patriotic Envelopes and Postal History, Volume I,** by Robert W. Grant. Over 250 pages, 8½ x 11, loose leaf in multiple ring binder, and almost 600 illustrations (as stated by the author) including some six or eight full pages in color. Edited by Gordon P. McKinnon. Published by and available from the author at P.O. Box 2060, Hanover, Ma. 02339, at \$42.50 plus \$1.50 for postage and handling.

This is the publication discussed by the reviewer on page 92 of *Chronicle* 94. The news release, issued by the author, stated, and we quote without comment:

American philatelists have long been hindered in their study of Civil War postal history by the absence of any related, comprehensive reference work.

*The Handbook of Civil War Patriotic Envelopes and Postal History* now fills this void with a quality collection of information, etc, etc, etc. . . .

Actually, the work is entirely about patriotic covers, and is really an amplification of Robert Laurence's *The George Walcott Collection of Civil War Patriotic Covers*, published in 1935 and reprinted by Mr. Grant in 1975. As Grant states, his catalog uses and extends the Walcott system of classification. Preliminary chapters discuss publishers and printers of patriotics. The last chapter of this volume lists and/or illustrates about 600 different patriotics. Further listings are promised.

The work is very nicely printed, about the only criticism being that the color plates are enlarged too much to really look well, with but one cover per 8½ x 11 page. In the reviewer's opinion, two covers per page would have been far more attractive and given a more accurate impression of the material illustrated.

The binder is a multiple ring patent type, of good quality. The front is gold stamped, but there is really no room for more pages in this binder. Subsequent volumes will require additional binders, and we do not see how the author-publisher can cut his costs beyond the present cost.

It should be emphasized that the volume contains only discussion of patriotic covers and designs, other than some descriptive material about the covers shown in the body of the volume. The descriptions are marred somewhat by a good many errors of fact, such as on the first page of the section, No. L4001. It refers the reader to Note 1, in which the name of an individual franking the cover illustrated is given as *Gilmore* Marston. Actually, this is the frank of Colonel (later Brigadier General) *Gilman* Marston of New Hampshire, a member of Congress and a volunteer officer. Under L819a, the "Swamp Angel," the heavy gun located in the marsh off Charleston, S.C., arranged to bombard the city, is described as a mortar. Actually, according to the *Official Records* (Vol. VIII, pages 19 and 32) this gun was a rifled 8" Parrott gun. There are other similar discrepancies in both the collateral material and in other portions of the cover descriptions, relative to the postal history.

While these goofs seem trifling, the data or misinformation as given could well serve as a cover write-up on either album pages or in an article. If such data is to be given, then it is not difficult to do enough research that it be reliable. In addition, although this reviewer has but little expertise of printers and designs of patriotic covers, and noted no errors of fact relative to that subject, one cannot help wondering if errors in one area do not reflect errors in the material in which the reader has little expertise.

Generally speaking, we can refer to Abraham Lincoln's famous book endorsement, when he said something like "For those who like this sort of a book, this is the sort of a book they will like." And I do find Mr. Grant's work enjoyable.

Richard B. Graham

## MONEY FROM HOME

JOHN D. KOHLHEPP

In the late summer and early fall of 1864, Civil War prisoners North and South found themselves on meager rations of such poor quality that it became practically impossible for them to avoid serious disease or outright starvation. In such camps as Johnston's Island near Sandusky, Ohio, and Roper Hospital in Charleston, S.C., humane treatment was the notable exception to the general rule. But, in many prisons, the drinking water alone was enough to guarantee a plot in the prison graveyard, and for the few clever enough to boil the water before drinking it, or to avoid it altogether, there still lurked the threat of scurvy and other debilitating diseases caused by the monotony and insufficiency of the diet. That such a lot was perpetrated on helpless prisoners by the inability and carelessness of officials in the camps and capitals of both combatants is a matter of record. That it was persisted in despite pleas for reform from the Christian Commission and inspecting surgeons of both armies is a high water mark of indifference and ineptitude which each generation's bumbling bureaucrats strive mightily to exceed.

Generally, Rebel prisoners in the North could obtain food and a few little semi-luxuries such as combs, tobacco, needles, soap, candles, writing paper, etc., from the prison sutler, if they had the purchasing power. And here was the rub. Confederate soldiers entering Northern prisons generally had little money, and what they did have had been issued by that rebellious contingent in Richmond, and was of no value in the North. What few pennies they could scrounge in prison often came from the manufacture and sale of hand carved gee-gaws sold to the Northern citizenry through the agency of the camp guards. Shrewd entrepreneurs at Southern Maryland's Point Lookout Prison Camp on the Chesapeake Bay, made food cakes of droppings from the garbage and whatever edible bounty the tide stranded, and sold same to their fellow prisoners. But generally the buyers proved one-time customers, the survivors having no stomach for repeat dealings.

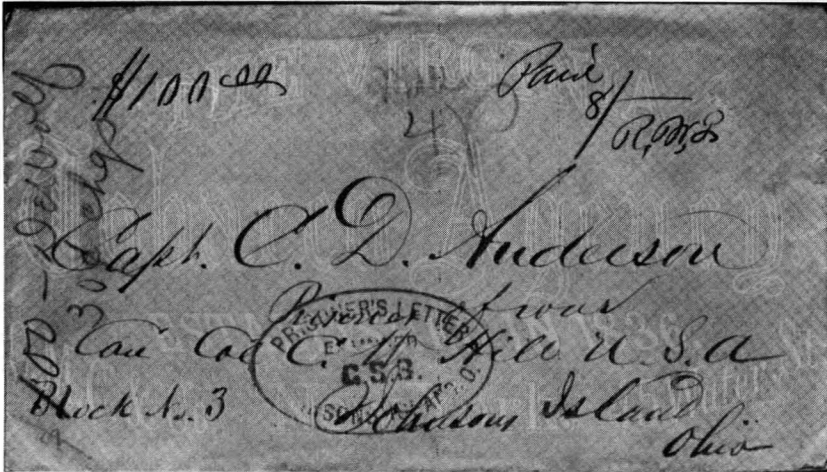


Figure 1. Sealed envelope carried outside the mails from Richmond to Johnson's Island by the Adams Express Company. Markings indicate payment of various delivery charges and that \$100 was enclosed for the addressee. Censored at the prison.

The destitute prisoner, facing starvation, had the final recourse of obtaining financial assistance from home through the mails. And here was the unkindest cut of all. For the homefolk were living in an economy of skyrocketing inflation and dwindling natural resources, and too often had their hands full keeping food on their own tables. In addition, Yankee money was in scarce supply in the South. Even if there was money to spare the POW in the North, it would invariably take the form of the Confederate variety, which would do him no good at all. The problem of supplying the prisoner from the homefront was therefore difficult and complex. United States Treasury notes had to be ob-

tained, and if this obstacle could be overcome, delivery of the currency had to be effected. It is the delivery of this precious cargo with which we are concerned.

Figure 1 shows an overall advertising envelope of "The Virginia Tobacco Agency, 15 Water Street, New York, Established in 1836." The back is sealed by five wax impressions of the Adams Express Company of Richmond, Virginia. The cover is addressed to Captain C(harles) D. Anderson in care of Colonel C. W. Hill at the prison camp at Johnson's Island, Ohio. From the various notations on the front of the cover it can be determined that \$100 in cash was enclosed for the prisoner, a handsome sum, indeed, in Civil War times. "Paid 8/RWL" indicates the express company's fee of "eight bits" or \$2 and the clerk's initials. The pencil marking at the top, "Bills 4P" probably means that currency and a four page letter were enclosed. At the left "\$100-DeWolf 30¢" again denotes the amount of money enclosed, along with the name and fee of the local delivery agent. The final marking is the familiar oval handstamp censor marking of Johnson's Island, with the initials of the censor, "C.S.S."

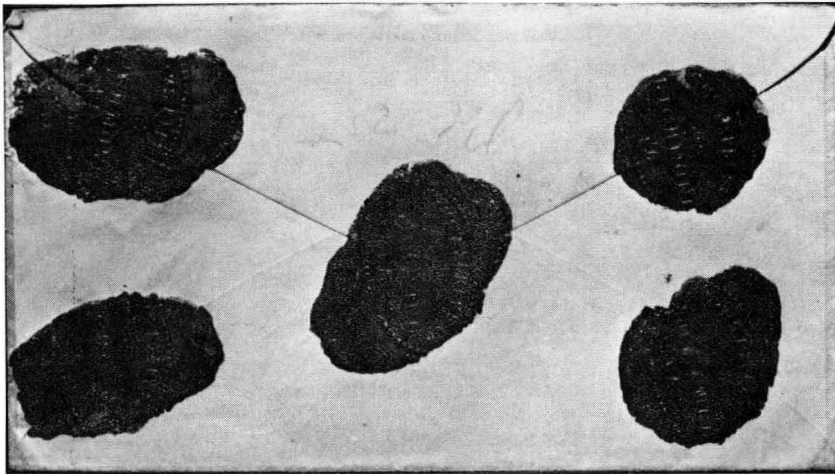


Figure 1A. Reverse of cover in Figure 1 showing wax seals of the Adams Express Company, Richmond.

This was undoubtedly an exceptional method of sending cash to a prisoner, as the Adams Express Company fee was expensive, prohibitive to most. It would be interesting to know just where this item crossed the lines, but the best bet is that it took the normal Richmond to Fortress Monroe route, was censored at both points and turned over for delivery to the Adams Express Company which was in operation at Old Point Comfort, just outside the walls of Fortress Monroe.

One minor procedural violation is suggested here. Anderson was captured in April of 1865 and according to flag of truce regulations, no letter intended for a prisoner was deliverable after June, 1862, if it was over one page in length. The notation "4P" suggests that this letter was four pages long and technically should not have passed censorship. However, it is easy to understand that regulations of this type were sometimes overlooked, with the degree of overlooking varying in direct proportion to the largess of the prisoner. And, with \$100 to his credit, Anderson had largess to spare.

Usually, in cases of this sort, cash was not turned over directly to the prisoner, but credited to his account on the prison books. He was then free to draw on this account in transactions with the camp sutler.

Figure 2 shows a method of sending cash which was available only to those correspondents of prisoners who had direct access to a Federal post office. Mailed from Jersey City on November 30, 1864, for an additional 20¢ registry fee payable only in cash, this registered letter #123 contained \$10 and stamps for the prisoner, Pvt. John McCabe at Point Lookout, Maryland. McCabe was a Texan who had been assigned as a replacement to a South Carolina regiment

and had been captured near the Weldon Railroad. He had succumbed to the ravages of dysentery before this financial assistance arrived and was reported "Dead" at mail call, an apparent victim of Point Lookout's mineral-loaded water supply.



Figure 2. Registered letter from Jersey City to a prisoner at Point Lookout in care of Major A. G. Brady, Provost Marshall. Contents were \$10 and stamps but the prisoner died before his letter arrived. Few Rebel prisoners had friends or relatives in the North to provide such assistance.

Figures 3 and 4 show a means of sending money which could best be termed the "trust-to-the-gods" method. It consisted of placing currency in an envelope and posting same to the prisoner. It will be noted that these covers were mailed from Missouri, in the Union, and did not pass through an exchange point. Covers to or from prisoners in the St. Louis prisons are rather scarce, perhaps six reported originating within the prisons and approximately twenty recorded going in. The latter all have the same characteristics: they contained money for the prisoners who were no longer on the premises, and they bear a partially erased magenta docketing showing a date. The exact nature of the latter is not fully understood, but was probably a bookkeeping control put on by the prison authorities and partially obliterated, perhaps after the war, when these covers were removed from the prison files and disposed of. It seems that none of these covers were delivered as notations thereon indicate the addressees had departed. The covers were neither forwarded nor returned, and it was probably deemed unwise to destroy them since money was involved. Who eventually pocketed the cash is open to speculation.

The Myrtle Street Military Prison was at one time a slave pen used by a dealer named Lynch prior to the outbreak of hostilities, while the Gratiot Street Military Prison was formerly the McDowell Medical College. Both buildings were impressed as prisons in this highly volatile theater of operations. Missouri was a state sharply divided in its loyalties to the Union. Brother against brother was not a rare exception; guerilla warfare was commonplace. Here Frank and Jesse James received the highly specialized training which made them so successful in the railroad and banking industries in the 1870s. The St. Louis prisons, therefore, became melting pots for all manner of human wartime flotsam—Confederate soldiers, deserters from both armies, political prisoners, Southern sympathizers, bushwhackers, just plain suspicious folk, and on and on.

George Thomas (see Figure 3), an inmate of the Myrtle Street Prison, had been arrested in 1862 on suspicion of "being connected with quinine shipments," indicating smuggling or illegal handling of this drug which was in short supply in the South. He was paroled to the St. Louis area, but was apparently arrested again late in 1864 or early 1865. If Thomas was making big money from his activities, he wasn't sending scads of it home, or if he



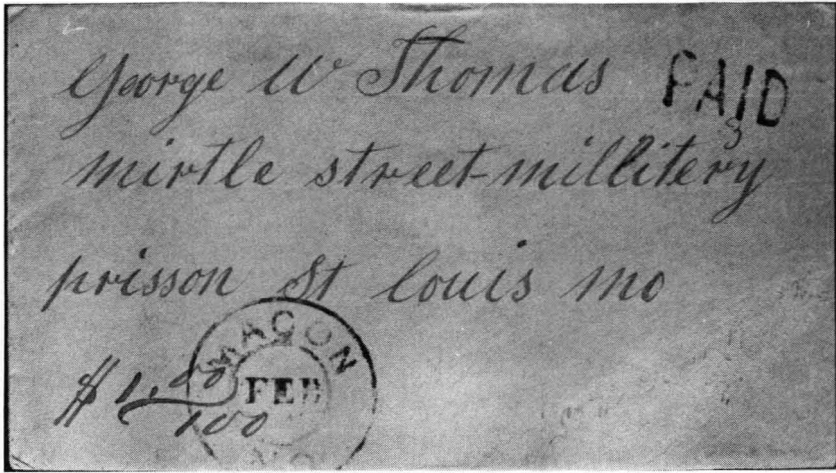


Figure 3. To George W. Thomas at "mirtle street millitery prisson" in St. Louis with \$1 enclosed for his use. Notation on the back indicates Thomas had been transferred to Jefferson City Prison and did not receive the letter.

was, the folks were spending it mighty fast, for they could only scrape together \$1 for his use in prison. A notation on the reverse of the cover "gone to Jefferson City Prison" indicates Thomas had been transferred to new quarters.

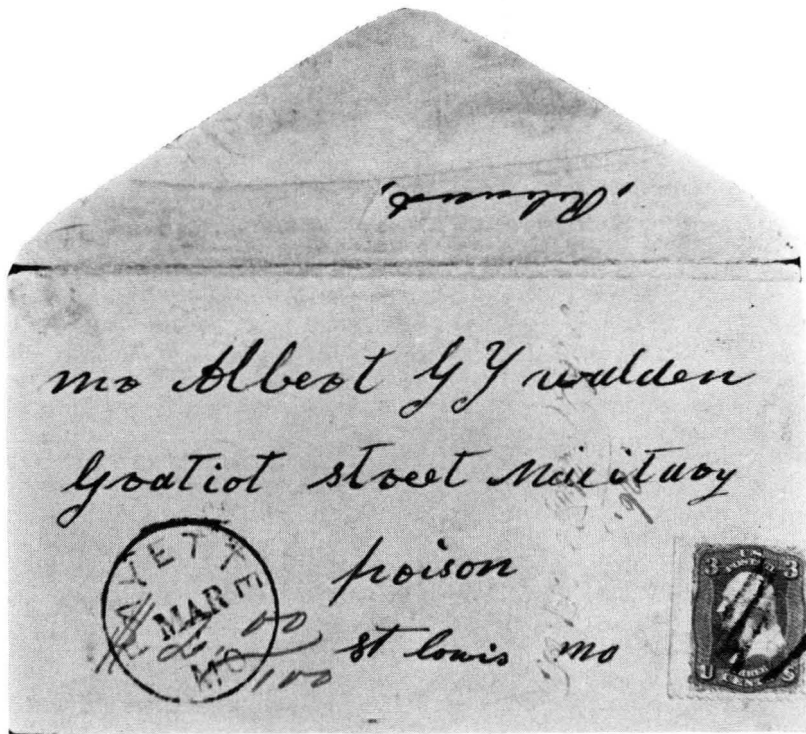


Figure 4. To a prisoner at Gratiot Street Military Prison in St. Louis. Prisoner had been "Released," per the notation on the back flap.

The final method of financing Rebel prisoners in the North is probably the commonest and simultaneously the least understood. Figures 5 and 6 show typical examples. These covers originated in the South, originally carried in the Confederate postal system inside other covers addressed to the Commissioner of Exchange at Richmond. At the Southern capital, these outer covers



were destroyed, the contents censored, and the surviving inner envelopes forwarded through the lines to Fortress Monroe for Yankee censorship and delivery to prisoners in the North. Devoid of postal markings and bearing uncanceled Federal stamps, these covers appear "fishy" and are sometimes scorned by collectors. A typical comment is "for some reason, they weren't mailed." They all possess the following characteristics: 1) a little red pencil "c"; 2) a green pencil "dep" notation; 3) a notation that money was enclosed; 4) a two or three digit number, generally in a circle, in ink; 5) often, a black manuscript censor marking; 6) generally, a 3¢ 1861 Federal stamp, uncanceled.

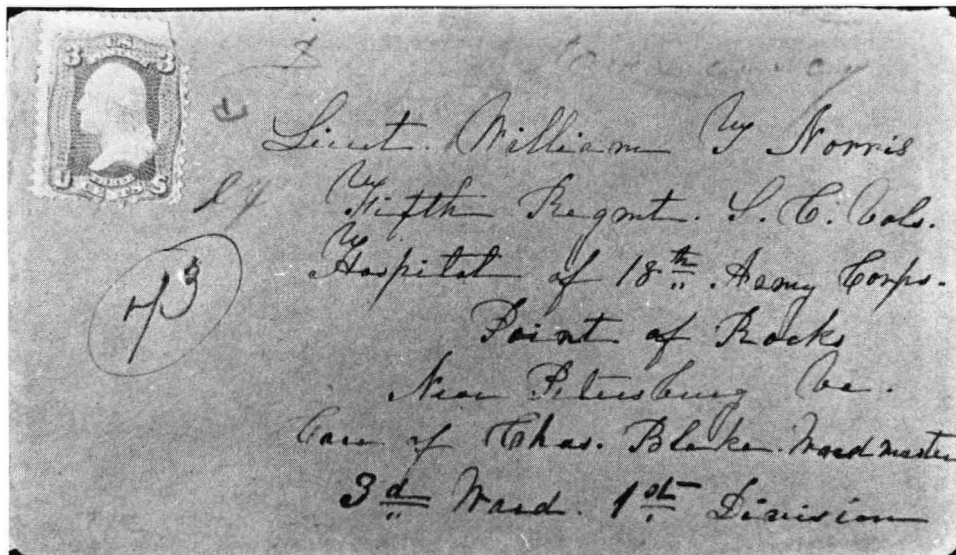


Figure 5. "Money-letter" to a wounded Rebel prisoner at the Federal field hospital near Point of Rocks, north of Petersburg, Virginia. Cover bears the usual notations found on this type of cover, carried by military courier to prevent looting of the contents.

It was felt at first that such covers came through the exchange point, Fortress Monroe, without a Federal stamp and that the authorities there could not relegate these letters to the Dead Letter Office for non-payment of postage because the postage was actually payable out of the currency enclosed. And because of the difficulties of attaching a 3¢ stamp and then "making change" from a Treasury note, that the covers were carried to the prisons by military couriers where change was made and stamps affixed in payment of postage, but left uncanceled since most of the prisons had no post office. This seems a somewhat complicated procedure, and on referring the subject to Mr. Thomas Parks, a long time authority on Civil War and prisoners' mail, it was learned that these covers have long been considered as having been carried outside the mails from Fortress Monroe by military courier simply to prevent looting of the contents.<sup>1</sup> This simple and more straightforward theory would have the Federal stamps affixed in the South but not cancelled in the North because the covers never entered the Federal postal system.

The author has seen such a "money-letter" from the South addressed to a prisoner at Point Lookout, the one prison camp which did have its own post office. Oddly enough, the stamp thereon was cancelled at Old Point Comfort, and it had been handled as any normal piece of mail by the post office, sans military courier. Covers such as these bear out a rule of thumb imparted by the same Tom Parks a few years back, which roughly stated goes, "the only thing consistent in handling through the lines mail was the

1. The couriers were members of the Veteran Reserve Corps, also known as the Invalid Corps, composed of soldiers who had survived serious wounds and were not deemed fit to return to field duty. They were assigned to such service as military police, guard duty, couriers, etc.

inconsistency thereof." Deviations from the norm in this area are to be anticipated with regularity.

The numeral in circle on these covers was probably a control number put on at Fortress Monroe to account for mail of this type. The little red "c" could stand for "cash" or "courier," while the green "dep" indicates that the money was deposited, probably in a special fund, since in many cases, (and identical to the St. Louis prison situation) the prisoners were not on hand to claim their money.

Figure 5 shows a cover carried by military courier to a hospitalized Rebel soldier, William Norris of the 5th South Carolina Infantry. Wounded and captured during the siege of Petersburg, Norris was removed to the Federal hospital at Point of Rocks, near City Point, Virginia, where his leg was amputated. He died there on November 10, 1864. The cover bears a red "c," a smudged green marking and a partially erased pencil notation that money was enclosed for the prisoner.

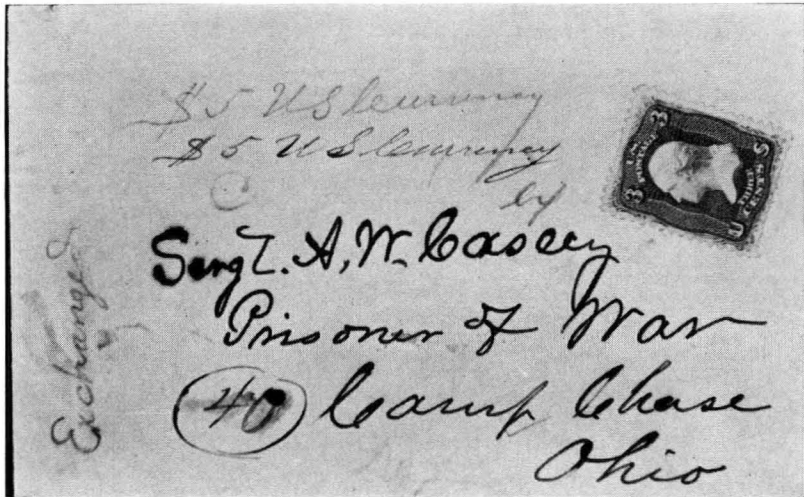


Figure 6. Another money-letter cover to a prisoner at Camp Chase. Creases at left and across top show where this "inner" envelope was folded to fit inside an "outer" envelope for mailing to the Southern exchange point.

Figure 6 pictures a similar cover to a prisoner at Camp Chase, near Columbus, Ohio. The red "c" and green "dep" are clearly indicated, as well as a censor marking, a "40" in a circle, and "\$5 in U.S. currency."



Figure 7. Money-letter cover fashioned from wallpaper, to a prisoner at Rock Island Barracks. Undelivered as the prisoner had been "exchanged," per the faded blue notation just below the stamp.

Figure 7 shows another courier-carried cover which is truly a postal history irony. While the correspondent was able to furnish the prisoner \$5 in U.S. Treasury notes, a difficult feat in those hard times, he was unable to obtain that very scarce commodity in the Civil War South—a plain envelope—in which to mail it, using instead a multicolored piece of wallpaper to send the money north.

For every money-letter that went undelivered, there must have been dozens that found their way to the hands of the addressees. It is understandable that few such covers survived once the contents were removed, the difficulties of life in prison camps not being conducive to the storing of old correspondence. Figure 8 illustrates one survivor which is unusual on several counts; first, it was sent to Rebel prisoner M. W. Barton at Point Lookout from Randolph, Massachusetts, in pure Yankee territory, second, the vehicle utilized was an embossed envelope, not often seen on prisoners' mail, and third, the \$1 enclosed was signed for by the prisoner right on the face of the envelope, thereby giving the bearer a receipt for the funds received. The bearer was Captain J. N. Patterson, the provost marshal of Point Lookout, in whose belongings this receipt-cover was found many years after the war ended.<sup>2</sup>

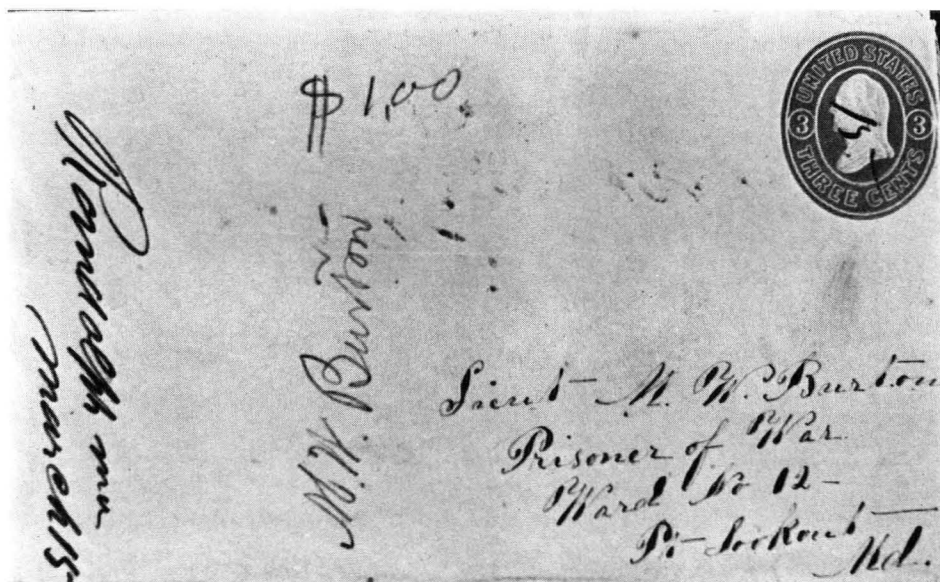


Figure 8. Cover containing \$1 receipted by the prisoner, Lt. M. W. Burton. "Ward No. 12" indicates the prisoner was in Point Lookout's Hammond Hospital which was utilized mainly for Federal soldiers, but treated the sick from among the prisoners as well.

It is interesting to compare the many claims of ill treatment of Rebel prisoners in Northern camps—failure to provide tents in the winter chill and blinding glare of summer sun at Point Lookout, the malarial conditions on Pea Patch Island in the Delaware River, the abiding presence of a festering pool of human waste material at Camp Chemung in Elmira—to the exclusive courier delivery of money-letters to the needy confined in these camps. The claims of ill treatment, many of which were quite justified, just don't correlate to the mail delivery furnished Jeff Davis' soldiery in the North. Or perhaps it would suffice to say that the Union Army ran an uncommonly fine mail service.

2. See Richard B. Graham's article "J. N. Patterson" in the August-September 1965 *Confederate Philatelist*.

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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**NOTES AND COMMENT**

In the last few *Chronicles*, this 1869 section has consumed more space than it should have, obviously at the expense of the other editors. By way of making amends, it is deliberately abbreviated this time. Instead of the usual windy scholarship, we'll spend a few pages tying up loose ends and sketching what is planned for the future.

Recent contributions to this section have generated considerable feedback and recognition. In *Chronicle* 89, William Herzog combined new and old data to revise the decades-old figures on the quantities issued of the various 1869 stamps. Those who attended our successful San Francisco meeting already know that on the basis of this and other contributions to the philatelic record, Herzog was awarded the Carroll Chase cup for 1976. Congratulations, Bill.

The significance of Herzog's figures is just beginning to sink in. Using the Herzog data and the stamp agent's ledger sheets, I sat down a few months ago and calculated that no more than 140,000 15¢ 1869 Type I stamps could possibly have been issued (versus the long-standing Luff-Brookman estimate of 200,000). The logic is arguable, but the numbers sustain. (For those who are interested, the full discussion appears in the May issue of *The 1869 Times*.) This means that the 15¢ Type I was issued in considerably fewer numbers than either the 24¢ or the 30¢ 1869 stamps. An unanswered question is whether the Type I covers, which currently sell for \$300-\$600, are actually scarcer than 24¢ or 30¢ 1869 covers, which sell for much more. I think not, but the only way to find out is with a census. Any volunteers?

On the subject of cover censuses, early response to Richard Searing's listing of 24¢ 1869 covers, published in *Chronicle* 93, has been most encouraging. Several heretofore unlisted 24¢ covers have surfaced, and others, whose whereabouts were previously unknown, have been located—many of them in collections of Society members. Sharing information of this nature is our very purpose. To all who helped, many thanks. Searing plans an update of this listing in due course, and is now at work on a comparable listing of 30¢ 1869 covers.

Many 30¢ 1869 covers went to France. Of these, a good number can be charitably called questionable. In order to chase the foxes out of the henhouse, it's essential to assemble everything now known about the markings and postal practices that characterized U.S. correspondence to France during the 1869 period. This is something I've wanted to do for a long time anyway, and Searing's 30¢ project provides the impetus. If all goes well, this section next time will publish my notes on French intercourse during 1869—to be followed, in the winter, by Searing's write-up on the 30¢ covers.

*Chronicle* 90, our special Interphil issue, featured a newcomer to these pages, Jim Schreiber, who described a number of domestic covers bearing an unusual single-circle "DISPATCHED/PHILAD'A. PA" marking. Jim reports considerable response from his write-up, and has reached, preliminarily, a rather startling conclusion about this marking. Without giving anything away about Jim's discovery, which will be published here as soon as all the facts have come together, it seems likely that this marking deserves catalog recognition because of the type of service it represents. Readers who have information on insights about these Philly covers, or about 24¢ or 30¢ 1869 covers, should communicate directly with the authors involved, or through me.



Two points of clarification:

(1) In *Chronicle* 86 I wrote about the short-lived 10¢ direct rate, via Hall line, between the U.S. and New Zealand. This rate was in effect between May 27 and November 30, 1870, and covers showing it aren't common. I knew of one then, and have since learned about another. This 10¢ rate was supplanted by a 12¢ rate, specified in the postal treaty between the U.S. and New Zealand, effective 1 December 1870.

In mentioning the 12¢ rate (*Chronicle* 86: 104), I wrote that "the 12¢ rate remained in effect up through the Universal Postal Union." In a letter, colleague Richard Graham amiably pointed out that this statement might mislead, implying that the 12¢ rate lasted only until 1875 or a few years later.

In fact, New Zealand and some of the Australian states didn't join U.P.U. until many years after the rest of the world. Graham showed both cover and documentary evidence to support this. The fact is that New South Wales, Victoria, Queensland, West Australia, South Australia, Tasmania, New Zealand, British New Guinea and the Fiji Islands all joined U.P.U. on 1 October, 1891.

(2) *Chronicle* 94 published a long article about 1869 covers to Denmark and Sweden. Page 102 showed tracings of exchange-office markings that appear on these covers. These included two varieties of a script Weiterfranco handstamp (shown as E and F in the tracing plate) which apparently was applied on the Verviers-Cologne postal sorting car, and one example of a boxed Weiterfranco handstamp (tracing G) apparently applied on direct covers entering Germany at Bremen. Hamburg handstamps weren't shown, because I didn't know they existed.

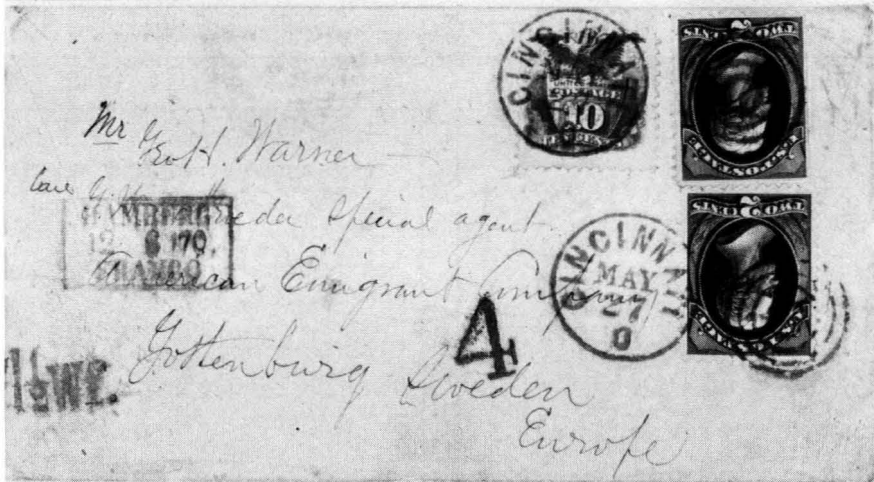


Figure 1. 10¢ 1869, plus two 2¢ Banknotes, making the 14¢ rate to Sweden, effective 9 April 1869–30 June 1870. The cover was posted at Cincinnati on May 27, 1870, showing the blue Cincy markings that are typical of this period. The handstamped "1½Wf." at lower left is a restatement of the U.S. credit 4, representing the North German Union's charge for service beyond Germany. All covers to Denmark and Sweden, during the 1869 period, had to go via N.G.U.

The cover in Figure 1 shows that they do. The marking at lower left shows "1½ Wf.," meaning "1½ silbergroschen paid beyond," the Germany-currency equivalent to the 4¢ U.S. credit. This cover, illustrating the 14¢ direct rate to Sweden (effective 9 April 1869–30 June 1870), must have been carried on the HAPAG steamer *Holsatia*, which left Hoboken 31 May 1870, touching at Plymouth early on June 10, arriving Hamburg June 12.

This section still seeks a volunteer in the Bay Area to research westbound departure dates of the transpacific steamers. Only a few hours' work is involved, in downtown San Francisco. Here's a chance to meet sexy librarians while making an enduring contribution to the philatelic record. Any takers?

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## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

### NEW YORK FOREIGN MAIL CANCELLATIONS 1870-1876

The fancy cancellations used on foreign mail originating in New York between 1870 and 1876 are among the most fascinating and popular of the "killers" used on United States stamps. The great variety of the killers and the beauty and intricacy of so many of them make "F.M.s" one of the most collectible and most satisfactory cancellation specialties in the National and Continental Bank Note stamps of that period. Also one finds fertile ground for studying the various rates to foreign countries (particularly prior to July 1, 1875, when the Universal Postal Union agreement became effective for a uniform 5¢ rate among the participating countries). Singles and multiples with well struck F.M. cancellations on them brighten up any Bank Note collection, particularly with the brilliant red ink used on many of them.



Figure 1. "Flying Clothespins" (NYFM S16) cancel on 1872 cover from New York to Turkey. Apparently prepaid at 12¢ rate for closed mail via England, but actually sent by NGU. Addressed to Henry Schliemann, the discoverer of Troy.

Add to this a cover to a far away place with an unusual rate and you have a collector's delight. For example, Figure 1 is a letter dated April 4, 1872, from New York to Henry Schliemann, the discoverer of *Troy*, addressed to him in care of the U.S. Consul at Dardanelles, Turkey, where he had just started his excavations to prove his position that Troy was a real city, not a myth by Homer, and that it lay below where he started his diggings. His discovery of Troy and proof of his position, which had originally been derided by many eminent historians and archaeologists, was one of the greatest historical events of the 19th century. Schliemann was an eminently successful businessman having interests in many countries including the United States during the Gold Rush period from 1849. It is truly a great cover and illustrates NYFM cancellation #S16 often called the "Flying Clothespins." The cancellation is in brown, the only recorded copy of that cancellation in that color.

Figure 2 illustrates a cover addressed to Mons. Phillippe de Ferrari in 1872

when he was a young man. Ferrari assembled the greatest classic stamp collection ever put together. The letter is from a New York stamp dealer, Wm. P. Brown, dated January 1872 tied by NYFM cancellation A28 on a 3¢ pink (Scott U36) blue letter sheet with a 1¢ ultramarine stamp (Scott #145) to Paris. Not only is it an historical cover of great significance but also illustrates the 4¢ rate paid to England with the balance of the rate ("10" decime mark—approximately 19¢) collected in France from the addressee, Mons. Ferrari, and with a 40 centime (about 8¢) accounting mark to Great Britain for forwarding to France. One wonders what rare and fabulous stamps may have been enclosed on approval.



Figure 2. Cover from New York stamp dealer addressed to Count Ferrari, the renowned philatelist. Sent at 4¢ open mail rate via England. NYFM A28 cancel.

Reading recently the *United States Mail and Post Office Assistant*, that wonderful publication which the Editor of the 1869 Period, Michael Laurence, was so instrumental in reproducing for the philatelic world, I ran across the following (December 1870 whole No. 123, page 491):

The law requires postage on all letters (including those to foreign countries when prepaid) excepting those written to the President or Vice-President, or members of Congress, or (on official business) to the chiefs of the executive departments of the government and the heads of bureaus and chief clerks and others invested with the franking privilege, to be prepaid by stamps. . . .

Having spent some time on free franks and their elimination effective July 1, 1873, by law sponsored by President Ulysses S. Grant, I was amazed to find that, in addition to the estimated 26,000 people invested with the free frank privilege, many of them as enumerated above could also have letters addressed to them sent free by the sender. I am sure that a study must have been made of such reverse use of free franks. I would appreciate any information that our readers may have about such use. I have a feeling Dick Graham has knowledge about it. It could make a very interesting article in a future issue. So let's hear from you.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### (1) Editor's Notes

• In this issue, in addition to regular features of dating Remele period markings and presenting newly reported Railway markings, we are pleased to offer a guest article on the "Ogdensburgh Route" by that noted postal historian Calvet Hahn.

• We are advised by Richard Frajola of Jack Molesworth, Inc., that the "Hickory Valley, M.C.R.R." station marking (TM 421-S-5) is not unique, but that actually two covers exist of this extremely rare marking—both of which carry the same date—Nov. 28, 1861. See *Chronicle* 92:283.

• While rummaging through our files trying to find *some* record of the San Francisco and Marysville R.R., we ran across an old letter from that late versatile philatelist, Henry Meyer. To indicate Henry's far-ranging interests I am imparting his study of an obscure killer, which he located on a UX5 postal card owned by his friend, Neal Grabert, of Evansville. Henry, who did his own photographic work, reported "A person can't make a thing out of it but a solid oval of ink with some funny spots, until you study it carefully, and then it finally becomes perfectly clear." First, Henry made a normal exposure (Figure 1a) which shows almost no detail. Then he under-exposed it (Figure 1b) which brought out much more detail, and finally he made an enlarged freehand sketch (Figure 1c) to show that it was a monogram device of the Jeffersonville, Madison & Indianapolis R.R. (a later name of the Madison & Indianapolis R.R.). The postal card was used in 1879 from Toledo, Ohio, to New Frankfort, Ind.



(a)

(b)

(c)

Figure 1. A step by step example of Henry Meyer's detective work in deciphering a previously unreadable marking.

One of the most unusual features of this strike that Henry did not point out was that the J.M. & I.R.R. ran nowhere near Toledo, Ohio, but that New Frankfort, Ind., was reached via Austin, Ind., a station on the Jeffersonville, Madison & Indianapolis R.R. 75 miles south of Indianapolis. Evidently the

route agent on the Indianapolis-Louisville local train, while sorting his local mail, noticed that the postal card was uncanceled by the Toledo strike and killed it with a separate handstamp killer before placing it in the Austin pouch. This fascinating killer tells quite a story about an unusual occurrence and a meticulous postal history student.

• Your Editor does not often object to practices of stamp dealers, but we have noticed a steadily growing tendency, which we feel is very detrimental to postal history collectors and, especially, to the younger beginning students of postal history. This tendency is to bulk-lot items of obvious postal history interest into huge lots containing many separate covers which would be collectible by the novice, beginner, and those of us who are have to watch our stamp budgets. This practice is growing among several auction houses in an obvious attempt to reduce overhead and catalog costs. However, we feel that such lots as 200 Iowa stampless covers and 750 different Iowa 19th Century town marks, for example, are a bit too much. They are obvious "dealer" lots and the ambitious young Iowa specialist of modest means cannot begin to build his collection reasonably from such lotting. While we certainly understand mailing costs pressure, it would seem far more constructive to issue mimeographed lists, without pictures and fancy artwork, that could be mailed at lower cost and attract the younger generation of postal history students on which we all depend.

## (2) A New Early Marking for the Ogdensburgh

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In his excellent summary of the Ogdensburgh Route (*Chronicle* 89), Charles L. Towle gives the essential data to identify a new early marking of the Remele N21b marking. The cover, illustrated here (Figure 2) has the typical 28mm circle NORTHERN • O.R.R. MAIL/-N.Y.—with a date of JULY/4, all in red. It is addressed to T.P. Chandler, President of the Ogdensburgh R.R., at Boston and inscribed "Vt. Central RR" and "R.R.B." (railroad business) as well as with a crossed out "Charge Box 1." There is no year date.

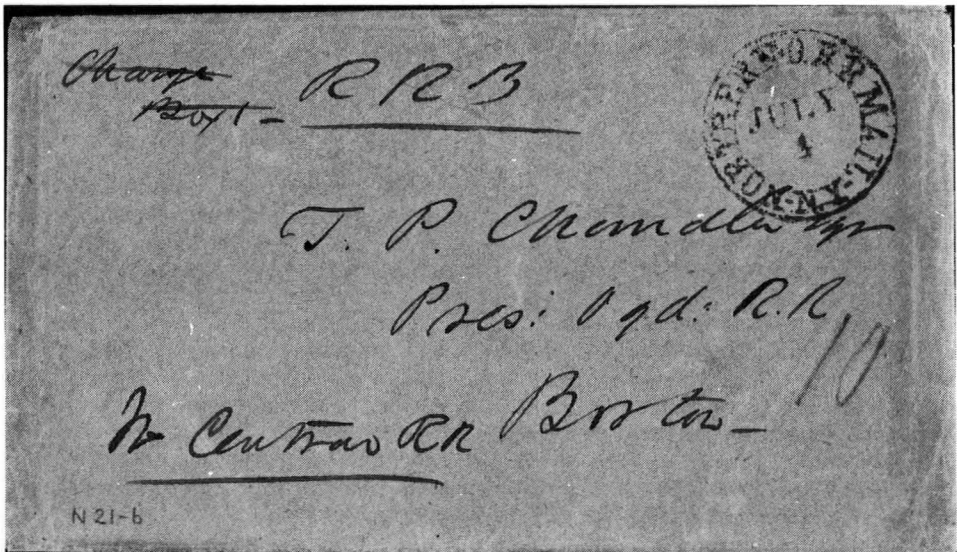


Figure 2. Cover with "NORTHERN O.R.R. MAIL/-N.Y.—" (Remele N21b) used July 4, 1850, a new early date for this marking.

The pencil "10" rate presented real questions, for the route marking has traditionally been reported as being 1851-7 period. Thus this would have to be a double unpaid letter to fit a July 4th date. But, there is evidence it is really 1850.

Inside the flap is a message not removed by past owners, Messrs. Hicks and Wyer. It reads: "Just heard the bridge bill has passed the Senate. Hurra."

This is the dating feature. Mr. Towle notes the 118 mile line from Ogdensburgh to Rouses Point opened for traffic on October 1, 1850, and that shortly thereafter, despite attempts to stop it in the Legislature of New York, an ingenious 300 foot floating bridge section was used for a trestle across the mouth of Lake Champlain so that the Northern could link up with the Vermont and Canada R.R. and New England.

If the bill passed in July, 1850, the opening of this route via the floating bridge after 10/1/50 would be a correct sequence. And, the pencil "10" becomes explicable. It is 286½ miles from Rouses Point to Boston on the local roads (Boston to Fitchburg 50¼ miles; Fitchburg to Bellows Falls, Vt., 64 miles; Bellows Falls to Burlington, Vt., 120 miles; Burlington to Rouses Point is about 53½ miles—total 287¼ miles). Only 13 miles are needed to push the rate into the 10¢, over 300 mile zone. The *American Railway Guide* for 1850 tells us that the Ogdensburgh & Champlain R.R., as it was known then, was open for the 41 miles to Chauteaugay. Any town from Mooers Forks westward to Chauteaugay would meet the 300 mile 10¢ rate requirement.

While the records show this marking running as late as 1857 in red, I would like to suggest that it was replaced by the Remele N21-a sometime between December 1852 and June 30, 1853, and thus probably was only in use for a little over a two year span.

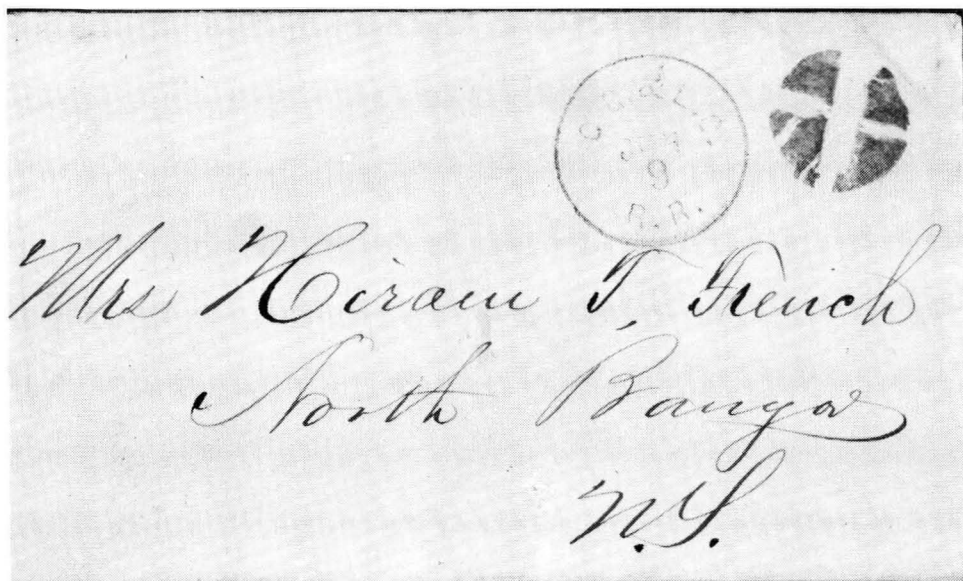


Figure 3. Another Ogdensburgh marking (T-M 101-G-2) known in the banknote period and thus a very late stampless use.

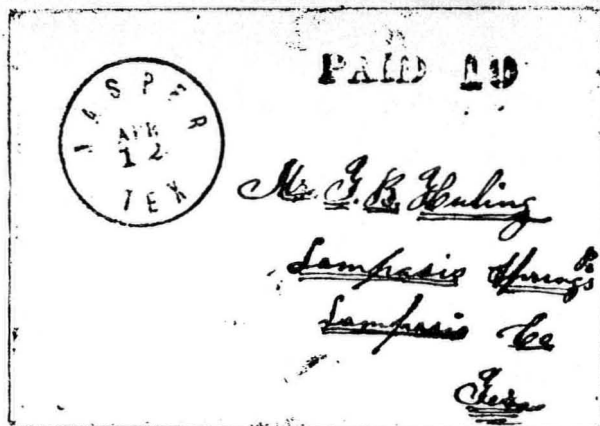
Intriguingly enough, the Ogdensburgh also has a very late stampless, Figure 3. This Towle-Meyer 101-G-2 is known in the banknote period with a June 28th date and in a slightly smaller size (without one "R") in 1872. While this appears postmarked with a quartered cork, the ink and positioning suggest it may actually be a duplex which would more readily explain the stampless condition. There is no trace of a stamp being removed on any part.

### (3) Dating Project—Remele Period Markings

In *Chronicles* 88 and 93 listings were made of markings A-2 through I-7 with available actual dates of use. Again we urge collectors to report dated markings earlier or later than those listed, with Remele number of marking, color and date with year. Only by constant cataloging and reporting of such dates can we arrive at a rational method of determining dates of use for different types and colors. In the sequence listed below there are many markings with no recorded dates—frequently due to only one example of marking being known. No dates have been recorded for Remele Nos. I-8, J-1, K-1-b, K-2-b, L-1,

*Gary Hendershott*

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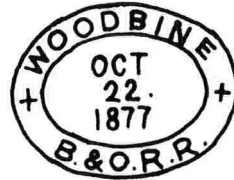
NEWLY REPORTED MARKINGS IV



356-D-1



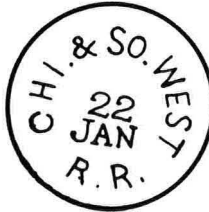
567-S-5



274-S-5-b



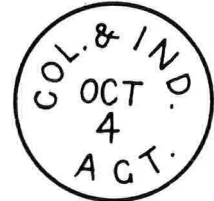
776-A-1



755-I-1



702-S-3



569-A-1

*C & O R R 10 2 1/2*

341-B-1



626-C-1



50-E-1

554-H-1

*6 x D R R Aug 28*

*L. N. & L. R. R. News*

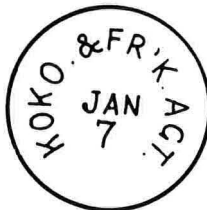
532-E-2



938-C-1



307-A-1



585-B-1



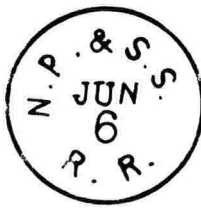
732-G-1



612-C-1



104-E-1



311-P-1



582-A-1



742-A-1



L-2, L-3, L-3½, L-4, L-5, L-6-b, L-6-c, L-6½, L-7-e, L-9, L-10-Sb, L-10-Sc, L-10-Se, L-11, L-12-S, M-½, M-1-c and M-1-d.

**New Listings for Remele Cat. Nos. J-K-L-**

<i>Remele Cat. No.</i>	<i>USTMC Cat. No.</i>	<i>Color</i>	<i>Early or Only Date</i>	<i>Late Date</i>
K-1-a	4-E-1	black	5- 2-55	7- 5-55
K-1-c	4-F-1	black	4- 4-51	5-29-54
K-1-d	4-G-1	black	12-20-61	
K-2-a	522-B-1	black	1-25-58	
L-6-a	561-D-1	red	7-16-48	6- 1-51
L-7-a	112-A-1	red	2-18-46	8- 4-49
L-7-b	112-A-2	red	1-22-49	9-19-49
L-7-b	112-A-2	black	7-10-48	
L-7-c	112-A-3	red	9-25-46	
L-7-d	112-B-1	red	4- 5-51	
L-7-d	112-B-1	black	1- 8-72	
L-8	303-A-1	blue	4-24-48	6-24-51
L-10-Sd	524-S-3	blue	2- 3-60	
L-10-Sf	524-S-5	blue	5-22-62	
M-1-a	565-A-1	blue	11-22-49	
M-1-a	565-A-1	green	3-12-52	
M-1-b	565-A-2	blue	7-18-51	9-23-52
M-2-a	654-B-1	red	2-14-52	7-24-52
M-2-b	654-B-2	red	11- 5-50	11-16-50
M-2-c	654-C-1	blue	7-14-53	
VIA M & I R. R.	654-Spec.	black	10-13-51	11-25-51

**(4) Newly Reported Markings—IV**

We are pleased to report the following new railway markings and are indebted to Mrs. Grissman and Messrs. Clark, Fingerhood, Germon, Griffin, Jarosak, Jarrett, Lee, Molesworth, Molnar, Nettleship, Prendergast, Rotteck, Skowlund, Turner and Zimmerman for reporting information.

- 356-D-1: 28½, blue, 1876. V. (Georgia R.R., Union Point-Athens, Ga. 41 mls.).
- 567-S-5: 29½-20½ x 23½-14½, D. Oval, blue, 1881. IV. (Baltimore & Ohio R.R. Central Ohio Div., Clay Lick, O.-6 miles east of Newark.).
- 274-S-5b: 29½-21½ x 22½-14½, D. Oval, blue, 1877, 78. IV. (Complete tracing). (Baltimore & Ohio R.R., Woodbine, Md., 38 miles west of Baltimore.).
- 776-A-1: 27, black, 1885. II. (Chariton, Ia.-Albany, Mo., 99 mls., C.B. & Q. R.R.).
- 341-B-1: Manuscript, pencil, Civil War period. VI. (Cheraw & Darlington R.R., Florence-Cheraw, S.C., 40 mls.).
- 755-I-1: 26½, black, 1874. IV. (Wilton Jct., Ia.-Leavenworth, Kan., 321 mls., Chicago & Southwestern R.R.—C.R.I. & P.).
- 702-S-3: 22½ x 17½, Oval, blue, partial, 1870. V. (Chicago, Rock Island & Pacific R.R., Washington Heights, Ill., 12½ miles south of Chicago.).
- 554-H-1: Manuscript, 1852. VI. (Cleveland-Wellsville, O., 101 miles, Cleveland & Pittsburg R.R.).
- 569-A-1: 26, black, Banknote. II. (Columbus, O.-Indianapolis, Ind., 186 mls., Indiana, Bloomington & Western R.R.).
- 626-C-1: 26, black, 1876. IV. (Ypsilanti-Bankers, Mich., 66 mls., Detroit, Hillsdale & Southwestern R.R.).
- 50-E-1: 26½, black, Banknote. II. (Dover, N.H.-Boston, Mass., 68 mls., Boston & Maine R.R.).
- 307-A-1: 27½, black, 1882. Black 'W' killer. II. (Hagerstown, Md.-Waynesboro, Va., 143 miles, Shenandoah Valley R.R.).
- 585-B-1: 27, black, Banknote, (poss. partial). IV. (Kokomo-Frankfort, Ind., 27 miles, Toledo, Cincinnati & St. Louis R.R.).
- 732-G-1: 27½, black, 1882. III. (Litchfield-Jacksonville, Ill., 54 mls., Jacksonville Southeastern R.R.).
- 532-E-2: Manuscript, late 1850s. V. (Louisville-Lebanon, Ky., 67 mls., Louisville, Nashville & Lebanon Branch R.R.).
- 612-C-1: 25½, black, Banknote, III. (Monroe-Adrian, Mich., 35 mls., Lake Shore & Michigan Southern Ry.).
- 104-E-1: 25½, black, 1876-79. Partial. III. (Morristown-Carthage, N.Y.-Agt.-49 mls., Utica & Black River R.R.).
- 938-C-1: 30-27½-18, Tr. circle, black, 1883. IV. (Norfolk-Duncan, Neb., 57 mls., Omaha, Niobrara & Black Hills R.R., Union Pacific R.R.).
- 311-P-1: 25, black, Banknote, IV. (Norfolk, Petersburg & South Side R.R., Norfolk-Lynchburg, Va., 206 mls.).
- 582-A-1: 26½, black, Banknote. IV. Toledo-Mansfield, O., 86 mls., Toledo, Tiffin & Eastern R.R.).
- 742-A-1: 26½, magenta, 1877. III. (White Heath-Decatur, Ill., 33 mls., Wabash, St. Louis & Pacific R.R.).

## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

### A CHICAGO SUPPLEMENTARY MAIL COVER TO DENMARK

GEORGE E. HARGEST

In his excellent article about the supplementary mails in the 1976 *Congress Book*, Mr. Henry Stollnitz traces and explains the controversy between Stanley B. Ashbrook and Dr. W. L. Babcock regarding these markings. Those used at the Chicago office as Babcock states have "no record of [their] sanction or origin that has come to light," and this study has necessarily been based on covers carrying the cancellation.<sup>1</sup> In all the subsequent discussion of the Chicago Supplementary mail markings, nothing was added by Ashbrook, and to this day facts concerning them are confined to what the covers show.<sup>2</sup>

Upon one fact Ashbrook, Babcock and Stollnitz agree: the Chicago Supplementary Mail service was not intended, as was the New York service, to speed the dispatch of foreign mail letters. As Ashbrook put it, ". . . but on the contrary it applied only to domestic mail."<sup>3</sup> The cover illustrated as Figure 1, therefore, is of interest because it bears a Chicago Supplementary Mail marking (Scott's type B; Babcock's type CB) and is addressed to Denmark. The cover is a 3¢ stamped envelope, Scott's #U59, with the added information that it is knife 12. The Chicago marking bears the date of April 26, while on the reverse it is docketed 25 April 1866, undoubtedly the date the letter was written. It is also endorsed "Pr steamer via Liverpool" which would seem to indicate that it was intended to be sent by the Allan Line. In April 1866, mail to be sent by the Allan Line was made up at the Chicago exchange office 48 hours before the sailing of the ship from Portland, Me., according to the arrangements stated by the U.S. Postmaster General.<sup>4</sup> While we do not know what precise arrangements were made for Prussian closed mail, we do have the arrangements made for French mail, and, since the Postmaster General stated that the new arrangements with Prussia, which provided for conveyance of mail by the Allan Line from the offices of Chicago, Detroit and Portland "have greatly expedited the transmission of European correspondence to and from the Western States,"<sup>5</sup> it can be assumed that the arrangements were similar to those with France. Mails originating in or destined for the States of Michigan, Ohio, Indiana, and Kentucky were to be sent to or from the Detroit Office, while those from or to the States of Illinois, Wisconsin, Minnesota, Iowa, and Missouri, and the Territories of Kansas and Nebraska were to be handled by the Chicago Office.<sup>6</sup> It is, therefore, strange that this cover does not bear a Chicago Exchange Office marking and an indication that it was sent by the Allan Line.

The Allan Line steamship *Nova Scotian* sailed from Portland on 28 April 1866. Forty-eight hours were allowed for the dispatch of mail from Chicago to reach the ship at Portland. Although this letter is dated 26 April, it is not unlikely that it arrived at the Chicago Office after the mail for Portland had been closed. If it were held for the next Allan Line sailing, it would have to rest in Chicago for a week. Evidently, a special mail was made up and dispatched to New York. Arriving at the New York exchange office, it was dispatched in the Prussian closed mail to Liverpool. This has to be a supposition by the author, since there can be no proof to support it, or to reject it.

1. Delf Norona, *Cyclopedia of United States Postmarks and Postal History*, p. 65.

2. Henry Stollnitz, "N. Y. Supplementary Mail Markings," *Congress Book* 1976., p. 104.

3. Stanley B., Ashbrook "The Supplementary Mail Service of the New York Post Office—1853-1872." *The Stamp Specialist, Orange Book*, 1941, p. 33.

4. George E. Hargest, *History of Letter Post Communication between the United States and Europe, 1845-1875*, p. 134.

5. *Ibid.*, p. 138.

6. *Ibid.*, p. 137.

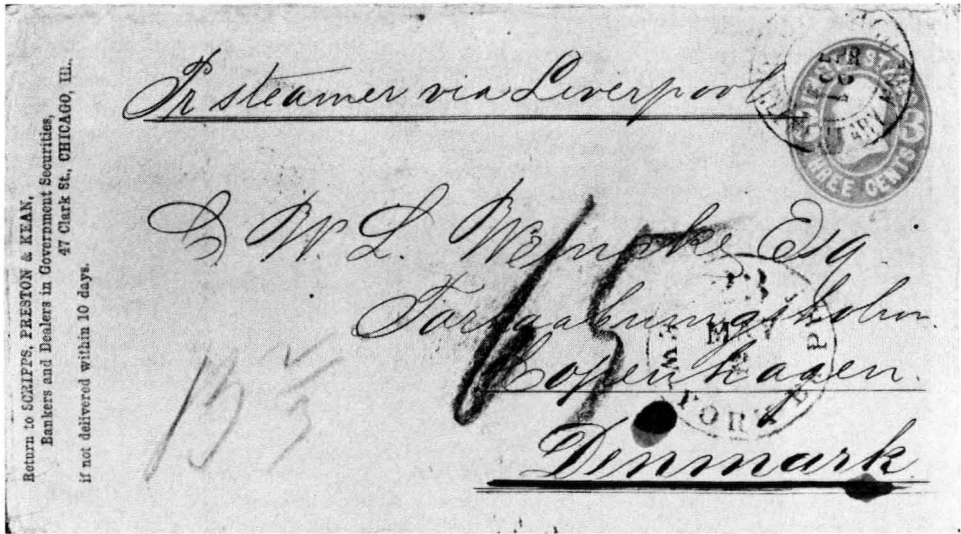


Figure 1. CHICAGO SUPPLEMENTARY MAIL postmark on 1866 cover to Denmark. Apparently too late to go by Allan Line from Portland as intended, and therefore forwarded by Cunard steamer "Persia" from New York in the Prussian Closed Mail service.

This is clear. When the letter arrived in the New York exchange office, it was directed by Liverpool steamer and this meant it would be sent by Prussian closed mail. It was marked with the New York exchange office marking for British packet, with a debit of 23¢ for the international rate of 30¢. The Cunard Liner *Persia* sailed from New York on Wednesday 2 May 1866 and evidently carried this letter to Europe. On the face the cover is marked in blue crayon "13%," which was in silber-groschen. The international rate was 13 silber-groschen to the limits of the German-Austrian Postal Union. This consisted of 2 silber-groschen GAPU postage and 11 silber-groschen foreign postage. On the reverse of this cover is a blue crayon "11" indicating the foreign postage. In 1866 the rate by Prussian closed mail to Denmark was 31¢, if prepaid, or 33¢ if unpaid. The silber-groschen in 1866 was worth 2.4¢ in U.S. currency. Therefore, 13% silber-groschen equalled 32.8¢, rounded to 33¢. This represented the rate from the U.S. through Prussia to Denmark. The "65" on the face of the cover indicates that 65 skillings were collected in Denmark. The U.S. cent was worth 1 4/5 skillings in Danish currency. A 33¢ rate, therefore, yielded 59.4 skillings. There was also a fine of 6 skillings on unpaid letters, making the total of 65 to be collected. On the reverse, is a duplex Copenhagen marking and a 34, which evidently indicates the carrier. The Copenhagen marking is dated 13/5 (May).

While, with accuracy, everything can be known about this cover, except why it was sent in a Chicago supplementary mail, and not by the Allan Line, the reason can be surmised, but it is dangerous to rely on surmises. It is sometimes, however, necessary to surmise, if anything is to be said. Perhaps the reader can put forward a better solution. Nothing is added here to our knowledge regarding Chicago supplementary markings, except, perhaps, that it indicates a reason for a supplementary mail. This cover is not unique, since a similar one is in the collection of Mr. Melvin W. Schuh.

## THE HAMBURG-AMERICAN LINE PACKETS IN 1870 AND 1871

WALTER HUBBARD

### ADDENDUM

In the last paragraph but one on page 49 of *Chronicle* No. 81, it was said, with reference to the sailing of the Hamburg-American Line's packet from New

York on 19 July 1870, that "there would not seem much room for doubting that her sacks of mail, like *Holsatia's*, would have been landed in Britain." With further information to hand\*, this can now be amplified. The packet concerned was *Silesia* and, having left New York on 19 July, she went round the north of Scotland, via the Pentland Firth, to Leith, near Edinburgh. Her arrival there on 29 July was reported as "from New York." Two months later, on 29 September, she sailed again, to arrive at Hamburg on 1 October—in comfortable time for her departure for New York six days later.

In the same article, it was mentioned that *Holsatia*, which had sailed from New York a week earlier, arrived at Plymouth on 22 July and stayed there for nearly a month before going on to Greenock. She sailed from Plymouth on 21 August, to arrive in the Clyde on the following day—"for repairs." She remained longer in British waters than *Silesia*, not reaching Cuxhaven, in the Elbe estuary, until 9 January 1871, but also in good time to make her next voyage to New York on 15 January.

\**Lloyds List* 1870-71.

#### CORRIGENDUM

It is now known that the Hamburg-American Line started to carry the United States mails from New York in November 1870 and not in February 1871 as stated in the article in *Chronicle* No. 85 (pp. 55/56).

From 15 November on, the Line's packets carried the United States mails direct to Hamburg until the call at Plymouth was reinstated on 13 February. Sailing lists covering this period are being prepared but, in the meantime, the article in *Chronicle* No. 85 should be read as applying only to the resumption of the service to Plymouth with the "British" mails.

The writer is greatly indebted to Clifford Friend, whose research has shown the need for this correction.

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**CUNARD LINE—MAIL PACKETS FROM BOSTON AND NEW YORK  
WALTER HUBBARD**

(Continued from *Chronicle* 94:131)

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

**1852**

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
13 Dec	28 Dec	B	CANADA	7 Jan	18 Jan	see note 5
20 do	2 Jan	NY	AFRICA	14 Jan	25 Jan (1030)	
27 do	8 do	B	CAMBRIA	21 Jan	1 Feb (2200)	
3 Jan	16 do	NY	ASIA	28 Jan	7 Feb	10d. 2hrs. 15m.
10 do	26 do	B	AMERICA	4 Feb	15 Feb	
17 do	7 Feb	NY	NIAGARA	11 Feb	23 Feb (p.m.)	21 days LP to NY
24 do	8 do	B	EUROPA	18 Feb	28 Feb (1345)	
31 do	18 do	NY	CANADA	25 Feb	8 Mar	
7 Feb	23 do	B	CAMBRIA	3 Mar	16 Mar	
14 do	28 do	NY	AFRICA	10 Mar	22 Mar	
21 do	5 Mar	B	AMERICA	17 Mar	29 Mar (2230)	
28 do	12 do	NY	ASIA	24 Mar	6 Apr	12d. 11hrs. 5m.
6 Mar	18 do	B	NIAGARA	31 Mar	13 Apr (0915)	
13 do	25 do	NY	EUROPA	7 Apr	18 Apr (2400)	
20 do	31 do	B	CANADA	14 Apr	27 Apr	
27 do	7 Apr	NY	AFRICA	21 Apr	2 May	
3 Apr	16 do	B	AMERICA	28 Apr	9 May	
10 do	21 do	NY	ASIA	5 May	15 May	10d. 0hrs. 45m.
17 do	29 do	B	NIAGARA	12 May	24 May	
24 do	6 May	NY	EUROPA	19 May	30 May (1500)	
1 May	13 do	B	CANADA	26 May	6 Jun (a.m.)	
8 do	20 do	NY	AFRICA	2 Jun	12 Jun (2200)	
15 do	28 do	B	CAMBRIA	9 Jun	20 Jun	
22 do	2 Jun	NY	ASIA	16 Jun	27 Jun	
29 do	11 do	B	AMERICA	23 Jun	4 Jul	
5 Jun	16 do	NY	EUROPA	30 Jun	10/11 Jul	
12 Jun	25 Jun	B	NIAGARA	7 Jul	18 Jul	
19 do	1 Jul	NY	AFRICA	14 Jul	25 Jul	
26 do	7 do	B	CANADA	21 Jul	31 Jul	
3 Jul	15 do	NY	ASIA	28 Jul	8 Aug	
10 do	22 do	B	AMERICA	4 Aug	16 Aug	
17 do	29 do	NY	EUROPA	11 Aug	22 Aug	
24 do	5 Aug	B	NIAGARA	18 Aug	29 Aug.	
31 do	12 do	NY	AFRICA	25 Aug	5 Sep (late)	
7 Aug	18 do	B	CANADA	1 Sep	11 Sep (p.m.)	
14 do	25 do	NY	ASIA	8 Sep	20 Sep (a.m.)	
21 do	2 Sep	B	AMERICA	15 Sep	26 Sep (0900)	
28 do	10 do	NY	EUROPA	22 Sep	4 Oct (1600)	
4 Sep	15/16 do	B	NIAGARA	29 Sep	11 Oct	
11 do	21 do	NY	AFRICA	6 Oct	17 Oct	
18 do	29 do	B	CANADA	13 Oct	24 Oct (p.m.)	
25 do	6 Oct	NY	ASIA	20 Oct	1 Nov	
2 Oct	14 do	B	AMERICA	27 Oct	7 Nov	
9 do	21 do	NY	EUROPA	3 Nov	16 Nov	delayed by fog off Holyhead
16 do	28 do	B	NIAGARA	10 Nov	22 Nov	
23 do	4 Nov	NY	AFRICA	17 Nov	29 Nov	
30 do	12 do	B	CANADA	24 Nov	6 Dec	
6 Nov	19 do	NY	ASIA	1 Dec	12 Dec	
13 do	24 do	B	AMERICA	8 Dec	20 Dec	
20 do	2 Dec	NY	EUROPA	15 Dec	26 Dec (p.m.)	
27 do	12 do	B	NIAGARA	22 Dec	3 Jan	
4 Dec	17 do	NY	AFRICA	29 Dec	9 Jan (p.m.)	

5. The NY mails had not arrived when CANADA sailed.



Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
11 Dec	25 Dec	B	CANADA	5 Jan	16 Jan	
18 do	5 Jan	NY	ASIA	12 Jan	26 Jan	see Introduction
25 do	10/11 do	B	AMERICA	19 Jan	30 Jan	
1 Jan	16 do	NY	ARABIA	26 Jan	6 Feb	F/V; see note 6
8 do	22 do	B	EUROPA	2 Feb	13 Feb	
15 do	30 do	NY	AFRICA	9 Feb	23 Feb	
22 do	5 Feb	B	CANADA	16 Feb	28 Feb (0130)	
29 do	13 do	NY	NIAGARA	23 Feb	8 Mar	sailed from NY ld. late-heavy sea on the bar
5 Feb	18/19 do	B	AMERICA	2 Mar	14 Mar	
12 do	23 do	NY	ARABIA	9 Mar	21 Mar	
19 do	5 Mar	B	CAMBRIA	16 Mar	29 Mar	
26 do	13 do	NY	AFRICA	23 Mar	3 Apr	
5 Mar	20 do	B	CANADA	30 Mar	10 Apr	
12 do	25 do	NY	ASIA	6 Apr	17 Apr	
19 do	1 Apr	B	NIAGARA	13 Apr	25 Apr	
26 do	9 do	NY	EUROPA	20 Apr	1 May	
2 Apr	15 do	B	AMERICA	27 Apr	9 May	
9 do	20 do	NY	ARABIA	4 May	14 May (1543)	9d. 22hrs. 26m.
16 do	29 do	B	CANADA	11 May	22 May	
23 do	5 May	NY	ASIA	18 May	28 May	
30 do	13 do	B	CAMBRIA	25 May	6 Jun	
7 May	19 do	NY	AFRICA	1 Jun	12 Jun	
14 do	26 do	B	EUROPA	8 Jun	18 Jun	
21 do	31 do	NY	ARABIA	15 Jun	25 Jun	9d. 17hrs.
28 do	8 Jun	B	CANADA	22 Jun	3 Jul	
4 Jun	16 do	NY	ASIA	29 Jun	10 Jul	
11 Jun	23 Jun	B	NIAGARA	6 Jul	17 Jul	
18 do	30 do	NY	AFRICA	13 Jul	24 Jul	
25 do	7 Jul	B	AMERICA	20 Jul	31 Jul	
2 Jul	13 do	NY	ARABIA	27 Jul	6 Aug	
9 do	21 do	B	EUROPA	3 Aug	14 Aug (1500)	
16 do	28 do	NY	ASIA	10 Aug	21 Aug	
23 do	5 Aug	B	NIAGARA	17 Aug	28 Aug	
30 do	11 do	NY	AFRICA	24 Aug	4 Sep	
6 Aug	18 do	B	AMERICA	31 Aug	11 Sep (p.m.)	
13 do	23 do	NY	ARABIA	7 Sep	17 Sep (p.m.)	
20 do	31 do	B	EUROPA	14 Sep	25 Sep	
27 do	8 Sep	NY	ASIA	21 Sep	2 Oct	
3 Sep	15 do	B	NIAGARA	28 Sep	9 Oct	
10 do	22 do	NY	AFRICA	5 Oct	15 Oct	
17 do	1 Oct	B	AMERICA	12 Oct	22 Oct	
24 do	6 do	NY	ARABIA	19 Oct	29 Oct	
1 Oct	14 do	B	CANADA	26 Oct	6 Nov (1830)	
8 do	19 do	NY	ASIA	2 Nov	13 Nov	
15 do	29/9 do	B	NIAGARA	9 Nov	20 Nov	
22 do	4 Nov	NY	AFRICA	16 Nov	28 Nov (0100)	
29 do	11 do	B	AMERICA	23 Nov	5 Dec	
5 Nov	17 do	NY	ARABIA	30 Nov	11 Dec	
12 do	25/6 do	B	CANADA	7 Dec	20 Dec	
19 do	6 Dec	NY	EUROPA	14 Dec	26 Dec	
26 do	9 do	B	NIAGARA	21 Dec	3 Jan	see note 7
3 Dec	15 do	NY	ASIA	28 Dec	8 Jan	

6. ARABIA, on her maiden voyage from Liverpool, made an unscheduled call at Halifax for more coal on 13 January. She sailed for New York 14 January (0900).

7. HUMBOLDT (New York & Havre Steam Navigation Company) had foundered on Scoters Rocks, 12 miles off Halifax, a few days before NIAGARA arrived there, 11 days out from Liverpool. She took most of HUMBOLDT'S passengers to Boston.

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
10 Dec	24 Dec	B	AMERICA	4 Jan	16 Jan	
17 do	30 do	NY	AFRICA	11 Jan	23 Jan	
24 do	5 Jan	B	CANADA	18 Jan	30 Jan	
31 do	16 do	NY	EUROPA	25 Jan	6 Feb (early)	
7 Jan	25 do	B	NIAGARA	1 Feb	14 Feb (0130)	
14 do	31 do	NY	ASIA	8 Feb	20 Feb (1400)	
21 do	6 Feb	B	ARABIA	15 Feb	25 Feb. (p.m.)	
28 do	14 do	NY	AFRICA	22 Feb	7 Mar	see Introduction
31 (Tues)	16 do	B	AMERICA	22 Feb	7 Mar	do
4 Feb	18 do	B	CANADA	1 Mar	12 Mar (1600)	
11 do	25 do	NY	EUROPA	8 Mar	21 Mar	NY dep. delayed ld. by fog
14 (Tues)	28 do	B	ANDES	15 Mar	29 Mar	see Introduction
18 Feb	7 Mar	B	ALPS	—	—	do
25 do	13 do	NY	ASIA	22 Mar	3 Apr (early)	see note 8
4 Mar	17 do	B	ARABIA	29 Mar	10 Apr	
11 do	28 do	NY	AFRICA	5 Apr	18 Apr (0130)	
18 do	31 do	B	CANADA	12 Apr	24 Apr	
25 do	8 Apr	NY	EUROPA	19 Apr	1 May (0130)	
1 Apr	15 do	B	AMERICA	26 Apr	8 May	
8 do	20 do	NY	ASIA	3 May	14 May	
15 do	26 do	B	ARABIA	10 May	20 May (1300)	
22 do	5 May	NY	AFRICA	17 May	28 May (late)	
29 do	12 do	B	CANADA	24 May	4 Jun	
6 May	19 do	NY	EUROPA	31 May	12 Jun	
13 do	25 do	B	AMERICA	7 Jun	19 Jun	
20 do	1 Jun	NY	ASIA	14 Jun	25 Jun	
27 do	8 do	B	NIAGARA	21 Jun	2 Jul	
3 Jun	13 do	NY	ARABIA	28 Jun	9 Jul	
10 Jun	22 Jun	B	CANADA	5 Jul	16 Jul	
17 do	30 do	NY	EUROPA	12 Jul	23 Jul	
24 do	7 Jul	B	AMERICA	19 Jul	1 Aug	
1 Jul	12 do	NY	ASIA	26 Jul	6 Aug	
8 do	20 do	B	NIAGARA	2 Aug	13 Aug	
15 do	27 do	NY	AFRICA	9 Aug	20 Aug	
22 do	2 Aug	B	CANADA	16 Aug	27 Aug	
29 do	8 do	NY	ARABIA	23 Aug	2 Sep	
5 Aug	18 do	B	AMERICA	30 Aug	11 Sep	
12 do	24 do	NY	ASIA	6 Sep	17 Sep	
19 do	1 Sep	B	EUROPA	13 Sep	23 Sep	
26 do	7 do	NY	AFRICA	20 Sep	1 Oct	
2 Sep	14 do	B	NIAGARA	27 Sep	9 Oct	
9 do	21 do	NY	ARABIA	4 Oct	14 Oct	
16 do	30 do	B	AMERICA	11 Oct	23 Oct (a.m.)	
23 do	6 Oct	NY	CANADA	18 Oct	31 Oct	
30 do	13 do	B	EUROPA	25 Oct	5 Nov	
7 Oct	20 do	NY	AFRICA	1 Nov	11 Nov (p.m.)	
14 do	26 do	B	NIAGARA	8 Nov	19 Nov	
21 do	3 Nov	NY	ARABIA	15 Nov	26 Nov	
28 do	11 do	B	AMERICA	22 Nov	4 Dec	
4 Nov	16 do	NY	ASIA	29 Nov	10 Dec (p.m.)	

8. ASIA, from Liverpool 25 February, made an unscheduled call at Halifax as the British Admiralty had ordered her to call there for the delivery of despatches for the British Admiral on the North American station. She arrived there, on 6 or 7 March, with passengers for Halifax and Boston only, to reach Boston on the 10th and New York on the 13th.

1854 (cont.)

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
11 do	25 do	B	CANADA	6 Dec	17 Dec (0730)	see note 9
18 do	29 do	NY	AFRICA	13 Dec	24 Dec (1130)	
25 do	—		(no sailing)	20 Dec	—	see Introduction
2 Dec	—		(no sailing)	27 Dec	—	do

**3 January 1855 to 30 January 1856—  
fortnightly from Boston via Halifax to Liverpool**

1855

Sat. LP	Arr. Date	Packet	Wed.	Arr. Date LP	Notes
9 Dec	25 Dec	AMERICA	3 Jan	17 Jan	
23 do	4 Jan	ASIA	17 Jan	30 Jan	
6 Jan	19 do	CANADA	31 Jan	12 Feb (2315)	
20 do	1 Feb	AFRICA	14 Feb	27 Feb	
3 Feb	15 do	ASIA	28 Feb	11 Mar	
17 do	2 Mar	CANADA	14 Mar	29 Mar	see Introduction
3 Mar	16 do	AFRICA	28 Mar	7 Apr (2300)	
17 do	31 do	ASIA	11 Apr	22 Apr	
31 do	14 Apr	AMERICA	25 Apr	8 May (0600)	
14 Apr	26 Apr	AFRICA	9 May	20 May (1015)	
28 do	9 May	ASIA	23 May	2 Jun (late)	
12 May	25 do	AMERICA	6 Jun	17 Jun	
26 do	7 Jun	AFRICA	20 Jun	1 Jul (0200)	
9 Jun	21 do	ASIA	4 Jul	15 Jul (1000)	
23 do	6 Jul	AMERICA	18 Jul	29 Jul (late)	
7 Jul	19 do	CANADA	1 Aug	12 Aug (a.m.)	
21 do	2 Aug	ASIA	15 Aug	25 Aug (0810)	
4 Aug	17 do	AMERICA	29 Aug	9 Sep (0800)	
18 do	30 do	CANADA	12 Sep	23 Sep (a.m.)	
1 Sep	12 Sep	AFRICA	26 Sep	6 Oct (1700)	
15 do	28 do	AMERICA	10 Oct	22 Oct (a.m.)	
29 do	11 Oct	CANADA	24 Oct	4 Nov (0900)	
13 Oct	25 do	AFRICA	7 Nov	18 Nov (1000)	
27 do	8 Nov	ASIA	21 Nov	2 Dec (1930)	
10 Nov	24 do	CANADA	5 Dec	16 Dec (p.m.)	
24 do	6 Dec	AMERICA	19 Dec	31 Dec	

9. CANADA, 13 days out from LP, was in collision with the steamer OCEAN, off Boston. Her mails were taken off by the steamer NEPTUNE, and reached Boston about midnight 24 November.

**ALAN T. ATKINS**

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1856

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
8 Dec	19 do		ASIA	2 Jan	14 Jan (1100)	
22 do	10 Jan		CANADA	16 Jan	27 Jan	
5 Jan	18 do		AMERICA	30 Jan	11 Feb	

**6 February 1856 to 2 November 1859—from Boston via Halifax to Liverpool  
—from New York direct to Liverpool**

1856

9 Jan (Wed)	23 Jan	NY	AFRICA	6 Feb	18 Feb	
19 do	2 Feb	B	ARABIA	13 Feb	24 Feb	
26 do	9 do	NY	PERSIA	20 Feb	2 Mar	F/V
2 Feb	19 do	B	CANADA	27 Feb	10 Mar	
9 do	24 do	NY	ASIA	5 Mar	18 Mar	
16 do	1 Mar	B	AMERICA	12 Mar	27 Mar (a.m.)	
23 do	8 do	NY	AFRICA	19 Mar	31 Mar	
1 Mar	13 do	B	ARABIA	26 Mar	6/7 Apr	
8 do	20 do	NY	PERSIA	2 Apr	12 Apr	9d. 12hrs. 7m.— a record
15 do	30 do	B	CANADA	9 Apr	20 Apr	
22 do	4 Apr	NY	ASIA	16 Apr	28 Apr	
29 do	16 do	B	CAMBRIA	23 Apr	7 May	L/V
5 Apr	19 do	NY	AFRICA	30 Apr	12 May	
12 do	24 do	B	ARABIA	7 May	18 May	
19 do	29 do	NY	PERSIA	14 May	24 May	9d. 8hrs. 40m.— a record
26 do	9 May	B	AMERICA	21 May	1 Jun (p.m.)	
3 May	16 do	NY	ASIA	28 May	9 Jun	
10 do	22 do	B	CANADA	4 Jun	15 Jun	
17 do	28 do	NY	AFRICA	11 Jun	23 Jun	
24 do	6 Jun	B	NIAGARA	18 Jun	29 Jun	
31 do	13 do	NY	ARABIA	25 Jun	6 Jul	
7 Jun	19 Jun	B	AMERICA	2 Jul	13 Jul	
14 do	27 do	NY	ASIA	9 Jul	21 Jul (a.m.)	
21 do	3 Jul	B	CANADA	16 Jul	26 Jul	
28 do	11 do	NY	AFRICA	23 Jul	3 Aug	
5 Jul	17 do	B	NIAGARA	30 Jul	11 Aug	
12 do	23 do	NY	PERSIA	6 Aug	15 Aug	9d. 5hrs. 0m.— a record
19 do	30 do	B	ARABIA	13 Aug	25 Aug	
26 do	7 Aug	NY	ASIA	20 Aug	31 Aug	
2 Aug	13 do	B	CANADA	27 Aug	7 Sep	
9 do	20 do	NY	AFRICA	3 Sep	14 Sep	
16 do	26/27	B	NIAGARA	10 Sep	21 Sep	
23 do	3 Sep	NY	PERSIA	17 Sep	27 Sep	
30 do	14 do	B	CAMBRIA	20 (Sat)	2 Oct	"extra" inward bound
4 Sep (Thurs)	14 do	B	ARABIA	24 Sep	4 Oct (p.m.)	"extra" outward bound
6 Sep	18 do	NY	ASIA	1 Oct	13 Oct	
13 do	26 do	B	CANADA	8 Oct	18 Oct (p.m.)	
20 do	3 Oct	NY	AFRICA	15 Oct	27 Oct	
27 do	10 do	B	NIAGARA	22 Oct	2 Nov	
4 Oct	14 do	NY	PERSIA	29 Oct	7 Nov	
11 do	24 do	B	ARABIA	5 Nov	16 Nov	
18 do	31 do	NY	ASIA	12 Nov	24 Nov	
25 do	7 Nov	B	CANADA	19 Nov	1 Dec	
1 Nov	13 do	NY	EUROPA	26 Nov	8 Dec	Her first voyage since 25 October 1854

1856 (cont.)

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
8 do	21 do	B	NIAGARA	3 Dec	15 Dec (0300)	
15 do	25 do	NY	PERSIA	10 Dec	20 Dec	
22 do	5 Dec	B	ARABIA	17 Dec	28 Dec	
29 do	11 do	NY	AFRICA	24 Dec	4 Jan	
6 Dec	—	—	AMERICA	—	—	see Introduction
12 do (Fri)	25 do	B	CANADA	31 Dec	13 Jan	do

1857

13 Dec	27 Dec	NY	EUROPA	7 Jan	18 Jan (0100)	
20 do	2 Jan	B	NIAGARA	14 Jan	26 Jan	
27 do	12 do	NY	ASIA	21 Jan	2 Feb	
3 Jan	21 do	B	AMERICA	28 Jan	11 Feb	dep. from B delayed 1 day by ice
10 do	24 do	NY	PERSIA	4 Feb	14 Feb	
17 do	30 do	B	ARABIA	11 Feb	21 Feb	
24 do	6 Feb	NY	AFRICA	18 Feb	2 Mar	
31 do	15 do	B	EUROPA	25 Feb	8 Mar	
7 Feb	22 do	NY	ASIA	4 Mar	16 Mar	
14 do	2 Mar	B	NIAGARA	11 Mar	23 Mar	
21 do	6 do	NY	PERSIA	18 Mar	29 Mar	mails landed 28 March
28 do	14 do	B	AMERICA	25 Mar	6 Apr	
7 Mar	24 do	NY	AFRICA	1 Apr	12 Apr	
14 do	29 do	B	EUROPA	8 Apr	20 Apr	
21 do	4 Apr	NY	ASIA	15 Apr	28 Apr	
28 do	11 do	B	NIAGARA	22 Apr	4 May	
4 Apr	16 do	NY	ARABIA	29 Apr	10 May	
11 do	25 do	B	AMERICA	6 May	17 May	
18 do	1 May	NY	AFRICA	13 May	24 May	
25 do	7 do	B	EUROPA	20 May	31 May	
2 May	15 do	NY	ASIA	27 May	8 Jun	
9 do	20 do	B	NIAGARA	3 Jun	14 Jun	
16 do	28 do	NY	ARABIA	10 Jun	21 Jun	
23 do	3 Jun	B	AMERICA	17 Jun	28 Jun	
30 do	11 do	NY	CANADA	24 Jun	7 Jul (a.m.)	
6 Jun	17 Jun	B	EUROPA	1 Jul	11 Jul	
13 do	23 do	NY	PERSIA	8 Jul	17 Jul (1620)	9d. 1hr. 15m.— record
20 do	1 Jul	B	NIAGARA	15 Jul	26 Jul	
27 do	7 do	NY	ARABIA	22 Jul	2 Aug	
4 Jul	17 do	B	AMERICA	29 Jul	10 Aug	
11 do	24 do	NY	ASIA	5 Aug	16 Aug	
18 do	31 do	B	EUROPA	12 Aug	23 Aug	
25 do	5 Aug	NY	PERSIA	19 Aug	29 Aug	
1 Aug	13 do	B	CANADA	26 Aug	5 Sep	
8 do	19 do	NY	ARABIA	2 Sep	13 Sep	
15 do	27 do	B	AMERICA	9 Sep	20 Sep	
22 do	3 Sep	NY	ASIA	16 Sep	27 Sep	
29 do	10 do	B	EUROPA	23 Sep	3 Oct	
5 Sep	15 do	NY	PERSIA	30 Sep	10 Oct	
12 do	25 do	B	CANADA	7 Oct	18 Oct	
19 do	2 Oct	NY	ARABIA	14 Oct	25 Oct	
26 do	8 do	B	NIAGARA	21 Oct	1 Nov	
3 Oct	17 do	NY	ASIA	28 Oct	9 Nov	
10 do	22 do	B	EUROPA	4 Nov	16 Nov	
17 do	28 do	NY	PERSIA	11 Nov	21 Nov	
24 do	5 Nov	B	CANADA	18 Nov	29 Nov	
31 do	13 do	NY	ARABIA	25 Nov	6 Dec	



1857 (cont.)

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
7 Nov	19 do	B	NIAGARA	2 Dec	14 Dec	
14 do	26 do	NY	AFRICA	9 Dec	20 Dec	
21 do	3 Dec	B	AMERICA	16 Dec	28 Dec	
28 do	14 do	NY	EUROPA	23 Dec	4 Jan (1858)	
5 Dec	19 do	B	CANADA	30 Dec	11 Jan	

1858

12 Dec	25 Dec	NY	PERSIA	6 Jan	16 Jan	
19 do	3 Jan	B	NIAGARA	13 Jan	25 Jan	
26 do	10 do	NY	AFRICA	20 Jan	30 Jan (2400)	
2 Jan	18 do	B	AMERICA	27 Jan	9 Feb	
9 do	24 do	NY	EUROPA	3 Feb	15 Feb	
16 do	29 do	B	CANADA	10 Feb	22 Feb (a.m.)	see note 10
23 do	7 Feb	NY	ARABIA	17 Feb	1 Mar	
30 do	15/16 do	B	NIAGARA	24 Feb	9 Mar	
6 Feb	21 do	NY	AFRICA	3 Mar	14 Mar	
13 do	1 Mar	B	AMERICA	10 Mar	22 Mar (p.m.)	
20 do	6 do	NY	EUROPA	17 Mar	29 Mar	
27 do	12 do	B	CANADA	24 Mar	4 Apr	
6 Mar	20 do	NY	ARABIA	31 Mar	11 Apr	
13 do	28 do	B	NIAGARA	7 Apr	19 Apr	
20 do	31 do	NY	PERSIA	14 Apr	24 Apr (a.m.)	
27 do	11 Apr	B	AMERICA	21 Apr	4 May	
3 Apr	16 do	NY	AFRICA	28 Apr	10 May (a.m.)	
10 do	25 do	B	CANADA	5 May	17 May (a.m.)	
17 do	29 do	NY	ARABIA	12 May	23 May	
24 do	6 May	B	EUROPA	19 May	30 May	
1 May	11 do	NY	PERSIA	26 May	6 Jun	
8 do	21 do	B	NIAGARA	2 Jun	13 Jun	
15 do	27 do	NY	AFRICA	9 Jun	20 Jun	
22 do	3 Jun	B	AMERICA	16 Jun	27 Jun	
29 do	10 do	NY	ASIA	23 Jun	4 Jul	
5 Jun	16 do	B	EUROPA	30 Jun	10 Jul	
12 Jun	22 Jun	NY	PERSIA	7 Jul	17 Jul	
19 do	30 do	B	ARABIA	14 Jul	24 Jul	
26 do	8 Jul	NY	AFRICA	21 Jul	2 Aug	
3 Jul	18 do	B	CANADA	28 Jul	7 Aug	see note 11
10 do	23 do	NY	AMERICA	4 Aug	16 Aug	
17 do	28 do	B	EUROPA	11 Aug	—	see Introduction do
24 do	3 Aug	NY	PERSIA	18 Aug	28 Aug	
31 do	13 do	B	NIAGARA	25 Aug	4 Sep	
7 Aug	20 do	NY	ARABIA	1 Sep	11 Sep	see Introduction
14 do	26 do	B	CANADA	8 Sep	18 Sep	
21 do	2 Sep	NY	AFRICA	15 Sep	26 Sep	
28 do	9 do	B	ASIA	22 Sep	2 Oct	
4 Sep	16 do	NY	PERSIA	29 Sep	10 Oct	
11 do	24 do	B	NIAGARA	6 Oct	17 Oct	
18 do	29 do	NY	ARABIA	13 Oct	25 Oct	
25 do	8 Oct	B	CANADA	20 Oct	31 Oct	
2 Oct	14 do	NY	AFRICA	27 Oct	7 Nov	
9 do	21 do	B	EUROPA	3 Nov	18 Nov	called at Qt 16 Nov for more coal
16 do	26 do	NY	PERSIA	10 Nov	21 Nov	
23 do	5 Nov	B	AMERICA	17 Nov	29 Nov	
30 do	11 do	NY	ASIA	24 Nov	5 Dec	

10. CANADA called at Cork on 17 January and took in the mails and 66 passengers from the disabled ARIEL (Vanderbilt European Line).

11. On her westward trip, CANADA was detained for 55 hours off Halifax by fog.

1858 (cont.)

Sat. LP	Arr. Date	Port	Packet	Wed.	Arr. Date LP	Notes
6 Nov	19 do	B	CANADA	1 Dec	13 Dec	
13 do	26 do	NY	AFRICA	8 Dec	19 Dec. (a.m.)	
20 do	1 Dec	B	EUROPA	15 Dec	25 Dec	
27 do	12 do	NY	PERSIA	22 Dec	1 Jan	
4 Dec	18 do	B	ARABIA	29 Dec	9 Jan	

1859

11 Dec	27 Dec	NY	ASIA	5 Jan	16 Jan	
18 do	4 Jan	B	AMERICA	12 Jan	24 Jan	
25 do	9 do	NY	AFRICA	19 Jan	4 Feb	
1 Jan	15 do	B	NIAGARA	26 Jan	7 Feb	
8 do	22 do	NY	EUROPA	2 Feb	15 Feb	
15 do	30 do	B	ARABIA	9 Feb	20 Feb	
22 do	7 Feb	NY	ASIA	16 Feb	27 Feb	
29 do	16 do	B	AMERICA	23 Feb	8 Mar	
5 Feb	22 do	NY	AFRICA	2 Mar	14 Mar	
12 do	26 do	B	CANADA	9 Mar	21 Mar	
19 do	7 Mar	NY	EUROPA	16 Mar	29 Mar	
26 do	11 do	B	ARABIA	23 Mar	3 Apr (2100)	
5 Mar	19 do	NY	ASIA	30 Mar	10 Apr	
12 do	29 do	B	NIAGARA	6 Apr	18 Apr	
19 do	30 do	NY	PERSIA	13 Apr	25 Apr	
26 do	10 Apr	B	CANADA	20 Apr	2 May	
2 Apr	18 do	NY	EUROPA	27 Apr	9 May	
9 do	22 do	B	ARABIA	4 May	14 May	
16 do	28 do	NY	AFRICA	11 May	23 May	
23 do	6 May	B	NIAGARA	18 May	30 May	
30 do	11 do	NY	PERSIA	25 May	4 Jun	
7 May	20 do	B	CANADA	1 Jun	11 Jun	
14 do	27 do	NY	ASIA	8 Jun	19 Jun	
21 do	3 Jun	B	AMERICA	15 Jun	26 Jun	
28 do	9 do	NY	AFRICA	22 Jun	4 Jul	
4 Jun	15 do	B	EUROPA	29 Jun	9 Jul	
11 Jun	21 Jun	NY	PERSIA	6 Jul	16 Jul	see note 12
18 do	30 do	B	ARABIA	13 Jul	23 Jul	
25 do	7 Jul	NY	ASIA	20 Jul	31 Jul	
2 Jul	14 do	B	CANADA	27 Jul	6 Aug	
9 do	21 do	NY	AFRICA	3 Aug	13 Aug	
16 do	28 do	B	EUROPA	10 Aug	20 Aug	
23 do	3 Aug	NY	PERSIA	17 Aug	27 Aug	
30 do	11 do	B	ARABIA	24 Aug	3 Sep	
6 Aug	18 do	NY	ASIA	31 Aug	11 Sep	
13 do	26 do	B	AMERICA	7 Sep	18 Sep	
20 do	1 Sep	NY	AFRICA	14 Sep	25 Sep	
27 do	9 do	B	EUROPA	21 Sep	3 Oct	
3 Sep	19 do	NY	PERSIA	28 Sep	8 Oct	
10 do	22 do	B	ARABIA	5 Oct	15 Oct	
17 do	29 do	NY	ASIA	12 Oct	24 Oct	
24 do	8 Oct	B	CANADA	19 Oct	31 Oct	
1 Oct	14 do	NY	AFRICA	26 Oct	6 Nov	
8 do	20 do	B	EUROPA	2 Nov	13 Nov	

12. The first occasion on which the British mails were sorted and prepared for delivery on board.

**9 November to 28 December 1859—from Boston via Halifax & Queenstown to Liverpool  
—from New York via Queenstown to Liverpool**

1859

Sat. LP	Arr. Date	Port	Packet	Wed.	Port & Arr. Date	Notes
15 Oct	25 Oct	NY	PERSIA	9 Nov	QT 18 Nov	see note 13
22 do	5 Nov	B	AMERICA	16 Nov	LP 28 Nov	see note 14
29 do	13 do	NY	ASIA	23 Nov	LP 4 Dec	
5 Nov	21 do	B	CANADA	30 Nov	QT 12 Dec	see note 15
12 do	25 do	NY	AFRICA	7 Dec	QT 17 Dec	
19 do	1 Dec	B	EUROPA	14 Dec	QT 25 Dec	
26 do	8 do	NY	PERSIA	21 Dec	LP 31 Dec	
3 Dec	18 do	B	AMERICA	28 Dec	QT 10 Jan	

13. The first eastbound scheduled call at Queenstown.

14. The captain had orders to call "off Queenstown" but he said he would not unless they sent off a boat (which they didn't).

15. The first westbound call at Queenstown I have noted is that by CANADA on 7 November (from Liverpool on the 5th).

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(Continued from page 147)

There are, however, a few negative factors which must be mentioned. Many typographical errors and misprints mar the text. The book is composed by typewriter in 8½" x 11" format, making the volumes bulky, while the same-ness of type face and size does not distinguish between the main text and secondary material. Detailed information on Indiana post offices and postmasters for the years 1800-1890 (1890-1970 supplied on microfiche) is given at the end of volume II, in typewriter format, but reduced about one half. Appearance and utility would have been improved, in my opinion, by similar treatment for statistical tables, exhaustive information on routes, post office lists, cover lists, Indiana regiments, and such peripheral data. There is a detailed table of contents, but no index to give ready accessibility to the mass of information. These minor flaws should not detract significantly from this ambitious achievement—well worthy of the recognition accorded it.

Susan M. McDonald

**Review: New Jersey Postal History.** By John L. Kay and Chester M. Smith, Jr. Published 1977 by Quarterman Publications, Inc. xi + 199 pages. \$20.00 from publisher, 5 South Union St., Lawrence, Mass. 01843.

This is a companion volume to the work on Pennsylvania post offices published last year and follows a similar format. The main listing presents all New Jersey post offices from 1776 to 1976 by counties with details of establishment, discontinuance (where applicable), first postmaster, and brief notes. Separate alphabetical lists of first postmasters and all post offices, referenced to the main listing, complete the text. The lengthy introduction thoroughly explains listing methods and includes tables enumerating post offices by year, detailing 18th century offices and outlining county formation. There is an extensive bibliography. The book contains much valuable information for the New Jersey specialist.

Susan M. McDonald

**Review: The Overland Mail.** By LeRoy R. Hafen. Reprinted 1977 by Quarterman Publications, Inc., with a new preface by the author. 361 pages; illustrated. \$25.00 from publisher, 5 South Union St., Lawrence, Mass. 01843.

First published in 1926 as a doctoral dissertation, *The Overland Mail* recounts events in the development of overland mail service from the gold rush era to the completion of the transcontinental railroad. The detailed narrative is interestingly presented. The book provides valuable background for the collector of U.S. postal history—in particular, of the West—and is especially useful in conjunction with more philatelically oriented books, such as *The Pony Express* by Boggs and Nathan. Recommended for those interested in learning about the political, financial, and logistical considerations behind the choices of routes for the overland mail.

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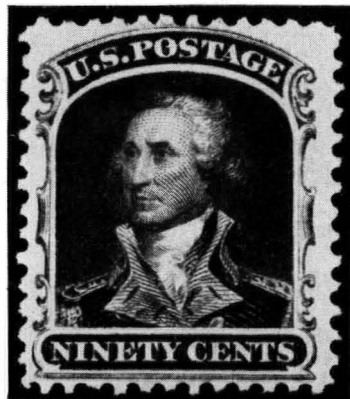
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### AN AMERICAN ENTERPRISE

WILLIAM H. RIDEING

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

(Continued from *Chronicle* 94:140)

A mere summary of the adventures of the overland mail-coaches would more than fill the whole space allotted to this article. We have before us, for instance, a curious pamphlet setting forth the claims of Benjamin Holladay of the United States government for loss suffered through the raids of Indians during the time he was employed as a transcontinental mail carrier. It contains fifty-nine large pages of terse affidavits, each describing an encounter with the savages, and the best we can do, by the way of illustration, is to briefly quote from three of them. In the first the affiant is Richard Murray, a driver in the Territory of Utah:

Affiant states that he was passing from Split Rock Station west to Three Crossings of Sweet Water with the United States mails on the said 17th day of April, A.D. 1862, in company with eight other men, all of the mail party; that they were attacked by a band of Indians numbering thirty or more, who commenced a furious fire upon them with rifles and bows and arrows; that resistance was made by said mail party for hours, when the Indians retreated. Affiant further states that six men out of the nine who composed said party were wounded, one with arrows and five with guns.

The second affiant from whom we shall quote is Lemuel Flowers, a district agent:

Affiant says that on the 17th of the same month [April, 1862] the Indians attacked a party of nine men running two coaches, and commenced a furious fire upon them, wounding six men, including this affiant, whose body was penetrated by two rifle-balls; that after a resistance of four hours the Indians captured nine head of mules, nine sets of harness, and partially destroyed two coaches.

The third affiant, who has the worst tale to tell, is George H. Carlyle:

On the 9th of August, 1864, I left Alkali Station for Fort Kearney. On reaching Cottonwood Springs I learned by telegraph that the Indians had attacked a train of eleven wagons at Plum Creek, killed eleven men, captured one woman, and run off with the stock. Upon hearing this I started down the road, and when a few hundred yards off Gillman's Station I saw the bodies of three men lying on the ground, fearfully mutilated and full of arrows. At Plum Creek I saw the bodies of the eleven other men whom the Indians had murdered, and I helped to bury them. I also saw the fragments of the wagons still burning, and the dead body of another man, who was killed by the Indians at Smith's Ranch, and the ruins of the ranch, which had been burned.

The language of the affidavits is not dramatic, and the reader must use his imagination a little in order to realize the sufferings and heroism of those who traveled across the plains twelve years ago.

When the line via the Isthmus of Panama was started, the express matter was forwarded by through messengers from New York to San Francisco. The route was from the metropolis to Aspinwall, thence up the Chagres River, and by portage to the Pacific. Immense wealth was intrusted to the messengers, among whom there were many picturesque characters—picturesque both in person and manners. They usually wore loose blue shirts, trowsers tucked into capacious boots, slouch hats, and numerous weapons of defense. They guarded their treasure with the utmost vigilance, and we believe never lost a single ounce of the tons of gold dust which were at one time intrusted to them.

In 1852 another use was found for the express in the transfer of the baggage of travelers from the railroads and steamboats to their residences. Warren Studley started the system in New York, with an office in Manhattan Alley. It abated the hackney-coach nuisance, and also proved to be

very successful from a pecuniary point of view. Similar expresses were soon afterward established in all other large cities, and Studley's was absorbed by Mr. Dodd, who has made it one of the famous institutions of New York. Hiram Studley, a brother of Warren, was the first man to carry a passenger across the city in a transfer coach—another improvement and extension of the express system—and for several days he was in danger of assassination by the irate "cabbies," who foresaw the injury it would do their business.



JOHN BUTTERFIELD.



EXPRESS MESSENGER, VIA Isthmus of PANAMA.

We have now only to glance at the present "carpet-bag" of the Adams and American Express companies. A credible authority informs us that it is an ordinary occurrence for the Adams Express Company to carry merchandise and "valuables" worth twenty million dollars in a single day. The United States Treasury intrusts to it the carriage of all bank-notes and specie; and with the American it transacts a greater exchange and banking business by the transfer of money than all the private bankers put together. The dividends paid on the capital stock are enormous, and have made millionaires out of men who started with the express in the capacity of office boys and messengers. Scarcely forty years ago John Hoey was engaged by Alvin Adams as a small boy in general, and his duties consisted of running errands, pasting labels on merchandise, and so forth. The same boy is now one of the wealthy men of the metropolis, and until recently was an active superintendent of the concern. We might mention at least fifty similar instances. Mr. Adams remains at the head of the Boston office, giving the service his constant attention, assisted by his sons Waldo and Edwin.

The two great companies employ nearly eight thousand men, one thousand five hundred horses, twelve hundred wagons, and three thousand iron safes. They travel over a hundred thousand miles daily, or over thirty-two million miles yearly! Scarcely a railway train runs on any road that has not a special car attached devoted to the business of the express, and no inhabited part of the country has been left unpenetrated. Wherever there is a station and a few dozen people, there is also an express office which is in communication with a thousand others spread throughout the Union. The system extends as far north as Oregon, as far west as California, as far south as Texas, and as far east as Canada. It is the most important agent of com-





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munication between the producer and the consumer, and they could no more dispense with it than with the Post-office or the banks.

In all our streets, on all our wharves, the strong and handsome wagons of our express companies, drawn by powerful horses, are seen loaded high with merchandise on every working day. In order to understand the extent to which they are patronized, we have only to look at the large cards exhibited outside the warehouse doors, bearing on them the names of the different expresses—the United States, National, American, or Adams. Each wagon has a district which it perambulates three times a day for the purpose of collecting goods to be forwarded, and the card indicates which express is wanted. The bulkiest and the most delicate articles, jewelry and watches, mowing machines and steam-plows, are alike intrusted to the same vehicle and pass through the same careful hands. The extreme care bestowed upon all things is one of the chief reasons why the express is so popular. Sometimes there is occasion for fault-finding, to be sure, but considering the immense quantity of merchandise transported, it is surprising how little is damaged in transit. An accident which occurred to a valuable article in charge of an expressman is said to have given rise to one of our most classical expressions. A bonnet was forwarded from one of our city milliners to a lady in the country, and when the box was delivered, it was evident that some one had been attempting to walk through it. The expressman stammered an apology as he presented it to the lady. "Oh yes, I understand," the fair dame exclaimed; "you've put your foot into it, and that's what's the matter!"

The C. O. D. system of the express is one of the greatest conveniences ever conferred on the mercantile community, but it has been largely used by

swindlers, who have found in it a ready means of alluring the foolish. The imitation-greenback-sawdust rascals have caught not a few verdant countrymen by the pretense of honesty in dealing which the C. O. D. plan affords.

One of the most stirring occasions in the routine of express duties is the sale by auction of the "old hoss," or unclaimed freight which accumulates from time to time. When every possible method to find the owners has been tried and has failed, an auctioneer is called in and the articles are sold to defray expenses. No package is allowed to be opened or examined until it has been purchased, and a spirit of speculation is thus excited in those who assemble. Small carefully sealed packages bring the highest prices, on the supposition that they may contain jewelry. An avaricious old customer once paid ten dollars for a neat little brown paper parcel sealed with evident care at both ends. It contained a hundred or more "rejected addresses" from a swain to "the fair sun of all her sex." Another similar parcel was knocked down to a bidder for eight dollars, and was found to contain a set of false teeth. Patent medicines, whiskey (a still more patent medicine), toys, old clothes, surgical instruments, disinfectants, preserved animals, old magazines, false hair, and many stranger things are usually found among the "old hoss" packages. It may be assumed that most of them are of small value, as we have said, inasmuch as either the sender or the consignee of valuables would take care to have a thorough search made for any valuable property.

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