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THE CHRONICLE

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of the U.S. Classic Postal Issues

February 1978

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Whole No. 97

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IN THIS ISSUE

THE EDITOR'S PAGE	7
Review: The Private Ship Letter Stamps of the World, Part I, The Caribbean	7
GUEST PRIVILEGE	
The New York Postmaster's Provisionals Initialed "RHM," <i>by Philip T. Wall</i>	8
Review: Gold Rush Steamers of the Pacific	14
THE PRESTAMP AND STAMPLESS PERIOD	
Ship Letters on the Hudson River, <i>by Kenneth R. de Lisle</i> (Continued from <i>Chronicle</i> 96:225)	16
THE 1847-51 PERIOD	
1847 Covers from New York City, <i>by Creighton C. Hart</i>	24
Semi-final Report on New York Postmarks	27
THE 1851-61 PERIOD	
Gateway to the West, <i>by Thomas J. Alexander and David T. Beals III</i> (Continued from <i>Chronicle</i> 96:243)	30
New York City Ocean Mail Townmark	34
1853 Year Dated New York Townmark	35
More 12¢ Imperf 51L with Imprint: Erratum, <i>by Geoffrey Brewster</i>	36
Review: Essays for U.S. Adhesive Postage Stamps	37
THE 1861-69 PERIOD	
1867 Grills—Experimentals, Sizes, and Fakes, <i>by C. W. "Bert" Christian</i>	38
An Occupation Cover from Newbern, North Carolina, <i>by Paul J. Wolf</i>	43
Lossing's Civil War in America, <i>by Richard B. Graham</i>	44
THE 1869 PERIOD	
A Listing of 30¢ 1869 Covers, <i>by Richard M. Searing</i>	48
1869 Notes	56
Review: The Express Mail of 1836-1839	57
RAILROAD POSTMARKS	
Feature Cover of the Month	58
Adamstown, Maryland—B. & O. R.R.	59
Dating Project—Remele Period Markings	59
Newly Reported Markings—VI	60
THE FOREIGN MAILS	
American Packet Service: New York City to Great Britain, <i>by William K. Herzog</i>	63
THE COVER CORNER	
Answer to Problem Covers in Issue No. 96	69
Problem Covers for this Issue	71

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#591

THE EDITOR'S PAGE

Several important and unusual features appear in this issue. The guest section presents a thorough discussion of the New York Postmaster provisional stamps initialed by Robert Morris himself. This is the first of a series of articles prepared by Philip T. Wall on various aspects of this fascinating issue. The second article will appear in May. The 1861-69 section features the first installment of a detailed and comprehensively illustrated article by Bert Christian on 1867 experimental grills. Richard Searing continues his project of listing and analyzing the use of covers with high values of the 1869 issue by compiling information on 30¢ 1869 covers. Important new information on American packet sailings in the period following cessation of Collins Line service is the subject of an article—including sailing tables—by William K. Herzog in the foreign mails section.

The regular departments also contain much valuable reading. Ken de Lisle concludes his account of ship letters on the Hudson. Creighton Hart continues his detailed study of 1847 use in New York state, this time considering New York city use. The conclusion of "Gateway to the West" by Tom Alexander and David Beals appears in the 1851-61 section.

An unusual cover is featured in the railroad section and the *Cover Corner* provides some challenges for readers. Some interesting and entertaining short articles and reviews fill out the issue.

Review: The Private Ship Letter Stamps of the World, Part 1, The Caribbean, by S. Ringstrom and H. E. Testor. Published by the authors and printed in Sweden (although neither publisher nor copyright data is included in the book). 166 pages, hardbound, with approximately 200 cuts, of which 25 are in full color. In addition, 6 facsimile sheets of stamps are tipped in, and an eight page pricing pamphlet is included. Available in the U.S.A. from *Chronicle* advertiser Leonard Hartmann, P.O. Box 21397, Louisville, Ky 40221, at \$40.00, postpaid.

At first, some lame excuse seemed necessary to call to the attention of *Chronicle* readers this delightful and enjoyable volume on a subject not essentially connected to U.S. stamps and postal history. However, covers may be found bearing U.S. postal markings, such as the New York Steamship sequence, which also bear the stamps discussed in the book. Actually, the book title is something of a misnomer, since it covers the postal history aspects, the history of the various steamship companies that issued the stamps, and, in short, just about everything anyone would want to know about them.

This volume confines itself to stamps of the private ship lines that operated in the Caribbean, but that includes certain issues of the Hamburg-American line (HAPAG) as well as the more local line issuing the famous "Lady McLeod" stamps. Both families of stamps are shown in full color on fine covers, as well as are several other issues, not all of which are in short supply. For the details of the chapter subjects, see Hartmann's ad in *Chronicle* 95:161.

While the book is positively the definitive work on its subject, the real reason why it will soon be out of print is the sheer enjoyment one gets in browsing through it. Whether one collects these stamps or not, the book is highly recommended to *Chronicle* readers with any interest in either ship mails or postal history of the Caribbean in general.

Richard B. Graham

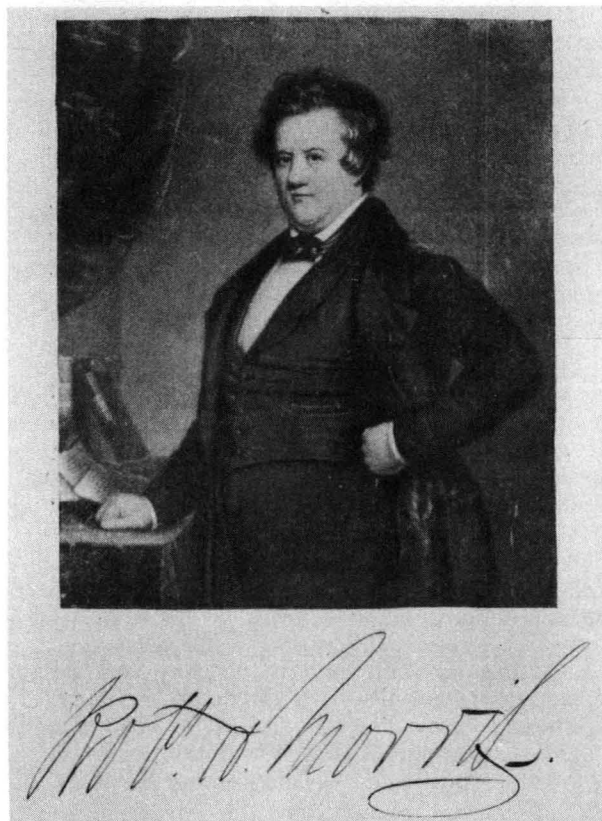
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GUEST PRIVILEGE

THE NEW YORK POSTMASTER'S PROVISIONALS INITIALED "RHM"

PHILIP T. WALL

Robert Hunter Morris served as Postmaster of New York City from May 21, 1845 to May 18, 1849. Shortly after taking office Postmaster Morris proceeded with a plan to issue an adhesive postage stamp as authorized by the Act of March 3, 1845. The stamps were printed by Rawdon, Wright, and Hatch, the same firm that printed the 5¢ and 10¢ 1847 stamps.



Portrait of Postmaster Robert H. Morris, with his signature, from O. S. Hart auction catalogue.

The first delivery of stamps by the printer was on Saturday, July 12, 1845. Although the New York City Post Office was open for a short time both in the morning and in the afternoon on Sunday in 1845, it is believed the stamps were not placed on sale until Monday, July 14, 1845. The earliest covers known to me are dated July 15, 1845, and while these covers have two different types of town postmarks, all six covers bear stamps that are not initialed. Stanley B. Ashbrook reports the earliest known cover bearing initialed stamps is dated July 18, 1845. On this cover addressed to Providence, Rhode Island, the stamp is initialed "RHM" from top to bottom and is tied to the cover by two wide horizontal pen strokes. This cover was lot 130 in the Vahan Mozian sale of January 19, 1956, and was sold as lot 1110 in the Robson Lowe sale held in Geneva on April 30, 1976, at which time it realized 5,000 S.F. Just as this article is being turned over to the editor-in-chief, I read this cover is again being offered as lot 8 in the Sotheby Parke Bernet sale to be held November 21, 1977.

Ashbrook also reports the earliest known cover with the stamp initialed "ACM" to be dated July 28, 1845.

In his handbook *The Postage Stamps of the United States* (Rev. 1937) John N. Luff wrote: "Fearing that they might be counterfeited, it was decided to authenticate the stamps by the endorsement of the postmaster. Mr. Morris undertook to do this but soon found that it required too much of his time and delegated the work to his assistants. It is *believed* that he signed only two sheets, on two succeeding days [emphasis supplied]. On one sheet the initials "RHM" read from top to bottom of the stamps in a slightly diagonal line. On the other sheet the direction of the endorsement is reversed and reads from bottom to top."

The same story has been told in many subsequent articles about the 5¢ New York stamp and several of the writers stated for a definite fact that Postmaster Morris initialed only two sheets of stamps.



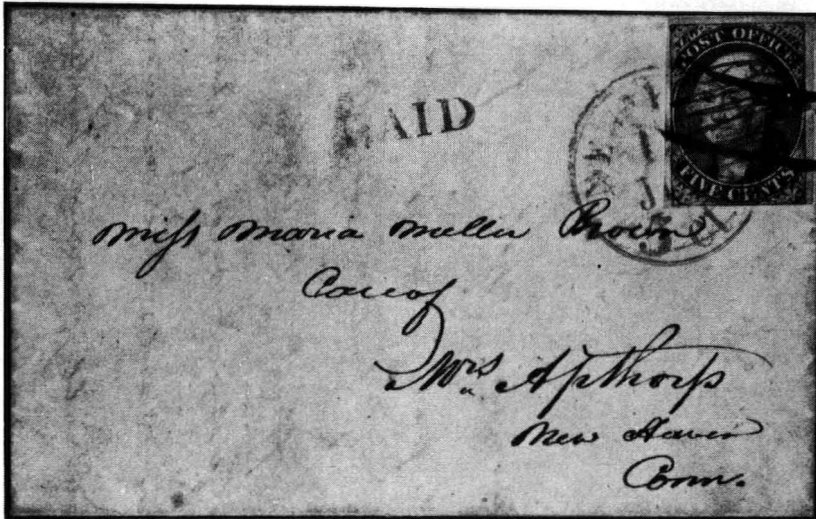
RHM copy postmarked 13 March and addressed to New Bedford, Mass. See text for description of Cover #1.

As far as I have been able to determine the first philatelic writer to question Luff's account of Morris initialing only two sheets in July of 1845 was John R. Boker who displayed and discussed his collection of U.S. Postmasters, Carrier and Local Stamps before the Royal Philatelic Society of London on March 18, 1965. An account of his discussion of his collection was published in the May 1966 issue of the *London Philatelist*, journal of the RPSL. Mr. Boker referred to the stamp initialed "RHM" as having either "thick" or "thin" initials and stated that copies having "thin" are on grey paper. He states the two types of signatures (initials) are not contemporary and the impression, paper, and postmark indicate the "thin" signatures were accomplished much later than the "thick" signatures. He states that he doubts that more than twenty copies of the stamp with "RHM" initials exist. He concludes by saying it has been asserted that at least two sheets of the "thick" signature were used although he has no record in his file of duplicate plate positions.

I have read this portion of the Boker article several times and it is clear to me he realized there was a fallacy in the original story indicating that Morris initialed only two sheets of the stamps on successive days in 1845. However it is equally clear that he failed to recognize the full significance of the distinctive difference in the stamps initialed by Postmaster Morris in 1845 and those initialed by him in 1847. The determining factors are the type of cancellation on the stamps, the characteristics of the grey paper and the angle of the initials.

In *Pat Paragraphs* #5, November 1931, Elliott Perry discussed on pages 98 and 99 the types of cancellations used in the New York Post Office(s) from

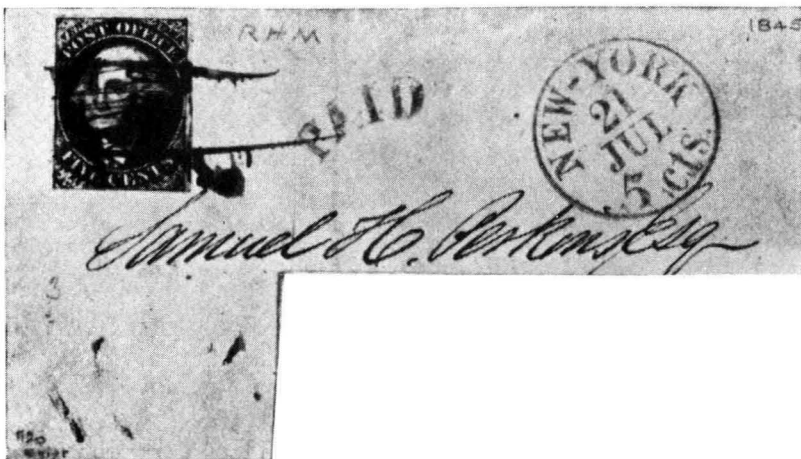
July 1845 to 1847. He mentions pen strokes with one or more lines, the curved red PAID indicating prepaid mail and the various stamps of New York town postmarks. Perry states that as early as the spring of 1847 a new canceller came into use—the so called “diamond grid”—an unframed square gridiron composed of 14 diagonal bars. The usually accurate Mr. Perry in this case was somewhat remiss in reporting when the red diamond grid came into use. Actually this grid had been placed into service in the New York Post Offices in the fall of 1846 or several months earlier than reported by Mr. Perry. An excellent example of this type of cancellation is on the cover in the photograph identified as figure 20 on page 48 of George E. Hargest’s book *The History of Letter Post Communication Between the United States and Europe, 1845-1875*. The postal markings on this cover show conclusively that its use was in 1846. [See also Figure 1, 1847 section, in this issue.]



RHM copy addressed to New Haven, Conn. See text for description of Cover #3.

Mr. Luff in his book gives us the last date of delivery of the stamp to the New York Post Office as being January 7, 1847. This delivery contained 100 panes of 40 stamps each or a total of 4,000 stamps. Apparently Rawdon, Wright and Hatch did not keep a record of the dates of their deliveries of the stamps after November 25, 1845, until the date of the last delivery in early 1847. No attempt was made by the printer to record which deliveries contained stamps printed on the various types of paper that it used from time to time. We know, however, from an examination of covers that exist today that all the stamps printed on blue paper and all of the stamps printed on grey paper were in the January 7, 1847, delivery of stamps to the Postmaster. The earliest reported use of the blue paper variety on cover of which I have a record is March 19, 1847. Other uses are recorded on March 20 and March 25. The earliest recorded use of the stamp printed on grey paper is February 8, 1847. This cover was lot 78 in the Caspary sale held by H. R. Harmer on November 15, 1955.

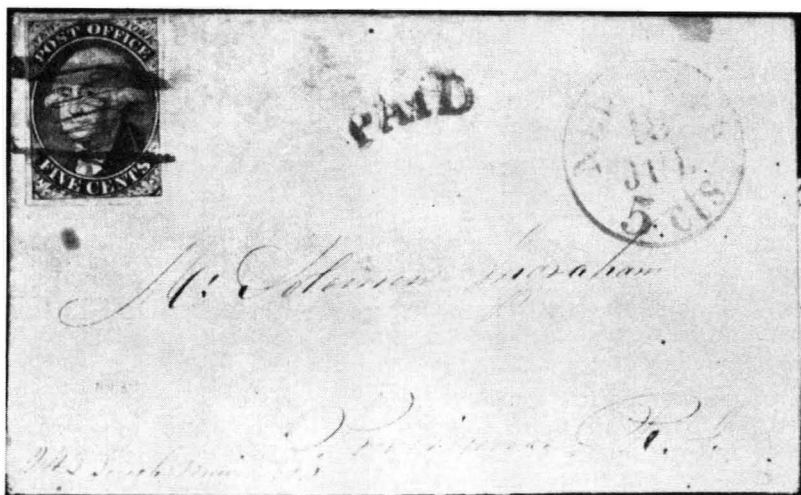
I have no record of a “RHM” variety on either grey or blue paper being used on cover. The only account of an off cover “RHM” stamp on blue paper was in an auction almost 65 years ago. In October 1913 the Nassau Stamp Company sold at auction the specialized 5¢ New York collection of O. S. Hart of Cleveland. This collection consisted of 400 stamps and lot 22 was described as being on blue paper and cancelled in red. This lot had the highest realization of any in the auction—\$211—including strips of four on covers to Cincinnati, Ohio, and to Fort Wayne, Indiana. It was described as the only known copy and from the purchase price the buyer obviously thought he was buying an “RHM” variety on blue paper. For a long time I was most skeptical that such a stamp could exist. Now, however, I am of the opinion that such a variety is



RHM copy addressed to Philadelphia. See text description of Cover #4.

possible but if so what has become of this stamp during the intervening 65 years? My records show a total of six covers with stamps initialed "RHM" being used from New York (stamps initialed "RHM" and used on covers addressed to New York are a different matter and will be discussed in another article as well as one hybrid cover). These six covers are as follows:

1. Cover addressed to J. R. Congdon, Cashier, New Bedford, Mass. The New York town postmark is 13 March. This cover was lot 88 in the Caspary sale and sold for \$1,400. The stamp is position 38, is placed near the upper left corner of the cover, and cancelled by a red PAID. It does not appear to be tied to the cover by the cancel.
2. Another cover addressed to Congdon is postmarked 19 March and is position 39. Like the Caspary cover the stamp is near the upper left corner of the envelope, cancelled by a red PAID and does not appear to be tied to the cover. This cover was lot 9 in the Harmer, Rooke & Co. sale held November 13, 1944 (Col. Green, Part 17) and realized \$500.
3. Cover addressed to Miss Maria Mullis Browne, New Haven, Conn. The postmark is July (?). Apparently the stamp is barely tied by two heavy horizontal black pen strokes. This cover was in the collection of Consul Klep which was sold by Willy Balasse in Brussels in 1956 and was again sold by Robert A. Siegel on March 9, 1957. The PAID is straight rather than slightly curved and is smaller than the usual New York PAID. The postmark is not legible in the photographs in the Siegel and Balasse catalogues and the Siegel catalogue makes no mention of the date of the postmark. The description in the Balasse catalogue is in French but it apparently says the postmark is July 15, 1845. If this is true this would be a first day cover. I am skeptical of



RHM copy postmarked 18 July and addressed to Providence, R.I. Described in text as Cover #6.

this cover because the PAID marking is not the type of strike that would have indicated mail that was prepaid at the New York Post Office. This stamp is position 33 and is in the upper right hand corner of the envelope.

4. Cover addressed to Samuel H. Perkins, Esq., Philadelphia. The stamp is reported as position 20 and is cut very close at the bottom. It is tied to the cover by two very heavy horizontal pen strokes. This cover was lot 3 in the sale of the Bingham collection by Daniel F. Kelleher on December 1, 1950.

5. Cover addressed to Messr. Fay & Farwells, Boston, Massachusetts. The cover is postmarked 29 August and the stamp is in the upper left corner of the cover. It is cancelled by two diagonal and slightly messy blue pen strokes and apparently is not tied to the cover. This was lot 25 in the sale of the Stephen Brown collection by Harmer, Rooke Inc. on October 30, 1939, and was later added to the Miller Collection in the New York City Public Library. It was among the items stolen in 1977.

6. Cover addressed to Solomon Ingraham, 243 South Main Street, Providence, Rhode Island. The cover is postmarked 18 July and the stamp is in the upper left corner and tied by two unusually heavy horizontal pen strokes. This is the cover that Ashbrook states is the earliest known usage of "RHM" on cover.

Note: I have never owned or inspected any of these covers. All would appear, however, to be genuine with the possible exception of cover number 3 which I consider very doubtful.



Figure 1. Unique unused RHM copy.



Figure 2. Unique reconstructed vertical pair.



Figure 3. RHM copy with "thick" initials.

Figure 1 is the unique unused "RHM" copy which is the basis for the catalogue listing. The initials are almost vertical. This copy is on bluish paper and was probably initialed in July of 1845. It is plate position 31 and is the variety "bottom frame line double," ex-Moody and Consul Klep.

Figure 2 is the unique reconstructed vertical pair, plate positions 3 and 8 and from the Newbury collection. These stamps are on bluish paper and were probably initialed in 1845.

Figures 3 and 4 are stamps on bluish paper and both are cancelled by blue pen marks. The stamp in Figure 3 has "thick" initials and is from plate position 6 while the stamp in Figure 4 has "thin" initials and is from plate position 16. Both of these stamps were probably initialed in 1845. The stamp in Figure 4 is from the Hind collection.

It will be noted that the stamps in Figures 1 through 4 are all initialed top to bottom and on each stamp the initials are more vertical than diagonal. Each stamp is initialed in bright magenta ink.

All of the stamps in Figures 5 through 7 are on grey paper and it will be noted the initials are more diagonal than vertical. The initials are on the "thin" side and the stamps all have red cancels rather than pen cancels. While it will not be evident from the photographs the ink used to initial the stamps has faded from magenta to a pale brownish violet.



Figure 4. RHM copy with "thin" initials.



Figures 5 and 6. RHM copies with red grid cancels on grey paper indicating they were initialed in 1847.

Figures 5 and 6 are copies with the "RHM" initials reading top to bottom. Both of these stamps have red grid cancels and are from the Moody collection. The stamp in Figure 5 is plate position 11 and that in Figure 6 is plate position 38.

Figure 7 represents an item that is unique in several respects. The two stamps are the only known "RHM" varieties that are initialed bottom to top. Both have received certificates of genuineness from the Philatelic Foundation as have all of the other stamps in Figures 1 through 6. These stamps are from plate positions 27 and 28 and are the only known example of a reconstructed horizontal pair of the "RHM" variety. It will be noted that the flat tail of the letter "M" on the left stamp ties perfectly onto the right stamp. The left stamp is the only known "RHM" copy cancelled by the curved red PAID and the right stamp is the only known "RHM" variety initialed bottom to top cancelled with the red grid. The two stamps were used on separate covers and have recently been rejoined after having been separated for 130 years. It is my belief the stamps shown in Figures 5 through 7 were initialed by Postmaster Morris sometime after January 7, 1847, possibly in late January or most likely in early February 1847.



Figure 7. Unique reconstructed horizontal pair, initialed bottom to top (on grey paper).

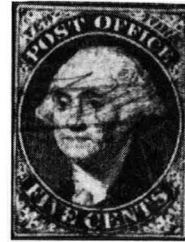


Figure 8. RHM copy initialed by someone other than Postmaster Morris.

Referring again to that portion of the Boker article in the *London Philatelist* regarding how to distinguish between the "RHM" variety with "thick" and "thin" initials, my research has shown there to be no more difference in the impressions of stamps with these two types of initials than there is with stamps either uninitialed or with the more common "ACM" initials. I do not consider the factor of impression to be a valid criterion in distinguishing between stamps initialed by Mr. Morris in 1845 and in those initialed by him in 1847. Neither do I consider the criterion of postmark to be of any help since none of the 33 copies of which I have a record are cancelled by any of the postmarks used in New York City in 1845-1847. The stamp in Figure 6 has a small part of a red town cancel in the lower right corner, but this is of no help in determining when the stamp was initialed. It is my belief Postmaster Morris used pens with both blunt and fine points to initial stamps in July 1845 (Figures 3 and 4) but used only a fine point pen in 1847 (Figures 5 through 7).

Figure 8 is a stamp from plate position 2 with "RHM" initials which, in my opinion, was not initialed by Postmaster Morris notwithstanding the fact it is supposed to have received a finding of "genuine" by one of our leading expert groups. It is entirely possible the Postmaster authorized someone in his office to use his initials in validating some of the stamps but I find no fact on which to base an assumption. A comparison of Figure 8 with Figures 1 through 7 and the signature below the autographed photograph of Postmaster Morris at the beginning of this article will clearly show the stamp in Figure 8 to have been initialed by someone other than Mr. Morris. I consider the stamp in Figure 8 to not have the valid initials of the Postmaster as signed by himself. Just as this article is about to be forwarded to the editor-in-chief, I've learned this stamp is being offered as lot 14 in the John W. Kaufmann sale to be held November 22, 1977.

SUMMARY

The following notes are taken from the records of the writer. There are 20 "RHM" off cover copies and 13 copies on cover. Of the 20 off cover copies, one was initialed by someone other than Postmaster Morris. There is one unused copy and there are 19 used off cover copies including one reconstructed vertical pair and one recently reconstructed horizontal pair. Of the total of 33 copies, some 31 are initialed top to bottom and only two—the reconstructed horizontal pair—initialed bottom to top. Twenty-eight copies are on bluish paper and five copies are on grey paper. All of the five copies on grey paper have red cancellations (one PAID and four grids) and two of these—the reconstructed horizontal pair—are initialed bottom to top. All of the 13 copies on cover are on bluish paper and are initialed top to bottom.

No individual's records of Postmaster's Provisionals can ever be considered as 100 percent complete. My own records are based primarily on clippings from U.S. auction catalogues over the past 30 years and on the records of the Philatelic Foundation. I would like to take this opportunity to express my thanks to the Curator and his staff for their helpful assistance. If any readers can help me update and make my records more complete, I shall be pleased to hear from them.

In my next article I shall present an up-to-date classification system for the initials used to validate the New York Postmaster's Provisionals.

Review: Gold Rush Steamers of the Pacific, by Ernest A. Wiltsee, Quarterman reprint with new foreword by Basil Pearce, a frontispiece picture of the author, and an important addendum of over 90 fine covers carried by the steamers in a two per page format of illustrations. The original book had 367 pages with illustrations of the steamers, a few covers and propaganda cards. Endpaper maps, front and back. Available at \$35.00 postpaid, from the publisher, Quarterman Publications, Inc., 5 South Union St., Lawrence, Mass. 01843.

This book, originally published in 1938 by the Grabhorn Press of San Francisco, is in a way a counterpart to the somewhat similar *Panama Route* of Kemble, also reprinted in recent years. Both are excellent books, although neither is directly pertinent to specific data concerning covers. However, Kemble, written as a thesis for an academic degree, does not cater quite as much to the needs of collectors as does Wiltsee, who was a very prominent collector himself.

Recommended to all with an interest in U.S. postal history, and essential to those collecting the covers transported by the steamers. The book is printed on the usual high quality paper with library bindings used by Quarterman.

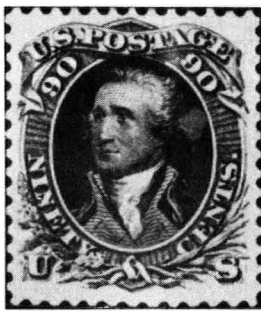
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**THE PRESTAMP AND
STAMPLESS PERIOD**
KENNETH R. DE LISLE, Editor

SHIP LETTERS ON THE HUDSON RIVER
LETTER MAIL ON THE HUDSON RIVER 1799-1810
KENNETH R. DE LISLE

(Continued from *Chronicle* 96:225)

Mail travelling the post roads between New York City and Albany in this period was carried by stage coach, under contract. The Postmaster General in his report for 1811 cites Martin and Branch as the mail contractors on the east side, with an agreement running from December 1, 1811, to December 31, 1814, at \$3,300.00 per annum, three trips weekly each way. Joseph Nichols was named as the mail contractor on the west side under an agreement running October 1, 1811, to December 31, 1814, at the same compensation and frequency.⁶ While a decided improvement over the foot post and post rider, stage carriage was not entirely satisfactory. Reading through the Postmaster General letters turns up many complaints on the practice of leaving off mail to accommodate with the vacated space additional passengers, baggage or merchandise. Often, substantial fines were levied for proven delinquencies.

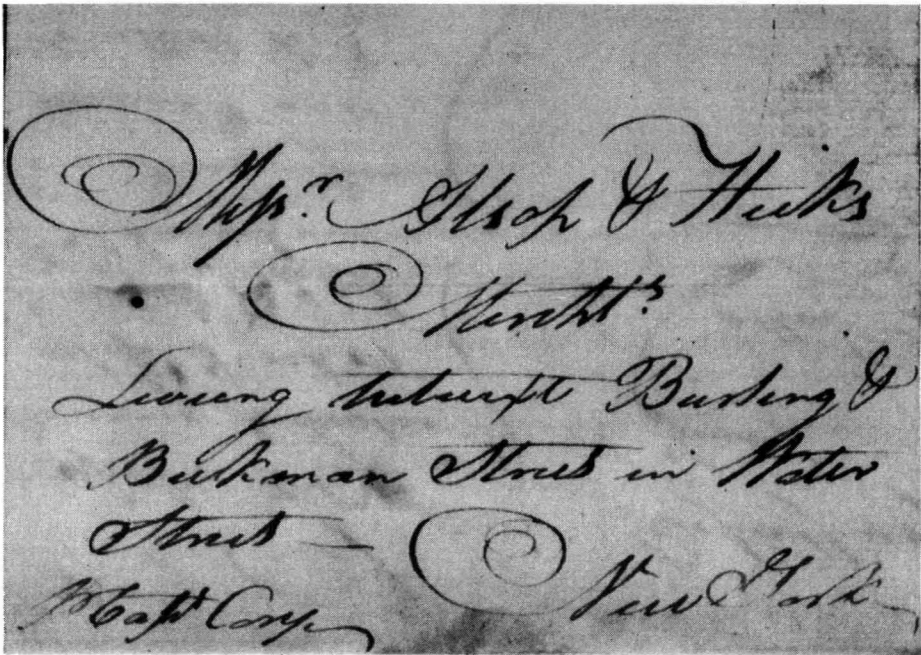


Figure 2. Nov. 24, 1794, Hudson, N.Y., downriver in sloop. Privately carried outside the mails prior to contract period.

So we find letter mail being entrusted to sloop captains who would ensure its delivery, sometimes in person. A number of the sloops were fitted out to carry passengers and would handle no bulky freight, just parcels, fragile merchandise, and letters. The passengers, too, carried letters as a convenience to others. Mail carried privately violated no Federal law, for the river had not yet been declared a post road. With favorable winds a sloop could make excellent time; there is a record of the *Caroline* sailing from New York to Fishkill

6. National Archives Microfilm Publication, *Letters Sent by the Postmaster General*; Roll 17.

in five hours, an exceptional performance.⁷ Of course, the same trip with unfavorable wind and tide could take four or five days. Mail carried on the river in this manner is difficult to identify unless specifically directed. Figure 2 is an example of a letter written in Hudson, addressed to New York and directed "per Capt. Cory." Although prior to 1799, it is shown here because of its appeal to a postal history collector. The writer is Cotton Gelston, one of the founders of the City of Hudson, N.Y., prominent merchant and the first postmaster, to which position he was appointed when the office opened June 12, 1792. He was also an ardent Federalist, which led to his removal during the Monroe administration. The contents are of a business nature and it is quite revealing to discover Gelston's preference of the river to the land mail which he himself would make up.

The Post Office Department realized, even at a much later date, this practice was difficult or impossible to curb. Postmaster General Meigs wrote Gelston's successor:

Aug. 11 1815

Alexander Coffin
PM Hudson N.Y.

Your letter of the 7th is before me. If passengers in packet boats drop letters which they have brought with them into the post office you can charge only one cent on them, this for your trouble. You are not bound to receive for delivery but it will be difficult to avoid doing so, they may be dropt [sic] into your office without your knowledge.

RJM⁸

We can only surmise the volume of correspondence carried in a similar manner on the river outside of the mails. Then, in 1807, an event took place which forever changed the rustic appearance of the Hudson River, its mails and eventually the history of water transportation.

On August 17 Robert Fulton made the first experimental trip up the Hudson in his creation, a vessel with two sails but modified in design to be principally propelled by two side paddle wheels, driven by a steam engine imported from England. On August 19 she reached Albany after laying over about twenty hours at Clermont, the home of Fulton's financial backer Robert Livingston. On the return trip she left Albany August 20 and arrived back in New York the following day in some thirty hours running time. The vessel was formally enrolled in New York on September 3 as the *North River Steam Boat*. On September 4 she made her first commercial run, through to Albany in 28 hours, 45 minutes.

The first commercial steamboat is traditionally called the *Clermont*. Donald C. Ringwald, Hudson River steamboat authority, states she was never officially known by that name and quite logically explains the confusion.

In order to remedy flaws in her design and improve her passenger accommodations, the *North River Steam Boat* was rebuilt and enlarged between the operating seasons of 1807 and 1808. This changed the dimensions and the new statutory measurements were recorded when she was enrolled again on May 14, 1808. Her length was now 149 feet, an increase of seven feet. The first hailing port had been New York, but on the new enrollment it was set down as Clermont. This was because Livingston, who the day before had officially purchased a half-interest in the vessel from Fulton, took care of the enrollment.

Inasmuch as a hailing port is in no sense a part of the name, the fact that the *North River Steam Boat* of New York became the *North River Steam Boat* of Clermont would normally be of little interest. She continued to paddle her way up and down the river and was still the *North River Steam Boat* when she made her last trip in 1814.

In 1817, two years after Robert Fulton's death, *The Life of Robert Fulton* by Cadwallader D. Colden was published and in that work the author called the vessel the *Clermont*. Colden was a lawyer who afterwards became mayor of New York City, his book had about it the aura of an official biography. Regardless of how he reasoned or the basis for his thinking, Colden in effect renamed the steamboat, for later historians regarded him as such a firm source that *Clermont* came to be generally accepted as the original name.⁹

7. Robert H. Boyle, *The Hudson River* (New York, Norton & Co., 1965), p. 97.

8. *Letters Sent by the Postmaster General*, Roll 19.

9. Donald C. Ringwald, *Hudson River Day Line* (Berkeley, Cal.: Howell-North Books, 1965), p. 1. Quoted with permission of the publishers.

During the 1808 season she demonstrated her prior performance could be bettered, regularly reducing the running time until the best voyage of the year was achieved on October 2, when she was clocked in an even 27 hours. The reliability and regularity of this new means of river travel clearly indicated a new era had arrived. Business was brisk, the Fulton-Livingston monopoly prospered and plans for a second steam vessel brought to a speedy conclusion. On September 28, 1809, the second steamboat, *Car of Neptune*, went into service.

The effect on the sloop business was not at first apparent, for it was not possible for one or two steamboats to seriously cut into the traffic of several hundred sailing vessels, most of which made local stops. However, we do know that letters and packages requiring expeditious delivery did go by these new boats, specifically so directed in their addressing. Conveyed by agents or passengers as in the pre-steam manner, such letters can be identified by the handwritten directive "per Steam Boat" or variations. The earliest to come to my attention is dated November 11, 1808, directed "per Steam Boat" in the hand of the writer, dropped into the Albany office and there rated 1 (cent) for local delivery. This is a so-called *Clermont* cover, much prized by collectors. There may be earlier dates yet to be recorded; 1808 was a long and busy season.

The seasons of 1809 and 1810 continued the successful pattern of steamboat travel. In these years we record frequently the letters directed by boat and put into the post office at the river ports, marked with a drop letter charge, with a consequent loss to the POD in revenue, although this may not have completely been the reason for private carriage. Certainly both the steamboat company and the Post Office Department were aware of the advantages of speedy passage and how it could be applied to the mails, also that private conveyance of letters (growing apace because of these advantages) could be reduced through Post Office control. Gideon Granger, reporting as Postmaster General on February 21, 1810, stated that if water mail routes became necessary his office had the power to create and establish such routes. We do not know which party made the first move; whether it was the steamboat company aggressively seeking revenue or whether it was the Post Office Department searching for a way to reduce complaints regarding stage mail remains unconfirmed. We do know that in 1810 the first contract for conveying mail over inland waterways of the United States went into effect.

In a letter found in the microfilm records the following appears:

14 Augst 1810

Robert Fulton
Clermont, N.Y.

Yours of the 4th is received. I consent to allow the captain of the steamboat between the cities of New York and Albany three cents for each letter delivered at the several P.O.s and I have authorized the several P.Ms to make payment on each delivery. Inclosed I send you a Contract, bond and oath. Please insert the name of the Commander, have them duly executed and return them to this office without delay. The PM at Washington, Pa. has not resigned.

Gideon Granger¹⁰

Within days, the Postmaster General entered the contents of a circular in his letterbook, thus:

CIRCULAR

17 August 1810

You are authorized to contract with the master of any regular packet running to and from your port, for the conveyance of a public mail in said packet; each voyage on the following terms—that is to say, said packet master shall receive of the PM of the office of delivery three cents on each letter or packet and one fourth of a cent on each Newspaper by him delivered; he previously entering into a written Contract, with Bond and Surety and taking the PO oath in the same way and manner as is done by other mail Contractors. The Letters, packets and Newspapers conveyed by water under this agreement are to be rated with Postage conformable to the 13th Sect. of the Act to regulate the PO establishment, that is, with the same rates of Postage as are chargeable for like distance on land, excepting that no one is to be charged with more than quadruple postage unless it contains more than four distinct letters.

The amount paid should be charged as other payments for Ship Letters but as they will be accompanied by bill the postages may be accounted for as other letters and if

10. *Letters Sent by the Postmaster General*, Roll 16.

any letters, etc. are brought out of the mail, they can be noted on the bill as undercharged.

It will be proper to send mails by this conveyance for places beyond the offices of packet delivery, which should be made up as other mails, & it will, of course, be necessary for the PM when he sends a mail, to furnish a memorandum or Certificate of the whole number of letters or packets which leave his office for the several places of delivery, to enable the PMs, at those places, to pay for them, without waiting to Count, or open any mails for that purpose. But you will not, by this conveyance, send any letters, packet or bundle of newspapers, unless the words "by Water" are endorsed on the outside thereof, when received at your office.

When you have made a contract with any packet master, you will give notice in some Newspaper of the establishment of the water mail & that those who wish to avail themselves of it must endorse their letters as above mentioned.

Be pleased to post up in the most public places the enclosed extracts for general information.

Gideon Granger¹¹

It is regrettable that the letterbook does not show the distribution of the circular; usually this information follows immediately the transcript of the directives. Written so soon after the letter to Fulton, it is logical to assume Albany and New York would receive a copy and it is logical to deduce a number of other offices were sent the circular of instructions. Surely, if only the two end offices were concerned a circular would not be printed; two letters to the respective postmasters would suffice. The circular clearly involves other ports where regular (scheduled) service was established and not necessarily limited to steamboats.

In order to fully realize the significance of the instructions, let us analyze them carefully. A contract would be entered into with a packet master (captain) for the conveyance of mail on his vessel between a port of departure and a port of arrival, not limited to the termini but including his way stops, if they were regularly scheduled. The mail would contain only those letters marked (by the writer) "by water." An important point to note is that the despatching postmaster would make up the mail, including a memorandum of the number of letters, packets and newspapers leaving his office for the several ports of arrival, whether for that place or to be forwarded. It is therefore understood that these specially directed letters, etc. would be treated as ordinary mail for the purpose of rating from origin to destination. They would be struck and rated *by the despatching office*. No other interpretation can be placed on the language of the circular. The only difference in handling this new class of letters is that they would travel insofar as possible by water and the packet master would be paid three cents for each letter listed on the memorandum at the receiving office, on the spot upon delivery. Letters not marked "by water" were conveyed by land by the regular mail contractor at a fixed annual fee, without regard to the number of pieces.

The circular is quite devoid of any instruction that the writer or recipient be charged anything in excess of the normal land postage for this water carriage. To identify one of these water-borne letters one must look for three markings: 1) office of despatch 2) rating at land postage for the distance from origin to destination and 3) the endorsement "by water." I have not seen any cover bearing this exact wording—perhaps a broad interpretation was placed on the instruction and "per Steam Boat" was accepted. Such letters are known but are much scarcer than might be expected. Perhaps some rest in collections of stampless covers without the owner's knowing exactly the meaning of the endorsement. In all other respects they appear quite ordinary. What is the reason for these letters' being scarce? It is not unreasonable to suppose still another way was found to circumvent the high postage and still receive water service.

SHIP LETTERS ON THE HUDSON RIVER 1810-1816

The last part of the second paragraph is the most relevant portion insofar as this article is concerned, for it apparently created a new class of mail—way letters by water. Students have long puzzled over the absence of way markings on the Hudson River, although they are common in later years on other waterways. Quite simply, the way letter is one accepted by the mail contractor or his agent while on the way from one office to another. The regulation relating

11. *Ibid*, Roll 16.

to way mail stipulated the distance from a post office at which it was permitted to accept mail and required the mailman to deliver the way letter into the next post office at which he arrived. For this the postmaster paid a way fee, normally added to the ordinary letter postage. Since the packet master under the 1810 contract was acting in the same capacity as the post rider or coach driver he could now properly accept letters "out of the mail," indeed, this is specifically anticipated in the circular.

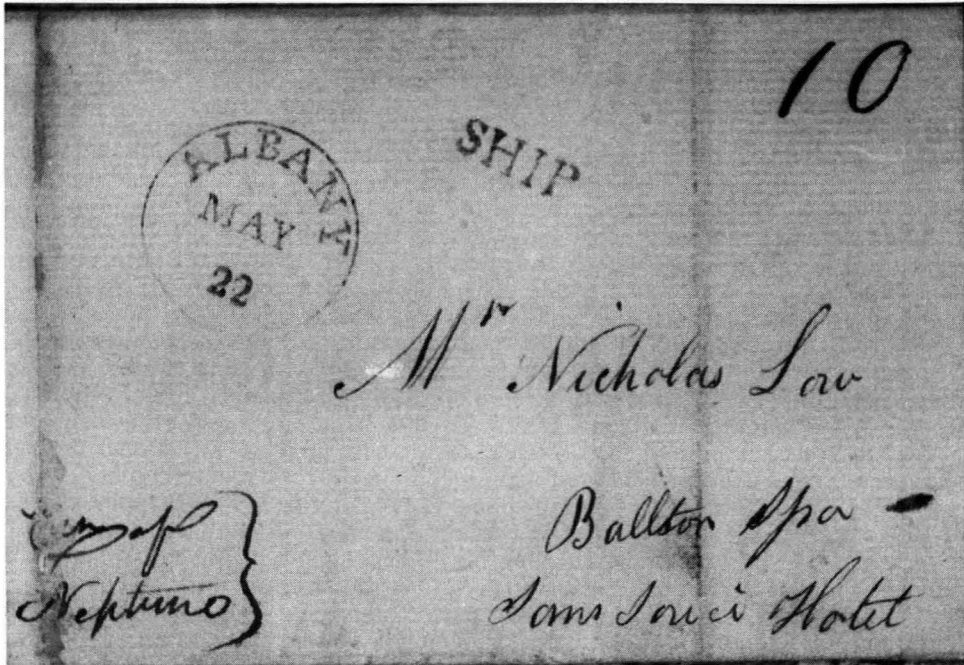


Figure 3. Way letter dated May 15, 1811, New York to Ballston Spa, carried on the "Car of Neptune," Fulton's second steamboat. Treated as ship mail by the Albany office.

For some reason, the receiving postmaster did not mark the loose letters received from the packet master as a "way" similar to his custom with those coming in by land. Only one example of such a letter has been recorded, marked "S. Boat Way 10" in manuscript, addressed to Catskill, N.Y., this at a much later date than the period under consideration. I must therefore conclude that a postmaster along the river treated these way letters as "ship" mail, so marking them and charging the six cent fee for letters addressed to his office or, if another destination, with the two cent ship fee plus the land postage from his office to its destination. The relevant paragraph in the circular indicates to the receiving postmaster that ship letter regulations should be followed. If this hypothesis be true, we now have the explanation for ship letters on the Hudson River. A diligent search through the Postmaster General letters for the balance of 1810 fails to turn up any correspondence to controvert such belief. None of these way letters could be prepaid, for the shipmaster was not an employee of the Post Office Department. He was an independent mail contractor who could accept mail but not the postage charges, if offered. Not until a much later period did post office employees (route agents) ride the Hudson River boats.

The earliest letter of this type known to me is datelined New York City, October 16, 1810, addressed to Champion, a small office in Jefferson County, N.Y. It is struck with the Albany, N.Y., Type VII 27mm cds in black and rated "Ship 14½" in manuscript, for the 12½ cent postage from Albany to Champion, plus the 2 cent ship fee. Similar markings are known later in the year from Hudson, N.Y., and Newburgh, N.Y. The earliest marking of a 6 cent fee on a way letter addressed to the port of arrival is datelined New York, November 21, 1810, and rated in Albany. The Albany office did not strike this type of mail

with their handstamped cds, merely marking a bold 6 (cents). This practice remained constant through the years of the ship mail.

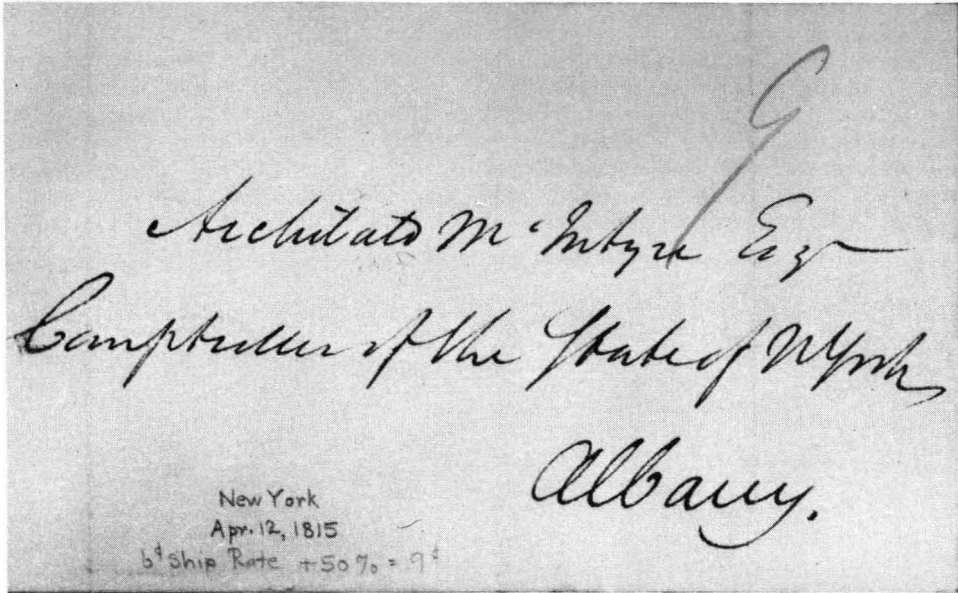


Figure 4. Way letter dated April 12, 1815, New York to Albany. Treated as ship mail. Latest recorded example through the Albany office.

With the beginning of navigation in 1811 the Albany office must have decided the volume of mail warranted a handstamp. Figure 3 is an example of this, the only recorded handstamp SHIP on the Hudson. There are four varieties of the handstamp known, each differing somewhat in dimensions and character of the letters from one another. They are used only on mail forwarded through the Albany office.

Ship mail on the river lasted a relatively brief period. In a circular dated March 21, 1815, the Postmaster General notified a number of offices being served by steamboat that he had made an offer to the several steamboat owners "to deliver and receive mails at a certain wharf at the several landings."¹² This same circular requested the postmaster to make arrangements to have the mails carried to and from the wharfs, thus ending the responsibility of the packetmasters for office to office delivery. Loose letters would still be accepted, but with a major change in fee. They were to be rated from origin to destination. Letters so treated after the beginning of the steamboat company contracts on the Hudson can be identified by the manuscript "B" or "Boat" marked by the office which first handled the loose letter.

Figure 4 is the latest ship letter to be recorded as passing through the Albany office. Dated New York, April 12, 1815, it is rated at 9 (cents), the regular 6 cent ship fee plus the 50% war rate surcharge. It is one of only two nine cent covers recorded on the Hudson. The earliest recorded letter under the 1815 arrangement is datelined New York City, October 11, 1815, marked "B" in Albany and rated 25½ (cents), the land rate of 17 cents plus the 50% war rate surcharge.

This did not, however, end the practice of ship mail on the Hudson. Figure 5 illustrates the last known of its class. It originated in New York and was carried out of the mails, probably by sloop, to Athens, a tiny river port 28 miles below Albany.

EPILOGUE

Evidence available to postal historians in the form of archival documents

12. Kenneth R. de Lisle, *The Hudson River Mail 1804-1858* (Albany, Albany Inst. of History and Art, 1969), p. 54.

and surviving letters points up significant swings or cycles influencing carriage of letter mail on the Hudson River between 1799 and 1815. The 1799 increase in postage rates between the two large centers of New York and Albany brought a noticeable change from land conveyance of letters to private and semi-private utilization of river vessels as a mail conduit, intensified by the successful introduction of the steamboat. This trend, in turn, led the Post Office Department to take measures for placing river mail in the hands of the shipmasters, restoring to official channels some of the unpaid mail. Another cycle began when merchants and others realized the use of the way letter could save them considerable postage. In due course the cycle swung back to the Post Office Department's advantage when the 1815 arrangement assessed land postage against loose letters brought in by the river vessels.

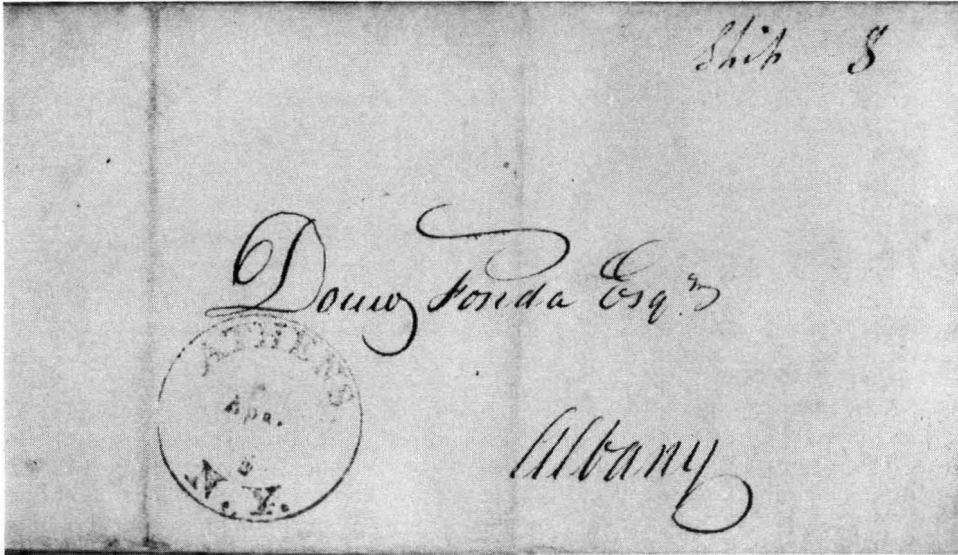


Figure 5. Way letter by a non-contract vessel, after the steamboat owners became mail contractors. New York to Albany, April 2, 1816, four days in transit to Athens, N.Y. Latest recorded ship letter on the Hudson River.

The era of "by water" mail began with the execution of the contract despatched by the Postmaster General to Robert Fulton on August 14, 1810, for his captain's signature. The era ended with the execution of the contracts with the steamboat owners offered to them by the Postmaster General in March of 1815. The period was less than five years by the calendar, the effective period much less if we eliminate the winter months of 1810-1811 through 1814-1815 when the river was closed to navigation. Letters are known as early as 1808 directed "per Steam Boat" or variants, with supplementary postal markings. They are known much earlier directed "per Capt.—", without postal markings. Undoubtedly these letters were carried by water, but not as mail under POD authority.

Finally, I propose that SHIP markings on the Hudson River are found as a regional practice to designate loose letters accepted by the master of a vessel authorized to carry mail and turned in with the water mail he conveyed from one port to another. Since no provision existed in the postal law covering letters carried out of the mail by a waterway contractor, and, since the Postmaster General's circular instructed the local postmaster to account for them in a manner similar to ship letters, they were so marked and rated by him. Did the shipmaster receive three cents, per piece, for these loose letters as he did for all the processed mail he was carrying or did he receive only the two cent ship letter fee? We do not know with certainty.

The author would appreciate information on earlier or later dates than he has recorded for the loose letter or data from documents which might further clarify this fascinating period.

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1841-1867 less 1847-49 \$106.00
1868 expected soon—publisher increased price \$12.00
- GB, Acts of Parliament relating to The Post Office
1976 letter press reprint, new index, hand bound in 1/2 leather, edition 300
Post Office Acts 1838, 449 pages \$52.50
Post Office Acts 1844, 112 pages \$20.00
We expect a new shipment as soon as the dock strike is over.
- 2¢ Recut Dies, Hartford Issue of US Stamped Envelopes by F. C. Drakos
1977, 159 pages, cloth, two color, enlargement in pocket \$18.95
- Essays and Proofs of US Internal Revenue Stamps by George T. Turner
1974, 446 pages \$36.00
- Reprints of 19th Century Postal Adhesive Stamps by Bacon
1977 reprint, 168 pages, card \$7.85
- Spud Papers, an Illustrated Descriptive Catalog of Early Philatelic Forgeries
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Most useful on the reprints and forgeries
1976, 35 pages, card \$6.00
- Reference Manual of BNA Fakes, Forgeries and Counterfeits by K. W. Pugh
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Release 2 only \$7.00
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Vol 1, 1974, 478 pages, cloth
US Pioneer Flights, Government, Army Emergency to 1934,
Early Foreign, Balloon Post Siege of Paris, Crash Covers,
Zeppelin, Philippine, Aerial Propaganda Leaflets \$12.50
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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 COVERS FROM NEW YORK CITY
CREIGHTON C. HART

Covers with an 1847 stamp postmarked New York are readily available at auction when collections of United States stamps are sold by the larger auction houses. Also, New York covers are so common that covers of inferior quality are often offered even by small auction houses or in mail sales. This is fortunate because it enables collectors of 19th century classic stamps, who are not 1847 specialists, to own a fine 4-margined copy on cover of our first issue, at a little over or under catalogue. Collectors who are willing to sacrifice condition for price may have covers described as less than very fine at much less than catalogue.

This is not surprising because one out of every four 5¢ stamps sold in the entire nation was sent to the New York post office and one of every three 10¢. The survival rate for the fives is now accurately projected to be approximately 10,000 covers and for the tens 2,700, meaning there are about 2,500 fives postmarked at New York and 900 tens. The range nationally of postal markings and uses is so wide that there is no typical 1847 cover. However, if one were to describe a cover of which there are more alike than any other, it would be the 5¢ cover cancelled and tied with the 13-bar square grid used only at the New York post office. It would be a commercial letter written on blue paper with the addressee being Messrs. so and so, rather than personal correspondence. The chances are the inner letter leaf which was a routine business matter, would be gone but the addressor's name and the date would be docketed on the back. Folded letters of this period were usually folded into fourths for filing vertically to show the addressor's name and date at one end. This resulted in a filing crease through the center of most covers but easily missing the stamp. If it had not been for this practice of folded letter sheets and the prevalent filing system, we would have many fewer 1847 covers to enjoy.

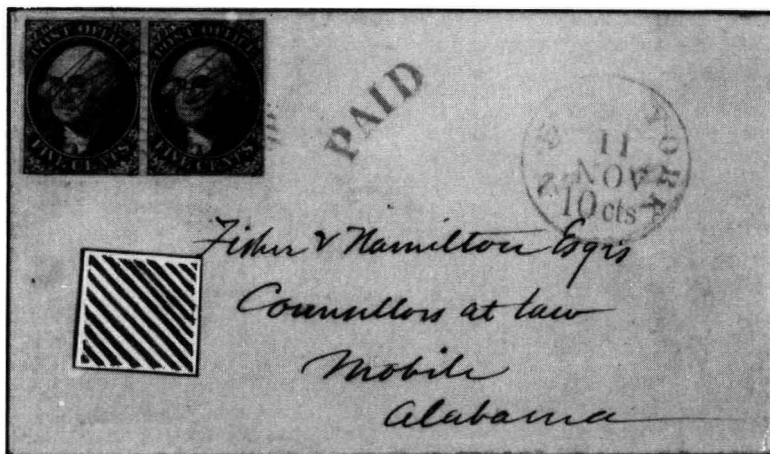


Figure 1. The New York square grid was occasionally used as a canceller on the Postmaster Provisionals before its regular use on the first United States stamps. Its earliest use has not as yet been established. This cover without evident year of use was posted not later than November 10, 1846.

The New York square grid (Figure 1) is often referred to as having 13 bars and this is acceptable because the two small bars at opposite corners must have worn off early, as they are rarely evident. Just when this New York grid was first put into service is unknown but very sharp impressions are known on the New York Postmaster Provisionals which were issued in 1845 (Figure 1). Post-

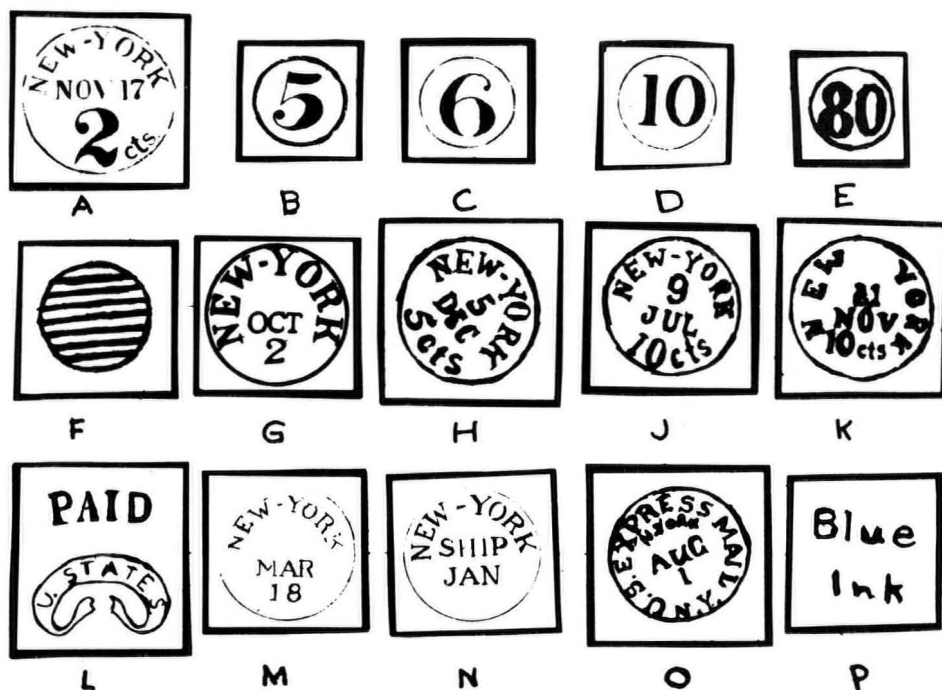


Figure 2. These postal markings are all tracings from 1847 covers except the 80 which is from a photograph. They have been reduced to conform with columnar width. All were in red during the currency of the stamps, July 1, 1847-June 30, 1851.

master Provisionals were usually cancelled by pen with a distinctive shade of blue ink. The New York Postmasters cancelled with the square grid are the exception.

The earliest use I list is no earlier than November 11, 1846. The edges of the bars are so sharp on this cover that they almost cut the paper which indicates the grid was new. Can anyone show an earlier use of this well known and distinctive grid?

Illustrated are 15 other New York postal markings. These are in addition to railroad, ship, and steamboat markings that will be the subject of a later article.

Figure 2-A was for 2¢ drop rate letters and is not expected on stamped mail because there were no 2¢ stamps, only the 5¢ and 10¢. So far it is known on only one stamped cover. The numerals designated by letters B, C, D and E are rate marks for stampless mail when the rate mark was not expressed in the postmark as in H, J and K. The circled 5 & 6 are known on a few covers, not as rate marks but used strictly as cancellers. Letters from Canada were almost always unpaid and rated "10" cents due with D. The 10 rate mark, a 20 (not shown) and the 80 are known used on domestic mail as cancellers only, on at least one cover each. There is also an encircled 40 to pay the single rate to California but so far this has not turned up used as a canceller on a stamped letter.

Figures F and G were, of course, for stamped mail only. New York residents and postal clerks were accustomed to the Postmaster Provisional stamps for two years before the 1847s appeared. The 13-bar square grid (Figure 1) was in use when the 7-bar enclosed circular grid (Figure 2-F) arrived from Washington. The 7-bar grid, a little smaller than the square grid, was second choice and is a bit scarce on New York covers. The plain New York postmark (Figure 2-G) is so common no comment is necessary except to say that it saw so much service it became worn and dirty with some of the strikes faint or only partly readable.

Not many postmarks included the rate and after stamps were introduced

it was superfluous to state the rate. Figures 2-H, J and K were all pressed into service as postmarks but K is known on only one '47 cover.

The only requirement that postmasters absolutely had to observe was to rate a letter correctly. If postage was not marked PAID or stamped it was *collect*. The slightly curved PAID (Figure 2-L) is typical of the New York post office appearing on many stampless paid letters but is seen used as a canceller on a very few '47 stamps. The "U. STATES" in a fancy ribbon shows the origin of letters to Canada that originated at New York. It is known on six covers posted between April 6 and July 1, 1851.¹

Figure 2-M is the Type I ocean mail handstamp; Ashbrook theorized that this device had been fashioned from the NEW YORK/SHIP postmark by removing the word SHIP.² My records show this marking was used five times in March 1850, once on the 14th, once on the 19th and three times on the 18th (Figure 3), and occasionally thereafter. This postmark with SHIP (Figure 2-N) was used on ship letters received at New York in the 1830s and 1840s. It is known on one 10¢ 1847 cover without a year date, but probably used in January 1850, and on a 5¢ cover dated February 27, 1848. There are also two other ocean mail postmarks illustrated and explained in detail by Dr. Scott Polland.³

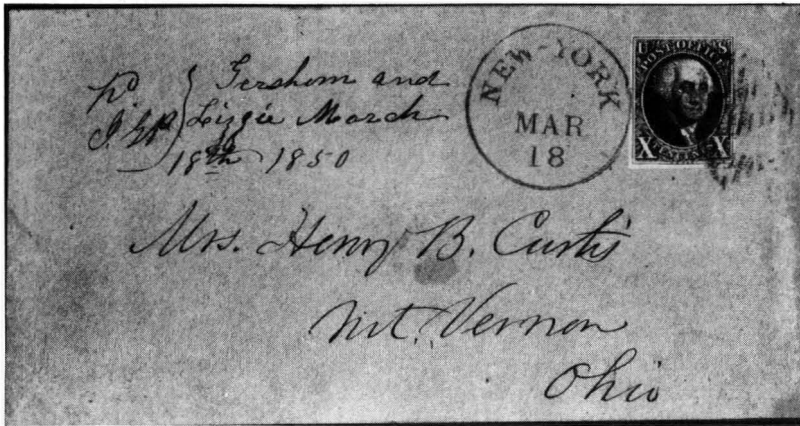


Figure 3. One of five 1847 covers with the Type I N.Y. Ocean Mail Postmark dated in March 1850, the earliest on March 14.

As a sort of postal publicity stunt, a postmark with the words "U.S. EXPRESS MAIL" (Figure 2-O) was used at both New York and Boston for letters posted after regular post office hours. Letters could be taken to the train station as much as an hour or two after the post office had closed, and mailed with a postal clerk there. Those letters have this postmark and are not rare.

The last Figure 2-P is to remind our members that blue ink was the ink used by the New York post office. New York Postmaster Provisionals are nearly always cancelled with strokes of their French blue ink as is the earliest 1847 cover mailed July 2, 1847. However, the New York post office rarely cancelled '47 stamps with ink and extreme caution is urged for any ink other than that special shade of blue. A fake cover cancelled with black ink is illustrated in the August 1972 *Chronicle* and another in Stanley Ashbrook's *Special Service*, photograph #200.

As everyone knows our first issue of stamps was valid for postage for only four years. All the postal markings on New York '47 covers during that period were with red ink. It is not uncommon to find late uses after June 30, 1851, and most of these also are red. So far only two (Figures 2-G and O) are known in black, both late uses.

1. Susan M. McDonald, "U.S. Exchange Markings on 1847 Covers," *Chronicle* 67:102-107.

2. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857* (1938 edition), II, 247.

3. W. Scott Polland, M.D., "The New York Ocean Mail Postmarks Via Panama to California and Oregon," *Western Express*, January 1964.

The next article on 1847 covers from New York state will discuss railroad, ship and steamboat postal markings.

Correction: In the November 1977 *Chronicle*, two Buffalo 10¢ covers with squarish "STEAMBOAT 10" were described as postmarked May 21 and August 23. The May 21 date is correct but the August 23 date should be July 23.

SEMI-FINAL REPORT ON NEW YORK POSTMARKS

An 1847 cover from Ellicottsville has been reported by Thomas Alexander but still none from Greenport or Herkimer. A U.S. Bicentennial commemorative was issued this year to honor General Herkimer at Oriskany. It would be timely if a Herkimer cover bearing our first issue would turn up during this survey of N.Y. postmarks. The Herkimer post office received 1,600 fives.

Greenport, at the opposite end of Long Island from Brooklyn, is still a small village of 2,400. Why that post office would order 5,200 fives is a mystery surpassed only by the startling fact that none has been reported. If none is extant, Greenport must rank as the post office receiving the most stamps with none surviving. Perhaps Postmaster John Lewis was an investor and speculated that our first stamps might be a nest egg for his descendants. If Lewis safely tucked away a few sheets, it would make plating the 5¢ value, what has been an impossible task, an easy one.

I have a memo of a cover from New York Mills but have misplaced my source. New York Mills is close to Utica and although there was a post office there in 1847, no stamps were ordered from Washington.

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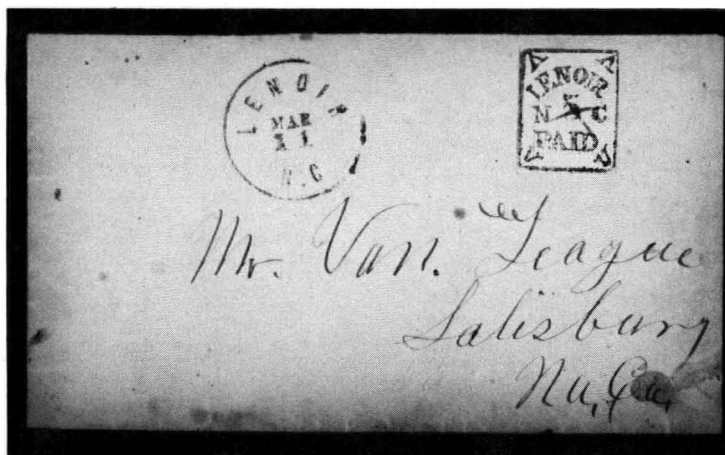
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THE 1851-61 PERIOD
THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

GATEWAY TO THE WEST
THOMAS J. ALEXANDER AND DAVID T. BEALS III
(Continued from *Chronicle* 96:243)

LEAVENWORTH CITY

A settlement of pro-slavery traders and farmers grew up adjacent to the post of Fort Leavenworth. On June 13, 1854, the Leavenworth Association staked a claim to 320 acres of Delaware (Indian) Trust land, adjoining the post on the south, to form a town. By July 17 building was underway. With its strategic location and access to river transportation, it grew quickly.

A post office was established on March 6, 1855. Also in 1855 the freighting firm of William H. Russell and Alexander Majors established their headquarters at Leavenworth City, from whence they operated to Forts Kearney and Laramie.

On March 5 the first delegates to the Territorial Council were elected in Leavenworth. The pro-slavery ticket won, with the help of many visitors from Weston, Missouri! By October the town had grown to 1,200 inhabitants, and it continued to be a center of the pro-slavery vs. free state controversy.



Figure 4. Carried by the Central Overland & Pikes Peak Express Company from Denver to Leavenworth City, and bearing the Company's oval handstamp from both points. On entry into the mail system, the cover also received the Leavenworth City double circle townmark.

By this time, Leavenworth had acquired a considerable share of the outfitting business for the overland trails from the towns to the south and east (Weston, Kansas, Westport). The famous Planters Hotel was completed in 1856.

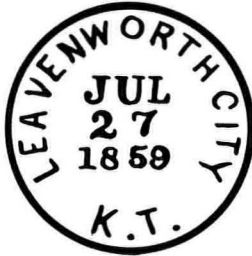
During the summer of 1857 a military expedition was sent by President Buchanan to Utah to force the Mormons under Brigham Young to join the Union and adhere to its laws. This force was commanded by Col. Albert Sidney Johnston and was supplied from Leavenworth. The firm of Russell, Majors & Waddell (Alexander Majors joined the firm as Treasurer in 1858) obtained the contract to supply the Army of Utah, and maintained its headquarters here until it was moved to St. Joseph in 1860. While this firm operated an extensive freighting business to Salt Lake and intermediate points, the overland mail

*Leavenworth K T
Apr 6-*

1



2



3



4



5

Wording	Tracing Number	Shape & Size	Color	Earliest & Latest Dates of Use
Leavenworth K T/D	1	ms	Black	June 9, 1855 to ?
LEAVENWORTH CITY/D/K.T.	2	c-33	Black	July 29, 1856 to Nov. 16, 1857
LEAVENWORTH CITY/D/Yr/K.T.	3	c-32½	Black	April 13, 1858 to June 8, 1862
LEAVENWORTH CITY/D/KAS	4	dc-26	Black	Feb.—, 1861 to ?
LEAVENWORTH CITY/D/Yr/KAS (Same as above with year date added)		dc-26	Black	Oct. 16, 1862 to May 12, 1863
LEAVENWORTH/D/Yr/KAS (Duplexed with a 4 ring target)	5	dc-30	Black	Nov. 12, 1863 to Nov. 24, 1864

contract was operated to Salt Lake City by a competitor, the John Hockaday Line.

With the discovery of gold in Colorado (then extreme western Kansas Territory) in the summer of 1858, the rush of immigrants was on again, and the demand for transportation, mail and express services was immediate and great. William H. Russell, unable to interest his firm in the venture, together with John S. Jones, organized the Leavenworth and Pikes Peak Express Company. Under this name the Jones and Russell partnership operated a stage coach express service to the Rocky Mountain gold fields via the Smoky Hill Route from April 23, 1859, to July 2 of that year.

On May 11, the Jones and Russell Company purchased the John Hockaday Line, which held the U.S. mail contract (Route No. 8911) from St. Joseph to Salt Lake City via the Platte River route. The express and mail service was moved to this route during the summer of 1859 and began operation under the name "Jones & Russell's Pikes Peak Express Company."

Never a financial success, the Jones & Russell partnership was unable to pay its notes and it was necessary for Russell, Majors & Waddell to come to the rescue. On February 13, 1860, they organized the Central Overland California & Pikes Peak Express Company to take over the Jones & Russell Company and to operate other services, including the Pony Express. In late 1860 COC&PPE moved its headquarters to St. Joseph.

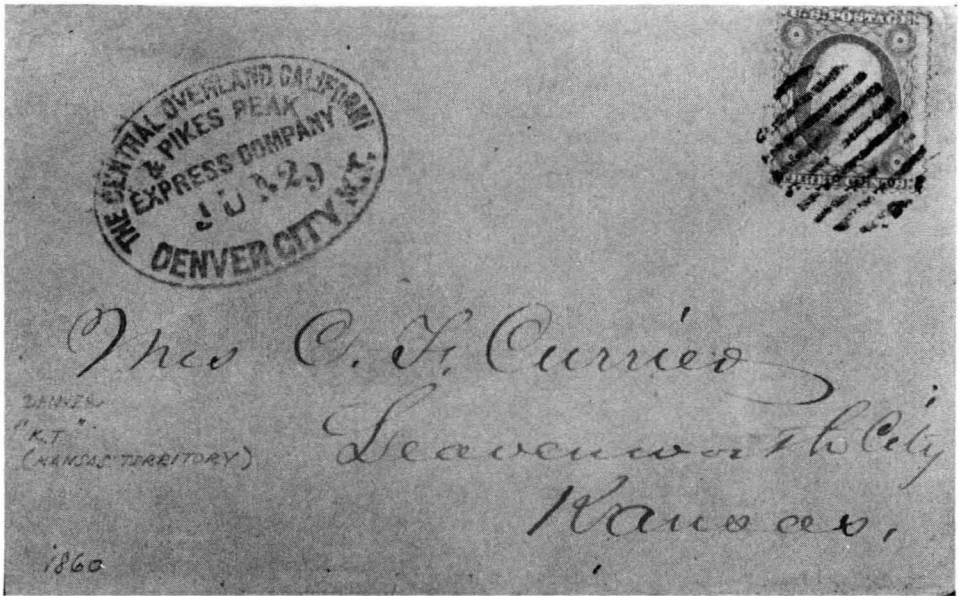


Figure 5. An incoming from Denver that failed to receive the Leavenworth City townmark, probably because it was treated as a drop letter on receipt at that post office. Note the misspelling of CALIFORNIA in the Company's handstamp.

ATCHISON

Established on a site selected in 1854 by U.S. Senator David R. Atchison, then a resident of Platte County, Missouri, the early settlers were solidly pro-slavery. The town was dedicated on July 4, 1854; the post office was established on March 15, 1855.

Several overland freighting companies soon picked Atchison as the logical staging point for the West, since it was the farthest West of the Kansas river towns. In 1858 the city voted \$100,000 in bonds to build the Atchison and St. Joseph Rail Road (it eventually became a part of the Hannibal & St. Joseph Railroad), which was completed in 1860. This gave the city the best railroad connections of any in the territory. In 1861 the eastern terminal of the Central Overland & Pikes Peak Express Company (and the Pony Express) was moved to Atchison.

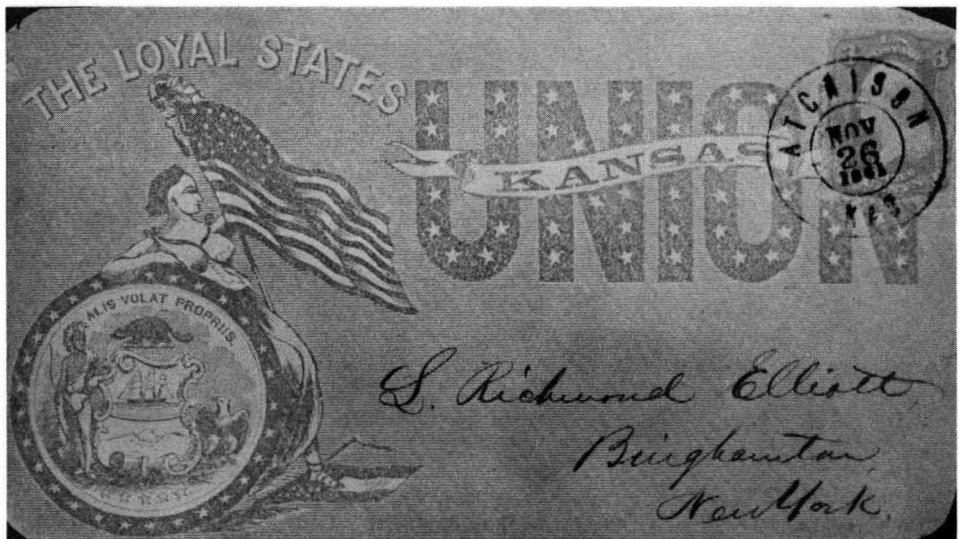


Figure 6. A very rare "KANSAS" Union patriotic cover from Atchison used at the beginning of the War.

*Atchison Key
Dec 15th*



1

2



3



4



5

Wording	Tracing Number	Shape & Size	Color	Earliest & Latest Dates of Use
Atchison K T/D	1	ms	Black	Dec. 15, 1855 to Jan. 13, 1856
ATCHISON/D/K.T.	2	c-37	Black	July 5, 1858 to May 2, 1859
ATCHISON/D/Yr/KAN.	3	dc-26	Black	March 3, 1860 to Dec. 30, 1860
ATCHISON/D/Yr/KAS	4	dc-26	Black	Nov. 26, 1861
ATCHISON/D/KAS (Same as above with year date removed)	4	dc-26	Black	Nov. 25, 1862 to June 1, 1863
ATCHISON/D/Y1/KAS	5	dc-30	Black, blue	March 20, 1864 to June 13, 1865

FORT LEAVENWORTH

Following the organization of Kansas Territory, the first incident of note was the designation of the Fort as the first (temporary) Capital of the Territory. Over the strenuous objections of the military, Governor Reeder arrived on October 7, 1854, to set up his administration, and remained for 50 days, at which time he moved to the Shawnee Mission.

After the outbreak of violence between the pro-slavery and free-state forces in the vicinity of Lawrence and the alleged illegal establishment of a free state legislature in Topeka in June, 1856, Col. Sumner, the Post Commander, was directed by President Polk to disperse the "legislature" with military force. This was done on July 4.

Next was the assembly at the Fort of the Utah Expedition under Col. Albert Sidney Johnston during the summer of 1857. This was a sizeable force of some 2,000 men, including the 5th and 10th Infantry Regiments, a battery of the 2d Artillery and six companies of the 2d Dragoons. For over two years this force was supplied from Fort Leavenworth and its surrounding area.

At the conclusion of the Utah Expedition, Ben Holliday (then living in Weston, Mo.) bought much of the surplus government equipment and greatly enlarged his freighting business, which had been started to supply U.S. troops in Santa Fe during the Mexican War.

With the onset of the Civil War, Fort Leavenworth was the only bastion of federal strength denying the Confederacy control of the West. The garrison was very small and had he so desired (or known its true strength) General Price's army in Missouri might very well have taken it in the early days of the

War. Garrisons at Forts Randall and Kearney and the posts in Indian Territory were reduced or withdrawn to reinforce Fort Leavenworth. In early June, 1861, the new post commander, General Samuel D. Sturgis, sent detachments to occupy St. Joseph and Kansas City (Fort Union). Thereafter, the post served as a reception and training center for Kansas troops as they were mustered into federal service. The post prison was greatly increased to house the many political prisoners arrested in the surrounding area.

With the departure of the last regular troops in June, 1862, the Fort was garrisoned by Kansas volunteers who, while officially charged with the duty of stamping out the border guerrilla war, frequently participated in it with ulterior motives.

With the increase in Indian depredations in the West, the need for military strength on the frontier again became urgent. Four regiments of volunteers from the ranks of Confederate POW camps were recruited (known as "galvanized Yankees"), and two of these were based at Fort Leavenworth in early 1865. Thus, the post reverted to its pre-war role of serving as a depot and staging point for the western posts.

(The old FORT LEAVENWORTH/D/MO handstamp was used well into the Kansas Territorial period, perhaps as late as 1860. See prior article in this series for a description of Fort Leavenworth townmarks used prior to the ones reported here.)

Wording	Tracing Number	Shape & Size	Color	Earliest & Latest Dates of Use
FORT LEAVENWORTH /D/KAS	1	c-26½	Black	July 23, 1861 to ?
FORT LEAVENWORTH /D/Yr/KAS	2	dc-26	Black	Exact year dates unknown. One readable strike is Oct. 21, 1864.



1



2

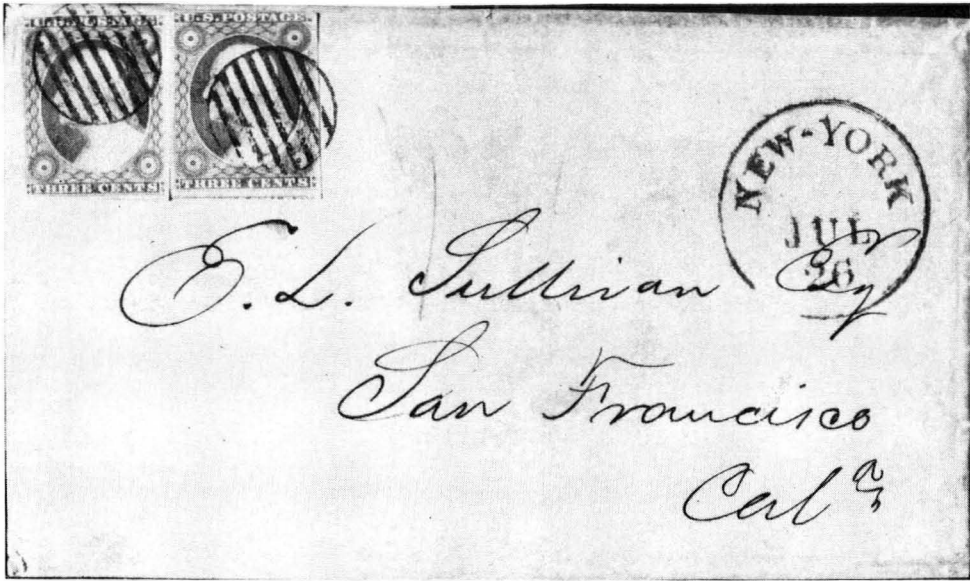
NEW YORK CITY OCEAN MAIL TOWNMARK

From late 1848 to 1858, when the Butterfield Overland Mail route was inaugurated, virtually all of the U.S. mail to and from the Pacific Coast was carried over the ocean mail contract routes from New York City to San Francisco via Panama. Beginning in 1850 the New York City post office reserved a series of special townmarks for use on letters originating there for transmission over these routes. Stanley B. Ashbrook and Dr. W. Scott Polland have written a number of articles describing these interesting markings.¹

The one illustrated here is referred to as Type I by Dr. Polland. It is characterized by the abnormally low position of the date. Ashbrook was of the opinion that it had once had the word SHIP in the space immediately above the date. In any event, it is known used on domestic and cross border mail in association with a 5¢ 1847 stamp; the earliest known year dated example is March 14, 1850. Sometime after July 1, 1851, it began to be used exclusively on prepaid letters traveling the ocean mail routes to California.

Mr. Eugene C. Reed has reported the cover shown here, which, according

1. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-57*, Vol. II, pp. 240-251, H. L. Linnik, 1938; "The New York '40 Encircled,'" *Stamps*, Nov. 18, 1939, pp. 233-234. W. Scott Polland, M.D., "The New York Ocean Mail Postmarks Via Panama to California and Oregon 1851-1861," *Western Express*, January, 1964, pp. 5-20; "Stampless Mail from New York to California or Oregon 1848-1856," *Western Express*, October, 1966, pp. 4-11.



New York Ocean Mail postmark, Type I, first recorded use on prepaid letter to California by ocean mail route.

to the editor's records, is the earliest known use of this townmark after it was reserved for marking prepaid ocean mail letters (as well, of course, as the earliest recorded use in connection with a 3¢ 1851 stamp). It bears two singles of the 3¢ 1851 issue, positions 26 and 36L1¹, and is dated July 26, 1851, the date-line of the letter being July 25, 1851.

Mr. Reed's research indicates that the U.S. Mail Steam Ship Company steamer *Cherokee* left New York for Chagres on July 26, and since it was customary for clerks at that post office to stamp their outgoing steamer mail on the date of sailing, this cover was surely carried on that trip. He also points out that the original contract between the P.O.D. and the steamship company provided for two monthly sailings, on the 11th and 26th of each month. This was therefore the second sailing after the prepaid postal rate over the route was reduced from 40¢ to 6¢, and only a cover dated July 11, 1851, could be earlier.

Your editor is interested in compiling a record of covers bearing this townmark while it was used exclusively on ocean mail covers. If members will report such items to me, I will make the total listing available to anyone asking for it, and will include a summary in a later issue of *The Chronicle*. In making reports, a photo copy of the cover would be appreciated. If this is not possible, the date and year, description of the stamps (including plated position, if possible) and exact address on the cover should be supplied for proper identification.

1853 YEAR DATED NEW YORK TOWNMARK

At *Chronicle* 93:29 we reported a single 1¢ 1851, Type IV postage stamp (off cover) struck with the New York City year dated townmark, dated July 12, 1853. At that time we asked for further reports of this townmark used in connection with either the 1¢ or 12¢ denominations, noting that previous reports had all mentioned the use of this mark with 3¢ stamps. We have now received further reports from H. Leon Aussprung, Jr., Mark F. Hopkins, and Mortimer L. Neinken.

Mr. Hopkins pointed out that Stanley B. Ashbrook mentioned this townmark used with 1¢ stamps in his book on that subject,¹ and we have incorporated this information in the following list.

The marking was used from July 11 through July 25, 1853. Each date of

1. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. II, pp. 118-119, H. L. Lindquist, 1938.

use is known on a 3¢ stamp.² As a result of members' reports, we now have a record of seven of the possible 15 dates used on 1¢ stamps. There is still no record of this townmark used on a 12¢ stamp, the other denomination in use in 1853.

Note that all of the 1¢ stamps reported are Type IV. In commenting on this, Ashbrook says, at p. 119 of his book:

The U.S. Catalogue lists an 1853 year-dated postmark under both the Type II and IV imperforates. I have never seen a Type II stamp with this marking, and it could only occur on a stamp from 4R1L (the only Type II on Plate One Late) or on a stamp from Plate One Early. Plate One Early had not been used since May 1852 and stamps from this plate used in the middle or latter part of 1853 are very rare. I seriously doubt if any Type II stamp is known with an 1853 year-dated postmark.

This is now the record of known examples. Further reports are solicited.

<i>Date</i>	<i>1¢ Type</i>	<i>On cover or off</i>	<i>Reported by</i>
July 11	IV	Off	S. B. Ashbrook
July 12	IV	Off	S. M. Piller
July 12	IV	On folded circular	M. L. Neinken
July 16	IV	On circular to Detroit	H. L. Aussprung, Jr.
July 18	IV	Off	S. B. Ashbrook
July 21	IV	Off	H. L. Aussprung, Jr.
July 21	IV	On circular	R. A. Siegel Auction #333, Lot 621
July 23	IV	Off	M. F. Hopkins
July 25	IV	Off	S. B. Ashbrook
July 25	IV	Off (strip of three)	M. L. Neinken

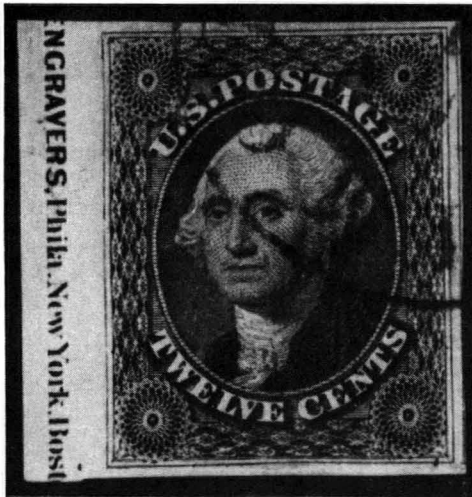
In addition, Ashbrook reported a horizontal pair of the 1¢ on cover and one 3¢ Nesbitt envelope. They are not listed above, because dates were not supplied.

2. Hunter M. Thomas, Jr., "The 1853 New York City Year-Date Cancel," *The Chronicle* 62:54-56.

MORE 12¢ IMPERF 51L WITH IMPRINT: ERRATUM

GEOFFREY BREWSTER

In my article in the May 1977 *Chronicle*, No. 94, the illustration was inadvertently cropped on all sides. This error reduced each margin, thereby misrepresenting the stamp, causing inaccuracies in the article, and possibly creating confusion as to which of the two stamps mentioned was illustrated. To rectify this error the illustration is reprinted here, this time untrimmed.



12¢ 51L with imprint

This copy indeed has beautiful margins: wide at both the top and bottom, large enough at the right to include the outer left frameline of Pos. 52L, and wide enough to the left of the imprint to be significant. Although this left margin is not quite wide enough to show the *line* below the imprint—as illustrated

and discussed in my article in the November 1975 *Chronicle*, No. 88—it is wide enough to have contained evidence of a plate number if one had been entered on that side of the plate in a normal location. Note especially that this copy shows part of the “E” and all of the “N” of “ENGRAVERS,” but no plate number below them. Of additional interest is the dot above the “st” of “Bost,” which is also on the stamp illustrated in *Chronicle* No. 88, and is thus proven to be constant: this is the guide dot, as predicted by Mortimer Neinken (*United States—The 1851-57 Twelve Cent Stamp*, Collectors Club of New York, 1964, pp. 6-7). Also, there is a constant dot below the “V” of “ENGRAVERS.” Finally, the illustration here (and in *Chronicle* 94) is not the Robson Lowe copy referred to in *Chronicle* 94.

Review: Essays for U.S. Adhesive Postage Stamps, by Clarence W. Brazer. 295 pages; \$25.00. This is a Quarterman reprint of not only the original Brazer catalog of 1941, but other additional listings through 1947. With an additional foreword by Barbara R. Mueller, editor of the *Essay-Proof Journal*, plus a comprehensive index. Available from the publisher and other *Chronicle* advertisers, which see for information to order.

This reprint edition includes not only the original catalog published in 1941, but several supplements published in the *American Philatelist*, *Essay-Proof Journal* and the *First American Philatelic Congress Book*.

Although this is a catalog, with excellent illustrations and detailed listings, no prices are given. Rather, the headings with the various groups of listings will sometimes give “Rare” or “Scarce” as an indication of available supplies. It also should be noted that this is a catalog of essays, only; proofs are not included. The latter will be found cataloged in the standard specialized stamp catalogs, however, while essays are not. The difference between a proof and essay, as is made clear by the Brazer catalog, is that proofs are “test” issues in the design of issued stamps, while essays are unissued designs.

Richard B. Graham

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

1867 GRILLS—EXPERIMENTALS, SIZES, AND FAKES

C. W. "BERT" CHRISTIAN

Photos by Klaas Van Ingen and Steve Cullum

A parallel to the numerous essays and experimental proofs that are known on some values of the 1861 issue can be found in a study of the grills of 1867. Many experimental items were produced, some before the actual grilled stamps reached the public and others after the issuance, obviously for the purpose of improvement. There are trial grills on both white and colored papers, gummed but with no printed design; others on plain stamp paper, gummed and perforated 12 in stamp size. Yet others of experimental nature are found on previously issued essays, such as the typographed copies and the Bowsby patent stamp, a patent granted in December, 1865, nearly two years prior to the patent rights recorded to Charles W. Steel for the grills.

Answers to the questions that often arise concerning the grilled issues can perhaps more readily be appreciated if the entire grilling operation is placed somewhat in chronological order, beginning with the experimental items, the issued grill sizes and some of the known fakes. In relation to chronological order the word "somewhat" is used because the exact order in which the essay grills appeared is unknown at this time. There is no apparent dating for some of the essay material and it is quite obvious that experiments were being conducted for some time before Steel was granted his patent, dated October 22, 1867, by reason of covers showing the all-over A grill used on August 13 of the same year.

No comment on the mechanics or embossing methods should be essential here as that area of the grilling process has been so thoroughly and ably covered by William L. Stevenson in the early part of the century and further enlarged upon in both editions of the Brookman books. Both works are a necessary preface to a full understanding of the grilled issues.

ESSAY AND EXPERIMENTAL GRILLS

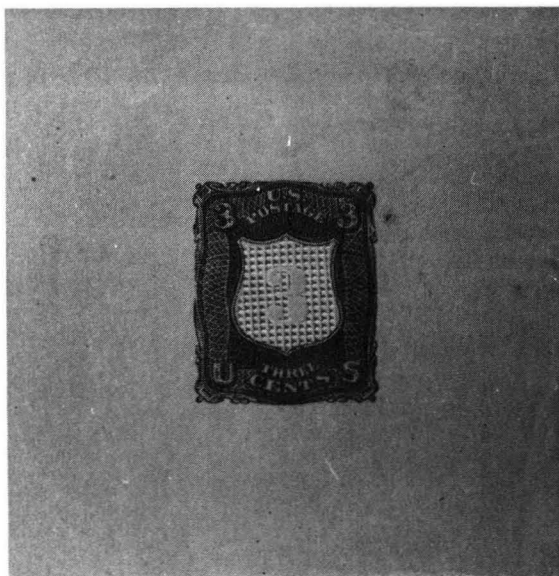


Figure 1. Die essay with experimental grill.

Some of the earliest experiments found are on bits of paper no larger than $\frac{3}{4}$ " by 1" and present grills in several odd shapes, a star, a cross, a horizontally lined oval within a square and a similar oval with diagonal lines. These are believed to be very rare, possibly individually unique.

One of the forerunners of experimental embossings is the die-essay pictured in Figure 1. This is believed to be of early origin due to its extreme likeness to the drawing submitted with the Steel patent papers. The design is that of the issued three cent stamp with the head of Washington replaced by a shield. The impression is printed in black on yellow, gummed paper. The points-down grill covers only the shield surrounding the negative numeral 3. There are several variations of this essay design in color and type of paper used, each considered to be quite rare.

In his preface to the *Essay Catalog* Mr. Brazer stated that the effort was being made to arrange the listings chronologically insofar as information was available as to when certain items were made and essayed for the Post Office Department. Almost all of the experimental grills as well as the trial grills appearing on 1861 designs are listed under the year 1867.

THE ALL-OVER EMBOSSINGS

Early experimental impressions of an all-over grill were made on wove, gummed paper in several colors. These bits of paper were approximately 85x40mm and bore no engraving. Inevitably through the years some were cut down, perhaps to share with other collectors, as evidenced by Figure 2, which is on white paper, gummed, points up and a slightly irregular 24x26mm.

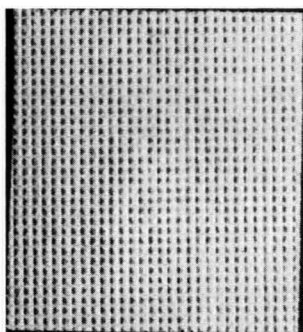


Figure 2. Blank paper with A grill.

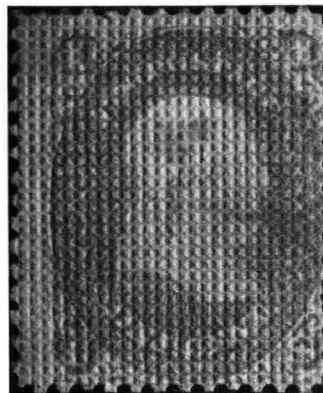


Figure 3. 1¢ with A grill.

Two copies of the one cent 1861 design are known with an experimental grill from this same roller and, though the embossing appears on the regularly issued design, they must be considered as experimental essays as none are known used. Figure 3 shows one of these items. A serious study is being conducted by William Herzog to determine if this roller also produced the issued "A" grill as it is found on the 3¢, 5¢ and 30¢ designs. More specific details will be published when the study is completed.

Not to be confused with Scott's No. 79 is an all-over embossing of small squares which appears on the 3¢ design both perforate and imperforate. In this experiment the grill is very lightly impressed and does not break the paper as intended by the patent. Further, the points are *down* rather than up as on the issued varieties. An imperforate variety is shown in Figure 4.

A similar grill is found on a rather dull red imperforate of the 3¢ design but is readily distinguishable as the printing is from a typographed plate. The paper is very soft and so weakened by the grilling that without considerable care in handling it can unwittingly be destroyed. Figure 5 shows an example.



Figure 4. 3¢ imperf with all-over grill.



Figure 5. 3¢ typographed with all-over grill.

THE "MUSIC BOX" GRILLS

Another trial all-over grill is the pin-point or Music Box grill, so named because each stamp is punched with several hundred pin holes.

Where does this experiment fit into the chronology? Though the accepted A grill was issued in some quantity (estimated at 50,000) it did not prove completely satisfactory due to the separation problem. With no evidence to establish a date it may be logical to consider the pin-point grill as a follow-up experiment to improve upon the A type then in use.



Figure 6. Pin point or "music box" grill, points up at left, points down at right.

This grill variety is found only on the 3¢ issued design and the holes were punched both from the obverse and reverse sides. The descriptive terms used are the same as for the embossed types, *i.e.*, points up or points down. The points-up variety is known from three different plates, Nos. 11, 34, and 52. Oddly enough, the true A grill was embossed on Plates 11 and 52. The points-down variety is recorded on Plate 11 only. Both grill types show an irregular

formation of the holes spaced approximately 25x29 rows. Figure 6 shows two examples, one with the points up at the left and one with the points down at the right.

An unlisted vertical pair shows a resetting of the pins into perfect alignment, the average stamp showing 20x26 rows with points down. (See Figure 7). The latter alignment produced a few fewer punctures per stamp but either method probably weakened the stamp beyond practical use. None are known to have been used.



Figure 7. Reset pin point grill—unlisted variety.

C GRILL EXPERIMENTAL IMPRESSIONS

Experimental embossings of the C-size grill on blank, perforated and gummed stamp paper probably fit into the next time spot of the chronology, closely followed by the C grill as we know it on the 3¢ stamp of 1861, the only value on which it is found. It is accepted by most students that the C grill was from the A grill roller, trimmed down to C-size, and since only about 50,000 of the A's were issued, it follows that a decision must have been reached early

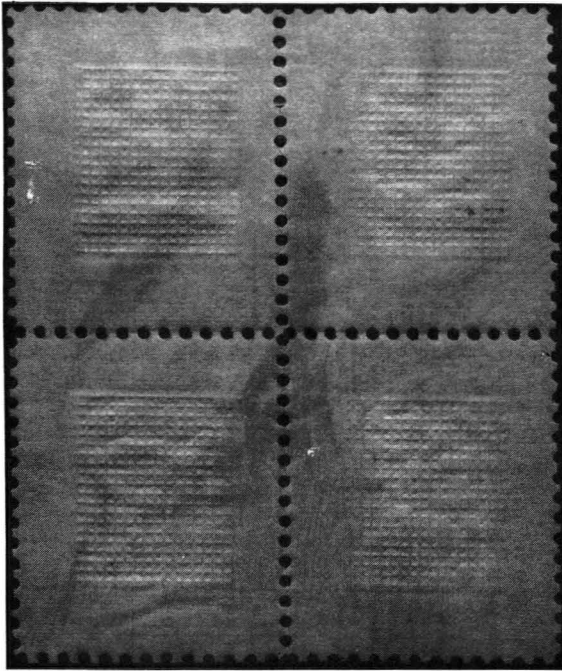


Figure 8. Blank stamp paper with C grill.

on that the all-over grill was not practical in use, that the roller would be planed down and experiments attempted with the smaller unit, as shown in Figure 8.

At this writing the earliest recorded use of the A grill is August 13, 1867, and for the C grill, November 25, 1867. Allowing the eventuality of recording earlier uses of the C the experiments with the smaller unit could still have occurred in September or October of 1867, followed by the issued stamp. In the report of the Postmaster General for the fiscal year and under the date of November 1, 1867, and in reference to the grilling process it is stated, "Experiments are in progress."



Figure 9. Lithographed 3¢ with C grill.

The trial runs of the C grill extended on into the lithographed essays of the 3¢ value that the National Bank Note Co. was printing in their effort to find a cheaper method of production. (See Figure 9). The lithographs were printed in many colors, many with the C-size grill and are found with the points down as well as points up. It is well to remember that, coming from the A roller, the true C grill on the 3¢ 1861 stamp must always show the points *up*. The printers probably had more faith in the practicality of the smaller grill over the previous A-size as the quantity issued was approximately five times greater.



Figure 10. Coupon essay with C grill.

A patent for a so-called coupon stamp was granted to G. W. Bowsby on Dec. 26, 1865. Examples of Bowsby's idea were essayed extensively by the N. B. N. Co. (presumably in 1866), many colors being known in die form. Essayed exclusively on the 1¢ 1861 design, the die was ultimately made into a plate and examples printed both in red and blue. To one of the sheets a C grill with the points up was added. This is shown in Figure 10. This experiment with a grill seems to the writer to have been pointless in view of the fact that in actual use the stamp would have required no cancelling. The basic principle of the patent was to eliminate any need for hand cancelling in that removal of the coupon by a postal clerk served to "cancel" and allow a letter so stamped to enter the mails.

(To be continued)

AN OCCUPATION COVER FROM NEWBERN, NORTH CAROLINA

PAUL J. WOLF

General Ambrose Burnside (whose luxuriant and glossy side whiskers set a style,) retook Newbern, North Carolina, from the Confederates in March, 1862. For the rest of the Civil War, it remained in Union hands. Covers from there, in the occupation period, are not all that common, and a Black Jack cover from Newbern, during that period, and especially one with an auxiliary postal marking, is quite a rarity.

Presented herewith is such a cover, addressed to A. T. Stewart (the sender got Mr. Stewart's initials slightly wrong, but made up for it by the remark in the lower left corner: "Prince of Merchants"). Alexander T. Stewart owned



Occupation cover from Newbern, N.C., with Black Jack underpaying letter rate. Rated "Due 2" for 1¢ deficient postage and 1¢ fine.

the largest of the early department stores, located at the corner of Chambers Street and Broadway, fronting on the north side of City Hall Park, then a busy and fashionable commercial area. He made money.

Happily for us, Mr. Stewart retained his correspondence and many covers and letters survive. He was well-known for his many benefactions and apparently every indigent and dead-beat in the country, if not in the world, tried to get aboard the band wagon of his largesse.

The writer of the letter still accompanying this cover wrote in a legible hand, and took pains to explain that she was a "lady by birth and character" who had fallen on hard times and needed help. Mr. Stewart received hundreds of such letters from all over the world. This cover is postmarked Newbern, N.C., Sep 6, 1864 and is franked by a single Black Jack, well tied, underpaying the 3¢ first class rate by 1¢. The postmaster used a handstamp to rate it "Due 2" in circle, 1¢ for the shortage and 1¢ as penalty, as provided in the regulations. Apparently it was delivered, as there is a large pencil "B," probably a notation by a secretary, signifying "Begging," and in the same pencil, "A. T. Stewart." It is likely that Mr. Stewart's staff accepted all incoming mail, even with postage due. Since the largest part of it consisted of inquiries and orders, it was well worthwhile.

The Newbern Post Office was closed when service (by the U.S. Post Office, that is) to the seceded states was suspended on May 31, 1861. It was "officially" (per P.O.D. records) re-opened July 15, 1862. The earliest occupation use recorded is dated April 14, 1862. Strangely, the re-opening is not mentioned in the *U. S. Mail and Post Office Assistant*, in the lists of post office changes, which included offices re-opened in the seceded states. It should have been reported in either the August or September issue, but it does not appear.

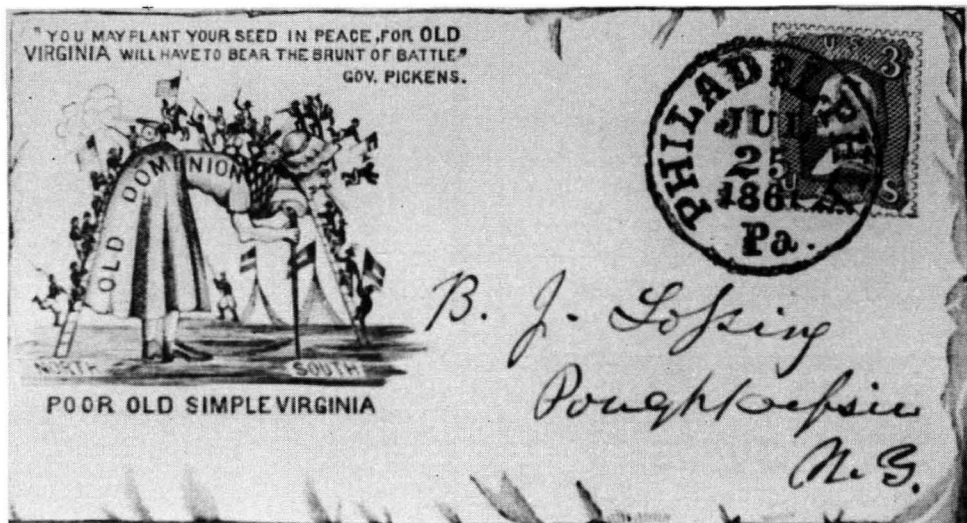
LOSSING'S CIVIL WAR IN AMERICA

RICHARD B. GRAHAM

Benson J. Lossing was considered one of America's premier historians in the 19th century, being known today primarily for his *Pictorial Field Book of the Revolution*, issued in 1851. His lesser known works were the *Pictorial Field Book of the War of 1812*, a *Pictorial Description of Ohio* (1849), *The Life and Times of Philip Schuyler* (1860), and what he probably regarded as his greatest work, *Lossing's Civil War in America*. This was a heavily illustrated three volume work, issued in the years immediately after the Civil War. Like most

such works written just after an event in which the author was emotionally involved, Lossing's history is very slanted. Lossing makes heroes of the Northern participants and villains of the South, and his lack of objectivity has caused his major work to be completely disregarded by today's historians. Yet, there is an enormous range of detail in the three volumes, much of it in the form of footnotes quoting newspaper articles, personal interviews, and outright trivia. If one can separate the wheat from the chaff in terms of fact and opinion, these volumes can be very useful at times.

Lossing's forte was illustration rather than narrative, and he went to great effort to show examples of just about everything that went into the war. He illustrated an example of a patriotic cover, shown with these paragraphs, and here we have an excellent example of both the merit and problems of his book. The cover was reproduced by drawing; this possibly is the earliest known 3¢ 1861 cover illustration. The artist goofed; the point of the goof will be left to the reader to identify.



Early illustration of patriotic cover, from Lossing's "Civil War."

Concerning the cover, Lossing (Vol. I, pages 343-4), commented, in discussing the use of the flag and other demonstrations of patriotic sentiment in the early part of the war:

. . . Everything that might indicate attachment to the Union was employed; and in less than a fortnight after the President's Proclamation went forth, the post offices were made gay with letter envelopes bearing every kind of device, in brilliant colors, illustrative of love of country and hatred of rebellion. The use of these became a passion. It was a phenomenon of the times. Not less than four thousand different kinds of Union envelopes were produced in the course of a few weeks. Some of these now find a careful depository in the cabinets of the curious.

Lossing then illustrated a "Union Envelope" addressed to himself, with a footnote on the caption. The footnote read:

This specimen of the Union envelopes has been chosen . . . because it contains . . . a remarkable prophecy. The leaders of the rebellion in the more Southern States comforted their people with the assurance, when it was seen that war was inevitable, that it could not reach their homes, for in the Border Slave-labor States, and especially in Virginia, would be the battle fields. It was indeed so, until the last year of the war; and "Poor Old Virginia," as Governor Pickens predicted, had to bear the brunt. . . .

The design shown by Lossing is Walcott #1097. In the Laurence catalog of the Walcott collection, the example shown also bears an 1861 postmark, and it is unfortunate that the laws at the time prevented illustrations of stamps, so that we cannot see just what stamp was used on that cover.

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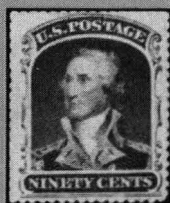


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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

A LISTING OF 30¢ 1869 COVERS

RICHARD M. SEARING

INTRODUCTION

A listing of 24¢ 1869 covers appeared in the February 1977 *Chronicle*.¹ The reader should consult this article for the research guidelines that underlie the present effort and for a brief introduction to the subject. This 30¢ 1869 cover listing is the second section of a proposed three part series on the high value 1869 stamps on original covers. The third part, covering the 90¢ 1869 stamp and associated lore, will appear in the future.

When these studies began, nearly four years ago, the purpose was to list only those covers which seem certainly genuine or could not be proven to be faked in the light of present-day knowledge. However, in the course of the research into the 30¢ 1869 uses, it became clear that while some covers were outright fakes, others were simply "doubtful" in some aspect or other. It also became clear that the outright fakes, if ignored, would not disappear. Thus, we decided to list both the genuine and the doubtful covers, dividing them into separate groups.

Table I lists genuine domestic uses of the 30¢ 1869 stamp. Table II lists genuine foreign uses. Table III lists the covers that are doubtful or outright fakes. Wherever possible, their questionable features have been listed for reference and review by knowledgeable readers. The author welcomes comments and corrections. In the tables, an asterisk indicates that the author has seen the cover or a clear photo. "SBA" indicates Stanley B. Ashbrook and "PFNY" indicates the Philatelic Foundation. Table IV is a statistical summary of the genuine covers, broken out by origin, destination, stamps and year of use.

BACKGROUND

The 30¢ 1869 stamp does not have the finely detailed engraving that characterizes the 24¢ design, but the colors, especially in the proof state, are striking and patriotic. Sadly, the passage of time has dimmed the colors of most of the surviving stamps. Still, on cover—especially with other stamps—the 30¢ 1869 is beautiful to behold.

According to the latest research, 254,010 30¢ 1869 stamps were delivered to the post offices.² This is about 7 percent more than the number of 24¢ 1869 stamps issued. On this basis, one would expect modestly more 30¢ covers to have survived than 24¢ covers. But at present, the author records 49 genuine 30¢ covers (along with 24 that are questionable or bad), compared with 62 genuine 24¢ covers detailed in *Chronicle* 93.

DOMESTIC COVERS

In sharp contrast with the 24¢ covers, Table I shows only four domestic covers presently recorded bearing 30¢ 1869. Why there should be a five to one difference in the number of domestic uses between the two stamps is a matter of speculation. Perhaps some reader can supply a reason.

Note that all four domestic covers show uses after the 1869 stamps had officially expired—with the possible exception of the undated cover from Grand Rapids. It would be nice to see at least one domestic cover provably used during the lifetime of the 1869 stamps. Can anyone provide one?

Figure 1 shows a domestic cover, from the author's collection, posted at Goshen, Indiana, addressed to South Bend, dating from early 1874, on which a 30¢ 1869 plus two 3¢ Continentals pay 12 times the 3¢ domestic rate on 6 ounces of court depositions. The pen notation, on reverse, by the court clerk,

1. R. M. Searing, "A Listing of 24¢ 1869 Covers," *Chronicle* 93:42.

2. W. K. Herzog, "Quantities of Stamps Issued During the 1869 Period," *Chronicle* 89:31.

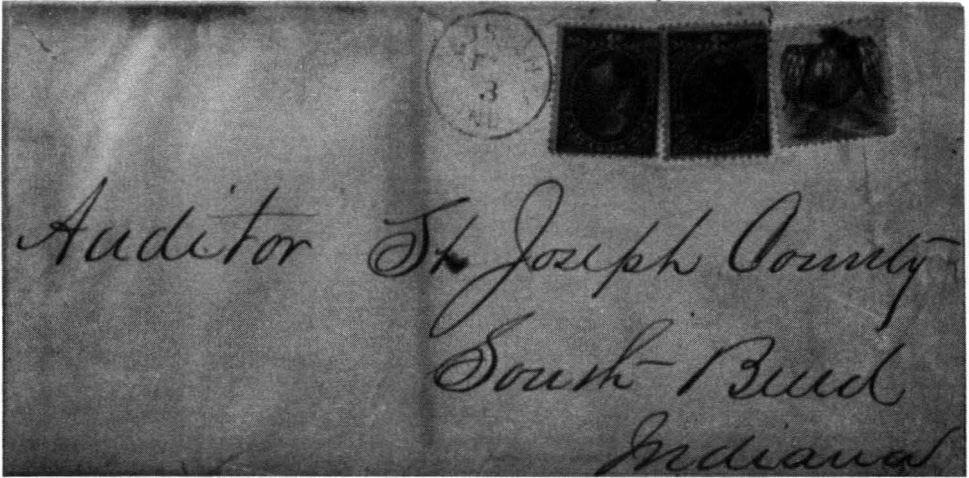


Figure 1. 30¢ 1869 stamp used with two 3¢ Continentals on a 12x3¢ domestic cover, one of four domestic uses of 30¢ 1869 presently recorded.

identifies the year of use. The author also has a 42¢-rate cover in his collection, paid by three 12¢ and two 3¢ 1869 stamps. He has seen a 57¢-rate cover paid by 1869 stamps. Does any reader record a higher domestic rate with 1869s?

FOREIGN COVERS

Table II lists the 30¢ 1869 covers used in international correspondence that the author has been unable to fault and believes to be genuine. Nearly half these covers were used to France, with the 30¢ stamp paying twice the 15¢-per-¼ oz. treaty rate. After December 31, 1869, when the treaty expired, the rates became more complex. We discuss these points below, in connection with the "doubtful" list. The remaining covers to foreign destinations are distributed amongst 12 different destinations, with five going to Switzerland and two each going to Germany, India, Mexico, England and Guatemala (see Table IV).

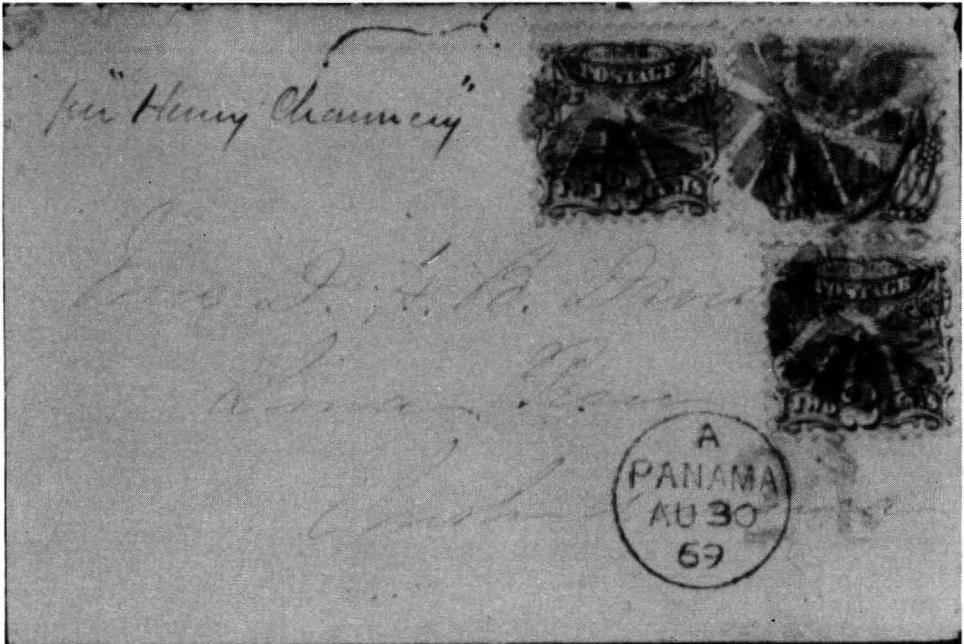


Figure 2. 30¢ 1869 plus two 2¢ 1869, making the 34¢ rate from the U.S. to Peru. This is the only 30¢ 1869 cover that appears to have survived from the Davis correspondence.

The 24¢ 1869 cover record shows that ten 24¢ covers were sent to Lima, Peru, these being from the Davis correspondence. Figure 2 shows the only recorded Davis cover showing the 30¢ 1869 stamp. Posted at Portchester, New York, this cover reached Panama on 30 August 1869. The rate per ½ ounce was then 34¢, confirmed by the credit “24” which shows faintly under the Panama marking. The reader should consult the article in *Chronicle* 85, on 1869 covers to the west coast of South America, for more detailed information.³

Figure 3 shows what is so far a unique triple-combination cover, whereon the 30¢ 1869 is used along with the stamps of two other nations. Presumably posted at Callao, Peru, the cover bears a 20 centavo brown Peruvian stamp (Scott #18), a British one shilling green (Scott #54), along with the 30¢ 1869. Per the markings, the cover entered the British post office at Callao sometime in October 1869, and entered the British post office at Panama on October 20. A comparable cover, from this same correspondence, showing a 1 dinero (equal to 10 centavos) Peruvian stamp, a sixpenny British stamp and a 10¢ 1869, is illustrated and discussed in *Chronicle* 88: 238. Since that write-up, a similar single-rate triple combination cover sold in the Hessel sale for almost \$6000.⁴ On that basis, one can only speculate what the cover shown in Figure 3—which hasn’t been seen in many years—might bring today.



Figure 3. 30¢ 1869 in triple combination with stamps of Peru and Great Britain, all required to take this cover from Callao, Peru, to New York City.

In the last *Chronicle*, our Period Editor dwelt at length on the credit markings, the receiving markings and the steamer services that carried mail from the U.S. to France during 1869.⁵ In terms of the markings to be found on the covers, he showed that three basic cover types exist. Figures 4, 5 and 6, discussed below, show the characteristics of these three types on double-rate 1869 covers to France.

Figure 4 shows a 2x15¢ rate cover to Bordeaux, posted at New Orleans on 30 August 1869. The New York credit 24 marking is dated SEP 4, as is the octagonal French packet marking (“4 SEPT. 69”). The French octagon shows “PAQ. FR. H. No 1,” indicating transit by the French line steamer *Pereire*, which departed New York on that date. The New York credit 24 indicates a credit of 2x12¢, which is to be expected on a direct cover to France via French line. Thus, on the basis of rate, credit and markings, this cover is genuine.

3. M. Laurence, “Ten-Cent 1869 Covers to Peru, Chile, Ecuador, and Bolivia,” *Chronicle* 85:38.

4. Sidney Hessel Collection Sale (II), H. R. Harmer, June 8-10, 1976, lot 724.

5. M. Laurence, “1869 Covers to France: The Treaty Period,” *Chronicle* 96:256-69.



Figure 4. 30¢ 1869 paying twice the 15¢ treaty rate from New Orleans to Bordeaux. Transit via French line, confirmed by the French octagon and the New York credit 24 (2x12).

Figure 5 shows a double-rate cover that crossed on the HAPAG line. These American-contract German steamers left New York every Tuesday in 1869. HAPAG covers show credits in multiples of 3 and the receiving marking is the Cherbourg double circle. As with the French line covers, the service was direct to France, so there is no evidence of British transit. The cover in Figure 5 satisfies all these conditions. Posted in New Orleans on June 11, it left New York on Tuesday, 15 June 1869, and was received at Cherbourg on June 27. The 2x3¢ credit to France is expressed in the New York marking. The date and the credit in the New York marking, plus the Cherbourg receiving marking, are all appropriate to direct carriage via HAPAG, and on these bases the cover is assessed genuine.



Figure 5. 30¢ 1869 paying twice the 15¢ treaty rate from New Orleans to Havre. Transit via HAPAG line (American packet direct), confirmed by the Cherbourg double circle and the New York credit 6 (2x3).

Figure 6 shows a triple-rate cover to France via England, transit via Cunard line. Mail-carrying steamers of the Cunard line left New York each Wednesday during 1869. Covers that took this route to France show New York credits in multiples of 6 plus a Calais receiving mark. The cover in Figure 6 shows a New York credit 18, dated AUG 4 (1869). On that date the Cunard *China* sailed for Queenstown and Southampton. The Calais receiving mark shows 15 August 1869. The companion stamp to the 30¢ on this cover is the 15¢ Type II.

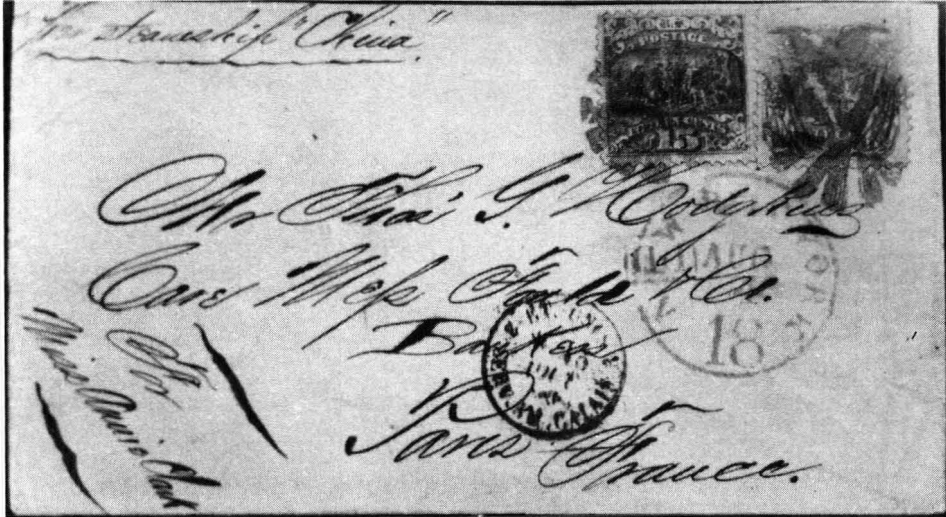


Figure 6. 30¢ 1869 plus 15¢ Type II paying triple treaty rate from New York to Paris. Transit via American packet via England, confirmed by Calais entry marking and New York credit 18 (3x6).

The reader should note that a cover with a single-rate credit of 6, transit via England, could conceivably be used to fabricate the double-rate 2x3¢ credit to be found on direct HAPAG covers. However, both the departure dates and receiving ports are different, and the presence of a Calais entry marking would spoil the pretense. In the purchase of any 30¢ cover to France, the buyer must check all the points that have been discussed, to verify authenticity.

The plot thickens after the expiration of the U.S.-French treaty on 31 December 1869. After this date, it was officially impossible to prepay mail from the U.S. to France. However, clerks are human and errors did occur. The author has record of several single-rate letters to France prepaid at the 15¢ treaty rate and apparently delivered without due markings to French recipients during the first four months of 1870. However, the author has no record of a double-rate letter so accepted. Does any reader know of such?

Recent research by George Hargest has delineated the so-called phantom rate, by which letters could be sent from the U.S. to France fully prepaid through the British open mails. This subject is discussed at length in Hargest's works.⁶ To date, the record shows one possible phantom-rate cover bearing the 30¢ 1869 stamp. It is believed that the July 11, 1870, cover (see Table II) from Pittsburgh to Paris, from the John Fleming correspondence, is a phantom-rate cover, but the author has not personally seen this item or a photo with all the necessary markings.

In addition, at least three covers (Krug 792, Gibson 491 and Knapp II 1781) show markings that clearly indicate that they travelled the British open mail route that characterized phantom-rate covers. All three passed through the New York exchange office in late February or early March 1870, and all three show New York credit markings, presumably to England, of 6¢. According to the best contemporary scholarship, these would be phantom-rate covers, if only they showed credits of 8 or 16. While these covers do not fully conform to the

6. G. E. Hargest, *History of Letter Post Communication*, 168; "The Effect of the 1868 and 1869 U.S.-British Conventions on the Continuation of French Mail," *Congress Book #38* (1972), 95; "The Prepaid British Mail Rates to France, 1870-1874," *Chronicle* 68:174.

contemporary scholarship, they may represent practices or expedients that are not yet fully understood. Thus these three, plus a few others, are listed in Table III with a † symbol after the date. The † indicates that these covers cannot be classified as either genuine or doubtful at present, for lack of sufficient evidence from which to render an opinion. The Fleming cover is included in Table II with the same marking.

Subject to the above provisos, Table III lists all those covers bearing 30¢ 1869 stamps about which the author believes that the authenticity is doubtful. Whenever possible, the point or points in question are noted in the "remarks" column. Since nearly 60 percent of the doubtful covers were addressed to France, caution is surely the watchword on any bargain 30¢ 1869 covers sent to France from 1869 or 1870.

SUMMARY

Combining the information on the genuine 30¢ 1869 covers from Tables I and II, the data are summarized in Table IV. As with the 24¢ covers, almost half the 30¢ covers originated in New York City. Eight covers were mailed from New Orleans and the remaining covers are scattered among 14 domestic and three foreign locations. Thirty-eight of the 49 covers originated in large U.S. cities, which tends to confirm the long-held theory that the high value 1869 stamps received very limited distribution.

Six covers bear multiples of the 30¢ stamp (pair or two singles—sometimes with other stamps as well) compared with 26 covers bearing a single 30¢ 1869 only, and 19 covers showing the 30¢ stamp(s) in combination with other U.S. stamps of the era. Only 13 genuine 30¢ 1869 covers bear other stamps of the 1869 issue. The covers show combinations of two values only, a sharp departure from the combination covers of the 24¢ value, some of which show three and even four 1869 values. Five covers show combinations with the later Banknote issues, while one shows a combination with the earlier Civil War issue. The foreign stamps on the cover in Figure 3 have not been tabulated.

In contrast to the data for the 24¢ 1869 stamp, 29 genuine covers with the 30¢ value date from 1869, with 13 dated from 1870 and only two year dates unknown. Three of the covers were mailed in 1871 and one was used as late as 1882. The earliest recorded genuine use in this listing is May 29, 1869—on a cover from New York City to Paris via French packet. Scott lists the earliest known use as May 15, 1869, but we have yet to encounter the cover from which this listing was taken.

With reference to Tables II and III, we note that over one third of the recorded covers are either faked or have doubtful credentials of one sort or another. Many of these items reappear year after year, some with older certificates of guarantee. The student should beware the bargain cover in this area, especially those addressed to France. The author solicits comments and criticism of this research and welcomes any new data on the covers listed and others not listed.

TABLE I

30¢ 1869 STAMPS ON COVER—DOMESTIC USE

Date	Origin/Destination	Stamps	Rate	Remarks	Source
1/20/71	St. Louis/Trenton	121, 147	11x3¢	large wrapper	SBA records
3/14/71	NYC/Philadelphia	121, 136	11x3¢	legal cover	Wunsch coll.*
2/ 3/74	Goshen/S. Bend, Ind.	121, 158 (2)	12x3¢	legal cover	Searing coll.*
12/ 5/?	Grand Rapids, Mich./?	121	10x3¢	legal cover	Daniels 6/54, lot 367

TABLE II

30¢ 1869 STAMPS ON COVER—INTERNATIONAL USE

Date	Origin/Destination	Stamps	Rate	Identifying Notes	Source
5/29/69	NYC/Paris	121	2x15¢	Fr. octagon rec. 5/29; red NYPD "24"	Siegel 409/82*
6/ 9/69	N. Orleans/Paris	118, 121	3x15¢	HAPAG, red NYPD "9"	Knapp II/ 1787*
6/11/69	N. Orleans/Havre	121	2x15¢	HAPAG, red NYPD "6"; Cherbourg rec. 6/27	Eastern coll.*

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamps</i>	<i>Rate</i>	<i>Identifying Notes</i>	<i>Source</i>
6/14/69	N. Orleans/France	119, 121	3x15¢	Via England; NYPD "18"; Calais entry	Klep sale 1179*
6/26/69	N. Orleans/Paris	121	2x15¢	Fr. oct. rec. 6/26; red NYPD "24"	Knapp II/1778*
6/29/69	NYC/Berne, Switz.	121	2x15¢	N.Y. PAID ALL; pen dkt.; rec. 6/29	SBA rec.*
6/29/69	NYC/Saxony, Germ.	121	3x10¢	legal cvr.; red NYP ALL; via Bremen; rec. 7/11	Wolffers 54/969*
7/ 3/69	NYC/Yokohama	117, 121	42¢	Via London & Marseilles	Knapp II/1785*
7/ 6/69	NYC/Paris	121	2x15¢	HAPAG; red NYPD "6"; rec. 6/18; front only	Chrysler 9/67-340*
7/29/69	NYC/Veracruz	121	3x10¢	Black rosette; due "5" per <i>City of Mexico</i>	Newbury I/645*
8/ 4/69	NYC/Paris	119, 121	3x15¢	Via England; NYPD "18"; per <i>China</i> ; rec. 8/15	Cryer coll.
8/ 6/69	NYC/Paris	121	2x15¢	Fr. oct. rec 8/7; per <i>Ville de Paris</i> ; NYPD "24"	PFNY rec.*
8/18/69	NYC/Bordeaux	121	2x15¢	Fr. oct. rec. 8/18; NYPD "24"	SBA rec.*
8/21/69	Portchester, NY/Lima, Peru	113 (2), 121	34¢	Davis corres.; via Panama dated 8/30	Eastern coll.*
8/30/69	N. Orleans/Bordeaux	121	2x15¢	Fr. pkt.; red NYPD "24"	PFNY rec.*
9/12/69	N. Orleans/France	121	2x15¢	Via England; red NYPD "12"	Ward 10/46-715*
9/18/69	Cuba/Paris (via NYC)	116, 121	10+2x15¢	Via Eng.; red NYPD "12"; Calais rec. 10/7	Krug sale 791*
9/25/69	Wash., DC/Paris	118, 121	3x15¢	Fr. pkt.; NYPD "36"	Knapp II/1786*
9/28/69	NYC/Paris	121 (2)	4x15¢	HAPAG; red NYPD "12"; Cherbourg rec.	SBA rec.
10/14/69	Callao, Peru/NYC	121; Peru 20¢, GB 1/-	3x10¢	rec. 10/20 Panama	Schenck 10/50-172*
10/20/69	N. Orleans/France	121	2x15¢	HAPAG; red NYPD "6"; Salles, fig. 1794	Waterhouse 6/55-605*
11/ 5/69	NYC/Paris	121 (2)	4x15¢	Via England; NYPD "24"	SBA rec.
11/ 7/69	San Francisco/France	121	2x15¢	Via Eng.; red NYPD "12"; Calais rec.; front	Interphil dealer*
11/ 9/69	N. Orleans/Bordeaux	121	2x15¢	Fr. oct. rec. 11/13; NYPD "24"	Harmer 6/40
12/ 2/69	NYC/Nice	121	2x15¢	Via Eng.; NYPD "12"	?
12/ 4/69	NYC/Paris & return	121 (2)	4x15¢	Via. Eng.; NYPD "24"; Calais rec. on adv. cvr.	Krug sale 793*
12/14/69	NYC/Nice	121	2x15¢	HAPAG; red NYPD "6"; Cherbourg rec. 12/26	Eastern coll.
12/ ?/69	Cincinnati/Baden, Germ.	96, 121	4x10¢	red NYPD ALL; direct NGU serv.; rec. 1/24/70	Siegel 410/721*
6?/ ?/69	NYC/Hong Kong	117, 121	42¢	via Marseilles per <i>City of Brooklyn</i> ; rec 7/18	Knapp II/1784*
1/ 1/70	NYC/Switzerland	121	2x15¢	NYP ALL Br. Transit	Krug sale 789*

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamps</i>	<i>Rate</i>	<i>Identifying Notes</i>	<i>Source</i>
2/ 1/70	Boston/India	121 (2) , 115	3x22¢	red "54/3" via Southampton; Bissell corres.	Brookman II, 183*
2/ 2/70	NYC/Veracruz	121	3x10¢	due "5" via <i>Cleopatra</i> ; blk petal canc.	Harmer Rooke 11/4/?-129*
3/ 2/70	Egg Harbor, NJ/ Lucerne, Switz.	121	2x15¢	NY Paid All Br. Transit	Krug sale 788*
4/20/70	NYC/Guatemala	121	3x10¢ ?	red "4"; per <i>Alaska</i>	PFNY rec.*
4/22/70	Santa Cruz, Cal./ Tiano, Switz.	121	2x15¢	N.Y. Paid All Br. Transit; pen dkt; 4/20/70	Krug sale 790*
5/ 6/70	Jefferson, Mo./Switz.	121	3x10¢?	blk canc.; state seal on pink env.	Harmer 6/28/?
5/16/70	Boston/India	121 (2) , 115	3x22¢	red "3"; "54/3"; London rec. 5/16; Bissell corres.	Gibson 494*
5/27/70	NYC/Cadiz, Spain	113 (2) , 121 139	2x22¢	per <i>Main</i> ; red "48"	PFNY rec.*
7/11/70†	Pittsburgh/Paris	121	phantom?	London PAID 7/30; Calais trans., red "PD"	Siegel 320/ 337*
7/14/70	NYC/Palermo, Sicily	121	2x15¢	NY Paid All Br. Transit	Koerber 9/74- 215*
7/15/70	NYC/London	121	5x6¢	part cvr to B. Disraeli, MP; rec. 7/26	Siegel 468/ 104*
10/ 4/70	Hampton, NH/Java	115, 121	36¢	via Marseilles; red "12½" pen dkt; "per Capt. Adams"	Siegel 456/ 385*
1/14/71	Shanghai/Pa. consulate mail	121 (2) , 116	7x10¢	blk cork canc.; rec. SF 2/17/71	<i>Chronicle</i> 80: 219*
6/ ?/82	Erie, Pa./London	121, 179 (2)	6x5+10¢	registered legal cvr	Wunsch coll.
5/ 5/ ?	NYC/Guatemala	121	3x10¢	red "4"; per <i>Alaska</i> ; cvr front only (May dup 4/20/70 above)	Herst 6/62-204

TABLE III
DOUBTFUL 30¢ 1869 COVERS

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamps</i>	<i>Rate (True)</i>	<i>Identifying Notes</i>	<i>Source</i>
5/ 5/69	NYC/Rouen	121	15¢	not genuine, too early; fake canc.	SBA; see <i>Chronicle</i> 77:61*
6/ 6/69	N. Orleans/ Bordeaux	114, 117 121	15¢	30¢ added; HAPAG single rate	Knapp II/ 1788*
6/14/69	N. Orleans/ Bordeaux	121	15¢	sgl. rate via GB; 30¢ substituted for 15¢	<i>Spec. Serv.</i> ph. #161*
7/20/69	China/San Francisco/ France	116 (2) , 121 (2) U40	3x15¢	30¢ pr. added; orig. triple rate via GB	<i>Spec. Serv.</i> #121*
8/ 8/69	N. Orleans/Havre	121	unpaid	sgl. rate unpaid; (due "8"; blk NY "9")	<i>Spec. Serv.</i> ph. #262*
10/29/69	N. Orleans/ Bordeaux	121	15¢	sgl. rate via GB; 15¢ replaced by 30¢	Harmer 1/66- 257*
11/ 5/69	N. Orleans/ Bordeaux	121	15¢	HAPAG sgl. rate; 30¢ substituted for 15¢	S. Anderson 11/45
12/ 7/69	N. Orleans/France	121	15¢	Fr. pkt. sgl. rate; oct. rec.	Knapp II/ 1782*
12/11/69	NYC/Switzerland	121	15¢	sgl. rate Br. mail; fake cancels—SBA	Knapp II/ 1780*
2/ 5/70	NYC/Paris	121	10¢	sgl. rate with "8" due in France	<i>Spec. Serv.</i> ph. #299*
2/11/70?	Castroville, Tex./ France	121	10¢	sgl. rate from 1874—SBA; fake canc., date	<i>Spec. Serv.</i> ph. #285*

Date	Origin/Destination	Stamps	Rate (True)	Identifying Notes	Source
2/15/70	Boston/Yokohama	68, 121	10¢	sgl. rate via SF; 30¢ added	Wolffers 26/988*
2/20/70†	N. Orleans/Bordeaux fwd to Paris	121 Fr. 20c	3x10¢	late use, old rate; no opinion	Krug sale 792*
2/24/70†	N. Orleans/Bordeaux	121	3x10¢	late use, old rate; no opinion	Gibson 491*
2/27/70	NYC/France	121	10¢	sgl. rate cvr., fake—PFNY; 30¢ added	Simmy 8/76-15*
3/ 4/70?	NYC/Genoa	121	10¢	sgl. rate cvr., fake—SBA; 30¢ subst. for 10¢	Spec. Serv. ph. #226*
3/ 9/70†	San Francisco/France	121	3x10¢	late use, old rate; no opinion	Knapp II/1781*
3/31/70	N. Orleans/Havre	121	10¢	late use old rate; fake in SBA opinion	Harmer Rooke 9/54-102*
4/30/70†	San Francisco/Bordeaux	121	10¢	30¢ overpaying 10¢? 8 decimes due	Hessel II/712*
5/21/70	San Francisco/Gironde, France	121	?	no credit, due, or rec. marks; fake canc. ?	Florida dealer*
11/27/70†	NYC/Algeria	121	10¢	very late use, old rate; front only; cancels?	Siegel 510/114*
11/ 6/71	NYC/Leipzig	121	10¢	unpaid letter; marks for sgl. rate	Mercury 5/63-152
?/21/ ?†	NYC/Guatemala	116, 121	10¢	sgl. rate? 30¢ added?	Herst 6/62-269
? ?	NYC/Saxony	116, 121	10¢	sgl rate, 30¢ added	Gibson 492*

**TABLE IV
DATA SUMMARY**

Origin	Destination	Stamp Use (Scott #)	Year of Use
New York City	23 France	22 121	26 1869 29
New Orleans	8 Domestic	6 121-2	6
Cuba	1 Switzerland	5	1870 13
Washington DC	1 Germany	2 121 with	
Portchester, N.Y.	1 India	2	1871 3
Callao, Peru	1 Mexico	2 112	0 1874 1
San Francisco	1 England	2 113	2 1882 1
Cincinnati	1 Guatemala	2 114	0
Boston	2 Hong Kong	1 115	3 unknown 2
Egg Harbor, N.J.	1 Yokohama	1 116	2
Santa Cruz, Cal.	1 Spain	1 117	2
Hampton, NH	1 Sicily	1 118	2 49
Shanghai Agency	1 Java	1 119	2
Jefferson, Mo.	1 Peru	1 120	0
Erie, Pa.		122	0
Grand Rapids, Mich.		49 96	1
Saint Louis, Mo.		136	1
Goshen, Ind.		147	1
Pittsburg		158	1
		139	1
		179	1
		49	

1869 NOTES

● *Mixed-franking 1869 covers*: In *Chronicle* 88, this section published a windy article about mixed-franking covers bearing the 10¢ 1869 stamp. Therein, we wrote that this is just part of a larger goal: a listing of all mixed-franking 1869 covers, regardless of denomination. We also suggested that the task requires the energies of a collector both younger and more ambitious than this aging editor. *Mirabile dictu*, we have a volunteer. Jeffrey Forster, RA 1618, a San Francisco attorney, has offered his efforts in this project, with a view toward publishing a listing of every cover he can find that bears an 1869 stamp along with one or more foreign stamps. Do help if you can. Xeroxes of covers in

your own collection, or auction citations if you have them, are a good beginning. Mr. Forster's address is care of Severson, Werson, Berke & Melchior, One Embarcadero Center, San Francisco 94111.

• *His eye is on the sparrow*: A dedicated reader of this section, who corresponds philatelically under the sobriquet "Hawkeye," writes to point out an error in Calvet Hahn's write-up (*Chronicle* 91: 208) on the 2¢ 1869 bisects of Clove, New Jersey. Hahn cited *U.S. Mail* page 122 as source for the fact that the Clove post office opened in February 1863. Well, February 1863 is the right month, but the proper *U.S. Mail* citation is page 119. On behalf of author Hahn, whose rigorous research is well known, and on the part of the Period Editor, who should have checked this citation prior to publication, we apologize to those thousands of readers who might have been misled by this error of fact. Keep it up, Hawkeye.

Review: The Express Mail of 1836-1839, by James W. Milgram, M.D. Published by the Collectors Club of Chicago, 1029 N. Dearborn, Chicago, Ill. 60610. Available in plain or deluxe edition (\$20.00 and \$25.00 respectively) from the publisher and *Chronicle* advertisers, whose ads should be checked for information to order. Book is hardbound, with slipcase in deluxe edition, over 200 pages and over 175 illustrations.

This book is the definitive work on its subject. It culminates nearly 20 years of study on Dr. Milgram's part. Portions of the book, in less erudite forms, have been published by the *American Philatelist* as early as 1961, but those works have been updated and combined into the current effort. The book is an exhaustive treatise on the subject, which, while not widely collected because of lack of supplies of material, is still well represented in most collections of U.S. postal history. For the collector of express covers, the book is essential, and it is of interest to all collectors of postal history. Definitely recommended.

Richard B. Graham

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(1) Feature Cover of the Month

Through the courtesy of Dave Jarrett, we show this month (Figure 1), an attractive corner card of the San Francisco & Marysville Railroad Co. Office, Marysville, Cal. on cover with 3¢ 1857 and Marysville, Cal., CDS. Like many early corner cards of the railroads during the period of numerous railroad proposals, rapid construction and expansion, and equally swift failure and reorganization, this cover has been most difficult to identify.

Marysville, Cal., at the junction of the Feather and Yuba rivers was, during the Gold Rush era, California's third largest city. It was dependent upon steamboats operating on the Feather River from Sacramento for its supplies and in the late 1850s monopolistic practices of the steamboat company forced transportation costs to very high levels.

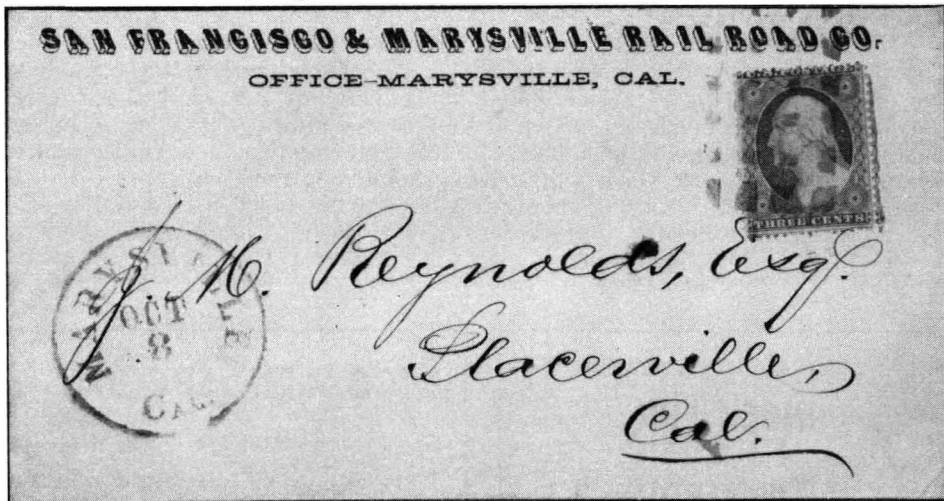


Figure 1. Corner card of San Francisco & Marysville Railroad Co.

A group of Marysville business leaders in 1857 organized a Marysville-San Francisco Railroad to combat the steamboat monopoly but, like so many small transportation projects, it was doomed to linger and wither due to lack of financing. However on Jan. 10, 1865, the California Pacific R.R. was organized to construct a railroad from the steamboat landing at Vallejo eastward to Sacramento, independent of the Central Pacific combine. This move awoke the long slumbering Marysville-San Francisco railroad backers and, becoming active, they talked the county of Yuba into subscribing \$200,000 and the citizens of Marysville \$50,000 towards a connecting railroad. Apparently the same group of individuals also acquired a right-of-way in their own name through Sutter County on which to build the proposed tracks.

The California Pacific R.R. then became interested in the project on its own account and in 1869 laid tracks from Davisville on the Vallejo-Sacramento line north to Knights Landing on the Sacramento River. After bridging the river the line was built northward over low swampy land and finally on Nov. 26, 1869, completed tracks to Yuba City, across from Marysville. The Feather River crossing involved extensive litigation and conflict as to the best method of crossing the river, but finally on Feb. 22, 1870, the first train entered Marysville, bringing to realization the 13-year-old dream of a short line route to San Francisco.

Due to faulty engineering and cheap construction through the flood plains of two rambunctious rivers, the realization of the dream was very short-lived and after three smaller washouts in 1870 and 1871, the Jan. 4, 1872, Feather River flood extensively destroyed railroad embankments and tracks, and service was suspended into Marysville. The fact that the Central Pacific monopoly had gained stock control of the California Pacific in the meantime no doubt had a large bearing on the decision not to rebuild.

Railway advertising covers and corner cards lend color, interest and illumination to collections of railway transit markings and often, in addition, lead to stories of little-known facets of postal history of the States and Territories that are most fascinating. Unlike several obscure corner cards I have been researching unsuccessfully for years, this featured cover was fortunately identified, thereby revealing a most interesting incident in California history. The cover, bearing the name of an associated group of businessmen who wanted their own short line connection to the Pacific, is a most desirable California and railway marking association item.

References

- Hoffman, Wilbur. "The Short-lived Vallejo R.R.," *Los Angeles Westerners Corral Branding Iron*, #119, September 1975.
Railway & Locomotive History Society *Bulletin* 5, p. 19; *Bulletin* 17, p. 49.

(2) Adamstown, Maryland—B. & O.R.R.

Through the courtesy of Earl P. L. Apfelbaum, Inc., I have had the opportunity of examining a packet of correspondence, all with oval Adamstown, B. & O. R.R. (USTMC 274-S-10a) tying 3¢ 1861 stamps. Written by a soldier to his sweetheart in Philadelphia in the period Dec. 30, 1861, to Feb. 28, 1862, there are five of this oval station marking in black and two in blue. The blue color is a new listing for this marking.

Adamstown was a small local station on the then main line of the Baltimore & Ohio 64 miles west of Baltimore, between Frederick Jct. and Point-of-Rocks, Md. Being close to the Potomac River and the important river crossings of the Baltimore & Ohio at Harpers Ferry, Va., it was a center of military activity in the Civil War—at least until the encampment at Sandy Hook, nearer Harpers Ferry, became functional.

One of the letters is headed "Camp Observation, Dec. 29, 1861," while a second is headed "Corps of Observation, Jan. 4, 1862." Apparently a brigade of 3,000 men under Brig. General Burns was encamped near Adamstown, as a brigade drill was mentioned. This force was probably at this location to protect the Baltimore & Ohio from the sabotage and bridge-burning to which it was subject early in the war and also, perhaps, to guard the westerly approaches to the City of Washington from the Shenandoah Valley.

This activity around Adamstown must have given the station agent a vast amount of confusing work, having to handle suddenly the mail business of a brigade encamped nearby. However the surge must have been brief, as the postmaster's compensation as reported in the *Federal Register* was not great—being for the years 1859, 61, 63, 65, and 67 in the amount of \$56.73, \$85.48, \$107.67, \$109.12, and \$140.00. We cannot neglect also the possibility that Postmaster Kohlenburgh was not the railway station agent but had a separate office. As a comparison the Sandy Hook, Md., post office was not reported in 1861 or 1867, while in the reports of 1863 and 1865 made the considerable compensation of \$1,630.40 and \$1,700.00—very large for those days. To date no station markings have been found for Sandy Hook station on the Baltimore & Ohio R.R.—on the north side of the Potomac opposite Harper's Ferry.

(3) Dating Project—Remele Period Markings

In *Chronicles* 88, 93, 95, and 96 listings were made of markings A-2 through N-23 with available actual dates of use. All collectors are urged to report dated markings earlier or later than those listed, or for those unlisted, with Remele number of the 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 their being only one example of marking known. No dates have been recorded for Remele Nos. O2, O3, P1, P4, P11½, P13, P15, and R1.

<i>Remele Cat. No.</i>	<i>USTMC Cat. No.</i>	<i>Color</i>	<i>Early or Only Date</i>	<i>Late Date</i>
01-a	560-A-1	black	5/24/55	
04	302-B-1	black	1/10/54	1/23/54
P2-a	203-E-1	blue	3/21/50	3/26/50
P2-b	203-E-2	blue	9/18/50	
P3	4-I-1	black	11/17/58	3/ 1/65
P5-a	305-E-1	bluish-green	11/ 9/46	
P5-b	305-F-1	black	8/24/51	
P6-a	240-D-1	red	4/30/44	1/25/50
P6-a	240-D-1	black	8/ 1/51	
P6-b	239-V-1	red	5/12/43	
P6-c	239-V-2	blue	7/ 1/50	
P6-e	239-V-3	blue	4/19/44	4/18/49
P7-a	239-I-1	black	2/ 6/54	
P7-b	239-I-2	black	4/23/56	
P7-d	239-K-1	black	3/ 2/53	
P7-e	239-L-1	blue	11/19/52	
P7-e	239-L-1	black	1/ 8/53	
P8-a	203-A-1	blue	3/ 2/50	5/ 6/52
P9	240-G-1	black	4/20/54	
P10-a	190-B-1	blue	4/ 9/53	
P10-b	190-C-1	black	10/20/52	
P10-c	190-D-1	black	3/23/55	
P11	235-A-1	black	?	1870 use known
P14-a	54-B-1	black	No date-1858	
P14-b	54-B-2	black	10/23/63	
P15	70-B-1	black	?	1876 use known
P16-a	72-B-1	black	10/ 2/49	
P16-b	72-C-1	blue	4/18/50	5/30/51
P16-b	72-C-1	orange	3/17/54	
P16-c	72-B-2	red	10/ 3/49	
R2-a	114-A-1	red	2/23/42	
R3	73-D-1	red	2/26/46	5/ 5/46

(4) Newly Reported Markings—VI

We are pleased to report the following new railway markings for the record and are indebted to Messrs. Coles, Fingerhood, Hood, Jarosak, Cary Johnson, Kohlhepp, Nettleship, Don Smith, and Willard for reporting same:

- 274-V-1: 26½, black, Banknote, IV. (Baltimore, Md.-Harpers Ferry, W.Va., 81 miles, Baltimore and Ohio R.R.).
- 235-S-5: 33½-23½ x 25½-15½ D. Oval, blue, 1882, partial, IV. (Baltimore & Ohio R.R. Pittsburgh Division, Suter—station 29 miles east of Pittsburgh).
- 115-AC-I: 26, black, Banknote, III. (Buffalo, N.Y.-Elyria, O., 209 miles, Lake Shore & Michigan Southern R.R.—Tentative route).
- 136-E-1: 28, black, 1886, II. (Corning, N.Y.-Williamsport, Pa., 114 miles, Fall Brook Rwy.).
- 91-B-2: 26, black, Banknote, III. (Hartford, Conn.-Millerton, N.Y., 69 miles, Hartford & Connecticut Western R.R.).
- 668-S-2: 32½ x 24½, octagonal box, blue, 1882, IV (Indianapolis, Decatur & Western Ry. (I.B. & W.R.R.) Guion, Ind.—station 48 miles west of Indianapolis).
- 615-B-1: 24½, black, 1871, V. (Detroit, Mich.-Toledo, O., 66 miles, Lake Shore & Michigan Southern R.R.—Tentative route).
- 589-A-1: 27½, black, 1890, III. (Logan-Nelsonville, O., 40 miles, Columbus, Hocking Valley & Toledo Ry.).
- 248-C-1: 27½, black, 1884, partial, IV. (Manchester-Tuckerton, N.J., 36 miles, Tuckerton R.R.—New Jersey Southern R.R.).
- 207-S-2: 33-23 D. Circle, blue, 1886, IV. (Pylesville, Md.,—station 40 miles north of Baltimore-Maryland Central R.R.).
- 807-E-1: 25½, black, 1874, V. (Pierce City, Mo.—Brownsville, Kan., 48 miles, Memphis, Carthage & Northwestern R.R.).
- 111-S-5: 31½-22 x 22½-15½ D. Oval, blue, 1880, IV. (Newburgh, Dutchess & Connecticut R.R., Shunpike-Station 33 miles east of Dutchess Junction).
- 246-B-1: 28½, black, 1880, III. (New York-Manasquan, N.J., 58 miles, Central R.R. of New Jersey).
- 121-S-6: 30-20½ x 23½-14½ D. Oval, blue, 1875, V. (New York & Ontario Midland R.R., Centreville, N.Y.—station 27 miles west of Middletown).

NEWLY REPORTED MARKINGS - PLATE VI



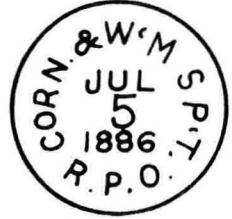
274-V-1



235-S-5



115-AC-1



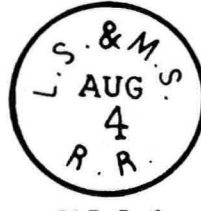
136-E-1



91-B-2



668-S-2



615-B-1



589-A-1



248-C-1



207-S-2



807-E-1



111-S-5



246-B-1



121-S-6



238-C-3



238-C-4



238-M-1



114-S-10



808-S-4



203-L-1



747-B-1



310-S-1a



40-R-1



641-S-1

- 238-C-3: 27, black, 1882, (Night Line), I. (New York-Washington, D.C., 232 miles via Pennsylvania R.R.; Philadelphia, Wilmington & Baltimore R.R.; Baltimore & Potomac R.R.).
- 238-C-4: 26½, black, 1884, (Night Line), I. (As above).
- 238-M-1: 27, black, 1881, (Night Line), II. (As above).
- 114-S-10: 30½-20½ D. Circle, black, 1879, IV. (New York Central & Hudson River R.R.,—station 36 miles north of New York. Railroad Name "Oscawana").
- 808-S-4: 30½, blue, 1870, VIII. (Thompson, Mo., North Missouri R.R. station 113 miles north of St. Louis).
- 203-L-1: 26, black, 1870, VI. (Philadelphia-Pittsburg, Pa., 354 miles, Pennsylvania Central R.R.).
- 747-B-1: 25½, blue-black, Banknote, IV. (Postville-Cedar Rapids, Ia., 100 miles, Burlington. Cedar Rapids & Minnesota R.R.-Milwaukee Division).
- 310-S-1a: 22½-13½ D. Circle, blue, 1872, V. (Richmond & Danville R.R., Wolf Trap, Va.—86 miles east of Danville, Va.).
- 40-R-1: 28½, black, 80's, I. (St. Alban's, Vt.-Hoosick Junction, N.Y., 157 miles, Central Vermont R.R.).
- 641-S-1: shield, blue, 1881, partial, VI. (Nora, Mich.—station 11 miles south of Ann Arbor, Toledo & Ann Arbor Ry.).

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AMERICAN PACKET SERVICE: NEW YORK CITY TO GREAT BRITAIN

1 JUNE 1857 TO 1 JULY 1860

WILLIAM K. HERZOG

Beginning with the 1 June 1857 expiration of the United States contract subsidies for conveyance of mail to Europe by the Havre and Ocean lines, an extremely interesting period of American Packet sailings from New York City to Great Britain was initiated. It was a period of temporary contracts entered into by the Postmaster General through expediency; it was a period marred by a shipping line's refusal to fulfill its contractual obligations for carrying the mail to Great Britain; it was a period of temporary, individual trip contracts; finally, it was a period when Congress enacted the means for what the Postmaster General called a "self-sustaining" ocean mail service in place of contract subsidies.

Through two recent strokes of good fortune, it is now possible for this author to provide a listing of American Packet sailings from New York City to Great Britain during the first three years and one month of this turbulent period. First, Jeremy Wilson (Route Agent 1479) located some hand-written reports of the Auditor of the Treasury for the Post Office Department in the files of the Postal Service Library in Washington, D.C. Based on Mr. Wilson's description, the author requested a complete set of photocopies, which Mr. Wilson graciously supplied. They turned out to be the original reports to the Postmaster General listing sums due shipping lines for specifically dated sailings on which mail was carried for the postage accrued. The earliest sailing listed in these reports was 13 February 1858, while the latest was 19 May 1860. The sailings from 1 June 1858 through 31 March 1860 seem to be complete for all shipping lines that carried mail for the postage accrued. Second, Clifford Friend (Route Agent 497) located a complete microfilm file of the *New York Times* in a local library near his home. He graciously checked the *New York Times* for ship sailing information on sailing dates not covered in the Treasury Auditor's reports for the period in question.

A brief review of the events that made this period so interesting will now be presented (see the yearly reports of the Postmaster General for 1857, 1858, and 1859 for the source of the following information, and for further amplification). When Congress failed to renew the subsidized ocean mail contracts of the Havre and Ocean lines, which expired on 1 June 1857, the Postmaster General, acting on his own authority, entered into temporary contracts with the Havre and Vanderbilt lines. These lines were paid the sea and inland postage accrued from the mails which they carried. Shortly thereafter, the Collins line refused to fulfill its contract with the Navy Department for carriage of mail to Great Britain on 26 annual round trips. The last outward mail sailing of the Collins line was made on 16 January 1858. The Postmaster General was then forced to enter into individual trip contracts for the scheduled mail sailings that would normally have been made by the Collins line. On his own authority, the Postmaster General gave sea and inland postage earned for the mails carried by American-owned ships, and just sea postage for mails carried on foreign-owned ships. Next, when the temporary contracts with the Havre and Vanderbilt lines expired on 1 June 1858, the Postmaster General was able only to make individual contracts by the single trip with these lines as well. Finally, by terms of the Appropriations Act approved on 14 June 1858, Congress provided for a "self-sustaining" ocean mail service by legally limiting the payment to shipping lines for carriage of mail to sea and inland postage for mail carried on American-owned ships, or just sea postage for mail carried on foreign-owned ships. The Appropriations Act also empowered the Postmaster General to make contracts, based on the above compensation, of no more than two years.

During the period of the accompanying sailing list, the Vanderbilt line ships carried mail direct to Bremen in their capacity as U.S. Packets until 30 October 1858. The North German Lloyd line ships carried mail direct to Bremen in their capacity as Bremen Packets beginning on 30 July 1858.¹ The Havre, Vanderbilt, and North Atlantic Steamship Company line ships carried mail direct to Havre, France. Additionally, the ships of the above mentioned lines served as American Packets to Great Britain because they dropped off mail at Southampton, England, while on their way to Havre, Havre and Bremen, or Bremen. The Collins, Glasgow, and Inman line ships carried mail direct to Liverpool, England. The Postmaster General utilized the ships of all of these lines in attempting to provide weekly American Packet service from New York City to Great Britain. It was his intention to match the weekly service provided by the Cunard line of British Packets. Prior to 1 June 1857, 52 alternately scheduled mail sailings were contracted for (26 sailings by the Collins line, plus 13 each by the Havre and Ocean lines). During the next few years, filling the weekly mail sailings to Great Britain would become a major problem.

The Canadian line ships also began serving as American Packets to Great Britain during this period. The Treasury Auditor's reports list these sailings as well. However, since these sailings were not from New York City, and were additional to the weekly New York City sailings, this author plans to cover the Canadian line mail sailings in a separate, future article.

Certain other mail sailings from New York City during this period are not included in the sailing list. The Postmaster General did not utilize the Hamburg-American line ships for carriage of U.S. mail to Southampton until 4 May 1861.² Since they served only in their capacity as Hamburg Packets carrying mail direct to Hamburg during this period, these mail sailings are not listed. The Postmaster General did not utilize the North German Lloyd line ships for carriage of U.S. mail to Southampton until 19 February 1859. Since they served only in their capacity as Bremen Packets prior to that date, mail sailings earlier than 19 February 1859 are not listed. The British-owned European and American Steam Shipping Company line ships made eleven round trips between Bremen and New York City, via Southampton, between May and October of 1857.³ This author has not seen any evidence that ships of this line carried any U.S. mail to Southampton while acting as American Packets for the Postmaster General. Therefore, the sailings of this line are not included in the sailing list.

The following sailing list has been checked for accuracy against the fragmentary information in the yearly reports of the Postmaster General, including the appended Auditor of the Treasury for the Post Office Department reports, for the years ending 30 June 1857 through 1860. Also, the sailing list was checked against Professor Hargest's book for verification with sailing dates contained therein. The author believes the list is free of inaccuracies. However, there could be a few errors of omission in the sailings for 1 June 1857 through 30 June 1858. The majority of the sailing dates in the list are taken from the original, hand written Treasury Auditor's reports. The dates followed by an asterisk are taken from the *New York Times*.

The sailing letter codes presented in the body of the sailing list, along with the footnotes for the sailing list, provide additional information on routes, destinations, mails carried, compensation, and replacement sailings. They increase the scope of the sailings contained in the list beyond just American Packet service to Great Britain, and make it a much more useful tool for future reference. It should be noted that the sailing letter codes form a continual, re-occurring pattern: service for Great Britain; service for Bremen; service for Great Britain; and service for Havre. This pattern stems from before 1 June 1857, when 52 alternately scheduled mail sailings were contracted for with the Collins (26 sailings), Ocean (13 sailings), and Havre (13 sailings) lines. It con-

1. George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, p. 120.

2. *Ibid.*, p. 120.

3. *Ibid.*, p. 116.

tinued throughout the period in question. Also, it should be noted that all of the sailings in the list occurred on Saturdays.

Addendum

When this article was written, your author had only seen (and owned) photocopies of the ocean mail sections from "abridged" *Reports of the Postmaster General* for 1858, 1859, and 1860. The "unabridged" *Reports of the Postmaster General*, beginning with the one for year ending 30 June 1858, contain additional tables that list sailing dates for specific ships. This information was extracted from a more complete run of Treasury Auditor reports than the run used by your author. The only effect on this article is that some of the sailing dates followed by asterisks (verified by *New York Times*) are now also verified by tabular information in the "unabridged" *Reports of the Postmaster General*.

SAILING LIST AMERICAN PACKET SERVICE NEW YORK CITY TO GREAT BRITAIN 1 JUNE 1857 TO 1 JULY 1860

Sailed from N.Y.	Service for Great Britain	Service for Bremen	Service for Havre	SS Line	Ship
June 6, 1857*	C			Collins	Columbia
June 13, 1857*		O		Ocean	Washington
		B1		Vanderbilt	Ariel
June 20, 1857*	C			Collins	Atlantic
	A			Vanderbilt	Vanderbilt
June 27, 1857*			H	Havre	Fulton
July 4, 1857*	C			Collins	Ericsson
July 11, 1857*		B1		Vanderbilt	North Star
July 18, 1857*	C			Collins	Columbia
July 25, 1857*			H	Havre	Arago
Aug. 1, 1857*	C			Collins	Atlantic
	A			Vanderbilt	Vanderbilt
Aug. 8, 1857*		B1		Vanderbilt	Ariel
Aug. 15, 1857*	C			Collins	Baltic
Aug. 22, 1857*			H	Havre	Fulton
Aug. 29, 1857*	Cdns.				
Sep. 5, 1857*		B1		Vanderbilt	North Star
Sep. 12, 1857*	C			Collins	Atlantic
	A			Vanderbilt	Vanderbilt
Sep. 19, 1857*			H	Havre	Arago
Sep. 26, 1857*	C			Collins	Baltic
Oct. 3, 1857*		B1		Vanderbilt	Ariel
Oct. 10, 1857* ¹	Cdns.				
Oct. 17, 1857			H	Havre	Fulton
Oct. 24, 1857*	C			Collins	Atlantic
	A			Vanderbilt	Vanderbilt
Oct. 31, 1857*		B1		Vanderbilt	North Star
Nov. 7, 1857*	C			Collins	Baltic
Nov. 14, 1857*			H	Havre	Arago
Nov. 21, 1857*	C			Collins	Adriatic
Nov. 28, 1857*		B1		Vanderbilt	Ariel
Dec. 5, 1857*	C			Collins	Atlantic
Dec. 12, 1857*			H	Havre	Fulton
Dec. 19, 1857*	Cdns.				
Dec. 26, 1857*		B1		Vanderbilt	North Star
Jan. 2, 1858*	Cdns.				
Jan. 9, 1858*			H	Havre	Arago
Jan. 16, 1858*	C			Collins	Baltic
Jan. 23, 1858*		B1dns.			
Jan. 30, 1858*	Cdns.				
Feb. 6, 1858*			H	Havre	Fulton
Feb. 13, 1858	M1			Glasgow	Edinburgh
Feb. 20, 1858*		B1dns.			
Feb. 27, 1858*	Cdns.				
Mar. 6, 1858*			H	Havre	Arago
Mar. 13, 1858	M1			Glasgow	New York
Mar. 20, 1858 ²		RB1		Inman	Kangaroo

1. See Hargest, *Letter Post Communication*, 134, fig. 85, for cover indicating a trip contract may have been made with Inman line for mail carriage to G.B. by *City of Washington* from NYC on Thurs., 15 Oct. 57.

2. Vanderbilt line missed three consecutive scheduled mail sailings for Bremen 23 Jan., 20 Feb. & 20 Mar. 58. PMG made trip contract with Inman for 20 Mar. for *Kangaroo* to carry mail to Liverpool for sea postage. See Hargest, pp. 116-17, fig. 73, for cover indicating covers prepaid at Bremen rates were sent as fully paid in PCM via England on this trip.

Sailed from N.Y.	Service for Great Britain Cdns.	Service for Bremen	Service for Havre	SS Line	Ship
Mar. 27, 1858*			H	Havre	Fulton
Apr. 3, 1858*				Inman	City of Baltimore
Apr. 10, 1858	M1				North Star
Apr. 17, 1858*		B1		Vanderbilt	City of Washington
Apr. 24, 1858	M1			Inman	Arago
May 1, 1858*			H	Havre	Kangaroo
May 8, 1858	M1			Inman	Ariel
May 15, 1858*		B1		Vanderbilt	Vanderbilt
May 22, 1858*	M2			Vanderbilt	Fulton
May 29, 1858*			H	Havre	City of Washington
June 5, 1858	M1			Inman	Northern Light
June 12, 1858		B1		Vanderbilt	North Star
June 19, 1858	M2B			Vanderbilt	Arago
June 26, 1858			H	Havre	Vanderbilt
July 3, 1858	M2			Vanderbilt	Ariel
July 10, 1858		B1		Vanderbilt	City of Washington
July 17, 1858	M1			Inman	Fulton
July 24, 1858			H	Havre	North Star
July 31, 1858	M2B			Vanderbilt	Northern Light
Aug. 7, 1858		B1		Vanderbilt	Vanderbilt
Aug. 14, 1858	M2			Vanderbilt	Arago
Aug. 21, 1858			H	Havre	City of Washington
Aug. 28, 1858	M1			Inman	Ariel
Sep. 4, 1858		B1		Vanderbilt	North Star
Sep. 11, 1858	M2			Vanderbilt	Fulton
Sep. 18, 1858			H	Havre	Vigo
Sep. 25, 1858	M1			Inman	Vanderbilt
Oct. 2, 1858 ^a		B1		Vanderbilt	City of Washington
Oct. 9, 1858	M1			Inman	Arago
Oct. 16, 1858			H	Havre	City of Baltimore
Oct. 23, 1858	M1			Inman	Ariel
Oct. 30, 1858 ⁴		B1		Vanderbilt	Vigo
Nov. 6, 1858	M1			Inman	Fulton
Nov. 13, 1858			H	Havre	Kangaroo
Nov. 20, 1858	M1			Inman	
Nov. 27, 1858*		B1dns.			
Dec. 4, 1858	M1			Inman	City of Baltimore
Dec. 11, 1858			H	Havre	Arago
Dec. 18, 1858	M1			Inman	City of Washington
Dec. 25, 1858*		B1dns.			
Jan. 1, 1859	M1			Inman	Kangaroo
Jan. 8, 1859			H	Havre	Fulton
Jan. 15, 1859	M1			Inman	City of Manchester
Jan. 22, 1859*		B1dns.			
Jan. 29, 1859	M1			Inman	City of Washington

3. Hargest, p. 118, Table 26, note "a" indicates no mail to Southampton on 2 Oct. 58 trip of *Vanderbilt*, but Treasury Auditor's report 21 Dec. 58 shows *Vanderbilt* earned \$8,024.56 for mails on round trip 2 Oct.-15 Nov. This amount compares with earnings of other Vanderbilt line round trips known to have carried mail to Southampton. This author believes Vanderbilt carried mail to GB on 2 Oct. This mail was carried while on Bremen service, not for miscellaneous line on GB service.

4. PMG endorsement on Treasury Auditor's report 28 Aug. 59 for Vanderbilt sailings states in part "... deducting the sum of \$346.28 paid by the Bremen Post Office to Belgium and Prussia for transit postages on mail for Bremen landed at Havre by the *Ariel* in November, 1858." With 30 Oct. 58 sailing of *Ariel*, Vanderbilt line quit Bremen service and *Ariel* went only as far as Havre; next Vanderbilt sailing was not till 23 Apr. 59, when mail sailings resumed for Southampton and Havre only. During absence of Vanderbilt ships, PMG began using NGL line, serving as Bremen packets on Bremen service, to carry U.S. mail to Southampton for sea postage. First such sailing 19 Feb. 59.

LETTER CODES

- I. General codes:
 * Means sailing date is taken from the *New York Times*.
 dns. Stands for "did not sail."
- II. Codes under "SERVICE FOR GREAT BRITAIN":
 C "Collins line" indicates carriage of mail to Liverpool by ships of the Collins line under subsidized mail contract with the Navy Department.
 A "Additional sailing" indicates carriage of mail by *Vanderbilt* to Southampton and Havre for sea and inland postage. During the period of this sailing list, each of these additional sailings left the same day as a Collins line ship.
 M1 "Miscellaneous line, foreign-owned" indicates carriage of mail to Liverpool, in place of Collins line ships, by Glasgow or Inman line ships for sea postage only.
 M2 "Miscellaneous line, American-owned" indicates carriage of mail to Southampton and Havre, in place of Collins line ships, by *Vanderbilt* or North Atlantic Steamship Company ships for sea and inland postage.
 M2B "Miscellaneous line, American-owned, on to Bremen" indicates carriage of mail to Southampton and Havre, and possibly Bremen, in place of Collins line ships, by *Vanderbilt's North Star*. According to the *New York Times*, *North Star* sailed for Bremen, via Southampton and Havre, on 19 June and 31 July 1858.
- III. Codes under "SERVICE FOR BREMEN":
 O "Ocean line" indicates carriage of mail on the final subsidized contract sailing of the Ocean line.
 B1 "Bremen service, *Vanderbilt* line" indicates carriage of mail to Southampton, Havre, and Bremen by *Vanderbilt* line ships for sea and inland postage.
 RB1 "Replaced sailing for Bremen service, *Vanderbilt* line" indicates carriage of mail by *Kangaroo* to Liverpool for sea postage in place of *Vanderbilt*. See Footnote 2 for further amplification.
 B2 "Bremen service, North German Lloyd line" indicates carriage of U.S. mail to Southampton for sea postage by North German Lloyd line ships while on their way to Bremen with the Bremen mail. See Footnote 4 for further amplification.
 RB2 "Replaced sailing for Bremen service, North German Lloyd line" indicates carriage of mail by Inman line ships to Liverpool in place of the damaged *Bremen* for sea postage. See Footnote 9 for further amplification.
- IV. Codes under "SERVICE FOR HAVRE":
 H "Havre line" indicates carriage of mail to Southampton and Havre by Havre line ships for sea and inland postage.
 SH "Substituted sailing for Havre line" indicates the Cunarder *Etna* carried mail to Southampton and Havre for sea postage in place of the damaged *Arago*. See Footnote 5 for further amplification.
 RH "Replaced sailing for Havre line" indicates that *City of Manchester* carried mail to Liverpool in place of *Fulton*. See Footnote 7 for further amplification.

Sailed from N.Y.	Service for Great Britain	Service for Bremen	Service for Havre	SS Line for Havre	Ship
Feb. 5, 1859 ⁵			SH		<i>Etna</i> (Cunarder)
Feb. 12, 1859	M1			Inman	<i>Kangaroo</i>
Feb. 19, 1859		B2		N. G. L.	New York
Feb. 26, 1859	M1			Inman	Lebanon
Mar. 5, 1859			H	Havre	Fulton
Mar. 12, 1859	M1			Inman	City of Baltimore
Mar. 19, 1859		B2		N. G. L.	Bremen
Mar. 26, 1859	M1			Inman	City of Washington
Apr. 2, 1859			H	Havre	<i>Arago</i>
Apr. 9, 1859	M1			Inman	<i>Kangaroo</i>
Apr. 16, 1859		B2		N. G. L.	New York
Apr. 23, 1859	M2			<i>Vanderbilt</i>	<i>Vanderbilt</i>
Apr. 30, 1859			H	Havre	Fulton
May 7, 1859	M2			<i>Vanderbilt</i>	Ariel
May 14, 1859		B2		N. G. L.	Bremen
May 21, 1859	M2			<i>Vanderbilt</i>	Ocean Queen
May 28, 1859			H	Havre	<i>Arago</i>
June 4, 1859	M2			<i>Vanderbilt</i>	<i>Vanderbilt</i>
June 11, 1859		B2		N. G. L.	New York
June 18, 1859	M2			<i>Vanderbilt</i>	Ariel
June 25, 1859			H	Havre	Fulton

5. Clifford Friend checked *New York Times* to verify Treasury Auditor's 25 Mar. 59 report showing Cunarder *Etna* replaced *Arago* on 5 Feb. 59 sailing. He found the *Arago's* difficulties and inability to sail reported on 4 Feb. (Fri) and the *Etna's* early Sunday departure (to call at Havre) announced 7 Feb. (Mon). Friend states, "There is no question in my mind now that the mails which should have been carried out by *Arago* were put on board the Cunarder *Etna* on Saturday, 5 February 1859, and were taken to France."

Sailed from N.Y.	Service for Great Britain	Service for Bremen	Service for Havre	SS Line	Ship
July 2, 1859	M2			Vanderbilt	Ocean Queen
July 9, 1859		B2		N. G. L.	Bremen
July 16, 1859	M2			Vanderbilt	Vanderbilt
July 23, 1859			H	Havre	Arago
July 30, 1859	M2			Vanderbilt	Ariel
Aug. 6, 1859		B2		N. G. L.	New York
Aug. 13, 1859	M2			Vanderbilt	Ocean Queen
Aug. 20, 1859			H	Havre	Fulton
Aug. 27, 1859	M2			Vanderbilt	Vanderbilt
Sep. 3, 1859		B2		N. G. L.	Bremen
Sep. 10, 1859	M2			Vanderbilt	Ariel
Sep. 17, 1859			H	Havre	Arago
Sep. 24, 1859 ⁶	M2			Vanderbilt	Ocean Queen
Oct. 1, 1859		B2		N. G. L.	New York
Oct. 8, 1859	M2			Vanderbilt	Vanderbilt
Oct. 15, 1859 ⁷			RH	Inman	City of Manchester
Oct. 22, 1859	M1			Inman	City of Washington
Oct. 29, 1859		B2		N. G. L.	Bremen
Nov. 5, 1859	M2			Vanderbilt	Ocean Queen
Nov. 12, 1859			H	Havre	Arago
Nov. 19, 1859	M2			Vanderbilt	Vanderbilt
Nov. 26, 1859		B2		N. G. L.	New York
Dec. 3, 1859	M1			Inman	Vigo
Dec. 10, 1859 ⁸			Hdns.		
Dec. 17, 1859			H	Havre	Fulton
Dec. 24, 1859	M2dns.				
Dec. 31, 1859 ⁹		B2		N. G. L.	Bremen
Jan. 7, 1860			H	Havre	Arago
Jan. 14, 1860	M1			Inman	Kangaroo
Jan. 21, 1860		B2		N. G. L.	New York
Jan. 28, 1860	M1			Inman	Edinburgh
Feb. 4, 1860			H	Havre	Fulton
Feb. 11, 1860	M1			Inman	City of Baltimore
Feb. 18, 1860		RB2		Inman	City of Washington
Feb. 25, 1860	M1			Inman	Kangaroo
Mar. 3, 1860			H	Havre	Arago
Mar. 10, 1860	M1			Inman	Edinburgh
Mar. 17, 1860		B2		N. G. L.	New York
Mar. 24, 1860	M2			Vanderbilt	Vanderbilt
Mar. 31, 1860			H	Havre	Fulton
Apr. 7, 1860	M2			Vanderbilt	Illinois
Apr. 14, 1860		RB2		N. Atl. SS. Co.	Adriatic
Apr. 21, 1860 [*]	M1			Inman	Edinburgh
Apr. 28, 1860			H	Havre	Arago
May 5, 1860	M2			Vanderbilt	Vanderbilt
May 12, 1860 [*]		B2		N. G. L.	New York
May 19, 1860	M2			Vanderbilt	Illinois
May 26, 1860			H	Havre	Fulton
June 2, 1860 [*]	M2			N. Atl. SS. Co.	Adriatic
June 9, 1860 [*]		RB2		Inman	Glasgow
June 16, 1860 [*]	M2			Vanderbilt	Vanderbilt
June 23, 1860 [*]			H	Havre	Arago
June 30, 1860 [*]	M2			Vanderbilt	Illinois

6. Treasury Auditor's report 5 Jan. 60 lists 26 Sep. 59 (Mon) sailing of *Ocean Queen*. All other sailings in this period occurred on Saturday. Mr. Friend states *New York Times* shows *Ocean Queen* departing Sat. 24 Sep. T. A. probably wrote "26" in error.

7. Per *NY Times*, Fulton was scheduled to sail 15 Oct. 59 (normal eight week interval). Again per *Times*, Fulton did not sail for reasons unknown, though mechanical failure is suspected. *City of Manchester*, surely replacing *Fulton*, took mail to Liverpool on this date.

8. T. A.'s reports in author's possession show no mail sailing on Sat. 10 Dec. 59, *Fulton's* normal sailing date. She apparently did not sail because of same problem that prevented 15 Oct. sailing. Inman *City of Manchester* (per Friend from *NY Times*) sailed for Glasgow on 10 Dec., but is not listed as carrying mail. Both Friend and I believe she did not carry mail, but note the sailing for reference.

9. *Bremen*, from NY 31 Dec. 59, broke a shaft on way to Bremen and did not arrive back at NY until 25 Jul. 60. PMG made trip contracts with Inman for its ships to carry mail to Liverpool for sea postage. These sailings were made on *Bremen's* normal mail dates from NY (18 Feb., 14 Apr., 9 Jun. 60). I do not know whether any Bremen mail was sent in PCM via Eng. on these trips.

THE COVER CORNER

SUSAN M. McDONALD, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 96

Figure 1 shows the first problem cover from *Chronicle* 96, an envelope showing a total of 16¢ paid. This is quite a mystery, and only two readers ventured opinions.

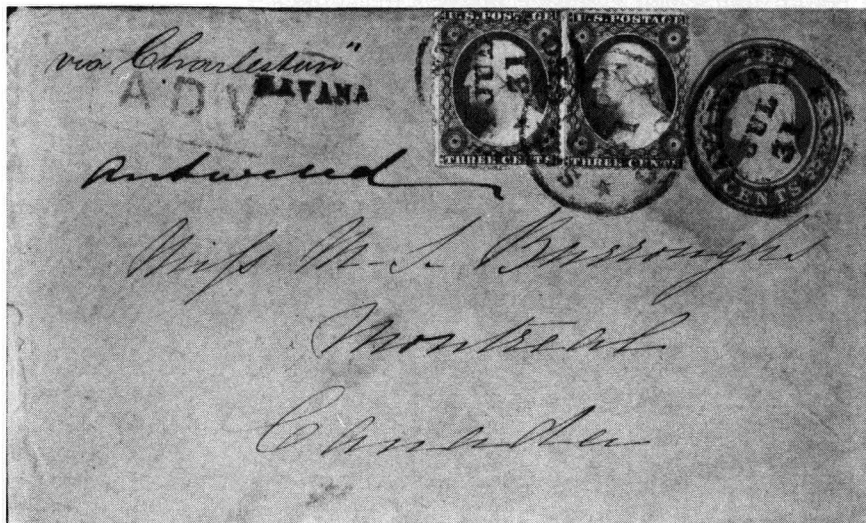


Figure 1. Cover from Cuba to Canada, via the U.S., 1859.

Theron Wierenga writes:

This cover shows the 15¢ rate to Canada for distances over 3,000 miles. This rate became effective April 6, 1851. The sender most likely had no 1¢ stamps and so overpaid the rate by 1¢ by using the 3¢ stamps.

Although this 15¢ rate is usually seen on covers from the Pacific coast, it also applied to covers that were carried out of Cuba by U.S. steamships. These steamship routes were considered post roads by the POD and the distance was measured along the entire route from Cuba.

The cover no doubt originated in Cuba. The manuscript via Charleston leads me to believe that the letter was carried by the steamer Isabel, although it is possible that one of the regular California steamers dropped it off at Savannah. The small straight-line HAVANA was applied at Savannah. Savannah had at least three different varieties of this marking, their size only differing by a few mm. The earliest date I record is 13 January, 1850, and this example is the latest I have seen.

The advertising marking I can only assume is of Canadian origin.

Susan McDonald believes that a 10¢ rate should have applied between Cuba and the U.S. (Michael Laurence agrees), and that an additional 10¢ should have been paid for the U.S. to Canada portion of the cover's trip. The rate from the U.S. to Canada was not lowered to 6¢ until April 1, 1868 for pre-paid letters. Our problem cover was mailed in July of 1859. During this era many letters were carried between the U.S. and Cuba for the well-known 10¢ rate, either due or paid with 10¢ in U.S. adhesives. A group of attractive covers with 10¢ '69 stamps on envelopes to Cuba recently came on the market, and covers with the 10¢ '57 stamp are not rare. However, the use of the 3¢ '57 stamp is very rare, and had previously been reported only from St. Thomas. This envelope was undoubtedly put into the mails at Havana with the adhesives already on it. It either entered the U.S. postal system there, or was given to a non-contract steamer, probably the former. Whoever mailed it apparently believed that 16¢ would be sufficient to prepay the postage to Canada, so perhaps Theron's explanation is exactly correct. Other covers showing a 15¢ rate could substantiate this, but they are not at hand.

Your Editor studies and collects mail to and from the Caribbean area and is especially interested in covers prepaid with adhesives, and has never seen one similar to this problem cover. Perhaps some other readers can write in with copies of examples.

Figure 2 shows the second problem cover from the last issue. Over a dozen readers were familiar with this old fake and they wrote or phoned with comments correctly identifying the errors by the faker who started with an unused genuine Union patriotic. He then added a previously used (note the pen cancellation) 3¢ '57 and tied it with a faked Staunton cds. Finally the addressee was added, with a fountain pen, and not with the iron nutgall or logwood inks used before 1867 when nigrosine ink was first produced. The whole production is so blatant that the subtle question of a late use of the demonetized stamp is not even applicable. This same cds is seen on faked Confederate covers, dated March 18, 1864. It was first written up by August Dietz in *The Confederate Bulletin* #5 of May 1942.



Figure 2. Union patriotic cover from Staunton, Va.,—a complete fake.

That our present readers know it is a fake is a tribute to their studying older literature and periodicals. Dietz called faking “a festering sore on the body philatelic” and urged full publicity of spurious items and their creators. His stated motto was “Fight the fakers” and he looked forward to the day when a burnt collector would mark an item as counterfeit and not return it to the marketplace. He would have been dismayed to see in fine European collections, as your Editor did at Amphilex and earlier trips, some of the Confederate fakes that were a plague in America a decade ago. A suitable reposi-

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tory for fakes might stop the migrations of some of them. Future articles will include fakes, and if a reader has one he believes would be instructive to his fellow collectors, he should send it to your Editor.

PROBLEM COVERS FOR THIS ISSUE

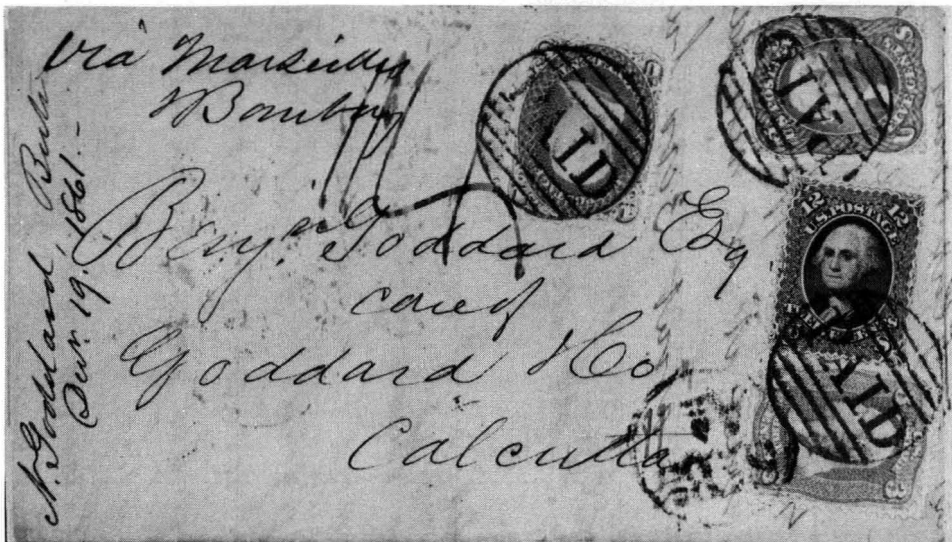


Figure 3. Cover from Boston to Calcutta, India, 1862.

Figures 3 and 3a show the front and back of the next problem cover, sent from the U.S. to Calcutta, India, via London. The U.S. adhesives are the 1¢, 3¢, 5¢ buff, and 12¢ of the 1861 issue. The markings are all clearly legible except the one tying 3¢ stamp. What is strange about this cover and what is the explanation?

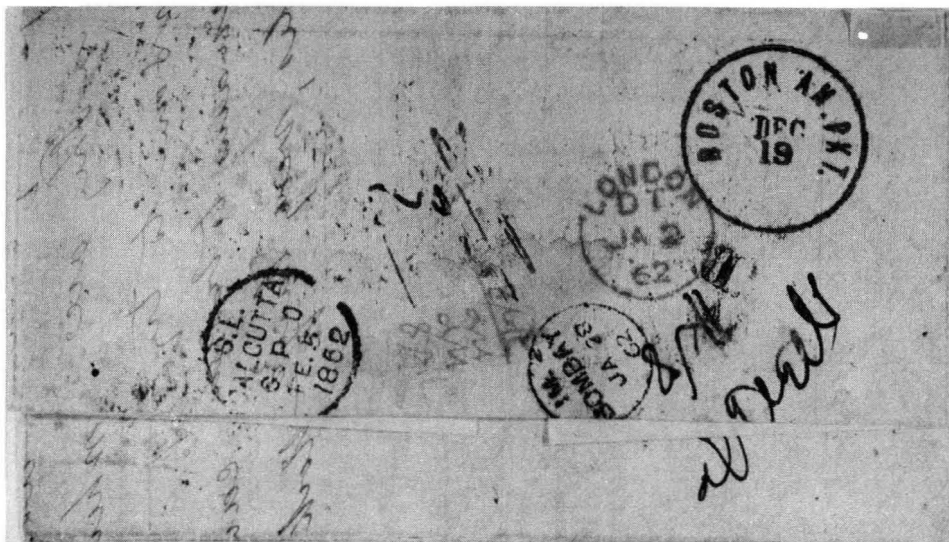


Figure 3a. Reverse of cover in Figure 3.

Figure 4 shows a problem cover from the Civil War period. It bears a pair of T-E-N stamps, C.S.A. #9, and the cds is Griffin, Ga., in black with a date
Chronicle 97 / February 1978 / Vol. 30, No. 1



Figure 4. Cover from Griffin, Ga., with pair of Confederate T-E-N stamps.

of Nov. 7. What is the problem with this cover?

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