

November 1977 (No. 96)

THE CHRONICLE

The  
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of the U.S. Classic Postal Issues

November 1977

Volume 29, No. 4

Whole No. 96

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# The Chronicle

## of the U.S. Classic Postal Issues

November 1977

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

Vol. 29, No. 4  
Whole No. 96

\$3.00 to  
Members

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

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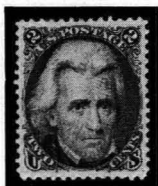
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## THE EDITOR'S PAGE

On the opposite page is shown the magnificent new Elliott Perry Cup, recently presented to the Classics Society by Robert A. Siegel and the Robert A. Siegel Auction Galleries, to replace the original Perry Cup on which no space remained for winners' names. The first name on this new award is appropriately Dave Baker's, for his acclaimed *Postal History of Indiana*. I'd like to express our deep appreciation to the Siegel organization on behalf of all U.S.P.C.S. members for the generous gift of this handsome trophy.

The "Pre-stamp and Stampless Period" appears for the first time in this issue, under the able editorship of Kenneth R. deLisle. Please give Ken your support.

Some other features in this issue are Ryo Ishikawa's discussion of the rare 1¢ stamp, position 99R2, and a valuable detailed record of Black Jack bisect covers, compiled by Joseph F. Rorke.

The French mails loom large—they are the subject of an extensive article by Michael Laurence in the 1869 section. And they occupy most of the Foreign Mails as well, where unusual associated markings and an unusual shipping line are discussed by Clifford L. Friend, Charles J. Starnes, and George E. Hargest in separate articles.

In the regular departments, the continuation of Creighton Hart's account of New York state use of the 1847 issue, and resumption of "Gateway to the West" by Thomas J. Alexander and David T. Beals III. are among many items of interest.

It should be pointed out that, with expanded coverage into new periods and issues, space may not allow the appearance of every section in every issue.

•If the Hanging Lincoln design is the *great* Confederate patriotic cover what's your choice for the *great* Northern patriotic? Dick Graham, who's been asked to pick one for a proposed book in color, suggests the Magnus Rose of Washington, the two large valentine patriotics or the Lincoln Shooting Star, but would like your opinions in making a choice.

**Review: The 1977 Register.** Edited by Benjamin E. Chapman. Published 1977 by the United States Pictorial Research Associates. 96 pages, loose leaf. \$15.00 (including binder) from Elliott Coulter, Sterling Rd., Harrison, N.Y. 10528.

This is the second annual volume of collected articles on the 1869 issue published by the 1869 specialists group. It contains ten articles by nine different authors. As might be expected in an undertaking of this kind the quality is quite uneven. A few articles are thorough and well documented papers; others, although interesting, are more in the nature of short reports and are too brief or tentative for book form in their present states. In several cases, readability and coherence would have been improved by bolder editing.

The lead article on "Taxes, Taxes, Taxes" by Ben Chapman is well-illustrated but somewhat prolix. It expands information on the Luray, Virginia, bisects and adds evidence to confirm their authenticity. Michael O'Reilly is represented by an informative but slight piece on 1869 use from a small Alabama post office.

John Birkinbine's discussion of the intriguing subject "A Combined Revenue-Postage Usage" is marred by too many unsupported assumptions. This article and the previous Chapman one would have been improved by research into details of the actual tax laws involved.

Use of the 3¢ 1869 stamp in Sitka, Alaska, is discussed by Margaret L. Wunsch. The subject is well presented although some irrelevant material is included. Ben Chapman returns to his favorite subject, the 3¢ locomotive, in an entertaining presentation of non-philatelic use of the 3¢ locomotive vignette.





**THE ELLIOTT PERRY CUP**

This beautiful sterling silver cup, emblematic of the Elliott Perry award, has been presented to the Classics Society by Robert A. Siegel and the whole Siegel firm. This ornate and intricately carved trophy is on display at the Collectors Club of New York.

The activities of Benjamin F. Stevens as despatch agent, especially in the 1869 period, are recounted in a fine article (rather excessively footnoted) by Joseph H. Crosby. A valuable table listing covers with 1869 stamps handled by Stevens is included. Considerable space is devoted to speculation about the notation "No. 14/Horme" on one cover—I suggest, in view of the origin, the word is "Home," not "Horme," and it simply indicates the fourteenth letter received from home.

Richard M. Searing has done his usual thorough job in an article on classic errors, detailing information on 1869 inverted centers. This is an excellent summary of the present state of knowledge of existing 1869 inverts.

The remarkable article by J. C. M. Cryer on "The Landing of Columbus—The Three Types" has already provoked much comment and argument. Cryer has a distinct flair as a story-teller and his "you are there" technique keeps the reader interested. There is some danger, however, that in less scrupulous hands than Cryer's, this method may be abused. Cryer's startling conclusions about Luff's statements on the types of the 15¢ deserve careful appraisal and consideration because, if accepted, they represent an important new interpretation of the facts.

Cancellations on the 90¢ are the subject of a well executed and appropriately illustrated survey by Jon Rose—straightforward, concise and factual. Elliot Coulter's article on 1869 re-issues is a well organized and clearly presented discussion of postal use of these stamps. It poses several unanswered questions which are worthy of further investigation.

*The 1977 Register* contains several valuable articles, but it is hard to justify the \$15.00 price to the general public for fewer than 90 pages of actual text, no matter how outrageous the economics of philatelic publishing. Apparently the 1869 group is committed by its dues structure to annual book publication whether or not sufficient appropriate material is available. This "publish or perish" doctrine is detrimental to sustained scholarship.

The 1869 group also publishes a quarterly newsletter, *The 1869 Times*, the first seven issues of which have been reprinted in a collected edition (\$10.00 from address above). The large size format and ability to update information or report work-in-progress make the *Times* a fine vehicle for exchange of ideas and information. Several interesting and informative features appear regularly: Michael O'Reilly's fascinating auction reports, Chapman's column on the 3¢ locomotive stamp, and Michael Laurence's series on the stamp agent's ledger sheets, and the deductions drawn from them on quantities of 1869 stamps issued. *The 1869 Times* is a most attractive production containing many items of interest to the classics collector. You need not be an 1869 specialist to enjoy it.

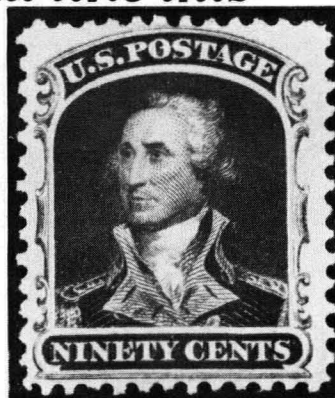
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**THE PRESTAMP AND  
STAMPLESS PERIOD**  
KENNETH R. DE LISLE, Editor

**SHIP LETTERS ON THE HUDSON RIVER**

KENNETH R. DE LISLE

**Prologue**

The Hudson River, rising at Lake Tear in the Clouds on the slope of Mount Marcy and joining the waters of the Atlantic Ocean in the Port of New York, has been the subject for many writers. It is not a mighty river, ranking below some seventy to eighty others in America in total length. Perhaps because of its antiquity in our history and the importance it played in the development of the nation, the river story has been told and retold, beginning with the account of Verrazano, who explored its mouth in 1524. He named his discovery River of Steep Hills and Grand River, this latter name appearing on several old maps. In the Dutch days it became known as the Maurits or North River, a term which persists today at its lower extremity.

The recent bicentennial celebration spawned a flurry of fresh writing and research concerning history, life, and customs along the Hudson River. Yet, curiously, none of these record in any detail one of the very important functions of the river in the late 18th and early 19th centuries, that of speeding written communication throughout its navigable portion between New York and Troy and to adjoining communities served by the river. Letters written in Albany and addressed to Rotterdam (The Netherlands) are known from the 1600s. Some of them bear Dutch postal markings but there is no evidence thereon of a "post" existing on the river. It is possible these letters were carried to Europe in the pocket of an interested party or passenger as a matter of convenience and safety until a sure repository was found. The likelihood also exists they might be entrusted to the captain of a vessel sailing out of Albany, who would make sure the communication was properly sent on to Europe if he himself did not continue across the sea. Ship captains were respected, trusted individuals who could be depended on to use the best measures available to them.

Taking into account the absence of roads and the relative comfort of conveyance by water, it is understandable how the Hudson River in these very early days was the predominant mode of travel for men and merchandise. Where these passed, so did the written communication. Still, little is known about the mails in upstate New York until the British ruled.

Very little disruption came with this change of rule. The Crown confirmed all prior grants and tenancies including the powerful, autocratic patroonships. For these, the Dutch law of inheritance by the eldest son was upheld, assuring no lessening of their territory, influence, or wealth. Even minor civil officials remained in office until the next election. Except at New Amsterdam and Fort Orange, where the names were changed to New York and Albany in honor of the new proprietors, most place names were retained to become Anglicized with the passing years. The Hudson River suffered no loss of trade or traffic. Indeed, English rule opened up new markets formerly closed to the Dutch merchants. Furs, wheat and produce were easily disposed of through New York City merchants and traders. In exchange the inhabitants sought manufactured items not yet available in their agri-society—clothing, furniture and chinaware for the middle class; wines, elegant mirrors and similar luxuries for the wealthy. One must assume considerable business correspondence took place between producer, middleman, and consumer in both directions. Did this travel by water? Evidence tends to prove otherwise and we are left with the conclusion the official "post" went by land.

Konwiser, in his *Colonial and Revolutionary Posts*, refers to a footpost

proposed between New York and Albany in 1711. R. A. Barry writing in the *New York Herald Tribune* of August 12, 1936, states:

In addition to Albany's claim, made on her 250th anniversary last month, of being the oldest chartered city and oldest settlement in continuous existence in the original thirteen colonies, that city can also claim the distinction of being the terminus of the first inland post route in the colonies.

Albany's place in the postal map was fixed in 1711 when a footpost on a two round trips a month schedule was started over the old trail on the east side of the Hudson. . . . The first Colonial post, other than local routes in New England, was started under a patent from Queen Anne in 1693 and extended from Portsmouth, N.H. to Virginia and this footpost to Albany was the first branch from the main stem. . . .

Figure 1 pictures an official communication from George Clinton, Governor of the Province of New York (1743-1753) to the commander of the troops at the Albany garrison, a busy center of operations in the French and Indian War.

We cannot be sure if this was carried over the footpost or whether it travelled by military courier on one of the "expresses" which supplied the forts on the Hudson River-Lake George-Lake Champlain corridor with orders and news. Albany was also the last major location before taking off on the Mohawk Valley-Finger Lakes route to the frontier on Lake Ontario. No postage is noted on the illustrated letter; probably none would have been assessed even on the footpost since it was an official letter from the commander-in-chief.

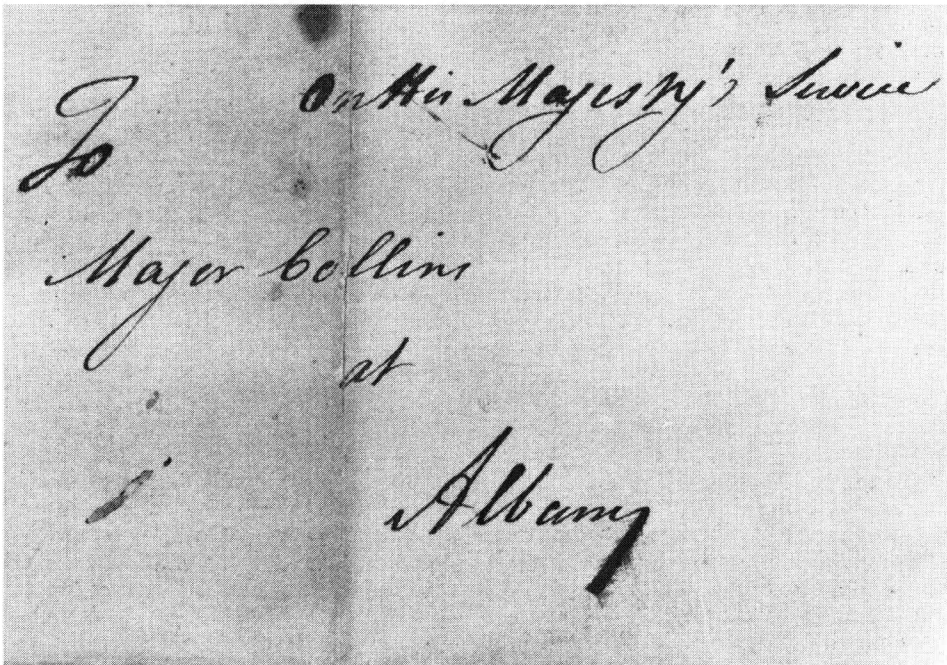


Figure 1. Official order to the garrison commander in Albany, from New York, signed by George Clinton, Colonial governor of the Province of New York, November 17, 1746. Probably carried by military express.

At the conclusion of the French and Indian War Canada became a British territory and the dream of a great mail system down the St. Lawrence River to Montreal, thence to Albany and New York became a reality, under PMG Franklin. In the late Colonial period mail travelled with frequency and despatch along the Hudson, but by land. The Johnson Papers contain many references to the Albany office, citing postage owed, delivery delays for which Sir William reprimands the postmaster, etc.<sup>1</sup> While the office at Albany may have been a part of the Colonial system, there exists evidence that not even the postmaster, Henry Van Schaack, was sure. In a letter to the Postmaster General, dated September 3, 1770, Van Schaack says:

1. James Sullivan, ed., *The Papers of Sir William Johnson*. Univ. State of N.Y., 1921.

Sir:

In obedience to your orders of the 26th July last, signified in the Philadelphia News Papers, I now enclose my first quarterly account since the date of said orders. The Accounts of this office have always been heretofore been settled with his Excellency the General of the King's Troops. Should it be your pleasure that the business of this office for the future should be settled through the same channel I should be glad you would be pleased to signify your pleasure to me, for my Government,

I remain Respectfully,

Sir

Your most obedient &  
humble servant

H.V. Schaack<sup>2</sup>

Good postmaster Van Schaack wanted some written authority to change his accounting; the King's troops in Albany carried a great deal more authority than the distant Philadelphia newspaper notice! Van Schaack was removed as postmaster at Albany in 1771, on account of not being a resident of the city. He was appointed a justice of the peace at Kinderhook on the recommendation of his friend, Sir William Johnson, but fell from grace during the Revolution. He was arrested as a loyalist and was not released until December 23, 1780, when he and two other Tories were exchanged for three patriot prisoners.<sup>3</sup>

With the coming of Revolutionary hostilities the postal service of New York State was severely disrupted. During the war New York became a major battleground and a prime target for the confident British forces. Should New York State be taken, New England would be cut off from the other colonies and events might have taken a far different course. Through all the turmoil New Yorkers found time to form a state government, assist in a major war and continue to function, even with their major port in enemy hands. We know that a Constitutional postal service began operation but no letters from the war period in New York State have been recorded, to the best of the author's knowledge. Military mails and expresses carried essential government and military papers while business and personal mail travelled privately as the opportunity occurred. Because river craft passed back and forth in the American-held stretches of the Hudson River it can be assumed private letters were carried, but not as a "post."

Later, when government and business returned to normal, we do find a great increase in the volume of surviving mail which travelled in the new nation. Stages began regular runs between New York, Albany, and way stops. Elapsed time between the two major points was drastically reduced because of better roads. A stage could leave Albany at 5 A.M., stop at Kinderhook for breakfast, arrive at Rhinebeck by 2 P.M. for dinner and go on to Fishkill, where it stopped overnight. New York was reached the following day. The stage proprietors contracted to carry the mail, for which they received the postage. This time was better than could be achieved by water, precluding the possibility of a post on the river. Letters accompanying cargo or "by favor" are recorded; these did not enter the regular mails. Regular carriage of the mails by stage and on horse was the normal mode until water time could best the time of the land passage.

Thus the Hudson River, although an important artery for transporting heavy merchandise and passengers not on urgent matters, failed to become a conduit for mail until the opportune moment arrived. By 1800 that moment was drawing close, brought to fruit by two unrelated developments—a change in the rate of postage and the successful operation of a steamboat.

#### Postage Rates — Albany and New York

The Postal Act of February 20, 1792, (1 Stat. 235 and 238) was the first, after the adoption of the Constitution of the United States, to fix rates of postage on mail matter. It established a simplified zone system based on the number of miles the letter would travel and changed the mode of assessing postage from the colonial pennyweights and grains of silver to Federal cur-

2. Quoted from Vol. II of Henry C. Van Schaack's *Autographic History* held by The Newberry Library, Chicago, with their permission.

3. *Public Papers of Governor George Clinton, First Governor of New York 1777-1795: 1801-1804*, IV (Albany: J. B. Lyon & Co., 1902), p. 127.



rency of dollars and cents. The distance by the post road between New York and Albany was somewhat over 150 miles, thus the postage on a single letter fell in the 150 to 200 mile zone, at 15 cents. The heavy mail between the two missed the 100 to 150 mile rate of 12½ cents by a few short miles, some say as little as two or three. The same Act established a rate for ship letters as follows:

For every letter or packet brought into the United States or carried from one port therein to another by sea in any private ship or vessel, 4 cents if delivered at the place of arrival; if delivered at any other place, with the addition of the like postage as on other letters.

The last phrase is not as clear as it might be if written today, it means a ship letter brought into a port, destined for an inland point, would be rated with the land postage from port to destination with the addition of the 4¢ ship fee. Albany was at that time, as it is today, a port which berths ocean-going vessels. The port regularly cleared vessels bound for the West Indies or Europe. Hudson was home port for a significant whaling fleet. Even in 1836 when the whaling industry was on the decline in New York State we find that Hudson, Newburgh, Poughkeepsie, and Peekskill registered over twenty vessels plying the South Atlantic and Pacific whaling grounds.<sup>4</sup> While the opportunity did exist, we will probably not find an up-river ship letter. The two key words in the Act were *by sea*; it is doubtful if anyone classed the Hudson River as a sea. Homeward bound ships might have carried mail picked up in a foreign port or transferred from another at sea (as was the custom with whalers) but post office regulations required them to put the mail into the first place they touched where an office was kept. In the case of Hudson River traffic, this would be New York City.

The Postal Act of March 2, 1799, (1 Stat. 734, 738-740) contained changes which affected Hudson River communities and the postage paid on their letters. The zone system was retained, being reduced from eight to six, causing an overall reduction in postage. However, the busy New York to Albany route was still measured at something over 150 miles and the postage on a single letter increased from 15 cents to 17 cents. Two sheets were assessed 34 cents, three sheets 51 cents and a quadruple letter or a packet weighing one ounce cost 68 cents. The businessmen of the two cities quickly realized they gained nothing from this "cheap" postage. They protested angrily. Despite their influence, it was not for more than twenty years that a special effort by merchants and politicians caused the official distance to be set at "less than 150 miles" with a consequent reduction in the rate of postage between New York and Albany.<sup>5</sup>

The new Act additionally made a change in the rate charged for a ship letter and refined the language of 1792:

Every letter or packet brought into the United States, or carried from one port to another therein, in private ship or vessel, [postage of] 6 cents, if delivered in post office where received; if conveyed by post to any other place, 2 cents added to the ordinary postage.

Note the key words of the former statute, *by sea*, have been deleted. It now became possible within the phrasing of the law to convey letters in private ship or vessel between the ports along the Hudson River. The numerous vessels plying the river be they ship, brig, schooner, sloop or scow qualified as vessels. Not being owned or provided by the United States they qualified as private.

So, one of the steps leading to an eventful change in the Hudson River mail had taken place. The second step, that of providing a carrier swifter and more dependable than stage or poststrider, was soon to come—literally in a cloud of smoke.

(To be continued)

4. Edwin Williams, *The New York Annual Register*, (New York: E. Williams, 1836) pp. 328, 329.

5. Kenneth R. de Lisle, "A Change in Rate—1821." *Excelsior*, IV, No. 2 (1977), 1-8.

## EDITORIAL

For some time there has been a quiet movement to initiate in the *Chronicle* a section dealing with the prestamp and stampless period. As far back as 1967

our correspondence with the late Henry A. Meyer indicates he was advocating the move, calling the stampless era "the most interesting of all." At the 1976 meeting of the Classics Society in Philadelphia the Empire State Postal History Society, supported by the Connecticut Postal History Society, brought the matter to the attention of the Board of Directors.

While it is true there has been no formal section for such material, the very nature of its close relationship to the 1847-51 period, the 1851-60 period, and the international mails meant articles of stampless content found their way into classic writing. Section editors of Railroad Postmarks and The Foreign Mails have made liberal use of covers without stamps to describe the postal history and mail arrangements of those particular services. Coastal and inland waterways markings, railroad markings, cross border mail with Canada, and trans-oceanic markings all straddle the stampless and stamped periods. Their study has been very necessary to an understanding of the mails.

Publications of postal history organizations and philatelic societies both here and abroad have provided excellent articles for the time preceding the issuance of stamps, as has the commercial philatelic press. However, with a universal increase of interest in postal history the demand for information seems insatiable. Improved availability of old records because of microfilm documentation has made research much easier, as those who have poured through fragile original old newspapers will attest. All this has led officers of the Classics Society to believe there exists a need for coverage beyond that now presented. Accordingly, at a meeting of the Board of Directors at WESTPEX, authorization was granted to expand both the size and coverage of the *Chronicle*. Following this action Editor-in-Chief Susan M. McDonald asked us to take on duties as editor of a new section.

It is with some feeling of apprehension we accept this responsibility. The pages of our journal have always been graced with the writings of the best philatelic authors and researchers. It is hoped they, along with new names yet to be discovered, will be attracted to The Prestamp and Stampless Period. Certainly the field is open to a multitude of subjects.

We will define the period as beginning with the colonial mails of the Dutch and British administrations, perhaps restricted to that relating directly to the colonies which became the United States of America. The end of the period will be defined as June 30, 1863, when prepayment with postage stamps was made compulsory on drop letters, to all intents and purposes ending the era of stampless mail by the general public. Although free franked mail, collect international mail, and collect soldiers and sailors mail continued, these were limited privileges of a special nature.

Subjects will be of national or regional interest, rather than just local or parochial in character. Contributions of original articles within these guidelines are solicited. Correspondence should be directed to the section editor at 54 Ramsey Place, Albany, N.Y. 12208.

Kenneth R. de Lisle

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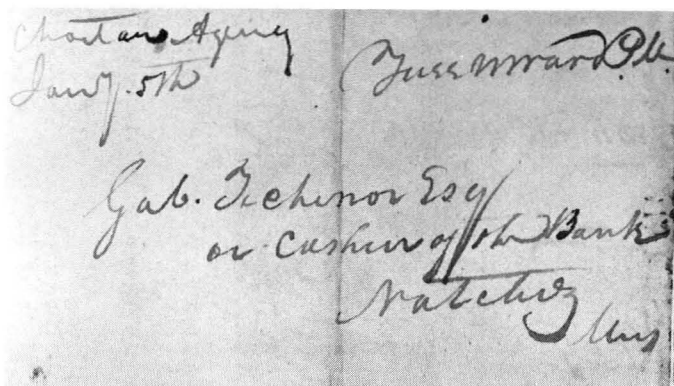
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**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**1847 COVERS FROM NEW YORK: PART II**  
**CREIGHTON C. HART**

Six New York post offices are the subject of this second part, namely, Albany, Buffalo, Lockport, Rochester, Troy, and Utica. These six post offices have in common that they each received more than 25,000 stamps of our first issue but they also have in common that they are all less than 300 miles from the Canada border.

The 300 mile distance is important because, prior to April 6, 1851, it had been a rate factor in cross border mail. On that date the United States-Canada agreement went into effect whereby 10¢ paid the entire rate from any United States origin to Canadian destinations, except to and from the Pacific Coast. Previously, United States letters were charged the domestic rate to the border which, for distances less than 300 miles, was 5¢.

The "paid through" rate was a great improvement in postal services to residents of both countries because the same service was, of course, provided to Canadian residents for six pence. This service had been anticipated by both governments and when Great Britain granted Canada control over its postal system, the new rate was put into effect on very short notice.

Just how much notice, if any, *the public* received before April 6 is one of the unanswered questions about the 1847 issue. The stories the surviving cross border covers tell is that the new rate was not known to the public for many days after April 6 and to the patrons of some post offices, perhaps not until nearly June 1. (Figure 1).

Classic Society members in or near these six cities can help solve this question by examining old copies of their local newspapers for post office notices of the new rate or by looking up copies of defunct newspapers which are often kept at a library or museum. The dates April 1 to April 10, 1851, are critical.

If volunteers will contact me, I will keep a record of what is going on so there will be no duplication of efforts. Volunteers are also needed for New York City, Boston, Philadelphia, and Cleveland. The 1847 section of the *Chronicle* is the logical place for this research to be reported, so I will be the depository for the accumulated information until publication. The services of each volunteer will be appreciated and acknowledged.

The information for the covers from these six cities comes from detail cards that I maintain on each cover with a colored slide in addition for many. For other covers I have auction catalog black and white illustrations and for the remaining few I rely on descriptions either furnished by collectors or in auction catalogs.

The color and style of postal markings is given because this sometimes enables a year date to be ascertained because no year date appears in any postmarks of this period. For covers discussed, the month and day dates are given so as to identify the covers in case they are offered for sale. Past *Chronicles* have illustrated and discussed some covers and reference is made to those issues rather than to repeat it now. The *Chronicles* since 1963 contain a great deal of original research and a complete set is invaluable to collectors of 19th century United States stamps and covers. I hope every member has a full set.

**ALBANY**

The Albany Institute of History and Art owns the W. L. L. Peltz collection of Albany Postal History which includes 16 of the 53 five cent 1847 covers and one of the three ten cent covers.

The cover to Canada illustrated in Figure 1 is important because of the stories it appears to tell. At first glance one might think the stamp at the left

has been added because the stamp is on top of the lower line at two points of the "U. STATES" postal marking.

What probably actually happened is that the upper right stamp was the first stamp put on the letter to pay the 5¢ rate to the border prior to April 6, 1851. The faint Albany postmark in the center is May 24 and even at this date the 10¢ paid through rate to Canadian destination was not well enough known, so the second 5¢ stamp had to be added *after* the clerk at the exchange office (Albany was an exchange office for Canadian mails) had struck his "U. STATES" exchange office handstamp. Both stamps were then cancelled at the same time. Other early covers seem to confirm this lack of information about the change from 5¢ to 10¢ for U.S. mail to Canada originating less than 300 miles from the border.

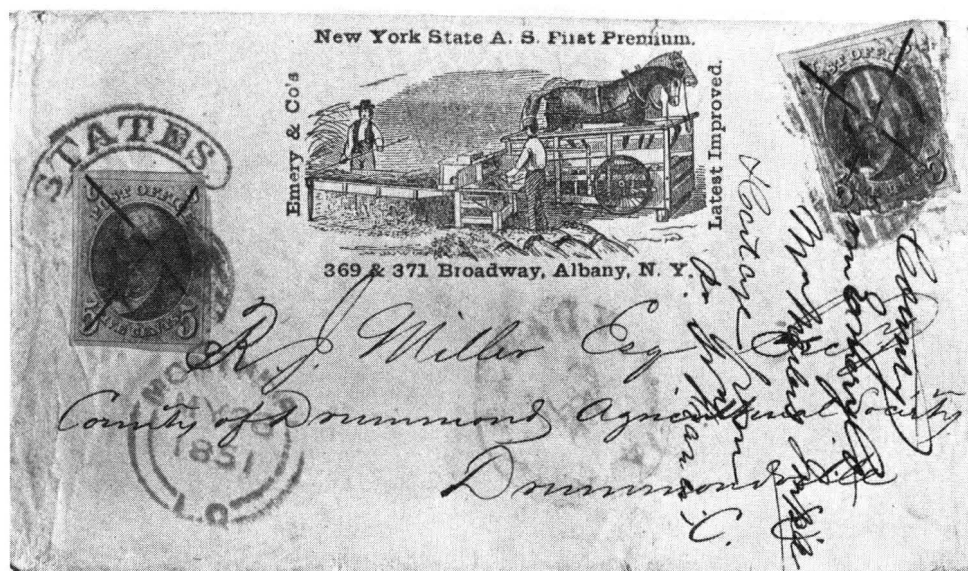


Figure 1. This envelope from Albany to Drummondville, Canada, has two 5¢ stamps to pay the paid through rate effective April 6, 1851. Illustrated envelopes bearing 1847 stamps are rare, this being one of four known. This is the first time this cover has been pictured in the philatelic press and is shown with the courtesy of the Albany Institute of History and Art.

Ken de Lisle, our new Section Editor for prestamp and stampless covers, is the authority for Albany postal history. Ken writes me that the red two-line STEAM/BOAT found so often on Hudson River mail was applied at Albany on incoming mail, usually without the Albany postmark. This postal marking will be discussed in a later article with other steamboat and railroad postmarks embodying the names of New York towns.

The 55 covers (52-5¢; 3-10¢) are enough to get a picture of postal markings which were nearly always in red. All the postmarks are red as are most of the cancellers. Beginning with March 1, 1851, the grid is consistently black on the six covers from then through May 24. Apparently, the postmaster was also experimenting with black for the canceller in 1850 because three of the seven grids that year are black.

#### BUFFALO

The 72 covers (50-5¢; 22-10¢) listed for Buffalo give an excellent picture of the operation at that post office. Stamps were first received there on July 29, 1847, with the earliest recorded cover being mailed on August 14. From then until into June 1851, the dates are generally well spaced.

An oval blue townmark (Figure 2) with the official grid struck in red or blue was used until at least July 24, 1848, on stamped mail. Then in late 1848, the circular townmarks, with rates of either 5 or 10, appeared and continued as long as the issue was valid. The first example recorded with 1847 stamps is October 6, 1848.



Four covers, two 5¢ (postmarked October 20 and October 25) and two 10¢ (postmarked May 17 and November 23) have the STEAMBOAT in a fancy ribbon (Figure 2) showing delivery to the Buffalo post office by a non-contract Lake Erie steamer. John Eggen, an authority on waterway markings, tells me that this marking, also in blue, was struck by the Buffalo postmaster who paid the steamer's captain 1¢ for conveying the letter.

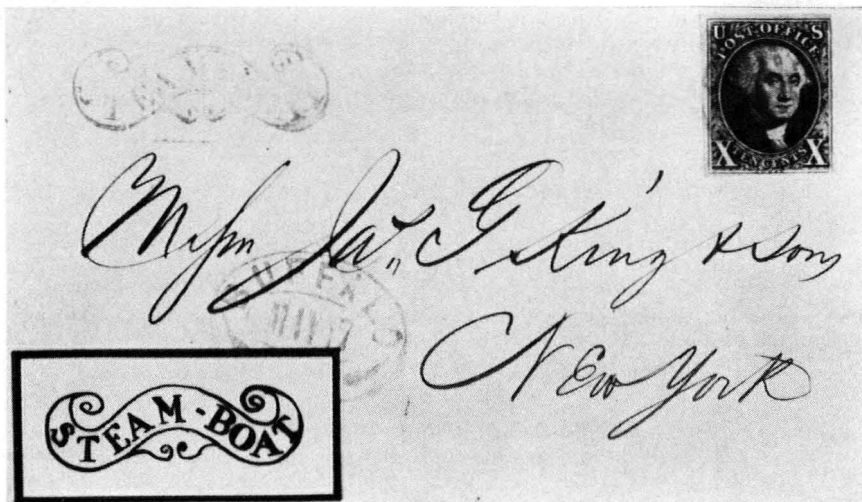


Figure 2. The fancy Steamboat markings show carriage part way to New York by a non-contract Lake Erie steamboat for which service the captain was paid 1¢. The tracing shows the marking in detail.

Two 10¢ covers (postmarked May 21 and August 23) have a squarish "STEAMBOAT 10" which, because of the 10¢ rate being stated, is associated with stampless collect letters. Neither stamp is tied and the stamps may not belong.

Of special interest is a 10¢ bisect from Buffalo to Oneida, New York, which is less than 300 miles distant and required only 5¢ for the single rate. What makes this cover extra special is that the bisect is in addition to a 5¢ stamp. The Buffalo postmark is August 26 with no year date evident on the folded letter. If this cover is genuine, it is the only bisect known used with a 5¢ stamp. This cover was in the collection of Howard Lehman, a prominent collector now deceased, and must have been included in part of the collection sold privately, because it has never appeared at auction. I'd appreciate hearing from the collector who owns it.

A 5¢ cover (postmarked May 18) addressed to M. L. Burrell at Lockport is tied with what appears to be the boxed PAID used only at Philadelphia. This cover is also suspect. This cover was illustrated and sold in the Waterhouse auction in 1955 as lot 58.

One of the gem covers of philately is a cover from Buffalo to Albany and forwarded from Albany to Albion, New York. A 10¢ stamp cancelled with a blue grid was on the cover when it was postmarked with a blue Buffalo townmark. When the folded letter was forwarded from Albany to Albion a 5¢ stamp was added, postmarked and cancelled in red. This lovely cover with a Philatelic Foundation certificate was last sold at auction by H. R. Harmer in April 1969 when it realized \$4,300, surely a bargain at today's prices.

#### LOCKPORT

Lockport is a border town but was not an exchange office for cross border mail. Several covers are known to Canada but only one after April 6, 1851, paying the paid through rate. This cover with two widely separated 5¢ stamps, one on each upper corner, is illustrated in the August 1970 *Chronicle* for the article "U. S. Exchange Markings on 1847 Covers" by Susan McDonald. Lockport is also known for covers addressed to Lockport, some of which have had stamps

added to increase their value. Part, but not all, of the M. L. Burrell correspondence to Lockport has been tampered with and some faking done just as has happened to some, but not all, of the large D. S. Kennedy correspondence from Canada to New York. A fake cover from the Burrell correspondence is illustrated in the June 1964 *Chronicle*.

There are only seventeen 5¢ covers and two 10¢ listed but these were used rather evenly over an extended period and enable us to picture the operation at that post office. The first stamps were not received from Washington until October 4, 1847, and so far no cover used in 1847 is listed, the earliest being January 25, 1848.

The earliest cover has a manuscript postmark and a manuscript cancellation. A cover used February 23 has a 4 bar grid—apparently of local manufacture.

The official 7 bar enclosed circular grid is not known until a cover posted April 27, 1849, and it was in regular use for the rest of the period the stamps were valid. Red was used at first both for the postmark and the 4 bar grid. A cover mailed May 4, 1848, has blue for the postmark as well as the grid. The 14 covers listed after that date all have postal markings in blue except one with red February 23, 1850, and one in green posted May 24, 1848.

### ROCHESTER

Rochester is a border city that is remembered by 1847 specialists for a paid through cover to Canada postmarked May 4, 1851. This cover came to the attention of collectors in April 1940 when it was offered at a Rarity Auction by Bartels in New York. There are two widely separated stamps also on opposite corners of this cover but instead of their both being 5¢ 1847 stamps, one is a 3 pence Canada beaver. This is a very early use of the first Canadian stamp which was not issued until April 23, 1851. This well known cover is illustrated in *The United States Postage Stamps of the 19th Century* by Lester G. Brookman, I. 24.

As is the case for our '47 stamps, no Canadian first day cover is known and so far I've been unable to learn of a use even as early as April. Does anyone own, or know of a 3<sup>d</sup> cover with an April 1851 date? Can our Canadian specialists help on this one?

There will be more about this cover and the other covers to Canada after April 6, 1851, in a later issue of the *Chronicle*. In the meantime, it will be helpful to philately if any collector or dealer can recall the ownership and any of the history of this Rochester cover before its appearance at auction in 1940. Please send your information to the Section Editor.

The postal markings on the 64 (49-5¢; 15-10¢) Rochester covers are consistently in red for both the postmarks and the official 7 bar grid canceller. The canceller handstamp must have arrived with the first shipment of stamps on August 5, 1847, because the earliest cover listed is so cancelled only a few days later—August 11.

Occasionally, a 5¢ cover is offered at auction addressed to Mrs. Thomas C. Montgomery, Clifton Springs, New York. These envelopes without contents are each numbered and so far 10 are listed with the highest docketed number being 25. There is, of course, no year date evident but the envelopes are of a type first appearing in 1849 but not common until the 1850s.

### TROY

Troy and Albany are both on the upper Hudson River on opposite sides and only about five miles apart. Both post offices received mail which had been picked up en route by river steamboats but which did not enter the United States mail until received at one of these post offices.

A comparison of the operation of the two post offices shows how differently post offices operated during this period. About the only practice postmasters were required to do was to rate a letter correctly. After stamps were introduced, the originating post office was also expected to cancel the stamp. All other practices were the choice of the postmaster, such as the type of town mark and all sundry postal markings, including color of ink, which could be changed, and was changed, as the postmaster willed.

The Troy post office used blue ink, and Albany red. The Troy post office usually cancelled the stamp with its town mark, Albany seldom if ever did. Troy kept its town mark clean, clear, and sharp. Albany's was dirty, indistinct and lightly struck. Similar differences are evident in the way they handled Hudson River mail that was delivered to their post offices for forwarding to points beyond. This will be discussed when steamboat, steamship and railroad markings applied in New York state are the subject of a later article.

The 116 Troy covers (104-5¢; 12-10¢) provide a better than usual look at the post office operation there. Stamps were first received there August 5, 1847, with the earliest use so far listed being a 5¢ cover, September 10.

Blue was used for all postal markings the entire four years. Until February 7, 1848, a town mark with rate was used along with the official 7 bar circular grid. Another 5¢ cover dated a few days later, February 14, 1848, has a town mark without a rate which was used as a canceller on that cover and generally thereafter, the town mark with rate apparently being pressed into service only during busy times.

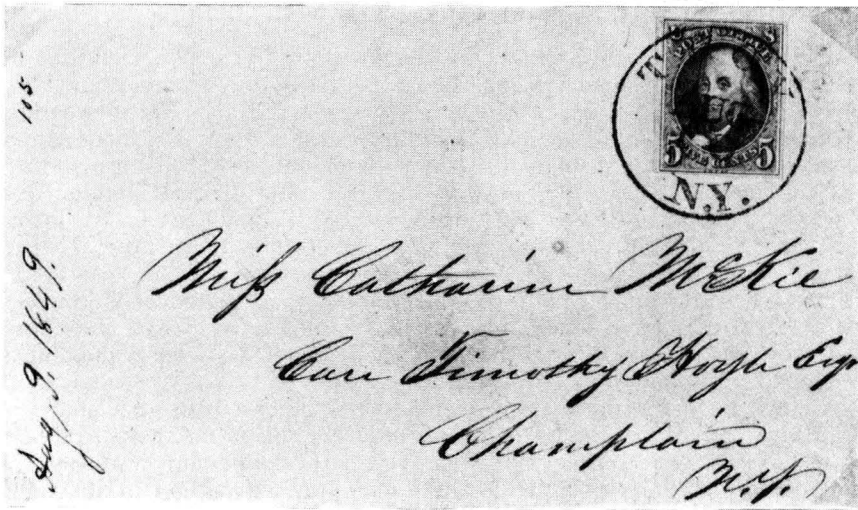


Figure 3. This letter to Miss McKie in care of Timothy Hoyle at Champlain may give another clue as to the romantic nature of this correspondence.

One correspondence to Miss Catherine McKie at So. Easton, New York, apparently from an ardent suitor, accounts for 24 five cent covers with the first one dated November 20, 1848, and frequently thereafter until January 24, 1850. Sometimes there is as little as three days between letters. One cannot help wondering if these letters stopped because the suitor returned to Troy, or there was a wedding in early 1850, or a broken romance. The late Lester Downing in his article "A Find of Sixty 5¢ 1847 Covers" enabled us to relive the courtship, marriage and *Love Story* type of sad ending of the Julia Fuller-Samuel Damon correspondence. I hope the McKie affair (Figure 3) had a happy ending. Does anyone know?

A 5¢ cover to Rochester postmarked May 2, with a blue TROY & NEW YORK STEAMBOAT in a rectangle cancelling the stamp has been expertised as not genuine. A 10¢ cover to Baltimore and a 5¢ one to Montville, New Jersey, both dated May 3, likewise have similar fraudulent postmarks and postal markings. The 10¢ cover is illustrated in the May 1974 *Chronicle* (No. 82).

Only 1200 10¢ stamps were received at Troy and 12 covers is a high percentage to survive. This is accounted for by eight addressed to Montreal, all mailed at the Hudson River pier in New York but not postmarked until reaching Troy. This practice is discussed at length in the February 1974 *Chronicle*, "1847 Covers to Canada—Part III."

## UTICA

Stamps of our first issue were received at the Utica Post Office on July 30, 1847, and the earliest known cover was postmarked a few days later, August 12. During the entire four years, Utica used the oval townmark (Figure 4) and I believe it is the only post office to do so; certainly the only large post office.



Figure 4. The Utica Post Office used its Roman numeral rate marks indiscriminately as cancellers. Here both a "V" and an "X" are used to cancel 5¢ stamps. The tracings show the details of each rate mark.

At no time did Utica use its oval townmark as a canceller on the 58 covers (54-5¢; 4-10¢) I list. The official 7 bar circular grid was used as a canceller from the first to the last cover, which is postmarked June 25, 1851. Occasionally, the rate marks were pressed into service with the "V" and the "X" being used indiscriminately as far as the denomination of the stamp is concerned. (Figure 4).

The subject of the next article will be postal markings on 1847 covers from New York City.

## ADDITIONAL NEW YORK POSTMARKS

My thanks to Kenneth de Lisle, Herman Herst, Jr., Walter Hubbard, Robert Hutchinson, and R. H. Lounsbury for enabling me to expand to 60 the list of post offices that did not receive stamps from Washington but from which covers are known. The seven added are Aurora, Cherry Valley, Deposit, Hudson, Sharon Springs, and Walden. The May and August issues of the *Chronicle* report the other 53.

Of the 89 post offices that received stamps from Washington, postmarks are known from 54. No new ones have been reported since the August *Chronicle*. It seems to me that 5¢ covers should turn up postmarked from Greenport (5,200-5¢), Ellicottsville (2,700-5¢) and Herkimer (1,600-5¢). We are making much progress but keep your lists to date and keep checking for new New York state postmarks, then please report to me.

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**THE 1851-61 PERIOD**  
**THOMAS J. ALEXANDER, Editor**  
**DAVID T. BEALS III, Assoc. Editor**

**THE U.S. ONE CENT STAMP OF 1851-1861: 99R2**

**RYOHEI ISHIKAWA**

One of the rare positions of the 1851-1861 one cent stamp is 99R2 (Type III). Plate 2 includes 199 Type I stamps and one 99R2 which is the finest example of Type III, with its wide breaks of the outer curved frame lines. In addition, it has a pronounced double transfer.

The position is known both imperforate and perforated. The imperforate stamps are quite rare. The best unused example appears in a unique complete right pane from Plate 2 and the finest example on cover is the ex-Newbury cover illustrated in the Neinken book, figure 13P, page 185. (See figure 1.)

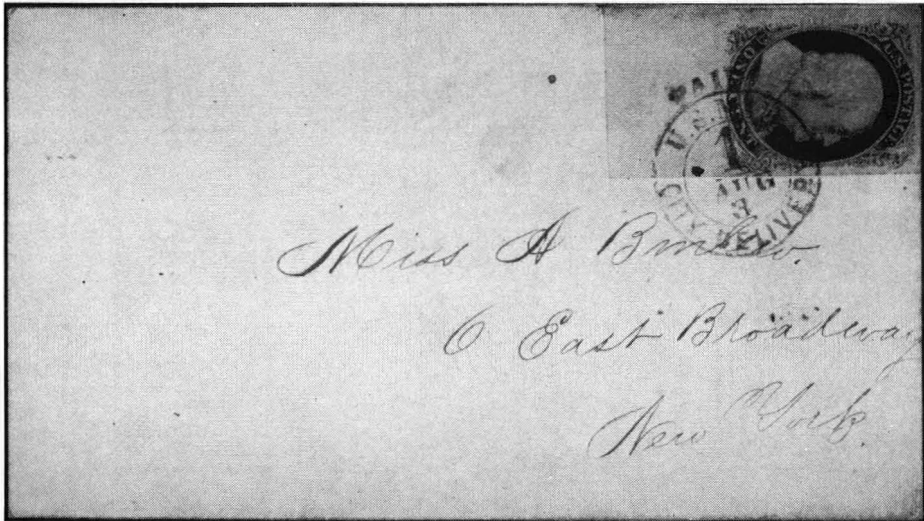


Figure 1. The finest example of position 99R2 known on cover. The stamp is obliterated with the scarce New York "PAID" carrier marking.



Figure 2. A very rare strip of three from Plate 2 (positions 98-100R2). The middle stamp is the Type III, showing the large break in both the top and bottom frame lines.

Perforated copies are really rare. In all probability, fewer than a dozen used exist. In a well known collection there are three copies, one of which is exceptionally well centered. The ex-Newbury strip of three, positions 98-99-100R2 (Type II-III-III A), illustrated by figure 13W, page 194, in the Neinken book, is now in another specialized collection. (Figure 2.)

Perforated 99R2 is extremely rare on cover. A single copy, extremely well centered, on cover, was sold in the 1975 Robert A. Siegel Auction Gal-



Figure 3. Positions 78-80; 88-90; 98-100R2, including the only recorded unused copy of 99R2.

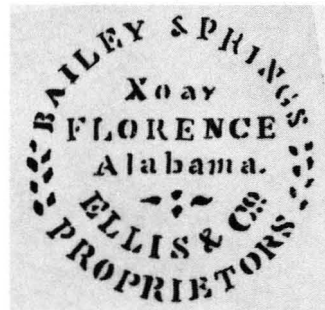
leries Rarity Sale for \$16,000.00. Another cover with six singles from Plate 2, one of which is 99R2, remains in one specialized collection, and Mr. Mortimer Neinken recollects a third cover that he has seen or heard of, in years past. Specialists know of only one unused copy. This is in the superb block of 9 illustrated in the Neinken book, figure 13X, page 195. This block changed owners at the March 1977 Robert A. Siegel Auction Galleries Rarity Sale. The price realized was \$65,000.00. (Figure 3.)

Through the courtesy of the Philatelic Foundation, their records of submissions were checked. These records indicated that opinions on genuine items totaled 40 imperforate copies. These were 32 singles, two in a pair, one in a strip of 3, and four on cover. These records indicated no submission of any perforated copies. The extensive Ashbrook records at the Foundation were carefully checked. There was a photograph of just one perforated copy. Therefore, from all information available, it is indicated that 99R2 perforated is much rarer than the imperforate Type I (7R1E).

Does any one have more information on the perforated 99R2? The author would appreciate hearing from you.

### BAILEY SPRINGS, ALABAMA

At *Chronicle* 94:90 a cover submitted by James R. Kesterson was illustrated, which bore the stencil marking shown here, tying a 3¢ 1857 (S5). Your editor jumped to the conclusion that the word group at the top reads "BAILEY & PHINEAS," which was totally erroneous. Members W. R. Dekay, L. H. Lewis, and M. Clinton McGee all wrote to point out that the wording is "BAILEY SPRINGS."



Professor McGee, of the University of Alabama School of Law, also provided a most interesting background to the handstamp:

... the correct wording is not "BAILEY & PHINEAS," as surmised, but "BAILEY SPRINGS," located on Shoals Creek near Florence, Alabama.

The spa flourished during the years 1845-60. During the Civil War armies from both sides used the springs as a camp site. John C. Bailey acquired the principal tract in 1834. By 1844 the fame of its curative effects induced visitors to flock there from St. Louis, Louisville, Cincinnati, and Columbus, Mississippi. It is said that old photographs showed a large rambling two-storied frame building. Old newspaper advertisements called attention to nearby stage coach routes that passed within easy reach. Other ads referred to a private transportation system that ran from Florence to the springs that connected with the railroads and steamboat landings.

Bailey managed the springs until his death in 1857. In 1858 the springs, houses and acreage were purchased by A. G. Ellis under the name of Ellis and Co. [which also appears on the subject stencil]. W. P. Ellis operated the resort, 1860-69. Thereafter a number of family cottages, a ballroom and a tenpin alley were added. During the yellow fever epidemic of 1872 many residents from Memphis fled to the springs. It was operated as a hotel, 1904-09, and finally sold to a timber company. As of 1964 it was the Saddle-N-Spur Aquatic Club.

Bailey's Springs is listed in the Post Office Directory for 1859, although its postmaster is not indicated. It seems reasonable that the cover illustrated was postally used sometime during 1858-60, and the postmaster was probably A. G. or W. P. Ellis.\* In any event, it constitutes an interesting piece of Americana and what must be a rare postmark.

\*A very good deduction. The 1859 Federal Register lists A. G. Ellis as postmaster for three quarters, with total compensation of \$46.41.—Ed.

[Editor's note: A partial strike of this marking on a 1¢ 1857 appears as lot 852 (with photo) in Siegel's Nov. 2, 1977 sale, where it is described as "Steamboat cancel." The word above "FLORENCE" is definitely "Near."—S.M.McD.]

## GATEWAY TO THE WEST

THOMAS J. ALEXANDER AND DAVID T. BEALS III

(Continued from *Chronicle* 94:89)

In the three preceding installments, we have attempted to cover the postal history of the frontier outfitting and trading towns of Missouri, and we turn now to Kansas.

The town of Kansas (Missouri) was named in 1839, when there was no Kansas Territory and few white settlers lived west of the Missouri state line. The major Indian tribes living to the immediate west of the new town were the Wyandottes, Shawnee, Osage, Kansas, and Delawares. The Kansas (or Kaw) River, which empties into the Missouri River at the town of Kansas, had been named prior to 1839, presumably for the Kansas Indians. Thus the town preceded both the territory and state in point of time.

Beginning in 1825, various treaties with the Indians were signed, moving them west of the Missouri state line, into what was to become Kansas Territory. The last of the tribes were moved in 1840. The Shawnee located south of the Kansas River in the area that later became Johnson County. The Wyandottes and Delawares settled north of that river. In 1830 a Methodist mission was established on the Shawnee Reservation at the present site of Turner by the Rev. Thomas Johnson. It soon outgrew its first quarters and was moved to its present site (now in the town of Fairway) southwest of Kansas City. Several very substantial brick buildings, which now constitute a museum and state park, were erected there in the 1840s. Johnson County, organized in 1854, was named for Rev. Johnson, who continued to run the mission until he was murdered by bushwhackers in 1865.

By 1838 Cyprian Choteau had opened a trading post on the west side of the Missouri River (north of the Kansas River). It was here that Lt. John C. Fremont outfitted his expedition to the West in 1842. Although Chase and Caben in *The First Hundred Years of United States Territorial Postmarks* state, at page 202, that the town of Kansas City, Kansas, was established on this site in 1843, we are confident that the reference should have been to the Indian village which was later named Wyandotte. Kansas City, Kansas, was not organized until 1885.

With the passage of the Kansas-Nebraska Act, the stage was set for the bloody border war that was fought intermittently for the next decade along the Kansas-Missouri border. The Act provided that the residents of the new territories would decide whether they would have a free or slave state. At the time Kansas Territory was organized in 1854, there were not more than 800 white settlers in the entire area. Pro-slavery groups in Missouri immediately began sending settlers across the border to insure that Kansas would come into the Union as a slave state. At the same time the New England Immigrant Aid Society was founded in Massachusetts, and that group and others began sending in settlers from the East for the purpose of organizing a free state.

The first Territorial Governor, Andrew H. Reeder of Pennsylvania, was appointed on June 29, 1854, and the first session of the territorial legislature was held at the Shawnee Mission in Johnson County. Pro-slavery forces from Missouri initially gained control of the government. With the shipment of arms to the Yankee immigrants by the New England Immigrant Aid Society in the Spring of 1855, guerrilla warfare broke out in earnest. The border war between Kansas and Missouri and the civil war within Kansas polarized political beliefs, with the result that most towns in Kansas Territory became known as either pro-slavery or free state in sentiment. By the winter of 1858-59 the free state faction had substantially won the local civil war, and Kansas was admitted to the Union as a free state on January 29, 1861.

### WYANDOTTE

Located on the north bank of the Kansas River where it joins the Missouri, this site was purchased by the Wyandotte Indians from the Delawares in 1842. The Wyandottes were a civilized tribe, who thus began the first permanent non-



Wyandotte K<sup>y</sup> 1  
Dec 2

Wyandotte City K<sup>y</sup> 2  
Oct 13



3



4



5

Wyandotte K<sup>s</sup> 6  
July 3



7

military settlement in what was to become the State of Kansas. It was considered southern in sentiment during the border war.

In 1852 the Wyandotte Indians attempted to form a provisional territorial government, and elected Abelard Guthrie as their delegate to Congress. Guthrie was married to the daughter of a Wyandotte chief; his mother was a Shawnee. Congress refused to seat the new delegate inasmuch as no territorial government had yet been authorized.

The Wyandotte post office was opened on October 8, 1855, but the town site itself was not formally surveyed until March, 1857. The delay in the survey and sale of town lots was caused by the United States government, which did not issue its land patents to the Indians until February, 1857, even though they had been granted citizenship by a treaty of January 31, 1855. On January 29, 1859, the town of 1,256 inhabitants became a city.

Between 1854 and 1856 there was considerable steamboat traffic on the Kansas River between Wyandotte, Lawrence, Topeka and Fort Riley, notably by the Steamboat *Excell*, a "staunch" little vessel of 79 tons with a draft of two feet. River traffic declined after this date, possibly because of improved roads. In 1864 the state legislature declared the river unnavigable and authorized railroads to dam or bridge it without restriction.

In 1863 the Kansas Pacific Rail Road Co. (later absorbed by the Union Pacific) started west from Wyandotte, reaching Topeka in 1866 and Denver in 1870.

The various postmasters at Wyandotte could not seem to make up their minds as to how the town's name should be spelled:

Wording	Tracing Number	Shape & Size	Color	Earliest & Latest Dates of Use
Wyandotte K T/D or Wyandott K T/D	1	ms	Black	Exact year dates unknown. Probably 1856-57.
Wyandott City K T/D	2	ms	Black	Exact year dates unknown. Probably 1857.
WYANDOTT/D./K.T.	3	c-36	Black	Feb. 20, 1858 to mid-1858; possibly into 1859
WYANDOT/D/KAN	4	c-32	Black	Aug. 16, 1858 to ?
WYANDOTTE/D/KAN	5	c-26	Black	Sept. 28, 1860 to Sept. 9, 1861
Wyandotte Ks/D	6	ms	Black	July 5, 1861 to 1862
WYANDOTTE/D/KAS.	7	c-30	Black	Aug. 1, 1863 to Nov. 13, 1865

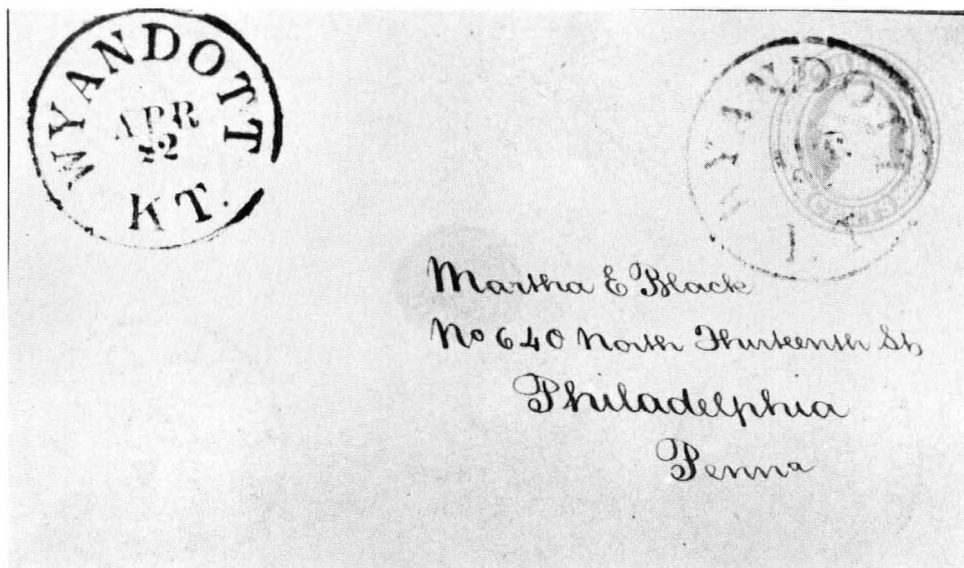


Figure 1. An "intermediate" townmark from Wyandotte, spelling the name without the final "E".

#### QUINDARO

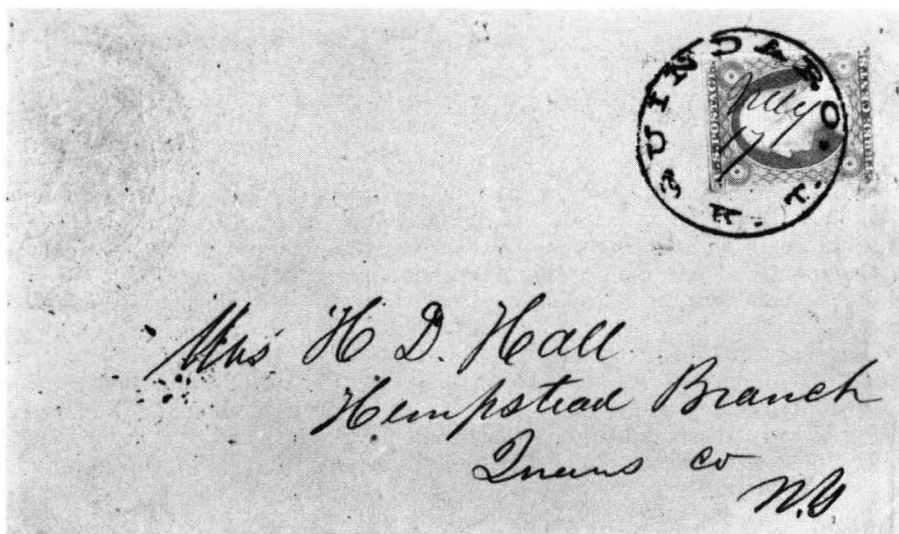


Figure 2. This townmark was probably homemade; at least it embodies an alphabet whose style has not been noted by the authors in any other handstamp of the period.

Wording	Tracing Number	Shape & Size	Color	Earliest & Latest Dates of Use
Quindaro D	1	ms	Black	May 9, 185x (Used with 3¢ 1851, S2)
QUINDARO/msD/K.T.	2	c-30	Black	Jan. 18, 185x to July 5, 1857
QUINDARO./msD/K.T.	3	c-32	Black	Aug. 10, 1857 to Aug. 25, 1858
QUINDARO./msD/K.T.	4	r-c-31	Black	July 14, 185x (Used with 3¢ 1851, S2)
Quindaro K.T./D		ms	Black	Jan. 3, 185x (Used with 3¢ 1857, S5)
QUINDARO/D/Kan.	5	c-34	Black	Exact year dates unknown. Used with 3¢ 1857, S5 and 3¢ 1861.
Quindaro Kan/D Yr	6	ms	Black	May 9, 1861

*Quindaro K.T. D  
Jan. 3.*

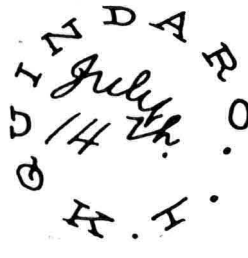


1

2



3



4



5

*Quindaro Kan  
May 9 1861*

6

Following the organization of Kansas Territory, the free state forces found they did not have proper access to the Missouri River, since all river towns were southern in their sympathies. A site was found about six miles upstream from the mouth of the Kaw, which provided a good landing. This site (just west of present 18th Street, Kansas City, Kansas) was purchased from the Wyandotte Indians by Abelard Guthrie and was named for his wife Quindaro. The town was laid out in late 1856, ground was broken in early 1857, and the post office was opened on May 14 of that year. In addition to being a free state town, Quindaro was also a temperance town, liquor being banned. In 1858 a free ferry was established to Parkville, Missouri, and the town became the major port of entry for free state immigrants. By June, 1858, the population exceeded 1,000.

With the coming of the Civil War, most of the men joined the U.S. Army and many of their families returned East. Quindaro went into a rapid decline

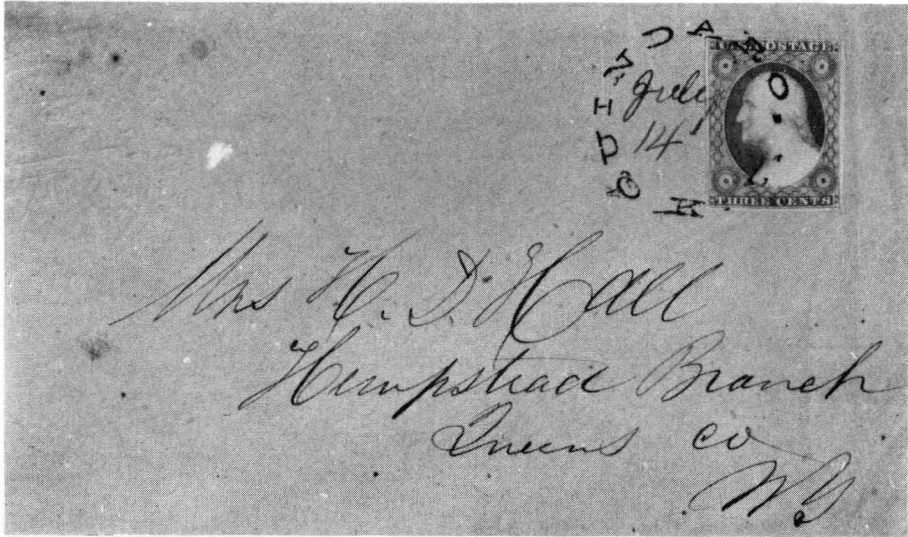


Figure 3. From the same correspondence as in Figure 2. The townmark has lost its rim; the only recorded example.

from which it never recovered following its rough handling by Col. Davis and the 2d Cavalry at the beginning of the War. By the mid-1860s it was a ghost town.

(To be concluded)

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**THE 1861-69 PERIOD**

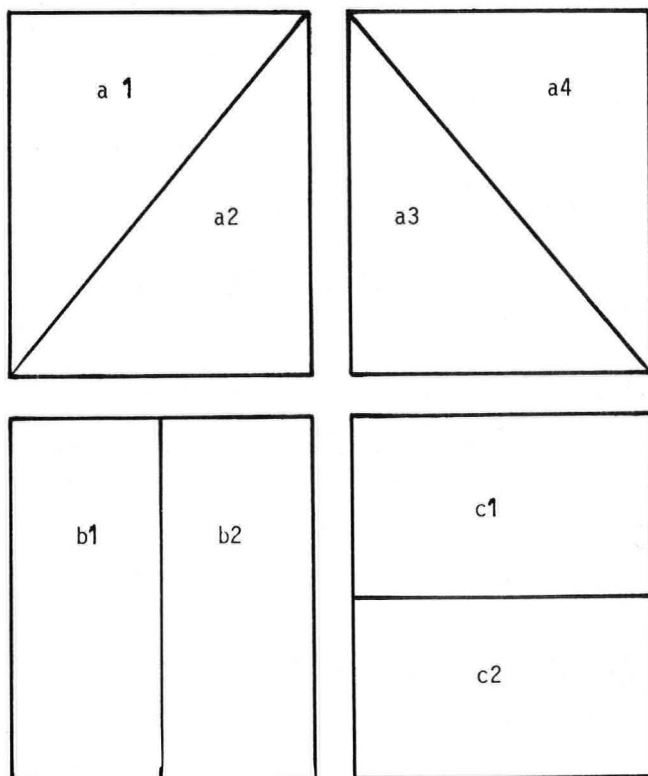
**RICHARD B. GRAHAM, Editor**

**BLACK JACK BISECTS — AN UPDATE**

**JOSEPH F. RORKE, R.A. 1095**

Covers illustrating the use of fractional parts of stamps for postage continue to form a popular section of any postal history collection, although such use was never authorized by law. A Post Office Department circular dated 10 November 1853 stated: "If the stamp be cut off, or separated from the envelope on which it was made, the legal value of both is destroyed; neither does the law authorize the use of parts of postage stamps in prepayment of postage." On the other hand, such use was not declared illegal until the 1873 edition of the Postal Laws and Regulations, Section 402, which stated: "Fractional parts of postage stamps cannot be recognized in prepayment of postage. . . ."

As a result of this ambiguity it remained for the local postmaster to accept or deny the validity of such use, examples of both rulings being known. In 1939 Elliott Perry stated in his *Pat Paragraphs* No. 37 that the 2¢ Black Jack Splits, as he liked to call them, largely originated from small towns due to a shortage of 1¢ stamps resultant from the reduction of the drop letter rate from 2¢ to 1¢ (Act of March 1865) at post offices where there was no carrier service. This statement is supported by the study being presented here.



**Figure 1. The Cole classification of bisected Black Jacks.**

An excellent chapter on the bisects appeared in *The Black Jacks of 1863-67* by Maurice F. Cole who mentions his list of forty-odd covers bearing bisects, illustrating many of them. He suggests a classification of the various possible bisects which has been used in the preparation of this study, and which is illustrated in Figure 1. Another discussion is included in Maryette B. Lane's



*The Harry F. Allen Collection of Black Jacks.* William R. Weiss, Jr., maintained a list of Black Jack bisects for some years; however, limited cooperation from fellow collectors brought this effort to a standstill. Richard B. Graham wrote of "Bisected Stamps; The Postal Laws and Regulations" in *The American Philatelist* Classics Corner of January 1974. The several studies on bisects of other stamps which have appeared in the literature have little direct bearing on this study.

These earlier records and a review of auction catalogs form the background for a fresh look at the use of bisected Black Jacks. A most generous response was received from both collectors and dealers who have shared their knowledge and covers. Special thanks go to the Philatelic Foundation for their assistance in this research and to the Superior Stamp and Coin Co. for their splendid cooperation in allowing the author to study the Worden Collection. Fortunately, the Miller Collection in the New York City Public Library was seen prior to its being burglarized.

Table I is a listing of the results of this study. The listing is by the type of split as given in the Cole Classification of Figure 1, and by the identification of the stamp.

The columns headed "Origin," "Destination," and the date and whether the split was tied, are obvious. Under "Remarks," and "Source," I have attempted to give information relative to the "pedigree" of each of these covers.

A total of 133 covers and "on piece" items are noted in this listing. Although the author does not imply any opinions as to the validity of these items, no cover was included which is known to have been declared "not genuine use" by one of the accepted philatelic expertization services. Covers such as the well known Manchester, Md., correspondence would seem to lend authenticity one to another. In general, however, the prospective buyer should exercise a critical eye before adding any bisect cover to his collection. A case in point, in private correspondence with Mortimer L. Neinken who stated: "Out of curiosity I checked through the Jackson (Scott #73) bisect covers which had been submitted to the Foundation. In the last thirty years 76 covers have been submitted. Certificates have been issued stating that in the opinion of the Foundation only 29 of these are genuine . . . there may be more covers because I did not think about checking the grilled stamps."

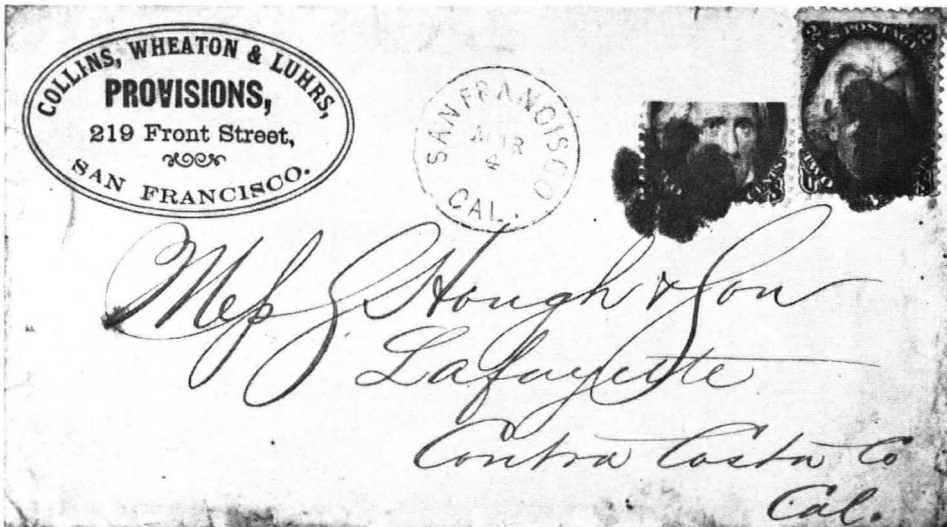


Figure 2. A deliberately faked Black Jack bisect cover, made to demonstrate how fakes may be manufactured. As this cover shows, bisected stamps on covers are preferably tied across the split, but it is also obvious that genuine bisects can exist not so tied. (From photo files of the late Henry A. Meyer).

To illustrate the point further, Figure 2 shows a cover that originally bore two Black Jacks, the upper half of the left hand stamp being somewhat damaged.  
(Text continued on page 253)

TABLE I

Origin	Destination	Date	Tied By	Used with	Remarks	Photo	Source
<b>73 a1</b>							
1. Lyons, Ohio	Lyons, Ohio	Jan - -	Blk 5 ring tgt.		1¢ drop, ex Matthies	+	Siegel 353, lot 524
2. Quincy, Pa.	Quincy, Pa.	Dec 10 -	Blk 5 ring tgt.	#63	2¢ drop, ex Davidson	+	Rorke coll.
3. Manchester, Md.	Railroad, Pa.	Jan 28 -	Blk conc. rings	Part. sev. hor. #73		+	Miller coll.
3a. Manchester, Md.					Details unknown, may be same as #3.	0	Meroni 4, lot 1412
4. Winchester, Va.	Charlestown, W. Va.	Mar 8 -	Blk CDS	Sev. #73	Stamps inverted	+	Miller coll.
5. Palmyra, Pa.	Norristown, Pa.	Apr 26 -	Blk CDS	Hor. unsev. #73		+	Allen coll., fig. 26
6. (Leavenworth, Kan.)	St. Louis, Mo.	- - -	Blk 4 ring tgt.	Hor. unsev. #73	Fwd. by St. Louis with pencil "due 3"	+	Siegel 426, lot 1047
7. Newton, Pa.	-	- - -	Blk tgt.	Ver. unsev. #73	"DUE 1" handstamp	+	Meroni 4, lot 1417
8. -, Pa.	Harrisburg, Pa.	(11-14-66)	Blk circular	Hor. unsev. #73	ex Stephen Brown	+	H. R. Harmer 7/19/77, #183
9. -	-	- - -	Indistinct CDS	Hor. unsev. #73	On piece only	+	H. R. Harmer 10/1/69, #206
<b>73 a2</b>							
1. Manchester, Md.	Railroad, Pa.	Jan 11 -	Blk tgts.	Hor. unsev. #73		+	Cole, fig. 42
2. Manchester, Md.	Railroad, Pa.	Feb 1 -	Blk tgts.	#73		0	Weiss
3. Manchester, Md.	Railroad, Pa.	Mar 7 -	Blk tgts.	Hor. unsev. #73		+	Siegel 366, lot 807
4. Manchester, Md.	Railroad, Pa.	Mar 10 -	Blk tgts.	Ver. unsev. #73	Stamps inverted	+	Allen coll., fig. 27
5. Palmyra, Pa.	-	Mar 25 -	Blk CDS	Hor. unsev. #73	On piece only	+	Miller coll.
6. Marysville, Pa.	Shrevesburg, Pa.	Apr 5 -	Targets	Hor. unsev. #73	E. B. Sterling find	+	* (Source unknown)
7. Butler, Pa.	Pittsburgh, Pa.	Jul 5 (67)	Blk CDS	Hor. unsev. #73	Stamps inverted	+	Knapp lot 2782
8. White Creek, N.Y.	-	- - -	CDS & tgts.	Ver. unsev. #73		+	Siegel 391, lot 64
9. Benvenue, Pa. (ms)	Alfred, Me.	Jan 10 1870	Pen cancel, not tied	Hor. unsev. #73		+	*
<b>73 a3</b>							
1. Woburn, Mass.	Woburn, Mass.	Ju - -	CDS		1¢ drop	+	*
2. Bethlehem, Pa.	Bethlehem, Pa.	Oct 3 '65	Blk 4 ring tgt.		1¢ drop	+	Worden coll.
3. Coopersburg, Pa.	Iron Hill, Pa.	Mar 3 -	Blk tgts.	Vert. unsev. #73		+	McClellan coll.
4. Harrisburg (?) , Pa.	Huntington, Pa.	(Mar 3 '66)	CDS	Hor. unsev. #73		+	*
5. Bellview, Ohio (ms)	Columbia, Pa.	April 13	Pen cancels	Hor. unsev. #73		+	*
6. Leitersburg, Md.	-	Nov 9 -	Broken ring tgt.	Hor. unsev. #73		+	*
7. Baltimore, Md.	Chelsea, Mass.	Sep 25 -	Seg. corks	Sev. #73, damaged		+	Stolow 6/19/73, #31
8. -	Huntington, Pa.	- - -	CDS	Ver. unsev. #73		+	*
9. -	Burlington, Ind.	- - -	CDS	Hor. unsev. #73		+	*
<b>73 a4</b>							
1. Philipsburg, Pa.	Philipsburg, Pa.	- 21 -	CDS		1¢ drop	+	Lawr. & Stryker 132, lot 199
2. Dellville, Pa.	Dellville, Pa.	Jan 21 -	CDS		1¢ drop	+	Rorke coll.
3. Easton, Pa.	Easton, Pa.	Mar 2 -	Blue qtr. cork		1¢ drop	+	Harmer/Hessel 3, #410
4. Emmaville, Pa.	McConnellsburg, Pa.	Jan 19 (66)	Circ. blk grid	Sev. #73	Pat. cover, bis. "inverted"	+	Worden coll.
5. Manchester, Md.	Railroad, Pa.	Feb 1 (?) -	CDS, tgts.	Hor. unsev. #73	Front	+	Siegel 326, lot 1172
6. Manchester, Md.	Railroad, Pa.	Apr 1 -	Targets	Ver. unsev. #73		+	Rorke coll.
7. -	Harrisburg, Pa.	May 10 (66)	Pen cancels	Sev. #73		+	*

8.	Harrisburg, Pa.	Unter-Entfelden, Switz.	June 11 66	CDS, cut cork	Ver. pr 10¢ 1861	Prepaid 21¢ Fr. mail via Havre	+	Worden coll.
9.	Gumtree, Pa.	Philadelphia, Pa.	Jul 13 (72)	Target	Sev. #73	Circled "Due 1"	+	*
10.	Shirleysburg, Pa.	—	Oct 10 -	Target	Sev. #73		+	*
11.	Manchester, Md.	Railroad, Pa.	Dec 1 (?) -	Blk tgts.	Ver. unsev. #73		+	Miller coll.
12.	Benvenue, Pa. (ms)	Harrisburg, Pa.	Dec 21 69	Pen cancel, not tied	Hor. unsev. #73	Postmarks #12 & 13 same handwriting	+	Cole, fig. 48
13.	Benvenue, Pa. (ms)	Alfred, Me.	Dec 27 69	Pen can., ink smudge	Hor. unsev. #73		+	*
14.	—	Huntington, Pa.	—	Targets	Ver. unsev. #73		+	*
<b>73 b1</b>								
1.	Monument, Mass.	Monument, Mass.	Apr 19 -	Blk tgt.		1¢ drop	+	Allen coll., fig. 22
2.	Monument, Mass.	Monument, Mass.	Apr 26 -	Target		1¢ drop	0	Weiss
3.	Greenwich, Conn.	Greenwich, Conn.	Aug 17 -	Blk qtr. cork		1¢ drop	+	Worden coll.
4.	State Line, Mass.	-, N.Y.	—	CDS ties	Hor. unsev. #73	Straightline "Due 2"	+	Siegel 441, lot 164
				stamps only				
5.	New London, Md.	Burkettsville, Md.	Feb 2 -	Blk tgt.	Sev. #73		0	Weiss
6.	Mooreforks, N.Y.	West Cornwall, Vt.	Feb 8 -	Blk tgts.	Sev. #73		+	Miller coll.
7.	Overfield, W.Va. (ms)	Beverly, W. Va.	Feb 26 1866	Pen cancels	Sev. #73		+	Horner coll.
8.	Ashley Falls, Mass.	Brushey Prairie, Ind.	Mar 1 1871	Tgts., not tied	Sev. #73	Original find considered genuine	+	Cole, fig. 46
9.	Wilmore, Pa.	Philadelphia, Pa.	May 9 -	Blk tgts.	Hor. unsev. #73	Front	+	Rorke coll.
10.	Bloody Run, Pa.	Grand View, Pa.	May 10 (?) -	CDS	Sev. #73, #63	Double first class	+	Cole, fig. 44
11.	—, Ill.	Newpoint, Ind.	Jun 17 -	Targets	Hor. part. sev. #73, damaged		+	*
12.	Onandoga, Mich.	Ypsilanti, Mich.	Jun 20 -	Pen cancels	Sev. #73	Matching inks, no tie	+	Cole, fig. 47
13.	Salisbury (?) , Conn.	Philadelphia, Pa.	Jul 5 ms in	Pen can., not tied	Hor. unsev. #73		+	*
			CDS					
14.	East Bethel, Vt.	Woodstock, Vt.	Jul 25 -	Blk cork	Sev. #73		+	*
15.	Boston Corner, N.Y. (ms)	Chatham Corners, N.Y.	Sep 2 (64)	Ms pmk	Sev. #73		+	Rorke coll.
16.	Hudson, N.Y.	Waterford, N.Y.	Sep 5 1867	CDS, blk tgt.	Sev. #73	Stamps inverted	+	Worden coll.
16a.	Hudson, N.Y.	Waterford, N.Y.	Sep 9 1867	Target	Sev. #73	May be same as item #16	0	Weiss
17.	Clarks Green, Pa.	Tioga, Pa.	Sep 19 1863	Pen can., not tied	Hor. unsev. #73		+	Apfelbaum 402, lot 77
18.	New York, N.Y.	Little Falls, N.Y.	Sep 23 -	CDS, cut corks	Sev. #73; 1¢ 1851 type V	Bisect added to replace non-accepted 1¢	+	Neinken coll.
19.	Milford, N.Y.	Cooperstown, N.Y.	Oct 26 (1864)	Blk tgt.	Hor. unsev. #73		+	Moore coll.
20.	Vermilion, Ill.	-t. Decatur Co., Ind.	—	Blue tgt.	Sev. #73	Damaged stamps & cover	+	Siegel 480, lot 107
21.	(Washington, D.C.)	Knowersville, N.Y.	(Oct 2 1863)	Ink smudge	Hor. unsev. #73	Indistinct CDS; date & origin from contents	+	McClellan coll.
22.	Reedsville, Pa.	Easton, Pa.	Nov 15 -	Blk tgts.	Sev. #73		+	Allen coll.

	<i>Origin</i>	<i>Destination</i>	<i>Date</i>	<i>Tied by</i>	<i>Used with</i>	<i>Remarks</i>	<i>Photo</i>	<i>Source</i>
23.	Watertown, Tenn.	Alfred, Me.	Oct 6 - (ms)	Pen cancels	Hor. unsev. #73 damaged		+	Western Auct. 6/2/77, #91
24.	Richmondville, N.Y.	Albany, N.Y.	- 11 -	Blk tgts.	Hor. unsev. #73		+	Siegel 189, lot 534
25.	New -, Pa.	Franklin, Pa.	- 25 -	Bordered circ. grid	Hor. unsev. #73		+	*
26.	Bradford, Vt.	Putnam, N.Y.	- - -	Blk grid ties stamps only	Sev. #73	Bisect damaged	+	Storch
27.	Loch Sheldrake, N.Y.	Port Jarvis, N.Y.	Jun 8 (69)	CDS, open cross	#73b1, 73b2	Bisect attached to 73b2	+	Rorke coll.
<b>73 b2</b>								
0. See item #27 on 73 b1 list								
1.	-	LaPorte, Pa.	(Jan 4 66)	Circ. grid, not tied	Hor. unsev. #73		+	*
2.	Newark, N.J. (?)	-	Jan 16 -	CDS	Hor. unsev. #73	On piece	+	Worden coll.
3.	New Preston, Conn.	Birmingham, Conn.	Jan 17 -	Blk tgts.	Hor. unsev. #73		+	Herzog coll.
4.	Bainbridge, Pa.	Reidenbachs Store, Pa.	Jan 19 (ms)	Target in CDS	Hor. unsev. #73		+	*
5.	Manchester, Tenn.	-	Jan 20 -	CDS, cross- roads	Sev. #73	On piece	0	Siegel 422, lot 198
6.	Reedsville, Pa.	Easton, Pa.	Feb 4 (1867)	Blk tgt., fancy	Sev. #73		+	Allen, fig. 28
7.	State Line, Mass.	Alford (?), Mass.	Feb 11 -	Blk tgts. tie stamps only	Hor. unsev. #73		+	Meroni 4, lot 1411
8.	East Poultney, Vt.	-	Feb 17 -	Blk tgt.	Hor. unsev. #73		+	Siegel 441, lot 165
9.	Washington, D.C.	Holly, N.Y.	Feb 30 66 (?)	CDS	2nd stamp missing	Circ. "Due 2"	+	*
10.	Hammonton, N.J.	Burlington, Vt.	M- 27 -	Target	Sev. #73, dam.		+	*
11.	Hubbard, Ohio	Angola, N.Y.	Apr 1 -	Ms pen	Hor. unsev. #73		+	*
12.	Gardnersville, N.Y.	Carthage, N.Y.	Apr 10 (1869)	Pen can., not tied	Sev. #73	Match other covers same corr.	+	Worden coll.
13.	Cabell C. H., W.Va.	Alfred, Me.	Jul 15 -	Tgts.	Hor. unsev. #73		+	Harmer/Hessel 2, #522
14.	New Wilmington, Pa.	Franklin, Pa	Jul 25 -	Blk tgt.	Sev. #73		0	Weiss
15.	Green Mount, Pa.	Gettysburg, Pa.	Jul 30 -	Pen can., not tied	Hor. unsev. #73		+	Siegel 503, lot 273
16.	East Clarendon, Vt.	Westingtonville (?), N.Y.	Aug 8 64	Circled "PAID"	2¢ entire, die IV		+	*
17.	Bainbridge, Pa.	Reidenbachs Store, Pa.	Aug 28 -	Tgt. ties stamps only	Hor. unsev. #73		+	Gregg coll.
18.	Hudson, N.Y.	Waterford, N.Y.	Sep 5 1867	Tgts.	Unsev. #73	May be same as #16, 73b1 list	0	Worden coll.
19.	Holmesville, Ohio (ms)	Oak Hill, Ohio	Sep 26 -	Cork smudges	Hor. unsev. #73		+	*
20.	North Greenbush, N.Y.	Land Lake, R.I.	Oct 11 -	Bullseye tgt.	Hor. unsev. #73		+	Miller coll.

21.	Lancaster, Pa.	Harrisburg, Pa.	Oct 30 1863	Boxed neg. PAID	Hor. unsev. #73			Siegel 353, lot 522
22.	Milford, N.Y.	Cooperstown, N.Y.	Oct 28 (1865)	Tgts. tie stamps only	Hor. unsev. #73 with 72b2 (2 sets)	Paying 2x letter rate	+	Moore coll.
23.	Amsterdam, N.Y.	South Egremont, Mass.	Nov 19 -	Unbord. circ. grid	Hor. unsev. #73		+	*
24.	—	Lancaster, Pa.	(Nov 26 66)	Pen. cancels	Hor. unsev. #73		+	*
25.	—	Corruna, Mich.	Dec - -	Cork smudges	Hor. unsev. #73		+	*
26.	Reedsville, Pa.	Easton, Pa.	- - -	Target	Sev. #73	Same corres. as #6 above	0	Allen, p. 22
<b>73 c1</b>								
1.	Palmyra, N.Y.	Palmyra, N.Y.	Apr 17 1865	Pen strokes		1¢ drop	0	Ezra Cole
2.	Greenwich, Conn.	Greenwich, Conn.	Aug 17 (1868)	Cut cork		1¢ drop	0	Worden coll.
3.	(Decatur)	Decatur, —	- - -	Unbord. circ. grid		1¢ drop	+	*
4.	Whites Tannery, Pa.	Paradise Valley, Pa.	Apr 22 -	CDS	Sev. #73		+	Cole, fig. 43
5.	—	New York, N.Y.	(Aug 11 1866)	Pen cancels	Sev. #73		+	*
6.	Ms town (illegible)	—	Aug 30 67	Ms pmk	Ver. unsev. #73		+	Siegel 441, lot 166
7.	Manchester, Md.	Railroad, Pa.	Sep 28 -	Blk tgt.	Sev. #73		+	Lawr. & Stryker 132, lot 97
8.	Manchester, Md.	Railroad, Pa.	Oct 15 -	Blue tgt.	Hor. unsev. #73	Front	+	Rorke coll.
9.	Manchester, Md.	Railroad, Pa.	Oct 16 -	Blk tgt.	Ver. unsev. #73	Front	+	Rorke coll.
10.	Glenmore, N.Y. (ms)	Orange, Mass.	Nov 27 1867	Pen cancels	Ver. unsev. #73		+	Rorke coll.
11.	--	Luthersburg, Pa.	- - -	Fancy cork	Ver. unsev. #73		+	*
<b>73 c2</b>								
1.	New London, Conn.	New London, Conn.	Oct 1 -	Cut cork		1¢ drop	+	*
2.	Camden, N.J.	Chicago, Ill.	Dec 19 1897	Flag cancel		Third class	+	*
3.	—	Washington, Pa.	(Dkt Aug 4)	Pen, not tied	Ver. unsev. #73		+	Kenedi 78, lot 197
4.	New Orleans, La.	Baltimore, Md.	Sep 16 (1865)	Fancy cork	Sev. #73		+	Harmer/Hessel 3, #412
5.	Manchester, Md.	Railroad, Pa.	Dec 27 -	Blk CDS, tgt.	Sev. #73		+	Worden coll.
<b>85B c1</b>								
1.	North Aurelius, Mich. (ms)	Eaton Rapids, Mich.	Oct 16 1869	Pen cancels	Ver. unsev. #85B		+	Rorke coll.
<b>87 a4</b>								
1.	Springfield, Vt.	Springfield, Vt.	- - -	Target		1¢ drop; state pat. cover	+	*
<b>87 b1</b>								
1.	—ster. Tenn.	L-ville, E. Tenn.	Feb - -	Fancy cork	Sev. #87	Cork ties stamps only	+	*
2.	Philadelphia, Pa.	Willow Grove, Pa.	Mar 26 -	CDS, pumpkin head	Sev. #87		+	Siegel 353, lot 524



<i>Origin</i>	<i>Destination</i>	<i>Date</i>	<i>Tied by</i>	<i>Used with</i>	<i>Remarks</i>	<i>Photo</i>	<i>Source</i>
3. Leesburg, Va.	-	Jul 28 -	Blk qtr. cork	Sev. #87		+	Siegel 358, lot 285
4. Bolton, Conn.	East Haddam, Conn.	Nov 26 -	Target	Hor. unsev. #87		+	Siegel 426, lot 1058
5. -, Pa.	-	---	Blk tgt.	Hor. unsev. #87	Photo indistinct	+	Siegel 503, lot 317A
<b>87 b2</b>							
1. Easton, W. Va.	Sansaba, Tex.	May 19 -	Pen cancels	Sev. #87		+	*
2. -	Huntington, Pa.	---	Blk tgt.	Sev. #73 (defect.)		+	Worden coll.
<b>87 c2</b>							
1. Greenwich, Conn.	Greenwich, Conn.	Jan 7 (1869)	Blk cut cork		1¢ drop	+	Siegel 503, lot 318
<b>93 a1</b>							
1. Newton, Pa.	Philadelphia, Pa.	Apr 16 (Dkt)	Blk tgts.	Ver. unsev. #93	Bl. straightline DUE 1	+	Rorke coll.
<b>93 a2</b>							
1. Terre Hill, Pa.	West Earl, Pa.	Jan 18 1869	Pen, not tied	Hor. unsev. #93		+	Wolf coll.
<b>93 a3</b>							
1. Boiling Springs, Pa.	Boiling Springs, Pa.	- 8 -	CDS		1¢ drop	+	*
<b>93 a4</b>							
1. Shirleysburg, Pa.	Academia, Pa.	Mar 6 -	Blk tgt.	Hor. unsev. #93		+	F. Wanderer 7/15/73, lot 7
<b>93 b1</b>							
1. Winchester, Tenn.	-	Feb 2 -	Blk geom. cork	Sev. #93		+	Siegel 338, lot 663
2. New London, Md.	Burkettsville, Md.	Feb 2 -	Tgts.	Sev. #93		+	*
3. Chicago, Ill.	Leavenworth City, Kan.	Oct 17 -	Cork	Sev. #93	Corner card	+	*
4. -, Pa.	Montrose, Pa.	---	Target	Hor. unsev. #93		+	*
<b>93 b2</b>							
1. West Plains, - (ms)	Auburn Mills (?), Pa.	Jan 1 1869	Pen cancel	Hor. unsev. #93		+	*
2. Marin (?) City, -	Winona, Minn.	16 Jan 69 (ms)	Pen cancel	Hor. unsev. #93		+	*
<b>93 c1</b>							
1. -	Sh-, N.Y.	---	Pen, bord. circ. grid.	Ver. unsev. #93		+	*
2. Cascade, Iowa	Dubuque, Iowa	Mar 20 -	Target	Ver. unsev. #95		+	Cole, fig. 45
3. Loogootee, Ind	Salem, Mass.	Apr 12 (1869)	Blk tgt.	Ver. unsev. #93 & #94	2x first class rate	+	Worden coll.
<b>93 c2</b>							
1. Morrow, Ohio	Morrow, Ohio	---	Target		1¢ drop	+	Siegel Rarity 1975, lot 89

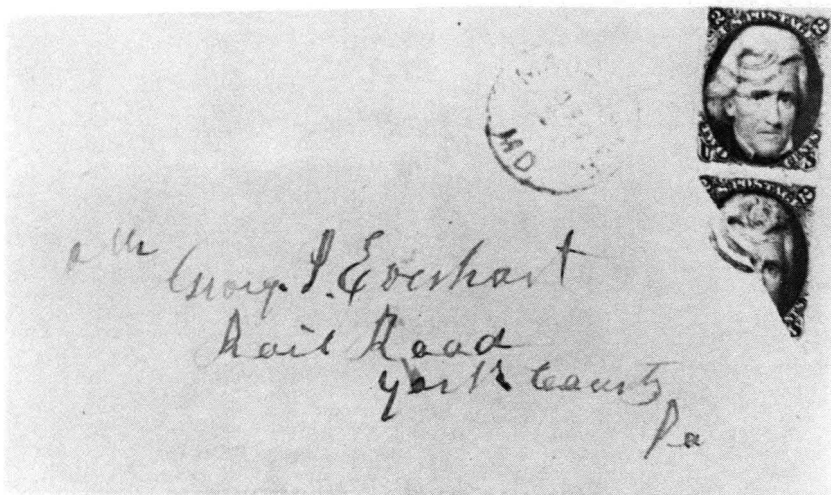


Figure 3. A diagonal bisect (a4) from the Manchester, Md.,-Railroad, Pa., correspondence.



Figure 4. A horizontal bisect (c1) from the Everhart correspondence. Compare with figure 3.

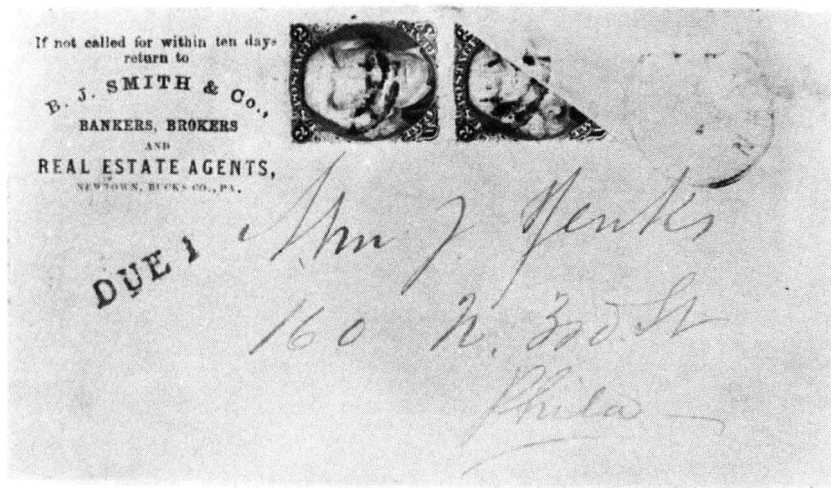


Figure 5. From Newtown, Pa. Bisect not accepted and cover rated 1¢ due.

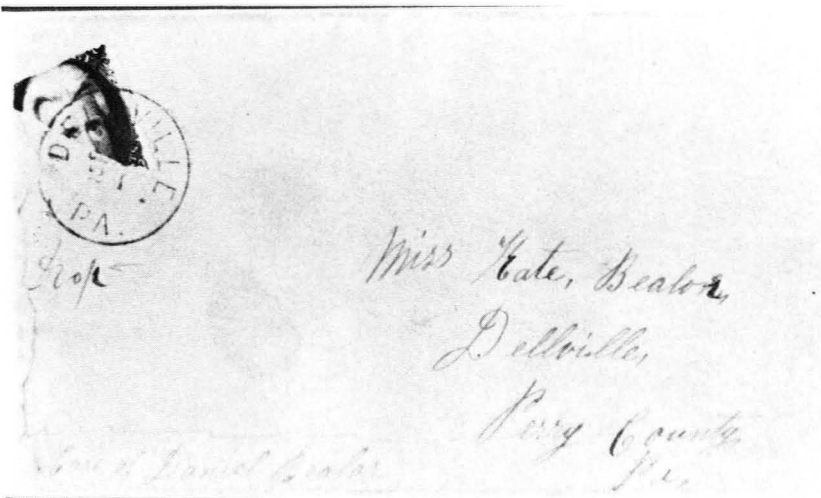


Figure 6. Diagonal bisect used to pay drop letter rate at Dellville, Pa.

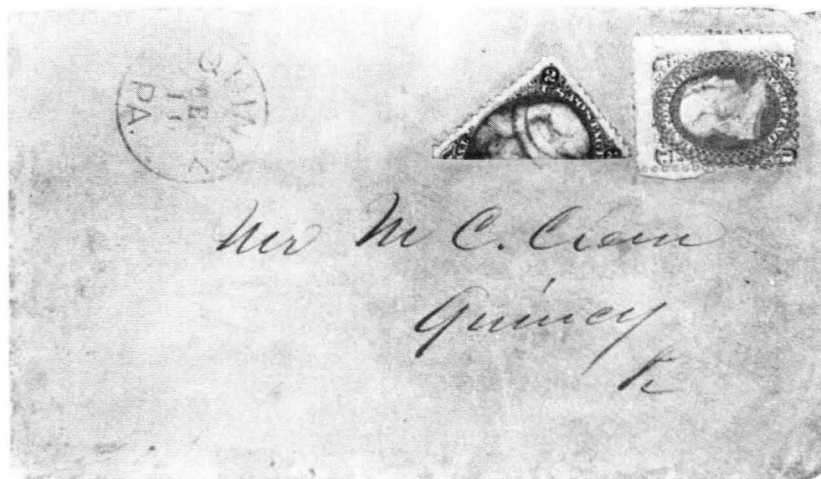


Figure 7. Diagonal bisect used with 1861 1¢ on drop letter at Quincy, Pa.

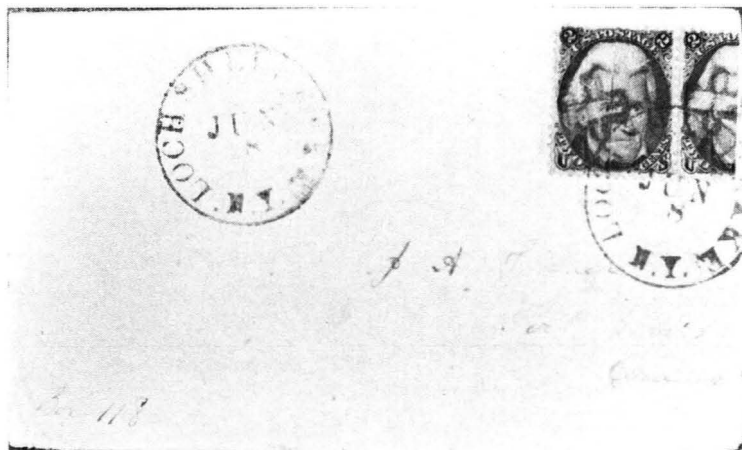


Figure 8. Cover from Loch Sheldrake, N.Y., showing use of three Black Jack "splits," two being rejoined on the cover to make a full stamp.

aged. In that state it was perfectly genuine in every way, probably being a one cent overpayment.

To demonstrate how easy it was to fake a bisected cover of this sort, the late Henry A. Meyer removed the top half of the damaged stamp and photographed the result. However, he did not provide a tie by adding a cork killer across the top of the split, and other precautions were taken so that this cover never reached the marketplace in the state shown.



Figure 9. A composite close-up showing details of split and rejoined stamp of figure 8. Note that the rejoined stamp is composed of the halves of two different stamps.

Items listed under the same number in any major group, such as #73a1 #3 and #3a, are probably the same cover and are counted as one item. Table II tabulates a breakdown according to Black Jack varieties and type of bisect. Represented are 87 cities from 18 states. The greatest single source is the group of 12 covers from Manchester, Md., to George P. Everhart, Rail Road, York Co., Pa., all of which bear the ungrilled Black Jack bisected either diagonally or horizontally, and tied by black or blue target (Figures 3 and 4). Three cities originated three covers each; 9 cities, two covers each; 75 cities, one cover each; and 19 covers cannot be identified as to the city of origin. Only six of these covers were not accepted by the local postmasters as fully prepaid (Figure 5 shows one), two being assessed a one cent penalty in addition to the one cent postage not accepted. One cover shows the bisect added to replace a 1¢ demonetized 1851 stamp (see 73b1 #18).

A breakdown into class of mail shows the following: 1¢ Drop—17 (as in Figure 6); 2¢ Drop—1 (Figure 7); 3¢ First Class—110; 2 x 3¢ First Class—3; 1¢ Third Class—1; and Foreign Mail First Class—1. Included in this group is one cover bearing three bisects (see 73b1 #27) to prepay the first class rate (Figures 8 and 9), and another cover (see 73b2 #21) with two sets of #73-

TABLE II

	a1	a2	a3	a4	b1	b2	c1	c2	Mixed Multiple
#73	8	9	9	14	26	26	11	5	1
#84	—	—	—	—	—	—	—	—	—
#85B	—	—	—	—	—	—	1	—	—
#87	—	—	—	1	5	2	—	1	—
#93	1	1	1	1	4	2	3	1	—
	<u>9</u>	<u>10</u>	<u>10</u>	<u>16</u>	<u>35</u>	<u>30</u>	<u>15</u>	<u>7</u>	<u>1</u>

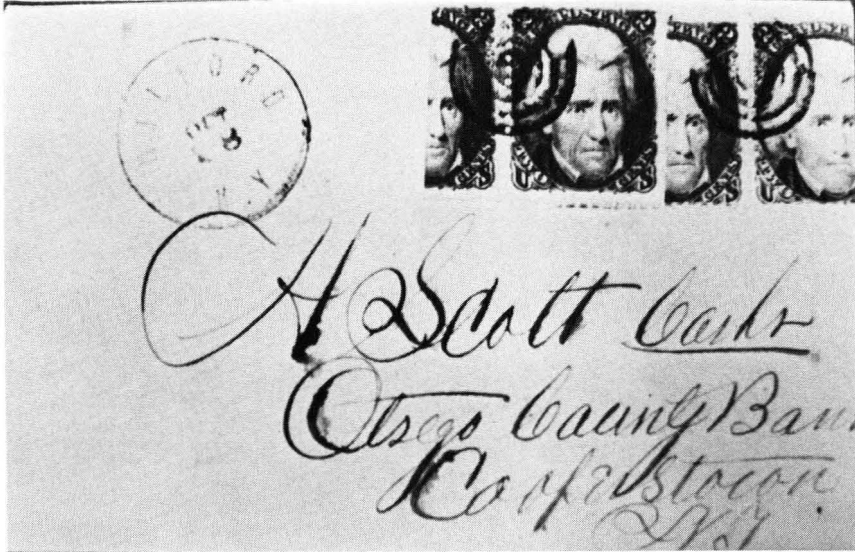


Figure 10. Cover from Milford, N.Y., with two "sets" of vertical bisect and attached whole stamp to pay double letter rate.

73b2 to prepay double the first class rate (Figure 10). The Black Jack postal stationery has been seen used with a bisect only one time (see 73b2 #16).

Again, my sincere thanks to all the philatelic friends who have so generously cooperated in this project. Readers with additional information or covers to report are invited to contact the author through P.O. Box 4430, Scottsdale, AZ 85258.

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

**1869 COVERS TO FRANCE: THE TREATY PERIOD**  
**MICHAEL LAURENCE**  
**INTRODUCTION**

For postal historians, the French treaty period commences with the U.S.-French postal convention of 1857. For philatelists and cover fanciers, the treaty period is a rich source of artifacts—covers showing the 15¢-per-quarter-ounce rate, carrying adhesive stamps as early as the imperforate Jeffersons, and showing a wide variety of postal markings. For 1869 collectors, treaty-rate covers to France are a pleasant surprise, because the treaty expired on the last day of 1869, making treaty-period uses of 1869 stamps relatively scarce. Many such covers bear high denomination stamps that give them extra value.

While the terms of the 1857 treaty specifically stated how covers were to be credited, routed and marked, handling practices evolved as the years passed. By the end of the treaty period, most of the markings and even some of the credits had changed, so that a cover to France posted in 1869 looks quite different from a cover to France posted in 1858.

Our two best interpretative sources are both deficient in this regard. Stanley Ashbrook, in his *Special Service* and elsewhere, showed a keen interest in covers to France during 1869 and 1870. In some instances, his enthusiasm exceeded his understanding, which was colored by his fabulous knowledge of the stamps and postal practices of the previous years. While Ashbrook blew the whistle on many fake 1869 covers to France, he also authenticated some bad ones, presumably on the basis of his familiarity with the practices of the earlier treaty years.

And Professor Hargest's transatlantic book, in its discussion of the French treaty period, does not make sufficiently clear how evolving practices transformed the markings on covers to France. Respecting the most important evolution, the changes in credit markings on covers via Cunard line, Hargest himself was the first to call attention to this omission, in a useful article in the *1972 Congress Book*.

Commencing 1 January 1868, the U.S. and England stopped accounting for the nationality of the steamers carrying mails between them. This basic change in the U.S.-British transatlantic accounting affected the markings on covers to France that transitted England, as most did. Prior to 1868, covers to France via England show U.S. credits of 12¢ or 6¢ per single rate, depending whether England or the U.S. was the transatlantic contractor. After the book-keeping consolidation, during 1868 and 1869, covers to France via England show credits of 6¢ per rate, no matter which nation held the contract. In other words, the distinction between American-packet and British-packet transit no longer applied.

The 1857 treaty provisions for direct mail between the U.S. and France (meaning mail not transitting England) remained unchanged, with 12¢ per rate being credited to the country paying the steamer. Covers that went direct to France on American contract vessels continued to show credits to France in multiples of 3. Covers that went direct to France in French contract steamers continued to show credits to France in multiples of 12.

Thus we find from calendar 1869 three types of covers to France: those that went direct via French packet, those that went direct via American packet, and those that went via England. Each type has appropriate credit markings and distinctive French entry markings. Each is also distinguishable by the transatlantic steamer line it crossed on, whose departure date correlates with the date in the U.S. credit marking, information verifiable from contemporary records or even more simply from a look at the calendar—because most mail-carrying steamer lines to France during this era sailed on different days of the week.

Many collectors do not fully appreciate these distinctions and correlations. Since credit markings of 3¢, 6¢, or 12¢ can all be found on authentic single-rate 1869 covers bearing 15¢ in postage, and since credits of 6¢ can also appear on double-rate covers and credits of 12¢ on double- or even quadruple-rate covers, fakers have taken advantage of the ambiguity, adding high value stamps to covers that originally bore lower values. The most typical and lucrative replacement is the substitution of a 30¢ 1869 for a 15¢ Lincoln, making a double-rate cover out of a single. A variant of this is to add a 30¢ 1869 to a 15¢ cover, making a triple rate out of a single. If done artistically on covers with ambiguous credit markings, such fraud can be briefly persuasive.

A knowledge of the salient features of the three different 1869 cover types—what steamer lines, sailing dates, credit amounts and French entry markings each shows—is a good check against such tinkering. The words that follow exclusively concern covers bearing 1869 stamps that travelled to France during 1869. (A subsequent write-up will discuss covers with 1869 stamps that went to France in 1870; on these the markings are quite different.) The purpose of this article is to set down in plain English the characteristics of the three 1869 cover types, and to emphasize how all the different features must come together on an authentic cover. This presentation should justify itself if it squelches the sale or certification of just one bad item.

**DIRECT VIA FRENCH PACKET (FRENCH LINE "H")**



Figure 1. VIA FRENCH PACKET DIRECT—1869 covers from the Philadelphia, Boston and New York exchange offices, all showing 15¢ postage, all showing credits to France of 12¢, all showing the small boxed P.D. marking. All these markings typify treaty-period 1869 covers to France via French line.

Let's first discuss direct covers, beginning with those that crossed the Atlantic under French contract. There was only one French contract packet line. This was the Compagnie Générale Transatlantique (usually called the French Line), which commenced mail-carrying service to New York in 1864. This was a "direct" service because the mail went directly between the two countries without transitting England. During 1869, French line steamers sailed to France from New York every other Saturday, commencing January 9, excepting the sailing scheduled for February 6, which was aborted by a storm.

Figure 1 shows three 1869 covers, from the collections of three Society members, typifying French line carriage. They show the large circular credit markings of the Philadelphia, Boston and New York exchange offices. While the 1857 treaty with France called for a San Francisco exchange office, additional articles adopted in 1861 (discussed further below) dropped San Francisco from the list.

While the three covers in Figure 1 originated in different places, show different stamps and bear different exchange office markings, note what they have in common. All show 15¢ postage paid. All show credits to France of 12¢. All show the octagonal French packet-boat marking, illustrated in Figure 2 as markings 2-A through 2-D and discussed further below. And all show the small boxed "PD", which is also a French marking, indicating prepayment to destination ("Payé à Destination"). Prepaid covers from the U.S. to France during 1869 usually show this marking, which is unfortunately obscured on the Boston cover in Figure 1.

The covers in Figure 1 are entirely typical of treaty-rate covers to France showing the direct rate via French packet during calendar 1869. The credit of 12¢ pays France for taking the cover from New York to its French destination. The octagonal French packet-boat marking shows the alternate-Saturday New York departure date, this being the date the cover entered the French mails.

The four varieties of the French packet-boat marking (2-A through 2-D) as well as all the facts in this paragraph and most everything else in this article that relates to French markings, are gleaned from Salles' remarkable work.<sup>1</sup> Salles calls these origin markings, because they show how the cover entered the French mails. As is typical of the vast and worldwide series of French origin markings, the upper information (in this case ETATS-UNIS) shows where the cover came from. The lower information (PAQ. FR. H No. N) shows where it entered the French mail system. "H" was the French designation for their packet line between New York and France. The basic distinction among the four markings is the numeral at three o'clock. These numbers were code designations for the various French line steamers. During calendar 1869, "No. 1" was the *Péreire* (named for the two brothers who founded the line); "No. 2" was first the *Europe* and then the *Lafayette*; "No. 3" was the *Ville de Paris* and "No. 4" the *St. Laurent*. All sailed to Brest and then to Havre. Salles says the mails debarked at Brest.

The Boston cover in Figure 1 is an unusual item, currently the property of Doug Lee (RA 1104), a long-time Chicago collector-dealer. Many other such covers must exist, but this is the only 1869 cover I have ever seen, via French packet, showing the Boston exchange office marking. The cover bears a 15¢ Type II stamp. The May 28 date indicates that the mails from Boston were made up a day in advance, to reach New York for the May 29 (Saturday) departure. The red octagonal French packet-boat marking shows "29 MAI 69" and "No. 4" (marking 2-D in Figure 2). Salles confirms that the 2-D marking was used, in red, on the steamer *St. Laurent*, which departed New York 29 May 1869 and arrived Havre June 6. This is a very early use of the 15¢ 1869 Type II stamp. The earliest known use, per the Scott specialized catalog, is six days earlier, May 23.

The Philadelphia cover in Figure 1, bearing 3¢ and 12¢ 1869, is from the collection of a long-time Society member who prefers to remain anonymous. The Philadelphia exchange office credit 12 marking, in the striking magenta that characterizes such Philly markings from this period, is uncommon on 1869 covers. This one shows November 12, suggesting that in Philly, too, the mails

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1. Raymond Salles, *La Poste Maritime Française*, published by the late author in nine volumes over the last decade. This is a life's work, staggering in its thoroughness. Volume 4 is the most useful for collectors of classic U.S. covers, since it gives full data for French line steamers and illustrates (with dates and values) virtually all the French entry markings to be found on transatlantic covers to France.



2-A



2-B



2-C



2-D



2-E



2-F



2-G



2-H



2-J

Figure 2. FRENCH RECEIVING MARKINGS USED DURING 1869 PERIOD— Top row: Octagonal French packet-boat markings, applied at New York, transit via French line, French packet direct, alternate-Saturday departures, found on covers with U.S. credit in multiples of 12. Middle row: Cherbourg receiving marks, applied at Paris, transit via Hamburg-American line, American packet direct, Tuesday departures, found on covers with U.S. credits in multiples of 3. Bottom row: Calais receiving marks, applied at Paris, transit via Cunard, Inman, N.G.L. or Allan Lines, American packet via England, various departure days, found on covers with U.S. credits in multiples of 6.

were made up a day in advance for shipment to New York for the alternate-Saturday French line sailing. The red octagonal French packet marking shows "13 NOV 69" (with the "NOV" plug inverted) and the numeral designation (not clear in the photo) is "No. 3", designating the *Ville de Paris*, which left New York on 13 November 1869 (a Saturday) and arrived at Havre November 29. At least during the 1869 period, the French line steamers sometimes used red handstamps and sometimes black. The different colors apparently meant nothing, but seem to have been consistent for each sailing.

The New York cover, showing 10¢ 1869 and 5¢ Jefferson, is from my own collection, a recent acquisition from the Hessel holding. This is not a remarkable combination of stamps. Since there were no 5¢ 1869s, the Jeffersons continued to do duty. My records show maybe half a dozen covers with 10¢ 1869 plus 5¢ Jefferson, all paying 15¢ rates to Europe. Doubtless there are domestic covers as well, paying five times the 3¢ rate, showing this same combination. However, the New York cover in Figure 1 is the only cover I've seen, so far, showing 10¢ 1869 used on French line transit during 1869. The best available statistics (see Table I) say that 18 percent of the covers that went from the U.S. to France during 1869 travelled via French line, so during 1869 there should be more 10¢ 1869 covers showing such carriage. Readers would oblige by watching for them. On this cover, the French octagon is black.

Many other covers exist, bearing 1869 stamps used to France via French line during 1869, but for purposes of these notes I looked at fewer than a dozen. All show the octagonal French packet marking, usually red but some-



times black, showing the New York departure date. All show credits in multiples of 12, typically from New York. All show the alternate-Saturday French line sailing dates. And all show the small boxed PD marking, in red, blue or black.

A lovely double-rate cover, postage paid by a 30¢ 1869 stamp (tied by the appropriate New York credit 24) was lot 1778 in the second Knapp sale. A triple-rate cover, showing 15¢ 1869 Type I with a 30¢ Franklin, with the appropriate credit 36, was lot 478 in the Gibson sale, this cover from the same sailing as the New York cover in Figure 1. Another cover in the second Knapp sale, lot 1782, bears a 30¢ 1869 stamp and a credit 12—indicating that 15¢ would have sufficed. While the cover might represent a legitimate overpayment, as sometimes occurred, one must also consider the possibility that a 15¢ stamp was removed from this cover and the 30¢ stamp added.

#### DIRECT VIA AMERICAN PACKET (HAPAG)

Just as the French received 12¢ per rate for every cover carried from New York to France via direct French packet during 1869, so did the U.S. receive 12¢ per rate for every cover carried via direct American packet. Curiously, the only steamship line under U.S. contract to carry mails direct from New York to France during 1869 was a German line, the Hamburg-American, known by its German initials as HAPAG. During 1869, Hamburg-American steamers actually sailed from Hoboken, New Jersey, "from the pier at the foot of Third Street", every Tuesday afternoon.<sup>2</sup> Hoboken notwithstanding, it's clearer to refer to these sailings as New York departures.



Figure 3. VIA AMERICAN PACKET DIRECT—The credit 3 marking, the double circle Cherbourg entry stamp, and the small boxed PD marking characterized treaty-period covers to France direct via American packet—meaning carriage by the Hamburg-American line, whose ships left New York for Cherbourg every Tuesday. This cover, showing 15¢ Type II, is dated stamped New Orleans, November 24 (1869). The New York credit 3 shows NOV 30, a Tuesday, departure date of the HAPAG "Silesia."

Since the U.S. retained 12¢ per single rate on direct covers via American packet, HAPAG covers show credits to France of 3¢ per rate, the reverse of the 12¢ credits on direct French line covers. During 1869 the HAPAG steamers usually went from New York to Plymouth. There they stopped briefly, but did not disembark their direct covers to France. These they took across the Channel to Cherbourg. The usual French entry marking, found on such covers, is the blue Cherbourg double circle handstamp shown as Figure 2-E.

2. This and other sailing information is taken from *Maritime Intelligence*, privately compiled by C. L. Friend, to whom we are deeply indebted.

Figure 3, from the collection of our transatlantic colleague Walter Hubbard, is a good example. It shows a 15¢ 1869 stamp (Type II) posted in New Orleans 24 November 1869. The red New York PAID credit 3 marking shows "NOV 30," a Tuesday, departure date of the HAPAG steamer *Silesia*, which reached Cherbourg December 11 (confirmed by the double circle marking). The cover also bears the predictable boxed PD marking and is altogether typical of treaty-rate 1869 covers showing direct transit to France via American contract steamers.

A similar cover, from the same correspondence, appeared in the second Knapp sale, lot 1788. This cover, fully illustrated in the Knapp catalog, bears the New York PAID credit 3 marking dated June 8, which was also a Tuesday in 1869, departure date of the HAPAG *Holsatia*. The Cherbourg double circle confirms HAPAG transit. In the upper right corner, the cover bears 3¢ and 12¢ 1869 stamps, making the 15¢ payment one would expect. However, farther left, the cover also bears a 30¢ 1869 stamp, seemingly tied by the Cherbourg double circle. While this cover conceivably could show a 30¢ overpayment of the single 15¢ rate, such overpayment strains credulity. Whether the 30¢ stamp actually belongs could be handily determined by lifting it off the cover to see what's underneath.

Directly preceding this cover, lot 1787, was another cover bearing 45¢ in postage, here paid by the seldom seen combination of 15¢ 1869 (Type I) and 30¢ 1869. The New York circular PAID shows a credit 9, dated June 15, the Tuesday after the other Knapp cover. The Cherbourg double circle once again confirms HAPAG transit, and the HAPAG *Germania* indeed left New York on June 15, bound for Hamburg via Plymouth and Cherbourg. The credit 9 marking is entirely appropriate for this three-times-rate cover via American contract packet direct to France. The credit 9 marking must be scarce on covers to France during this era, since it can only occur on triple-rate HAPAG covers. One wonders how these two covers could have been offered consecutively in the same sale without someone perceiving their differences.

Some covers via HAPAG to France during 1869 show insufficient prepayment. Insufficient prepayments are fairly common on treaty-period covers to France, because French-mail rates were computed per quarter ounce, rather than the half-ounce units that were otherwise standard. The local U.S. post offices were not equipped to weigh in quarter ounces.

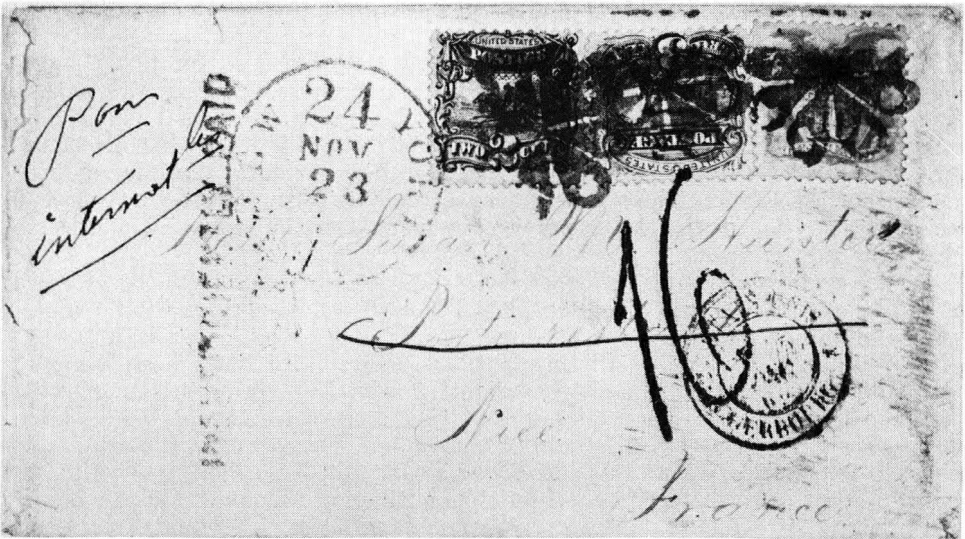


Figure 4. VIA AMERICAN PACKET DIRECT: INSUFFICIENTLY PAID—Properly paid, this cover would have borne 30¢ in postage (imagine a well-centered 30¢ 1869 invert) and shown a credit 6 for twice the 3¢ credit. However, the cover was underpaid, so the stamps counted for nothing and the debit 24 was applied. Cherbourg double circle marking confirms Hamburg-American transit, via "Hammonia II," leaving New York November 23.

A typical example is shown in Figure 4, courtesy of Gordon McHenry. This cover, from New York to Nice, bears 15¢ in postage, paid by 2¢, 3¢ and

10¢ 1869. The cover must have weighed over  $\frac{1}{4}$  ounce ( $7\frac{1}{2}$  grams per the treaty) and therefore required 30¢ in postage. Under the treaty rules, unless the full amount of postage was prepaid, the cover was to be treated as entirely unpaid. So it happened here. The New York exchange office marked the cover INSUFFICIENTLY PAID and applied the black circular debit 24 marking (lacking the word PAID), indicating the U.S. was to be reimbursed 24¢ from the postage collected in France. Had the cover borne the proper 30¢ postage, New York would have applied the red PAID credit 6 marking, indicating 2x3¢ credit to France. The New York debit marking reads November 23. On Tuesday, 23 November 1869, the HAPAG steamer *Hammonia II* left New York for Hamburg, via Plymouth and Cherbourg. HAPAG carriage is confirmed by the Cherbourg double circle marking. In France, the cover was marked with the bold hand-stamped "16" due marking, indicating 16 decimes (equivalent to the prepaid rate of 30¢) to be collected on delivery. A comparable cover, forwarded to Germany, was illustrated and written up in *Chronicle* 82, pages 99-101.

With one recorded exception, the blue Cherbourg double circle marking (2-E) appears on all direct American contract 1869 covers (which is to say all HAPAG covers) to France commencing with the *Allemania* sailing of Tuesday, June 1 (or possibly earlier). However, for at least five and possibly six or seven previous HAPAG sailings (those of April 13, April 20, April 27, May 4, May 11 and perhaps May 18 and May 25) an octagonal Havre entry marking (Figure 2-G) was used, even though the covers actually entered France at Cherbourg. Markings 2-E through 2-J were all applied at Paris, not at the port. Salles suggests that the numerals 2 at each side of markings 2-E through 2-G indicate their Paris origins. These numerals are called echelon numbers, and are discussed further below.

The *U.S. Mail* sailing chart for May 1869 shows all HAPAG steamers leaving New York in May as destined for "Europe via Sth'n & Ham." However, this information was prepared in early April. The daily *New York Times* shows that the last HAPAG steamer stopping at Southampton was the *Saxonia*, departing New York on Tuesday, April 13, carrying mails to Europe "via Plymouth, Cherbourg and Hamburg." According to Bonsor, HAPAG discontinued the Southampton-Havre connection on eastbound passages in favor of Plymouth-Cherbourg because of contract difficulties involving the British post office.<sup>3</sup> These obviously had nothing to do with their U.S. mail contract, but did affect the eastbound carriage of U.S. mail to France.

Apparently, the Paris foreign post office was unprepared for this change-over, and employed the 2-G marking device as an emergency expedient. According to Salles, this marking was originally applied in Paris on mail via French packet entering France at Havre, but had been retired in 1865 when Brest became the port of entry.<sup>4</sup> At any rate, we have here an entry marking indicating carriage via French packet into Havre, actually used on covers via American packet to Cherbourg, the American packet being German. Little wonder such a marking can confuse.

Salles records marking 2-G on covers showing Cherbourg arrivals of April 24, May 3 and May 9, 1869. The cover in Figure 5—showing 22 mai 69—extends the use of this marking by two or three more sailings. This cover bears a 15¢ Lincoln and so doesn't quite fit this write-up. However, it dates from a month when 1869 stamps were at least occasionally available, and shows a marking that probably exists on 1869 covers, even if I have never seen them. It's included here to paint as complete a picture as possible. The cover in Figure 5 was posted in Pittsburgh 10 May 1869. The New York credit 3 marking shows May 11, departure date of the HAPAG *Cimbria*, which called at Plymouth May 21 before

3. N. R. P. Bonsor, *North Atlantic Seaway*, T. R. Stephenson & Sons Ltd., Prescott, Lancashire, England, 1955, page 113. This book is 700 pages of factual data—more about ships than most people would want to know. Remarkably, it is now being expanded into a four-volume series, volume one of which is already in print (ARCO publishers).

4. Salles, *op. cit.*, IV, 236, 297. Salles's remarks on the Havre marking are: "Inutilisé depuis juin 1865, par suite de transfert à Brest des escales postales. . . . Connu aux premières dates d'escales à Cherbourg: 24 avril 69, 3 mai 69, 9 mai 69, sur provces de New-Orleans, via New-York."

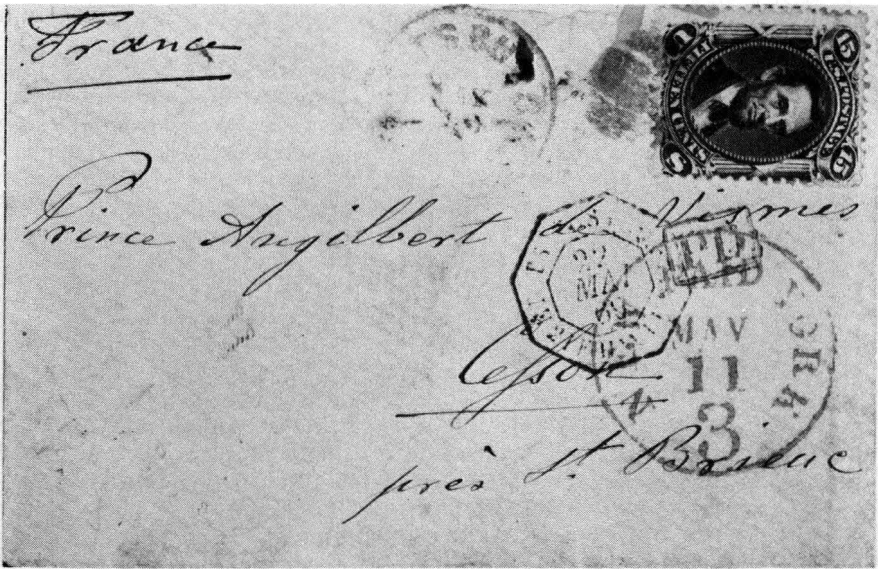


Figure 5. VIA AMERICAN PACKET DIRECT. UNUSUAL CHERBOURG ENTRY MARKING—This octagonal marking (note octagonal center) should not be confused with the French packet-boat markings in Figure 1. This is a Cherbouurg entry marking, applied as an emergency expedient for a few weeks during the spring of 1869.

taking this cover to Cherbourg the next day. This cover also comes from friend Hubbard, who wrote it up in the *London Philatelist* for January 1972.

An unpaid cover from the La Chambre correspondence, from the same sailing of the *Cimbria* and showing the same 2-G marking, is illustrated (photo 264) and written up (pages 538-539) in Ashbrook's *Special Service*. To this cover a 10¢ 1869 stamp has been added, which provides at least a flimsy justification for here including the interesting 2-G marking.

Hubbard also reports marking 2-F, a single circle Cherbouurg entry mark, on a 15¢ 1869 cover departing New York 7 December 1869 (sailing date of HAPAG *Holsatia*) and arriving Cherbourg December 18. This is the only treaty-period 1869 cover I record showing this marking. Salles lists it as having been used between 1873 and 1877,<sup>5</sup> but it was clearly used on at least one HAPAG delivery in late 1869, and may possibly be found on other HAPAG covers to France during 1869.

#### VIA ENGLAND

In addition to the French line and HAPAG, four other transatlantic steamer lines carried mail between the U.S. and France during 1869. Not being "direct" carriers, they did not take mail all the way to France. Instead, they stopped at England, where their letters to France were turned over to the British postal system, to be carried through the British mails across England in closed bags. The bags were opened (and the contents individually marked) after they were released to France. Thus, such covers bear no British markings. However, they are easily distinguishable by their U.S. credit markings (6¢ per single rate), their French entry markings (all entered at Calais) and their U.S. departure dates, since they can only have been carried on the Cunard, the Inman, the North German Lloyd or the Allan lines.

Collectors of classic U.S. covers are accustomed to think that the Cunard line carried the preponderance of transatlantic correspondence. In earlier years, this may have been true, but as we enter the 1869 period, it was no longer the case. Table II shows data from the Postmaster General reports for 1868-1870, detailing the number of letters that crossed the Atlantic (both ways) on the major steamer lines. While the figures for 1870 (fiscal year ending June 30, 1870) are distorted because of the transatlantic mail strike in early 1870, the burden of the statistics suggests that during the lifetime of the 1869 stamps—

5. Salles, *op. cit.*, IV, 297, marking 1802.



which would roughly coincide with the fiscal year ending 30 June 1870—Cunard lost its supremacy as a transatlantic carrier.

Table I shows the number of covers sent from the U.S. to France during fiscal 1869 and 1870. The data for fiscal 1870 presumably show only those covers that went to France during the treaty period (i.e.: up to 31 December 1869). Commencing 1 January 1870, there being no official exchange of mails between the U.S. and France, there was no justification for the post office's keeping accounts.

In any event, the figures in Table I show in rough orders of magnitude the relative scarcity of the three basic 1869 cover types to France. If such covers have survived proportionately, a random find of 100 treaty-period 1869 covers to France (which I would be happy to discover) should show 22 direct French packet covers, 33 direct American packet covers and 45 covers via American packet via England. The 45 via England covers should break down into 17 Cunard covers, 14 Inman covers, 12 covers via the North German Lloyd line and two via Allan line. While the sailing dates are sometimes ambiguous, covers showing carriage to France via England can usually be attributed to one line or another according to their New York departure dates, dating forward one day for those covers that show dates and credits applied at Boston or Philadelphia.

#### VIA ENGLAND VIA CUNARD

During 1869, the mail-carrying steamers of the Cunard line left New York each Wednesday, stopping at Queenstown (Ireland) and proceeding to Liverpool the following day. With very few exceptions, covers to France carried on such crossings were debarked at Queenstown, thence to be carried by rail across Ireland, by ferry to England, by rail across England to Dover, and by ferry across the Channel to Calais.<sup>6</sup> Such covers then went by rail to Paris, where they received markings 2-H or 2-J, discussed below.

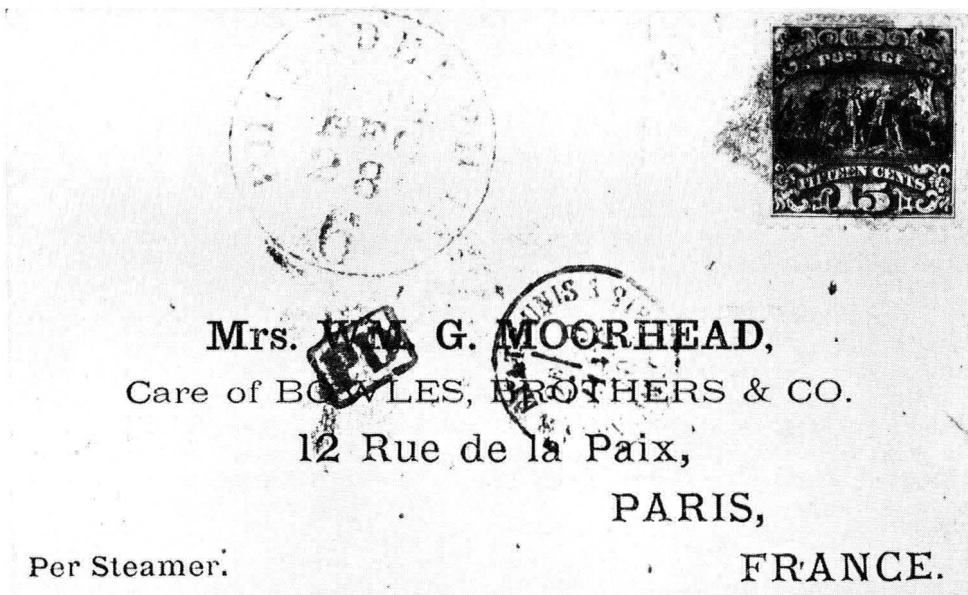


Figure 6. VIA ENGLAND—The credit 6 marking, the single circle Calais entry stamp and the small boxed PD marking are all typical of treaty-period 1869 covers to France via England, meaning carriage via Cunard, Inman, North German Lloyd or Allan lines. The Philadelphia credit 6 marking shows December 28 (1869). This cover crossed the Atlantic on the last sailing to carry treaty-rate covers to France: Cunard's "Russia," departing New York December 29. The stamp is a 15¢ Type II.

The cover shown in Figure 6 drops the curtain on a long and interesting era. It bears a 15¢ 1869 Type II, and shows the magenta Philadelphia PAID credit 6 marking, dated December 28. It crossed the Atlantic on the Cunard

6. For a fuller analysis of the handling of such covers, see Walter Hubbard's write-up in *Chronicle* 90: 170. Sailing data for Cunard vessels during 1869—including British arrival dates—appear in the continuation of this article, *Chronicle* 91: 231-232.



steamer *Russia*, which left New York on Wednesday, December 29. This sailing of the *Russia* was the last transatlantic crossing to carry mails to France under the 1857 treaty. The N.G.L. *Rhein* was scheduled to sail December 30, but postponed its departure to Saturday, January 1, in anticipation of the transatlantic communications disruptions with which 1870 began.

In addition to the Philadelphia credit marking, the cover in Figure 6 shows the small boxed PD and the blue Calais entry marking (dated 9 JANV. 1870) shown as Figure 2-H. Markings 2-H and 2-J are typical of covers to France during 1869 showing credits to France in multiples of 6¢ per rate. The SERV. AM. CALAIS indicates the cover reached France from America via England, entering at Calais. Marking 2-H shows ETATS-UNIS at top and marking 2-J shows ET.-UNIS. The two markings are also distinguishable by the type face of their lettering, the ET.-UNIS letters being less serify and more widely spaced than their ETATS-UNIS kinsmen. In both markings, the format of the date-plug can vary, sometimes showing an asterisk before the day of the month (as in Figure 2-J) and sometimes showing a numeral designation (as in 2-H). According to Cliff Shafer, RA 1164, who contributed valuably to this article when it was in manuscript form, "the first figure is the 'levee' or collection number. 6<sup>E</sup> means sixth collection. The levee number served as a substitute for a time-of-day marking. The asterisk shows the omission of this data."



Figure 7. VIA ENGLAND: DOUBLE RATE—Another cover via Cunard, here with three 10¢ 1869 paying twice the 15¢ rate. The Philadelphia credit 12 shows September 7. Carriage by Cunard's "China," departing New York September 8. Calais entry marking shows September 19, 1869.

Both Calais entry markings show a numeral 3 at ten and two o'clock. Like the numerals 2 in markings 2-E through 2-G, these are echelon numbers, indicating the markings were actually applied in Paris. Mr. Shafer explicates: "When Paris was the second echelon, as in your figures 2-E, 2-F and 2-G, the first echelon was the port itself. When Paris was the third echelon, as in markings 2-H and 2-J, the first was still the port and the second was some (here unidentified) intermediate place." For examples of another sequence of entry markings for which Paris was the third echelon, Mr. Shafer cites Salles, Volume 4, page 30.

For the two markings shown as 2-H and 2-J, Salles says that there ought to have existed four marking devices of each type.<sup>7</sup> However, other than the

7. Salles, *op. cit.*, IV, 292. "Il devait exister à Paris-Etranger quatre tampons de chaque type."

date-plug variances just mentioned, we have been able to discern no sub-types of the two basic markings. During 1869, these markings were usually applied in blue.

Figure 7 shows a double-rate cover via Cunard, here bearing a bold strike of the magenta Philadelphia PAID credit 12 marking, dated September 7. The four-wedge killers are black, and altogether this is one of the prettiest 10¢ 1869 covers I have ever laid eyes on. The small boxed PD marking, here in blue, also ties the strip of three stamps. The blue Calais entry mark (Figure 2-H) shows 19 SEPT. 69, indicating entry into the French mails at Calais on that date. The Cunard steamer *China* left New York on Wednesday, September 8, so here too the mails were made up in Philadelphia the day before. The credit 12 means two times rate, as the postage confirms. Observe that this credit 12 has nothing to do with the credits 12 seen on single-rate covers via French line, an example of which from Philadelphia is shown in Figure 1.

VIA ENGLAND VIA INMAN LINE



Figure 8. VIA ENGLAND: INMAN LINE—Double-rate cover, like the previous, here via Inman line. The cover originated in Cuba. 10¢ pays the passage (up to ½ ounce) from Havana to New York, via “Columbia” of the Atlantic Mail Steam Ship Company. 30¢ pays carriage to France (between ¼ and ½ ounce), via Inman “City of Boston,” leaving New York September 25, 1869. A seldom seen combination of stamps.

The mail-carrying ships of the Inman Line left New York on Saturdays during 1869, stopping at Queenstown and then Liverpool, just like the Cunard ships. Figure 8 shows a double-rate cover via Inman Line, this with the extra fillip of having originated in Cuba. The photo is from Ashbrook’s *Special Service* (#76) and the cover shows a New York PAID credit 12 marking dated September 25, departure date of the Inman steamer *City of Boston*. It also shows the small boxed PD and the Calais ETATS-UNIS marking (2-H). Per the contents of this cover and other evidence, it originated in Havana on September 18, 1869. It must have been carried from Havana on the *Columbia* of the Atlantic Mail Steam Ship Company, which arrived New York September 24. The rate from Cuba to the U.S. was then 10¢ per half ounce, presumably paid by the 10¢ 1869 stamp. The 30¢ stamp paid twice the 15¢-per-¼-ounce rate from the U.S. to France. In his *Special Service* discussion of this cover, Ashbrook advanced several explanations of this franking, but this one seems best. This is one of only two or three covers I know about showing 10¢ 1869 with 30¢ 1869.

VIA ENGLAND VIA NORTH GERMAN LLOYD LINE

The word “Lloyd” in North German Lloyd has nothing to do with Lloyd’s of London. The British shipping insurer had such a prestigious name during the 19th century that various would-be steamer networks, the world over, incorporated “Lloyd” into their names. N.G.L. was one of the more successful. There were also Austrian, Baltic, Italian and North American

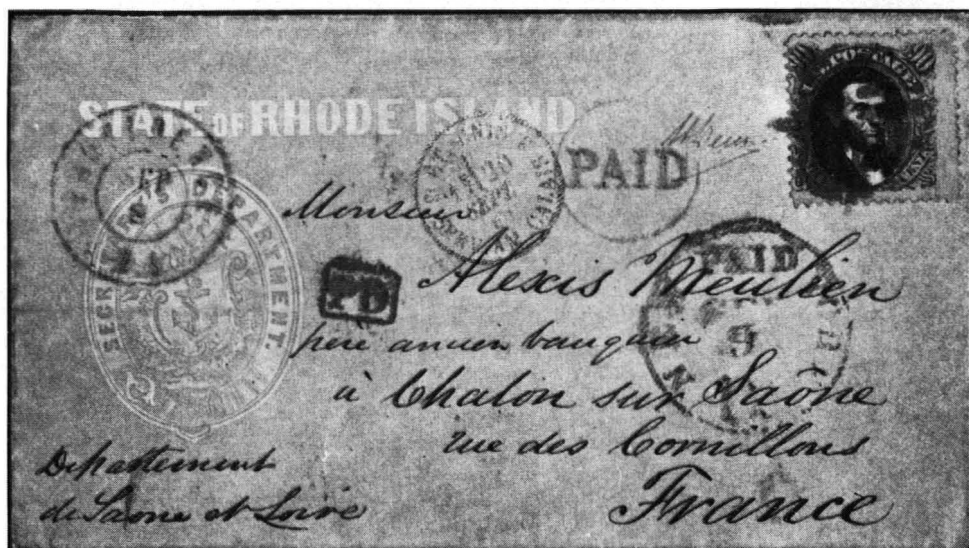


Figure 9. ART IMITATES LIFE—90¢ 1869, apparently tied on official envelope to France, envelope being the very handsome overall entire of the secretary of the state of Rhode Island. Calais receiving marking indicates carriage via England, credit 12 indicates two times rate. One 30¢ Franklin would have done the job here, and presumably did.

Lloyds, all shorter lived. Driving east for my vacation this summer I was passed more than once by huge trucks bearing the legend HAPAG • LLOYD.

During 1869, N.G.L. mail steamers sailed each Thursday from New York to Bremen, stopping at Southampton. The cover in Figure 9 shows a 90¢ 1869 stamp, apparently tied, on an overall official envelope of the secretary of the state of Rhode Island. The red Providence circular date stamp shows SEP 8. The red PAID in a circle is a Providence marking, seen on other foreign mail covers from that city during this era. The New York credit 12 marking shows SEP 9. The French PD is red and the blue Calais entry marking is the ET-UNIS type (2-J). September 9, 1869, was a Thursday, departure date of the N.G.L. steamer *Hansa*. The cover in Figure 9 was prominently featured in an auction in Milan in 1974 and reportedly fetched a princely sum. To our knowledge, it has never been examined on this side of the Atlantic. All its markings suggest it started life as a 30¢ cover, most likely bearing a 30¢ Franklin or two 15¢ Lincolns. While this dazzling cover could, conceivably, represent a 60¢ overpayment of the 30¢ rate (bearing in mind that in 1869 60¢ was a reasonable day's wages), my judgment, paraphrasing John Randolph, is that "like rotten mackerel in the moonlight, it shines and it stinks".

#### VIA ENGLAND VIA ALLEN LINE

The Postmaster General Reports make clear that the Allan Line (officially known as the Montreal Ocean Steam Ship Company) also carried U.S. mails to France during this period. The Allan line made weekly trips to Liverpool each Saturday, departing from Montreal in the summer and Portland in the winter.

The P.M.G. reports for 1869 and 1870 show payments to the Allan line for "52 trips to Liverpool" during each fiscal year.<sup>8</sup> Other P.M.G. data (see Table I) show that the Allan line carried the equivalent of 23,397 single-letter rates to France during fiscal 1869, and 11,003 rates during fiscal 1870.<sup>9</sup> Extrapolating from the quarterly Post Office payments, we can guess that the Allan line carried approximately 12,500 covers to France during the last three quarters of 1869. This is fewer, by a factor of ten or more, than the number of covers carried by any other line, which may explain why there has yet to be recorded an Allan line cover showing 1869 stamps paying the treaty rate to France. However, one would expect that from 12,500 covers, there should be some survivors.

8. U.S.P.M.G. Reports: 1869, 17; 1870, 11.

9. *Ibid*: 1869, 138; 1870, 186.

**TABLE I**

Number of covers sent from the U.S. to France on the six major transatlantic carriers:

1869-1870 STEAMER LINE	YEAR ENDING 30 JUNE 1869	YEAR ENDING 30 JUNE 1870
French	125,165	127,878
Hamburg-American	209,768	188,475
Cunard	212,798	98,748
Inman	156,099	82,404
North German Lloyd	137,599	69,953
Allan	23,397	11,003

Note: Fiscal 1870 figures presumably show treaty-period uses only

Sources: PMG reports for 1869 and 1870, pages 132 and 181 respectively. The figures actually reflect numbers of single rates, so the whole number of covers would necessarily be less.

**TABLE II**

Number of covers sent between U.S. and Europe on the major transatlantic carriers:

1868-1870 STEAMER LINE	YEAR ENDING 30 JUNE 1868	YEAR ENDING 30 JUNE 1869	YEAR ENDING 30 JUNE 1870
French line	323,292	243,991	204,400
Hamburg-American	1,600,389	2,799,387	2,826,427
Cunard	2,880,553	3,051,559	2,882,175
Inman	2,063,862	2,358,005	2,194,807
North German Lloyd	2,654,619	2,817,532	4,169,465
Allan Line	353,32	145,842	192,385
Guion	—	—	724,390

Sources: PMG reports for 1868, 1869 and 1870, pages 97, 94 and 97, respectively. Though the PMG reports do not so state, these figures must represent single rates. The whole number of covers would necessarily be less.

The few 1869 covers I have seen, that are definitely attributable to the Allan line, travelled mainly to Germany or to Ireland, and show Detroit or Chicago exchange office markings of the "PAID ALL DIRECT" variety. It is vaguely possible that covers to France via the Allan line passed through the Boston, New York or Philadelphia exchange offices, and received the same sequence of markings applied to the Inman covers, which also left on Saturdays. But this is another story altogether.

Coming back to the 1857 treaty with France, additional articles executed in 1861<sup>10</sup> provided for additional exchange offices, within the U.S., at Portland, Detroit, and Chicago. It is clear from reading them that these additional articles were written to accommodate the Allan line packets. Theoretically there ought to exist treaty-rate 1869 covers from the U.S. to France, showing markings applied at the Portland, Detroit, and Chicago exchange offices, showing credits of 6¢ to France, representing carriage via England via the Allan line. The 1861 articles give such markings a treaty basis, the 1869 and 1870 P.M.G. reports tell us such covers were carried, and the evidence of surviving covers to other transatlantic destinations (and from earlier years) shows us that covers *have* survived. All we lack, respecting 1869 treaty-rate Allan line covers to France, is the evidence of the covers themselves.

#### CONCLUSION

Treaty-period covers to France bearing 1869 stamps, depending on which of the three modes of carriage they represent, will show essentially the same array of U.S. credits, steamer sailing days, and French entry markings. For each of the three cover types, the sequence of markings is quite consistent, and the dates correlate with specific steamer lines whose ships' departure dates are verifiable from contemporary documents.

The U.S.-French treaty dictated certain credits, markings and practices, but as the years passed, these evolved into different forms. Many covers to France from the last years of the treaty bear little resemblance to those from the early years. I have attempted to show here what prepaid covers to France during 1869 actually look like. The available cover sampling was necessarily small. Most likely it led to error, perhaps in interpretation as well as in fact. Comment or correction is solicited.

10. 16 *Statutes-at-Large*, 890-898.



It is important that collectors of 1869 covers to France re-examine their albums. A cover whose markings deviate modestly from these generalizations may show devices or practices I'm not aware of. But if the markings deviate substantially, the cover should be scrutinized with great care. Collectors who own or contemplate buying high value 1869 covers to France, should examine these items not in terms of the opinions or certificates they might carry, but against the facts.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### (1) Feature Cover of the Month:

#### OVALS FRONT AND BACK, PAW-PAW TO PRISON

JOHN D. KOHLHEPP

Beginning in the late 1850s, the Baltimore & Ohio Railroad, in an effort to supplement the income of its station agents, obtained appointments for them as postmasters of the little towns along the right-of-way in which they worked for the railroad. As this was also the era when postmasters were required to furnish their own cancelling devices, it was only natural that the agents utilized the railroad's ticket-datens on the mail that went through their offices. One such cover is pictured here, from the little town of Paw-Paw in Morgan County, West Virginia, on the banks of the Potomac, just across the river from Allegheny County, Maryland.

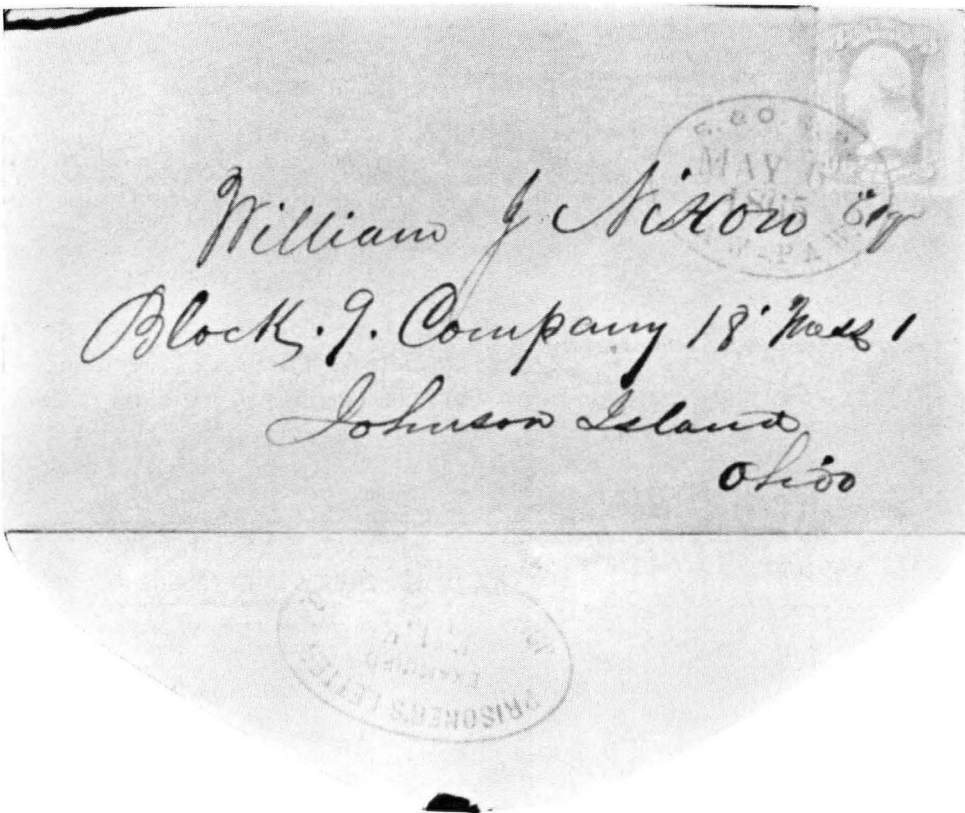


Figure 1. Baltimore & Ohio Railroad ticket-dater marking (USTMC 274-5-20, oval, 34x25, blue, WYD 1864, 65, VII.) tying 3¢ 1861 to cover from Paw-Paw, West Virginia, to a Confederate prisoner of war at Johnson's Island, Ohio, May 6, 1865. Handstamped censor marking of the prison, in black, on back flap. Paw-Paw was located 25 miles east of Cumberland, Md., on main line of B. & O. R.R.

The cover is addressed to prisoner of war William J. Nixon, Block 9, Company 18, Mess 1, Johnson's Island, Ohio, a prison camp for Confederate soldiers in Sandusky Bay, opposite the town of Sandusky, Ohio. It is postmarked May 6, 1865, a few weeks after Lee surrendered but before all prisoners had been released. Nixon was a member of the 41st Virginia Cavalry and had been captured by the Federals in Hampshire City, West Virginia, on February 23, 1864. A private, he was in unusual company at Johnson's Island which was primarily

a camp for Confederate officers. He was freed on June 14, 1865, upon taking the oath of allegiance to the United States.

The oval censor marking of Johnson's Island is struck on the back flap and reads: PRISONER'S LETTER/EXAMINED/P, M, E,/ JOHNSON'S ISLAND, O. P. M. E. are the initials of the examining officer.

While there are a few other covers to Civil War prisoners known with railroad markings, this one, to the best available intelligence, is the first reported which bears both railroad ticket-dater postmark and a handstamped prison censor marking.

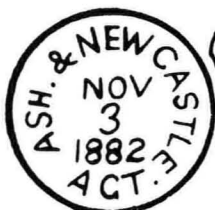
## (2) Dating Project — Remele Period Markings

In *Chronicles* 88, 93 and 95 listings were made of markings A-2 through M-2-c with available actual dates of use. We request all 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 encountered for Remele numbers M3, M6, M7, M9, M10, M11½, M12, M13½, N2, N2½, N9, N10, N11, N17, N18, N18½, N19, and N22.

### New Listings for Remele Cat. Nos. M-N

Remele Cat. No.	USTMC Cat. No.	Color	Early or Only Date	Late Date
M-4-Sa	526-S-2	black	3- 2-61	
M-4-Sb	526-S-3	black	3- 1-62	
M-5-a	610-A-1	blue	4-14-51	11-22-51
M-5-a	610-A-1	blue-green	6-20-50	
M-5-b	610-A-2	black	3-19-50	
M-5-c	610-B-1	black	1-24-53	
M-5-d	610-A-3	green	8-26-50	
M-8	840-A-1	black	1- 4-57	
M-11-Sa	421-S-1	black	6-20-60	8- 9-60
M-11-Sb	421-S-2	black	11-29-60	
M-14-a	250-A-1	black	8-11-67	
M-14-b	250-A-2	black	4-17-58	
N-1-a	240 Spec. a	blue	3-11-46	8-21-46
N-1-b	240 Spec. b	blue	10-23-46	2-20-47
N-2-Sa	510-S-2	black	2- 4-59	
N-2-Sb	510-S-3	black	2-25-59	6-19-63
N-3	87-A-1	red	11- 8-49	4-30-57
N-3	87-A-1	orange	7-19-50	4- 4-57
N-3½	655-A-1	red	9-13-55	
N-4-a	35-B-1	black	1-22-54	
N-4-b	35-C-1	black	8-29-55	
N-4-c	35-D-1	black	4-30-60	
N-5	35-E-1	red	6- 7-47	6-21-50
N-5	35-E-1	black	12- 1-57	
N-6	70-C-1	black	8-23-54	
N-7-a	80-A-1	red	3- 5-50	
N-7-a	80-A-1	black	7-28-52	
N-8	82-B-1	black	3-25-53	1-13-55
N-8	82-B-1	ultramarine	4-20-52	
N-11½	114-S-9	black	4-15-58	
N-12-a	125-A-1	red	7-21-46	10- 8-46
N-12-c	125-B-2	red	4- 6-49	
N-12-d	125-B-3	red	4- 6-49	
N-12-f	125-C-1	red	5- 2-53	
N-13	108-A-1	red	5-19-52	
N-14-a	70-D-1	red	2- 7-53	
N-14-b	70-D-2	black	3- 3-57	
N-14-c	70-D-3	black	1- 8-59	2-22-61
N-15-a	240-A-1	red	11-19-50	7-30-51
N-15-a	240-A-1	black	2-10-52	
N-15-b	240-A-2	blue	5-10-47	
N-15-c	240-A-3	black	1- 3-59	
N-15-d	240-A-4	blue	5-10-47	
N-15-e	240-B-1	red	11-10-51	
N-15-f	240-C-1	black	4- 4-57	2- 6-59
N-15-g	240-A-5	black	5-15-53	
N-15-g	240-A-5	red	12-14-50	

NEWLY REPORTED MARKINGS - V



*See York R.R. & Noy mail Apr 29/80*

350-M-2

551-D-2



172-A-1



355-G-1



355-H-1



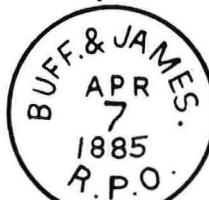
274-U-1



235-S-5



55-M-1



174-D-1



934-I-1



745-G-1



755-J-1



J-28-b



709-I-1



796-E-1



855-B-1



134-D-1



380-F-1



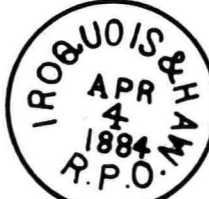
809-I-1



892-G-1



714-D-1



796-F-1

<i>Remele</i>	<i>Cat. No.</i>	<i>USTMC Cat. No.</i>	<i>Color</i>	<i>Early or Only Date</i>	<i>Late Date</i>
N-15-g		240-A-5	blue	4-26-47	1-26-48
N-16-d		322-I-1	black	8-25-60	
N-20-a		24-A-1	red	8-30-48	
N-20-a		24-A-1	blue	9- 1-47	7- 7-52
N-20-a		24-A-1	green	5- 2-48	
N-20-b		24-A-2	blue	9-12-49	9-29-52
N-21-a		101-B-1	black	3-17-52	6-30-53
N-21-b		101-C-1	red	12- 9-52	
N-23		81-A-1	red	6-20-48	5- 4-49
N-23		81-A-1	blue	7-20-54	
N-23		81-A-1	black	9-27-66	

### (3) Newly Reported Markings - V

We are pleased to report the following new railway and waterway markings and are indebted to Messrs. Bomar, Booth, Clark, Fingerhood, Germon, Kimball, Kuehl, McCrea and Smith for reporting same.

- 551-D-2: 26½, black, 1882. III. (Ashtabula, O. -New Castle, Pa., 85 miles, Pennsylvania Co.).
- 350-M-2: manuscript, 1870. IV. (Atlantic & Gulf R.R. Way Mail, Savannah, Ga.-Live Oak, Fla., 180 miles).
- 172-A-1: 28, black, 1885. II. (Auburn-Harrisburg, Pa., 60 miles, Philadelphia & Reading R.R.).
- 355-G-1: 27, black, partial, 1884. I. (Augusta-Atlanta, Ga., 172 miles, Georgia R.R. & Banking Co.).
- 355-H-1: 27½, black, Night Line, 1884. I.
- 274-U-1: 27½, black, Night Line, 1884. I. (Baltimore, Md.-Grafton, W.Va., 294 miles, Baltimore & Ohio R.R.).
- 235-S-5: 33½-23½ x 24½-15½, D. Oval, black, partial, 1880. IV. (Scott Haven, Pa., Balt. & Ohio R.R. Pittsburgh Div., 27 miles east Pittsburgh).
- 55-M-1: 27, black, 1875. III. (Boston-Wellfleet, Ms., 106 miles, Old Colony R.R.).
- 174-D-1: 27½, black, 1885. II. (Buffalo-Jamestown, N.Y., 69 miles, New York, Lake Erie & Western R.R.).
- 934-I-1: 28, black, 1884. III. (Central City-Nebraska City, Neb., 151 miles, Nebraska Rwy.).
- 745-G-1: 26½, black, Banknote. "Star" killer. II. (Local Transfer Agent, East St. Louis, Ill.).
- 755-J-1: 25½, black, Banknote. IV. (Wilton Jct., Ia.-Leavenworth, Kan., 321 miles, Chicago & Southwestern (C.R.I. & P.) R.R.).
- J-28-b: 26½, black, 1870. IV. (Rome, Ga.-Gadsden, Ala., 155 miles, Coosa River Steamboat).
- 709-I-1: 26½, black, 1880. III. (Decatur-Centralia, Ill., 92 miles, Illinois Central R.R.).
- 796-E-1: 27½, black, 1883. "E" killer. III. (Eagle Grove-Hawarden, Ia., 145 miles, Chicago & North Western Ry.).
- 855-B-1: 27½, black, 1886. III. (Eau Claire, Wis.-Wabasha, Minn., 48 miles, Chicago, Milwaukee & St. Paul Ry.).
- 134-D-1: 27, black, 1883. II. (Fairhaven, N.Y.-Sayre, Pa., 118 miles, Southern Central (L.V.) R.R.).
- 380-F-1: 27½, black, 1886. III. (Fernandina-Tavares, Fla., 183 miles, Florida Ry. & Navigation Co.).
- 809-I-1: 26½, black, Banknote. "W" killer. III. (Fort Scott, Kan.-Denison, Tex., 323 miles, Missouri, Kansas & Texas R.R.).
- 892-G-1: 26½, black, 1885. IV. (Helena-Heron, Mont. Terr., 274 miles, Northern Pacific R.R.).
- 714-D-1: 26½, blue, 1874. "W" killer. III. (Indianapolis, Ind.-Galesburg, Ill., 266 miles, Indianapolis, Bloomington & Western R.R., Chicago, Burlington & Quincy R.R.).
- 796-F-1: 28, black, 1884. III. (Iroquois, Dak.-Hawarden, Ia., 126 miles, Chicago & North Western Ry.).

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WALTER HUBBARD, Assoc. Editor

### THE OCTAGONAL BOXED "FR. SERVICE" MARKING

CLIFFORD L. FRIEND

Article XII of the U.S.-French convention, effective 1 Apr. 1857, specified certain transit markings to be applied by the *receiving exchange office*:<sup>1</sup>

The respective offices of exchange shall place upon the superscription of the correspondence of every kind contained in the mails, which they shall receive from the corresponding offices of exchange, a stamp, with the date, showing the way in which such mails shall have been forwarded.

The stamp to be placed upon the correspondence transported between the French frontier and the American frontier, at the expense of or on account of the post office of France, shall bear, independently of the name of the exchange office of destination, the characters Serv. Fr. or Br., (French or British service.) This stamp shall be placed in blue ink on the correspondence transmitted directly, and in red ink on the correspondence transmitted by way of England.

The stamp to be placed on the correspondence transported between the American frontier and the French frontier, or the British frontier, at the expense of the United States post office, shall bear, independently of the name of the exchange office of destination, the characters Serv. Am. (American service.) This stamp shall be placed in blue ink, both on the correspondence transmitted direct and on that comprised in the mails of or for the office of Havre, which shall have been transported by the packets of the New York line to Bremen, and by the packets plying between Havre and Southampton, without touching the British territory. It shall be placed in red ink on the correspondence comprised in the mails, which shall have been transported by the aid of the British post office.

The French offices followed the above article by incorporating SERV. AM. or SERV. BR. on circular name-of-office/date handstamps used on incoming mail at Calais-Paris traveling, Paris, and Havre.<sup>2</sup> With the advent of French service by the Compagnie Générale Transatlantique, which began operations in June 1864, special handstamps, all including PAQ. FR., were applied by the French line on departure from New York.<sup>3</sup>



Figure 1. Montpellier to New York, paid at single rate, sent as unpaid double rate. Noted as incoming direct French mail by blue "Fr. Service" and black total collect N. YORK 30 FRNH. PKT. OR U.S. 75 NOTES AUG. 9. Used in 1864.

The U.S. offices used a separate transit marking on incoming French mail, "Am. Service," or "Br. Service," in an octagonal box, 20-21x12.5-13 mm., the former in red if American packet via England, in blue if from French port

1. U.S. Postmaster General's Report for 1857, Appendix D.
2. Raymond Salles, *La Poste Maritime Française*, IV, VII (indexed 76-80).
3. *Ibid.*, IV, 226-235.



direct, and the latter in red, all as per Article XII. And, after June 1864, at least New York and Boston used, in similar form, a "Fr. Service" marking. Although Hargest does not describe this marking,<sup>4</sup> Blake and Davis in their descriptive notes for Boston circular marking No. 885 mention a "Fr. Service" marking<sup>5</sup> on a cover addressed to Boston from Paris, duly prepaid to destination by stamps (two copies France 40 centimes, 1862 issue), with year of use being 1866. The "Fr. Service" marking is described as blue, but no further information is given. The circular marking No. 885 is listed as red, and dated "JAN 30." A credit of "3" to the U. S. is also indicated. The arrival date in the U.S. of the packet which transported this cover must tie in with the Boston date of 30 January 1866. This author's sailing data for January 1866 list only one possibility that would match the circumstances noted above. The French steamer *Washington* of La Compagnie Générale Transatlantique departed Havre on 12 January 1866 and arrived at New York on 29 January.<sup>6</sup> Thus, the Boston postmark date of 30 January was properly applied on the cover reported by Blake and Davis.

Unfortunately, we are unable to illustrate the Blake/Davis cover (does any reader know its whereabouts?), but we are pleased to show a photo of a cover from the collection of Charles J. Starnes, associate editor of the Foreign Mails section of the *Chronicle*. Mr. Starnes's pride and joy is shown as Figure 1, and he tells me that the octagon-shaped "Fr. Service" marking, although it is somewhat faded, was very likely applied with blue ink.

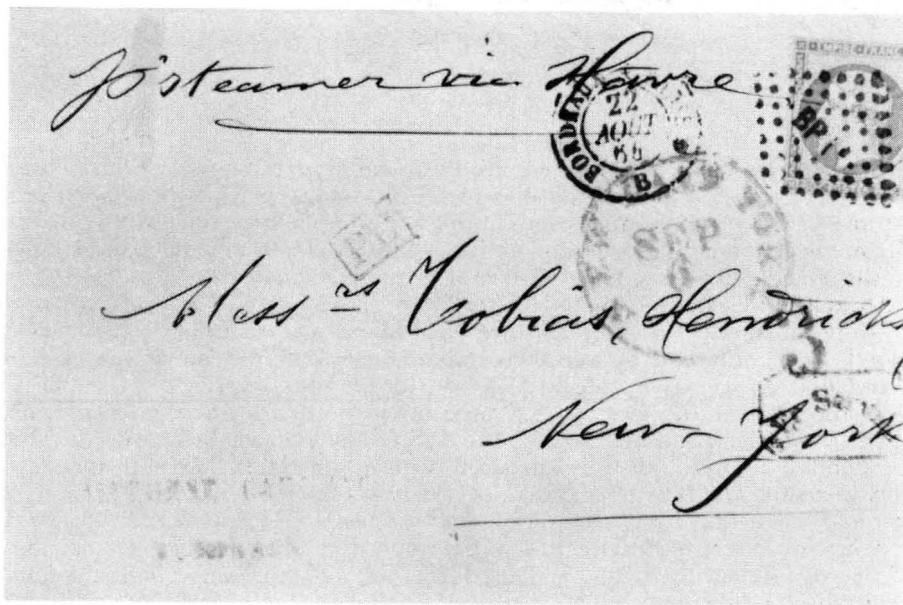


Figure 2. Bordeaux to New York, fully paid single rate. Blue "Fr. Service" to show incoming direct Fr. Pkt. transit. Postmarked August 22, 1865.

Classics member Lauren Arango has graciously shown us a third example of the octagon-shaped "Fr. Service" marking on incoming French treaty mail, and her cover is illustrated as Figures 2 and 2A. The year of use of this cover is 1865, and yet once again, no doubt because of time and conditions, the "Fr. Service" now appears to the eye as a bluish-green shade, but it was originally struck in blue ink.

The Starnes cover (Figure 1) was carried out of Havre on 27 July by the French packet *Washington*, which arrived at New York on 9 August 1864.<sup>7</sup>

4. George E. Hargest, *Letter Post Communications*, etc., 76-77.

5. *Boston Postal Markings to 1890*, 182-183.

6. Clifford L. Friend, "La Compagnie Générale Transatlantique, 1864-66," *Maritime Intelligence*, p. 4.

7. *Ibid.*, p. 1.

Lauren Arango's cover (Figures 2 and 2A) was also transported from Havre by a vessel of La Compagnie Générale Transatlantique, but in this instance it was the *Europe*, which departed Havre on 25 August, and arrived at New York on 6 September 1865.<sup>8</sup>

Still another example of the octagon-shaped "Fr. Service" marking in a blue shade of ink exists on incoming French treaty mails to the U. S., as indicated by the catalog description of lot 2114 of the Lester Downing sale conducted by the Robert A. Siegel organization on 24 September 1974. Regretably, no photo was offered to potential bidders, nor did the catalog description outline the postal credits, exchange offices, etc. We do know, however, that the cover was properly prepaid (by Swiss stamps) for carriage to the United States (Boston) from Lausanne, Switzerland, under the French treaty mail provisions during 1866.

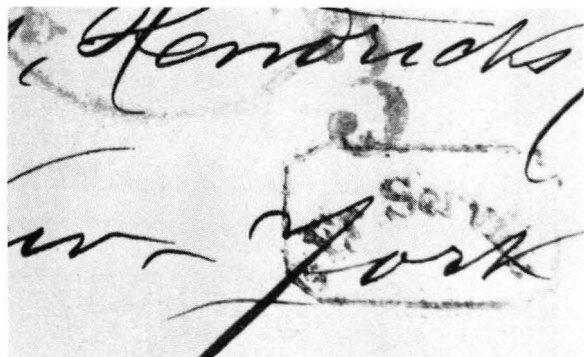


Figure 2A. Close-up of "Fr. Service" on Figure 2 cover.

So, at least at this writing, we are aware of four examples of the octagon-shaped "Fr. Service" marking, all of which are associated with *incoming* French treaty mail. All such markings were supposedly applied by the exchange office clerks in the United States, either at New York or Boston, being hand-stamped upon the covers with a shade of ink best described as *blue*.

Although all examples noted of the "Am. Service" and "Br. Service" markings are on incoming French mails, we have found one example of "Fr. Service" stamped on an outgoing French convention cover. Figure 3 shows the marking, in a *red* ink, on a cover posted at Boston for eventual carriage to Brazil. The letter, processed at the Boston exchange office 8 August 1865, was addressed to Chief Engineer John Johnson of the U.S. Navy stationed aboard the U.S.S. *Susquehanna*, in care of the American Consul at Bahia, Brazil. As can be readily detected, the cover is franked with two copies each of the 3¢ and 30¢ denominations of the 1861 issue, prepaying double the 33¢ per ¼ oz. U.S.-French treaty rate for letters to Brazil.<sup>9</sup> Just to the upper left of the Boston circular marking<sup>10</sup> one can detect the octagon-shaped "Fr. Service" marking, which appears to several pairs of tired eyes as having been applied in the same shade of red ink as the Boston circular exchange office marking. One wonders, as the ink colors appear to be identical for both markings, whether the "Fr. Service" marking was struck upon the face of the cover at the Boston exchange office?

In any event, the cover does carry the Boston circular exchange office "BOSTON BR. PKT./8 AUG/PAID" in red ink. Also distinctive in its application is the manuscript "60" *credit* denotation (in red crayon) representing a 60¢ U.S. credit to France for carriage out of the United States by either a French packet direct to France or a British packet via England. The Boston exchange office marking clearly distinguishes between the two possibilities by indicating British packet service, and the data show the Cunarder (British packet) *Scotia* departed from New York Wednesday 9 August 1865.<sup>11</sup>

8. *Ibid.*, p. 3.

9. Charles J. Starnes, *Foreign Letter Mail Rates of the United States, 1847-75*, p. 8.

10. Blake and Davis, *op. cit.*, 170-171.

11. Friend, "Cunard Sailings," *op. cit.*, p. 91.

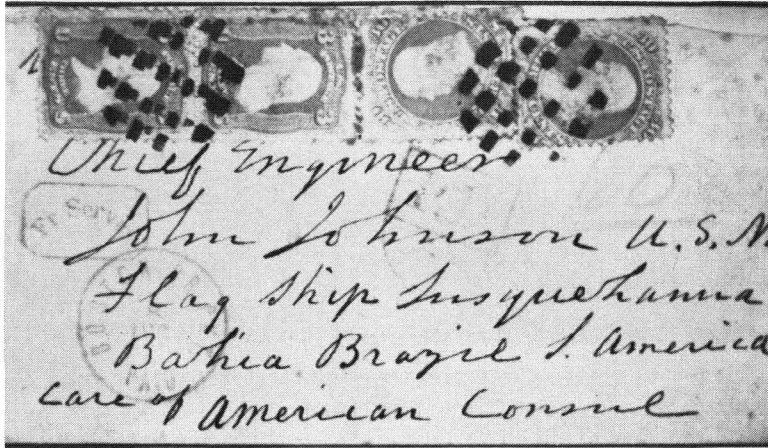


Figure 3. Double-rate Franch mail, Boston to Bahia. Red "Fr. Service" used on outgoing mail. Posted August 8, 1865.

The cover also bears a marking of the traveling exchange office of Calais-Paris, dated 20 August 1865, (confirming transatlantic carriage by the *Scotia*). One can only assume through the data supplied by the late and great maritime historian Raymond Salles that this cover was transported by the *Guienne* of the French "Ligne du Brésil" to Bahia, departing Bordeaux on 25 August, and arriving Bahia on 17 September 1865.<sup>12</sup>

It is rather strange to locate a cover addressed to Brazil, and which must have weighed  $\frac{1}{4}$  to  $\frac{1}{2}$  oz., and which also had been prepaid during August of 1865 by 66¢ in stamps under terms of the U.S.-French mail treaty. After all, it would have been much cheaper at this date for the addressor to prepay the letter with 45¢ in stamps at the rate applicable to  $\frac{1}{2}$  oz. matter for British mail service from the United States to Brazil.<sup>13</sup> Although the postage would have been reduced by 21¢, in all probability the cover would still have been transported to Brazil by the same route! In other words, the U.S. would have placed the letter into a mail bag for carriage out of New York by a British packet to England, and then the British would have sent it on to France for further conveyance to Brazil by a French packet.<sup>14</sup>

The author is most desirous of learning more about the octagon-shaped "Fr. Service" marking as it appears on covers. The full time range of its use, as well as how many U.S. exchange offices for French treaty mail took advantage of its availability, have yet to be determined. All Route Agents who wish to communicate with the author on this subject should contact him directly at 8081 Aquadale Drive, Boardman, Ohio 44512.

12. Salles, *op. cit.*, III, 25.

13. When this cover was posted at Boston on 8 Aug. 1865, the addressor had the option of sending it at 45¢/ $\frac{1}{2}$  oz. by British mail via England (& France per terms of Anglo-French mail treaty of 1857), or at 33¢  $\frac{1}{4}$  oz. by French mail. Seven and one half weeks later, on Sat. 30 Sep. 1865, the United States and Brazil Mail Steam Ship Co. carried out its first U.S. mails to Brazil at the U.S. direct mail rate of 10¢/ $\frac{1}{2}$  oz. (*Maritime Intelligence*, "U.S. & Brazil Mail SS Co. Sailings," p. 1)

14. Salles, *op. cit.*, II, 25.

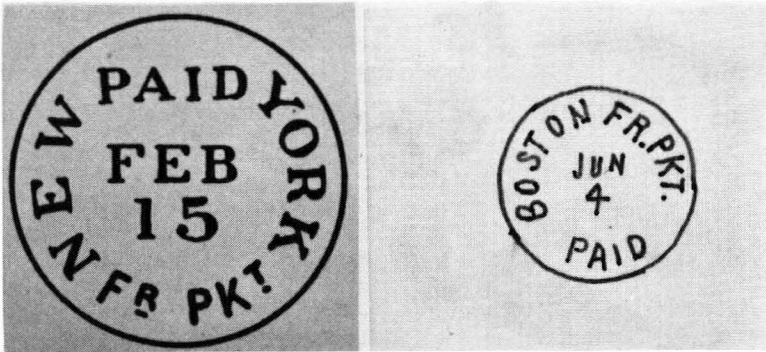
### CORRIGENDUM – CUNARD SAILING LISTS

Walter Hubbard advises that he has found an error in the 1859 data (*Chronicle* 95:204). *Africa* arrived back at Liverpool on 30 January, *not* on 4 February as stated. Please correct your copies.

### POSTSCRIPT: NEW YORK AND BOSTON FR. PKT. MARKINGS

CHARLES J. STARNES

Two more transit markings, presumably even less common than the "Fr. Service" of the previous article, were used at New York and Boston on incoming prepaid French mail carried by the Compagnie Générale Transatlantique.



Inclusive handstamps for incoming prepaid French mail, direct by French line.

The NEW PAID YORK FR<sup>R</sup> P<sup>T</sup> /D, red, 31 mm. diameter, is listed by Hargest<sup>1</sup> and reported on cover by Elliott Perry.<sup>2</sup> He records the handstamp on a prepaid (80 cent.) single-rate letter from France, which left Havre 31 Jan. 1867 on the French line *St. Laurent*, and arrived at New York 15 Feb.

The BOSTON FR. PKT. PAID /D, red, 26 mm. diameter, has apparently escaped philatelic record. One example is a strike on a prepaid (2x40 cent.) single-rate letter from Nice, 19 May 1868, leaving Havre 22 May on the *St. Laurent*, and arriving at New York 3 Jun., Boston 4 Jun.

1. *Letter Post Communications, etc.*, 76.
2. *Pat Paragraphs* 20, 480-481.

#### FRENCH MAIL BY THE EUROPEAN AND AMERICAN LINE GEORGE E. HARGEST

From May to the end of October 1857, the British-owned European and American Steam Shipping Company ran the steamships *Queen of the South*, *Indiana*, *Argo* and *Jason* between Bremen and New York with calls at Southampton and Havre. These ships had been in the Australian trade and were owned by the General Screw Steam Shipping Company, who, prior to the Crimean War, had intended to open a line between Southampton and New York. After the War these plans were abandoned and its fleet was put up for sale. Eight of its ships were purchased by the European and American Steam Shipping Company, and four were placed on a line to Brazil, while the four above-mentioned were placed on a line to New York.<sup>1</sup>

In his annual report for 1857, Postmaster General Aaron V. Brown stated:<sup>2</sup>

The postages upon mails conveyed by the New York and Bremen line were \$137,754 78, and by the New York and Havre line \$97,950 05; being a decrease of \$5,491 74 by the Bremen, owing to the fact that much of the time there have been several foreign steamers running and carrying ship letters on this line, and an increase of \$2,125 02 by the Havre line, as compared with the fiscal year ended 30th June, 1856.

The above statement by Postmaster General Brown would lead one to believe that no treaty or contract mail was carried by the ships of this line. The face of a cover presented here as Figure I certainly negates this idea. The cover weighed over 15, but not over 22½ grams in France, in other words, a triple rate cover. It bears the required 3 x 80 centimes in postage, and the Paris office marked it with a credit of 27¢ (3 x 9¢) for a triple rate letter via England by American packet. The letter was also marked "PD" by Paris, indicating that it was paid to destination. Most important of all, it is endorsed "per steamer 'Indiana' via Southampton." Upon arriving in New York, a NEW PAID YORK/JUL/20/45 marking was applied, in red. This is a restatement of the full triple rate, and as such, is a rarity. For the most part only the single rate of 15¢ was restated, even on multiple rate covers. Also the oblong Am. Service marking was applied in red. This indicated a letter that arrived by American packet through England. These markings indicate that the U.S. Post Office recognized

1. N. R. P. Bonsor, *North Atlantic Seaway*, p. 159.
2. Annual report of the Postmaster General, 1857, p. 969. (Weirenga Reprint.)





Figure 1. A French mail cover by the steamer "Indiana" of the European and American line. A triple rate cover showing a restatement of the French mail rate, and a credit of 3 x 9¢ for a letter by American packet through England. According to the Postmaster General this line carried only "ship letters." Until now it has not been known that it carried French mail.

mail by this ship as French treaty mail through England by American packet, and show that the Postmaster General accepted the French credit of 27¢, which indicates that he paid the line the sea postage for mail by this vessel. What Postmaster General Brown evidently meant by his statement was that mail by the European and American line between New York and Bremen was treated as ship letters. It was perfectly legitimate for this line to carry French mail. Article I, third clause of the U.S.-French convention of 2 March, 1857, states:<sup>3</sup>

And, finally, by British packets and other British steam-vessels performing regular service between the ports of Great Britain and the ports of the United States.

The European and American line ships sailed regularly fortnightly from New York from 27 May until 28 October 1857. The Shipping and Commercial List and New York Prices Current shows that *Indiana* arrived on 20 July 1857, the date in the restatement of rate marking.

3. 16 Statutes-at-Large 871.

**Review: Reports of the Postmaster General: 1861, 1862.** Reprint, complete with appendices, 252 pp. Available at \$10.00 postpaid from Theron Wierenga, Box 2007, Holland, Mich. 49423.

Last November the PMG reports for 1847-49 were reviewed and highly recommended for all collectors and/or students of the U.S. classic issues. Theron Wierenga has continued to reprint reports for following fiscal years, through 1862 at present, and once again we wish to remind our members of their permanent value. The 1861 report relates some of the postal reactions to the incipient Civil War. The overland California mails were switched entirely to the central route, 1 Jan. 1861, a normal precaution, but PMG Blair was a bit dilatory in the matter of Southern post offices. Starting 1 April 1861, orders for stamps from postmasters in the "disloyal" states were not filled, but instead 1200 circulars were sent out. In reply, 880 postmasters avowed their "personal responsibility" for all revenues accruing to their offices, and their stamp orders were filled until 1 June. Apparently Blair, like many others, believed the troubles would not last very long. Suspension of postal communication with the South resulted in the accumulation of 31,792 foreign and 76,769 domestic letters in the period 1 Jun.-1 Nov. 1861. And, in another area, Blair took independent action



against twelve "treasonable" newspapers, banning them from the mails; he defends his action by the familiar freedom-but-not-license-of-the-press argument.

Appended to the 1861 report are additional articles establishing Portland, Detroit, and Chicago as exchange offices for French mails (with 9 pages of mail routings) and for Prussian mails. The 1862 report includes the U.S. postal conventions with Guatemala and Mexico. A practically untapped source of sailing data (ship, dates of departure and return, amount due per trip) for U.S.-contract mail packets is listed for the two fiscal years. The lines involved were: Allan, Hapag, N.Y. & Havre, North German Lloyd, North Atlantic S.S. Co., Vanderbilt European, Pacific Mail S.S. Co., Atlantic & Pacific S.S. Co., "West India," and Inman.

Since the above was written we have received the indefatigable Wierenga's reprint of the PMG Reports for 1841 thru 1846 (221 pages, price \$10.00). Besides the usual Auditor's Reports and mail route summaries, these earlier reports devote much space to the competitive activities of the private expresses—mainly Harnden & Co. and Adams & Co.—and much more in study of the British penny postage operation. The 1842 report gives in detail the start and operations of the U.S. City Despatch Post, which sold and used the first officially authorized U.S. postage stamp.

Interesting as forerunners of the foreign mail convention system (starting in March 1848 with the first Bremen agreement) are the records of attempts at a U.S.-French postal convention, with a first draft in 1842 and a second in 1844, both prepared by France. In 1844 there also appears the first draft of a U.S.-British postal agreement.

Charles J. Starnes

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

**ANSWER TO PROBLEM COVER IN ISSUE NO. 94**

Figure 1 shows the problem cover from *Chronicle* 94, showing two pairs plus a strip of three of the 1861 1¢ stamp for a total of 7¢. A half-dozen members, including Ron Hill, Tom Stasney, Alan Atkins, and Dick Graham, have suggested possible 7¢ rates. Some of the possibilities cited are:

- a. Double weight (2x3¢) plus 1¢ for advertised letters.
- b. Double weight (2x3¢) plus 1¢ for way.
- c. Double weight (2x3¢) plus 1¢ for carrier fee.
- d. Steamboat plus 1¢ for carrier fee.
- e. Steamboat plus 1¢ for advertised letter.
- f. Seven circulars (7x1¢).
- g. Registry (5¢) plus drop letter (2¢).

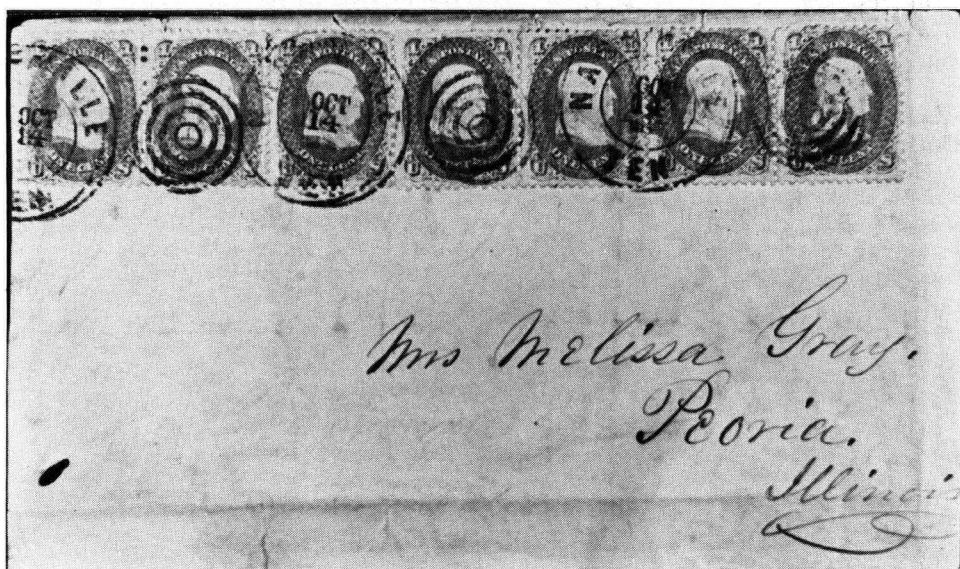


Figure 1. Cover from Nashville, Tenn., to Peoria, Ill., with seven 1861 1¢ stamps.

Although the date of the cds is difficult to read, it is probably October 1863. Nashville was occupied in March, 1862, and early in April started to use a small double circle postmark which was used into mid-1863. This larger double circle marking was used in 1863 and 1864. Either year puts this use after the Act of March 3, 1863, which abolished the carrier fee, and increased the drop letter rate from 1¢ to 2¢ (necessitating the 2¢ Blackjack stamp issued in July).

It is possible that this was a double weight letter with an extra 1¢ for an advertised or way letter. However, it has neither marking. Alan Atkins has seen way letters through to the 1870s, with 1¢ or 2¢ collected. Often mail carriers or postmasters were not sure of rates and continued to collect what they had previously, especially if they could not read and comprehend newly published rates.

A way letter was one handed to a contract carrier and delivered by him to the first post office he reached. The fee was supposed to be 1¢, and the postmaster paid this to the carrier.

Steamboat or steam rate was similar to way marking, except that the carrier was a steamer that did not have a contract to carry the mails. Such boats were required to hand in the letter at the nearest post office and the captain

was paid 2¢ for each letter (except on Lake Erie where the fee was only 1¢). The steamboat fee could be added to the regular postage, and in March, 1863, double postage was charged. The double postage covered the fee paid to the boat. Thus a steamboat letter up to ½ oz. would require 6¢ in postage with the government keeping 4¢.

For this cover to be either a prepaid way or steam use, it would have to have originated outside of Nashville and have been brought in by contract carrier (way letter) or have been landed from a non-contract vessel (steamboat letter) for deposit at the Nashville post office. It would *then* have received the Nashville postmark and have been forwarded to Peoria by the normal official postal routes. Without evidence of origin elsewhere or markings substantiating way or steam origin, these theories are quite tenuous.

Readers can see the creases at the bottom of the envelope and just above the stamps caused by a thick enclosure. The postage rate was 3¢ per ½ oz., so six or more pages would be enough to make this a double weight letter. This appears to be a personal letter, (not one sending seven circulars) and the envelope is (now) firmly sealed. In any case, the unsealed circular rate was three for 2¢ (additional rate for each additional three or fewer), to one address.

Note the marking on the envelope at the top left of the left hand stamp. This is not a continuation of the cds from the stamp to the envelope, but instead the "C" from OFFICIAL BUSINESS. The envelope has been reduced at the left and the cds does not tie the left hand stamp except below it. Thus, there is a good possibility that there originally was another stamp on this cover. What denomination was it? Nashville had an early supply of the 2¢ Blackjack issued 1 July 63. Based on these covers examined, they were well centered and intense black, and thus desirable stamps. My guess is that there was a 2¢ Blackjack on this cover once, but that it was clipped off. The 9¢ postage would have been for a triple weight letter carried by ordinary means

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from Nashville to Peoria, and not advertised. This hypothesis may be shot down by a reader. (I hope it is). Please send any further comments, since the cover is still a problem.

In some future issue we will consider 4¢ rates of the Civil War period.

### PROBLEM COVERS FOR THIS ISSUE

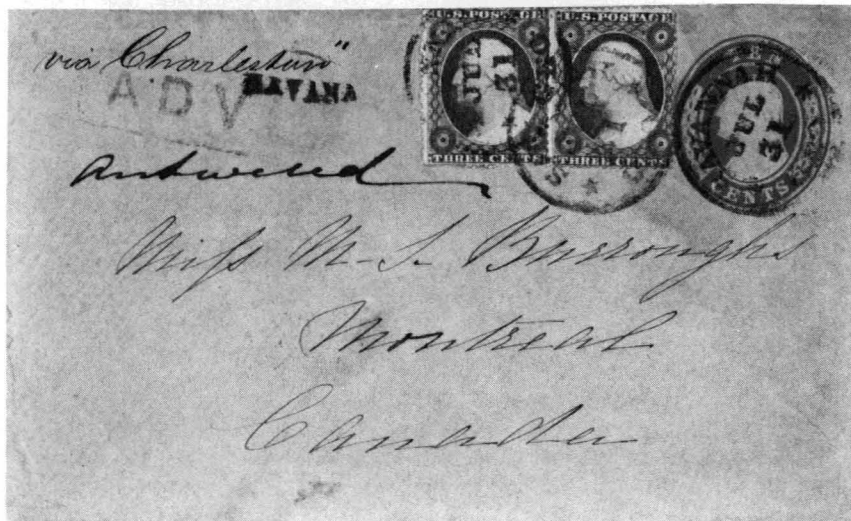


Figure 2. Cover originating in Cuba and addressed to Canada, with 16¢ in postage.

Figure 2 shows the next problem cover, a 10¢ buff U18 envelope plus two 3¢ 1857 singles, with black Savannah, Georgia cds. The straight line "HAYANA"

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and "ADV" are both in black. The cover is backstamped "MONTREAL L.C. AU 4 1859." Please explain the 16¢ rate and the routing.



Figure 3. Union patriotic cover with 3¢ 1857, postmarked at Staunton, Va.

Figure 3 shows a Union Patriotic cover published by Wells of New York in 1861. Is it genuine? What are the problems?

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4. FREQUENCY OF ISSUE: Quarterly 5. NO. OF ISSUES PUBLISHED ANNUALLY: 4 6. ANNUAL SUBSCRIPTION PRICE: \$14.00

7. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code) (Not printer):  
2030 Glenmont Dr., NW, Canton, Ohio 44708

8. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHER (Not printer):  
Robert R. Hagland, Sec'y, P.O. Box 1011, Falls Church, Va. 22041

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PUBLISHER (Name and address): U.S. Philatelic Classics Soc., Inc., Suite 1100, 129 E. Market St., Indianapolis, Ind. 46204

EDITOR (Name and address): Steven M. McDonald, 2030 Glenmont Dr., NW, Canton, Ohio 44708

MANAGING EDITOR (Name and address): None

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