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Issue



The

Chronicle

of the U.S. Classic Postal Issues

May 1978

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Whole No. 98

May 1978 (No. 98)

THE CHRONICLE

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# The Chronicle

## of the U.S. Classic Postal Issues

May 1978

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## IN THIS ISSUE

THE EDITOR'S PAGE .....	79
GUEST PRIVILEGE	
An Up-to-date Classification System for the Initials Used to Validate the New York Postmaster's Provisionals, <i>by Philip T. Wall</i> .....	80
THE PRESTAMP AND STAMPLESS PERIOD	
Champlain, N.Y.—An Unofficial U.S. Exchange Office?, <i>by Kenneth R. de Lisle</i> .....	84
Handling the U.S. Military Mails During the War with Mexico: 1846-48, <i>by Dale R. Pulver</i> .....	86
THE 1847-51 PERIOD	
1847 Cross Border Covers, <i>by Creighton C. Hart</i> .....	94
THE 1851-61 PERIOD	
Auction Descriptions—An Editorial .....	100
Preliminary List of Type II & IV Multiples of the 1¢ 1851-61, <i>by Steven Rosen</i> .....	101
The 1851-57 Issues Used to Canada, <i>by Susan M. McDonald</i> .....	102
The 1857 5¢ Orange Brown Stamp on Cover, <i>by Richard M. Searing</i> ....	105
THE 1861-69 PERIOD	
The "C.S.S. Florida," the "S.S. Electric Spark" and \$12,000 Worth of U.S. Stamps, <i>by Richard B. Graham</i> .....	112
Covers to Canada from Canadians in the Federal Armies, <i>by Richard B. Graham</i> .....	115
Review: Post Office Acts, 1710-1837 and 1838-1844 .....	118
THE 1869 PERIOD	
10¢ 1869 Covers to and from Canada, <i>by Michael Laurence</i> .....	120
1869 Notes .....	126
THE BANK NOTE PERIOD	
The Three Cent Greens of 1870-1882, <i>by Morrison Waud</i> .....	128
RAILROAD POSTMARKS	
A Puzzling Railroad Cover, <i>by Charles L. Towle</i> .....	132
THE FOREIGN MAILS	
Some Notes on Canadian Transatlantic Mails via the United States, <i>by Susan M. McDonald</i> .....	136
THE COVER CORNER	
Answer to Problem Covers in Issue No. 97 .....	144
Problem Covers for this Issue .....	146

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#591



## THE EDITOR'S PAGE

This issue should reach you shortly before the opening of the international stamp exhibition at Toronto—Capex 78. The U.S. Philatelic Classics Society is holding its annual meeting there June 11 in conjunction with Capex. Many Classics members will be in attendance and a large number will have material on exhibit. It will be a fine opportunity to observe some splendid collections and to renew friendships with other philatelists.

In honor of the occasion the *Chronicle* staff has tried to assemble articles and information with a Canadian connection for inclusion in this issue. Nearly every section has material with some relationship to Canada. In the pre-stamp and stampless period Kenneth de Lisle discusses two puzzling cross border covers by way of Champlain, N.Y. Creighton Hart reviews some out-of-the-ordinary practices occurring on 1847 covers to and from Canada and includes a valuable list of references on the same subject, especially articles which have appeared in earlier *Chronicles*.

Rates to Canada in effect during 1851-61 are illustrated in that section by a group of interesting covers with 1851-57 stamps. Two unusual subjects are featured by Richard Graham in the 1861-69 period: covers mailed home by Canadians serving with U.S. forces in the Civil War and a court case in Canada to decide ownership of a large number of U.S. 1861 stamps seized by the Confederate raider *Florida*.

Covers to and from Canada bearing the 10¢ 1869 are discussed in an informative and entertaining article by Michael Laurence. Charles Towle has researched and analyzed a baffling cover with Canadian stamps and a U.S. R.R. postmark in an account with detailed background information. The Foreign Mails section includes an article outlining the arrangements by which Canadian transatlantic mails were transported via the United States.

In addition to the features with Canadian associations, several other items deserve special mention. The second part of Philip Wall's excellent series on the 5¢ New York appears in the guest section. The pre-stamp and stampless period presents an important article by Dale Pulver on U.S. military mail in the Mexican War and the associated markings—a subject that has received little previous attention. This article concerns the northern campaign; a second on the southern campaign will appear later.

The 5¢ orange brown of 1861 is the subject of a study by Richard Searing; a census of known covers is included. Also appearing in the 1851-61 section is a tabulation by Steven Rosen of multiples of the Type II and Type IV 1¢ stamp of 1851-61. The many attractions and fascinations of collecting the 3¢ green of 1870-82 are explored by Maury Waud in the Bank Note period. The February problem covers provoked considerable response and Scott Gallagher presents two new challenges to readers' knowledge in the Cover Corner.

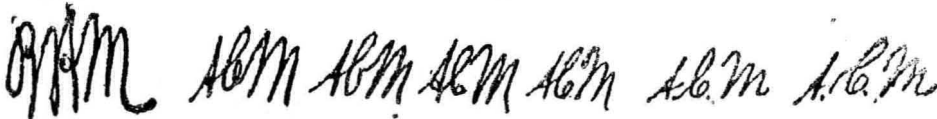
The extra material saluting Capex has crowded out some features intended for this issue, such as a fine transatlantic mail article by George E. Hargest and the conclusion of Bert Christian's discussion of 1867 grills. Even so, this issue is four pages in excess of the usual allotment. I hope the guardian of the exchequer will not exact too stern a punishment for this budgetary indiscretion on my part.

**GUEST PRIVILEGE**

**AN UP-TO-DATE CLASSIFICATION SYSTEM FOR THE INITIALS  
USED TO VALIDATE THE NEW YORK POSTMASTER'S PROVISIONALS  
PHILIP T. WALL**

After Postmaster Morris apparently decided it was necessary to initial or validate the stamps issued by him in order to show they were authentic stamps, several persons in the Post Office in addition to the Postmaster initialed stamps from time to time. Many types of these initials are most distinctive and may easily be classified into different types.

Mr. O. S. Hart of Cleveland was one of the first specialists to extensively study the 5¢ New York stamp. He grouped his stamps into many categories including the various types of initials. At the time he decided to sell his collection in 1913 he had amassed some 400 copies. This collection was sold by the Nassau Stamp Company on October 2, 1913, and that portion of the introductory page classifying the initials is reproduced as Diagram I.



Type I.                      Type II.                      Type III.                      Type IV.  
 Type I—R. H. Morris,                      Type III—W. C. R. Engrist  
 Type II—A. C. Monson,                      Type IV—Marciana Monson.

Diagram I

This method of classifying the initials was used until 1936. In that year Paul MacGuffin of Libertyville, Illinois, (with the assistance of Stanley B. Ashbrook) wrote the lead article in the May issue of the *American Philatelist*. His exhaustive article is the finest ever written on the 5¢ New York stamp and includes detail plating data. At the top of page 375 he diagramed the various types of initials and this section of his article is reproduced in Diagram II.

A comparison of the MacGuffin types of initials with those of Mr. Hart will show that MacGuffin has separated into two distinctive types those that Mr. Hart grouped together as Type 2.



Diagram II (By permission of "The American Philatelist")

Although the pair of stamps on the cover front and the single stamp on full cover with the stamps initialed "MMJr" had been discovered in 1934 and

their finding widely reported in the philatelic press, MacGuffin made no mention of this fact. He did repeat John Luff's story that Postmaster Morris was supposed to have initialed two sheets of stamps, one from top to bottom and the other from bottom to top but made no distinction between the relative rarity of the two types of "RHM" initials. The MacGuffin classification system of initials has continued to be used since the article was written some 42 years ago.

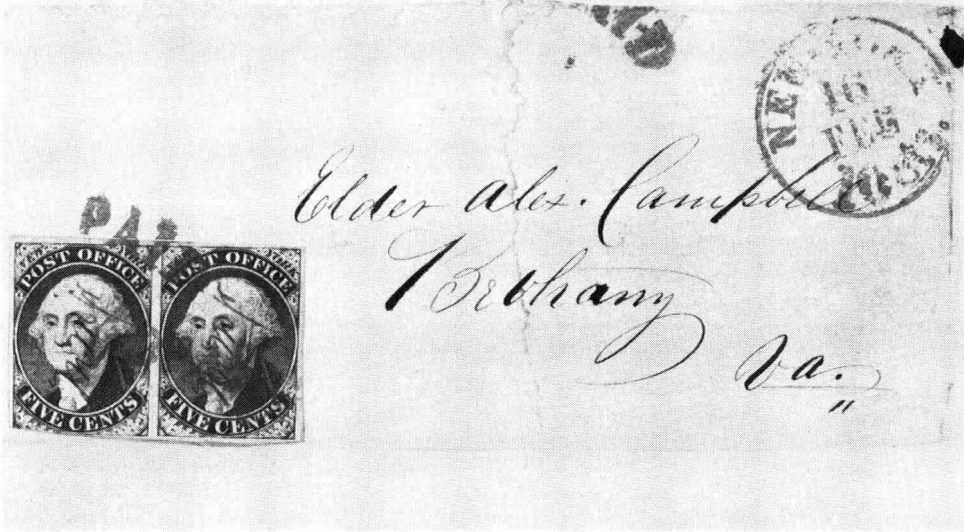


Figure 1. Unique pair on cover front initialed "MMJr."

An up-to-date method of classifying the validating initials is long overdue and I propose the following system which is for the most part in the order of their rarity.

- Type I—MMJr.—Figure 1.
- Type II-A—RHM initial bottom to top—Figure 2.
- Type II B—RHM initial top to bottom—Figure 3.
- Type III-A—A.C.M. (with periods after each letter and an additional roll on the forward curve at the beginning of the letter C).—Figure 4.
- Type III-B—A.C.M. (periods after each letter)—Figure 5.
- Type IV—AM C (first two letters joined with the M separated)—Figure 6.
- Type V—ACM (all letters joined)—Figure 7.

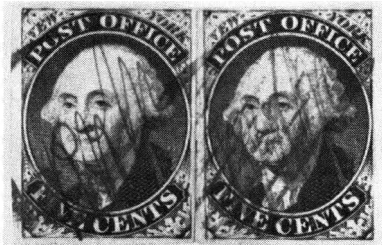


Figure 2. RHM pair initialed bottom to top.

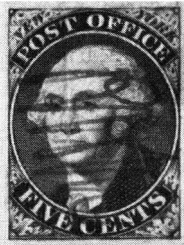


Figure 3. RHM copy initialed top to bottom.

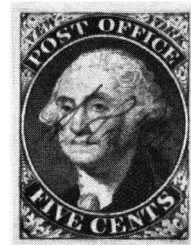


Figure 4. A.C.M. (with periods) having a forward roll or curve at the beginning of the letter C.

Briefly stated in summary, I consider the rarity and desirability of the stamps with the various type initials to be in the following order:

- Type I—One pair on cover front and one single on full cover.
- Type II-A—Two copies in a reconstructed horizontal pair.
- Type II-B—One unused copy, 17 used off cover copies including one reconstructed vertical pair, and 13 copies on cover.
- Type III-A—At least 50 copies.
- Type III-B—At least 50 copies and probably twice this number.





Figure 5. A.C.M. (with periods after each letter).

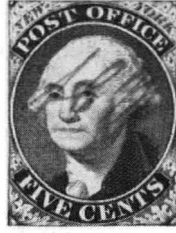


Figure 6. AC M (first two letters joined with the M separated).

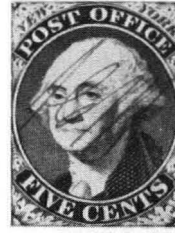


Figure 7. ACM (all letters joined).

Type IV—Fairly common.

Type V—The most common type.

Type III-B is the type most often overlooked as quite often the periods after the initials are very faint and at first glance this type appears to be Type IV. I have been unable to locate even one unused copy of Type III-B that has four margins and is 100 percent sound whereas I have records of three unused copies of Type III-A that have all four margins and are without any defects.

There are many subtypes of both Type IV and Type V, and earlier writers have often tried to distinguish between them. In my opinion these minute differences are no greater than would be the case if any of us wrote our own initials 40 times in small spaces in a matter of a minute or two, and therefore are not worthy of separate listings.

All of the stamps except one of which I have a record are initialed with magenta ink. In the November 26, 1921, issue of *Mekeel's Weekly Stamp News*, Ernest R. Jacobs reported a 5¢ New York cover with the town postmark covering the stamp which also has 3 pen strokes in black. The inscription "ACM" is in black rather than in magenta. Mr. Jacobs' theory was that the stamp was unsigned when the letter was deposited in the Post Office and upon noticing this the clerk initialed the stamp with the same pen which he was using in the process of cancelling the stamps in the routine handling of the mail.

Next: "RHM" covers used to New York City.

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

**CHAMPLAIN, N.Y.—AN UNOFFICIAL U.S. EXCHANGE OFFICE?**

KENNETH R. DE LISLE

Except for the time of the American Revolution and for a brief period during the War of 1812, mail between the United States and Canada has been freely exchanged. Letters exist which travelled the historic Lake Champlain-Lake George-Hudson River route to Albany and on to New York in Colonial days. A folded letter sheet originating in Quebec and addressed to Philadelphia, bearing both the Albany and New York rate endorsements (1761), is shown in *The Posted Letter in Colonial and Revolutionary America 1628-1790*.<sup>1</sup> That a regular mail existed along this conduit in the 18th century is demonstrated by a 1765 table of postage rates “. . . in the Northern District of North America . . .” on which the fees between New York, Albany, Montreal, Three Rivers and Quebec are set forth.<sup>2</sup>

Shortly after the resumption of relations with the British provinces and the establishment of the Post Office Department under Federal authority, Burlington, Vt., was made the exchange office for mails between the United States and Lower Canada. At a later date Swanton, Vt., replaced Burlington. High Gate, Derby Line, and Alburg in Vermont, Rouses Point and Plattsburgh in New York have served as exchange offices. All of these are recorded using official exchange office handstamps as required effective April 6, 1851, on mail to the British North America Provinces.

The illustrated covers do not conform with the usual cross border mail seen in the respective time periods. Both went through Champlain, N.Y., which is not found as an exchange office in the PL&R available to us. The Postmaster General's written instructions to the post offices west of Lake Champlain required them to make up a separate mail for Vermont<sup>3</sup>, letters to Canada presumably went to Burlington or to Swanton at a later date. For a time in 1809-1811, after the establishment of the Swanton office, a peculiar arrangement existed. Mails from Canada would be dropped at the Swanton office and picked up there by the mail contractor for carriage to Burlington. On his next trip from Burlington to Swanton he would pick up the locked Canada mail and drop it in Swanton for the Canada carrier. The postmaster at Swanton complained to PMG Granger that the patrons of his office were not well served if, for instance, a Canadian letter addressed to Swanton had to go to Burlington in the locked mail, then back up to Swanton where it had been left some days previously by the Canada mail.<sup>4</sup>

Figure 1 shows a folded letter written in LaColle (now the Province of Quebec) with the April 4 (1827) frank of Henry Hoyle, P.M. The United States markings are ms. Champlain April 4th and 10, the proper charge from Champlain to Peru, N.Y., a distance of about 30 miles by today's roads, probably somewhat longer in 1827. No other markings are struck or written, yet, to conform to the postal regulations in effect at the time, this letter should have entered the United States mails on the east side of Lake Champlain. No Canadian postage would be required, the postmaster at LaColle had free franking. It is quite apparent this letter did not go through the official exchange office at Swanton, Vt.

1. Alex. L. ter Braake et al., *The Posted Letter in Colonial and Revolutionary America 1628-1790* (State College Pa.: American Philatelic Research Library, 1975) p. P-3.

2. *Ibid.*, p. D-50.

3. National Archives Microfilm Publication 601, *Letters Sent by the Postmaster General 1789-1836*; Roll 16, p. 171, 173.

4. *Ibid.*, Roll 16, p. 82.



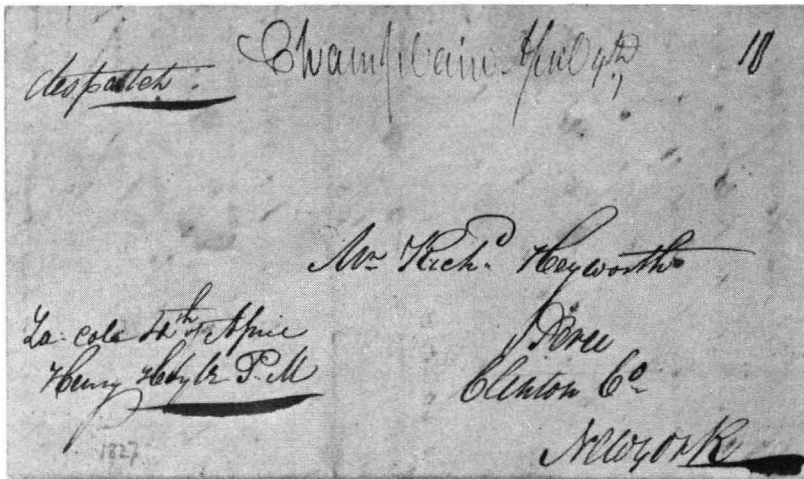


Figure 1. Folded letter from LaColle, L.C., April 4, 1827, to Peru, N.Y., with manuscript postmark of Champlain, N.Y.

Susan McDonald has suggested that P.M. Hoyle intended it to go through normal channels, then learning someone in LaColle intended to go to Champlain had it placed in the mail there. He wrote "despatch" which is often the notation found on letters carried by favor. Mrs. McDonald's suggestion is logical, for LaColle is less than 10 miles from Champlain and easily reached on horse or foot within the day.



Figure 2. Champlain, N.Y., Jan. 8, 1850, to Montreal. No U.S. postage charged.

Figure 2 shows a folded letter travelling the opposite direction which is not so easily explained. It was written in Champlain and bears the Champlain, N.Y., cds of Jan. 8 (1850). No U.S. postage is marked. The letter is backstamped Montreal L.C. on Jan. 9, 1850. Canadian postage of 4½ (d) is charged. At this later period there were official exchange offices at Swanton and High Gate, Vt., and at Rouses Point, N.Y., only 4 miles from Champlain. Yet no U.S. postage is noted, as would have been the case had the letter travelled the prescribed route.

While neither cover proves the point, there is the possibility that Champlain had an unofficial, though authorized, arrangement with LaColle to exchange mails originating in those two offices. It would save some transit time and obviate the complaint of patrons who wanted good service. Readers' comments would be welcomed.

# HANDLING THE U.S. MILITARY MAILS DURING THE WAR WITH MEXICO: 1846-48

DALE R. PULVER

## INTRODUCTION

Few postal historians have written about this very interesting episode in our American history. In his book, *TEXAS—The Drama of Its Postal Past*, Alex ter Braake devotes a portion of his chapter on Military Mail to the Mexican-American War. The late Harry Konwiser wrote an article on the subject which appeared in the May, 1933, issue of *The American Philatelist*. However, apart from these two short surveys we find practically nothing on the postal practices of that era. No doubt this is partly due to the scarcity of philatelic material from the war. Furthermore, it has only been in recent years that postal history, and particularly that dealing with the pre-stamp period, has become popular. Finally, I suspect the extraordinary philatelic interest in our Civil War has contributed to the neglect of the Mexican War.

This article and one to appear in a later issue of this journal will examine in some detail the conveyance of mail to and from the war zone. Special attention is given to postal markings and when they were used. We will deal first with the northern campaign. This is where the war began and represents the longest time period during which soldiers' mail was handled by provisional methods. The later article will cover the invasion of central Mexico through Veracruz and will also discuss the successful California expedition.

## ANTECEDENTS AND HISTORICAL NOTES

To appreciate and understand the postal activities it is useful to have some knowledge of the military operations. The following paragraphs are only a synopsis of the major events in the campaign of the north. Those interested in more of the details are encouraged to consult any of several fine accounts of the war.

By the spring of 1846 it was quite clear that the elements necessary for war were already in motion. Disturbances are recorded going back to the 1820s amongst the citizens residing in the border territories of the two countries.

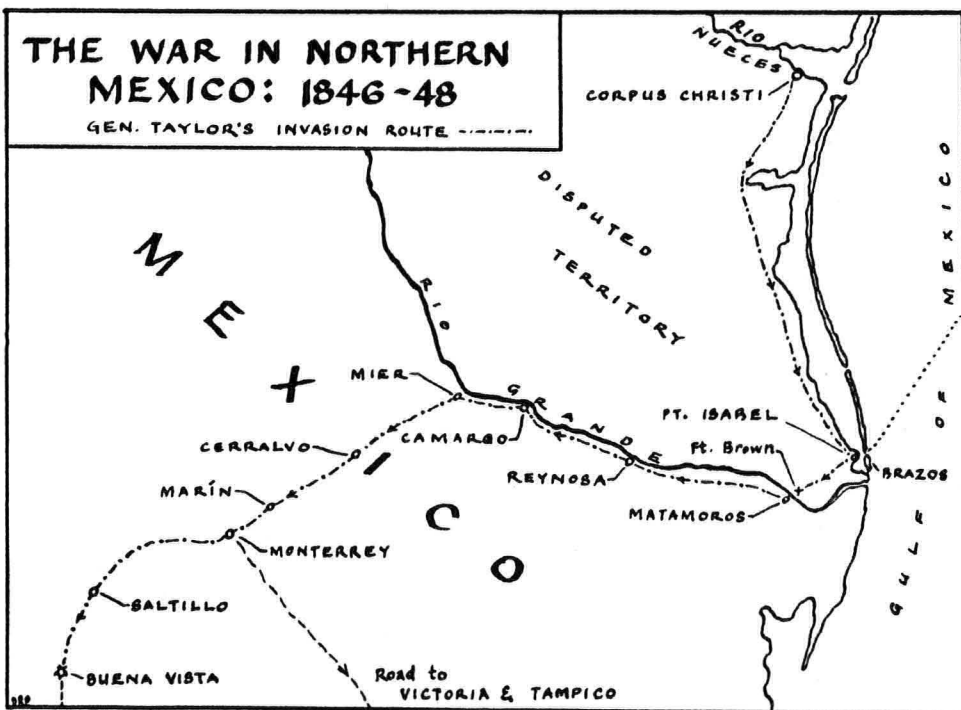


Figure 1. Map of the area of the Northern Campaign.

When Texas was admitted to the Union in December of 1845, Mexico was very unhappy and withdrew her diplomatic personnel. There soon arose a bitter disagreement between the two nations concerning the southern boundary of Texas. The Texans insisted it followed the Rio Grande River, a view stoutly supported by Washington. The Mexicans were equally adamant in their opinion that the line followed the Nueces River, some considerable distance to the north. The sketch map shows the territory in dispute as well as locations of towns and cities which figured prominently in the events about to be described (Figure 1).

In January 1846, President Polk ordered General Zachary Taylor, who was then encamped at Corpus Christi with about 2,000 troops, to move into the disputed area and take up a position on the north bank of the Rio Grande near its mouth. The Mexicans, in the meantime, gathered a large military force in the town of Matamoros on the south bank a few miles west of the Gulf of Mexico. With two armies staring at each other on opposite sides of a narrow river it was not long before open warfare broke out. First blood was shed April 25th when Mexican forces attacked and defeated an American patrol under the command of Col. Thornton. News of this incident electrified Washington and led directly to the declaration of war on May 13th. Meanwhile, Gen. Taylor had engaged the Mexicans in two separate battles north of the river, on May 8th and on May 9th. He was successful in both actions and the Mexicans withdrew across the river in disarray.

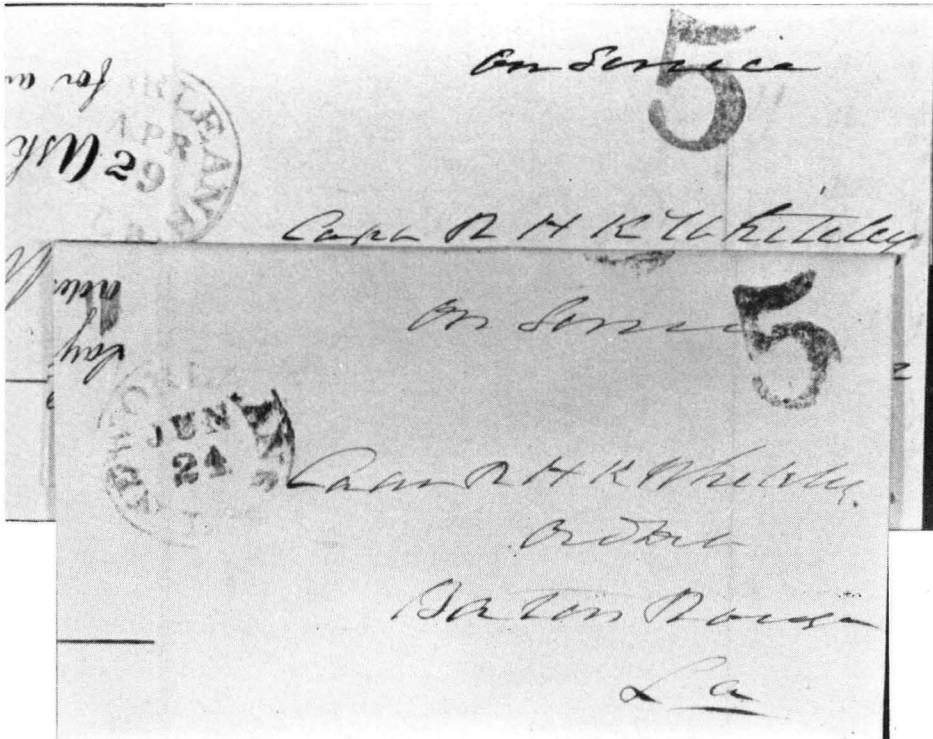


Figure 2. Two letters from a Maj. H. K. Craig to the ordnance depot at Baton Rouge on armaments matters. The first dated Apr. 17, at Brazos, required 12 days to reach New Orleans. The second, datelined June 18, took but six.

On orders from Washington, Taylor crossed the river May 18th and occupied Matamoros unopposed. The Mexicans, smarting and demoralized from two successive defeats, had withdrawn to make a defense elsewhere. Once on Mexican soil, Taylor began planning a major thrust into central Mexico. His objective was to be Monterrey, but this would require elaborate logistics to capture and secure a city 350 miles from where he was then situated. Taylor spent the summer of 1846 moving his forces westward along the south bank of the Rio Grande, capturing first Reynosa and then Camargo. Here he tarried

long enough to await supplies and reinforcements. He then turned southward, seized Cerralvo and pushed on to Marín, just north of Monterrey. The attack on Monterrey began September 20th. After three days of bitter fighting and shrewd maneuvering, the heavily fortified city fell to the American forces.

Taylor remained in Monterrey for some time. Washington had meanwhile concluded that the northern invasion would not force Mexico to capitulate and had picked General Winfield Scott to lead an invasion through Veracruz for the purpose of taking the Mexican capital. Scott was even authorized to withdraw some of Taylor's troops to assist in the campaign. Taylor, fearing damage to political aspirations he had so carefully nurtured with military successes, acted against orders simply to defend territory already occupied and set about to move still farther south. Saltillo was captured November 16th and Taylor moved his headquarters to a site just south of this town.

The last important battle fought in the north took place during the spring of 1847. In March, the Mexican general Santa Anna led a large army north from San Luis Potosí with intentions of defeating Taylor once and for all. In a pitched battle near a ranch called Buena Vista on March 22nd and 23rd, the Americans, numbering about 7,000, again vanquished a Mexican force said to total nearly 20,000. This engagement marked the end of the northern campaign. Santa Anna fled southward with his shattered army to regroup for the impending invasion of Veracruz. Taylor's men played a purely occupational role until the armistice and withdrawal of U.S. troops in 1848.

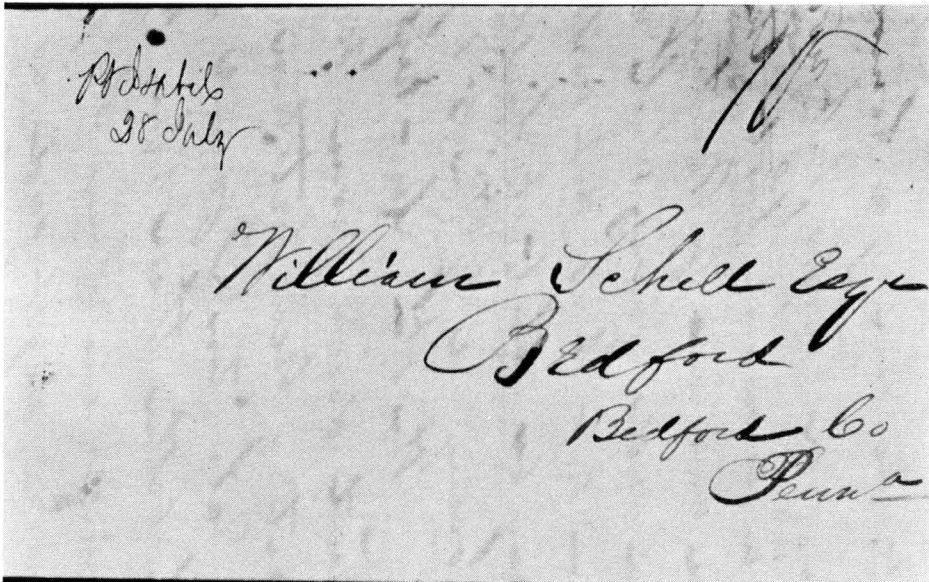


Figure 3. Letter is datelined Pt. Isabel, July 25, passing through provisional post office three days later. Writer regrets volunteering and warns his friends not to enlist!

#### HANDLING THE MAILS

First, some general comments: practically all covers encountered from this action are folded letter sheets; envelopes were not yet in widespread use. As expected, most mail dealt directly or indirectly with the war, as private letters or official correspondence. Letters to soldiers or officers in the field seem to be far scarcer than letters from the war zone. The harsh camp life and constant movement could not have been conducive to the preservation of items not essential to survival. One should not expect to find much philatelic material in pristine condition. The paper available to troops in the field was typically of poor quality and letters unquestionably suffered from rough handling.

As we shall discuss later, a rather broad assortment of postal markings is to be found. Manuscript town names were used throughout the war, denoting the major exchange points as well as transitory or permanent encampments



wherever mail originated. Even when handstamps came into use, manuscript markings are found together with them.

When Taylor reached the mouth of the Rio Grande, the matter of supplying his army had to be attended to immediately. This was accomplished with steamships plying between New Orleans and his beachhead at Point Isabel.

During the spring and early summer of 1846, mail was simply handled by passing it over to steamship officers who placed it in the U.S. mails upon their return to New Orleans. Figure 2 shows two such letters from a field officer in the war zone written to an ordnance officer at the Baton Rouge depot. The five cent rate was proper for the New Orleans-Baton Rouge distance. During the time interval spanned by these two letters, late April to late June, 1846, I have found no letters with postal notations applied in the field. Since the number of troops active in the area probably did not exceed 3,000, it was relatively simple to gather up and transfer mail in this manner.

Soon, however, the authorities realized the desirability of a local mail agent and a central location through which letters could clear. The first such office was established at Point Isabel in late June or July of 1846. Figure 3 shows a letter written at Reynosa July 11th which passed through the Point Isabel office July 28th. All markings are handwritten.

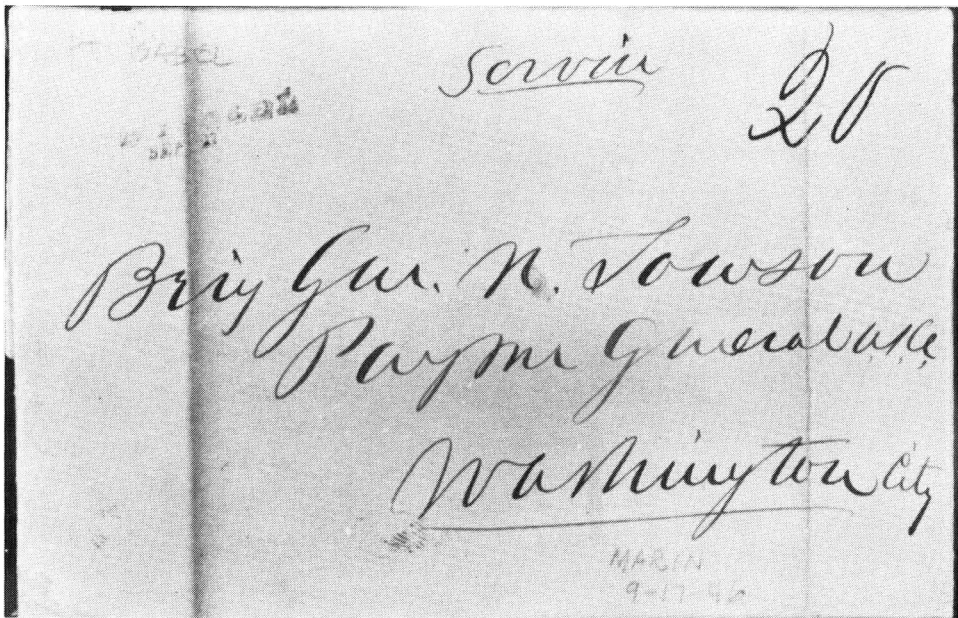


Figure 4. Written from Taylor's army encamped at Marín on the eve of assault on Monterrey, this letter took ten days to reach the coast. Writer was paymaster attached to U.S. forces and may have sent enclosures which pushed rate to 20 cents. (Courtesy of John K. Bash.)

#### HANDSTAMPS

From my evidence, I conclude that handstamps were first used in late September, 1846. The ever-increasing flow of letters from the war zone was probably the main factor which prompted their use. Two town names account for the vast majority of examples we know about, Point Isabel and Brazos (Santiago), two coastal towns which served as the principal staging areas and supply points for the military activities.

In all cases, the format of the handstamps consisted of single or double straightline marks made from printers type of various fonts and sizes. I have cataloged a total of six different forms of handstamps used at Point Isabel and Brazos. Further, my research strongly suggests that each form was used for a specific period of time and then retired in favor of a new one. I know of no examples of overlapping use of two different postal handstamps. This is a significant fact to take into account in the study of military covers from this era.

**TABLE I**  
**POSTAL MARKINGS USED DURING THE NORTHERN CAMPAIGN**

	Type	Name	Town Name Size, mm	Inclusive Dates of Use (approx.)
I.	Single Straight line	P'T. ISABEL/ Mo., Day	29 x 1.5	September & October, 1846
II.	Single Straight line	P'T. ISABEL, Mo., Day	40 x 2.5	Nov. & Dec., 1846
III.	Double Straight line	P'T. ISABEL Mo., Day, Yr.	29 x 2.5	Late Dec., 1846—March 18, 1847
IV.	Double Straight line	BRASOS Mo., Day, Yr.	17 x 3	March 31—April 15, 1847
V.	Double Straight line	BRAZOS Mo., Day, Yr.	17 x 3	April 16—June 9, 1847
VI.	Double Straight line	BRAZOS Mo., Day	17 x 3	July 6, 1847—May, 1848
VI.a	Double Straight line (var.)	BRAZO Mo., Day	16 x 3	February, 1848

**PT ISABEL**  
SEP 21

Type I

**PT ISABEL No 12**

Type II

**P'T. ISABEL**  
FEB. 16 1847

Type III

**BRASOS**  
MAR 31, 1847

Type IV

**BRAZOS**  
MAY 29, 1847

Type V

**BRAZOS**  
JULY 6.

Type VI

**BRAZO'**  
FE 12

Type VIa

**10**

Rate marking

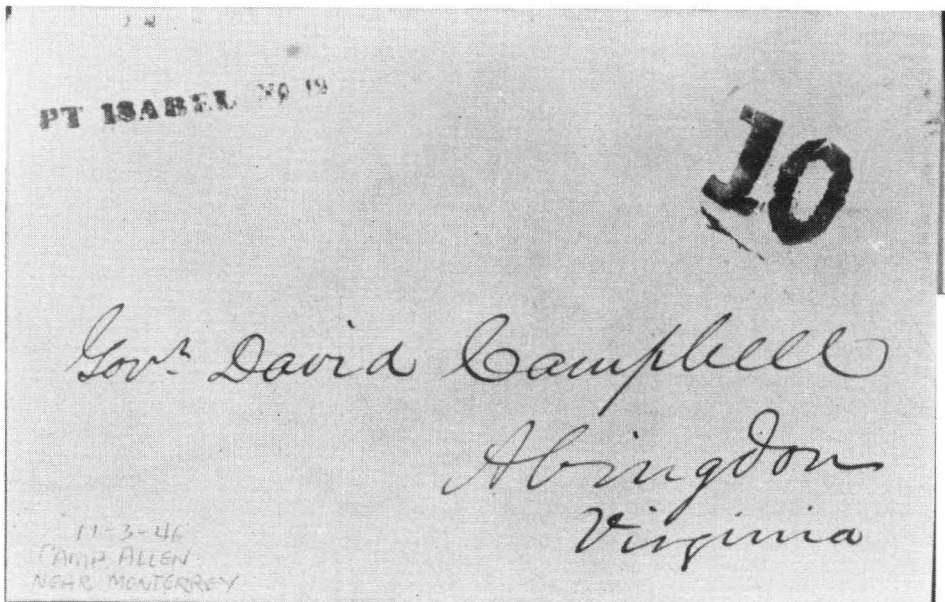


Figure 5. Docketed Camp Allen near Monterrey: nine days were needed for transit to Pt. Isabel. (Courtesy of John K. Bash.)

Table I lists, in chronological order, the six major types of handstamps used at Pt. Isabel and Brazos. The dating is based on my knowledge of covers from several collections and from auction lot descriptions, when these are sufficiently complete. I earnestly invite readers to send any additional information which could help establish the periods of use more precisely.

Type I, P'T. ISABEL, with an abbreviated dateline beneath the name, is interesting since it represents the only use of slanted, shaded letters. This mark is shown on the cover illustrated in Figure 4. I know of only one other example which is dated October 4th, and the marks are rather lightly struck in both cases. It should be considered fairly scarce, as the period of use was short and the number of troops in the area still not at full strength.

Type II, P'T. ISABEL, uses upright Roman letters, followed by a date in smaller characters, and is shown in Figure 5. From examples known to me, its period of use seems to have been limited to November and December, 1846. The earliest date I have on this mark is November 6th and the latest date is December 19th.

Type III, P'T. ISABEL, is relatively more common than Types I and II and employs upright Roman letters larger than the earlier types. The dateline is complete with month, day and year placed about 2mm. below the name line. I have seen many examples of this type between December 29, 1846 and March 18, 1847. The cover in Figure 6 illustrates this type.

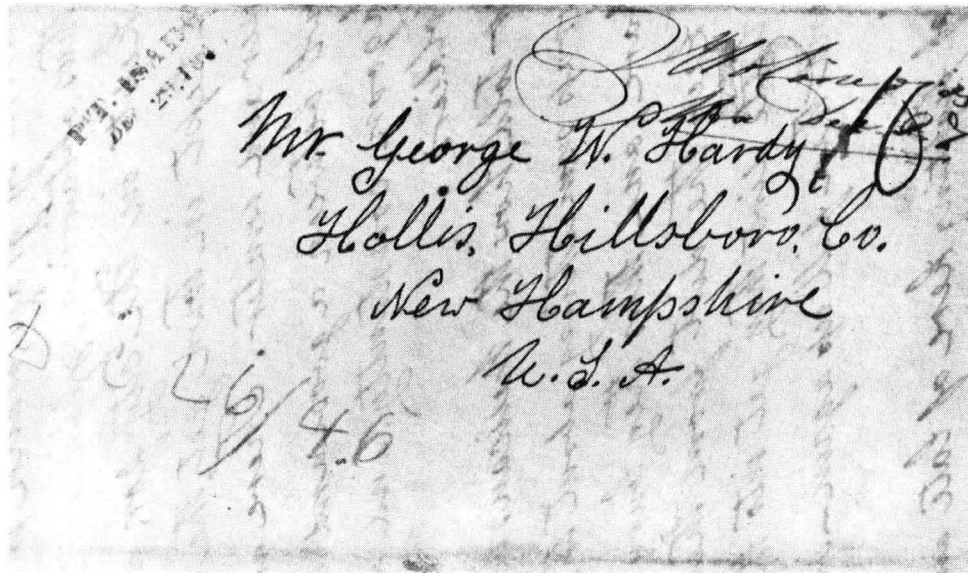


Figure 6. Ms. notation upper right indicates entry into provisional mail channels at Matamoros, Dec. 27, 1846, two days prior to clearing Pt. Isabel post office. (Courtesy of Ohio Historical Society.)

Sometime in March, 1847, the main provisional post office was moved from Point Isabel to Brazos Island, just opposite Point Isabel. We can only surmise the reason for this. Perhaps it was done to be nearer the anchorage points for the supply steamers from New Orleans, which usually carried the mails to and from the war zone.

Again, a straightline handstamp device was used. In the first one used at this location the town name was spelled BRASOS, with a complete dateline underneath. This mark is designated Type IV and is shown on the cover in Figure 7. The spelling of the town name was incorrect, and by April 16th had been changed to BRAZOS. The earliest date of record we have for BRASOS is March 31, 1847, and I am aware of only two other covers, one dated April 3rd and the other, April 10th. Therefore, postmarks with the BRASOS spelling should be considered quite scarce since its use, at most, could have spanned only two or three weeks.

The Type V mark, BRAZOS, with complete dateline below is seen in  
Chronicle 98 / May 1978 / Vol. 30, No. 2

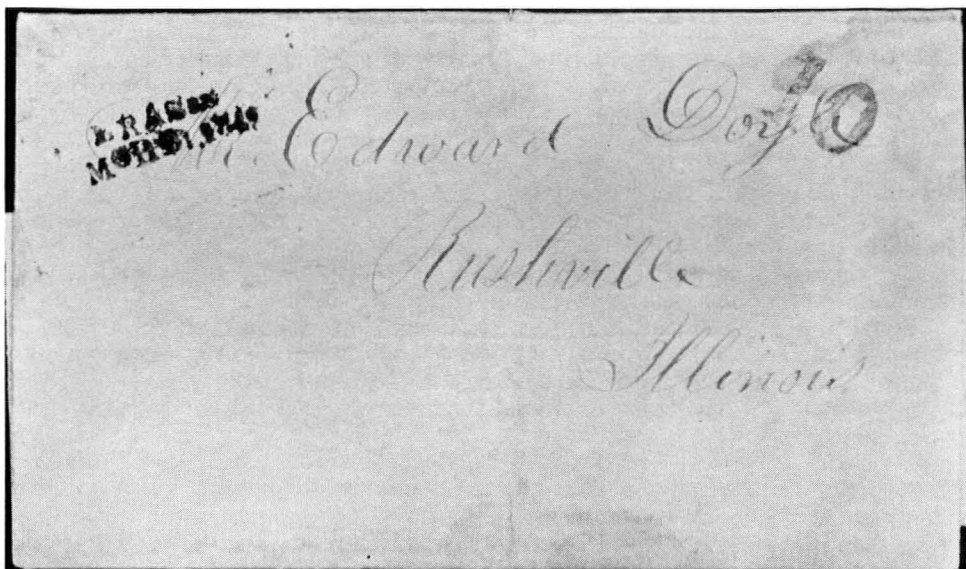


Figure 7. Written at Camp Taylor, near Saltillo, March 7, 1847. Three weeks in transit to Brazos. Contains vivid, accurate account of Battle of Buena Vista.

Figure 8. It enjoyed a long tenure, from the middle of April through part of June, 1847.

Starting in July, 1847, the year was omitted from the dateline, making Type VI, illustrated in Figure 9. This type was much used and persisted well into 1848. However, during February of 1848 the letter "S" in BRAZOS either became so badly worn or out of register with the rest of the letters that it virtually disappeared. Even in well struck postmarks the name appears as BRAZO', with only a small apostrophe shaped mark where the "S" should be. This is listed as a minor variety, Type VIa, since the letter was restored in later months. (See Figure 10.) All known examples of the shortened BRAZO' mark show February dates.

By June of 1848 the straightline types of Brazos had given way to a double circle date stamp inscribed BRAZOS ST JAGO., actually a corruption of Brazos Santiago in abbreviated form. This mark is illustrated in Nort Sampson's Amer-

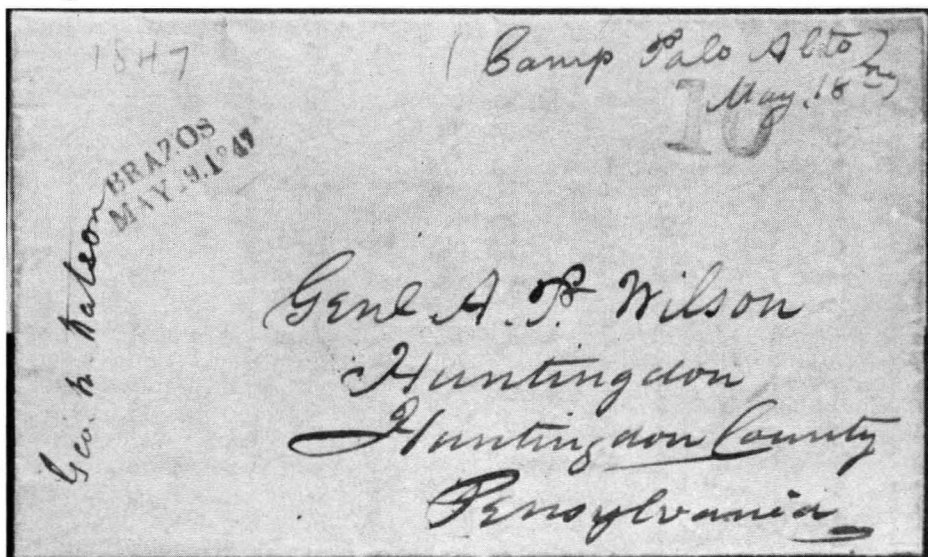


Figure 8. Cover entered mails at Camp Palo Alto, just a few miles from Brazos, near Fort Brown. Only a day elapsed before it reached the Brazos P.O. (Courtesy of Jerome Schwimmer.)



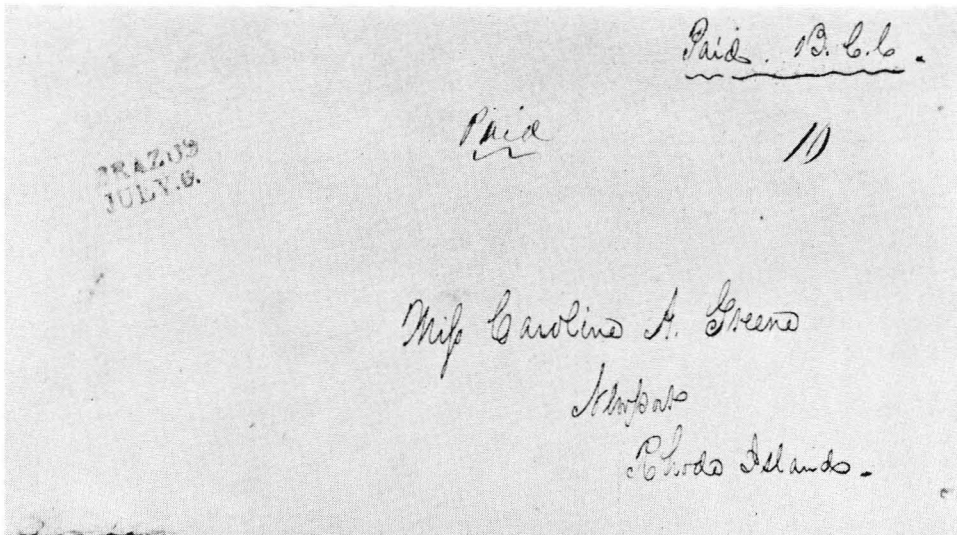


Figure 9. This item is an envelope, not frequently seen during this era. Markings denote postage was prepaid.

ican Stampless Cover Catalog and will not be shown here. I do not consider it a wartime provisional marking since its appearance came after the ratification of the armistice in the final phases of troop withdrawal. However, there are many soldier's letters with it.

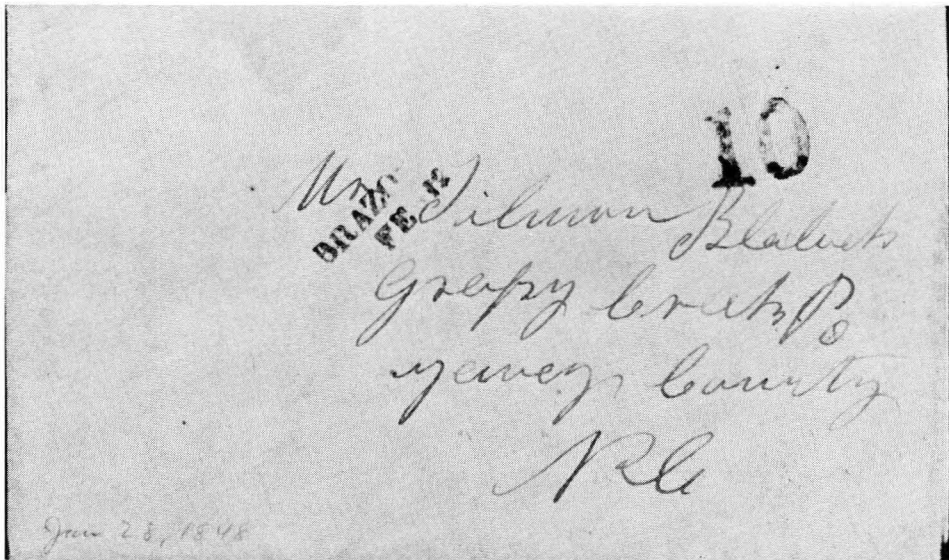


Figure 10. Letter showing the Brazos straightline with missing final "S."

(To be continued)

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

**1847 CROSS-BORDER COVERS**  
**CREIGHTON C. HART**

A great deal has been learned recently about cross-border postal service and markings. Most of this has been published in a series of articles in the *Chronicle* by Susan M. McDonald and myself.

As far as the 1847 stamps are concerned they are found not only on mail from the U.S. to Canada but also on letters from Canada to the U.S. For both groups of covers there is a sharp dividing date of April 6, 1851, when the U.S.-Canada postal treaty was put into effect on very short notice. Additional research is needed about the mail and public notices during this important time.

As soon as there is enough additional information about this period and one or two other postal occurrences, a book on cross border covers is well warranted by Susan McDonald, the recognized authority on this subject. Once all the information is set forth in one place, the dealers and auction houses will point out the unusual features of some covers which up to now have been described simply as "used to Canada."

McDonald and I so far have list cards, with many color slides, for 293 '47 covers to Canada including 97 five cent and 196 ten cent, and of course there are others. Fifty-seven of the 5¢ covers have multiples to pay the 10¢ rate. We do believe that most (75 percent plus) are already listed. Prior to April 6, 1851, letters from the U.S. could be paid only to the border. As is to be expected, most of the 293 covers pay only this regular domestic rate for letters originating less than 300 miles at 5¢ and for over 300 miles at 10¢. However, some of these letters upon closer examination have more to tell of unusual uses. The purpose of this article is to review the unusual, odd or even peculiar uses that our members may find when some of the covers are examined carefully. The special uses reviewed here are illustrated and explained fully in the references given at the end of this article.

The Hudson River was an important artery to upper New York state and to Canada. Covers postmarked with the circular HUDSON RIV. MAIL, the blue TROY & N. YORK STEAMBOAT in a rectangle or the indistinct red two line STEAM/BOAT are easily recognized as river mail either by contract or non-contract packet. Not so easily recognized are letters with 10¢ in stamps, postmarked Troy, but with only a single Canada rate from the border. These were also carried on the Hudson River because Troy was less than 300 miles from the border and 5¢ was the single rate to the border.

The lowest Canada rate from the border was 4½¢ in Canadian currency for distances of 60 miles or less, and this and higher due marks are commonly seen. When a cover appears with 3¢ Canada due, it is something special. The 3¢ rate so far found on two or three covers with 1847 stamps is for ferriage across Lake Ontario to Kingston.

Lake Ontario is responsible for a peculiar situation for letters to Upper Canada or Canada West as it was sometimes called. Letters to Upper Canada were regularly routed via Queenston at the western end of Lake Ontario, the closest routing to most of Upper Canada. However, Upper Canada extended all across the northern edge of Lake Ontario and a short way east along the St. Lawrence River. Letters addressed to post offices at the eastern end of Upper Canada were rated 11½¢ (20¢) if exchanged via Queenston, whereas addressors who requested a shorter cross border routing to the same post office (Brockville) via Morristown, N.Y. had those letters delivered without any Canada postage due. Peculiar, but true, the reason being that letters exchanged via Queenston had to backtrack along the northern side of Lake Ontario and required the 10¢ sterling rate for distances 201 to 300 miles. The 11½¢ Canada currency equaled 10¢ sterling. Letters directed via Morristown went that way and

because Morristown was the exchange office opposite Brockville on the St. Lawrence River, no Canada postage was due.

Being able to differentiate between letters carried in through bags made up in New York City or elsewhere and letters carried in the open mail is subtle information that is interesting to the postal historian. Boston is less than 300 miles from the border but several single rate letters have 10¢ postage. The distance to the border was so close to 300 miles that some writers apparently put 10¢ postage to be on the safe side. Further research may reveal another reason.

As of April 6, 1851, cross border mail was rated from origin in one country to destination in another. This convenience had been anticipated so that it went into effect overnight so to speak. So far I have been unable to find any advance notice to the public, which fact must account for some unusual covers. McDonald and I list 17 covers during this period and all of them have exchange marking handstamps showing U.S. origin as required by the treaty regulations except the earliest three. Two of these three show no exchange marking as required by the agreement and one from New York has a manuscript "U.S." used before its handstamp was ready (Figure 1).

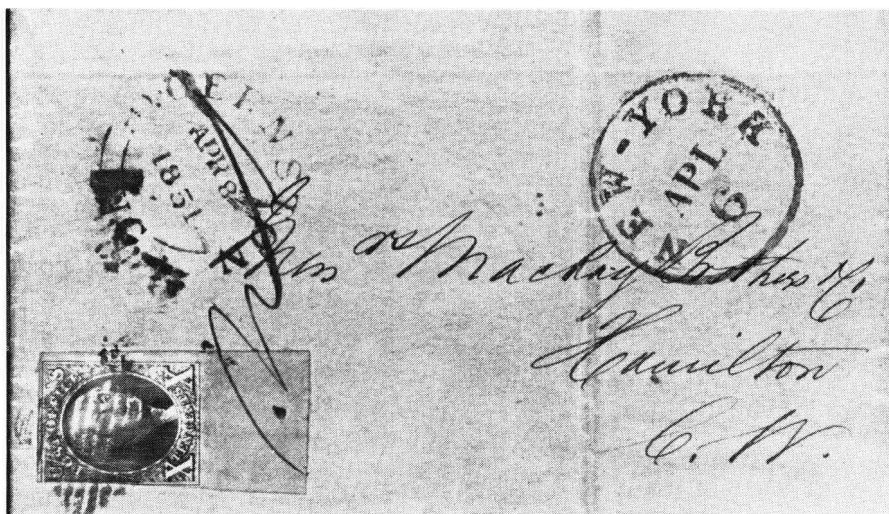


Figure 1. First day cover, April 6, 1851, of the U.S.-Canada Postal Agreement. The New York "U. States" handstamp was not ready at this early date. Six other paid through covers from New York bear McDonald's handstamp exchange marking A-11, "U. States" in a fancy ribbon. (Photograph 318 of Ashbrook "Special Service").

Seven of the fifty different exchange markings so far recorded are known on 1847 covers and are illustrated in McDonald's article "Exchange Markings on 1847 Covers." Most of the fifty of course were used at later dates.

The new postal treaty provided that the whole rate must be either prepaid or collect, no partial payments were to be accepted. An early, April 27, 1851, cover with a single 5¢ stamp from Boston was permitted contrary to regulations and rated an additional 5¢ due. This letter should have been rated unpaid but instead the U.S. 5¢ due was converted to 3<sup>d</sup> Canada so that the two countries divided the cross border rate. The prepaid 10¢ rate should either all have been paid in the U.S. or all of the unpaid rate of 6<sup>d</sup> should have been collected in Canada. Such paid short practices were not permitted later.

#### CANADA TO UNITED STATES

The story of '47's used from Canada is slightly different and of course there are not nearly as many presently listed (65 both genuine and fake) as there are to Canada (293). After American independence, following an agreement in 1792, the Deputy Postmaster General of Canada acted as agent for the United States Post Office Department until November 16, 1847, being compensated with 20 per cent of the U.S. postage collected. No 1847 stamps belong on letters of this period combined with the "U. STATES Postage PAID" postmark because it was used only when the U.S. amount was paid in *cash* (Figure 2). A well known 10¢ cover used September 3, 1847, in the Swiss Postal Museum, is cancelled with a

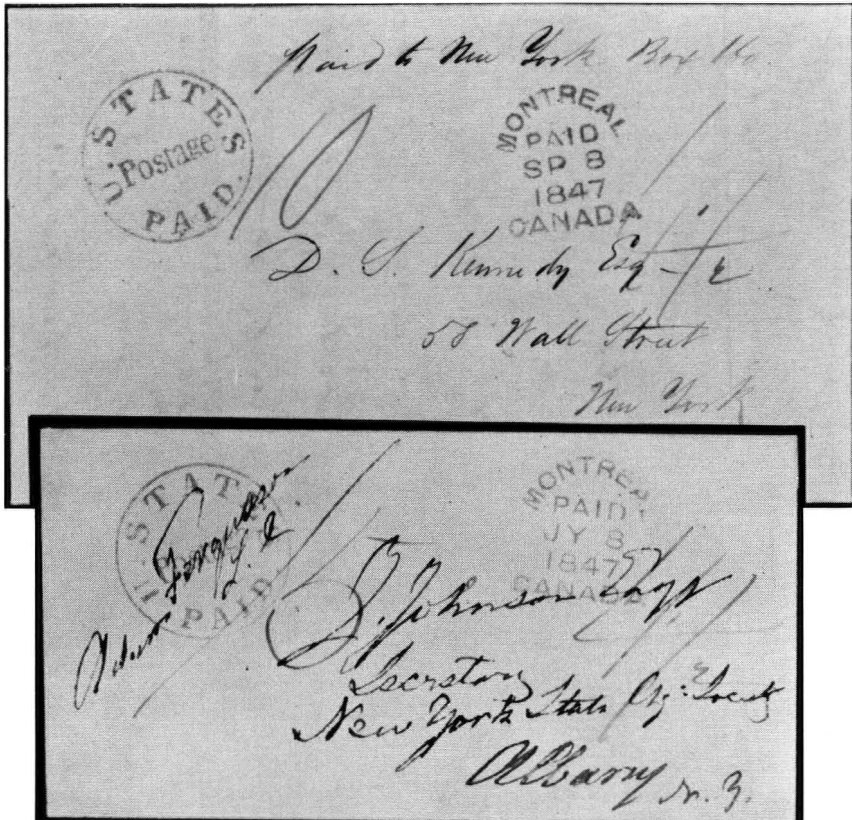


Figure 2. Letters to the States could be prepaid through until November 16, 1847, because the Canada Deputy Postmaster General was the agent for the U.S.P.O.D. This is shown by the "U. STATES Postage PAID" struck at the Montreal Post Office. The upper cover pays the 10¢ rate from the border to New York; the lower cover the 5¢ rate to Albany. No '47 stamps belong on covers with this postmark because "U. STATES Postage PAID" was used only when U.S. amount was paid in cash.

16 thin bar grid. No cancellation with 16 thin bars is known on cross border mail, the stamp is not tied, does not belong and is permanently out of circulation in the museum. If any others appear they will be known for what they are.



Figure 3. This genuine cover with a 5¢ '47 and a 3d beaver was accepted in Canada for the 6d rate to the States. When Boggs illustrated this cover in 1945, he stated its approximate value was \$400. Today its value is between twenty and fifty times that much. (Photo from Winthrop S. Boggs, "The Postage Stamps and Postal History of Canada," 1945).

From November 16, 1847, to April 6, 1851, it was not possible to prepay letters from Canada to their destination in the U.S. except by placing a '47 stamp

on the letter paying the correct postage from the border. A few business firms and individuals supplied themselves with U.S. stamps to do this. Needless to say, genuine covers are very rare. Because of their rarity and value fakes are often seen and collectors should be knowledgeable and extremely careful.



Figure 4. This pair of the 5¢ was applied in Canada and cancelled by the post office there which accepted them for postage just as if they were Canadian stamps. The letter was mailed May 2, 1851, soon after the U.S.-Canada Postal Agreement went into effect April 6, 1851. (Photo H. R. Harmer, Auction Catalog of the Alfred H. Caspary Collection, January 16-18, 1956).

The United States-Canada postal treaty which went into effect April 6, 1851, provided on letters from Canada for a prepaid rate of 6<sup>d</sup> or 10¢ collect in the U.S. Partial payments either by cash or stamps were not permitted and no provision was given for the use of both U.S. and Canada stamps to make up a rate. However, a very few genuine covers with a 5¢ '47 and a 3<sup>d</sup> beaver intending either to prepay the 6<sup>d</sup> rate or the 10¢ U.S. rate do exist (Figure 3). This combination franking was contrary to regulations and like the short paid 5¢ cover from Boston should have been rated unpaid. I have no record of any of the very few covers with a 5¢ '47 and a 3<sup>d</sup> beaver not being accepted although other short paid letters were nearly always marked postage due. These covers with both a U.S. stamp and a Canada stamp are much sought after by collectors.

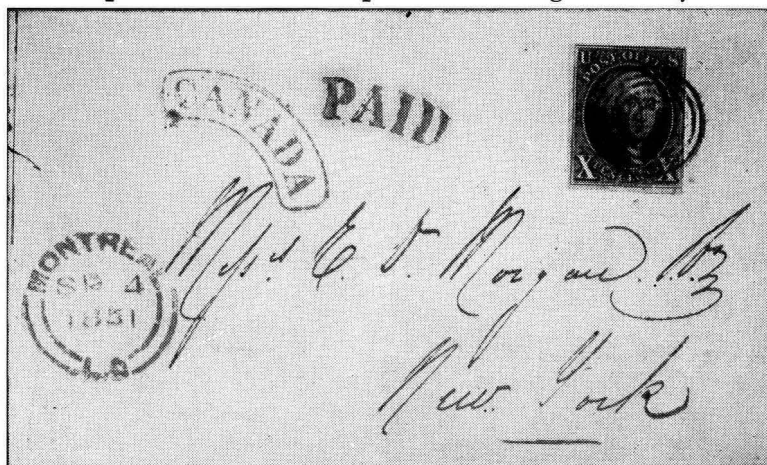


Figure 5. This cover is similar to Figure 3 except that it was mailed September 4, 1851, after the 1847 stamps had been demonetized on July 1, 1851. Here, as in Figure 3, Canada accepted a U. S. stamp for postage and the U. S. Post Office accepted demonetized, cancelled-in-Canada '47 stamps as valid because no postage due is shown. (Photo H. R. Harmer Auction, January 1956).



Fortunate indeed are collectors who own a '47 cover used from Canada after April 6, 1851. Most of the stamps on these covers were not cancelled until they reached their destination at a U.S. post office. However, the masterpieces of this period have the stamps cancelled in Canada evidencing that a Canadian post office accepted U.S. stamps to pay Canadian postage (Figure 4). The most desirable of these lovely covers are the ones mailed after July 1, 1851, the date our first issue was demonetized. After official demonetization the '47s were not to be accepted for postage, yet these demonetized, cancelled-in-Canada stamps were accepted at U.S. post offices for valid postage (Figure 5).

Because cross border letters could either be sent prepaid or collect, paid by stamps or cash, it made no difference to the postal receipts whether U.S. stamps were used in Canada or Canada stamps in the U.S. It would, of course, tarnish national pride if it became excessive. So far, there is no record of Canadian stamps being used in the U.S. on cross border mail although such covers could exist genuinely used.

The Maritime Provinces were not a part of Canada during this period and different postal regulations applied to that mail so '47 covers sent there are not included in this article. Thirty-eight covers both to and from Nova Scotia, New Brunswick, Prince Edward Island and Cape Breton are known, carried either overland or by sea. These have been the subject of a separate *Chronicle* article.

The following references include illustrations of all covers mentioned here and a great many others. Specially prepared maps appear in several *Chronicle* articles.

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August *Chronicle*: In the next issue the 1847 section will resume the series of articles on 1847 covers from New York state. The cross border article in this issue is in honor of Capex.

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## THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor  
DAVID T. BEALS III, Assoc. Editor

### AUCTION DESCRIPTIONS—AN EDITORIAL

On several occasions in the past, my fellow section editors have taken auction describers to task for publishing erroneous interpretations of markings found on classic covers. The thrust of their criticism is that interpretation should be left to the buyer once he is fully informed of what markings exist on a cover. Such misinterpretation is a form of puffery that certainly needs to be eliminated.

A recent review of a long run of catalogs extending back over a quarter of a century prompts me to put in my oar. It seems to this writer that such criticism addresses itself to but one segment of a broader subject. From the point of view of the auction house, a catalog may be a very ephemeral thing, designed only to distribute its clients' wares at the highest possible prices. But to many of us, catalogs also constitute a primary source of data as to what classic material is in existence. Unphotographed lots coupled with faulty descriptions do indeed reduce the work of the cataloger to mere ephemera, worthy of consignment to the waste paper basket once the sale is over. Surely the economic interests of an auction house and the research interests of the student coincide in this matter. Full and adequate descriptions must inevitably lead to better prices; they certainly would lead to a better record for posterity.

Some of the great houses have always been cognizant of these facts and conscientious in describing their material. Changing fads, however, greatly influence how a lot is described. In the fairly recent past, when the stamps on a cover were considered the most important factor in the description, the postal markings and other cover features were ignored. Descriptions such as these must have infuriated postal history collectors who had no opportunity to personally inspect the lots:

"25. [Cover symbol] #1, 5¢ brown, tied to cover with red grid and pen mark, fine margins three sides, close at left." (Fifield Sale, October 6, 1953.)

"25. [Cover symbol] #15, 10¢ green, on small cover, pen canc., very fine copy." (Fifield Sale, May 31, 1961.)

Today, some describers have gone to the other extreme, noting only the denomination of the stamp on a cover without mentioning its year date of use, color, or plate position.

Unless an unphotographed cover is adequately described, there is no way the fact of its existence can be added to the record. Presumably, the inclusion of all of the data that might be found in a postal history article photo caption would be prohibitive economically. But still, why can't an auction description be sufficiently definite to clearly identify each cover as the unique item it is?

For positive identification, the following should be included:

*Markings that contain words or letters:* The exact wording that appears on the mark. Thus, SAINT LOUIS, MO/D to differentiate it from the rarer SAINT LOUIS, D/MO.

*Markings without words or letters:* A word description, such as "Fancy star in rope" for the distinctive obliterator used at Canton, Miss.

*Color of the strike,* particularly if other than black.

*The day and month* shown in the townmark, and the year of use, if known.

*The town shown on the address.* In addition to the question of identification, this is sometimes critical to determining proper rates and usage. It is also sometimes critical to the value of a cover. For instance, a non-flag of truce prisoner of war letter from a northern prison to an address in a northern state is of less value than one to a border state that provided substantial numbers of Confederate troops.

But when all is said and done, the removal of the most outrageous bloopers is not altogether desirable. Reading catalogs is hard work, and a little comic relief helps. So three cheers for the house that, in describing a Fort Riley, Kansas, cover, parenthetically advised its readers that Ft. Riley was the scene of Custer's Last Stand.

## PRELIMINARY LIST OF TYPE II & IV MULTIPLES OF THE 1¢ 1851-61

STEVEN ROSEN

The recent appearance of a number of Type II & IV multiples at auction has caused me to speculate as to how many of these multiples may actually exist. With the reference material at my disposal I have been able to find 28 different multiples. I hope a larger more complete list can be assembled at a later date and I would be interested to learn of any multiples not shown on this list.

With regards to the list itself a few comments immediately spring to mind. The imperforate category mix is fairly well distributed with nine unused, five used on cover, and nine used multiples. Surprisingly, there are more unused blocks, five including the full pane, than there are used blocks, only one. Horizontal pairs and strips abound; vertical pairs, to no surprise, are much scarcer.

Item 27 is assumed to be the same vertical pair mentioned as ex-Chase & ex-Brown by Ashbrook in his *Special Service*, Series 4, Issue 39, p. 298. This same item also has a very interesting recent history. As lot 46 in Siegel's 1972 Rarity Sale (#409) this pair was described as Scott's #20, 23, positions 4, 14 RIL, "A fantastic pair of great rarity, possibly the finest known." As lot 692 in Siegel's sale #516 the same pair was described as Scott's #23 with a short description. In both catalogs the photo is not clear enough to be of use in determining the true plate position of the pair. Assuming the description in the Rarity Sale was correct, one cannot but feel a pang of envy toward the buyer of lot 692 in the latter sale.

Finally, all references mentioned by book or lot number show photos except item 20.

### IMPERFORATED UNUSED

Description	Position	Reference
1. Full pane	Right pane	Ashbrook, 1¢ Book, Vol. I, p. 141, 143. Neinken 1¢ Book, p. 128.
2. Irregular block of 10	4-5, 13-16, 23-26 RIL	Caspary Sale, #2, Lot 271.
3. Block of 8	1-4, 11-14 RIL	Hessel Sale Part 3, Lot 185, (H. R. Harmer, Inc., Sale #2361).
4. Block of 4	3-4, 13-14 RIL	Caspary Sale #2, Lot 267. Siegel Sale #434, Lot 153. Grunin Sale, Lot 2124, (H. R. Harmer Sale #2370).
5. Block of 4	4-5, 14-15 RIL	Siegel Sale #484, Lot 152.
6. Pair	3-4 RIL	Hessel Sale Pt. 3, Lot 178, & Sotheby Parke Bernet Sale 215 (10-77), Lot 19.
7. Pair	4-5 RIL	Ashbrook, 1¢ Book Vol. I, p. 141. Brookman, U.S. 19th Cen. Stamps p. 127.
8. Pair	4-5 RIL	Siegel 1977 Rarity Sale, #510, Lot 37, also ex-Lilly.
9. Pair	4-5 RIL	Sotheby Parke Bernet Sale 4065, (1-78) Lot 65.

### USED ON COVER

10. Strip of 9	2-10 RIL	Ashbrook, 1¢ Book, p. 141-2, ex-Emerson.
11. Strip of 8	1-2 RIL Pair	Siegel Sale #330, Lot 39.
	3-10 RIL Strip	
12. Strip of 3	2-4 RIL	Wolffers Sale #57, Lot 14.
13. Strip of 3	4-6 RIL	Siegel Sale #518, Lot 217.
14. Pair	3-4 RIL	Caspary Sale #2, Lot 311.

### USED OFF COVER

15. Block of 8	1-4, 11-14 RIL	Neinken, 1¢ Book, p. 127, 129.
16. Strip of 3	3-5 RIL	Siegel Sale #410, Lot 112.
17. Strip of 3	3-5 RIL	Siegel Sale #482, Lot 34.
18. Pair	3-4 RIL	Caspary Sale #2, Lot 287.
19. Pair	3-4 RIL	Siegel Sale #414, Lot 117.
20. Pair	3-4 RIL	Siegel Sale #414, Lot 133, no photo, 3RIL w/scuff.

Description	Position	Reference
21. Pair	3-4 R1L	Wolffers Sale #65, Lot 95.
22. Pair	4-5 R1L	Siegel Sale #325, Lot 508.
23. Pair	4, 14 R1L	Ashbrook's Special Service Series 4, Issue 39, p. 298. Grunin Sale, Lot 2125; Kelleher Sale #536, Lot 106; also ex-Fortgang.

**USED OFF COVER REJOINED**

24. Pair	3-4 R1L	Grunin Sale, Lot 2126.
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**USED OFF COVER APPARENTLY REJOINED**

25. Strip of 3	2-3 R1L pair 4 R1L single	Wolffers Sale #38, Lot 15. Lot description is ambiguous.
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**PERFORATED MULTIPLES**

26. Used pair	3-4 R1L	Siegel Sale # 397, Lot 128.
27. Used pair	4, 14 R1L	Siegel Sale #409, Lot 46. Siegel Sale #516, Lot 692.
28. Pair unused? used?	?	Siegel Sale #397. Description of Lot 128 (#26 above) mentions existence of 3 perf. pairs.

**CANTON, MISSISSIPPI**

Dale Ferber is assembling data for a comprehensive article on the Canton, Mississippi, postmaster and the marvelous homemade handstamps he used during our period.

If you have one or more covers from this town showing unusual rating handstamps or postage stamp obliterations, will you please send a photo copy of them to Mr. Ferber at 5048 Riverwood Circle, Jackson, Mississippi 39211, or to the section editor.

**THE 1851-57 ISSUES USED TO CANADA**

**SUSAN M. McDONALD**

During the decade the 1851-57 issues were current overland letter rates to Canada, Nova Scotia, and New Brunswick remained constant. The rate was 10¢ per single ½ oz. letter from anywhere in the United States to anywhere in Canada (also New Brunswick and Nova Scotia), except that the rate from the Pacific (calculated at over 3,000 miles within the United States) was 15¢. Partial payment was not recognized.



Figure 1. Three copies of 3¢ imperf, with 1¢ imperf, to make 10¢ rate to Canada. New York, July 24, 1855, to St. Catharines. Red exchange marking UNITED STATES/PAID 6D.

Because there was no 10¢ stamp until May of 1855 (a puzzling lack, considering the rates to which this denomination might apply), a correspondent in the United States wishing to prepay a letter to Canada with stamps had to resort to a combination of the available denominations. A typical arrangement is shown in Figure 1, although, of course, the 3¢ stamps were often applied in a strip of three.

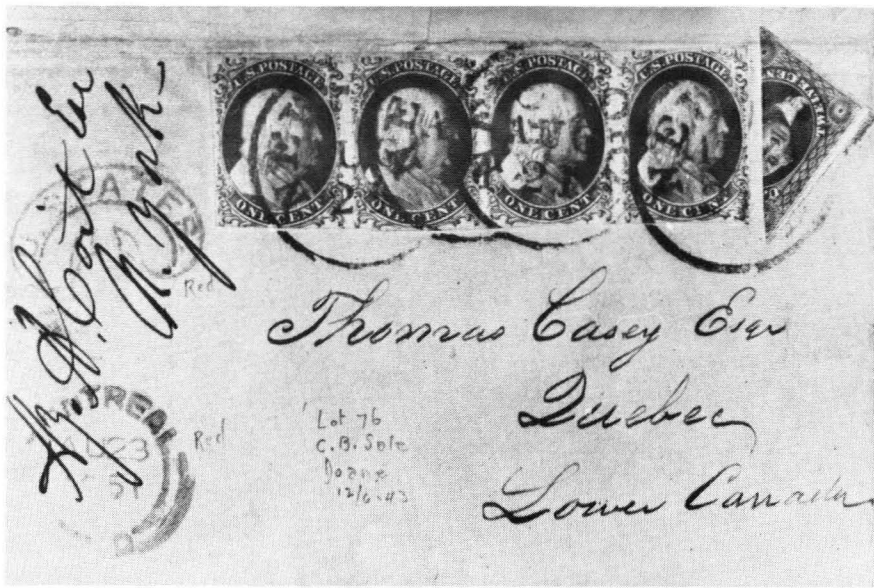


Figure 2. Cover from New York, Aug. 21, 1851, to Quebec, with 1¢ strip of four and bisected 12¢ to make 10¢ rate. Exchange marking applied at New York. Cover from Cuba outside mails to New York. (Stanley B. Ashbrook photo.)

A far more startling combination is shown in Figure 2 where a strip of four of the 1¢ and a diagonal bisect of the 12¢ make up the 10¢ rate. This famous cover has a nearly identical twin on which the other half of the 12¢ was used. (For further details, see the article by Mortimer Neinken in *Chronicle* 66:63-5.)

The 15¢ rate from California is illustrated in Figure 3 paid by an imperforate 3¢ and 12¢, a combination seldom encountered in cross border mails. Figure 4 shows probably the commonest franking on letters to the B.N.A. provinces—the 10¢. In this case the perforated stamp was used. The unusual

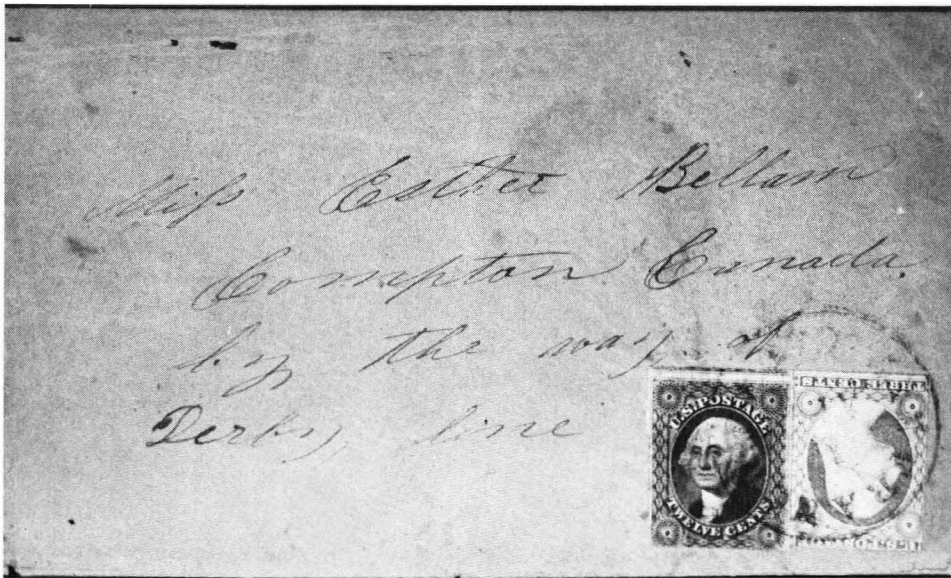


Figure 3. Cover from San Francisco to Compton, Canada, "by the way of Derby Line" (Vt.). Imperforate 12¢ and 3¢ combined to pay 15¢ rate.



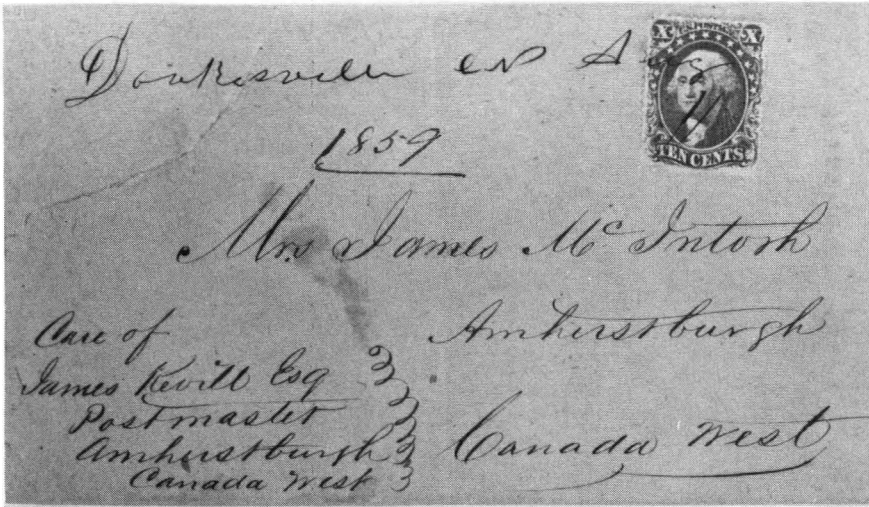


Figure 4. The perforated 10¢ stamp paying the letter rate to Amherstburgh, C. W. This cover originated at Doakesville, C. N., Aug. 11, 1859. Choctaw Nation was a part of Indian Territory.

feature of this cover is its origin—it was mailed at “Doakesville C. N. Aug 11” (1859) addressed to Amherstburgh. The initials “C. N.” mean Choctaw Nation, which was a part of Indian Territory. Most cross border covers at this period came from the larger centers of population in the eastern United States, so that unaccustomed origins lend interest.

A high percentage of mail to Canada during the 1850s was sent stampless, whether paid in cash or collect. Some careless or uninformed correspondents attempted to send letters to the Canadian provinces at the domestic 3¢ rate. The example in Figure 5 is typical. This cover to New Brunswick bore only a perforated 3¢ and was therefore short paid. According to regulations, the 3¢ stamp was to be disregarded and the entire amount rated for collection. This is expressed by the “10” cents U.S. and the “6” pence N.B. By this date New Brunswick had changed to decimal currency so that the 6 handstamp was not really necessary. The exchange marking U. STATES/C was applied at Boston or on the coastal steamer carrying mail between Boston and St. John with several intermediate stops.

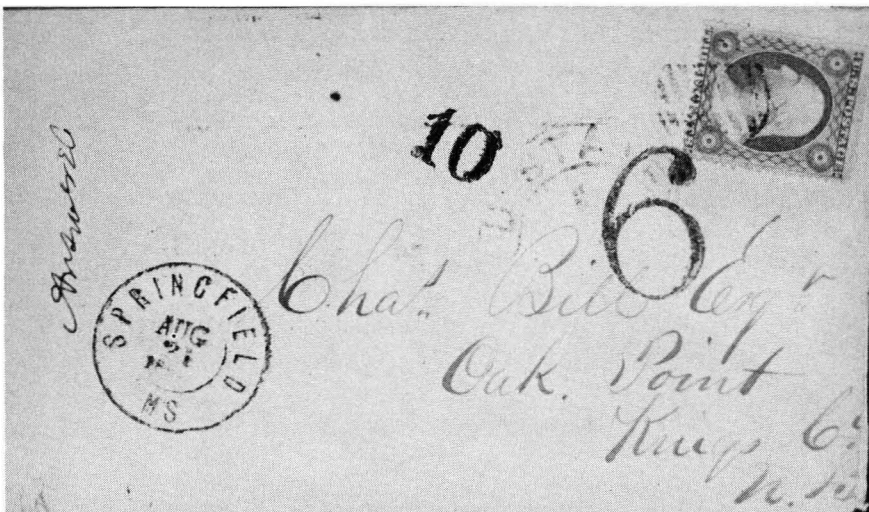


Figure 5. Letter from Springfield, Mass, Aug. 21, 1860, to Oak Point, N.B. Insufficiently paid by perforated 3¢; therefore, the stamp was ignored and the cover rated 10 cents or 6 pence due.

## THE 1857 5¢ ORANGE BROWN STAMP ON COVER

RICHARD M. SEARING

For the past several years, the author has been tabulating the number of surviving covers bearing various early U.S. stamps. The search has necessarily been restricted to those stamps for which the surviving covers are relatively small in number. With rare exceptions, the stamps chosen are the higher values of the various issues during the classical period.

Occasionally, this pattern is broken by historical circumstances in which a prematurely shortened period of use or limited issue quantities occur for a lower denomination stamp. Such was the case for the 5¢ orange brown stamp from the second plate which appeared just prior to the outbreak of the Civil War in early 1861. The same stamp design in a brown shade had appeared nearly a year earlier. The clouds of civil strife were gathering already in 1860 so it was hardly an auspicious time to prepare and issue a new plate for the 5¢ value under the old contract which was about to expire. However, it appears that is exactly what the old contract firm of Toppan, Casilear & Co. decided to do at that time. Various theories have been advanced since that time to explain the possible motives behind this action by the contractors.

Data on the origin of what we know today as plate II or 'type II' designs for the 1857 5¢ stamp are uncertain as well as incomplete. The evidence up to the Perforation Centennial of 1957 is neatly summarized in an article in the *Perforation Centennial Handbook* which was published by The National Philatelic Museum.<sup>1</sup> One theory asserts that the second 5¢ plate was actually made in 1857 specifically for the new perforated stamps, but for some as yet unknown reason, the plate was not placed into production until early 1860. The trimming down of the design between the horizontal rows to allow space for perforations lends support to this theory. However, a second theory presumes that a fatal accident overcame plate I in 1860, and the plate II was prepared in great haste in order to continue the production of the 5¢ stamps. Proponents of this second theory point to the design trimming as evidence of great haste and poor workmanship. A letter from S. H. Carpenter is known in which he states that the 5¢ plate II was made in 1857 for the express purpose of producing perforated stamps.<sup>2</sup>

If we accept this letter as evidence, then it appears that the 5¢ plate II was found to be unnecessary until early 1860 when some drastic mishap rendered plate I useless for printing. The total lack of a special printing in 1875 for the plate I design stamps lends support to this hypothesis. The government printers would certainly have used the full design of the 5¢ stamp if it had been available to them at that time.

Whichever hypothesis one accepts on the origin of the second 5¢ plate, the fact is that in March of 1860, the 5¢ type II stamps appeared in the full brown shade; the ink was very similar if not identical with the shade used to print the plate I stamp in 1859. Apparently in May, 1861, the contractors ran out of the old ink and mixed a new batch, more akin to the early shades of 1856-1859, but with more orange pigment present. The reason for the change of color could be due to an error in mixing, using up pigments from earlier printings, due to wartime shortages, or a conscious attempt by the contractors to present a more handsome stamp in anticipation of the new stamp contract. In any event, the 5¢ orange brown shade from plate II appeared in early May of 1861 at the onset of the Civil War.

Based on the surviving cover record, the majority of the 5¢ orange brown stamps were sent to New York City, Boston and other eastern cities. Discoveries of unused sheets in the South following the Civil War indicate that substantial shipments of the 5¢ stamps were made to those areas after May, 1861. This is unexpected when we reflect that seven of the southern states had already formally seceded from the Federal Union by February of 1861. Possibly, these

1. Cedora Hanus, "The 5¢ Jeffersons of 1857-61," *Perforation Centennial Handbook*, National Philatelic Museum, Philadelphia, 1957, pp. 53-64.

2. *Ibid.*, p. 61.



latter shipments of stamps were to the remaining southern and border states as a last effort to preserve continuity of the mails and influence them not to join their sister states in the Confederacy? As far as the records show, no authentic cover survives which shows use to or from a southern state during the period of validity of the 5¢ orange brown stamp.

A more probable theory for the survival of large quantities of unused 5¢ orange brown stamps to the present day is the fact that postmasters in northern cities had large stocks of mint stamps when the new 1861 issue became available. These old stamps were probably exchanged for the new issues and stored in the postoffice files for years following the Civil War. During the 1890s, the Post Office Department decided to build a National stamp collection for which they enlisted the help of a prominent dealer of the period. In return for his services, he was given sheets of unused obsolete stamps from the files; some of these were more than likely the 5¢ orange brown stamps from 1861.



Figure 1. Second earliest recorded use of 5¢ orange brown. Used May 8, 1861, with 10¢ to pay rate to France. Letter was over ¼ oz., therefore the prepayment was disregarded, and the full double rate of 16 decimes collected from addressee.

For whatever reason, genuine cancelled copies of the 5¢ orange brown stamp are scarce, and genuine covers are very rare. Town cancels from several eastern cities are known with several being sold in the recent sale of the Rohloff collection of 5¢ stamps. The late Stanley Ashbrook considered the 5¢ orange brown on cover as the rarest and most desirable of all the 5¢ 1857-61 stamps and stated that he had only recorded a handful of genuine covers over many years of searching.<sup>3</sup> Henry Hill in his fine book on the 5¢ stamps of 1856-61 ranks the 5¢ orange brown stamp on cover as the scarcest of the several varieties.<sup>4</sup> In the *Perforation Centennial Handbook* article, the author estimates that fewer than 10 full covers and perhaps a half dozen partial covers of the 5¢ orange brown stamp exist.<sup>5</sup> In his excellent study of the U.S. 19th century stamps, the late Lester Brookman states that the 5¢ orange brown is rare on cover and warns collectors to beware of fakes that exist.<sup>6</sup> Other authors, collectors, and dealers have often echoed these statements, but little or no quantitative data have been published. The major purpose of the present article is to supply this missing information.

Whenever possible in the following tabulation, each cover is listed with

3. Stanley B. Ashbrook, *Special Service*, privately printed, 1951-58.

4. Henry Hill, *The United States 5¢ Stamps of 1856-61*, 1955.

5. Cedora Hanus, *loc. cit.*, p. 54.

6. Lester G. Brookman, *US Postage Stamps of the Nineteenth Century*, 3 volumes, Lindquist Publications, New York, 1966.

date of use, origin, destination, stamps (by Scott catalog number), applicable rate, identifying remarks, and the source if known. An asterisk (\*) by the source indicates that the author has seen the cover or a photo of the item. To date, the record shows 31 full or partial genuine covers bearing the 5¢ orange brown stamp of 1861.

The data compiled in Table I indicate that three and possibly four letters with the 5¢ orange brown stamp were mailed in May, 1861. Up until 1954, the earliest recorded use was the celebrated Newbury cover used on May 8, 1861. In 1954, the late Stanley Ashbrook recorded a cover used on May 7, 1861, from Grove City, Ohio, to Switzerland and this item remains the earliest recorded use at the present time. The Newbury cover was recently sold in the Rohloff sale, and the author does not know the present whereabouts of the May 7 cover. However, the cover has been accorded a Philatelic Foundation certificate as genuine.

Figure 1 shows the ex-Newbury, ex-Rohloff cover. This double weight letter to France was posted in New York City as a single weight letter and rated as totally unpaid at the transit office. The letter shows a black debit to France for 6¢ and was marked as "SHORT PAID"; the French marked it with 16 decimes due from the addressee.

A summary of the cover data is presented in Table II in several categories. We see that 21 covers were mailed from New York City, two covers sent from Boston, while eight covers originated in scattered towns or their origin is unknown; none of the recorded covers originated in the southern states.

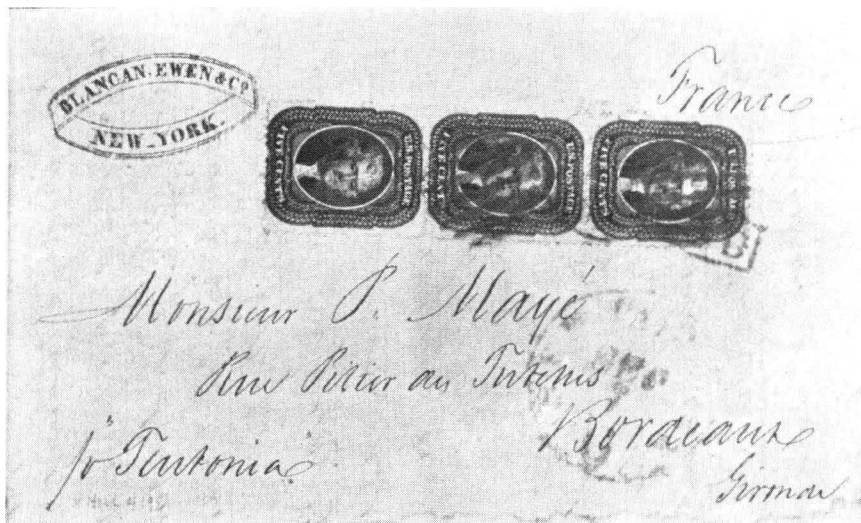


Figure 2. Vertical strip of three 5¢ orange brown making 15¢ rate to France, from New York Sept. 7, 1861. One of two known covers with such a strip.

Only two domestic letters are recorded, but 12 covers were sent to France, four covers went to Spain and five to the German states, while two covers were mailed to British North America. The remaining covers were sent to scattered destinations with only one destination unknown.

Seven of the covers bear only a single copy of the 5¢ orange brown stamp, while seven covers show three copies of this stamp, and two covers have only two singles. Two of the covers bear a vertical strip of three of the 5¢ stamp, while five covers show either a horizontal strip of three or three singles.

Figure 2 shows one of the covers bearing a vertical strip of three of the 5¢ orange brown stamps. This cover has been described in both Brookman, Vol. I, and Ashbrook's *Special Service*, and is pictured in both places. The letter was mailed from New York to Bordeaux, France, dated Sept. 7, 1861, and shows a relatively late use as well as one of the two known covers bearing a vertical strip of three of the 5¢ orange brown stamps. The latest recorded cover is used on Sept. 23, 1861, to one of the German ducal states.

TABLE I

## 5¢ ORANGE BROWN TYPE II STAMPS ON COVER

Date	Origin/Destination	Stamps	Rate	Remarks	Source
5/ 7/61	Grove City, O./Switzerland	24,26,30,35	19¢	via Germ., red AMER-FRANCO, rec 5/21	SBA PFNY*
5/ 8/61	NYC/Paris	30,35	15¢	red SHORT PAID, per <i>Asia</i> , black "16", rec 5/22	Rohloff 402*
5/ ?/61	NYC/Bordeaux	30,35	15¢	Fr. trans. 5/14, red boxed PD	Shanahan 7/58-1071
5/31/61	Williamsburgh, N.Y./Hanover, Germ.	30,35	15¢	tied town 10 to flag pat. red NY-Hamburg "10"	Sotheby Parke Bernet 3/9/78-1287*
7/ 8/61	Boston/Gouda, Neth.	30	5¢ IR	per <i>Europa</i> , London PD 7/23, Gouda 7/24, open mail	Siegel 6/70-116*
7/10/61	Milwaukee/Mecklenburg Schwerin	30,35	15¢	red NY PD 10, flag pat. rec 7/23; reg.	Siegel 5/69-810*
7/16/61	?/?	?	?	date only listed	SBA
7/23/61	Westport, N.Y./Lansing, Mich.	24,30	2x3¢	tied bkl grid, dbl wt.	Rohloff 404*
7/23/61	NYC/Paris	30 (HS 3)	15¢	bright red grids, red Fr. rec 8/?	Feldman 10/76-2166*
7/27/61	NYC/France	30,35	15¢	tied Fr. transit	Siegel 2/71-141*
7/31/61	NYC/Lyon, France	30 (3)	15¢	red grids, Fr. trans., NY PD 12, rec 8/13, per <i>Asia</i>	Siegel 442/171*
7/31/61	NYC/Barcelona	30	5¢ IR	blk "8Rs" due, via G.B.	Perf Cent. Book*
8/ 3/61	NYC/Paris	30pr.30	15¢	red NY PD 6, rec 8/17	Rohloff 405*
8/10/61	NYC/Berlin, Prussia	30 (VS 3)	15¢	pat. cvr, red grids, red FRANCO, NY Br. pkt	Siegel 2/59-193*
8/11/61	Baltimore/Paris	30,35	15¢	red NY PD, 6, Fr. tr. 8/24	Harmer 3/71-664*
8/12/61	Newburyport, Ms./Calcutta, India	26,30,38	38¢	tied red AACHEN, tr. marks, ex-Klep	Harmer 4/61-298*
8/14/61	NYC/Barcelona	30	5¢ IR	tied red grid, NY Br. pkt, due "8Rs"	Harmer 4/61-294*
8/17/61	NYC/Hong Kong, China	30	5¢ IR	ms "overland mail via Marseille"; rec 10/24, blk grid	Rohloff 403*
8/20/61	NYC/St. Johns, NFL	30	5¢ IR	ms "per <i>Europa</i> via Boston," part cvr, ex Caspary	Rohloff 401*
8/20/61	NYC/Halifax, N.S.	30	5¢ IR	ms "per <i>Europa</i> ," due "5," rec 8/23; Boston Br. pkt rev.	Searing coll.*
8/22/61	Boston/San Francisco	30 (2)	10¢	domestic; west coast rate	PFNY*
8/28/61	NYC/Barcelona	30	5¢ IR	red grid, NY Br. pkt, due "4Rs" in blk	Gibson 133*
9/ 7/61	NYC/Bordeaux	30 (VS 3)	15¢	red grids, boxed PD, via <i>Teutonia</i> , ex Hill	Brookman I, 221*
9/ 9/61	NYC/Paris	30,32	15¢	red grids, partial cvr, rec 9/22/61	Kelleher 5/25-341
9/ 9/61	NYC/Paris	30,35	15¢	rec 9/26/61	PFNY*
9/11/61	NYC/Cadiz	30 (2)	2x5¢ IR	red NY Br. pkt, blue "8Rs"	Harmer 1/68-806
9/11/61	NYC/Grand Canary I.	30,35,38	45¢	ms "per <i>Asia</i> "; boxed PD; #30 & 35 SE; blk grids, via G.B.	Krug 394*
9/14/61	NYC/Paris	30,35,38	3x15¢	red grids, Ny PD 9, boxed PD, Fr. transit	Krug 395*
9/23/61	NYC/Oldenberg, Germ.	30,35	15¢	red grids, NY PD Hamburg pkt, green env, 5¢ dbl perfs	Siegel 352/260*
9/ ?/61	NYC/Cologne, Germ.	30 (HS 3)	15¢	ms "via <i>Europa</i> "; FRANCO, Hamburg pkt mail	Lowe 3/73-2191
?	?/France ?	30 (3) ,38 (2)	5x15¢	piece of cover, blk grids	Morganthau 7/20

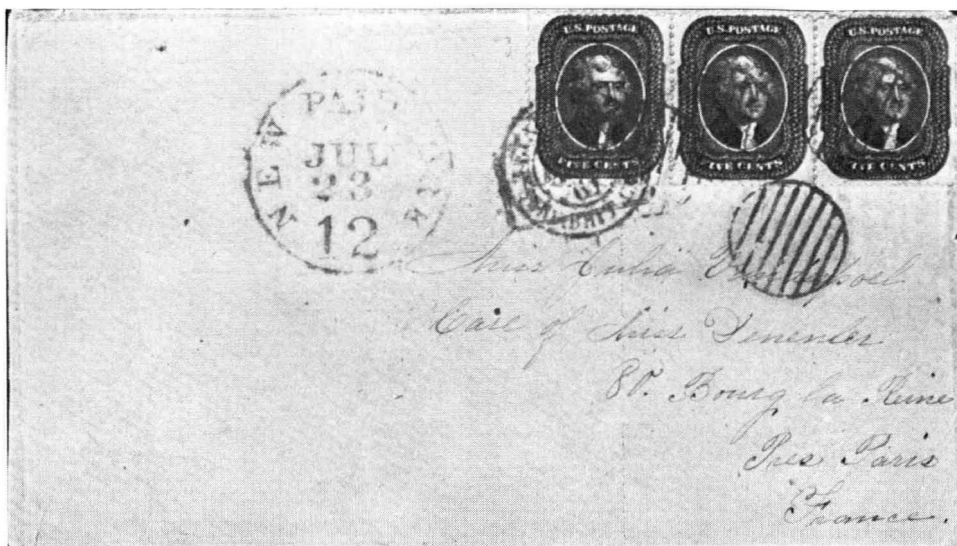


Figure 3. A cover to France from New York, postmarked July 23, 1861, with a horizontal strip of three of the 5¢ orange brown making 15¢ rate. All markings in red on a blue envelope.

Figure 3 shows a recently sold cover bearing a horizontal strip of three of the 5¢ orange brown stamp. This letter was mailed from New York to Paris on July 23, 1861, and the cancels and transit markings are a bright red color. A black and white photo does not do justice to these covers and their markings.

In combination with other values of the 1857 issue, the 5¢ orange brown stamp is found as follows: two covers each show use with the 1¢ and 3¢ values, 12 covers show a combination use with the 10¢ value, and 4 covers show use with the 30¢ stamp. No covers are presently known which bear the 5¢ orange brown stamp in combination with the 12¢, 24¢, or 90¢ values.

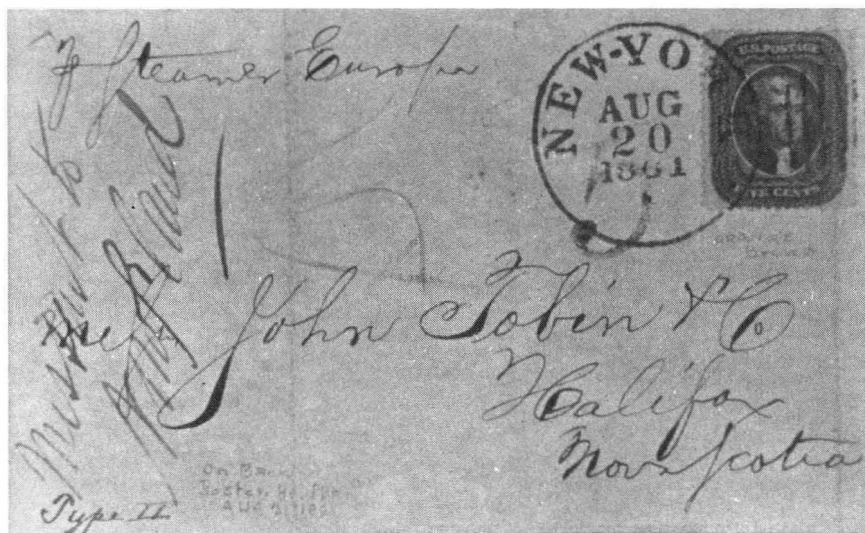


Figure 4. New York, Aug. 20, 1861, to Halifax, Nova Scotia, with single copy of 5¢ orange brown paying internal rate. By Cunard packet "Europa" from Boston, with 5d cy. packet charge due at Halifax.

Based on the dates of use, possibly four covers were mailed in May, 1861, none were used in June, seven covers were posted in July, 10 covers bear an August date, and eight covers were used in September, all in 1861; two letters have unknown dates.

Figure 4 shows one of the seven covers bearing a single copy of the 5¢

**TABLE II**  
**SUMMARY OF COVER DATA**

Origin		Destination		Stamp Use		Month	
New York City	21	France	12	single—30	7		
unknown	2	Spain	4	two—30	2	May	4
Boston	2	Germany	5	three—30	7	June	0
Grove City, O.	1	Brit.N.A.	2	combined with:		July	8
West Point, N.Y.	1	domestic	2	1¢	2	Aug.	10
Milwaukee	1	Switzerland	1	3¢	2	Sept.	8
Baltimore	1	Holland	1	10¢	12	unknown	1
Newburyport, Ms.	1	Hong Kong	1	12¢	0		
Williamsburgh, N.Y.	1	Gd Canary Is.	1	24¢	0		
		India	1	30¢	4		
		unknown	1	90¢	0		
total	31					total	31
		total	31				

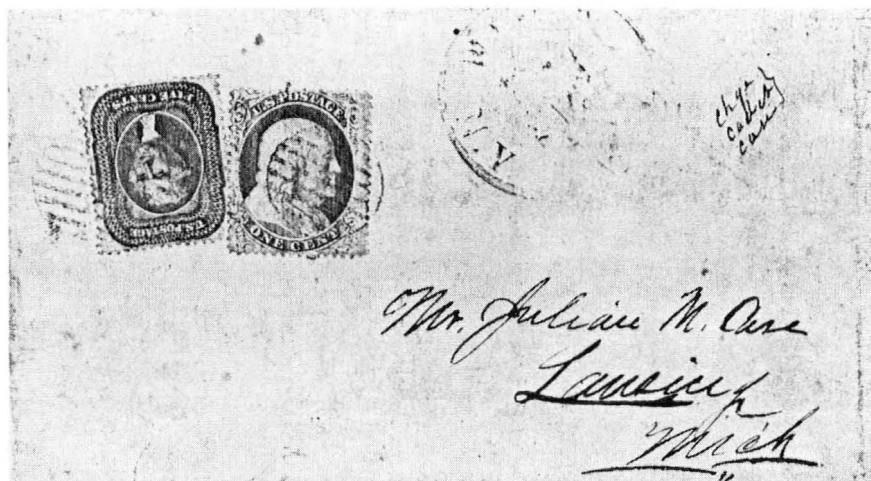


Figure 5. Double weight domestic letter from West Point, N.Y., to Michigan, July 23, 1861. One of two listed domestic uses of the 5¢ orange brown.

orange brown stamp; a similar usage is shown in Brookman, vol. I. The letter was posted on August 20, 1861, from New York to Halifax, N.S., on the British steamer *Europa* with the stamp paying the 5¢ inland rate and the rest due on delivery.

Figure 5 shows one of the two recorded domestic covers bearing the 5¢ orange brown stamp. The letter was a double weight enclosure mailed from West Point, N.Y., to Lansing, Michigan, on July 23, 1861, by a cadet at the West Point Military Academy. This cover sold in the recent Rohloff sale as lot 404.

When this study began, the estimates of the surviving 5¢ orange brown stamps on original covers varied widely among students of the issue. The main conclusion from this work is that such covers are at least twice as scarce as the 90¢ covers of the 1861 issue with 66 recorded, but they are about six times more plentiful than the 90¢ 1860 issue with only five covers recorded. Based on the relative scarcity of these bounds, the present Scott valuation of the 5¢ orange brown stamp on cover must be considered misleading and greatly undervalued.

The author would like to acknowledge the help of Frank Levi Jr. in this work. A study such as presented here is never really complete so the author requests that readers with new or more contemporary information contact the period editor or the author at 1300 Sao Paulo Ave. Placentia, California 92670. All correspondence is most welcome.



# *Gary Hendershott*

## TRANSATLANTIC MAILS (Peterson collection)

LOT #	PRICE
1. 3 covers England to N.Y. showing rates in 1845 including the following: 1/, U.S. double rate, & U.S. 6¢ ship ltr. rate .....	\$95.00
2. Last mails before Retaliatory rates, Bremen St.P.A. to Phila., with 1/6 post paid Bremen to Boston and large 'orange' 7¢ Phila. rate .....	\$45.00
3. "Same" Belfast (Ireland) 1848 to N.Y. 1/ British post paid, Boston Ship & 7¢ collect at N.Y. (5¢ Boston-N.Y. + 2¢ ship fee) .....	\$60.00
4. N.Y.-London carried on the first Cunarder "Britannia" on return from her Maiden Voyage in July 1840 w/ 75¢ quadruple rate w/ Packet ltr. and 2/ British double rate .....	\$40.00
5. London-N.Y. 1841 English charge 8/ with 1d late fee per Acadia, Boston Ship \$2.45 charge to N.Y. 13X single rate .....	\$60.00
6. Per Washington-charged at British DISCRIMINATORY RATE London to N.Y. Oct. 1847, 1/ with 24¢ rate at N.Y. ....	\$35.00
7. N.Y.-Soro, Denmark via Bremen on MAIDEN VOYAGE of the Hermann (American line) w/Paid Part (blue) N.Y. (red) and 47 skillings due Denmark .....	\$100.00
8. Cunard Line per America from N.Y.-Soro, Denmark (same corres.) via Liverpool and Altona, Germany. 1¢ paid in N.Y., 92 skillings due in Denmark in 1848 .....	\$50.00
9. RETALIATORY RATES, beginning about July 1, 1848, inland rate plus ocean rate 24¢ had to be prepaid on letters sent by Cunard ships, Phila. Paid 29¢ (5¢ to N.Y. plus 24¢ ocean) Per Hibernia Aug. 1, 1848 with additional 1/ collected at London, Phila-London only 2 Known .....	\$100.00
10. RETALIATORY RATES: Liverpool-Boston on MAIDEN VOYAGE "Canada," British double charge 2/, U.S. double charge 58¢, Nov. 25, 1848 .....	\$100.00
11. Liverpool & Philadelphia Steam Ship Co. INMAN LINE 1850 per City of Glasgow, Phil. Aug. 1852 SHIP 7 to N.Y., In 1850 Philadelphia provided strong competition with N.Y. as a port of entry. The Inman line was non-contract and mail that was carried was charged at 'Private ship letter rate' the Capt. rec'd 2¢ from Phila. P.O. ....	\$45.00
12. TRANSATLANTIC CLOSED POUCH MAIL: per ALPS, Cunard line, London-Phila. 96¢ quadruple rate w/76¢ debit to U.S. rare but defects .....	\$50.00
13. Vanderbilt European line: in 1857 the U.S. gave this line a contract to carry mails for the sea and inland, mostly to Havre (France). N.Y.-London Forwarded by Roberts & Williams N.Y. (red oval) per steamer Vanderbilt, 1859 N.Y. AMPkt 21¢ debit to G.B. and 1/ collect at London, V.F. ....	\$65.00
14. North German Lloyd Line ships between Bremen and N.Y. rec'd and dropped mail at Southampton in competition with the Inman Line. N.Y. Am Pkt. 42¢, to G.B. in 1864 per SS New York to Liverpool .....	\$40.00
15. Black Ball Line, sailed twice a month from N.Y., per ship Canada 1824 from PHIL to London w/37¢ triple ltr. rate Ph.-N.Y. and 1/7 N.Y.-London with blk. box SHIP LETTER Liverpool .....	\$35.00

This is a net price list and sampling from my stock of over 50,000 covers of the World. All prices here are net. Please send check with your order. I pay postage and insurance. All covers are guaranteed genuine and may be returned if unsatisfactory.

**AVAILABLE:** Selections of postal history from any state or country in the world. I do most of my business through the mail and it would be a pleasure to send you a selection. Please send references, price range you wish to stay in and exactly what areas you collect. Thank you.

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**THE 1861-69 PERIOD**

**RICHARD B. GRAHAM, Editor**

**THE "C.S.S. FLORIDA," THE "S.S. ELECTRIC SPARK"  
AND \$12,000 WORTH OF U.S. STAMPS**

**RICHARD B. GRAHAM**

In his *Special Service* for August, 1956, the late Stanley B. Ashbrook had an article on what he termed the "Florida" case. The case, held in Toronto, dealt with the ownership of something over \$10,000 worth of United States postage stamps that had been captured aboard the U.S. Mail Steamer *Electric Spark* when that vessel was taken in July, 1864 by the Confederate raider, C.S.S. *Florida*.

The capture of the *Electric Spark* is well documented in Vol. 3, Series I, of the Civil War, *Official Records . . . Navy*, and an excerpt from the report (p. 109) of Acting Master Wm. P. Gibbs tells the tale:

EAST WAREHAM, MASS, July 18, 1864

Sir: I sailed from New York for New Orleans on the Steamer *Electric Spark* the 9th instant, . . . to join the U.S. gunboat *Pinola*. On the 10th, at 1 p.m., saw a sail standing toward us. When about 8 miles distant she set the English blue ensign and gained upon us very fast. When about 1,000 yards distant hoisted the Confederate flag and fired a rifle shell across our stern. Our steamer not stopping, another was fired, passing over just forward of the mainmast; another fired forward the pilot house. The steamer was then stopped, *Florida* distant about 400 yards. She steamed across our stern, hailed, and . . . "I will send a boat on board." . . . The ship was then taken possession of, and the captain ordered on board the *Florida*, with his papers, and the mails were sent to the *Florida*. The captain immediately returned, and myself, with two army officers, were ordered on board the *Florida* to be paroled . . . [here, Gibbs describes the *Florida* and her armament and crew] . . . Was put on board the British schooner *Lane* with passengers and sent to New York, at which city I arrived on the morning of the 12th. . . .

In his report to the Confederate Navy Department, Capt. C. M. Morris of the C.S.S. *Florida* (ORN, Vol. 3, Series I, pp. 623-25) gave substantially the same account, and further commented, after noting that he did not have sufficient talent to spare in his ship's engineering department to attempt taking the *Electric Spark* through the blockade, and hence had scuttled her, ". . . As the prize crew left her, she was settling down rapidly by the head. At 11:15 P.M. we left her, only taking away the mail bags and Adams & Co.'s iron chest . . . on opening the mail bags, I found no dispatches, but some \$12,000 in postage stamps; all of the remaining mail matter I threw overboard. In Adams Express Company's chest we found the following: \$1305 in United States greenbacks; \$328 in New Orleans banknotes, and \$132.25 in New Orleans city notes; \$219 in American gold; one gold watch, one silver watch, and a diamond pin. All of the above articles have been placed in charge of the paymaster. . . ."

As it was apparently brought out in the courts in Toronto, one Richard Taylor, (not to be confused with the son of President Zachary Taylor, of the same name, who was a Confederate general) had been the purser and paymaster of the *Florida*, and had sold the stamps to a Liverpool broker for 1180 pounds, sterling, after the war. Taylor had apparently represented the stamps to have been his personal property, and, indeed, what other claim could he have made in September of 1865? The Confederate government was no more, and as paymaster, Taylor undoubtedly had unpaid claims against his defunct government.

To trace the path of the stamps to Canada: the Liverpool broker, Alfred Woods, turned the stamps over to Gillespie & Co., also Liverpool stock brokers, who sent them on to Boyd & Arthur, commission merchants in Toronto, with instructions to arrange for the sale of the stamps in the United States.

The Canadian firm inquired of their agents in New York as to where the stamps might be sold, but the agent, a banking concern, advised the local Special Agent of the Post Office Department, B. F. Sharretts, of the offer.

Sharretts promptly went to Toronto where he obtained an injunction from the high court of chancery to cause the stamps to be taken into custody.

A suit was entered and in August, 1868, the stamps were declared by the court to be United States government property and were returned to the United States in October of that year.

It was alleged that Taylor had declared to the Liverpool broker that the stamps were obligations of the United States and thus redeemable in U.S. currency. In his article, Ashbrook states the face value of the stamps to have been \$10,500, approximately, and that most of the stamps were of 3¢ denominations. Considering that the Liverpool broker gave Taylor promissory notes totalling 1180 pounds, or about \$5800 in U.S. money at the time, it would seem the brokers were of the opinion that face value could be realized in some way, but only with considerable trouble.

In the case, the United States made many claims, possibly the strongest of which was that the stamps represented only a promise to perform a specific mail service and no refunds of their face value could be made. Additionally, although the stamps had been captured, the status of the capturing government was questionable. The stamps had never been condemned as a lawful prize by any court, and could not be considered private property.

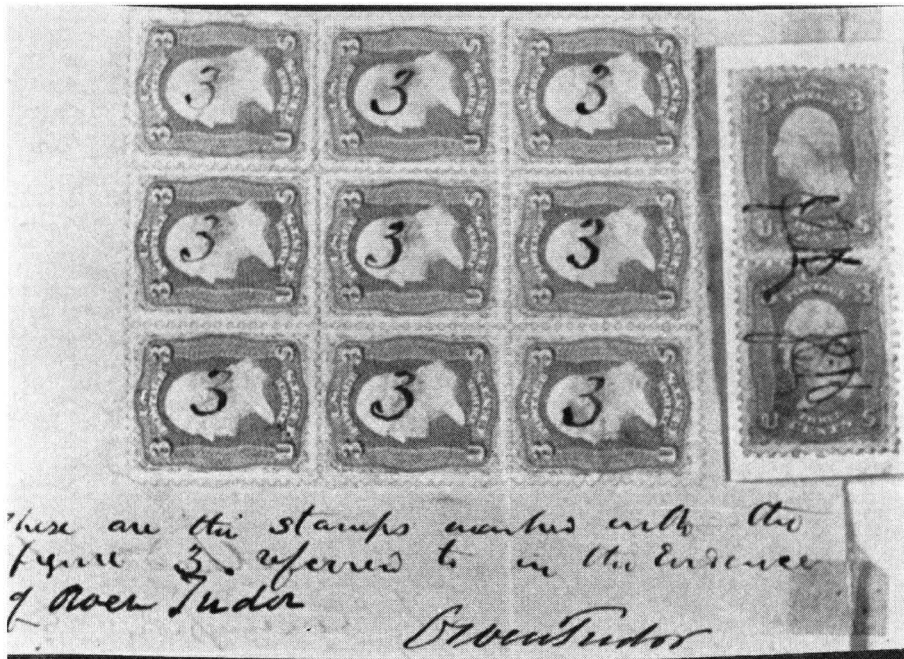


Figure 1. Block of nine, plus pair of the captured stamps, evidently marked and initialled by various witnesses as evidence before the court at Toronto.

Through the courtesy of Perry Sapperstein, Figures 1 and 2 show blocks of the captured stamps attached to documents used in the case of the United States vs Boyd, *et al.* The letter of Figure 2 indicates the block of six 3¢ 1861 stamps attached to it "are from a package of 50,000" which would only figure to about \$1500 worth of 3¢ stamps, assuming the package mentioned comprised the entire lot.

In his article, Ashbrook gives an extensive history of the Confederate raider, C.S.S. *Florida*, and the reader is referred to the Ashbrook *Special Service* for August, 1956, pp. 525-527, and also an article in *Stamps*, Sept. 22, 1956, also by Ashbrook, containing even more of the history of the raider.

Since the final months of the *Florida* do have considerable bearing on the stamps in litigation at Toronto in 1868, a capsule history may be useful. The *Florida* was British built, in 1862, as the *Oreto*. She sailed as a commercial cargo vessel to the Bahamas and there was armed and her name changed to

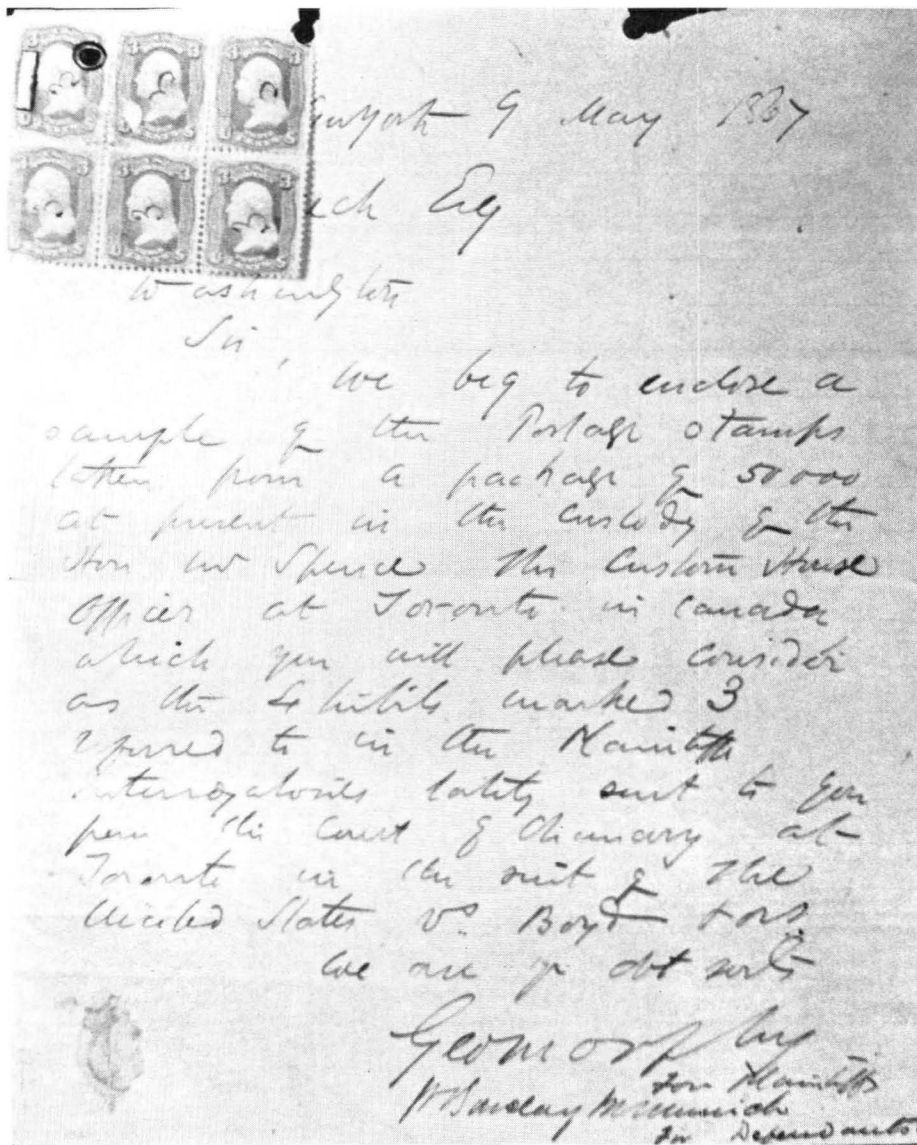


Figure 2. A block of six of the captured stamps, attached to a letter stating the stamps are part of a package of 50,000 in the custody of the custom house officer at Toronto.

C.S.S. *Florida*. Under Commander Maffit of the C.S. Navy, she compiled a record of destruction of Federal commerce on the high seas second only to that of the C.S.S. *Alabama* and, later, the C.S.S. *Shenandoah*. In due course, Maffit went ashore and Commander C. M. Morris became her captain. After her capture of the *Electric Spark* on July 10, 1864, she went to the Canary Islands, leaving there on August 4, 1864. The log of the *Florida* shows her to have been at Lat. 14° 10' N, Long. 25° 40' W on August 13, 1864; the subsequent portion of her log is apparently lost. On Oct. 5, 1864, she arrived at Bahia, Brazil, and the following day, she was captured by the U.S.S. *Wachusett*, Captain Napoleon Collins, while at anchor in the neutral harbor at Bahia. At the time, about half of her crew was ashore, including Capt. Morris and Paymaster Richard Taylor. The rest of the crew was taken prisoner. The *Florida* was taken to Hampton Roads, Va., and was accidentally sunk there in collision with a transport. However, at Hampton Roads the contents of her safe were inventoried, and among the valuables, were \$12,600 in American gold, \$1305 in U.S. "legal tender" notes;



3000 pounds in bills of exchange on England, and, quoting the compilers of the ORN, "a lot of United States postage stamps." All but the postage stamps are mentioned, and check quite well in Paymaster Taylor's report to Morris concerning the contents of his safe, which report appears on p. 636 of Vol. 3, series I of the ORN.

Taylor and Morris took a British steamer to England, after arranging for the rest of the crew to be carried to London in a British bark. Presumably, Taylor had part of the stamps ashore with him, and possibly Morris had the missing portion, covering about seven weeks, of the *Florida's* log, the rest having been captured and presumably in the archives at Washington.

The question, of only academic interest, of course, is really how many stamps were involved and what happened to them. The original report of Capt. Morris stated there were about \$12,000 worth. Mr. Ashbrook's article stated the amount of stamps in litigation came to \$10,500 face value. Yet, the letter of Figure 2, with the block of 3¢ 1861 stamps attached, gives the value of the package as \$1500, if one accepts that the lot consisted only of 50,000 3¢ stamps. Against the premise, too, is the fact that the Liverpool broker paid Taylor over 1000 pounds for the lot, unless this was dollars rather than pounds.

The one thing that is obvious, that Taylor took a considerable amount of the stamps ashore with him at Bahia before the *Florida* was captured the night or rather early morning of Oct. 6, 1864. Since the stamps were intended for the New Orleans post office, it is presumed that the lot would have contained 5¢, 10¢ and 30¢ stamps to make up the multiples of the 15¢ per quarter ounce rate to France, as well as a great amount of 3¢ stamps to be used mostly on soldier's letters from the Federal army occupying the city and surrounding area. So, if Taylor took \$10,500 worth of stamps ashore, why did he leave any behind? It is an interesting question to consider as a nice conclusion to a very unusual sequence of events.

## COVERS TO CANADA FROM CANADIANS IN THE FEDERAL ARMIES

RICHARD B. GRAHAM

The number of Canadians enlisting in the Federal armies during the Civil War will probably never be known for sure, since Canadians necessarily were grouped statistically under troops from the various states, or, as we shall see, may have enlisted in the U.S. Regulars. A few covers are known, originating with Federal troops beyond any question, and which are addressed to Canada. The fact of a cover being addressed to Canada does not necessarily prove the writer to have been a Canadian, but the covers shown here, from three correspondents to two addresses, are almost certainly from Canadians in two instances, or at least the parent was living in Canada.

While speculation on the motives of a Canadian to have enlisted to fight on the Northern side in the Civil War is idle, the most logical motive is the slave question. The covers shown are from correspondences having more than one cover and several have enclosed letters. A perusal of the letters gives one the idea the writers had very strong feelings concerning the war. But, for a Canadian to enlist, this probably should be expected.

The cover shown in Figure 1 is one of two from an Andrew Graham (no relation to the author, as far as is known) to his father in Canada. This cover, which has no letter, was written from the occupation of Vicksburg in November of 1863. Addressed to Goderich, Upper Canada (the backstamps, characteristic of all Canadian covers, are shown as insets) from Vicksburg in November of 1863, the cover was sent unpaid, but with a soldier's letter certification of the major of the regiment, the famous 72nd Illinois Volunteer Infantry, or "Board of Trade" regiment. The cover could have been sent unpaid in any case, since mails to Canada could be sent either wholly prepaid or totally unpaid, and collect at destination. The soldier's letter certification was not needed. The cover bears a very nice Detroit exchange "Due" 10 marking of Nov. 26, 1863, but this is a restatement; the letter was correctly rated at the Vicksburg Federal occupation post office, which was operated by a P.O.D. Special Agent in charge of (probably) a few clerks drawn from the Quartermaster troops.





Figure 1. From a soldier of the 72nd Illinois "Board of Trade" Regiment, to his father, at Goderich, Canada.

Another Vicksburg cover from the same correspondence contains a good letter, in which the soldier identifies the addressee as his father. In that letter, he advised he was sending to his father an alligator hide to make a pair of boots, as "they are the only thing that will keep out the water without having greese [sic] put on." He went on to say, "This place is full of aligators and all sutch vermin [sic]!"

Figure 2 illustrates a cover from New Orleans to East Farnham, Canada East, (now Quebec). The cover contains a letter datelined at Baton Rouge, March 12, 1863, and at the end of a long description of Baton Rouge ("the capitol is the only nice building here, except it is burned out and is full of

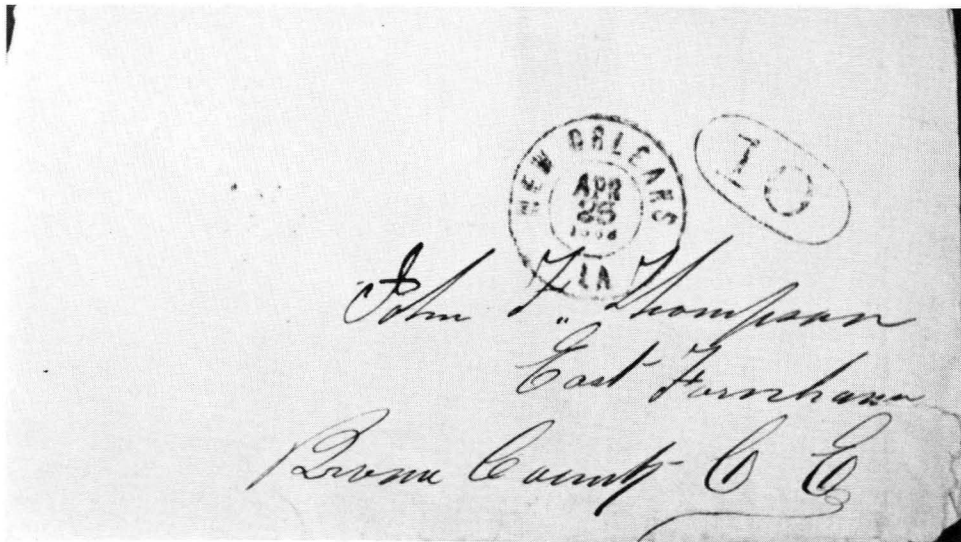


Figure 2. From a member of the 5th U.S. (Regular Army) Artillery, Battery G, at Baton Rouge, La., to his "Folks at Home" in Canada.

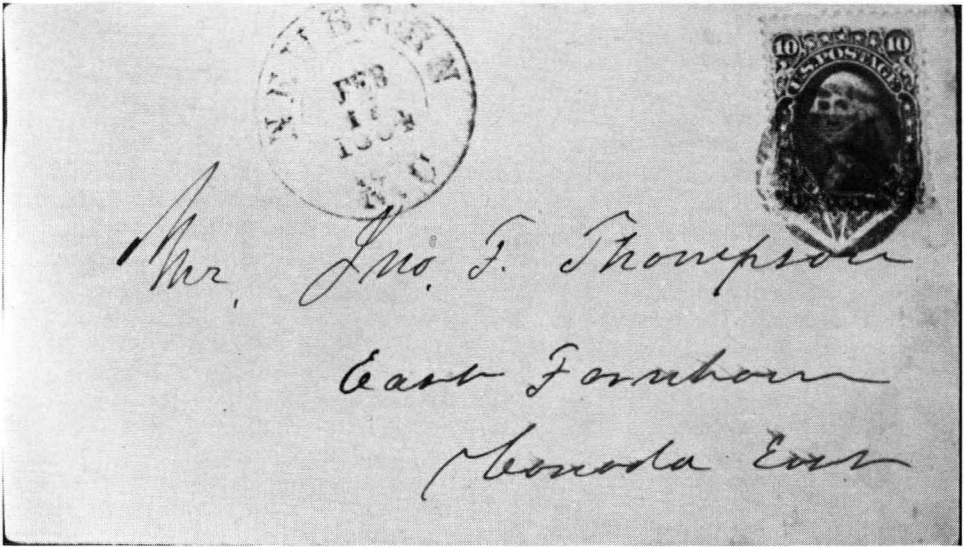


Figure 3. Another cover addressed to the same person as the cover of Figure 2, but not sent by the same Federal soldier, as the 5th U.S. Artillery, Battery G, was never at New Bern, N.C. The 10¢ stamp paid the cross border rate to Canada.

grapeshot holes”) the sender, N. O. Thompson of the 5th U.S. Artillery, Bat. G, signs himself “Your absent son.” This cover, one of nine from Thompson in the lot, all of which are unpaid, is simply marked with a handstamped “10” in an oval, indicating the 10¢ U.S.-Canadian postage was to be collected in Canada. Subsequent letters from Thompson tell of his participation in the siege and capture of Port Hudson.

Figure 3 is addressed to the same person as the cover of Figure 2, but contains no letter. It is the only cover in the lot bearing a stamp, and is in a different hand and was sent from New Bern, N.C., in Feb. of 1864. Since the 5th U.S. Artillery, Battery G, was never at New Bern during the war, and there are covers from N. O. Thompson from New Orleans as late as June, 1864, it seems quite probable that another Thompson scion was in the Civil War.

Figure 4 displays another N. O. Thompson cover, sent from Fort Hamilton, New York, in September of 1864. The enclosed letter indicates the battery had just arrived from New Orleans. Like other N. O. Thompson covers, it is unpaid.

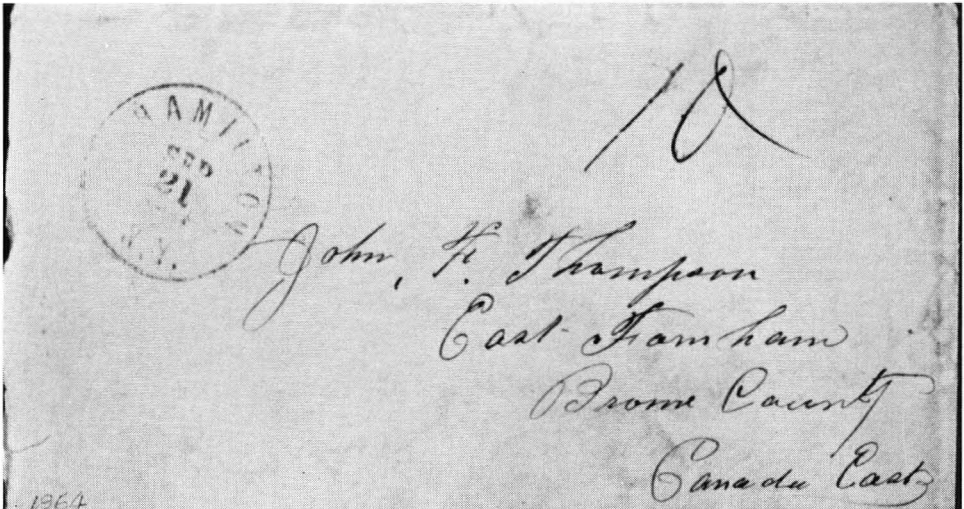


Figure 4. From the same soldier as the cover of Figure 2, but sent from Fort Hamilton, New York.

Who else owns Federal soldier’s letters to Canada?

**Review: Post Office Acts, 1710-1837 and 1838-1844.** Acts of Parliament relating to the Post Office, from 9 Anne to 1 Victoria and 1 and 2 Victoria to 7 & 8 Victoria. Reprint editions, with no additions or deletions of original volumes published in 1838 and 1844. First volume is 449 pages, including index; second volume is 112 pages. Both volumes handbound, in matching tan calf with buckram cloth sides and gold lettering on red leather titles. Published by the Britannia Stamp Bureau, 21 Broomhill Road, Tiverton, Devon, England. Available in the U.S. from Leonard Hartmann, P.O. Box 21397, Louisville, Ky. 40221 at \$52.50 for the 1838 volume and \$20.00 for the 1844 volume, both postpaid.

These volumes include only the unrepealed acts, and to use to interpret covers, additional data in the form of what U.S. collectors call the regulations would be needed, in most cases. However, for those who wish original post office documents, these volumes are a grand substitute, being printed in letterpress and having the appearance, both inside and outside, of being originals. They are delightful examples of the bookmaker's art. The content, for those interested in the development of the post in England, and, later, in the United States, is of considerable interest. In the 1844 volume, particularly, the reader can find many antecedents for U.S. postal laws and regulations, and there are, of course, the usual "gems" for the postal historian in the forms of specific foreign rates, such as the Act of 1 Victoria, 12 July, 1837. Recommended, for students, book collectors, and above all, reference libraries. Editions are limited to 300 sets.

Richard B. Graham

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*Editor's note:* In the George Alevizos advertisement appearing in the February 1978 *Chronicle*, the stamp photographs used were mistakenly trimmed and did not fairly represent the quality of the material offered.

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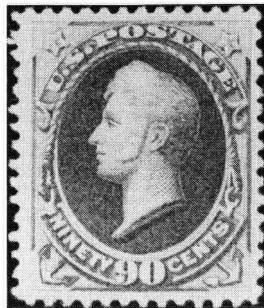
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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**10¢ 1869 COVERS TO AND FROM CANADA**  
**MICHAEL LAURENCE**

**INTRODUCTION**

The U.S. 10¢ stamp of 1869 is not commonly seen on covers to or from Canada. My records show eight covers bearing 10¢ 1869 to Canada and four covers bearing 10¢ 1869 from Canada. Because I have not tracked such covers with special care, many more must exist. Respecting the covers to Canada, their scarcity, relative to the universe of surviving 10¢ 1869 covers, is explained by a look at the rates. Effective 1 April 1868, the letter postage rate between the U.S. and the Dominion of Canada was 6¢ per half ounce on prepaid letters, regardless of distance.<sup>1</sup> Most 1869 covers to Canada show the 6¢ or 3¢ pairs.

The Dominion of Canada, formed in 1867, initially consisted of Ontario (formerly Upper Canada, often called "Canada West"), Quebec (formerly Lower Canada), Nova Scotia and New Brunswick. Manitoba was added in 1870, British Columbia (which had united with Vancouver Island in 1866) in 1871, and Prince Edward Island in 1873. The remaining pieces of what we now know as Canada were added during the 20th century.<sup>2</sup>

Thus, the geographical complexion of Canada was changing during the lifetime of the 1869 stamps. A postal history study, showing 1869 covers that illustrate these changes, would be most interesting. But based on the covers we have recorded, such a study can't go very far with 10¢ 1869. All eight covers to Canada went to destinations that were part of the original Confederation. However, of the covers from Canada, three out of four came from British Columbia before it joined the Dominion. The fourth, originating in Montreal, was privately carried to New York City and posted from there to Germany.

**COVERS TO CANADA**

The covers to Canada are listed in Appendix A. Note that five of the eight covers are to Halifax, N.S., the Canadian city that then had the closest commercial ties to U.S. seaboard cities. Two covers are to Quebec, one U.S. to Ontario.



Figure 1. 10¢ 1869 on cover from Poughkeepsie to Amherstburg, Canada West (Ontario). The 10¢ stamp overpays the 6¢ rate that went into effect 1 April 1868.

1. *U.S. Mail*, 358.

2. Lowe, *Encyclopedia of British Empire Postage Stamps*, Vol. 5, page 67.



The cover to Ontario is illustrated as Figure 1. It is certainly not much to look at, but is so far the only cover I record, showing a 10¢ 1869 used to the Province of Ontario. My hope is to see more such covers at CAPEX.

The cover in Figure 1 is postmarked Poughkeepsie, March 16 (1871) and shows 3½ strikes of the Poughkeepsie circular datestamp. The datestamp was duplexed with a mute killer, and the clerk evidently had difficulty getting good strikes of both markings while simultaneously tying the stamp. The cover is addressed to "Amherstburg, Canada West." Amherstburg, Ontario, is about 20 miles south of Detroit. The prepaid rate, as noted, was 6¢, so this cover shows a 4¢ overpayment.

Figure 2 shows a double rate, properly prepaid, here on a cover from Providence to Halifax, bearing a 10¢ 1869 as well as a 2¢. This cover is from the Colonel Green collection (fifth sale, lot 116). The Providence double circle reads "JUL 24" and from other evidence we know that the year is 1870.

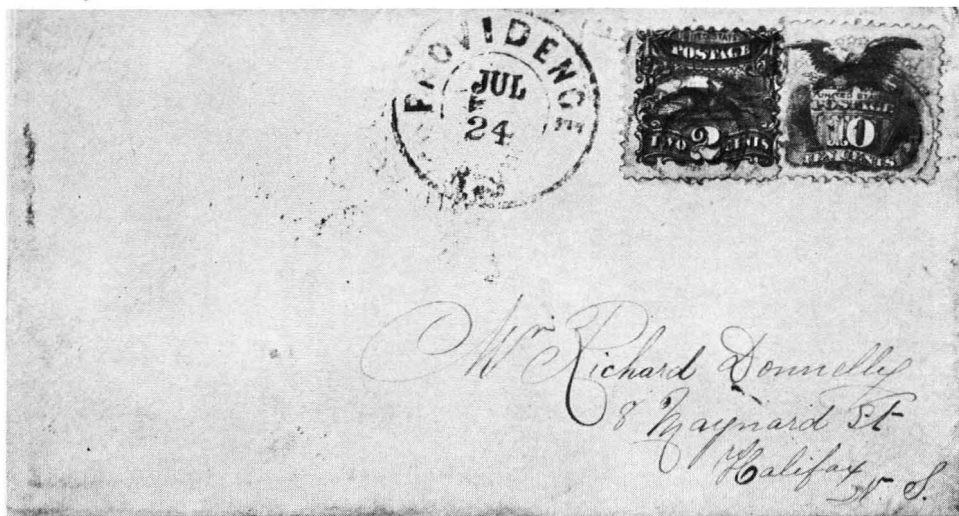


Figure 2. 2¢ 1869 plus 10¢ on a double-rate cover from Providence to Halifax, Nova Scotia.

Some of the covers listed in Appendix A are arguably of non-U.S. origin. The third-listed item in Appendix A is described and partly illustrated in the Knapp catalog as two 10¢ 1869s tied by a New York Steamship marking on a cover from Cuba to Halifax. This cover recently reappeared, partly illustrated as lot 202 in the Siegel sale of the David Baker covers. This is a folded cover that originally contained contents now missing. It is a lovely cover, two fresh and well centered stamps tied by two strikes of the New York steamship marking whose dates may say JUN 4. An oval Halifax backstamp shows "JU 7 1870." Other than the markings just described, and the address, "To the Manager of the Bank of British North America, Halifax, Nova Scotia," this cover is entirely devoid, inside and out, of contemporary markings. But someone has noted, in pencil on the back flap: "Cardenas, Cuba to Nova Scotia via New York." As noted, the Knapp catalog described this cover as originating in Cuba. The Siegel description, commendably, doesn't make such an unequivocal claim, but does note "Cuba origin indicated in pencil on reverse."

There are many mute covers like this one, bearing 10¢ 1869 and black New York datestamps of the "STEAMSHIP" or "+" variety. If pencil notations on the backsides of such covers are to be accepted as defining their origins, we will soon be seeing 10¢ 1869 covers from Palestine and the Marquesan Islands.

Incidentally, the cover dated March 24, 1870, in Appendix A is from the same correspondence as the Knapp-Baker cover, written on the same paper in the same hand, and equally mute as to origin. It bears a single 10¢ 1869 tied by the black single-circle New York datestamp with "+" at bottom. It seems in every respect typical of an outgoing foreign-mail cover, of the sort one frequently sees, bound for Halifax or the Caribbean. This cover happens to re-

pose in my own collection, and needless to say, I will be profoundly grateful to the scholar who can show it comes from Cuba. In the meantime, I record both these covers as originating in New York.

The one cover in Appendix A that is undeniably used abroad is shown as Figure 3: a cover from Hiogo, Japan, to Quebec, bearing a 10¢ 1869 and a vertical pair of the 2¢. Backstamps indicate San Francisco arrival in mid-October and Quebec arrival a week or so later. The P.M.S.S. *Great Republic* reached San Francisco 16 October 1870, carrying U.S. mails from Yokohama, presumably including this cover.

The proper rate was 16¢: 10¢ transpacific postage and 6¢ U.S.-Canada. Upon examination, the cover in Figure 3 shows evidence of having lost a stamp. Note, below the lower 2¢ stamp, the hint of a circular marking, presumably from yet another strike of the Hiogo double-circle, which just tied a third 2¢ 1869 stamp that subsequently disappeared. While this cover is technically defective, it's hardly something to throw out of bed. It was written up and illustrated many years ago in *Pat Paragraphs*.<sup>3</sup> I think it has long reposed in Japan.

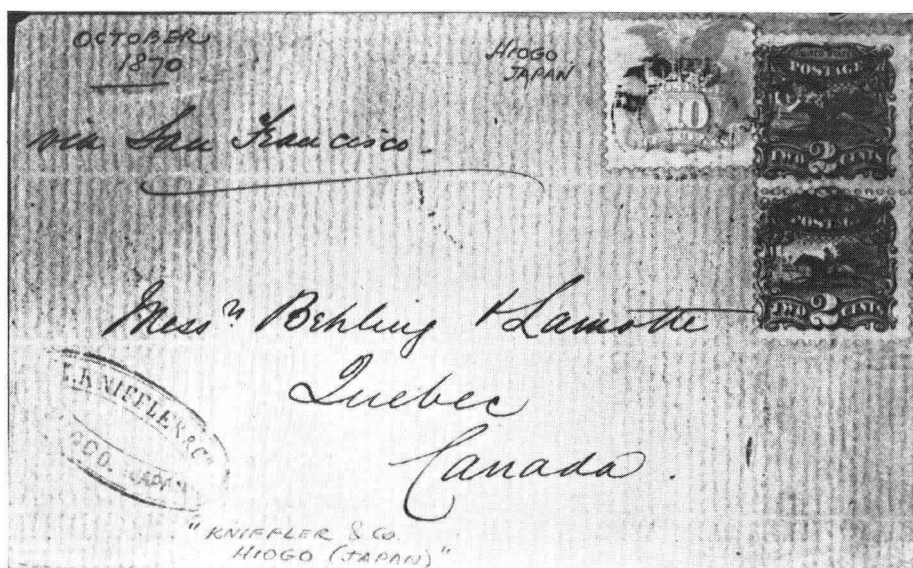


Figure 3. 10¢ 1869, tied by Hiogo (Japan) double circle cancellation, plus a vertical pair of 2¢ 1869, also struck by the double circle (though the cancels may not show in this photo). The proper rate here was 16¢—10¢ transpacific plus 6¢ U.S.-Canada. A third 2¢ 1869 stamp is presumed missing from this cover. To the right of the word "Canada", note the hint of the outer rim of yet another double circle, which tied the missing stamp.

The cover in Figure 3 is unquestionably genuine, as are the five or six other covers, bearing the Hiogo double-circle, for which I've been able to see photos. The same, alas, cannot be said for the large number of off-cover singles bearing this marking. Many of them were faked in the 1920s and 1930s, during an era when a good mint copy of 10¢ 1869 was worth less than a copy used in Japan.

The first edition of the *Scott Specialized Catalog*, published in 1923, listed mint 10¢ 1869 stamps at \$8. Copies used in Japan were listed at \$8.50, copies cancelled in green were priced at \$12.50, and copies bearing the Supplementary Mail (Type A) cancel were valued at \$15. Such disparities no longer exist, the mint stamp now being valued much higher than any of the prices listed for cancellation varieties. However, for many years during the 1920s and 1930s, premiums were paid, above the value of the mint stamp, for certain used copies, creating potential economic gain from the pedestrian task of converting mint stamps into used ones (something that the post office does routinely, millions of times a day). One reason the mint 10¢ 1869 stamps are now more highly valued

3. *Pat Paragraphs*, pp. 1750-1751. The photo is through the courtesy of Millard Mack.

is that, by virtue of all this recycling activity, they are much scarcer than they were 50 years ago.

#### COVERS FROM CANADA

Given only eight 10¢ 1869 covers to Canada, it seems remarkable that there should be four such from Canada. But such curiosities occasionally occur with 10¢ 1869, which was extensively used abroad. (As an example, my records show that 10¢ 1869 covers from China are three or four times more common than 10¢ 1869 covers to China, and covers to Japan are about as common as covers from Japan.)

The four covers from Canada are listed in Appendix B. Three of them, technically, aren't from Canada at all. They are from Victoria, Vancouver Island, British Columbia—from the brief period (19 November 1866-20 July 1871) when British Columbia and Vancouver were united as a single colony, but not yet part of the Dominion.<sup>4</sup> They are, in fact, Canadian "territorial" covers, which by a joint quirk of geography and history necessarily had to bear U.S. stamps.

Without resounding success, I have tried to assemble data on U.S.-Vancouver postal relationships during the late 1860s and early 1870s. There is an awesome lack of statutory documentation on the Vancouver side, as the following should make clear.

On 24 March 1865, Vancouver Postmaster Henry Wootten sent a memo to a newly appointed postmaster, which has survived, in which Wootten described the rates of postage then in effect between Vancouver and certain foreign destinations. Each rate was noted as "including Colonial postage of 5¢." Two different rates were quoted for covers to the U.S.: an 8¢ rate to "California" and a 15¢ rate to "United States." These rates, so far as I can ascertain, were still in effect in 1869-1870.<sup>5</sup>

However, they seem to have been arrived at, over the years, without any official basis. Apparently a copy of Wootten's rate letter reached the provincial governor, who asked for an explanation. In a letter of 7 June 1865, addressed to the Colonial Secretary, Wootten wrote:

SIR,—I have the honour to inform you for the information of the Governor His Excellency that there are no Rules or Regulations under which this Department is conducted, nor have I received any but verbal instructions as Postmaster.

I further beg to state that I know of no authority by which the different rates of postage are fixed and levied.

. . . [T]he only instructions I received with regard to the rates of postage were those charged by the officiating Postmaster when I took charge.<sup>6</sup>

There was confusion on the U.S. side as well. The first mention of Vancouver Island, as a destination, that I find in *U.S. Mail*, is in the January 1867 issue, while the original Confederation (of which Vancouver was not a part) was being formed. On page 302, under "Answers to Correspondents" we find: "Postage to Vancouver's Island: Prepayment of postage to Vancouver's Island is optional." This of course would imply a postal treaty between the two nations, a condition that did not exist. In the next issue, February 1867 (page 306), a correction was published, this time in the editorial section. "Postage to Vancouver's Island—The postage on letters to Vancouver's Island is 10¢ per half ounce—prepayment *compulsory*. The paragraph on this subject in our 'Answers to Correspondents' last month should have read that postage was 'not optional.'" And in that same February issue, for the first time, Vancouver's Island was listed as a destination in the rate chart—prepayment 10¢ per half ounce, compulsory. This rate continued to appear in the monthly rate charts until 1 July 1870, when the treaty rate of 6¢ per half ounce went into effect. As noted, the rate from the U.S. to Canada was reduced from 10¢ to 6¢ on 1 April 1868—but Vancouver was not then part of Canada, so the 10¢ rate continued.

4. Lowe, *op. cit.*, 553-557.

5. Alfred Stanley Deaville, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871*, Legislative Assembly, Victoria, B.C., 1928. This is really a remarkable book, whose content is almost exclusively based on archival letters. I was totally unfamiliar with this book until our General Editor brought it to my attention. A very worthwhile source for the subject at hand. The reference cited is from page 102.

6. *Ibid.*, 102-103.

Whether the 10¢ rate to Vancouver during 1867-1870 was a holdover from the 10¢ rate that applied between the U.S. and the Canadian provinces that made up the original confederacy, or whether it was another application of the "blanket rate" enacted by Congress in 1864, to apply to letters carried from the U.S. to non-treaty destinations served by regularly scheduled steamships,<sup>7</sup> need not concern us here. The answer may well be that both explanations apply.

In any event, the rate from U.S. to Vancouver during this period was clearly 10¢ per half ounce, all retained by the U.S. (Local postage should theoretically have been collected in Vancouver, but often it wasn't. Sometimes, when it was, the proceeds were never turned over to the provincial treasury.) And the rate from Vancouver to the U.S.—if we can believe the 1865 rate chart that was passed on verbally to postmaster Wootten by his predecessor—was 5¢ colonial postage plus 10¢ U.S. In the absence of any treaty, at least the U.S. portion had to be paid by U.S. stamps. As both the original documents<sup>8</sup> and the surviving covers make clear, this practice was frequent.

What then of the 8¢ rate (5¢ colonial postage plus 3¢ U.S.) to California? I think this is the Vancouver postmasters' official expression of the then-prevalent dominance of the express companies in the handling of the large volume of correspondence between Vancouver and northern California. An express-carried cover, if the rules were properly obeyed, would bear a 5¢ B.C. adhesive plus a 3¢ U.S., on an express company envelope. Typically, Wells Fargo provided their own franked U.S. 3¢ entires, so the U.S.P.O. got its due. However, the requisite 5¢ British Columbia postage was frequently not applied. This 8¢ rate is even more chimerical when one considers it does not reflect the express company charge—often \$1 or more. However, such charges were presumably of no concern to Postmaster Wootten.

The third cover listed in Appendix B is illustrated on page 241 of *Chronicle* 88 and again on page 108 of *Chronicle* 90. Readers who have *Chronicles* handy should look at it. It shows a 5¢ B.C. overprint (perf 14) used in combination with a 10¢ 1869. Just what one would expect, given the facts above. The B.C. stamp is tied by the appropriate blue numeral 35 marking, and both stamps are tied by two strikes of a San Francisco cds (April 19) duplexed with a distinctive four-wedge killer known to have been used at San Francisco during the spring of 1870. I said about this cover in *Chronicle* 88 that it "is legitimately a combination use, from the last few months of the period during which U.S. stamps as well as British Columbian stamps were required to fully prepay a cover from B.C. to the U.S."

The cover in Figure 4, addressed to Stockton, Me., and clearly showing May 23, 1870, tends to contradict my earlier assertion, in that it does not bear a B.C. stamp. Nor, in fact, does the third Victoria cover listed in Appendix B. The time period is right, because the postal treaty that eliminated the need for mixed-franking on these covers was to go into effect a few weeks later, on 1 July 1870.<sup>9</sup>

On the cover in Figure 4, the 10¢ 1869 stamp stands alone. Since the cover was clearly posted in Victoria, we must ask how the B.C. portion of the rate was paid. This question may never be answered satisfactorily. There are a great many covers from Vancouver during this period where the Colonial portion of the rate seems to disappear into the thin Pacific air. We can offer two tentative explanations. First, noting the 10¢ 1869 stamp, the postmaster simply tossed the letter into the U.S.-bound bag without requesting local postage from the sender. Second, and perhaps more likely given the checkered history of postal administration in Vancouver during the early years of the island's colonization, the postmaster pocketed 5¢ B.C. postage paid by cash, and then tossed the letter into the same bag without bothering to put a stamp on it. Lester Downing, who once owned this cover, leaned toward the second explanation. On earlier Victoria covers, the B.C. postage was frequently paid in cash, usually

7. *Chronicle* 86:103.

8. Deaville, *op. cit.*, 66, 143, 174.

9. *U.S. Statutes-at-Large*, 1115-1117; summarized at *U.S. Mail*, 470.



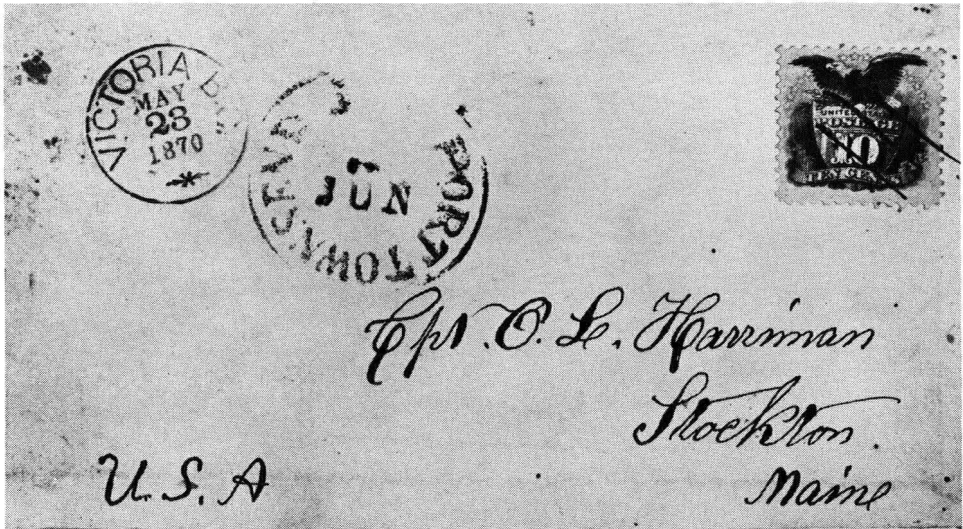


Figure 4. 10¢ 1869, tied in pen, on cover from Victoria, British Columbia, May 23, 1870, via Port Townsend, Washington Territory, to Stockton, Maine. The U.S.-British Columbia postal treaty, which was to eliminate the need for U.S. franking on such covers, went into effect 1 July 1870, five weeks after this cover was posted.

indicated by one of the distinctive oval Victoria handstamps (whereupon the postmaster also pocketed the cash).<sup>10</sup>

An interesting feature on the cover in Figure 4 is the Port Townsend (Washington Territory) marking. Covers from Victoria during this period usually show San Francisco markings.

According to Deaville, as early as January 1861, due to uncertainties in the coastal steamer service between San Francisco and Victoria, "the letters and papers from Canada and the eastern United States, which formed a considerable portion of the Colonies' correspondence, began to travel exclusively by the American government's new Pacific Coast overland route from Sacramento via Portland to Port Townsend, whence they were brought to Victoria by the steamer *Eliza Anderson*."<sup>11</sup> The *Eliza Anderson* was presumably long gone by the time the cover in Figure 4 passed from Victoria to Port Townsend, but the general principles still prevailed. Apparently, during the decade of the 1860s, the overland service co-existed with the steamer service to San Francisco, though as the U.S. transcontinental railway network developed, steamer service was progressively less used.

#### CONCLUSION

In writing these words for this special issue of the *Chronicle*, I have ventured far from my field of expertise. Surely I have committed many errors of fact or interpretation. Please help correct the record if you can. One who specializes in 10¢ 1869, by and large, sees covers and correspondence concerning effete commercial or social matters connecting the patrician northeast with decadent Europe. This is the first study I've done relating to expresses, miners, chinamen, whores, gamblers, gold-dust, criminals, caribou and all those other elements that contributed in the establishment of our western frontier. I'm happy there's only a handful of 10¢ 1869 covers that make this connection. If more existed, I would spend my time writing western novels, at the expense of postal history.

A great collection could conceivably be made, of U.S. 1869 covers, illustrating the political development of western Canada. There are many unanswered questions, especially from the period of the 1869 stamps. Express company covers with 3¢ 1869 should shed light on the speculations above. Maybe the covers bear 3¢ 1861 or 3¢ Banknote, but they would still help us understand what actually happened during this fascinating and largely undocumented period of American frontier history.

10. Deaville, *op. cit.*, 71-77.

11. *Ibid.*, 72-73.



## APPENDIX A: 10¢ 1869 COVERS TO CANADA

Date	Origin/Destination	Stamp(s)	Source
Mar 24 1870	NYC/Halifax	10¢ 1869	Herst 3-14-72, lot 415
Mar 31 1870	NYC/Halifax	10¢ 1869	Siegel 11-29-72, lot 422
Jun 4 1870	NYC/Halifax	(2) 10¢ 1869	Knapp II, 1728; Baker 202
Jul 24 1870	Providence/Halifax	10¢ + 2¢ 1869	Figure 2
Sep ?? 1870	Hiogo/Quebec	10¢ + (2) 2¢	Figure 3
? ? 1870	? /Halifax	10¢ 1869	Siegel 10-25-67, lot 381
Mar 6 1871	Poughkeepsie/Ontario	10¢ 1869	Figure 1
Jan 11 187?	Washington D.C./Montreal	10¢ 1869	Scott Gallagher

## APPENDIX B: 10¢ 1869 COVERS FROM CANADA

Feb 12 1870	Montreal/Nurnberg, Ger.	10¢ 1869	ex Margaret Wunsch
Mar 15 1870	Victoria, B.C./S. F.	10¢ 1869	Sam Paige 12-9-60, lot 324
Apr 12 1870	Victoria, B.C./New London, Pa.	10¢ 69, 5¢ B.C.	<i>Chronicle</i> 88:240-241; 90:108.
May 23 1870	Victoria, B.C./Stockton, Me.	10¢ 1869	Figure 4

### 1869 NOTES

• This section needs help from collectors who have domestic covers from Philadelphia to New York between 1868 and 1871. Jim Schreiber, RA 1478, wrote an article in *Chronicle* 90 about the 27 mm. DISPATCHED PHILAD'A. PA. single circle marking seen on covers from Philly to New York City during the period mentioned. Since then, Jim has garnered many more cover citations and some additional insight. However, before he can do a definitive follow-up, he needs information about comparable covers that *don't* show the dispatched marking. So if you have a domestic cover, from Philadelphia to New York City, between 1868 and 1871, that doesn't bear the dispatched marking, send Jim a Xeroxed copy. His address is 3155 Lakehaven Dr., Ann Arbor, Michigan 48105.

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## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

### THE THREE CENT GREENS OF 1870-1882

MORRISON WAUD

The 3¢ stamps of 1870-1882 offer a marvelous opportunity for study and specialization for a number of reasons. *First*, because there are so many stamps available covering the four different and distinguishable issues from 1870 through 1882. *Second*, because the price is right as the stamps are common since the first class rate for domestic postage was three cents during that entire period. *Third*, because there are so many varieties to be had. *Fourth*, because there are so many interesting cancellations to be found including "fancies," particularly during the 1870-76 period. "Fancies" are considerably rarer used during the 1877-82 period, primarily due to the increasing use by postmasters of standard cancelling devices. *Fifth*, because essays, plate and die proofs, trial color proofs, "specimen" overprints, examples on colored chemical papers are available, albeit expensive these days, to dress up the collection of the specialist, particularly with national or international exhibitions in mind. *Sixth*, because the period from 1870 until the advent of the Universal Postal Union 5¢ rate for most foreign mail effective July 1, 1875, presents a fertile field for the postal historians to collect and research 3¢ greens used on covers to various foreign countries and representing the multiplicity of rates then in effect. Combination covers with stamps of foreign countries are of particular interest. Examples of 3¢ greens used on foreign mail originating in New York City during that period provide a special field of their own to see how many of the more than 130 different types of N.Y.F.M. cancellations can be found on the 3¢ green. Figure 1 is a good example of a pair of 3¢ greens on a letter to France via England used to prepay the rate to England with France to collect 5 decimes (9¢) from the addressee. Domestic uses of the 3¢ green are also important to illustrate postal history in a specialized collection. Territorial, railroad, steamboat, streetcar, postage due and many other uses and markings add greatly to the breadth and interest of such a collection.

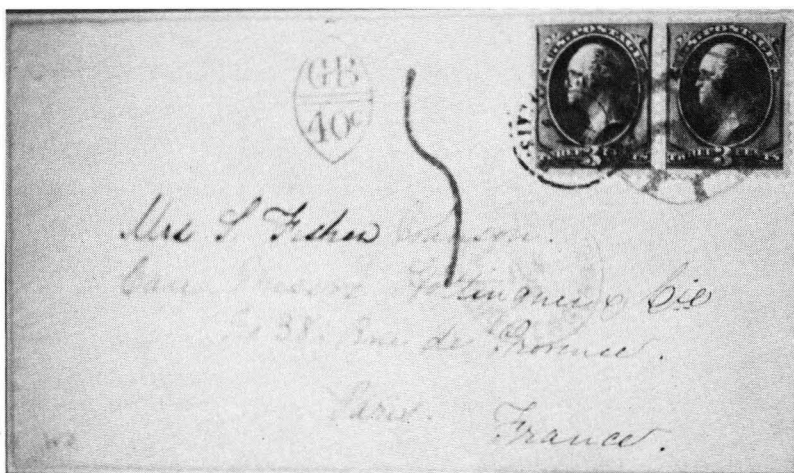
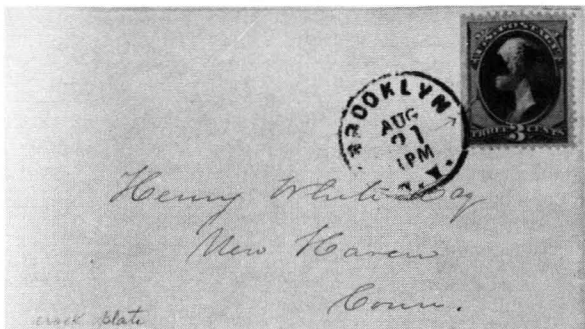


Figure 1. Pair of 3¢ used to France via England.

About 30 years ago the late B.F. Enelow, proprietor of the Colonial Stamp Company in Chicago, bought an extensive collection of 3¢ greens—all off cover. After removing a few very fine fancy cancellations, most of which were priced under a dollar, you could take your pick of the rest at ten cents each. I spent hours pouring over the collection and picked several hundred well-centered

copies with clearly struck cancellations which became the basis of my 3¢ green collection, to which I am still adding today. It included many well-struck numerals complete from 1 to 30, various colored cancellations, "Paid," "Wheels of Fortune," "Bulls-eyes," railroad agents, stitch watermarks, double papers, imprint, plate number and arrow guide line copies, and oversized stamps. In looking at them recently it reminded me of a lot of fun experienced, and some knowledge gained from a common stamp. Ergo this article. Another old timer who helped add to my collection was Ernest R. Jacobs. Ernie always just seemed to have a few 3¢ greens to tease me with and usually they turned out to be for sale. What an eye he had for a beautiful stamp, regardless of value.

Figure 2. Cracked plate flaw on 1873 3¢.



In researching the 3¢ greens I found a very scholarly and exhaustive 26 page pamphlet by H. L. Wiley entitled *The U.S. 3¢ Green 1870-1887*. It contains a wealth of information on the 3¢ greens including a detailed study of the thicknesses of the various papers used. It is a must for any collector who wishes to study the 3¢ green. *Sloane's Column* contains many interesting notes on double impressions, double transfers, cracked plates and other varieties. I have listed in the bibliography other sources I reviewed and from which I have freely borrowed.

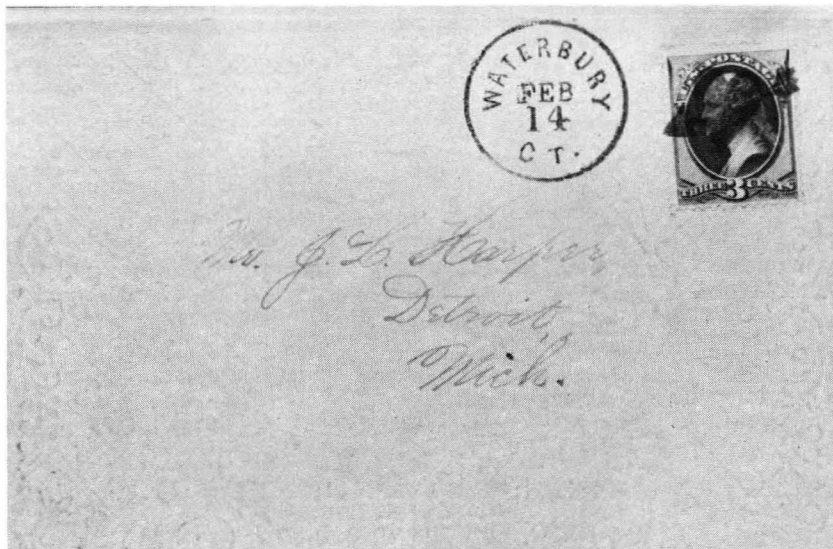


Figure 3. Heart and arrow cancellation on Valentine cover from Waterbury, Conn.

The four issues of the 3¢ green are:

- a) The 3¢ National Bank Note Company hard paper printings of 1870-73, both grilled and ungrilled.
- b) The 3¢ Continental Bank Note Company hard paper and intermediate paper printings of 1873-78 with a secret mark to distinguish from the National printings.

- c) The 3¢ American Bank Note Company soft paper printings of 1879-81.
- d) The 3¢ American soft paper re-engraved printings of 1881-82.

There were two special printings of the 3¢ green—the Continental printing on hard paper in 1875 of the 3¢ 1873 issue and the American printing on soft paper in 1880 of the 1879 issue. They are very rare with a combined total of only 267 issued according to the Post Office Department records, which were not divided between the two issues. The American special printing is considered the rarer; it is also the more difficult to identify.

The 3¢ greens of the 1870, 1873, and 1879 issues exist imperforate but should be collected only in pairs as greatly oversized copies of the perforated stamps are found, the perforations of which are sometimes cut off by unscrupulous persons and represented as imperforate copies. Other varieties found on the 3¢ greens are double and short transfers, cracked plates and double impressions on the 3¢ 1870 and 1873, grills on the 3¢ 1870, and experimental grills on the 3¢ 1873. In addition double paper and an experimental cogwheel punch on double paper are found on the 3¢ 1873. The 3¢ re-engraved of 1881 is found with eight small holes in a circle—an experimental use to try to prevent washing off cancellations and re-use. Figure 2 illustrates an unusual wide crack on a 3¢ 1873.



Figure 4. Masonic cancellation on 3¢.

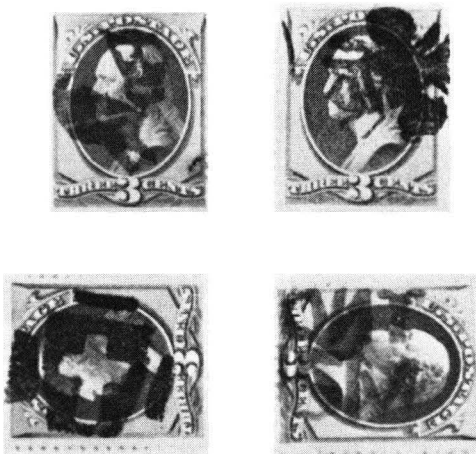


Figure 5. A group of "fancies" on 3¢ greens.

Fancy cancellations abound on the 3¢ 1870 and 1873 issues. Here we find a number of Waterbury cancellations including a heart pierced by an arrow on a Valentine cover (Figure 3). The New York Foreign Mail cancellations have already been mentioned. We find several types of New York mask and St. Louis eagle cancellations, many different jack-o-lanterns, skull and crossbones, many Masonic types (Figure 4), animals, shields, flags, anchors, eagles, insects, and numerous others. Figure 5 illustrates an interesting "cat" cancellation along with three other "fancies." The famous United States collection of Saul Newbury, which was auctioned by Robert A. Siegel many years ago, contained numerous examples of fancy cancellations. Figure 6 shows a fine example from that collection of a Pittsburgh shield.

Any specialized collection could well include the different shades of the various types of 3¢ greens. With the exception of the 3¢ olive green of the 1873 issue, the shades listed in Scott's *U.S. Specialized Catalogue* are not hard to find. Changelings exist and are sometimes offered as the olive green shade. I have seen only one copy of what I would call the true olive green shade. It was in the collection of Roland Hustis, an old time collector from Milwaukee.

Certainly examples of the various types of paper on the various issues should be identified and included in any specialized collection. Here we find the hard paper, double paper, intermediate paper, soft paper, thin translucent paper, thick papers, and horizontal and vertical ribbed papers.

This article has not attempted to review in any depth the postal history



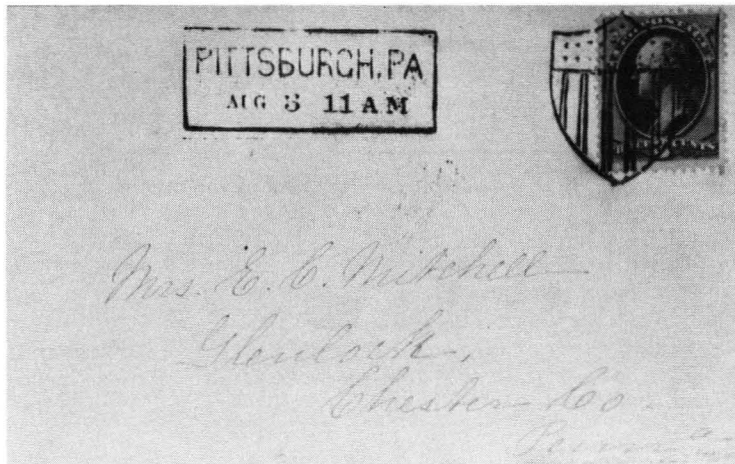


Figure 6. Pittsburgh shield on cover from Newbury collection.

aspects of the uses of the 3¢ greens. Suffice it to say that the field is limitless and fascinating. Perhaps some postal history buff will grace this Bank Note column with an article on the 3¢ greens from a postal history point of view.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### A PUZZLING RAILROAD COVER

CHARLES L. TOWLE

This month our feature is a cover, long known to collectors, that poses a difficult problem to students of both Canadian and U.S. railway markings. This cover (Figure 1) has a 26½ mm. black "NEWP. TO RICHF. R.R. NOV. 3" and is addressed to B.M.R. Nelson, Esq., Barton, Vt. Barton was a town and station on the Connecticut and Passumpsic Rivers R.R. located 15 miles south of Newport. The cover carries a pair of Canada 3¢ (Scott 37) tied by black concentric ring killers and is backstamped "Montreal, C. E., Nov. 3, '74" in small black circle.

To those long accustomed to the design of U.S. route agent markings the style of this "NEWP. TO RICHF. R.R." marking is clearly similar to those furnished U.S. route agents. On the other hand the closely spaced multiple ring killers tying the stamps are identical in style to those used by many Canadian postoffices. Shaw<sup>1</sup> catalogued the marking as Canadian, giving it Serial No. Q-177C, type 5b, with a rarity factor of 200, or exceedingly rare. Ludlow<sup>2</sup> repeated Shaw's catalogue listing but for some reason reduced the rarity factor to 170. Gillam in his fine write-up of Canadian railways<sup>3</sup> advises that Q-177C, "Newport to Richford R.R." refers to the American [*sic*] section of the C.P.R. line between Newport and the province line.



Figure 1. Pair of 3¢ Canadian Small Queens on cover to Vermont with "NEWP. TO RICHF. R.R." postmark.

The area of Quebec east of the St. Lawrence River extending northerly from the border was known as the Eastern Townships. The first railroad to be built into this area was the Stanstead, Shefford and Chambly Railway. This road was incorporated Apr. 22, 1853, to build from Montreal to Stanstead, a small village on the boundary line east of Lake Memphremagog. Work commenced at St.

1. T.P.G. Shaw, *The Handbook and Catalogue of Canadian Transportation Postmarks* (Royal Philatelic Society of Canada, 1963).

2. Lewis M. Ludlow, reviser and editor, *The Catalogue Section of the Handbook of Canadian Transportation Postmarks* by T.P.G. Shaw (R.P.O. Study Group of BNAPS, 1975).

3. L.F. Gillam, *A History of Canadian R.P.O.'s* (privately printed, 1967).

Johns in 1858 and was completed in 1859 to Granby, 28 miles. About 1861 the railroad was extended 15 miles farther east to Waterloo. It was leased to Vermont Central Ry. (USA) in 1864 putting it under control of a line competitive with the Connecticut & Passumpsic Rivers R.R. of Vermont.

In 1866 the South Eastern Counties Junction Railway was incorporated to build from a point on the Stanstead, Shefford & Chambly R.R. to a point on the province line in the Township of Potton, Quebec. Construction started in the spring of 1870 between West Farnham and North Troy on the boundary. The line was completed and opened for traffic to Richford, Vt., June 10, 1872, with through cars from Montreal via Grand Trunk Ry. to St. Johns and the S.S. & C.Ry. to West Farnham. Figure 2 shows an interesting memento of this line—a black ring corner card of the South Eastern Counties Junction Ry. on cover from Knowlton, Quebec, to Plymouth, N.H. April 1, 1868. This cover has a nice Canada 10¢ (Scott 17) with black straight line PAID; the stamp overpays by 4¢ as April 1 was the first day of the 6¢ reduced rate.

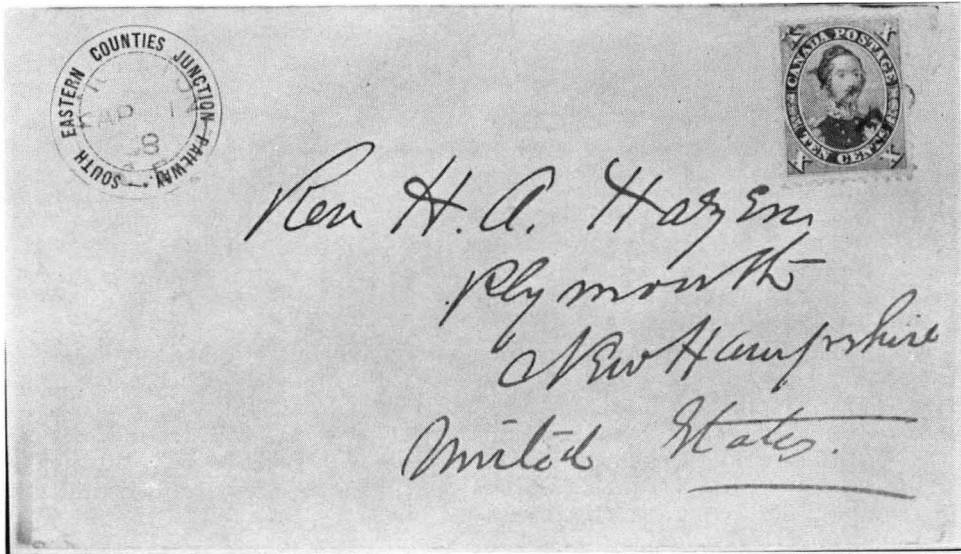


Figure 2. Corner card of South Eastern Counties Junction Railway with Canadian 10¢ Prince Albert.

The construction of an extension to this line to a junction with the Connecticut & Passumpsic Rivers R.R. at Newport, Vt., was inspired by the desire of that railroad, blocked in other directions by the Vermont Central, to have a share in through Montreal-Boston traffic. As the only practical route between Richford and Newport involved crossing and recrossing the boundary line, a new company had to be formed to build the Vermont sections. The Missisquoi and Clyde Rivers R.R. was incorporated in the State of Vermont Nov. 11, 1869, for this purpose and was evidently controlled by interests of both the Connecticut & Passumpsic Rivers Co. and its Canadian counterpart at various times and through various arrangements. Information on the Missisquoi & Clyde River is very difficult to find but it was completed Feb. 1873, and regular through service from Montreal to Newport and Boston commenced July 1, 1873. The Richford-Newport section of the line, with which we are concerned, was 32 miles long (shown in heavy line on map, Figure 3) and was operated by the Canadian company. It served the Vermont towns of Richford, North Troy, and Newport Centre and the Quebec towns of Glen Sutton and Mansonville Station. At the time under discussion two Canadian railway markings were employed on a portion of this route, being Shaw Nos. Q111 and Q112, Mont. & Mans. Ry. (Montreal and Mansonville). They are both quite rare.

In 1873 the South Eastern Counties Junction Ry. purchased the Richelieu, Drummond and Arthabasca Ry. (Sorel-Drummondville) and the two railroads

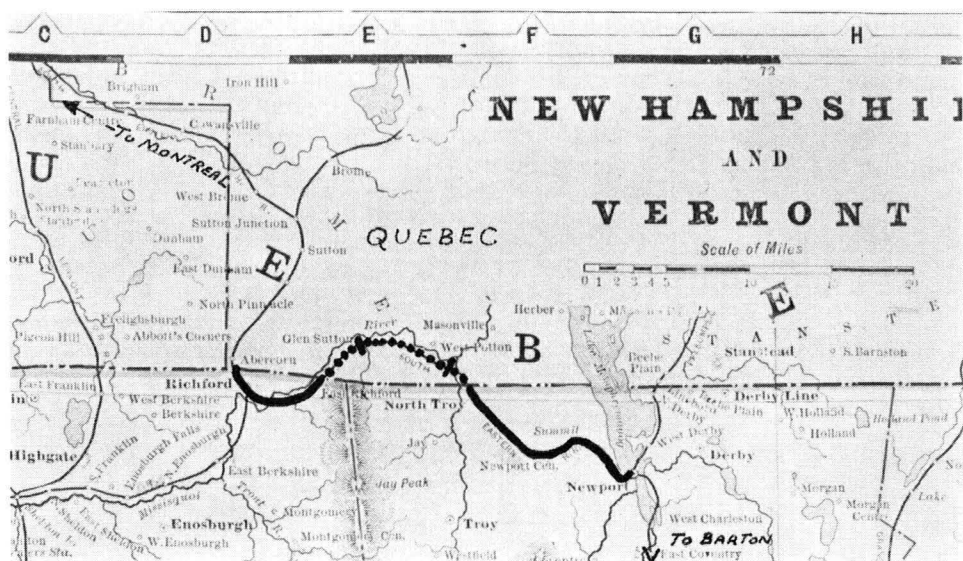


Figure 3. Map showing location of rail line from Richford to Newport.

were amalgamated as the Southeastern Ry. Co. The Southeastern was operated under lease by the Connecticut & Passumpsic Rivers R.R. for a short period (1875-76) and always had close working arrangements with the U.S. road. It was not a profitable line, however, and after many years of deficit and haphazard operation it was finally taken over by the Montreal and Atlantic Ry. (a Canadian Pacific subsidiary) in 1891.

It would be very useful if we had information on just how mail service was conducted on this Richford-Newport international line, but such is not available. Annual Reports of the P.M.G. show that as of June 30, 1873, a contract existed between the P.O.D. and Missisquoi & Clyde Rivers R.R. for mail service over 31.4 miles of line (although much of this was in Canada) with 6 trips per week. In 1874 Central Vermont R.R. was shown as operator but this is probably an error. From 1875 to 1881 the Missisquoi & Clyde Rivers R.R. continued as contractor until succeeded in 1882 by the Southeastern Ry.

From the *U.S. Register* we learn that as of Sept. 30, 1873, W. C. Harding of Vermont was mail route messenger between Richford and Newport, Vt., at \$600 annual salary. In 1875 Chester W. Searle was shown as route agent from St. Albans via Richford to Newport and continued in this position for some years. In 1881 route agent Ellsworth Barnum worked from Richford to Newport, but in 1883 service was shown as covered by the Richford, Vt., and Concord, N.H., Railway Post Office. It can be assumed that some time in late 1873 or 1874 the Richford-Newport run was changed from Mail Route Messenger to Route Agent status. If timetables for 1874 are correct it would not have been possible for one route agent to work the St. Albans-Richford-Newport run in one day due to improper connections at Richford. Whether or not the U.S. route agent did any local work on the Canadian section of the line we do not know, but it is most likely that he did not function until the border was recrossed and that the Canadian clerk also did no local work between Abercorn and Glen Sutton on his Montreal-Mansonville run.

A reasonable interpretation of the "NEWP. TO RICHF. R.R." marking necessitates a look at the 1874 Southeastern Ry. timetable (Figure 4). Note that the train to Montreal arrived at that point after the departure of train for Newport so that a "double-back" cover with Montreal backstamp would have not been possible except in the unlikely event of a date error. The pair of Canadian stamps is lightly tied by the typical Canadian multiple ring killers.

We believe that this cover originated at a Canadian post office outside of Montreal before Nov. 3 and that the stamps were cancelled with ring killers

Figure 4. Portion of 1874 Southeastern Railways timetable.

SOUTHEASTERN RAILWAY.					
A. B. Foster, Manager, Montreal.					
Mail		Dec. 14, 1874.		Mail	
A. M.	Mis	Pop. '70		A. M.	
8	10	MONTREAL 107225		10	00
		Via Gr'd Trunk R'y,			
9	20	0	ST. JOHNS 28988	8	33
9	55	14	W Farnh'm 1317	7	58
10	17	22	Brigham +	7	11
10	24	24	E Farnh'm 12466	7	04
10	34	28	Cowansville 500	6	54
10	40	30	Sweetsburg 400	6	48
10	47	32	West Brome +	6	41
11	25	45	Abercorn +	6	03
11	33	46	RICHFORD 1481	5	55
12	14	62	Mansonville +	4	52
12	23	66	North Troy +	4	42
1	04	79	Newport +	4	00
		88	STANSTEAD 4022		
P. M.		Arr.	Lve.	A. M.	

ST. JOHNS, CAN.—N. W. ter.; connects with Central Vermont and Grand Trk railroads

RICHFORD, VT.—Connects with Eastern Div. of Central Vermont Railroad. See that road

NEWPORT, VT.—Connects with Conn. & Passumpsic Riv. Railroad. See that road.

STANSTEAD, CAN.—Southeastern terminus; Co. seat of Stanstead county, near the State border of Vermont.

NOTE—Figures on left hand of Stations read downward ;  
\* Stations where Cou

but that the town marking was not struck up, possibly due to extreme left hand position of the stamps. The letter then moved to Montreal where it was back-stamped and thrown into a closed pouch of U.S. mail via Richford. A clerk on the eastbound train through Quebec would not have handled it as it was closed pouch mail until delivered to U.S. route agent at Richford. At that point the Richford-Newport route agent boarded the train to complete his day's round trip run and opened the U.S. pouch to sort mail out for way points and connections. As he went through the pouched mail he noticed this letter had no post-mark and applied his Nov. 3 set "NEWP. TO RICHF. R.R." marking and placed letter in pouch for Newport and points south.

This particular marking was cataloged in the Towle-Meyer book as 36-A-1. Further confirmation of listing as a U.S. railway marking is from Lot 1061 in the Wyer sale of 1977 in which the same marking is found on cover with U.S. No. 158 on cover with a Richford, Vt., corner card.

We invite reader comments on this most interesting "across the border and back" cover. Previous interpretations have ignored the Montreal backstamp of same date but assuming date logos are correct, the explanation given seems to be most logical possibility. Your Editor would like to acknowledge the contribution of Richard Graham in the study of this exceedingly rare marking and usage.

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## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor  
WALTER HUBBARD, Assoc. Editor

### SOME NOTES ON CANADIAN TRANSATLANTIC MAILS VIA THE UNITED STATES

SUSAN M. McDONALD

Geography was an important factor in the development of transatlantic mail services between Canada and Great Britain in the 19th century. A map of the Atlantic seaboard clearly shows that the commercial centers of Upper and Lower Canada—Montreal, Kingston, Toronto, etc.—were more readily accessible over U.S. territory from Boston or New York than by the long overland route over British territory from Halifax, Nova Scotia. These considerations underlay the first postal agreement between Canada and the United States in March of 1792.

This understanding provided for carriage in closed mails over U.S. territory of British-Canadian mail carried by Falmouth packet to and from New York. A British (this term included Canadian) officer could accompany the locked mail pouch and the Canadian Deputy Postmaster General certified the amount of U.S. postage and accounted for it to the U.S. Post Office Department (less 20 per cent commission) on mails sent or received.

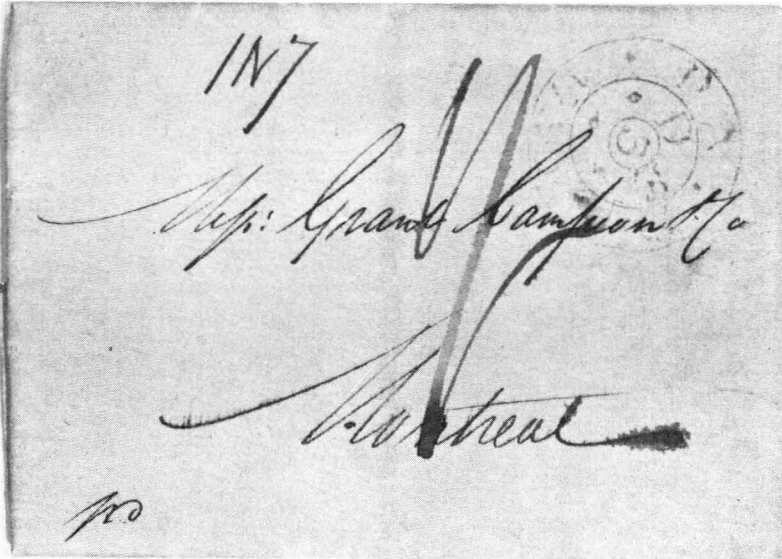


Figure 1. London to Montreal, Dec. 3, 1795, by packet from Falmouth to New York. Packet postage of 1/- prepaid. At Montreal rated "1/7" due for 20¢ U.S. (1/-) and Can. rate of 7d cy. lines to Montreal.

A cover from London to Montreal transported by this method is shown in Figure 1. The packet postage of 1/- stg. was prepaid. The postage from New York to the border was 20¢, equal to 1/- Can., to which was added Can. postage of 7d from the lines to Montreal, total 1/7 cy. due. This amount was calculated and marked by the Montreal P.O. There was no ship letter fee, no New York postmark, and no handling or rating at the New York P.O.

This arrangement continued into the 1820s except for an interruption during the War of 1812. To judge by surviving covers, which are quite scarce to and from Upper and Lower Canada, it was used with steadily decreasing frequency. The chief reasons for decline in packet mail were rising packet rates, slow and unreliable service, and competition from American sailing vessels from U.S. ports. In 1826 both New York and Halifax were dropped as ports of call for the Falmouth mail packets. Halifax was later restored, but New York never was.

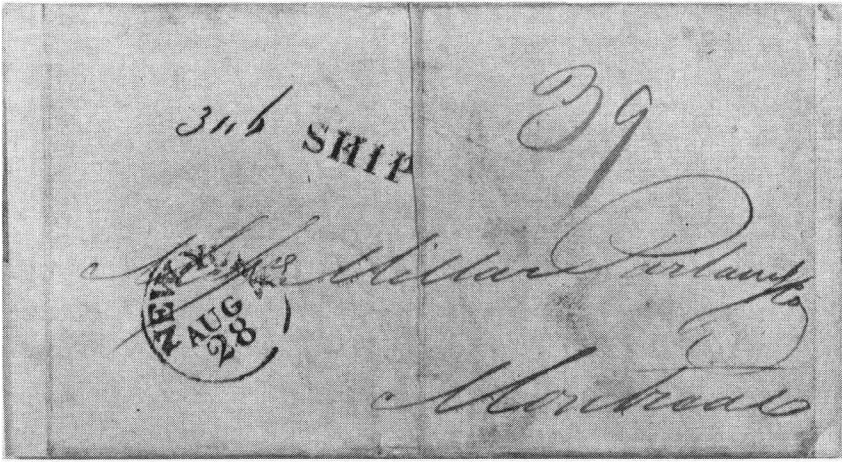


Figure 2. Liverpool to Montreal, July 23, 1818. Double letter by private ship via New York Aug. 28. U.S. postage 39¢ (37¢ double rate and 2¢ ship fee) was equal to 2/-. Can. postage 1/6 (twice 9d rate lines to Montreal, eff. 1815-4/30/1819), total 3/6.

A substantial part of Can. transatlantic mail still went via the United States, but in the open mail. Can. and U.S. postage were required to be prepaid on letters sent, or collected in Canada on those received. Such letters show evidence of their passage in the open mail: U.S. ship letter fees and markings on westbound mail and British on eastbound; U.S. and Can. postage separately stated; and often transit postmarks. The cover in Figure 2, a double letter dated 1818, shows receipt at New York as a ship letter, rated 39¢ U.S. due. Figure 3 illustrates an 1836 letter from Toronto directed via New York and prepaid "9 & 25" (the Can. amount includes ferriage). It was landed at Portsmouth as a ship letter.

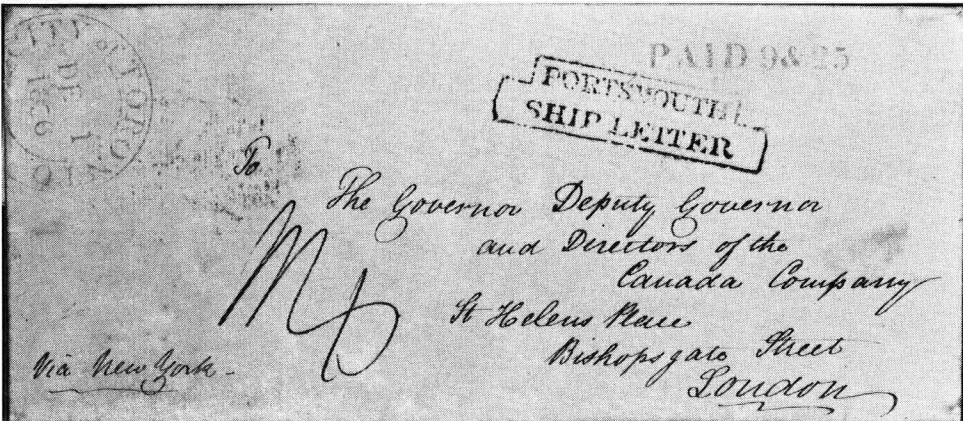


Figure 3. Toronto to London, Dec. 1, 1836. Postage of 9d Can. (including 2d ferriage) and 25¢ U.S. paid to New York. Despatched by private ship and received at Portsmouth as a ship letter, rated 1/4 due—6d ship letter fee and 8d inland.

With the institution of Cunard packet service in July 1840, Can. transatlantic mail by private ship via U.S. ports declined sharply, except for the occasional ship letter by private steamship, such as the *Great Western*. Under the original Cunard arrangement mails for Upper and Lower Canada were landed at Halifax and transported overland or partly by coastal vessel into the St. Lawrence—an unsatisfactory system delaying receipt by several days. Urgent letters were sometimes sent via the United States; the cover in Figure 4 was directed to "Montreal via Boston." Although carried by Cunard packet and prepaid the usual 1/- packet rate at Liverpool, it was received at Boston as a ship letter rated 20¼¢ due. It then followed the normal cross border route, in this case by through bag, with 1/5½ cy. due. Had the letter been sent via Halifax, the total postage including the packet would have been 1/2 stg. or 1/4 cy.

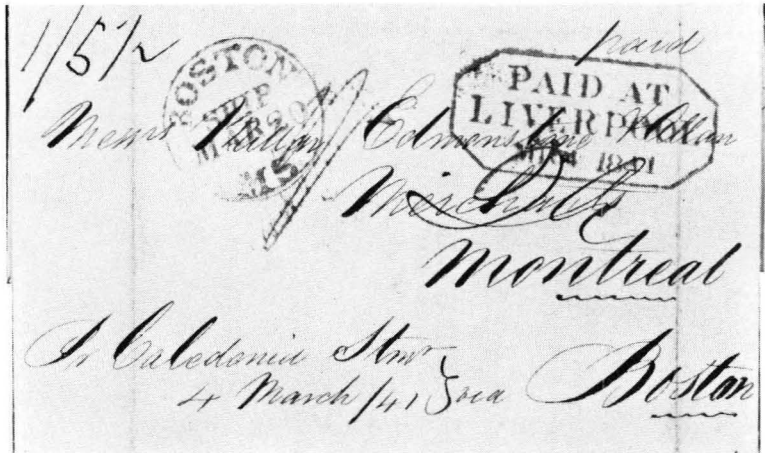


Figure 4. Liverpool to Montreal, Mar. 4, 1841. By Cunarder "Caledonia" via Boston. Packet rate of 1/- paid at Liverpool. Rated at Boston as a ship letter: 20<sup>3</sup>/<sub>4</sub>¢ (18<sup>3</sup>/<sub>4</sub> to lines, and 2¢ ship fee). This equaled 1/1 Can., plus Can. postage of 4<sup>1</sup>/<sub>2</sub>d, for total of 1/5<sup>1</sup>/<sub>2</sub>.

As might be expected, pressure by merchants and others in Lower Canada and rapidly developing Upper Canada forced British postal authorities to seek a new formal agreement with the United States for transport of Can. transatlantic mails across U.S. territory.

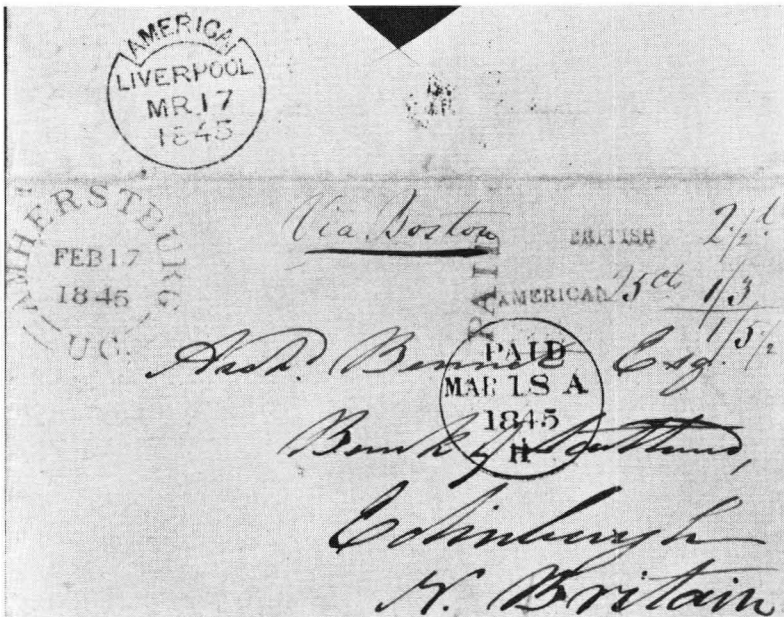


Figure 5. Amherstburg to Edinburgh, Feb. 17, 1845. Sent via the U.S. to Boston and then by Cunard steamer to Liverpool with the U.S. mails. See text.

The Wickliffe agreement, as it is known, was signed, under special authority, by U.S. PMG Charles Wickliffe on Dec. 28, 1844, and by his British counterpart, the Earl of Lonsdale, on Feb. 14, 1845. The text was reproduced in full in an article in *Stamps*, July 24, 1948, by Stanley B. Ashbrook, who derived it from Hunter Miller's *Treaties and Other International Acts of the United States*. Article 1 of the agreement provided for transport of "British mails" between Boston and St. John's during the season of navigation, and Highgate, Vt., the rest of the year, in locked bags and accompanied by a British P.O. agent if desired. Other articles specified transit times, transit charges, certification of weights, and methods of accounting. Article 7 stipulated that the agreement would take effect with the first sailing to Boston by a Cunard vessel after signa-

ture by the British PMG. The next sailing from Liverpool was March 4, but the first westward closed mail appears to have been deferred until the April 4 sailing, while the first eastward closed mail was carried on the May 1 sailing from Boston, according to the *Postal History of Nova Scotia and New Brunswick* by C. M. Jephcott, V. G. Greene, and J. H. M. Young. This article further stated that the agreement could be abrogated by either party on three months' notice.

A puzzling cover mailed shortly before the Wickliffe agreement took effect is shown in Figure 5. Mailed at Amherstburg, U.C., Feb. 17, 1845, it was directed "Via Boston" and exchanged through Windsor where the straightline handstamps "BRITISH" and "AMERICAN" were applied. The first oddity is that British (Can.) postage was rated 2½d, rather than the normal 4½d from Amherstburg to Windsor. My tentative explanation is that the 2½d cy. represents the 2d stg. Can. inland component of the 1/2 stg. transatlantic rate, and not domestic postage. If anyone has a better theory I'd be glad to hear it. On reaching Liverpool, the letter received the AMERICA/LIVERPOOL arrival backstamp associated with *unpaid* Cunard mail originating in the United States, but the 1/- due was not marked. Edinburgh struck its PAID datestamp and the packet postage was never collected.

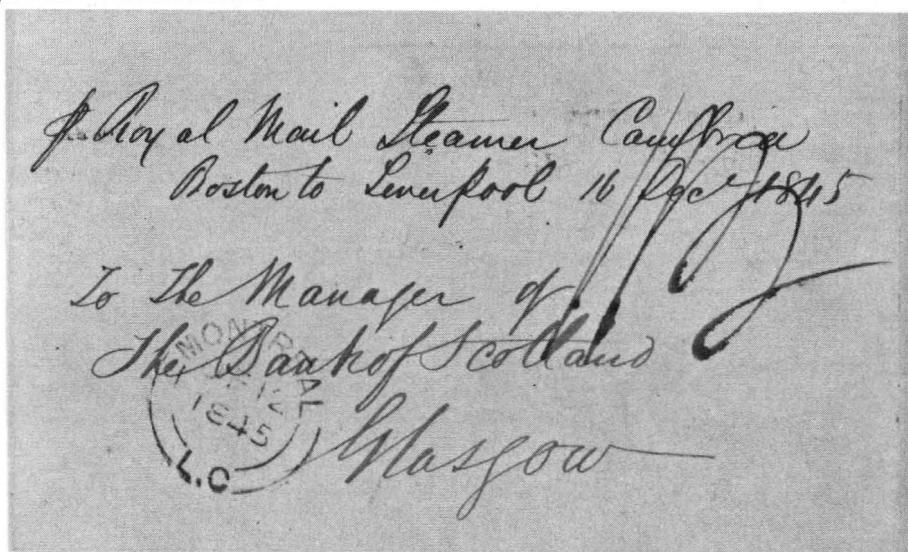


Figure 6. Montreal to Glasgow, Dec. 12, 1845. Unpaid letter forwarded in the closed mails through the United States. Rated 1/2 stg. due.

After the closed mail from Boston went into operation, correspondence was often endorsed like the letter shown in Figure 6, which was mailed at Montreal Dec. 12, 1845. When the Can. mails were put off at Halifax, they were handled at the Quebec P.O., and the unpaid or short paid letters rated there for collection. After institution of the closed mail, Montreal performed these functions in many cases, using its own distinctive handstamps, but they are beyond the scope of these notes.

When the dispute between Britain and the United States about transatlantic sea postage charges—eventually resulting in the retaliatory rate war—began in the summer of 1847, the Wickliffe agreement became an early victim. On August 16, 1847, the United States notified the British P.O. that it was invoking Article 7 to abrogate the agreement. (See *Chronicle* 89:10-11.) Closed mail via the United States ceased Nov. 16, 1847, and was not reinstated until 1849 after the U.S.-G.B. Postal Convention of 1848 went into force. Frank Staff (*The Transatlantic Mail*, p. 176) lists Jan. 19, 1849, for resumption of closed mails. No source is given for this date, nor does it appear to coincide with any sailing; Feb. 15—the date of treaty proclamation—is cited by other authorities. The correct date is not certain at the moment.

When the closed mail resumed, the rate remained 1/2 stg. or 1/4 cy., but its





Figure 7. Liverpool to Montreal, Mar. 13, 1852. Unpaid letter carried by "Europa" in closed mail. Rated at Montreal with circular handstamp indicating 1/4 cy. due. Liverpool handstamp debiting Can. P.O. for 1/- of 1/2 stg. rate.

composition changed. Paralleling the provisions of the 1848 Convention, it was divided into 2d Can. inland, 8d British sea, 2d U.S. transit, and 2d British inland (all in stg.). The G.P.O. had to reduce the rate via Halifax to 1/- stg. in April 1849, as, of course, no U.S. transit charge was involved. When rates were reduced in 1854, the same differential was maintained. The reduced rate via the United States was 8d stg., composed 1d Can. inland, 4d British sea, 2d U.S. transit, and 1d British inland. Although the other elements of the charge were reduced, the U.S. transit rate was unchanged.

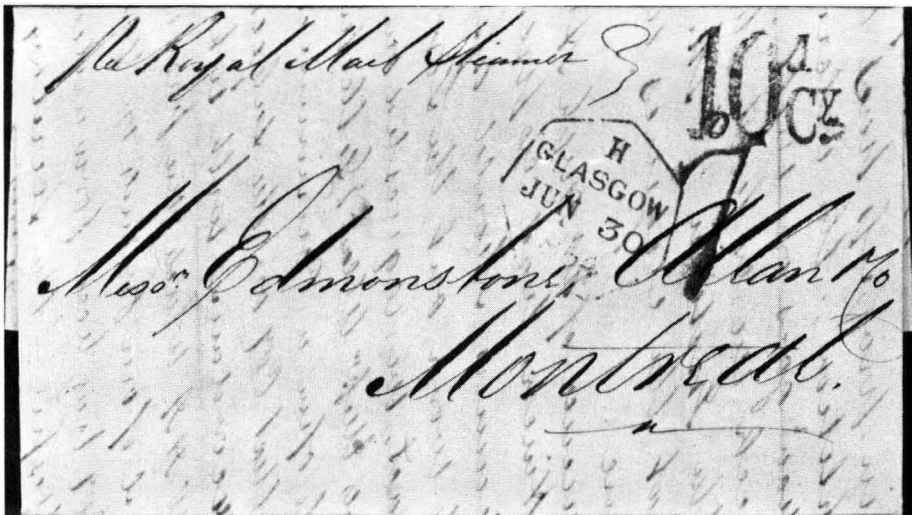


Figure 8. Glasgow to Montreal, Jun. 30, 1854. Unpaid letter at reduced Cunard rate of 8d stg. or 10d cy. Debit handstamp "7d" applied at Liverpool; 10d cy due marking struck at Montreal.

These rates are illustrated by Figures 7 and 8. The total rate in currency in each case was stated by a handstamp applied at Montreal, while the amount by which the British P.O. debited the Can. P.O. was marked in stg. at Liverpool. The British P.O. accounted to the U.S. P.O. for the transit rate, so this 2d was included in the 1/- owed the British P.O. on the cover in Figure 7, and in the 7d indicated in Figure 8.

William Smith, in *The History of the Post Office in British North America*, stated that the British P.O. treated the Can. Allan Line (which began operations



in April 1856) as “American” and rated letters by its ships with higher postage. Staff repeated these claims. I still have not seen a cover substantiating these statements, and believe that the British P.O. typically made threats which it did not put into practice. If any reader has a cover confirming Smith’s remarks, I would appreciate details.

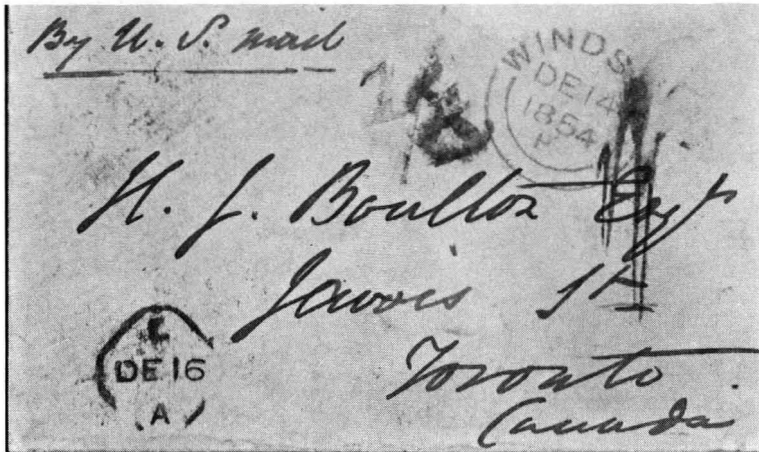


Figure 9. Windsor to Toronto, Dec. 14, 1854. Conveyed by American packet at old 1/2 stg., 1/4 cy. rate, during curtailment of Cunard service.

Perhaps such covers as that in Figure 9 have caused confusion. The reduced 8d stg. rate for Cunard mail (6d stg. for Can. packet) became effective March 23, 1854. The same notice which announced the reduction (Staff, p. 148) also stated that “the foregoing reduction cannot be applied to Letters conveyed by a Mail Packet belonging to the United States . . . Letters therefore for Canada, despatched by the United States Mail Packets . . . will continue liable to the existing rates of postage.” These rates were stipulated in the 1848 Convention; Britain could not unilaterally reduce them. During the winter of 1854-55 Cunard ships were withdrawn from the transatlantic service to transport troops for action in the Crimean War. When the usual Cunard sailing was not available, mail for Canada was conveyed by American packet at the old 1/2 stg. rate, as in Figure 9. The composition of this rate was as described earlier, except that the 8d sea postage was credited to the United States.

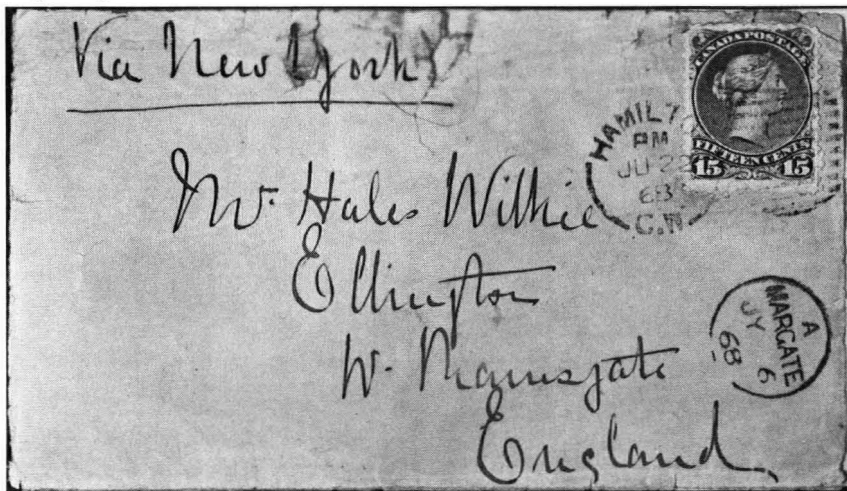


Figure 10. Hamilton to W. Ramsgate, Jun. 22, 1868. Cunard rate of 15¢ paid by stamp. This rate was in force through 1869—under two years.

With improvement in U.S. and Can. rail facilities, development of Can. steamship services connecting to Portland, Me., and the opening of alternate

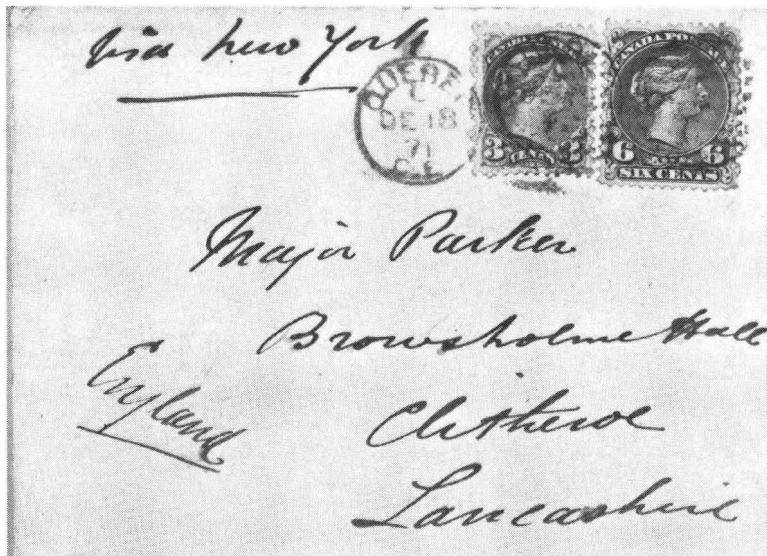


Figure 11. Quebec to Clitheroe, Dec. 18, 1871. Rate via U.S. by Cunard packet reduced to 4d stg. or 8¢ Jan. 1, 1870. Overpayment of 1¢.

routes, closed mail via the United States became less important in Can. transatlantic mail service. Or, perhaps, it would be more accurate to say that U.S. transit became such an accepted part of Can. mails as to be no longer remarkable. In early 1868, the U.S. transit rate was reduced to 1d or 2¢, so that a 7d stg. or 15¢ Cunard rate was in effect for a short time (Figure 10). Rates were again reduced in 1870, as shown in Figure 11, and the rate distinction on letters via the United States finally disappeared in 1875.

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**THE COVER CORNER**  
SCOTT GALLAGHER, Editor

**ANSWER TO PROBLEM COVERS IN ISSUE NO. 97**

A printer's error in Issue No. 97 caused Susan McDonald to be listed as Editor. Many familiar with Susan's style spotted that Scott Gallagher was the writer. Either way, a number of responses were received. This is gratifying, and we hope to hear from other readers sending in comments or candidates for future articles.

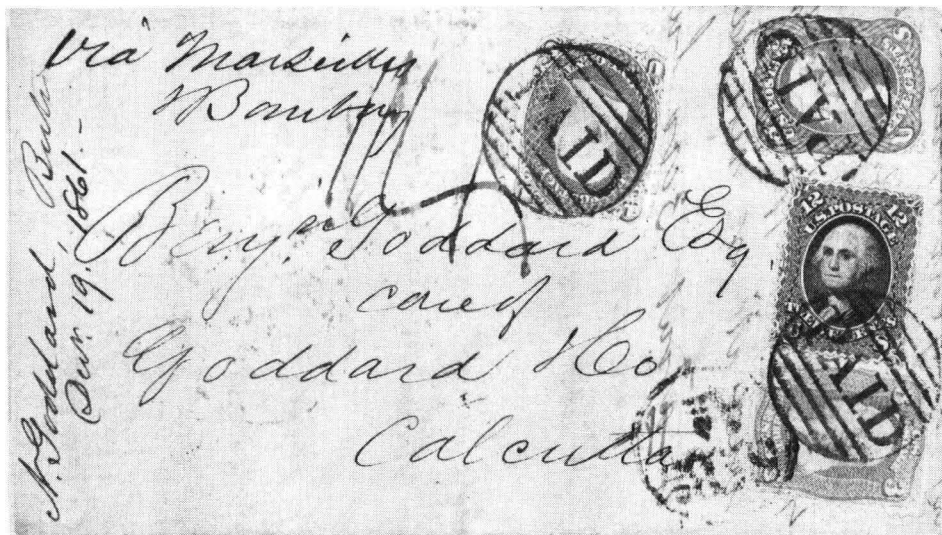


Figure 1. Cover from Boston to India, mailed Dec., 1861.

Figures 1 and 1a show the first problem cover from the last *Chronicle*, a folded Dec. letter sent from the U.S. to India in 1861. The transit and receiving marks clearly show Jan. 1862.

Robert Paliafito wrote in first, so here are his comments:

The strange part of this cover is that the Boston paid cancel is under the upper left corner of the 12¢ stamp. There were two ways to send this correspondence: 5¢ only if sent by British packet, this would pay the U.S. internal rate with the balance collectable on the other end; or 21¢ if sent by American packet, this would pay the U.S. 5¢ internal rate plus 16¢ sea postage to England. Evidently, the writer either assumed, or was told, this cover would go by British packet and he would only have to pay the U.S. internal rate. It was then discovered that the next sailing ship would be an American packet, and after the 5¢ stamp was cancelled, the balance of the postage was added and cancelled. This paid the postage to England only. It then went by British packet to Bombay, from Bombay to Calcutta by the "Calcutta Steamboat," and 1 shilling, 4 pence was collected in Calcutta from the addressee.

The next answer received was from Michael Laurence, who writes:

We see that this cover was posted in Boston in mid-December, 1861. Per *U.S. Mail* (52) we know that the prepayment required in the U.S., on covers to India (read "East Indies" in *U.S. Mail*), sent via British open mail, as this one was, per the London backstamp, was 5¢ if the cover crossed the Atlantic on a British contract steamer, and 21¢ if the cover crossed on an American contract steamer.

In the case of the problem cover, 5¢ was originally prepaid by the 5¢ buff stamp. Somehow, after the buff stamp had been tied by the Boston "PAID" marking, it was realized that the next sailing was a U.S. contract steamer, so that the cover required not 5¢ but 21¢ to pay the transatlantic portion of the total rate. Somehow, whether across the counter or otherwise, the cover was returned to the sender, who was asked to add 16¢ more postage, so as to qualify for the British open mail rate on the next (American packet) sailing. The additional 16¢ postage was applied—by means of the 12¢ Washington, the 3¢ Washington and the 1¢ Franklin—thus explaining the most

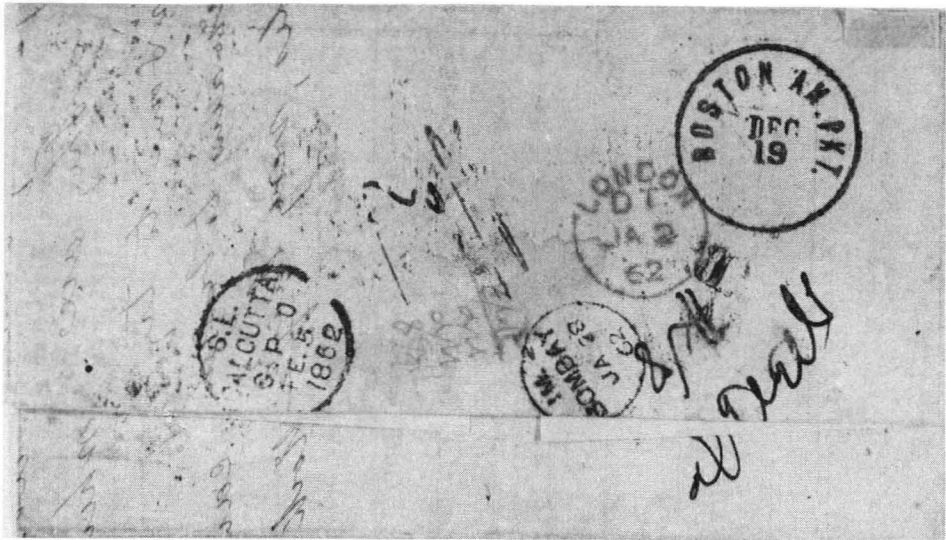


Figure 1a. Reverse of cover in Figure 1.

curious thing about the cover, which is that the 12¢ Washington lies over the paid cancellation on the 5¢ stamp.

The "Boston AM. PKT." marking on reverse confirms the need for 21¢ prepayment on this cover: the original 5¢ plus the subsequent 16¢. The pen marking "1/4", to the left of the 1¢ Franklin, represents either the additional postage due in Calcutta, or a debit from the British post office to the Indian colonial post office, showing how much the British expected to be repaid for taking the cover from London to Calcutta. On the subject of such manuscript due markings, refer to my article in *Postal History Journal*, #43, pages 7-24, about comparable covers to Hong Kong. While the handling of covers to India may have differed, the analysis still stands.

Another well-worded answer with the same correct conclusion came from Victor Krievens, as follows:

This cover shows the 21¢ rate to the East Indies for a cover travelling through the British Open Mail Service following the route of American Packet. This 21¢ rate was in effect from 1856 until January 1868. According to Article XI of the United States British treaty of 1848, the 21¢ represents the inland and packet postage payment. This would pay a letter to an English port where it would be treated as a letter originating in England. The December 19 Boston Am. Packet marking on the back of the cover would support the fact that the cover did travel by American Packet.

I note that the 5¢ buff was canceled by the large Boston PAID, and the 12¢ black was added to the cover after the 5¢ buff had been canceled.

Manuscript markings "via Marsilles and Bombay" could indicate that the cover was to travel by Bremen or Hamburg Mail Service following the route of Marsilles and Suez. (The cover did travel through Bombay, as indicated by the Bombay receiving markings.) The Marsilles-Suez route of travel can be eliminated since the required prepayment was 40¢ per 1/4 oz. This rate was in effect from 1857 until Feb. 1867.

Based upon the postage paid, as well as the supporting markings, this cover travelled by British Open Mail by American Packet.

Our readers owe thanks to Ray Vogel of Chicago for sending in this interesting foreign rate cover. The activity at the J. David Baker Sale just completed, and others during the past year, shows how many of us are interested in these covers with adhesives paying all or part of the postage. We hope other readers will send in photos of similar items. One to the U.S. prior to U.P.U from some strange source would be appreciated.

A forthcoming article by Charles J. Starnes will provide a comprehensive treatment of routes and rates to India, as well as the additional markings and charges appearing on these covers.

Figure 2 shows the second problem cover from the last issue, bearing a pair of Scott #9, the rather rare TEN, used for just a short period since Mrs. Davis did not appreciate the likeness of her husband. Answers were received from Dan Telep, Cal Hahn and Charles Kilbourne correctly spotting the cover as a fake.





Figure 2. Cover from Griffin, Ga., with pair of T-E-N stamps.

Here is what our knowledgeable friend from Charlottesville, C.E.K., writes:

This cover, with a pair of TENs, cds Griffin, Ga., Nov 7, does have its problems. I saw this cover some time ago, and it is my opinion that the cds and the address are both not genuine.

Griffin, Ga. cds on several different general issues have been declared bad by both the PF and the CSA. I think this cover is one of the group.

Several things give it away, after careful examination, and consideration of these two points:

1. Raymor Hubbell in his book, showing covers from his collection, does not include either a frame-line or a TEN. However, he does show 11's and 12's with early dates. Therefore, it is quite probable that Griffin did not receive shipments of the frame-line or TEN. There is a cover, with #12, in Hubbell book, page 25, cancelled Nov. 2—quite close to the Nov. 7 on the problem cover.

2. A Nov. date on any TEN is quite rare, if it exists at all. Most TEN's were used up by Sept. '63, as the quantity issued was small.

This fake is more dangerous than the one shown on page 70 of *Chronicle* #70, and came from a different source, reportedly from NYC 15 or 20 years ago. A nice unused pair of stamps was used, worth today about \$400. The paper of the envelope is correct for the period. How do we really know it is a faked cover? Without going into the chemistry of the two inks, there are some clues. First, the edges of the rim of the cds and letters of the town and state are not sharp and hard as they would ordinarily be for a metallic marker. They have been described as "lumpy" and a result of photographic reproduction of the cds. Next, the paper of the envelope shows no indentation marks of being struck by the canceller, a normal way by a postmaster anxious to get his chores done. Rather, the cds is carefully impressed. If we had another sample of a faked Griffin cds it would probably show the exact same ink spatters and breaks. These are some of the clues. We are not trying to give an instruction course in how to make fakes here. Back to this specific fake—note the disjointed handwriting. The address comes out as Le-a-the-r-wood. We do not believe that the faker of these covers is still making them, but many are still floating around, so collectors should be careful. Expertization by the Philatelic Foundation or Confederate Stamp Alliance should be used if there is a question.

#### PROBLEM COVERS FOR THIS ISSUE

Figure 3 shows the first problem cover for this issue. The marking is in red, and there is nothing on the back of the envelope. Who is familiar with this marking? What was the period of use? What postage was paid, or was it collected?

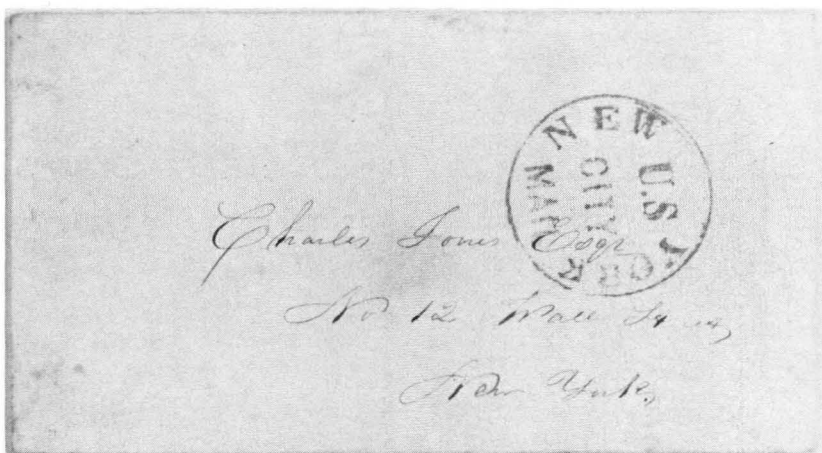


Figure 3. Cover with NEW YORK/U.S. CITY MAIL postmark.

The second cover (Figure 4) is included because of its Canadian association. It is postmarked TROY N.Y. JAN 5 (1847) and marked PAID and V in circle (all in blue) at the domestic letter rate. It is addressed to Highgate, Vt., and bears a receiving postmark of MONTREAL L.C. JA 8 1847. The question, of course, is why this letter was routed via Montreal?

Please send answers to your Editor at his Cincinnati P.O. box, or bring them to our annual meeting.



Figure 4. Letter from Troy, N.Y., to Highgate, Vt., in 1847 by way of Montreal.

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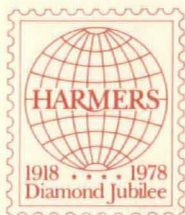
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