

August 1978 (No. 99)

THE CHRONICLE

The
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of the U.S. Classic Postal Issues

August 1978

Volume 30, No. 3

Whole No. 99

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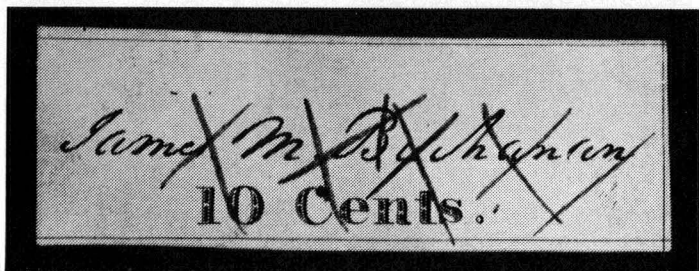
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THE EDITOR'S PAGE

This issue offers several items worthy of special mention. Philip T. Wall continues his fine series on the 5¢ New York with a fascinating account of the New Hamburg covers written by James Lenox. Also appearing in the guest section (although it would be equally appropriate in the Prestamp or Foreign Mails sections) is the first portion of a significant article by Charles Hahn on freight money covers—transatlantic mail covers which show an extra fee paid to the steamship or sailing vessel which carried them.

Barbara J. Wallace, a newcomer to this journal, is represented by an informative and well-researched discussion of the 1853 retaliatory rate. Other authors appearing here for the first time are Kenneth Whittle writing about a puzzling Civil War cover, Henry L. Hosmer with an account of Continental secret marks, and Richard Krieger discussing an unusual cover to Missouri.

The Mexican War article by Dale Pulver and that on 1867 grills by Bert Christian are concluded from previous issues. George Hargest's account of an unusual transatlantic cover—postponed from May—appears in the Foreign Mails section.

The subject of the Hawaiian Steam Service marking is thoroughly investigated by Ken Gilbert in an article which contains previously unpublished information and which makes an important contribution to our understanding of this service and marking.

In addition, many other items of interest contributed by the section editors will provide you knowledge and enjoyment. The *Chronicle* was one of five periodicals to receive a vermeil award at Capex; this was the highest award granted any periodical. Most of the credit belongs to the section editors who are responsible for the high quality and sustained interest of this journal. My thanks to them and their many dedicated contributors.

JOSEPH RUBINFINE

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GUEST PRIVILEGE

FREIGHT MONEY COVERS

**THE PRIVATE SAILING PACKET AND STEAMSHIP LETTER CHARGES AND MARKINGS
OF THE LATE 1830S AND EARLY 1840S**

CHARLESS HAHN

Freight Money Covers are transatlantic covers from the U.S. and Canada by the pioneer steamships and the competing U.S. sailing packets, for which a fee in addition to postage was charged and collected, usually by the receiving postmaster. It is the purpose of the article to show how these covers may be detected by their rating, to give their history, to list those known, and to ask for the help of readers in listing those lying hidden in collections.

The first philatelic attention to freight money charges was drawn by Frank Staff in his book *The Transatlantic Mail* published in 1956 (pp. 155-7), and to the best of my knowledge nothing has been published since.

However, Leon Reussille and the late William Peterman each formed a collection of freight money covers and made extensive notes about what they learned on the subject, and I have been able to acquire many of the covers which were in these collections, and their notes, and I have had also the help of the knowledgeable stamp dealer Henry M. Spelman III.

The first attention to freight money in the contemporary press was in fact a negative one. The New York *Albion* for May 5, 1838 read:

The *Sirius* [the first commercial transatlantic steamer] sailed on Monday for London. . . . It is stated that the *Sirius* took with her 17,000 letters, for which no charge whatever was made. The act was a generous one, certainly, but not a judicious one in our opinion—but the parties concerned doubtless knew their own business best. Calculations of the loss have been made, which if saved, would have paid a large portion of the expenses of the voyage. Supposing each letter had been charged at a quarter of a dollar, it would have yielded upward of \$4000, say £ 1000 sterling! We admit that if such a charge had existed a less number of letters would have been written—perhaps half—say 8000. These would have yielded \$2000, the amount received from fifteen and the profit probably of thirty passengers. The *Sirius*, we believe, had twenty-eight cabin passengers, consequently her letter bags would have been more profitable than her cabins.

Regarding the sailing of the *Great Western*, *Albion* says, "no charge for letters or newspapers." But the same newspaper on 30th June that year announced in an advertisement:

British Steam Ship "Great Western"

Letters received on board, will be charged 25 cents per single sheet; larger letters in proportion. A bag will be appropriated to letters for the Continent of Europe, and they will be deposited therein, on payment, in addition to the ship postage, as above, of the regular English postage from Bristol to their port of departure from England to the Continent, which port of departure should be designated on the letter.

In Frank Staff's book are quotations from the *Albion*, the first from October 27, 1838, detailing the commencement of the sailings of the steamships *Royal William* and *Liverpool* of the Transatlantic Steam Ship Company:

Letters will be charged 25 cents per single sheet; larger letters in proportion. A bag will be appropriated to letters for the Continent of Europe, which, in addition to the ship's money, will be charged with the regular English postage from Liverpool to the port of departure from England to the Continent, which port shall be designated on the Letters.

And in 1841 a notice was published as follows:

Notice—British And American Steam Navigation Company

Postmasters in the United States who may or may not receive a circular apprising them how letters may be sent by the Steam Ships of this Company to Europe, are informed they can do so by collecting both the United States inland postage and the ship's charges.

The letters should then be made up in a separate bundle with two bills, one as usual for the inland postage, and another showing the amount of ship's postage,

marked "Steam Freight Bill" wrapping the money for the ship's postage securely in the same bundle with the letters and "Freight Bill", and sealing and directing the bundle to the "Post Office, New York, for steamer."

Ship's Postage—Single letter, 25 cents; Double do. 50; Tripple [sic] do. 75; Quadruple do. \$1; and \$1 per ounce for Packets or Letters composed of one or more articles; Newspapers 2 cents each; Periodicals, Magazines and Pamphlets, 2 cents per sheet.

Foreign Postage—Letters for places out of the United Kingdom and France, where the inland English postage has to be paid by the Company, are charged \$1 per single sheet, and in proportion for all others, as above.

The Steam Ships *British Queen* and *President* will sail from this port the 10th of each month during the year, commencing 10th March.

Wadsworth & Smith

Agents British and American Steam Nav. Co. No. 4., Lones Lane.

In the United States cooperation was given by postmasters throughout the country to the collection of money which was sent with waybill to New York and in Canada the money was collected by the postmasters and forwarded through Mr. T. A. Stayner, the Canadian Deputy Postmaster General at Quebec. Staff quotes the following statement which was tabled before the Commission of Inquiry of 1840 into the Post Office of British North America:

Freight-Money—The Proprietors of the lines of Sailing Packets between New York and Europe, having determined from henceforth to demand a Ship postage or tax of 12 and 1/2 Cents, or 7 1/2 d. for a single letter, and so on in proportion for double and treble letters and packets, sent from this Country,—there appears to be no other mode of maintaining our Post Communication with the other side of the Atlantic, *via* New York than by submitting to this new regulation, and explaining to those who choose to write by that Channel, that they must pay the above Ship charge in addition to the United States' and British Island postage [sic].

This Ship postage therefore must be exacted upon all letters sent to Europe, *via* New York—and the readiest, and indeed the only admissible way of doing it, is by sending the said money to the Office in immediate communication with the United States, through which you forward such letters.

The Post Master in communication with the United States through whom the letters are sent, will remit this Ship-money to me on the 1st of each month, in their usual way of remitting Post Office monies.

In April 5, 1839 the Postmaster of Montreal wrote to the Transatlantic Steamship Company agents, Abraham Bell & Co. as follows:

Dear sirs:

Mr. Stayner, the Deputy Post Master General, has written you, I understand, on the subject of the Steamship Agency and pointed out the reasons in favor of your allowing the proceeds (from the different Post Offices in the Canadas) to be concentrated in Quebec and remitted you from thence as at first proposed. After maturely reflecting on the matter, I feel confident that you will continue the present plan

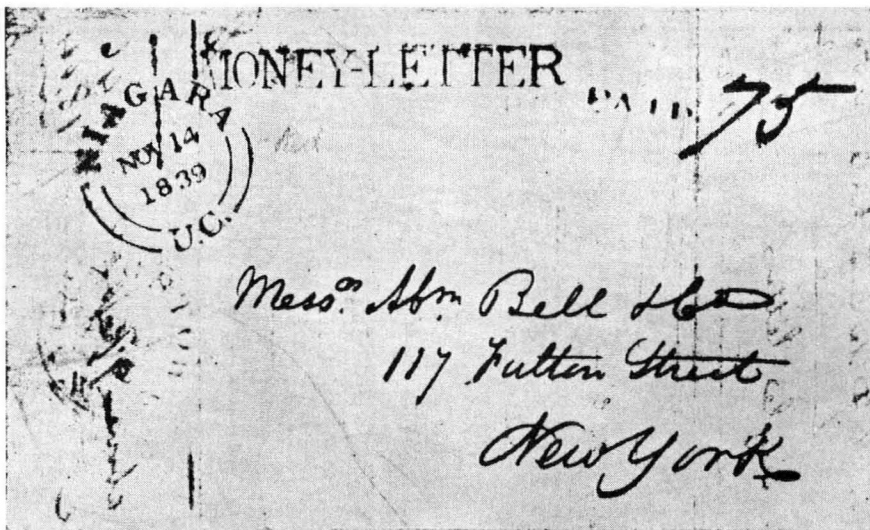


Figure 1a. The outside of a letter to Abraham Bell & Co., agents for the Transatlantic Steam Ship Company, from the Postmaster at Niagara, Upper Canada, enclosing an accounting for letters sent for transmission on their vessels, less commission at 7 1/2 percent, also enclosing cash.

Mass^{rs} Adm Bell & Co New York

In acct with Mrs. Davidson Kigawu UG.

| | | — Cr — | |
|------|--------|---------------------------------------------|-------|
| 1834 | May 11 | By 18 single letters sent for the Liverpool | 4.50 |
| | | 1 newspaper | .2 |
| | 13 | By 1 double and 2 single letters | 1.00 |
| | July 1 | By 1 Packet | 1.25 |
| | | 1 do | .75 |
| | | 1 do | .50 |
| | | 15 single letters 25ct | 3.75 |
| | | 2 newspapers | .4 |
| | Aug 14 | By 16 single letters 25ct | 4.00 |
| | | 8 newspapers | .16 |
| | Oct 1 | By 1 double letter | .50 |
| | | 9 single do | 2.25 |
| | | 14 newspapers | .28 |
| | 14 | By 2 single letters | .50 |
| | | | 3.53 |
| | | | 19.50 |
| | | — Dr — | |
| 1836 | Nov 14 | To Commission on above 7 1/2 pct | 1.46 |
| | | Cash in full | 18.04 |
| | | | 19.50 |

Figure 1b. Inside of letter in Figure 1a.

as much more likely to insure satisfactory accounts and punctual remittances than any other.

I do not think that any plan will ever make you certain of having the money in your possession so as to close by each steamship as she sails, but as the amount from these Provinces is never so large as to be an object to you, I imagine that you will find it expedient (if accounts must be so closed) to advance the same for two or three weeks from the departure of the respective boats.

I am very respectfully and sincerely, my dear sirs,

Your mo. obed't servant,
And'w Porteus
Post Master.

The letter to which Andrew Porteus refers has luckily turned up in the hands of Susan McDonald and here is the text of it complete:

Gen. Post Office for B.N.A.
Quebec 30 March 1939

Gentlemen,

Mr. Porteus the Post Master at Montreal has sent me for perusal your letter to him of the 21st inst. in which you animadvert upon the time consumed in transmitting the Steam Ship money to Quebec. You say you see no use in it and request him in future to remit direct to you. —

My design in forming the arrangement of which you thus disapprove, was to render an advantage as well to you, as to the inhabitants in all parts of these provinces who might desire to send their letters by the Steamers.

At the smaller Frontier Offices it is difficult and indeed frequently impossible for the Post Master to obtain such money for remittance to New York as would

answer the purpose, and I thought that by concentrating the whole at Quebec and remitting it to you, at intervals, in one Sum, all parties would have been accommodated; that I have not remitted you very lately is owing principally to my having been obliged to wait for a corrected account of some of the postages—besides, as the Sum was not large, I did not suppose the delay could have been of much consequence.—I shall of course, as you desire it, direct my Deputy at Montreal to remit *direct* to you, and if all the Post Masters in the more remote situations could do the same, I should be pleased, as it would relieve me from considerable trouble from which I derive no profit of a pecuniary nature; but if you insist upon this being done at all the Offices, the letters must go by some other channel which may present less obstacles to a free communication—for we cannot perform impossibilities.

I now beg to hand you a Statement of all the monies in my hands collected on account of your Steamers with a draft on Messrs. Prime, Ward & King for the balance amounting to \$275.44cts—the receipt of which I request you will be so good as to acknowledge.

I remain respectfully
Gentlemen Yrble Ser
T. A. Stayner
Dy P.M. Genl.

Messrs. A. Bell & Co.
New York

*Genl Post Office
Quebec. 25. Oct. 1839*

*Messrs. A Bell & Co
Agents for the Steam Ship "Liverpool."*

Gentlemen,

Herewith I beg to hand you an account of Steam Ship postage—by freight Money collected in the Canadas—on letters and Newspapers transmitted thro the New York Post Office—to be forwarded thence by the Liverpool Steam Ship on the 24. August Inst. together with a Draft on Prime Ward and King for the balance being \$190.83cts.

Requesting you to have the goodness to acknowledge the receipt of this transmission.

*Remain
Gentlemen
Your very Obedient
T. A. Stayner*

Figure 2. Letter from the General Post Office in Quebec to Abraham Bell & Co. transmitting steamship postage freight money from Canada for the "SS Liverpool."

Here is a very slightly earlier letter from the postmaster in Toronto showing how the postmaster there sent the letters on to Abraham Bell and the remittance

to the Deputy Postmaster General in Quebec.

Post Office

Toronto 28th Feb'y 1839.

Gentlemen

I take the liberty to enclose a letter from a friend of mine which I cannot send in the regular way as I can only make up one mail to send to any one of the Steamers. I will consider it a favor if you will send the same by the Liverpool Steamer if in time. If not in time by the first packet and I shall include the amount [of] Steamship postage in the first account I render to the Dy. Postmaster General of postage per steamers for which you are Agent.

I am, Gentlemen

Your Obed t

Cha. Buesy P.M.

Post Office Niagara, U.S.
10th May 1839

Dear Sirs,

I duly received your Letter with the enclosure, which I have fixed up in a conspicuous part of my Office. I shall send to morrow whatever Letters I may have to go by the "Liverpool" - I have at present ¹⁵ 18 only. I find that in the aggregate the postage would be more than if sent singly, I shall therefore direct each to your care. Please attend to all so addressed, and post marked Niagara U.S.

When you write please say whether you can receive letters to go by the Sailing Packets

I am, very Respectfully &c.
Abraham Bell & Co. P.M.

Mr. Simon Bell Esq.

Figure 3. Letter from Postmaster in Niagara telling how he has put up a poster for Abraham Bell & Co. and the "SS Liverpool."

In any case, the entire Canadian system was wiped out on the 4th of December, 1840, as per the following directive of that date, no doubt occasioned by the fact that the Cunard Line began July 4, 1840, under the control of the G.P.O.:

The Deputy Post Master General having received orders from His Lordship the Post Master General, immediately to discontinue the collection of what is called "Freight-money" upon letters sent from this Country to Europe, intended to be forwarded by the Merchant Steamers and Sailing Packets from the United States, gives

notice that henceforth he cannot permit the collection of this charge by the Post Office in these Provinces.

The Deputy Post Master General thinks it his duty to explain to the Public that the reasons assigned by Her Majesty's Post Master General under the approval of the Lords Commissioners of the Treasury, for putting a stop to the practice alluded to, are the great additional advantages afforded by the National Steam Packets, *via* Halifax and Liverpool, to the intercourse between the Mother Country and British North America, and the fact that persons in Canada, who may be willing to pay the heavy extra charges imposed by the owners of the private Vessels in the United States have all the means of doing so by addressing their letters to the care of an Agent at New York.

In England the collection of freight money for the east to west voyages was never allowed by the British Post Master General, whose interest was in maintaining the sending of mail first by the official British Packet system, and then in 1840 by the government subsidized Cunard Line. I have seen no evidence of freight money collected from continental countries for east to west voyages, nor of machinery set up for the collection of such freight money.

In this picture we have not specifically mentioned the fast sailing ships of the United States which also got into the act immediately, as can be seen from the dates of the letters available, and on which 12½ cents per single sheet and multiples of that rate for multiple sheets were charged. While the steamships got the best of the business, a great deal of it went by sailing ships because of the 50 percent discount offered.

City News Room.
Salem Aug 22nd 1839.

Messrs A Bell & Co
Dear Sirs

Enclosed are Two Letters for the
Steam Ship Liverpool -

| | |
|--------------------------------------------------|--------|
| Rate of my % per letter of 4 th class | \$0.25 |
| Due for letters enclosed | 50 |
| Balance due you | 25 |

Respect^{ly}
Yours &c &c
N. Prince Jun.

Please give your reply to the bearer of this

Figure 4. Letter from the City News Room at Salem, Mass., to Bell.

In the United States not only were the post offices authorized to collect the freight money but also traditional gathering spots for transatlantic mail such as the City News Rooms and some of the coffee houses seem also to have been recognized by the steamship companies and probably the sailing ship companies by the granting to them of commissions as collecting spots for mail which was then forwarded to the agents for the steamship and sailing vessel lines.

There is illustrated (Figure 4), for instance, correspondence from the City News Room, Salem, Mass., to Abraham A. Bell & Company (who were agents for the Transatlantic Steam Ship Company) for letters received, less their com-

Received at P. O. New York in acct.
of A. Bell & Co. for Steamer Postage during
quarter ending 30 June.

| | | |
|-------------------------------------------|---------------|-------|
| For letters sent | Charleston SC | \$ 46 |
| July 5 th 1839 | New Orleans | 22.25 |
| do Aug th 24 th '39 | do | 21.87 |
| do Dec th 14 th '39 | do | 37.25 |

Exp^{ts} per cent - com^{rs}

\$ 127.37
 110.44
 \$ 117.18

P. O. New York
 July 22 1840

Dear Sir
 Above is statement of monies
 rec^d for your acct for letters sent per
 Steamer Liverpool. There is nothing
 now due you on the acct.

Enclosed is check for
 the amount,

Very respectfully
 Yours Obedient
 J. H. [Signature]

Figure 5. Statement to Abraham Bell from the post office in New York. Note that they received 8 percent and also handled incoming waybills from other post offices.

mission. The postmasters of every city were also granted commissions from 7½ to 10 percent for their cooperation in collecting and forwarding the freight money, which no doubt was one of the reasons there was no objection to it in the United States.

Illustrated with this article (Figure 6) is a copy of Abraham Bell's announcement, showing not only the cost of passage and freight on the transatlantic steamships, but also the ship's postage or freight money which is 25¢ for a single letter and proportionally higher for a greater number of leaves. Newspapers, however, went at 2¢ each and periodicals, magazines and pamphlets

TARIFF OF PASSAGE, FREIGHT AND POSTAGE.

PER THE TRANS-ATLANTIC STEAM SHIP COMPANY'S SHIPS,

FROM NEW YORK TO LIVERPOOL.

PASSAGE in the *Main Saloon*, thirty-five Guineas, \$163 33-100
In the *Fore Saloon*, thirty Guineas, 140
Children under thirteen years and Servants, half price.

FREIGHT.—Light Goods, £5 sterling per ton of 40 Cubic feet.
Other Goods, 1d sterling per pound weight.
Specie under £20,000—1-2 per ct. over 3-8 per ct.
Parcels charged according to size and value, and must be paid for at the
Agent's Office at the time of entering them on the Books.

SHIP'S POSTAGE.—Single Letter, 25 cents.
Double, do. . . . 50 "
Triple, do. . . . 75 "
Quadruple, do 100 "
And one dollar per ounce for Packets or Letters,
Composed of one or more other articles.
Newspapers, 2 cents each.
Periodicals, Magazines and Pamphlets, 2 " per sheet.

FOREIGN POSTAGE.—Letters for places out of the *United Kingdom* and *France*, where
the Inland English postage has to be paid by the Company, are
charged one dollar per single sheet, and in proportion for all others
as above.

Abm. BELL & Co., Agents,

117 FULTON STREET.

New York, 4th Mo. 10th, 1839.

Figure 6. A reduced-size poster of Abraham Bell & Co. showing the tariff for freight money as well as for passage on their ships.

went at 2¢ per sheet. "FOREIGN POSTAGE.—Letters for places out of the *United Kingdom* and *France*, where the Inland English postage has to be paid by the Company, are charged one dollar per single sheet, and in proportion for all others as above." Though I have not seen printed evidence of the other companies' charges, no doubt they were competitive.

Now we come to the trick of determining, if possible, how freight money was paid on the letters from the evidence of the covers themselves and here is the chief difficulty. All of the letters which I have seen from Canada and all of those I have seen pictures of in such books as Staff and Boggs, show the packet postage and the postage to New York (both Canadian and U.S.) recorded separately on the cover as on Figure 7, a cover from Loughboro, Upper Canada, via New York to England. If they were not recorded separately, I know of no way of telling except by the rating; and I have not seen a Canadian cover where

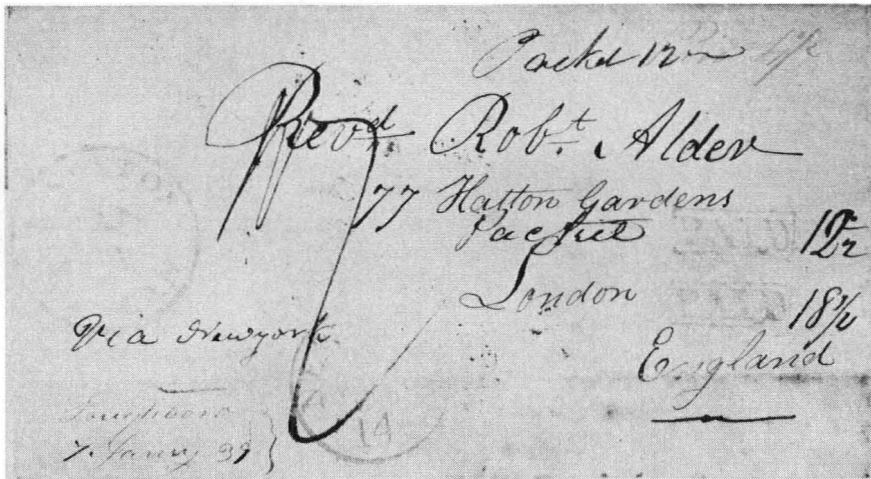


Figure 7. Canadian postage is indicated in red under "Packet" at 4 1/2d. Packet freight money is marked PAID at 12 1/2 and U.S. postage of 18 3/4 is also marked with boxed PAID on this Loughboro, Canada, cover.

the rating would indicate freight money collected and included in the total rating, though such there may be. Another Canadian cover is shown in Figure 8.

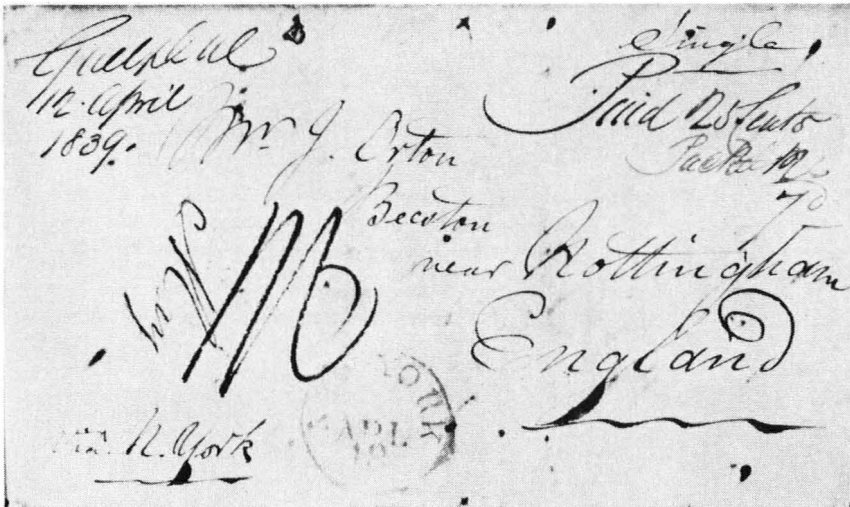


Figure 8. Here is a Canadian cover showing U.S. postage of 25¢, packet freight money of 12 1/2¢ and Canadian postage of 7d, with the manuscript townmark at upper left.

In the United States we come to a great variety of methods of showing the postage plus freight money. In the first place, the city with the largest usage, i.e., New York, did not show the freight money on the cover as far as I or previous students have been able to determine.

On a cover from Havana carried out of the mail to New York, the forwarders Heckschers, Coster & Matfeld placed their f.a.c. upon the reverse. The letter carries no rating upon it, nor a New York post office marking and was undoubtedly handed directly to the ship's agents (or on board) as the *Liverpool* was specified on the face of the cover (Figures 9a & 9b). Though this cover is included to show how New York mail was treated, I cannot consider New York covers in general to be freight money covers, because they show no evidence of freight money payment. I recognize that a New York cover endorsed "per Great Western" undoubtedly had freight money paid for its transmission after the first voyage, but unlike covers from other cities, the cover itself does not show the freight money evidence. The collecting of such covers, like everything else in philately, is up to the individual.

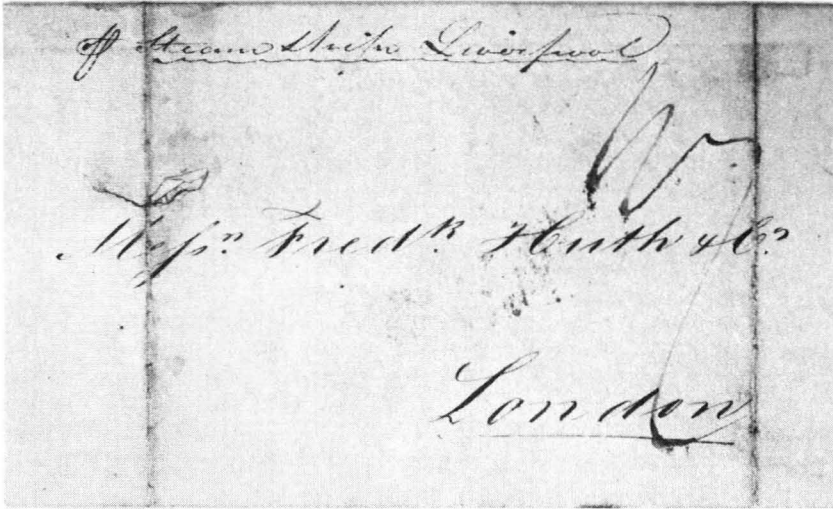


Figure 9a. The front of the listed "SS Liverpool" cover from Havana which shows typical lack of markings on a cover from New York. This cover was handled by a forwarder in New York.



Figure 9b. Reverse of cover in Figure 9a shows F.A.C. of the forwarder, LIVERPOOL SHIP LETTER marking and London arrival marking.

(To be continued)

**NEW YORK POSTMASTER'S PROVISIONALS INITIALED "RHM"
USED ON COVERS ADDRESSED TO NEW YORK CITY
PHILIP T. WALL**

All of the known covers bearing New York Postmaster's Provisionals initialed "RHM" (Scott 9X1b) used on mail addressed to New York City are from the correspondence of James Lenox and were mailed from New Hamburg, New York, in the second half of 1845.

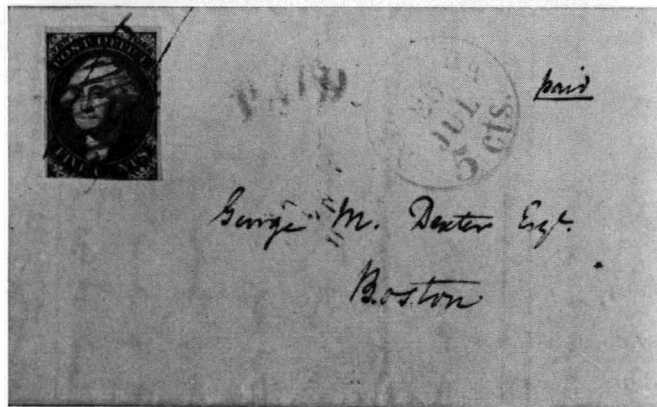
THE WRITER

Mrs. DeWitt L. Alexandre (nee Cynthia Banks), a descendant of James Lenox's sister, Mrs. William Banks, has given me the following information on Mr. Lenox:

James Lenox, only surviving son of Robert Lenox and Rachel Carmer, was born August 1, 1800, was graduated from Columbia in 1818 and from Princeton, M.A., in 1821 and admitted to the bar. In 1826 he was taken into partnership by his father and continued until shortly after his father's death

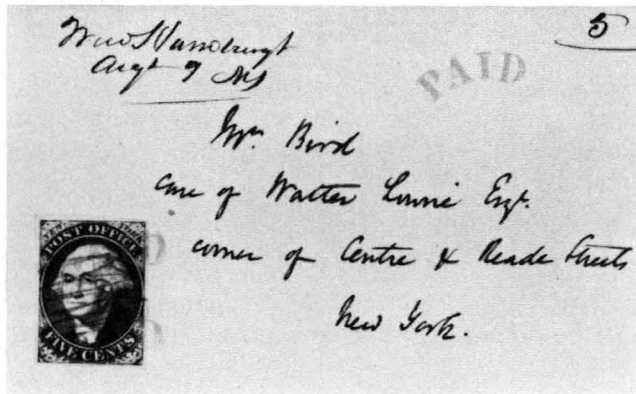
when he retired to give his attention to his estates and to collecting books. He gave the Lenox Library to the City of New York in 1870, a very handsome white marble building on 5th Avenue and 70th to 71st Streets. Opposite, on the Central Park wall is a bronze bust of the architect, Richard Holman Hunt, forever looking across to his finest work, the Lenox Library, now no longer there. The city consolidated the Astor, Lenox and Tilden Libraries into the N. Y. Public Library, opened in 1911. The Lenox Library site is now the Frick Art Gallery. James Lenox also deeded the block from Madison Avenue to Park Avenue and from 70th to 71st Street to the Presbyterian Hospital which occupied the site until 1925 when it moved to 188th Street. This land was on part of the old Lenox farm, which Robert Lenox had acquired in the early 19th Century for a bad debt. In his will drawn in 1829, Robert Lenox directed his executors "not to sell my farm at the Five Mile Post as I think someday there will be a village there." The farm ran from 5th Avenue to Park from the North side of 68th Street to the South side of 74th Street. No part of this very valuable holding was sold until 1864. James Lenox died unmarried February 17, 1880. Six sisters grew up, five married, four left descendants: Mrs. Robert Maitland, Mrs. William Banks, Mrs. David Sproat Kennedy, Mrs. John Fisher Sheafe.

Figure 1. New York 5¢ initialed "RHM" on cover dated "New Hamburg," but postmarked at New York July 26, 1845.



From independent sources I have learned that Robert Lenox immigrated to New York City from Scotland in the 1790s and soon established what was to become one of the largest import-export businesses in that city. His son James apparently had little interest in the business because he sold it almost immediately upon the death of his father in 1840. At the time of his death, Robert Lenox was one of the wealthiest men in the United States and, as was the custom in this country in the mid-19th century, the bulk of his estate was left to his oldest son (and in this case his only male heir), James. James Lenox had no immediate family and after 1840 no regular occupation or profession, and his only real interest in life appears to have been the building of the largest private library in the New World.

Figure 2. Cover from New Hamburg, N.Y., Aug. 9, with "RHM" stamp.



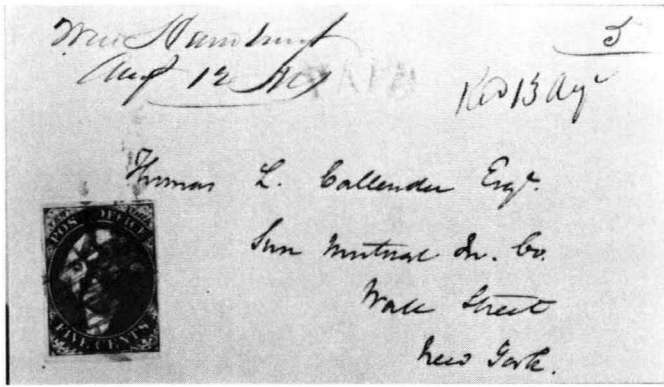


Figure 3. From New Hamburg, N.Y., Aug. 12, to New York City, with "RHM" stamp. One of four covers addressed to Thomas Callender.

THE LOCATION WHERE THE LETTERS WERE WRITTEN

New Hamburg, New York, is located in Dutchess County on the east bank of the Hudson River approximately 65 miles north of midtown Manhattan. When I visited the area in the summer of 1974, the business district had completely disappeared, and the few remaining buildings were either abandoned or boarded up. The only evidence of life was a marina operating in a natural cove that makes for an excellent river harbor. I am told that in the 1840s New Hamburg was one of the major river ports along the Hudson River and farmers as far away as western Connecticut would bring their produce by wagon to New Hamburg to have it shipped to New York City.

North of New Hamburg the land rises to a point several hundred feet above the river, and this bluff extends for several miles toward Poughkeepsie. Approximately two miles north of the center of the village there existed in the 1840s two adjoining estates, Netherwood and The Cedars. Both manor houses have long since been destroyed, either by fire (The Cedars) or torn down (Netherwood), but I am told that it is believed that both houses had approximately 35 rooms each and were on tracts of land that ran from River Road to the Hudson River, a distance of approximately three-quarters of a mile. The view from the gatehouse of The Cedars where the present owners were living in 1974 is magnificent as the Hudson bends slightly to the southwest at this point. The highlight of my visit was seeing wild foxes playing on the front lawn.

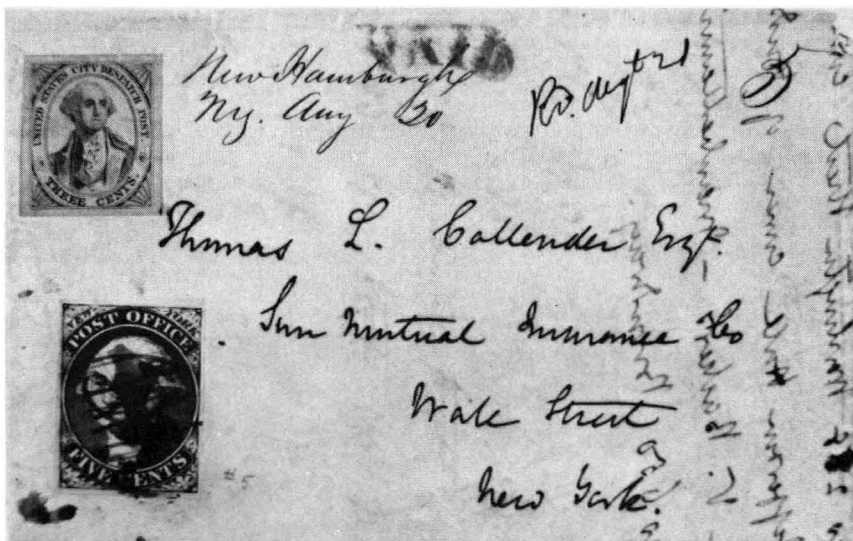
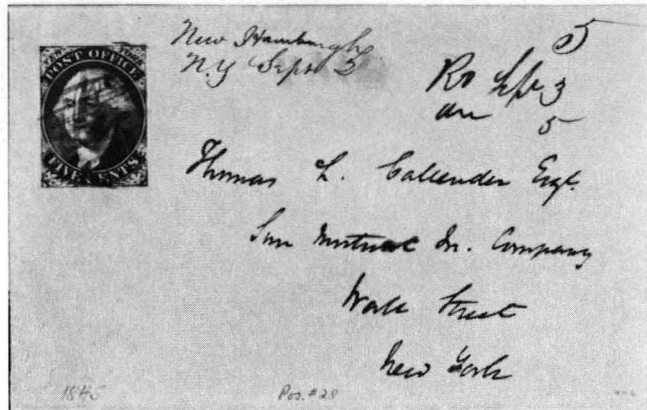


Figure 4. Another Callender cover which bears a 3¢ City Dispatch Post stamp in addition to the New York 5¢ initialed "RHM."

The decade of the 1840s was before wealthy New Yorkers built "summer cottages" on Long Island, Newport and Bar Harbor, and I cannot imagine a more pleasant place to spend the hot summer and early fall months than at an estate on a high bluff along the Hudson River.

Figure 5. From New Hamburg, Sept. 2. An uncanceled 3¢ City Dispatch Post stamp, which was affixed below the 5¢ New York, has been removed.



THE SETTING

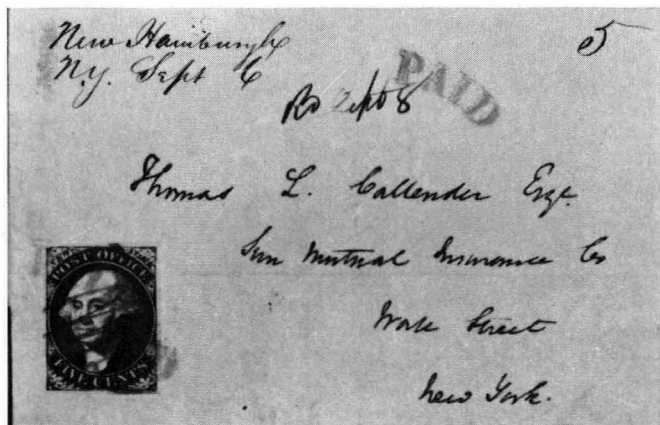
In the summer of 1845, James Lenox was having built for him a Townhouse on lower 5th Avenue which was at that time the most fashionable residential section of New York City. The primary purpose of this new home was to house his rapidly expanding library. In recent years, I have had correspondence with the descendants of two of James Lenox's sisters. Both were of the opinion that James Lenox never owned either of the estates of Netherwood and The Cedars but was merely a guest at Netherwood while his new home was under construction. The contents of Cover #1 discussed some problems that had arisen in the construction of the house.

THE COVERS

There are seven recorded covers written by James Lenox while he was staying in New Hamburg in the last half of 1845. It has been my privilege to have either owned or inspected the first six covers. Covers #2, 3, 4, 5 and 6 are headed "Netherwood", and Cover #1 is headed "New Hamburg, Dutchess County." Strictly speaking, Cover #1 is a usage *from* rather than *to* New York City, but I have grouped it with the others since it was written in New Hamburg. Covers #1, 2, 3, 5 and 6 are in an important eastern collection. Cover #7 is purported to be in a midwestern collection. Cover #4 is rumored to have been sold by private treaty in 1975 for \$4,500. Its present whereabouts is unknown to me.

At one time cover #5 also had affixed to its front directly beneath the provisional an uncanceled copy of the 3¢ United States City Dispatch Post

Figure 6. Cover postmarked Sept. 6 at New Hamburg, N.Y. The New York 5¢ with "RHM" initials is tied by two strikes of the NYC PAID.



carrier 6LB5. This was submitted to the Philatelic Foundation which declined an opinion (PFC 42441). Subsequently, someone removed the carrier stamp and resubmitted the cover to the Philatelic Foundation at which time it was found to be genuine (PFC 44135). Cover #4 which also has a carrier stamp has been found to be genuine (PFC 47006).

A number of these covers have changed hands privately in recent years at prices that were substantially higher than last realized at public auction.

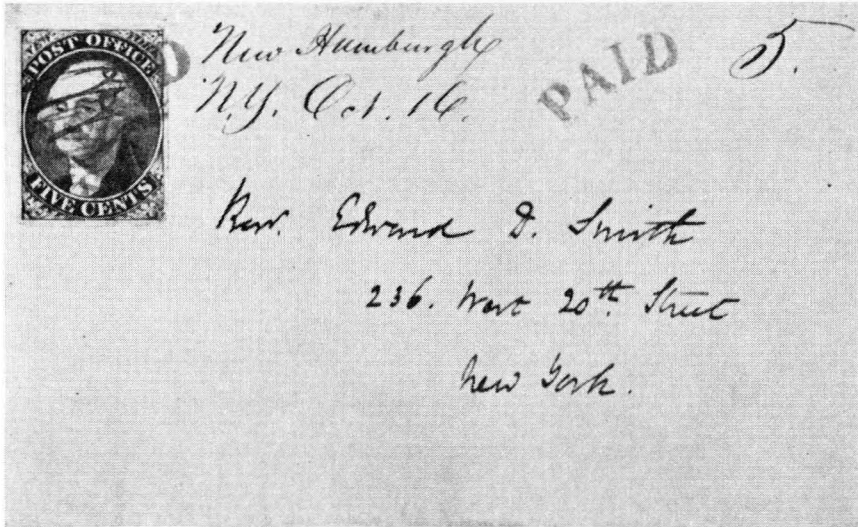


Figure 7. New York 5¢ initialed "RHM" used from New Hamburg, N.Y., Oct. 16, 1845. Written—as were all the folded letters shown here—by James Lenox, founder of the New York Public Library.

NEW HAMBURGH COVERS

All letters have the heading New Hamburg and all except cover #1 are headed "Netherwood." All were written by James Lenox, founder of the New York Public Library.

| No. | Date Mailed | Addressee & Date Rec. | Stamp Description | Auction Data |
|-----|-------------|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| 1 | 26 July | Geo. M. Dexter, Esq., Boston. | Tied 2 pen marks, cut into LL corner, pos. 37. | Siegel 2-24-66, lot 15 @ 1,250. |
| 2 | 9 Aug. | Wm. Bird, care of Walter Lowne, Esq., corner of Centre & Reade Sts., New York. | Tied 2 strikes red PAID; 4 mgns; pos. 9. | H. R. Harmer, 1-23-68, Hindes col., lot 7 @ \$3,200. |
| 3 | 12 Aug. | Thomas L. Callender, Esq., Sun Mutual Ins. Co., Wall St., New York; rec. 13 Aug. | 4 mgns <i>not</i> tied, pen canceled; pos. 40. | H. R. Harmer, 5-22-61, Shierson col., lot 45 @ \$1,550; Kelleher, 10-4-74, lot 55 @ \$2,600. |
| 4 | 20 Aug. | Callender; rec. 21 Aug. | 4 mgns but scissors cut in R mgn; <i>not</i> tied; pos. 5. Also has uncanceled 3¢ carrier United States City Dispatch Post (3¢ blue, glazed paper, 6LB5). | H. R. Harmer, 5-22-61, Shierson lot 46 @ \$1,100 Kelleher, 10-4-74, lot 56 @ \$2,600. |
| 5 | 2 Sept. | Callender; rec. 3 Sept. | Apparently 4 mgns, pen canceled; <i>not</i> tied. Position unknown. | Reported to have changed hands at \$3,000 in 1974. |
| 6 | 6 Sept. | Callender; rec. 8 Sept. | Cut into UL. Tied 2 strikes red PAID. Pos. 11 (?). | Herst 4-3-69, lot 348 @ 1,600; Kelleher 10-4-74; lot 57 @ \$2,200. |
| 7 | 16 Oct. | Rev. Edward D. Smith, 236 West 20th St., New York. | 4 mgns but defect in LR corner. Tied red PAID. Pos. ? | Mozian 1-19-56, Norvin H. Green col., lot 131 @ \$480. |

PLATING THE 5¢ NEW YORK

The finest article ever written on plating the 40 positions—eight horizontal rows of five stamps each—of this stamp was authored by Paul MacGuffin with the assistance of Stanley B. Ashbrook and was published in the May 1936 issue of *The American Philatelist*. At that time the American Philatelic Society had only slightly over 4,000 members and in the intervening 42 years, most of the copies containing this plating data have been lost to present day collectors. At the present time I have an ample supply of plating cards and can obtain several copies of each of the 40 positions of the stamps with which to do a new plating article to be published in *The Chronicle*. Since this would involve many hours of time plus considerable eyestrain, I do not wish to undertake this task unless there is considerable interest in such an article. All Route Agents interested in plating the 5¢ New York are invited to write me at 536 Woodvale Drive, Greensboro, North Carolina, 27410, to indicate their interest in such an article.

ADDENDA

In the February 1978 issue of *The Chronicle*, Creighton C. Hart continued his series of articles on 1847 covers used from New York. This article included data on the postal markings used at the New York City Post Office during the 1847-1851 period (Figure 2) and in addition contained a photograph of a pair of New York Postmaster's Provisionals used on a cover to Mobile, Alabama, postmarked November 11, 1846 (Figure 1). This use precedes by several days the earliest use of which I have a record of the red square or diamond grid being used to cancel the Postmaster's stamps at the New York City Post Office, and in my judgment must be considered as the earliest known use of this canceller until someone reports an earlier date. This cover also has a most interesting postmark—the type illustrated by Mr. Hart in Figure 2-K. It will be noted the "10 CTS" is straight rather than curved as in Figures 2-H and 2-J. Hart's records disclose only one 1847 cover with this type of postmark, and a review of my own records of over 150 covers with either pairs or two singles of the 5¢ New York discloses only one additional cover with the Hart type 2-K postmark. This cover has a horizontal pair (Pos. 14-15) with each stamp canceled by the red curved Paid and is addressed to Greensboro, Alabama, and postmarked April 30 (1847). It was last sold at public auction by Robert A. Siegel on April 12, 1962, as lot 12 in that sale. This cover is now in the important eastern collection mentioned above.



Figure A. Unused pair with Type III-B initials, recently sold at auction.

My last article in the May 1978 issue of *The Chronicle* discussed the various types of initials used to validate these stamps, and I stated that I had been unable to locate even one unused copy with Type III-B initials that has four margins and is 100 percent sound. Shortly after mailing that article to the Editor-in-Chief, copies of the auction catalogue for Robert A. Siegel's 1978 Rarities of the World Sale arrived, and lot 10 was a very fine unused pair with Type III-B initials, the left stamp having the large double transfer found in Pos. 7. This pair (Figure A) sold for \$900 and was possibly the sleeper in the entire sale, if such a thing does in fact ever occur in a Siegel's Rarities Sale.

In my next article I shall discuss covers addressed to New York City bearing stamps initialed "ACM".

PHILATELIC BIBLIPOLE

Authoritative Philatelic Literature

INTEREST

Great Britain, American Colonial, Trans-Atlantic, etc.

ACTS of PARLIAMENT relating to THE POST OFFICE

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| | |
|------------------------------------------------------------|-----------|
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| 1 Victoria, 7 acts, July 12 to 17, 1837 | 160 pages |
| Index | 137 pages |

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| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 5 Acts of Victoria from August 14, 1838 through 1844 Postage Rate by Packet Boats in the Mediterranean, etc. Conveyance of the Mails by Railway, Uniform Rate Act Act for the regulation of the Duties on Postage Act for the better regulation of Colonial Post | 94 pages |
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**THE PRESTAMP AND
STAMPLESS PERIOD**
KENNETH R. DE LISLE, Editor

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

DALE R. PULVER

(Continued from *Chronicle* 98:93)

RATE, "FREE" AND SERVICE MARKINGS

For the mails handled in the northern campaign the rate markings can be explained quite simply. Prior to handstamp use, rates were noted in manuscript. Those applied in the field were invariably a "10" for nearly all letters were destined to points in excess of 300 miles distant. A handstamp "10" measuring 14x10.5mm. came into use during October, 1846, and appears to have been employed throughout the period covered by this study. (This was not true for the postoffice at Veracruz as we shall see later.) Conceivably, a rate of "5" might have been used for letters to nearby points in Texas, but such are not known to me. Furthermore, I have not yet discovered any regulations stating the standard U.S. postal rates applied to the territory we are considering during the time of the war.

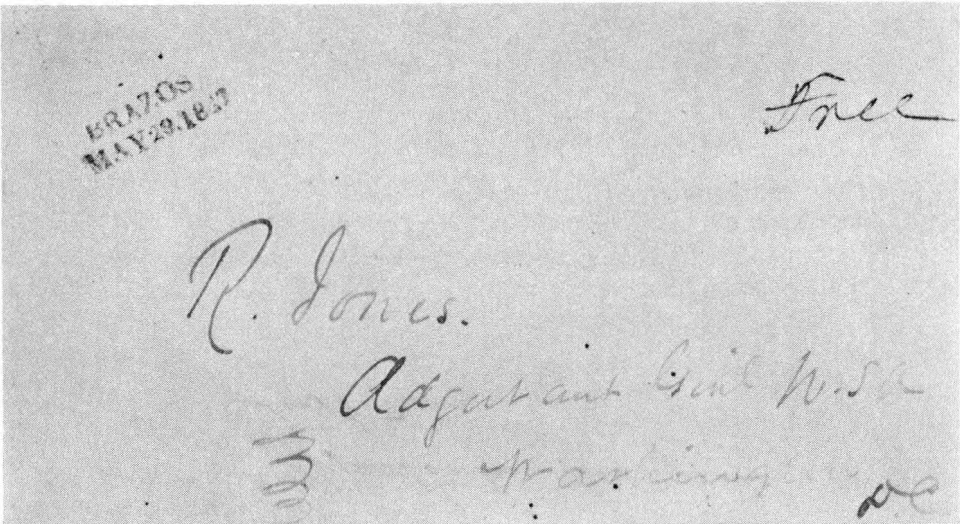


Figure 11. Cover showing "Free" marking on official correspondence.

Occasionally, letters are encountered with "Free" notations as seen in Figure 11. When correspondence was sent on official government business regulations permitted free carriage. Another provision for free passage was enacted during the war which allowed relatives and friends to mail letters free of postage to soldiers in the field. Quoting in part from page 87, Section 4 of the 1847 *Postal Laws and Regulations*, "... all letters, newspapers, and other packets, not exceeding in weight one ounce, directed to any officer, musician or private of the United States in Mexico, or at any post or place on the frontier of the U.S., bordering on Mexico, shall be conveyed in the mail free of postage." The regulation further specified that the letters should bear the notation "belonging to the Army," but this does not seem to have been strictly enforced. Many covers bear other wordings or none at all. The regulation took effect March 1, 1847, and was to remain in effect for the duration of the war and three months thereafter.

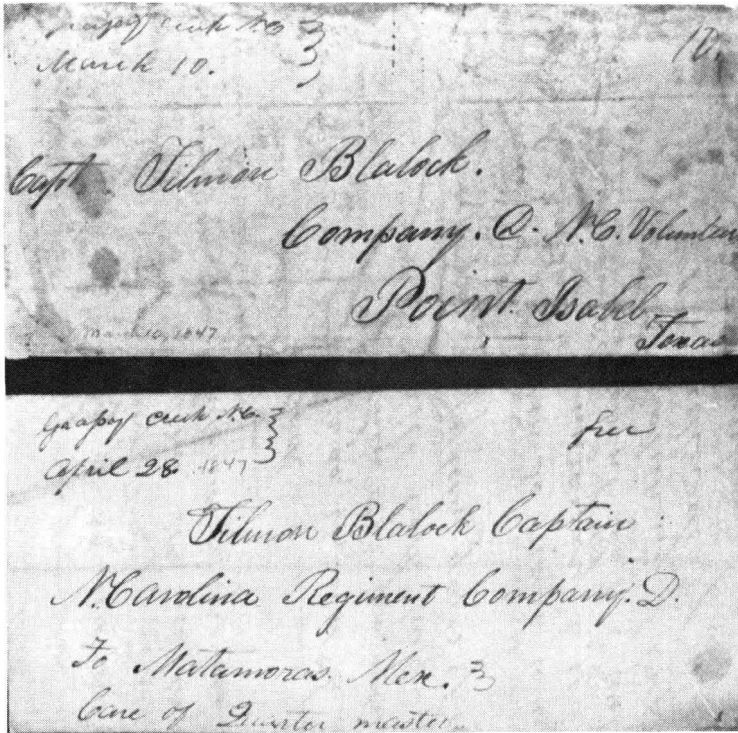


Figure 12. Two letters from Grassy Creek, No. Carolina, demonstrating free franking authorized for private letters to soldiers on duty in the war zone.

There was a good reason for this privilege. Soldiers at the front frequently went for long periods without pay and often found themselves without funds to redeem letters sent to them collect. In this way, troops would not be denied news of home and loved ones, so essential to good morale. Figure 12 shows two letters from the same correspondence which demonstrate the free franking use. The first, dated March 10, 1847, was sent 10 cents collect. The second, mailed a month later, bore the "free" marking. Technically, the first letter could have gone free (and perhaps it did) since the law took effect March 1st. But word of the privilege obviously had not yet reached the sender, who lived in a small North Carolina town, when he wrote the letter.

MANUSCRIPT TOWN NAMES

Additional mention should be made concerning the use of manuscript notations on letters of this period. As pointed out earlier, Pt. Isabel used a manuscript postmark until a handstamp was obtained. As Taylor's army moved westward and south into north-central Mexico, letters written by troops under his command frequently bore manuscript names of camps or locations his forces occupied. The manuscript name "Matamoros," for example, is quite common. This practice seems to indicate that considerable effort was made to organize the gathering and dispatch of letters. In the case of Matamoros we know that shallow draft steamers came up the river that far to deliver troops and supplies. And we also know that mail was taken aboard these ships for direct transfer to New Orleans, bypassing Pt. Isabel or Brazos. Figure 13 illustrates such a letter.

On letters where a camp or location name appears and which later cleared through and were postmarked in Pt. Isabel or Brazos, it is interesting to check the time required for the transfer. This varied from a few days up to weeks if the letter originated from an outpost in the interior. No doubt the mail was carried by the horse or mule-drawn supply trains and these took considerable time to complete their journeys. It is certain that faster methods were used for official messages. The writer of the letter in Figure 4 says he must finish his

letter quickly to catch the "express." Still, 10 days were required for this letter to reach the coast!

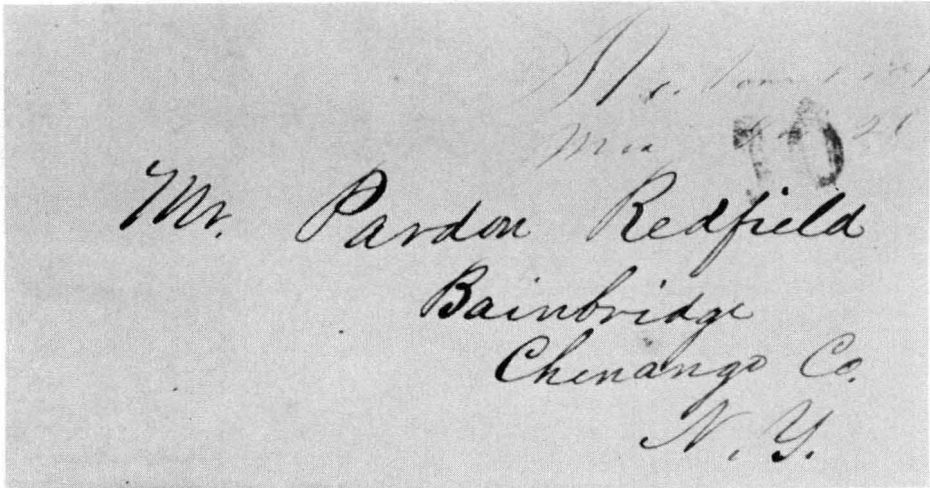


Figure 13. Letter written in Matamoros and posted there on ship for direct transfer to New Orleans.

I have seen manuscript notations from Buena Vista, Camargo, Camp Palo Alto, Camp Sabinita, Marín, Matamoros, Monterrey, Pt. Isabel, and Saltillo. I am certain there must be many more and again I urge readers to advise me of names not included above.

EXPEDITIONS TO TAMPICO AND CHIHUAHUA

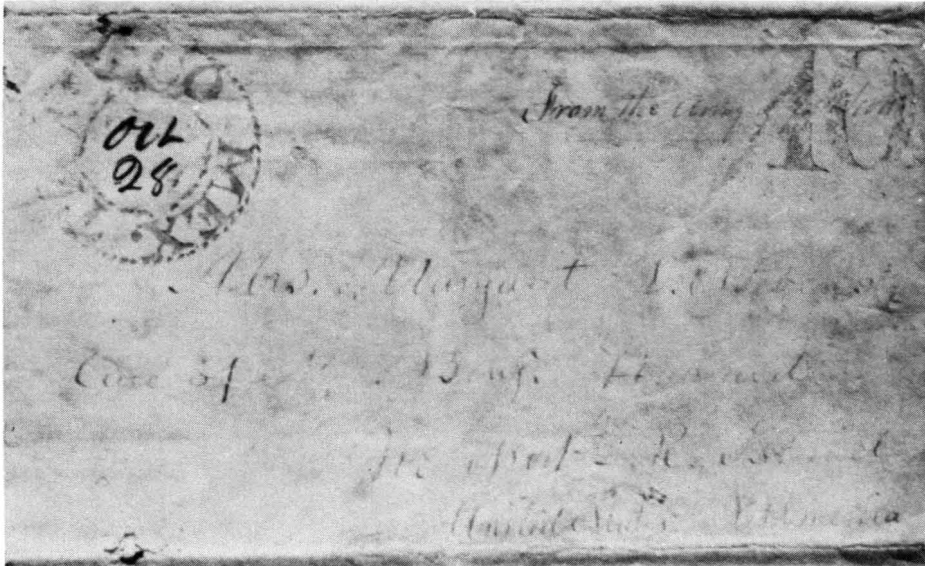


Figure 14. Double circular date stamp used at Tampico in 1847. Letter is datelined National Palace, Mexico City, and ms. notation at upper right reads, "From the Army of Gen. Scott." (Courtesy of Jerome Schwimmer.)

Before concluding this section on the northern campaign, we should take note of two other minor actions. In November, 1846, U.S. Naval forces occupied Tampico without opposition and established there a garrison. In his book ter Braake illustrates a letter dated May 8, 1847, with a straightline TAMPICO handstamped marking. Sampson rates this as "Scarce A" and certainly it should be. Figure 14 illustrates a most interesting cover with another Tampico postmark in circular form used during the war. It also shows a large "10" rate marking. This letter was written at the National Palace in Mexico City September 18, 1847,

only four days after Gen. Scott had gained possession of the Mexican capital. It is somewhat of a mystery why this letter went out at Tampico instead of Veracruz, the supply port for the central campaign. But, as we shall see in the next section, guerrillas along the Mexico-Veracruz route were constantly harassing the U.S. supply trains and perhaps the writer decided on a slower, but safer dispatch to Tampico where it was handed over to the U.S. provisional postal authorities there.

Early in 1847, Col. Alexander Doniphan, who was attached to the Army of the West, led a small force into central Mexico with the intent of capturing Chihuahua. He had to fight only one small skirmish along the way, and was able to occupy his objective March 2, 1847, without serious resistance. He remained there only two months before being ordered to evacuate and join Taylor's forces in Monterrey. Again, ter Braake illustrates a letter written on the personal stationery of the Governor of Chihuahua by an American soldier while he was there and which was carried overland back to Missouri to be placed in the U.S. mails at Independence. In their article "Gateway to the West," which appeared in this journal (*Chronicle* 92:255) Tom Alexander and David Beals III illustrate a Mexican War letter from Col. Doniphan to Pres. Polk written in July, 1847. Doniphan was then located in what is now New Mexico and the letter also went overland to Liberty, Mo., where it entered the U.S. mails.

Covers from the Tampico or Chihuahua expeditions must be considered items of great rarity. In both cases, only a few men were involved in the action and, as noted, the occupation of Chihuahua was of very short duration. Discovery of covers from these campaigns may be the reward of a patient searcher. Letters may not bear provisional markings and in such cases must be identified by the dateline or written contents.

As stated at the onset of this article, we will next study the military mail from the invasion through Veracruz which resulted in the capture of Mexico City.

(To be continued)

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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 N.Y. COVERS VIA R.R., SHIP AND STEAMBOAT
CREIGHTON C. HART

In the first article on covers from New York state, I observed that this is a very big subject to be covered in four or five articles. This is the fifth and last article and indeed it has proven to be a very big subject, really a small book or booklet is justified on this one issue to give all the available information of interest to specialists in the Empire state. I hope these few articles will inspire someone to do this.

Covers with railroad, steamship or steamboat postmarks are popular in themselves, especially if they are rare or clearly struck. The railroad, steamship and steamboat letters discussed here have a New York associated name in the postmark or are known to have been carried at least part way within New York state.

So far, 12 of the 36 different railroad postmarks listed with '47 stamps¹ are connected with New York. The 12 with the number of covers listed for each are as follows:

| | | | |
|----------------------|----|------------------|--------|
| Boston & Albany | 37 | Troy & Whitehall | 4 |
| N. Y. & Philadelphia | 30 | Philadelphia | 3 plus |
| Albany & Buffalo | 25 | Troy & Rutland | 2 |
| Long Island | 19 | N. Y. & Harlem | 1 |
| N. Y. & New Haven | 12 | Harlem | 1 |
| N. Y. & Erie | 7 | Baltimore | 1 plus |

Some of these postmarks are known in more than one type and color. Chuck Remele's book² is the source of much information and gives the picturesque early history for many of them. In his railroad book, Remele states that five of the 12 are terminal markings because no railroads existed named Boston & Albany, N. Y. & Philadelphia, Albany & Buffalo, Troy & Rutland or Troy & Whitehall.

The Long Island railroad ran from 14th Street in New York City to Greenport, 101 miles away at the far end of Long Island. The Greenport post office received 5400 five cent stamps and to date no 5¢ cover bearing a Greenport postmark has been reported. As happened at other post offices letters mailed at Greenport probably bear a Long Island railroad postmark applied by a route agent after the letters had been handed to him by the Greenport postmaster.

Most '47 stamps on Long Island Railroad covers have been pen cancelled often with a surplus of pen strokes. The expert faker who began operations soon after World War II chose this popular railroad for applying fraudulent postmarks and cleaned stamps to genuine covers previously lacking both postal markings and stamps, apparently having been carried outside the mail. There will be occasions to refer to this expert faker later so, for short, I'll call him Mr. Janus A. Faker.

Remele states that the Troy & Rutland postmark was not used prior to 1852 so covers bearing '47 stamps probably have the stamps added—except that an illegal late use is remotely possible. On July 1, 1851, the 5¢ rate was reduced to 3¢ for prepaid letters but remained at 5¢ for unpaid. There was enough lingering skepticism about the delivery of prepaid letters so that many were continued to be sent collect. These stampless letters are rated "5" with a hand-stamp for five cents due. To these stampless covers some thoughtless collectors have added stamps and I have noted covers postmarked Boston & Albany and N. Y. & Philadelphia where this was done. These genuine covers, except

1. Charles L. Towle, "Railroad Route Agent Markings Found with 5-cent and 10-cent 1847 Stamps on Cover," *Chronicle* 84:198-200.

2. C. W. Remele, *United States Railroad Postmarks 1837 to 1861*, 1958. The American Philatelic Society.

for the added 5¢ stamp, have appeared in dispersal auction of prominent collectors and I believe probably were in existence long before Mr. Janus A. Faker began his production.

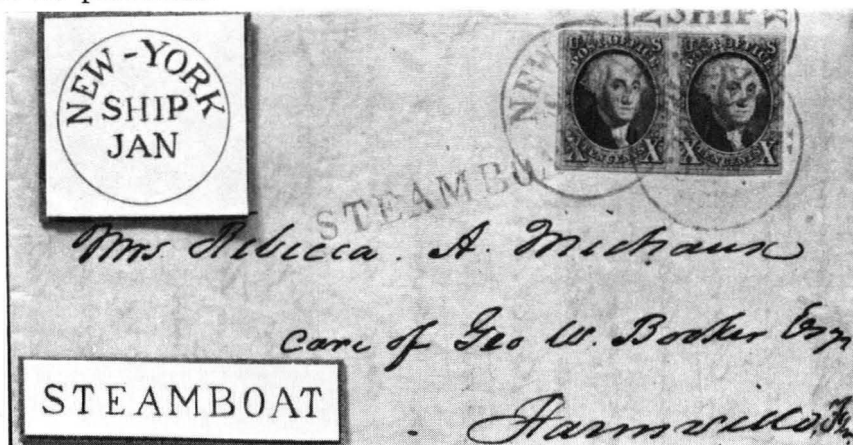


Figure 1. The straight line STEAMBOAT shows this letter was delivered to the N. Y. post office by a non-contract coastwise boat. The New York SHIP postmark cancelling the pair of 10¢ stamps was for use on incoming ocean mail carried by a private ship. There is no letter portion still attached to this address leaf so the origin is unknown except that it was from outside New York City. Upon arrival at that post office it was forwarded to Farmville, Florida.

Both the N.Y. & Harlem Railroad and the Harlem Railroad postmarks were used on the N. Y. & Harlem Railroad, often called just Harlem Railroad. Remele tells us that this was originally a horse-drawn street railway from 14th Street to Harlem Village, a distance of 7 miles. Remele considers both marks rare.

The Philadelphia & Baltimore Railroad straightline postal markings are both known on covers with New York townmarks. My listing gives priority to month and day dated townmarks so I do not know how many of each there are with the New York postmark. Probably a dozen or more for Philadelphia and two or three for Baltimore. Covers also exist with only the Philadelphia or Baltimore R.R. marking without any townmark that were carried within New York state. The number noted in the earlier tabulation is for covers with only the respective railroad handstamp.

Of course, nearly all of the 152 railroad '47 covers are genuine and, except for the Long Island Railroad covers described above, none of the fakes are dangerous—but it does pay to be knowledgeable and to be careful. When in doubt ask the opinion of the Philatelic Foundation or the A.P.S. expert committees or an 1847 specialist. The written opinion of an expert committee carries more weight for a longer period than the opinion of a mortal individual.

John Eggen, who specializes in packet markings, tells me that the Post Office Department decided in 1825 that mail carried by ocean ship should be called Steamship or SHIP letters and letters carried by inland waterway boats be handstamped Steamboat or Boat. Mail carried between Mobile and New Orleans and coastwise near New York was considered inland boat mail.

There are very few ocean mail '47 covers with SHIP correctly used. (Figure 1). There are two such covers addressed to California³ and another to Florida. Some incoming letters from Panama have STEAM/SHIP struck in black (Figure 2). An unusual PAID/SHIP 5¢ cover was recently sold by Robert A. Siegel in 1977 when the Paul Rohloff collection was dispersed. The SHIP designation was justified because the route taken from New York was down the east side of New Jersey then up the west side on the Delaware to Quakertown.

At times the New York SHIP⁴ postmark was pressed into service at New

3. J. David Baker, "Postal History Collection," Robert A. Siegel Auction Galleries, Inc., April 4, 1978, Lot 62; W. Scott Polland, M.D., "A Most Unusual Cover with New York Ocean Mail Postmark," *Western Express*, January 1964.

4. Creighton C. Hart, "1847 Covers from New York City," *Chronicle* 97:26.

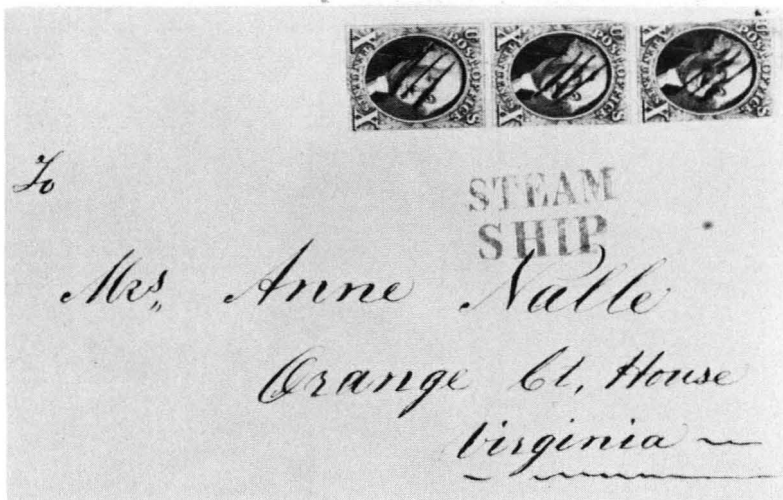


Figure 2. This cover with 30¢ in postage was mailed from the Pacific side of Panama. The rate from the Atlantic side was 20¢. The STEAM/SHIP in black was struck upon arrival at New York. The stamps had been pen-cancelled in Panama.

York, being used in place of the regular townmark. Although incorrectly used on inland domestic mail, this rare usage is valued by specialists. As is to be expected, ocean mail to California via Panama did not become common until after the discovery of gold and until the 1851 issue had superseded the 1847 stamps. This first type of ocean postmark was followed by other types illustrated and discussed in *Western Express*⁵ by Dr. Scott Polland. All types of ocean mail postmarks appear almost entirely on later issues.

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

FINAL REPORT ON NEW YORK POSTMARKS

Ezra Cole, who has a special interest in western N.Y. post offices, reports a Gaines and an East Clarkson postmark on covers with 1847 stamps. Three Clarkson covers had been reported but this is the only one from East Clarkson. Also, Cole has a 10¢ cover from Jamestown which is in addition to 5¢ covers known from there.

This survey has had considerable reader response evidencing the great interest in postmarks from the Empire State. In an early issue there will be a complete list of all New York postmarks reported in this survey.

A NEW EARLIEST 10¢ BISECT CREIGHTON C. HART

It is not often that an earliest use can be reported of an 1847 cover. In the August 1969 *Chronicle*, Dave Baker, Susan McDonald and I collaborated in an article listing 98 ten cent bisects. The earliest genuine cover in that list was a right vertical half from New York used May 14, 1848. Wesley A. Crozier has recently found one used earlier (Figure 1) and I am privileged to illustrate it in the *Chronicle* for our members.

Here in Crozier's words is a description of the cover and the thrill he had upon finding it:

I was pleased to receive your letter and glad that Dave Jarrett called my find to your attention. I have been aware of the importance of this discovery since a little research told me that this is the earliest known U.S. bisect by a wide margin.

I enclose a photograph of the cover. . . . You will observe that the date is Jan. 24, 1848. It is a vertical bisect, left side, huge margins top and bottom and nice margin at left. The impression is extremely sharp and the stamp is fresh and clean. The Philada Pa. marking, in the typical Phil. dark blue of the period, ties the stamp to the cover perfectly at numerous points.

This item was discovered in the bottom of a steamer trunk filled with old letters

and papers. There were numerous envelopes and folded letters from which 1847's had been cut or torn. Apparently the bisect was passed by as worthless, being cut in half. Thank God!

When I discovered the cover I was squatting on the floor--I almost fell over backwards! In this case, indeed, truth was stranger than fiction. The ultimate dream of every serious philatelist come true!

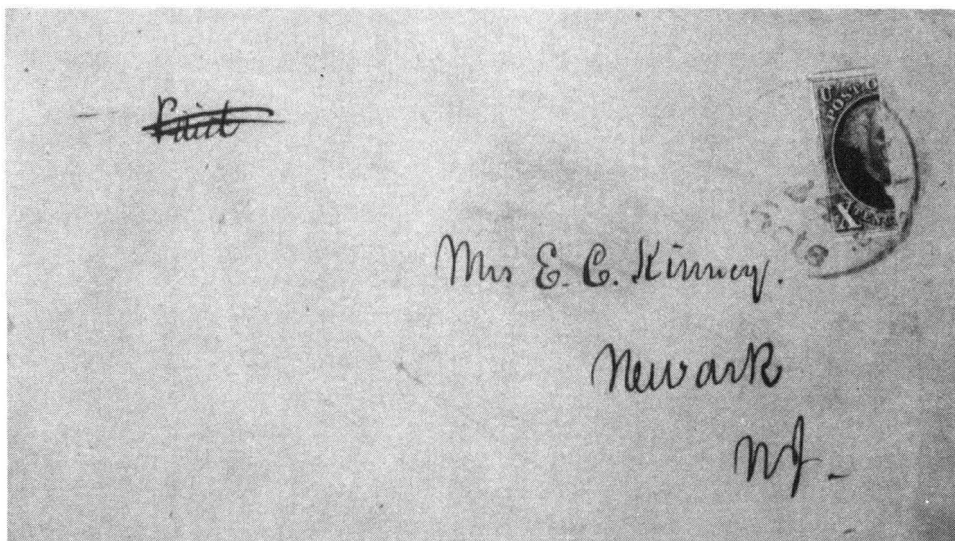


Figure 1. The earliest known use of an 1847 bisect. Postmarked from Philadelphia January 24, 1848. This is the second bisect to be discovered since 1972. No 5¢ bisect has yet been found.

In addition to the Crozier bisect, another bisect was recently found and was sold in a Robert A. Siegel auction in 1972. Elizabeth C. Pope's article in the November 1973 *Chronicle* details the find that was made in an old house being razed in Massachusetts.

Because of these two recent "discoveries," I am reproducing a notice that appeared in the *New York Evening Post* January 5, 1850 (Figure 2). This news item was quoted by Lester Brookman in 1966 under the heading "5 Cent 1847 Bisect?" The photograph illustrated here was supplied by the New York Public Library and is reproduced in the *Chronicle* for the first time in the philatelic press.

en and not obey the instructions
 .e- Mr. Atchison simply replied that the people of
 .e- Missouri would show when the proper time arrived,
 to that, they approved of the course of the legislature,
 .e- and would fully sustain every word and sentiment of
 .e- the instructions. X.
 .e-
 .e- STAMPS FOR NEWSPAPERS.—At the post office in
 .e- this city, a hundred and fifty newspapers, not coming
 .e- from the office of the paper which publishes them, are
 .e- daily rejected because the postage is not paid in ad-
 .e- vance.
 .e- The Postmaster, we learn, has just determined
 .e- to allow the five cent letter stamps, divided into halves
 .e- and quarters, to be used in the payment of the post-
 .e- age of newspapers. Half of one of these stamps di-
 .e- vided diagonally, and pasted on the envelope, will be
 .e- received as equivalent to the payment of two cents;
 .e- a quarter, by the same mode of division, as equiv-
 .e- alent to the payment of one cent postage.
 .e- This arrangement will obviate the necessity of a
 .e- great deal of delay at the post-office windows, in the
 .e- payment of newspaper postage.
 .e-
 .e- Mr. VATTÉMARÉ'S contributions to the Library of
 .e- the Common Council—we use the name of Mr. Vat-
 .e- temare in this connection, because, though the great-
 .e- er number of these books are nominally presented by
 .e- the city of Paris, they are procured through the
 .e- agency of Mr. Vattémare—are exceedingly valuable

Figure 2. Notice in N.Y. newspaper, Jan. 5, 1850:

"STAMPS FOR NEWSPAPERS—At the post office in this city, a hundred and fifty newspapers not coming from the office of the paper which publishes them, are daily rejected because the postage is not paid in advance.

The Postmaster, we learn, has just determined to allow the five cent letter stamps, divided in halves and quarters, to be used in payment of the postage of newspapers. Half of one of these stamps divided diagonally, and pasted on the envelope, will be received as equivalent to the payment of two cents; a quarter, by the same mode of division, is equivalent to the payment of one cent postage.

This arrangement will obviate the necessity of a great deal of delay at the post office windows, in the payment of newspaper postage." (Photograph by the New York Public Library).

Robert Morris, the New York Postmaster, was a career public servant and is the man who is quoted. It can be assumed that bisects of both values were always recognized at the New York post office and probably at others too

because Morris is the man whose advice other postmasters usually asked rather than that of the Postmaster General in Washington whose job was a political plum.

Can there still be other overlooked bisects including the 5¢ value? The 5¢ stamp could have been bisected to pay the 2¢ drop rate or the 12½¢ rate to Cuba as well as for newspapers. Two stamped covers to Cuba and six drop letters are known but none are bisected.¹ The *Evening Post* news item states that the divided stamps may be pasted on envelopes. Envelopes were seldom used in 1850 even for first class correspondence and probably less for newspapers. The 5¢ bisects are more apt to be found on a wrapper such as was illustrated in David Beal's article "Bisects of the Three Cent 1851 Issue" in the November 1972 *Chronicle*. Such a wrapper or envelope may be among old newspapers stored away long ago. If a 5¢ bisect turns up, be assured that it will be scrutinized most carefully by 1847 specialists and expert committees because the temptation to fake such a cover is probably irresistible.

1. Creighton C. Hart, "The 2¢ Drop Rate on 1847 Covers," *Chronicle* 75: 116-20.

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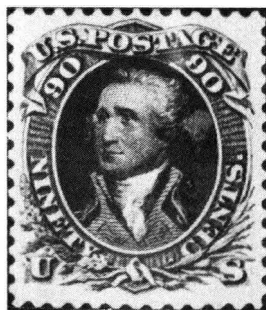
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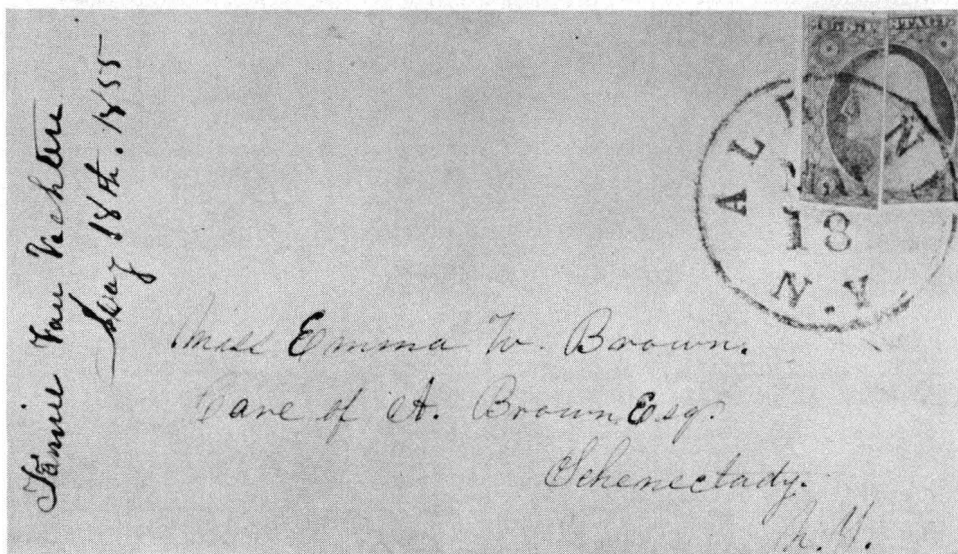
THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

POSTAL FRAUD

In the mid-nineteenth century the Post Office Department was somewhat paranoid on the question of the reuse of postage stamps after they had already done postal duty. After the Civil War elaborate schemes were proposed and the grilling of stamps was actually introduced to prevent such double use. The practice may have been widespread, but there is very little evidence of it in today's collections. Several examples of embossed Nesbitt stamps being cut off their envelopes and pasted on folded letters or plain envelopes are known. Presumably these were cut from stamped envelopes that had already been used, but which had escaped cancellation of the stamped portion of the envelope.



Two half stamps accepted for postage at Albany, N.Y., in 1855.

David L. Jarrett has submitted the remarkable cover illustrated here. The sender apparently soaked two stamps off their covers. One was cancelled on the right side and the other on the left. She cut the cancellations from each stamp and "joined" the unused portions on this cover. Why this would have fooled a postal clerk in Albany is a mystery. The two stamps were of distinctly different shades, and the joining of them was rather less than professional. Nevertheless, the cover went through to Schenectady prepaid. Or, as Mr. Jarrett jokingly suggests, perhaps this is a single rate prepaid with two bisects.

MAILS SUSPENDED IN MISSOURI

RICHARD KRIEGER

Waldo, Missouri, may not mean very much to you, the reader, but to me it represents a little heaven on earth. A lot of reading, and many questions asked in the right places have come up with a very unusual piece of postal history.

The unknown writer in Knoxville, Iowa, who addressed this letter on August 24, 1861, to Lewis T. D. Pitchford in Waldo, Missouri, had no idea

of the turn of events that were happening in the area.

Confederate troops under Gen. Ben McCullough and the Missouri State Guard under Gen. Sterling Price had routed the Union forces commanded by Gen. Nathaniel Lyon (whose body had been left on the field) at the Battle of Wilson's Creek on August 10, 1861. On August 11 the Missouri State Guard occupied the City of Springfield and the retreating Union army fell back on Rolla, in the central part of Missouri. Waldo was a sleepy little town lying a few miles east of Springfield.

The letter was mailed on August 24, 1861, as Price was fanning out from Springfield and working his way north to Lexington, which he occupied on September 20, 1861.



Three cent star die envelope from Knoxville, Iowa, Aug. 24, 1861, addressed to Missouri, and marked **MAILS/SUSPENDED** in oval.

News traveled ever so slowly, and the writer certainly was not aware that the Southern soldiers were in control of the area, and that the U.S. mails were not in operation in the area. The **MAILS/SUSPENDED** handstamp was applied I know not where, and whether this letter was ever returned to the sender, I cannot say.

To the best of my knowledge, this is the first piece of Missouri postal history that can be linked directly to the Southern cause.

Editor's Note: The cover described in this article by Mr. Krieger is the first example of official suspension of the U.S. mails anywhere in Missouri during the Civil War of which I am aware. Discovery of the evidence has been a long time coming, since mail obviously was not deliverable to areas occupied by Confederate troops or the Missouri State Guard. It was not until the early Spring of 1862 that all rebel troops ceased to occupy portions of the State on a regular basis.

Mails had been suspended to all of the Confederate States except Tennessee as of June 1, 1861. They were suspended in Middle and West Tennessee on June 10, 1861. Who can show us the order suspending them in Southern Missouri?

The 3¢ star die had obviously not been demonetized at Knoxville, Iowa, by August 24. The letter was probably intercepted at the first distributing post-office, St. Louis, and sent to the Dead Letter Office in Washington. There, it received the **MAILS/SUSPENDED** handstamp and was returned to the writer.

CHARLES M. WILLARD: HANDSTAMP MANUFACTURER

In the forthcoming revision of Simpson's *U.S. Postal Markings: 1851-1861*, Arthur H. Bond has an essay on "Handstamp Distribution & Manufacture." There, he refers to the well known circular from Charles M. Willard which advertises post office handstamps engraved in boxwood:

It is known from advertising circulars that Charles M. Willard, Ludlow, Mass., operated as an agent for Zevely during the early 1850s. He also is reported as having made wooden handstamps himself for a number of offices in that area, several of which are known to have been 29mm. to 31mm. circles with sans-serif letters.

**IMPROVED
POST OFFICE STAMPS,
WITH THE NAME OF THE POSTMASTER
ENGRAVED ON BOX WOOD.
GREAT REDUCTION IN PRICE.**

Testimonials of their Use, Durability, &c.


In the year 1847 Hon. Seth R. Hobbie, (the 1st Asst. P. M. Gen.) visited Europe on business of the Post Office Department, and on his return, in his report to Congress, he made the following

STATEMENT.

"I found when in England in 1847, that the stamps in use in the English post offices were universally made of wood, and was informed that they had superseded the metallic stamps entirely. They were preferred, not alone on account of their cheapness, but because they were more tenacious of the ink, in consequence of which, time is saved in the process of stamping, by not being obliged so frequently to ink the stamp. Besides, the impression, I was told, was not so liable to blur. (Signed) S. R. HOBBIÉ."

These stamps, as represented above, are every way superior to metal ones in beauty of impression, when properly engraved; besides a set of metal stamps furnished by the Department, costs more than ten times the price of a complete set on wood. The sample impressions below, show distinctly what constitutes a complete set of Box wood

POST OFFICE STAMPS FOR ONE DOLLAR.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|----|----|----|----|----|---|---|----|----|----|----|----|----|---|---|----|----|----|----|----|----|---|---|----|----|----|----|----|--|
|  |  |  | <p>JAN. JUL.</p> <p>FEB. AUG.</p> <p>MAR. SEP.</p> <p>APR. OCT.</p> <p>MAY NOV.</p> <p>JUN. DEC.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | <p>PAID FREE</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 4 | 8 | 12 | 16 | 20 | 24 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SENT FREE OF POSTAGE.

To the Post Master—

DEAR SIR — During the year last past I have furnished a large number of Stamps to Post Masters, for which I have received *two dollars per set*. Thus far all the orders coming to me have been executed by Mr. Zevely, of Maryland. — When we commenced our arrangement I supposed from the samples received that the Stamps were to be engraved on *Box wood*, that the changes of month and date were to be of Box wood, and that a box of red ink would be sent with each set, and I stated it thus in my Circular; but after the Circular was sent out he informed me that he could not afford to send *red ink*; (because it cost more than black ink,) and that his common stamps were not of "Box wood," and I found

Figure 1. Page 1 of Willard circular.

Through the kindness of Floyd E. Risvold, we are able to illustrate an example of this circular. The spectacular address leaf and first page of the circular have been frequently published, but not the subsequent two pages.

The first page clearly states that Willard had been furnishing Zevely hand-stamps as his agent, but only a reading of the next page reveals that he has terminated that relationship and has begun producing his own handstamps. The dissatisfaction with Zevely arose because of his price, his failure to supply

Figure 2. Pages 2 and 3 of Willard circular.

he was sending changes of month and date made of common type metal, which is unlike the wood part of the Stamp, and will not hold the ink so long, besides being very liable to get battered and spoiled with a little usage. These variations I have considered so important that I have been obliged to commence the manufacture on my own account to supply the discrepancy between what I have promised and what has been furnished to my patrons, and in doing this I am happy to find that I can now furnish complete sets of stamps at *one half the former price*. As to ink a small box cannot last long in a P. O. at best, and instead of it I send directions for procuring and making it gratis. When a P. M. is dependent for a supply of ink the expense of ink alone will soon amount to more than my price for a whole set of Stamps, with directions enabling him to keep a supply on hand as long as he has occasion to use it. I have introduced another feature of much advantage to P. M.'s, that is, to furnish them a stamp of their own names, to use on their post bills, thus enabling all those who have heretofore paid the printer for signature bills to avoid all that annual expense, and enable all those who have not procured such bills to execute their post bills by making an impression with the circular office stamp at the top of the bill, and with their name printed at the bottom, thus making their post bills every way equal to the signature bills furnished by the Department.

The number of Post masters removed for "political sins" compared with the whole number is very small, and I am confident that in case either of death, resignation or removal of the P. M., the stamps could be sold to a successor for all they cost, and in many cases for double the cost, or 82.

I also have on hand a large lot of Charts of the United States, showing the location of all the principal Post Offices, and Tables showing the Distances between all these offices, and to many places in foreign countries, a copy of which I will send gratis to all who order a set of stamps.

TERMS.

A complete set of Stamps, as per sample,
Directions for procuring and making red ink,
Chart of the U. S., and Distance Table,

Name of Post Master 2 cts. per letter; thus, J. MILLER P. M., 18 cts.

Those who wish for a stamp of their name and prefer some other form than the preceding sample, can be accommodated by sending a specimen of the form they prefer; like these, No. 1, ABC; No. 2, ABC; No. 3, ABC; No. 4, ABC, &c.

There are 5 separate stamps in the set, with handles when the 5 rate is ordered and 6 with the Y and X, making 7 when the P. M.'s name is ordered. Those who have a set of stamps and wish for their name only, will readily determine the amount to send, that is 2 cts. per letter; and in making up the amount, to count the letters P. M. at the end of the name, unless the addition of P. M. to the name is not desired, the stamps are offered so low that they could not be afforded without the 4 cts. for them, and it would make a material difference with me in a large lot, though a small matter in each single case.

DIRECTIONS FOR MAILING.

1. Give the name of your Office, County and State, with the date at the top of your letter, and write all dates and names PLAIN.
2. Send any money current with you, and seal up your letters *securely*.
3. Send the fractional parts of a Dollar (if any) in postage stamps if possible if specie is sent postage should be pre-paid.
4. I will take the risk of all losses, and it is a good plan for those who have the franking privilege, in remitting money, to write two letters under the same date, one containing the order and money, and one as a notice that the order is sent, mailing one direct, and the other through the D. P. O. as regulations require. This will assist me to trace out any losses that may occur.

My acquaintance with the Postal operations of this and other countries has shown me that this last suggestion, put in practice, operates as a great check on mail irregularities.

CONCLUSION.

To those who desire to avail themselves of the use, convenience and elegance that a good set of stamps gives to a Post Office let me say — *Do not delay you*

orders till this notice is mislaid or forgotten. Examine carefully and you will see that more and better stamps are offered for one dollar (to say nothing of the Chart, Table and Ink directions, which I send gratis,) than can be had elsewhere in the United States. These notices are sent to the different States in such succession that I shall be prepared to execute orders with very little delay.

To those who send orders I will send a copy of my Chart and Table by return mail as an acknowledgment for the receipt of the money, and the stamps will follow as soon as they can be properly engraved, and warranted to be all they are represented, or the money returned.

Please observe the four articles under *Directions for Mailing*, and direct your letters to

CHARLES M. WILLARD,
Ludlow, Hampden County,
Massachusetts.

Please preserve this if you do not order, or give it to your successor in office, if you should have one.

The Post Masters at the following named offices have sent me \$2 within the last year for a set of Stamps, to whom I have the pleasure respectfully to refer you for any reference you may desire as to the fidelity with which I fulfil my promises—though this list comprises but a few who have obtained Stamps of me in all I have room for, and submitted to show that my patrons are spread over all parts of the United States.

| | | | | | |
|--------------|----------------|--------------|----------------|----------------|--------------|
| Yale | 8 W. Wilbraham | Rehoboth | Dunstable | Tacoma | Indiana |
| Unity | Rhode Island | Dorchester | Roxbury | Dayton | Evans |
| Newfield | Greenville | Hart Lov. | Wayne C H | Marion | Springville |
| Lutes Mills | Essexburg | Conestoga | Freese C H | N. W. Marion | Texas |
| Blaichard | Ex ter | Bord-tian | Floyd C H | Glad | Roseville |
| W. Hampden | Ardenia | Shelburne | Hartwood | C. Christ | Westfield |
| Monaville | Burlington | Five Corners | North Carolina | Spoutland | M. Steer |
| Stamford | W N. Fork | Johnsburgh | Robeson's | Clinton | Milawa |
| N. Palermo | Marion | De-pitk | Chandler | Arlington | Baldwin |
| Red Beach | Ledyard | Rhinbeck | Madison | Keosauqua | Rainesville |
| Justisboro' | Valmstown | Academy | Cedar Falls | Keosauqua | Wagon |
| Pike | Andover | Stony Hill | Essexville | Apple Creek | St. Peters |
| W. Wash | N. Bradford | Spauld | Huron | South Carolina | Tenn-see |
| Harrison | Gales Ferry | Monteque | Mal. Center | Galatin | Laloma |
| Libna | Towne | Monville | New York | Iron Works | Moring Sun |
| W. Reinlein | S. Warsaw | Cleveland | New Jersey | Greenville | Colina |
| Bar Harbor | Jericho | Oxford | Sea I. Shoals | Kennebuck | Illinois |
| W. Lubee | Oxford | Lithon | Camden | Crab Orchard | New Milford |
| Goakshob' | Lithon | Fluence | Monteque | Good Hope | Kirkville |
| E. Hampden | China | W. Wash | Capo May | Woodbury | Taylorsville |
| E. Washrop | N. Hampshire | Frankford | Bradford | Conover | Sherburne |
| Westport | Frankford | Bradford | Woffboro' | Camden | Mr Hawkins |
| N. Hampshire | Frederick | Woffboro' | New Boston | Alapala | Richmond |
| Frankford | Freble | Freble | Colton | Rocky Creek | Lacey |
| Bradford | Ely Creek | Scotland | Cato | Geoff's Mills | Ohio |
| Woffboro' | Scotland | Cato | Bellevue | Water-l | Elston |
| New Boston | Cato | Schenewa | Hillsboro' | Corwall | Washington |
| Ontonagon | Schenewa | Salem | Lundoff | Waconico | Sand Fort |
| Hillsboro' | Salem | Lundoff | East Yard | Wyalusing | Belmont |
| Bellevue | Little Falls | East Yard | Milton | Dayton | Bellante |
| Bellevue | Little Falls | Dayton | Vermont | New Kusaia | Jeansville |
| Bellevue | Little Falls | Dayton | Cavendish | Woodhill | Billsnoe |
| Bellevue | Little Falls | Dayton | N. Hartland | Little Mill | Butter-er |
| Bellevue | Little Falls | Dayton | W. Haven | Port Kent | Penu Mills |
| Bellevue | Little Falls | Dayton | Franklin | Lebanon | Briggsville |
| Bellevue | Little Falls | Dayton | Burke | Howard | Newport |
| Bellevue | Little Falls | Dayton | E. Burke | Morristal | Byhalia |
| Bellevue | Little Falls | Dayton | Stark-boro' | E. Varick | Hampsh |
| Bellevue | Little Falls | Dayton | Townshend | Oran | Conng |
| Bellevue | Little Falls | Dayton | Hinesburgh | Oran | Ouadilla |
| Bellevue | Little Falls | Dayton | Massachusetts | Darlington | Green |
| Bellevue | Little Falls | Dayton | W. Granville | Northingham | Fort Wilkes |
| Bellevue | Little Falls | Dayton | Farmington | Prospect | East- |
| Bellevue | Little Falls | Dayton | | East- | Scoble |
| Bellevue | Little Falls | Dayton | | East- | Louisiana |
| Bellevue | Little Falls | Dayton | | East- | Eagle River |
| Bellevue | Little Falls | Dayton | | East- | Marise Mills |
| Bellevue | Little Falls | Dayton | | East- | Lawson |



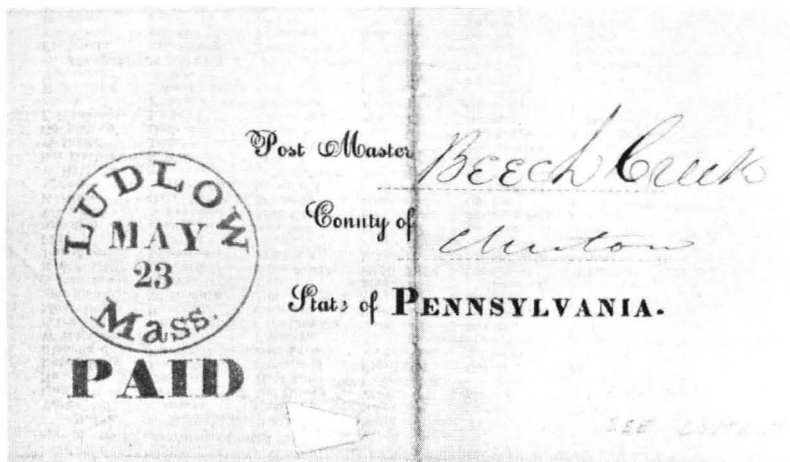


Figure 3. Address portion of Willard circular.

“red” ink, and more important, because of the quality of his product. Willard felt that boxwood was superior to metal, and complains that although Zevely advertised boxwood handstamps, only the rim and lettering of the town and state were of boxwood, the day and month slugs being made of “common type metal.”

Additional data for the collector is found on page 3 of the circular, which lists some of the towns where his product is being used. This reveals a somewhat more extensive distribution than the immediate area of Ludlow, Mass.

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best they are known.”—Anonymous*

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

1867 GRILLS—EXPERIMENTALS, SIZES, AND FAKES

C. W. "BERT" CHRISTIAN

Photos by Klans Van Ingen and Steve Cullum

(Continued from *Chronicle* 97:43)

THE D, E AND F SIZES

It is with these three grill sizes that the mechanics of applying the embossing changed from a female unit into which the stamp paper was pressed, to a male unit which penetrated the paper with pyramidal points intended to break the fiber. This change in production method required one or more new rollers, but how many cross-grill (male) rollers were required to produce the D, E and F sizes and how many grilling machines did the N. B. N. Co. have in operation at this time? The answers at present are not known and may never be known. The studies of Stevenson indicated there was one roller which produced all the D grills plus part of the E grills and another roller for the F size which also produced some of the E size, but his reasons for these conclusions were not pursued. Other early day students have agreed that two new cross-grill units were used.

The Brookman studies advanced a theory that, based on an admittedly slow speed of four sheets per minute, a grilling machine would produce 2,000,000

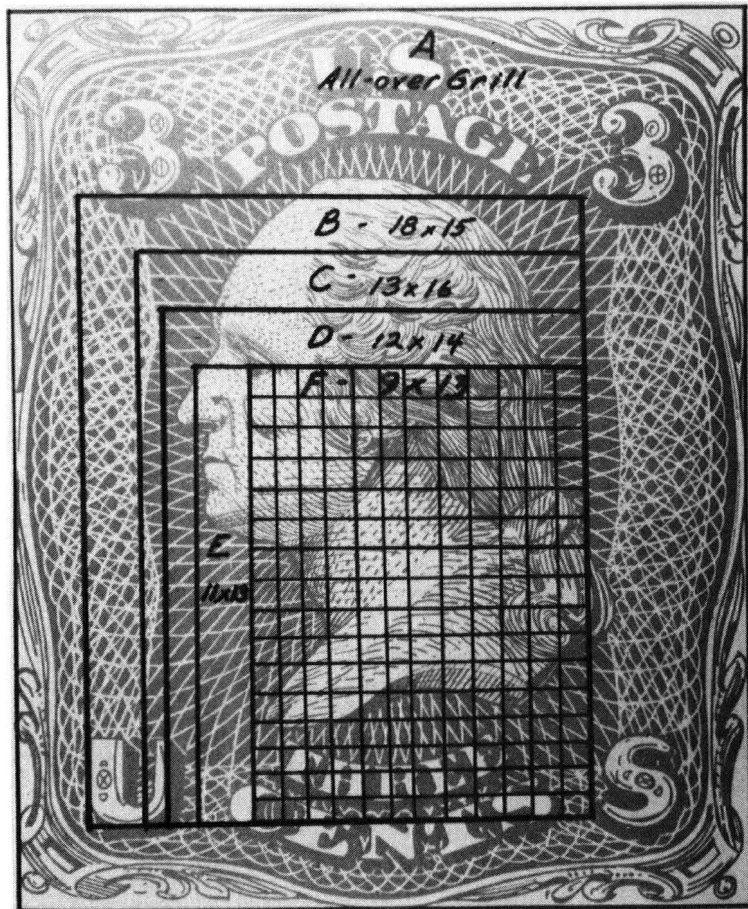


Figure 11. Overlay diagram of grill sizes A through F, showing gradual reduction in size.

stamps per week. The recorded estimated total of all values with the D, E and F grills slightly exceeds 400,000,000. The application of some simple mathematics to the theorized production figures leaves us with 200 weeks or almost four years, a time period which was far beyond the life of these three grill sizes. Two things seem apparent,—that actual grill production rates far exceeded the advanced theory and, or, more than two cross-grill rollers were used.

The drawing shown as Figure 11 is an overlay of the grill sizes A through F to illustrate the shrinkage of the grill during the short period of about seven months. Based on the earliest known uses as recorded to date the grill size was cut down from one that completely covered the stamp, first used about the middle of August, 1867, to the small 9x13mm F grill of late March, 1868. The F size enjoyed the largest printing of all and was undoubtedly more practical and the most satisfactory of the cross-grill types.

THE Z GRILL

It is not easy to assign a definite time spot to the Z grill for the meager on-cover record shows its use falling in approximately the same period as the D, E and F. Since the character of the Z unit is entirely different from both the preceding and following grills and required a different roller it could have very well been issued at about the same time. And if the shrinking grill size was a parallel to the time pattern the Z would fit neatly between the production of the D and E sizes for a Z grill is approximately 1mm smaller than a D and 1mm larger than the E size.

Although the Z grill is shown on six values of the 1861 series its life was very short, a very small quantity was produced and three of the known values are of the greatest rarity.

SOME DIVERSITY IN E AND F GRILLS

The *Scott Specialized Catalog* lists the E grill at about 11x13mm. A grill of that size will be maximum for it then contains 14x17 rows of points. There are actually three sizes of the E grill though they may vary only a fraction of a millimeter. The catalog bears this out by further listing the grill by point count, 14x15 to 17. Thus, to be an E grill the embossing must always be 14 points, or rows, wide but it can be 15, 16 or 17 rows the long way. (See Figure 12). There are about four rows of grill points to each three millimeters.

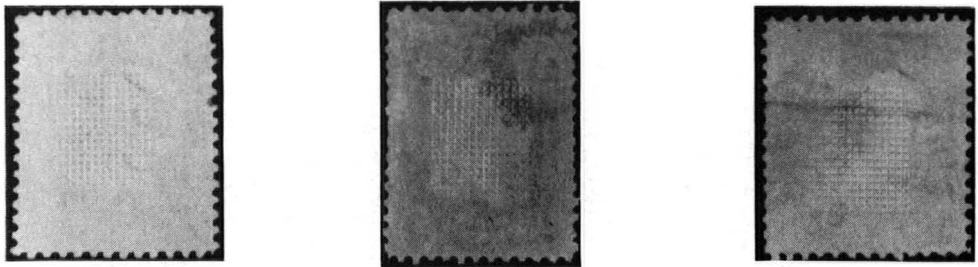


Figure 12. Varieties of E grill; from left 14x15, 14x16, 14x17.

All grills are not strong, sharp impressions such as those in Figure 12, and many prove difficult to measure. The "pressing out" process called for in the patent so flattened many of the sheets that it is often impossible to determine which family the grill belongs to if the stamp is on cover. Rather than remove the stamp from an important cover some help can be had by brushing the stamp with watermark fluid. This briefly intensifies the grill, usually long enough to make a quick count of the rows.

Why the various sizes in one type of grill? The best and most logical answer to this is probably the one advanced by Elliott Perry. In commenting on the grill families Mr. Perry stated, "the variations of a row or two of points on grills of the same family merely showed inaccurate workmanship, that it was unintentional and that minute exactness was not considered necessary."

The conclusion that exactness was not an essential is quite correct for one or two rows of points, more or less, would not have defeated the intent and purpose of the patent. In addition to the three sizes previously mentioned one often finds partial rows of points, such as 14x16½. The size differences are always found on the long count of the E grill, the narrow count remaining constant at 14. After examination of several hundred copies the results indicate the dimension of the E grill was probably intended to be 14x16 rows, for 78 percent of the copies examined were of that size and an additional 10 percent were 14x16 plus.

The F grill is the smallest impression found on the 1861 issue and the variation in size proves slightly more complex than the E varieties. Cataloged at 9x13mm, the equivalent of 12 points times 16 points, the E and F sizes can easily be confused in identity unless impressed clearly and completely so the rows may be accurately counted.

In planing down the roller to the F size the "inaccuracies" occurred in both directions, around the unit as well as lengthwise, so grill sizes are found to be 11 to 12 points times 15 to 17 points. This latitude suggests the possibility of six sizes and, though the writer has not yet seen all six, four sizes have been found as well as combinations of two sizes on multiple pieces. Figure 13 shows examples of these.

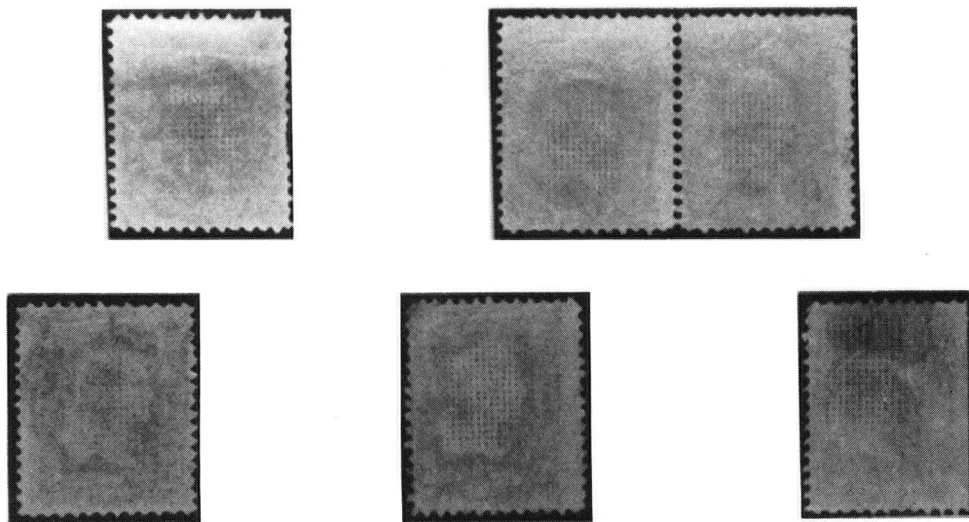


Figure 13. Varieties of F grill. Top, from left: 11x16, 12x16, 11x16; bottom: 12x15, 12x16, 12x17.

Again, in examining several hundred copies it was found that the intended size of the F grill was no doubt 12x16 points or 9x13mm, 63 percent being of that size and 23 percent were 12x16½. The most scarce size in the quantity checked proved to be 12x15 points.

For the purpose of simplicity it was not previously mentioned that there are also size differences in the C and D grills and it would be of interest to obtain these varieties for a specialized collection. However, the quantities issued were so small and the copies now available for acquisition and study are so few that the task at best would be difficult.

EXAMPLES OF THE FAKER'S "ART"

In exerting their talents on classical material, converting card proofs into stamps, erasing and painting in type identification marks, manufacturing cancellations and changing the rating of valuable covers, the fakers have not overlooked the field of grills. It has been said, "a little learning is a dangerous thing," a statement that is clearly demonstrated in a number of the fake items recorded. Seemingly the "artist" often failed to fully read the catalog for there are stamps with the points *up* where they should be *down* and others showing

the same mistake in reverse; grills on the wrong shade variety, even grills on the wrong stamp. Some so lightly impressed that they are difficult for the average collector to identify, yet others so beautifully and deeply embossed they become almost immediately suspect.

A few of the recorded items are good enough to be called dangerous and some are so poorly done that one wonders if the faked product is not the result of child play rather than the intention to counterfeit, such as an all-over grill showing some points up and some points down on the same stamp! In such instances the faker is to be commended on his inadequate knowledge for his failure in research has been of direct benefit to the collector who prefers not to have his classic material made in the 20th century.

Whether or not this faker was seriously attempting to create an all-over grill is a question, but a classic example of his fumbling is shown in Figure 14. Fortunately for collectors, the embossing tool used on this example was not large enough to cover the stamp with a single impression and as several passes were made the alignment was lost, as well as part of the grill being impressed from the wrong side. The tiny "pits" or depressions made by the true "A" roller are very slightly elongated whereas those in the Figure 14 example are much too long. It will be noted that most of the pits show the long side on the horizontal while one small area of eleven rows was impressed on the vertical. The stamp used was the five cent dark brown, a shade issued in 1863, and to give the faker credit for overlooking one mistake he might have made, this would be the correct stamp upon which to fake the "A" grill. There are four or five copies recorded with the legitimate A grill currently cataloging in used condition \$35,000.00.

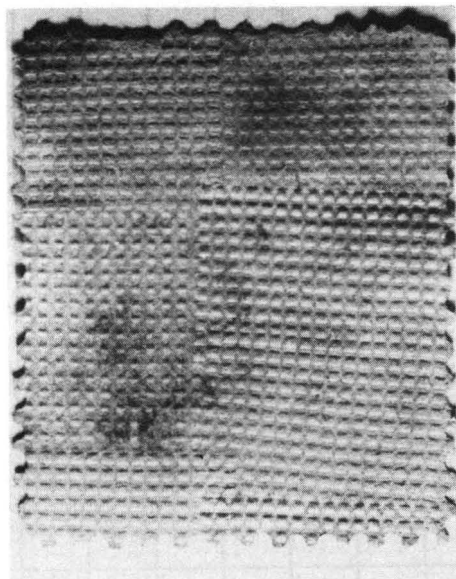


Figure 14. Fake A grill on 5¢ dark brown.



Figure 15. Fake A grill on 30¢ orange.

By contrast, Figure 15 shows a more dangerous example of the fake A grill, this one impressed on Scott #71, the 30¢ orange of 1861. In this instance the embossing tool used was large enough to cover the stamp in one operation and all points are "up" as they should be. The most obvious mistake lies in that the rows between the pits are too wide. The authentic A grill shows approximately 26x32 rows of pits or points whereas the count on the fake copy is 22x27. The 30¢ 1861 with a true A grill is on a rarity par with the 5¢ A, there being six known used, off-cover copies with a current listing of \$30,000.

The stamp in Figure 16 is a 3¢ 1861 showing a grill of 19x23 points with the long side of the impression extending horizontally, indicating that the faker must have been thinking of the B grill when manufacturing this one. Here

again the pits are of exaggerated length, the intervening rows too wide, producing a count of 19x23 which at maximum should be 18x22. The capital error again was in impressing the points down when all products of an A roller must be up.

The fake C grills shown in Figure 17 might be a little more dangerous to the uninitiate than those previously illustrated. The stamp on the left (17a) is the 1¢ 1861. The point count is 16x22, a trifle large as the C grill does not exceed 16x21. Also the faker was remiss in impressing points down that should have been up, and if he had taken a longer look at a catalog he would have noted that the C grill exists only on the 3¢ value.

Except for the exaggerated length of the pits and the points "down" embossing, the 3¢ 1861 (17b) is a little closer to reality. The point count is 16x18, minimum for the C size. The unwise choice of a trimmed copy for the fake makes the item suspect from another angle even before considering the grill.

Other items of record include a fake embossing masquerading as a "Z" grill on a used 12¢ '61. In the effort to make it into a more valuable property it has been cleaned and repaired. Also a rather dangerous item, due to the very faint impression of the grill, is a copy of 78b, the 24¢ grey with a phony F grill.

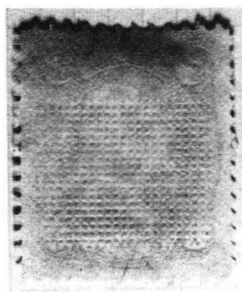


Figure 16. Fake B grill on 3¢ 1861.

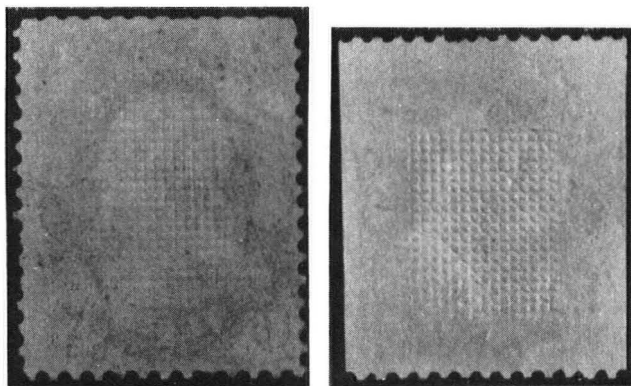


Figure 17. Fake C grills. Left (17a) on 1¢ 1861; right (17b) on 3¢ 1861.

Such homemade grills extend on into the Bank Note issues, some of which are even more dangerous due to the smaller size of the H and I grills and to the wellknown fact, brought to attention by the catalog makers, that a well struck, complete H or I grill is the exception rather than the rule.

Some of the more interesting items of this period seen by the writer and recorded on photo include a 30¢ National print showing a grill of 6x20 points with some of the points up and some down; a 10¢ used Continental print with secret mark boasting a 12x13 grill, a printing which was not grilled. The only embossing on Continental printing is a small, 7x9½ mm experimental "J" size that is generally considered an essay.

A value-raising effort that was executed almost well enough to produce a potentially dangerous item was attempted on a 24¢, 1870-71. Here the paper and shade of both the grilled and ungrilled printings are basically the same, leaving little to identify the fake except its own physical characteristics. Had it been a successful job the value, by today's catalog listing, would have increased from \$20.00 to \$6,000.00!

Similar faking extends to other values of both the 1867-68 designs and the Bank Note printings but further description would for the most part be repetitive. It seems improbable that it can ever be known how many fake items exist, in most cases unknown by the owner, but I hope the quantity is small. It is hoped that this discussion of spurious classic items will not discourage anyone from collecting the grilled issues for the intention is to alert collectors to the existence of a certain amount of false material and encourage a better

understanding of grill characteristics and the method by which they were embossed.

The writer is compiling a slide record of all the fake Classic material that becomes available to him, which in time will be transcribed, taped and available for use at Classics seminars.

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UNPAID LETTER TO "SEC. OF WAR": AN INTERDEPARTMENTAL CONFLICT

KENNETH A. WHITTLE

Congress gave to the men called to arms in the Civil War the privilege of sending their mail collect provided they marked the letters "Soldier's Letter" or something approximating that, and had them endorsed by an acceptable authority. For many of these men, this war was their first taste of autocratic discipline, of arduous and dangerous duties—just the material to breed complaints. In any group this size, there are some who will gripe, "take their pen in hand" and address their complaint to the top boss, particularly if it costs them nothing. Probably all the Departments of the government received such mail, but the War Department, employing the bulk of these men, got the bulk of the mail. If but a small percentage of the army wrote, it would be a considerable expense and burden to the Department.

Congress, aware of the situation, passed legislation (Section 42 of postal laws of March 3, 1863) where, except for mail free-franked by persons indicated in the section, all mail to officers such as the Secretary of War must be paid by postage stamps. This excluded all "due" letters.

The Post Office Department did not honor this law, while the Secretary of War, under this law, refused "due" mail. This is indicated in the comments made in the January 1864 issue of the *United States Mail & Post Office Assistant*.

Postmaster General Montgomery Blair ("Tribute to Montgomery Blair," *The American Philatelist*, June 1963) was characterized as an "independent, strong-willed man [whose] fiercely held views consistently enmeshed him in controversy. He infuriated other Cabinet members by assiduously offering them advice on how to run their Departments." The following illustrates his tactics.

After mails to the South were discontinued by the POD, express companies began carrying mail across the lines. The activity of these express companies was under some POD control since they were required to use stamped envelopes. When questioned about allowing this activity, Blair was reported to have answered that power to stop it did not rest with him but with the War and Treasury Departments. His responsibility—which he had effectively carried out—was protection of POD revenue from fraud by illegal correspondence. "[Blair] concludes: 'You have doubtless observed that the President . . . has by his proclamation of the 10th instant [*recte*, 16], declared that all commercial intercourse between the insurgent States and the people of the loyal States is unlawful. It is presumed that instructions will be issued by the Treasury Department for the enforcement of this declaration, and that the abuse you complain of will be effectually suppress.'" (*The Rebellion Record*, Vol. 2, Diary 75.)

Blair's reluctance to control this cross-line traffic may have stemmed from the involvement of P.O. employees in it. The Third Assistant PMG, A. N. Zevely, had corresponded heavily with his family in Salem, N.C., before the war, and presumably continued to do so by any means possible after the war started. His brother, E. S. Zevely, former postmaster of Pleasant Grove, Md., author of some of the philatelic niceties of that place, and advertiser in *USM & POA*, used both flag-of-truce and express routes. An example is shown on page 13 of Shenfield's *The Special Postal Routes*.

Shortly after the comments quoted above, Blair issued this document:

Post Office Department, August 26, 1861

The President of the United States directs that his proclamation of the 16th instant, interdicting commercial intercourse with the so-called Confederate States, shall be applied to the correspondence of these States, and has devolved upon this Department the enforcement of such of its interdicts as relates to such correspondence. The officers and agents of the Department will, therefore, without further instructions, lose no time in putting an end to written intercourse with these States by causing the arrest of any express agent or other persons, who shall, after promulgation of this order, receive letters to be carried to or from these States, and will seize such letters and forward to this Department.

M. Blair, Postmaster-General

Blair may have had personal reasons for ill feelings toward Edwin Stanton, who became Secretary of War in January 1862, because of an incident involving the arrest of Blair's niece for attempting to carry contraband across the lines. The entire episode is recounted in Margaret Leech's *Reveille in Washington*.

Some of these interdepartmental and personal disputes may have affected the handling of the cover shown in Figure 1. It was first illustrated in Antrim's *Civil War Prisons and Their Covers* but the significance of its markings was not understood then. More information has turned up since to improve the understanding of this cover.

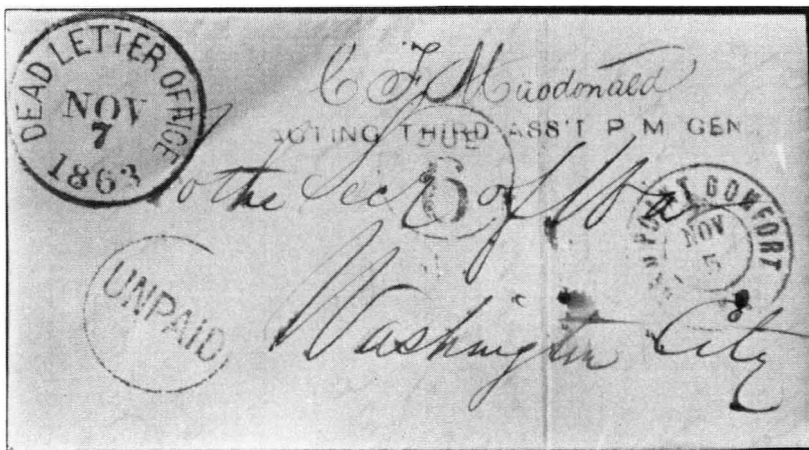


Figure 1. Flag-of-truce letter, unpaid, with handstamped frank of C. F. Macdonald.

The cover, stampless, carries a black "DUE 6" although normally with stamps it could have gone for three cents: this agrees with Section 26 of the postal laws adopted March 1863—"If any matter on which the postage is required to be prepaid at the mailing office shall reach its destination without such payment, double the payment shall be charged and collected." This letter is addressed to the "Sec. of War", and by Section 42 of the same act mentioned above, should have been prepaid. "Due" letters to the Secretary of War were excluded by this act.

In the normal course of events this letter might have been sent back to the sender, but in this case that was impossible. What has not been marked on the face of the cover is that it is a flag-of-truce letter originating in Wilmington, N.C., in the Confederacy, and containing the following message:

Wilmington, N.C., Oct. 25, 1863

Sir: Mrs J. Carrie Burnet of Cincinnati, Ohio, wife of a federal soldier desires to procure a passport to return to her family in Ohio with permission to go upon your flag of truce boat via Fortress Monroe. The permit handed to me will be handed to her.

Respectfully

B. Duncan

The postmaster of Old Point Comfort, Va., had no ready access to the sender so he stamped it "DUE 6" and passed it on, either to the "Sec. of War" or the Dead Letter Office, where, in either case, it would eventually arrive. Here the "shall be collected" of section 26 came in conflict with the "no-no" of

section 42, probably accounting for the "UNPAID" stamped on the cover. It is letters like this which caused the comment in the January 1864 issue of *USM & POA*:

As it is the duty of the Post Office Department to enforce, as far as possible, a strict compliance with the requirements of the law of the 3d of March last, the Postmaster General has decided to instruct postmasters to retain at their respective offices, all unpaid and not franked letters posted thereat, which may be addressed to the War Department or to officers under its control, unless the Department shall prefer to pay on delivery the postage due on such communications from its subordinates. The latter course has been pursued by the Treasury Department for some time.

Normally the Dead Letter Office was the domain of the 3d Assistant Postmaster General, A. N. Zevely, but at this time he was reported by *USM & POA* (October 1863) as under the weather:

A friend writes us from St. Joseph, Mo. under the date of August 31st that "our worthy Third Assistant P.M. General, Hon. A. N. Zevely, left here yesterday for the Plains by overland mail coach. . . ." Mr. Zevely, as before stated, is traveling mainly for the benefit of his health. Meantime Dr. Macdonald continues Acting Third Assistant.

This accounts for the Macdonald frank, handstamped on the cover. The frank, in effect, waived the 6¢ due and moved the cover, it may be supposed, to the War Department since the cover bears the following filing note:

Wilmington, N.C., Oct. 25, 1863.
B. Duncan for Mrs. J. Carrie Burnet for permission to come North by flag of truce to join her husband.

0701 Nov. 9, 63 Ass't Judge. Adv.

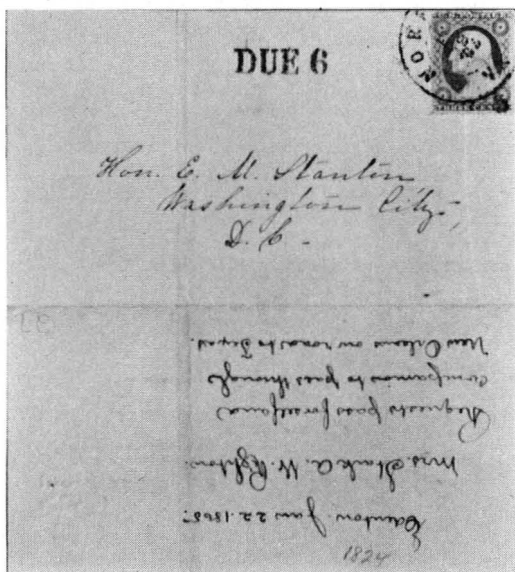


Figure 2. Letter to Stanton in 1865; DUE 6 because 3¢ 1857 was not valid, but no DLO markings.

Figure 2 shows a cover to Stanton bearing a 3¢ 1857 stamp, illegally used in 1865, with a black handstamp "DUE 6" on the face of the cover, but no Dead Letter Office or Unpaid markings. Perhaps the Post Office Department and the Secretary of War had come to some sort of agreement. The filing note on this cover reads:

Edenton, Jan. 22, 1865.
Mrs. Stark A.W. Righton Requests pass for self and companion to pass through New Orleans on road to Texas.

It is not known whether either of these requests was granted.

A. N. Zevely, the Third Assistant Postmaster, returned to work December 1863 according to *USM & POA*:

We learn with the greatest satisfaction, that this useful officer has just returned to Washington and resumed his duties as Third Assistant Postmaster General. . . . During his absence C. F. Macdonald, Esq., proved himself a most competent representative.

In 1864 C. F. Macdonald was again on harness as Acting 3d Assistant Postmaster General with his franking handstamp on the cover in Figure 3. Curiously

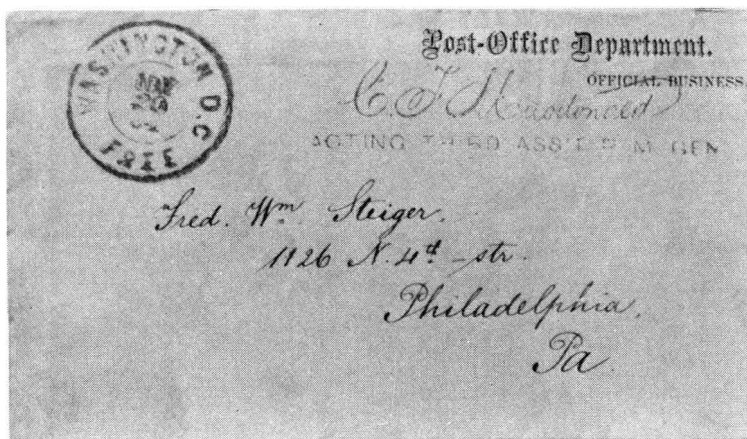


Figure 3. Another example of the C. F. Macdonald handstamped frank, on an envelope postmarked Washington, D.C., Nov. 20, 1864.

this cover bears the same street address and last name as the cover from the Confederate prison at Florence, S.C., illustrated in Antrim's *Civil War Prisons and Their Covers*, page 136. Its business may concern flag-of-truce.

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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

ODDS AND ENDS

We have little scholarship to offer this time, so we'll keep the section short. We begin with a brief impression of CAPEX events, such as they related to 1869 stamps, followed by some updates of past projects.

CAPEX

All the Classics Society events at Toronto were smashing, convivial and well-attended. The exhibits at the show featured only two specialized 1869 collections, the proof and essay collections of Falk Finkelburg (RA 430) and Rudolph G. Wunderlich (RA 1300). A third 1869 collection, that of J. C. M. Cryer (RA 837) was listed in the CAPEX catalog, but in fact was not shown. The collection is still in the hands of the Canadian judiciary, being evidence in a court proceeding stemming from its having been stolen at a show in Vancouver about a year ago. Cryer expected to have recovered it by now, and thus entered it at CAPEX. But unfortunately, on both sides of the border, the wheels of justice grind slow. At least the material has been recovered.

I am not sufficiently knowledgeable to make relative judgments about the Finkelburg and Wunderlich exhibits. Both were dazzling. The 1869 essays, especially in their trial colors, are in my opinion more beautiful than the issued stamps, and both exhibits showed these in abundance. Finkelburg's exhibit, which I had never seen before, places special emphasis on a study of the scarce 1915 Panama-Pacific small die proofs. While this material could have been more effectively mounted together (rather than spread as it was throughout the entire exhibit), the evidence is persuasive that this elusive issue of small die proofs went through more than one set of printings on more than one kind of paper with varying marginal widths. The conventional wisdom—that three to five sets of these proofs were issued on straw-colored paper—is clearly in need of examination. We know that Finkelburg is a keen student of this issue, and hope someday to read the results of what has obviously been a careful and long-continuing study of the 1915 1869 proofs.

Covers showing 1869 stamps were featured in several other exhibits. Among the 10¢ 1869 covers (which was all we had time to examine closely) we noted four really extraordinary items in the collection of Lou Grunin (RA 773): a 10¢ 1869 (nicely complimented by a 24¢ 1869) making the 34¢ rate to Peru; a companion cover, with the two 10¢ and a 24¢, paying twice the 22¢ rate that followed; a matchless 10¢ 1869 in combination with Danish West Indies #1; and a nifty cover to Denmark showing the 18¢ closed-mail rate via England, artistically paid by a 10¢, two 3¢ and a 2¢ 1869. Since all four of these covers have been written up and illustrated in this section of the *Chronicle* over the last five years, we need say no more about them.

We cast our special felicitations to George T. Turner, RA 58, in whose collection of classic mourning covers we found two 10¢ 1869 gems: A marvelous cover from the U.S. to Wollomooloo (a suburb of Sydney) via British open mails, and an absolutely enchanting cover to India, showing 10¢ 1869 in a very late use with a whole slew of Banknotes. One cannot examine the Turner collection without profoundly admiring the cleverness of its concept. Here is a highly specialized assembly of material (mourning covers are not easy to come by) that still manages to preserve the best and most intriguing elements of a general postal history collection.

JUHRING SALE

The scarcity and attractiveness of the 1869 proof and essay material was solidly confirmed on June 14, in the middle of CAPEX, at the sale of the first portion of the John C. Juhring collection, perhaps the most comprehensive accumulation of 1869 material ever put together. Incredibly, this half-million

dollar sale was only a fraction of the Juhring material. The Sotheby Parke Bernet stamp wing (run by Andy Levitt) who did the CAPEX sale, will sell the rest of their Juhring 1869s at SESCO in October. The other half of the Juhring estate went to Stanley Gibbons, supposedly to be auctioned in Germany later in the fall.

In terms of lavishness of cataloguing (and perhaps prices realized) Gibbons will be hard pressed to out-do Levitt. We regret only that the sumptuous SBP catalog failed to show Juhring's fabulous essays in color. This was the entire Juhring collection of 1869 proofs and essays, so I was told both by Mrs. Juhring (who attended the sale) and by a trust officer involved in the settlement of the estate. Anyone who is interested in the intricacies of the Juhring estate should refer to the February 1978 issue of *The 1869 Times*, wherein is published a quite comprehensive report. While anonymous, it is factually accurate in every detail, so far as I know.

The 1869 proof and essay material comprised the first 331 lots of the Juhring sale. It realized a total of \$316,000—versus the auctioneer's estimate of \$280,000. The extremely scarce safety-paper essays, no more than a handful of which have been offered publicly over the last generation, realized \$900-\$1000 apiece. Juhring had about 85 of these, which exist only in the 5¢, 10¢, 15¢ and 30¢ essays. They are breathtakingly beautiful items and (wonder of wonders) they were knocked down to a wide variety of dealers and collectors, both on the floor and on the book. Now that these safety-paper essays have been widely dispersed, we can look forward to examining them in detail, both in private collections and on exhibit.

A full set of the 1869 Atlanta trial color proofs realized a record \$16,000 (versus catalog of \$14,770) and a set of four of the invert proofs sold for \$13,000 (versus catalog of \$6000) this also a record. We recall, not too terribly long ago, when the unique invert plate blocks of eight sold for about this same sum.

The stamps and covers that comprised the afternoon session also did quite well, though condition was frequently a problem so that some low prices were realized. (I bought a 10¢ 1869 with split grill for \$9.) Quality material, especially on cover, sold as it always does. A 10¢ 1869 reissue on cover, a unique item so far as I know, sold to the book for \$4000. A 24¢ reissue on cover, also unique, was bought by a dealer for \$6500. The highest cover realization was \$11,000, for a 30¢ plus 15¢ Type I cover, ex Seybold and Knapp, from Washington to Paris.

TREATY-PERIOD COVERS TO FRANCE: FOLLOW UP

We have had good response to our write-up in *Chronicle* 96, about the treaty-period 1869 covers to France. Several collectors wrote, not to add anything to the record, but just to say that they enjoyed the article and learned something from it. Believe me, this sort of feedback is much appreciated. Your editors spend a lot of time on the words you read in this *Chronicle*. Nothing is more disturbing than to spend months on a write-up and then, when at last it appears, to get no response whatever.

We also have some substantial additions to the record. About marking 2-F (*Chronicle* 96: 259, 263) I wrote that I'd seen only one cover showing this marking. Dr. Kenneth D. Rapoport, RA #1391, showed a similar cover, same marking, different sailing. We now know that marking 2-F, the single-circle Cherbourg entry marking, is found on HAPAG covers that left New York on December 7 and December 14, 1869. Conceivably it is also found on other HAPAG covers from this period.

Three additional French entry markings have been reported on 1869-era covers to France, and these are illustrated in Figure 1. Curiously, each of the three markings represents a different type of transatlantic service: via French line, via direct American packet (HAPAG) and via England. We discuss them in turn.

A firm called American Philatelic Brokers held an interesting cover auction on December 13 and 14, 1977. Illustrated as lot 227 in this sale was a cover from Pennsylvania to Paris bearing a 15¢ Lincoln "F" grill. The cover was

posted July 21, 1869, at Sellin's Grove, Pa. It bears the Philadelphia exchange office marking showing credit 12 and dated July 23. The credit 12 indicates French-line carriage and the Philly July 23 date coincides with the July 24 New York departure date of the French line steamer *St. Laurent*. However, instead of showing the expected octagonal French packet boat marking, this cover shows a double-octagon marking (Salles 1718—the left marking in Figure 1) applied at Paris indicating entry at Brest. The date shown in the marking is 5 August 1869. Salles records this Brest marking as having been used in 1865-1866 and also having been used on only one date in 1869—5 August. This is presumably the date that the mails on the *St. Laurent*, having debarked at Brest, arrived at Paris. We surmise that some or all of the covers on this particular crossing of the *St. Laurent*, for whatever reason, did not receive the typical French packet marking. Thus, by way of indicating entry, the Paris foreign-mail office applied the Brest marking, which was at hand, to such covers when they reached Paris. The discovery of other covers from the July 24 New York sailing of the *St. Laurent* would shed more light here.



FIG. 1718 (à Paris)



FIG. 1794



FIG. 1795

Figure 1. Additional French entry markings reported on 1869 period covers to France.

Hawkeye, one of the most dedicated readers of this section, brought to our attention a 15¢ 1869 cover partly illustrated (lot 772) in the auction catalog for the Krug collection. This cover, from New York to Paris, shows a New York paid 3 marking dated May 25 (1869). The stamp is Type II, so this is a very early use. The credit 3 indicated HAPAG transit, and the HAPAG *Hammonia II* did indeed depart New York on May 25. The stamp itself is partly tied by a nice strike of Salles 1794 (the middle marking in Figure 1), a marking Salles says was used in 1859-61 and 1866-67, applied at Paris to indicate entry at Havre via American packet service. The date plug on the marking on the Krug cover clearly shows June 1869, though the day of the month is unclear.

This same marking also appears on a 30¢ cover in the Waterhouse collection. This is lot 605, fully illustrated. The 30¢ 1869 stamp is well tied by a New Orleans cds dated Oct. 20 and by a pineapple killer seen on other New Orleans covers from this era. The red New York credit 6 marking seems to say October 26, which was the sailing date of the HAPAG steamer *Holsatia*. The credit 6 would thus represent twice 3¢ for transit via American-contract packet. The marking seems to say 9 NOV 69, with the November plug inverted.

Edward T. Harvey (RA 347), submitted a stampless cover from Philadelphia (which he collects) to Havre, with a black circular "PHILA. UNPAID" marking showing JUL 13 and an octagonal French entry marking, with circular center (Salles 1795—the right marking in Figure 1) showing ET. UNIS SERV. AM. V. A. and HAVRE. There is no doubt in our mind but what this cover crossed the Atlantic on the Cunard steamer *Java*, which departed New York 14 July 1869 and arrived Queenstown July 23 (see *Chronicle* 91, page 231). The date in the Havre entry marking on Mr. Harvey's cover seems to say JUL 25, which would confirm this crossing. Since this cover presumably entered France at Calais, and since it presumably went from Calais to Havre without going through Paris (else it would have received the markings I showed as 2-H and 2-J in *Chronicle* 96), we can speculate that an initial sorting at Calais routed this letter by channel ferry to Havre, where it received the unusual entry marking it bears. The appearance of more covers from this period—whether stamped or stampless but preferably stamped—that travelled via England to Havre, would add to our knowledge about such practices.

One addition to our knowledge appears in the October 1977 issue of the *Postal History Journal*, which reached me a few weeks before *Chronicle* 96. On page 43 is illustrated a map of the French railway system as it existed in 1870. This map goes a long way toward justifying the hypothesis stated in the paragraph above, and also toward explaining the significance of the "echelon" numbers on many of the French entry markings. We won't go into detail here, except to say that anyone who is curious about such things ought to read the appropriate parts of the article in *Chronicle* 96 and then look at the railway map in *PHJ*.

Obviously, much remains to be learned about covers that passed from the U.S. to France during 1869. We hope to write up in these pages in the next year or so, what little we know about stamp-bearing covers that went from the U.S. to France during 1870. These are even more difficult, and they are entirely different from the covers from calendar 1869. Covers from both years, of course, tend to show 1869 stamps, which is why we deem this subject fitting for this section. We would certainly appreciate help in this endeavor.

UNBOXED "SHORT PAID" MARKING ON 1869 COVERS

In the Cover Corner in *Chronicle* 91 (pages 235 and 236) was illustrated a cover to France, from June 1870, bearing on its reverse a black handstamped straight-line SHORT PAID marking. Both sides of the same cover are shown in *Chronicle* 92 (pages 297 and 298) with differing opinions about the significance of the SHORT PAID marking.

We must distinguish this unboxed sans-serif SHORT PAID straight-line from the boxed, serified variety that appears on covers from the 1860s. The boxed marking was written up by Ashbrook and others and seems to have been applied at the New York exchange office on insufficiently paid covers to various transatlantic destinations.

The unboxed SHORT PAID marking, as illustrated in *Chronicles* 91 and 92, despite the fact that it conveys the same message as its predecessor, need not have been applied at New York. Based on examination of perhaps a dozen covers bearing the unboxed SHORT PAID marking, I believe this marking was applied by the firm of John Monroe and Company, doing business as a mail-drop and forwarding agent for American tourists and businessmen, from the address of 7 Rue Scribe, Paris, during the early 1870s. The claim that a marking reading SHORT PAID was applied in France is bizarre, but the evidence of the covers supports it.

Readers who have covers to France during the 1869 period that show French due markings (usually in multiples of 8 decimes but sometimes in multiples of 5 decimes) and whose addresses show that the covers passed through the firm of John Monroe & Co., would do me a favor if they would examine these covers' backsides. If my theory is correct, such covers should show the unboxed SHORT PAID marking. A cleaner way to disprove the theory would be for some reader to locate an unboxed SHORT PAID marking on a cover that did *not* pass through the Monroe firm. While I don't believe such a cover exists, I would certainly change my mind if I saw one. Xeroxed evidence is preliminarily sufficient, all letters will be answered, my address is in the front of this magazine. Please help if you can.

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor

THE CONTINENTAL PRINTINGS

HENRY L. HOSMER

Following advertisement by the Postmaster General in December 1872 for bids for the printing of postage stamps for the period beginning 1 May 1873, the contract was awarded to the Continental Bank Note Company of New York City. The Post Office Department had ordered that the 1870 designs prepared by the National Bank Note Company be continued in use, and Third Assistant Postmaster General W. H. H. Terrell, in his report of 14 April 1873 to Postmaster General A. J. Creswell, advised that National had completed its final printing and that:

The dies, rolls, and plates heretofore used by the "National" were duly turned over to the "Continental" on the 1st of April inst., but preferring to make new plates rather than use the old ones the "Continental" at once proceeded to make an entire new outfit of plates for itself from the original dies and rolls, involving very considerable expense. . . .

According to Luff, the new contractors completed the first new plate on 7 April 1873 and began printing stamps at once.

Continental laid down new plates of the lower values, through the 12¢ stamp, and the issued stamps show "secret marks". A new 15¢ plate (No. 31) also was laid down, but the "secret mark" on this stamp as described in the Scott *Specialized Catalogue* has been questioned by a number of students, who attribute the so-called mark to the lay-down of the new plate, plate wear, or printing practice on the new steam presses. Although "secret marks" were added to the 24¢, 30¢, and 90¢ dies, as shown by die proofs, all stamps of these denominations were printed by Continental from National plates and lack these marks. (According to the records, the Continental 24¢ stamp was issued to post offices, but students of the Bank Note issue have been unable to distinguish it from the National stamp. It remains the big mystery of the Bank Note issues.)

In a letter dated 29 July 1872, the National Bank Note Company had written to the Post Office Department as follows:

. . . provided that such action shall not prejudice the custom of the company, which has obtained the approval of the United States authorities—that all dies, rolls, and plates, when taken from the custody of the company, are only delivered cancelled, so that no responsibility or danger can attach to the company from the improper use of engraved work, after the plates, etc., are out of our hands.

Because of this statement some students have suggested that the "secret marks" were put on the dies by National as cancellation marks before turning them over to Continental. Terrell, however, makes no mention of such action but states only that Continental made new plates from the original dies and transfer rolls.

The weight of evidence now indicates that the "secret marks" were engraved on the dies by Continental in order to distinguish its work from that of its predecessor. Sloane has described a die proof of the 1¢ stamp showing the "secret mark" and signed by the National engraver, A. W. Cunningham. This proof also bears the inscription: "Secret Mark put on by Chas. Skinner". Skinner was a Continental engraver not known to have worked for National.

Although Continental used the National plates in its printings of the 24¢, 30¢, and 90¢ denominations, no National cancellation marks have been recognized on these stamps. Brookman reasons that there were cancellation marks somewhere on the plates, perhaps in the margins in or around the imprints. A mark so located would not provide adequate protection against the "improper use of engraved work", i.e., against fraudulent printing and distribution of the stamps, and it seems more likely to the writer that National did not put cancellation marks on these plates before turning them over to Continental.

Further, the American Bank Note Company may have used a National transfer roll to lay down two new 10¢ plates in about 1880, and to make a secondary die during manufacture of the 10¢ "re-engraved" plate in 1882, since these stamps lack the "secret mark" of the Continental stamp. There is no evidence of a National cancellation mark on stamps from these American plates.

It appears likely to the writer that the National dies were made available to Continental on 1 April 1873, and that the "secret marks" immediately were added by Continental, perhaps on the National premises, by agreement between the two companies. Sets of the die proofs showing the "secret marks" presumably were made, signed by National and Continental representatives, and distributed to the two companies and possibly also to the Post Office Department at this time. Despite Terrell's statement, however, it appears unlikely that the National transfer rolls and plates were turned over at this time, as these appear not to have been cancelled.

Continental probably first made plates of the lower denominations, using the dies with "secret marks" available to them before 1 May 1873, since these values were in greatest demand and early deliveries to the Post Office Department could be anticipated. Work on the higher denominations was not begun until after 1 May, when the National plates were available and could be used. Perhaps the need for a new 15¢ plate was recognized upon receipt, and it was laid down with the National transfer roll in order to avoid the expense of making a new roll.

In conclusion, the outlined procedure permitted Continental to begin printing stamps during the last weeks of the National contract period, but the presence of "secret marks" on these stamps protected National from the "improper use of engraved work" by permitting recognition of any Continental stamps issued and used during the remainder of this contract period. Continental received National's transfer rolls and plates upon expiry of the National contract and before work on new plates of the higher denominations had begun. Upon receipt of all engraved work from National, Continental assumed full responsibility for security related to this work and the printing of stamps, and National was relieved of this responsibility. Since the *raison de etre* of the "secret marks" no longer existed, there was no need to cancel the National transfer rolls and plates before transfer, and Continental was able to use these plates in printing the higher values. Despite Terrell's silence on this matter, the arrangement may well have been reached through the good offices of the Post Office Department.

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AN 1853 RETALIATORY-RATED COVER FROM BELGIUM

BARBARA J. WALLACE

The 1853 retaliatory rate period has provided very little material for study, largely because of its brief duration and unilateral nature. Hargest¹ provides full details however; in brief, PMG Hubbard on January 24, 1853, issued an order that: ". . . on all letters to or from France, through England, the single rate of United States postage be *twenty-one cents* . . . such postage to be collected in and retained by the United States."² This order was suspended on 10 February of that year and was not reinstated. It was prompted by a misinterpretation of the rate and marking changes following the 1 December 1851 French Decree. Of course memories of the first retaliatory rate period were still fresh and PMG Hubbard's error is the more forgivable since neither the French nor the British had informed the USA of these changes.

The entire affair, including the publicity (or lack thereof) given the suspension of the order, was a comedy of errors. It appears that heretofore no covers have surfaced which were actually rated in accordance with this order. The elegant Toppan-Carpenter cover of 5 April 1853 was overfranked, apparently in the mistaken belief that this order was still in effect. Hargest states: "Unfortunately, no cover addressed to France and conveyed on any of the above [retaliatory period] sailings has been seen."³

Of course the order applied equally to outgoing and incoming mail, the latter providing potentially the better proof of postal policy since the retaliatory postage due would have been marked on the cover by the USA exchange office.

There were two inbound Cunard sailings⁴ on which mail could have been carried to receive retaliatory rating: the *Africa* arriving in New York on January 30 and the *Canada* which reached Boston harbor on February 5. The subject cover was carried on the latter voyage.

The cover is a folded letter bearing a blue DC "Bruxelles" (Belgium) origin postmark dated "18 Janv. 1853." The letter is dated "17th January 53" written in English and discusses in much detail the routes of railroads then being constructed in Pennsylvania.

The reverse of the cover bears a manuscript "14" written in the French/Belgian manner representing the prepayment in cash of 14 decimes, the correct rate for prepayment in full to port of destination in the USA via England.

This rate was based on the convention between Great Britain and Belgium, effective 1 February 1850 in Belgium, and remained in force until the convention of 28 August 1857. For these purposes, the Belgian decime is considered equivalent to the British penny and converts to 2¢ in US currency. Belgian inland postage was 2d., British transit 4d. and packet postage 8d. The USA inland postage was always to be collected on the American side and was 5¢. One practice was to prepay 6d. for Belgian inland plus British transit with endorsement to an American packet, 21¢ being collected at destination. Such letters were marked by the USA exchange office as the French cover shown in Hargest's Figure 28.⁵ The writer has one cover (December 1854) so marked and rated which, at the same time, shows an erroneous credit of 16¢ from Britain to the USA prompted by a marking error in Belgium which led the

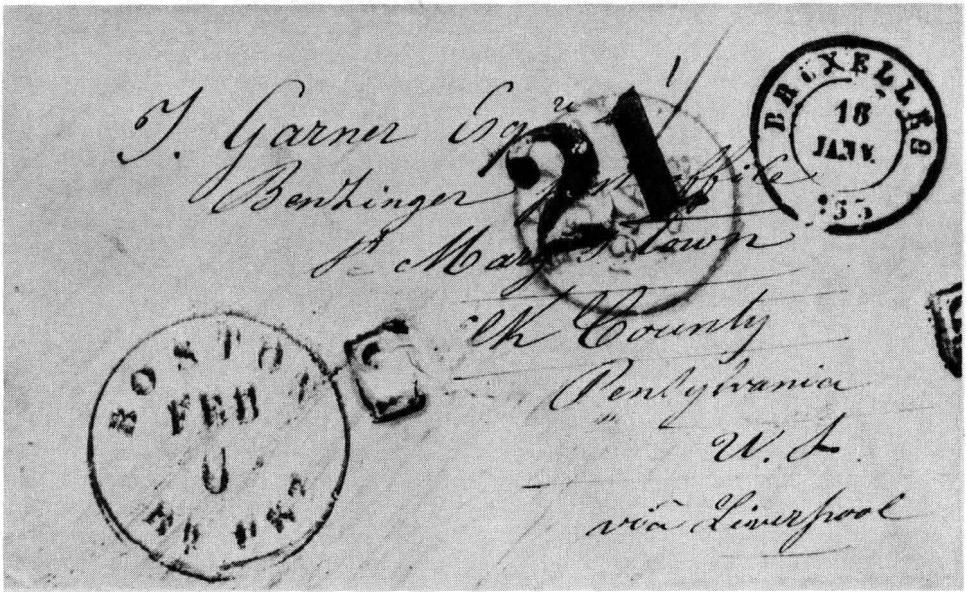
1. George E. Hargest, *History of Letter Post Communication Between the United States and Europe*, Second edition, pp. 45-7.

2. *Ibid*, pp. 45-6, quoting *New York Tribune* 26 January 1853.

3. *Ibid*, p. 46.

4. Walter Hubbard, *Chronicle* 95: 198.

5. Hargest, *op. cit.*, p. 53.



Retaliatory-rating on cover from Bruxelles, 18 Jan. 1853; 21¢ collect, Br.Pkt.

British clerk to believe the packet postage had been prepaid, though he evidently rechecked the marking on the back and correctly crossed out the credit.

The more typical procedure would be to prepay Belgian inland, British transit and British packet postage totalling 14d. with only the 5¢ USA inland postage to be collected. Such covers are normally marked with USA exchange office handstamps as shown in Hargest's Figure 26.⁶ These covers show a 1/— (=12d.) credit to Britain.

The front of the cover here illustrated bears the endorsement: "via Liverpool." Absent specific endorsement to an American steamer, the standard British practice was at this time to forward letters by the Cunard Line to which they were paying a heavy subsidy. There are two strikes of the usual small boxed blue "PD" one of which had been partially covered by sealing wax. Any confusion resulting from obscuring one mark (which might have been done in Boston) would not have been grounds for collecting British packet postage since under Article XI of the US-British treaty of 1848, all transit letters were to be delivered free of postage due, whether packet or inland by the country over whose territory the letter travelled in transit (in this case Britain). Delivery points for purposes of this provision would be destination port or packet boat of destination nationality. At the upper right, a manuscript "1/—" shows the credit to England for British transit and packet postage in accordance with the 1849 British-Belgian convention.

There is a red "PAID 19 Jan 1853" applied in England. *Canada* sailed from Liverpool on 22 January 1853 and arrived at Boston February 5th.⁷ The cover is stamped at lower left with a black 32 mm. "BOSTON BR. PKT. FEB 6" which is illustrated by Hargest as marking "B" in his Figure 51⁸ (Prussian closed mail markings). This receiving marking being unrated, the rate is expressed by a bold "21" in black applied over the British "Paid" marking. The use of two separate marking devices was necessary since there would seldom if ever be an occasion under existing treaties to have a 21¢ due rating via British packet. The final marking on the cover is "A March 31, 1853" on the reverse, no doubt referring to the date of the recipient's reply.

It is clear that this cover was rated in error, at least as far as the language of the PMG's original order of January 24th indicates. At this point we can

6. *Ibid*, p. 52.

7. Hubbard, *op. cit.*, p. 198.

8. Hargest, *op. cit.*, p. 88.

only speculate as to what exact instructions were given to the clerks in the Boston foreign mail office, indeed whether this cover could have been bagged with the French mail (Belgian mail was open through England) or perhaps the combination of a town name in French and manuscript markings in the French style together with no explicit statement of country of origin could have led the Boston clerk to assume that it was French. In any event, it appears that this cover provides a possibly unique illustration of the markings of the second retaliatory rate period though, typical of the confusion pervading the whole episode, they were applied to mail of Belgian origin.

POSTSCRIPT: RETALIATORY-RATED COVER FROM FRANCE

CHARLES J. STARNES

By a happy chance we are able to furnish an example of retaliatory-rating on a cover from France. It is from the most interesting collection of our English colleague, John V. Woollam. From the corner notation, the letter was mailed by a sailor on the U.S.S. *St. Louis*, who affixed the useless 3¢ '51 U.S. stamp, and then paid 8 decimes postage at the Marseilles post office, 10 Jan. 1853 (ms. "8" and boxed PD). This paid the rate to U.S. port, via England, by American packet (1 Sep. 1851-1 Jan. 1857). If the letter had been carried by Am. Pkt. from England, 21¢ collect would have been normal procedure; however, a study of sailing data by Clifford L. Friend showed the only vessel from Liverpool entering New York in the last few days of January was the *Cunard Africa* (Br. Pkt.), leaving Liverpool 15 Jan., arriving New York Sunday, 30 Jan. The New York office, obeying the 24 Jan. order, stamped black NEW-YORK JAN 31 and 21 (note they did not use the regular BR. PKT. or AM. PKT. stamps) for 21¢ collection at Norfolk.



Retaliatory-rating on cover from Marseilles, 10 Jan. 1853; 21¢ collect. Br. Pkt.

AN UNUSUAL PRUSSIAN CLOSED MAIL COVER

GEORGE E. HARGEST

Some years ago, I bought for a very low price, a Prussian Closed Mail cover. It did not at first appear very attractive, but it had a Bremen marking that I could not readily discern that made it attractive to me. Inside, to my surprise, I found the original letter; a tightly written 6½ page letter that must have taken hours to write. The letter itself tells the strange story of this Prussian Closed Mail cover. The letter is too long, and much of it is not important to a postal historian, so I shall merely give the gist of what seems to lead to the important features, and quote from the letter the facts that are of importance. It is headed and starts out as follows:

On board ship "Golden State" At sea Lat. 36°33' long. 48°48'

Sunday morning July 1, 1860

My dear, dear Ellen,

My second sabbath at sea, dearest, and as I am sure you will, at hours, devote some portion of this day of rest to thoughts of the ones you love best and to [indecipherable] of the many, many happy incidents of the few past months, so I here, now nearly 1500 miles distant from you, will give you the best evidence possible that you are still cherished in my heart of hearts [there follow many endearments and religious expressions according to the form of such letters of that period]. . . . That most frightful and most perilous of all dangers at sea has beset us. We are subjected to the perils of a leaky ship.—On the broad unbounded [indecipherable], when we may sail day after day, without the proof that another soul exists in the fear of God's Earth, I am then confined within the narrow limits of our own vessel, who can estimate the horrors of a dangerous leak—Thank God, ours though very bad, is not yet dangerous—and yet in present state we cannot go around the Cape—We have got to, either from our own awarded efforts, to stay it or else before we subject ourselves to the trying tempests of Cape Horn, we must put in somewhere and stop it. We are very fortunate in discovering where the water comes in—One day in a heavy head sea the ship leaked *eleven* inches in two hours—nearly twelve feet a day—the ship requiring to be pumped out as frequently as once in two hours. . . .

The leak in the ship was repaired and there was no danger. There follows a description of the clouds, the color of the sea, and that he spent his time in miscellaneous reading. The ship *Golden State*, according to the *Special Lists* of the American Archives was a vessel of 1,361 tons, ship rigged, *i.e.*, fore, main and mizzen mast, with mizzen gaff for spanker, masts crossed for courses, top sails, gallants, and sky sails and such jib and stay sails as were needed. A 1,361 ton sailing ship was a large one. It was built in New York in 1853, and, therefore, only seven years old.

. . . At first there was much consternation but when the leak was found, everyone received Equanimity, for it was no longer considered alarming. . . .

There follows a long description of the ocean, clouds, and navigation lessons given him by the first lieutenant and the captain, all interspersed with terms of endearment and how he spent his time reading law. One can only feel that he was a very young and immature man.

Finally:

July 11 4 pm Lat. 26.6 N., Long. 35°—

Dearest—

There is a vessel near at hand by which we may have an opportunity to send letters.—We have a fine breeze and may be unable to stop—[Indecipherable] Can't write much more now—Love to all your family & abundance for yourself—

As ever

David

[On the reverse is the note:] We have stopped our leak so that it is no longer considered dangerous.

The ship did stop, and the letter was sent "by the vessel near at hand." It proved to be a ship bound for Bremen. Although I had a number of unpaid Prussian closed mail covers addressed to the United States, I was attracted to this cover by the Bremerhaven marking which I felt I had recently seen. It was partially covered by the AACHEN 5¢ debit marking and a 30/N. YORK AM. PKT./AUG/27 marking, and was difficult to see in detail. Upon a little study, however, it was found in an article describing Bremen postmarks by Karl Knauer and Arthur Salm, which appeared in the June 1964 issue of *A Postscript to the Postal Historian*, p. 54. From the illustration of the marking, and the marking on the cover, it was reconstructed and a tracing of it appears at lower left of the illustration of the cover, which is labeled Figure 1. According to the authors, this marking is known used from 1851 to 1867. In this case, it bears the date of 10 August, when the letter was deposited at the Bremerhaven P.O., after being carried ashore. On the reverse of the cover is an oblong BREMEN/11 8*7-8M marking showing that the letter was dispatched from Bremen on 11 August. The AACHEN 5¢ debit marking is characteristic of letters sent unpaid in the Prussian closed mail, and bears the date of 12 August. This letter was sent in closed mail through Verviers and Ostend to London, and thence to Liverpool. It crossed the Atlantic in *City of Baltimore* of the Inman line, which arrived in New York on

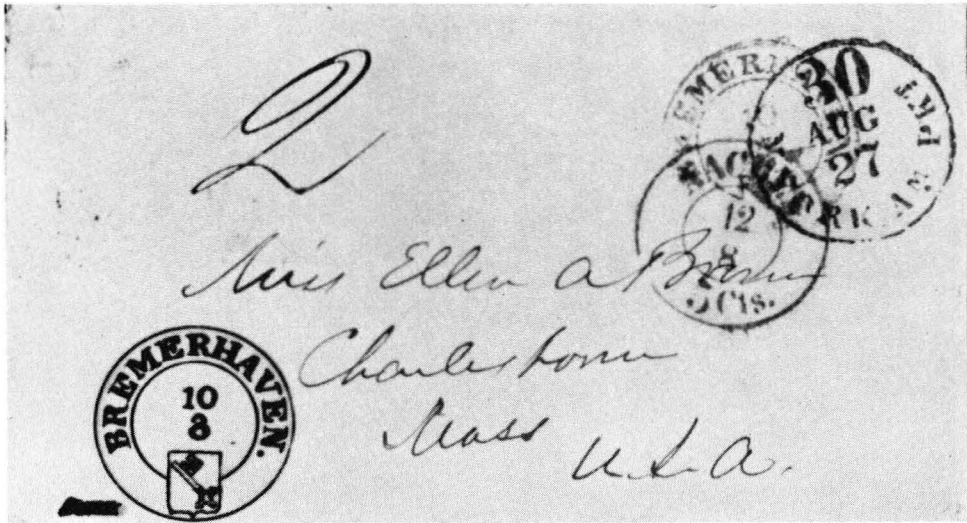


Figure 1. Letter written aboard the sailing ship "Golden State" on 1 July 1860. The ship had a leak, which caused some concern, but it was found and stopped without difficulty. The 6½ page letter appears to have been written from 1 July to 11 July 1860. At Latitude 26°.6' North and Longitude 35° West the ship met a vessel bound for Bremen. Both vessels stopped, and mails exchanged. This letter was posted in the Bremerhaven office on 10 August, and sent to Aachen in the Prussian closed mail on the following day.

27 August 1860. The New York exchange office marked it with a 30/N. YORK AM. PKT. rate marking dated "AUG/27," in black, indicating that 30¢ was to be collected on delivery. The manuscript "2" is in blue ink and represents 2 silbergroschen, equal to 5¢ in U.S. currency, and is the German-Austrian Postal Union postage. It does not indicate the 2¢ per letter due to the captain of a private ship, which has, in some cases similar to this one, been stated as its meaning. All of these markings are characteristic of those on single rate unpaid letters sent in the Prussian closed mail.

Review: North Atlantic Seaway, Volume I. By N. R. P. Bonsor, with illustrations by J. H. Isherwood. Enlarged and completely revised second edition, in four volumes, of which this is Volume I, hardbound, 471 pages with 24 full page illustrations and over 100 line drawings of transatlantic steamers. Published by Arco Publishing Co., Inc., N.Y., but printed in England. Available from Leonard H. Hartmann, P.O. Box 21397, Louisville, Ky. 40221, at \$19.95, postpaid.

This is a greatly enlarged edition of a book published in 1955 and which has become a veritable "bible" to students of the transatlantic mails. It lists every company and every ship, insofar as the author could identify them, that even intended to traverse the Atlantic for commercial passenger purposes. Arranged by companies, in chronological order of their entry into transatlantic passenger service, Volume I covers those companies established in such service prior to and including 1856. Among those covered are such well known firms as the Cunard, Collins, Ocean and Allan lines; Hapag, Anchor and many others. A history of each line is given, chronologically, with a complete listing of all known ships of the line together with really detailed data concerning the ships. Earliest and latest sailing dates of each ship upon each route are given in the text in most cases.

Although seemingly not directly related, much of the data given is of direct value to the student or collector of transatlantic covers. Volume II, which will cover the period 1856-1873, is expected to appear shortly. Both are highly recommended.

Richard B. Graham

FRENCH CONVENTION MAIL TO RUSSIA

CHARLES J. STARNES

In a previous review article on mails to Russia¹, we were unable to illustrate French mail usage. Since that time two covers have been exhumed, one from Ashbrook's *Special Service*², and the other from the stock of a prominent dealer. They are both from the same Portland, Me., correspondence to Josiah Pierce at St. Petersburg, and both were mailed in Oct. 1865. The Ashbrook cover was single rate, overpaid; the cover illustrated here is double rate, franked at 2 x 30¢ ¼ oz. with a 30¢ '61, two 3¢ '61s, and a 24¢ lilac '63.



Double rate French mail, 2 x 30¢/¼oz., from Portland, Me., Oct. 1865, to St. Petersburg. Processed at Portland exchange office, transit to Liverpool by Allan line.

The Portland exchange office processed the letter with red PORTLAND ME PAID OCT 2- and "2/54," 2 x 27¢ credit to France. Although transit to Liverpool was by the Canadian Allan Line (Am. Pkt.), credit was made as if by Br. Pkt., per Articles I and II of the Additional Articles to the U.S.-French convention, effective 1 Apr. 1861.³ Britain forwarded the letter to Calais 8 Nov. (ET. UNIS SERV. BR. A.C.). France had no direct postal arrangements with Russia at this time, and correspondence to that country was sent under Franco-Prussian convention regulations. Accordingly, the letter was routed via Belgium to Germany, where the Prussian exchange office, either on the Verviers-Cöln travelling office or at Aachen, applied a blue ms. "f 3" (3 silbergroschen foreign transit allotment) and two origin handstamps. The reverse bears a blue circular 28 mm. AUS FRANKREICH PER AACHEN B 9/11 (From France via Aachen 9 Nov.) and on front is the correct blue 30 mm. AUS FRANKREICH PER AACHEN FRANCO 4 9/11.⁴ From Cöln transit was by rail to Berlin, and thence either by sea from Stettin to St. Petersburg, or by rail via Bromberg and Königsberg. Docketing indicates the letter arrived at its destination 12 Nov. 1865.

1. *Chronicle* 87:189-92.

2. pp. 549-50, photo no. 271.

3. *Report of the Postmaster General*, 1861. Wierenga reprint, p. 588. This queer account system is documented by Hargest, *Letter Post Communications, etc.*, 136-37, 138-39.

4. Cyril Kidd, *The Philatelist*, March 1960, 160-161, lists this handstamp as Type 17 of the Cöln-Verviers markings.

PATRONIZE OUR ADVERTISERS

HAWAIIAN STEAM SERVICE CONTRACT SAILINGS

KENNETH D. GILBART

In an excellent two-part article by Richard B. Graham, 1861-69 editor for the *Chronicle*, new information was presented on the CHINA AND JAPAN STEAM SERVICE marking.¹ Tables accompanying the articles listed covers bearing this marking, with their San Francisco arrival dates. The author mentioned that no such listing of covers and ship sailings and arrivals existed for the HAWAIIAN STEAM SERVICE markings. This article attempts to fill part of the void. It necessarily sets out preliminary contract arrangements and a summary of the actual contract with the California, Oregon, and Mexico Steamship Co. (the CO & MSS Co.). This is followed by a description of the marking, a sailing date table, and a cover listing.

The *Report of the Postmaster General* for 1867, p. 23, states, "The contract for the mail steamship service between the United States and the Hawaiian Islands, authorized by the Act of March 2, 1867, was awarded to 'The California, Oregon & Mexico Steamship Company,' whose bid for the required service at the sum of \$75,000 for the performance of twelve round trips per annum, between the port of San Francisco and the port of Honolulu, was the only one received under the advertisement inviting proposals for the service. A contract was executed by the company on the 30th July, 1867. The service was commenced on the 15th October, 1867." The same report, pp. 132-34, details the contract with the CO & MSS Co.; pertinent excerpts follow:

The CO & MSS Co. have been accepted in accordance with the stipulations and provisions of the act of Congress approved March 2, 1867, entitled, "An Act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands," and in conformity with the advertisement inviting proposals for said service issued by the Postmaster General of the United States on the 19th of March, 1867, as contractors to carry the mails of the United States between the port of San Francisco, in the United States, and the port of Honolulu, in the Hawaiian Islands, at the sum of \$75,000 for the performance of twelve round trips per annum between said ports, for a contract term of ten years, to begin on or before the first day of January, eighteen hundred and sixty-eight, and from the day the first steamship of the said line shall depart from the port of San Francisco with the mails for the Hawaiian Islands: Now, therefore, the said CO & MSS Co., contractors, and Samuel L. M. Barlow and George K. Otis, as sureties, do jointly and severally undertake . . . twelve round trips per annum, by a monthly line of firstclass American sea-going steamships, to be of not less than one thousand tons, government measurement, each, and of sufficient number to perform twelve round trips per annum between said ports . . . to transport, free of expense, on each and every steamer, a mail agent of the United States, to take charge of and arrange the mail matter, and to assign to such agent suitable accommodations for that purpose; . . . and do bind themselves—

First, to dispatch a steamship from the port of San Francisco on or about the first day of each month, and from Honolulu on or about the fifteenth day of each month . . . to make connection with the mail steam ships to and from New York, and to and from Japan and China. . . .

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship. . . .

Third, to take the mail and every part of it from, and deliver it and every part of it into, the port offices of San Francisco and Honolulu respectively.

Other terms and conditions call for (1) accountability for damages to the mails, (2) no commercial transmission of intelligence more rapidly than by mail, (3) not to knowingly permit letters or newspapers to be carried outside the mail, (4) to transport post office blanks, mail bags and the occasional special agent. The sum of \$75,000 per annum was to be made in quarterly payments on receipt at the Post Office Department of satisfactory evidence of the performance of the round trips. A prorata deduction was to be made for the failure to perform any regular monthly voyage. The Postmaster General had certain powers to annul the contract with CO & MSS Co.

The *Report of the Postmaster General* for Fiscal Year 1868, p. 21, states, "and on the mail steamship route between San Francisco and Honolulu (Hawaiian Islands) the contractors performed eight round trips from 15th October,

1. *Chronicle* 73:21-30; 75:133-43.

1867, to 30 June, 1868, the average length of the outbound voyages being 11 days 1 hour, and of the inward voyages 12 days 3 hours."

The *Report of the Postmaster General* for 1869, p. 18, notes, "The appointments of government agents in charge of the United States mails on board of the mail steamers plying between San Francisco, Japan, and China, and between San Francisco and Honolulu, were revoked in the month of April last." It is also reported "regular monthly trips have been performed, according to contract, on the United States steamship routes between New York and Rio de Janeiro, (Brazil) and between San Francisco and Honolulu."

The *Report of the Postmaster General* for 1870 states, p. 18, "but 10 round trips only have been made by the steamships of CO & MSS Co."

The *Report of the Postmaster General* for 1871, p. 13, states, "The mail steamship service on all the ocean routes has been regularly performed according to contract. Monthly service has been maintained . . . to the Hawaiian Islands."

The CO & MSS Co., though the only officially recognized mail steamship line plying between San Francisco and Honolulu, was not the only line carrying U.S. mail. In *Hawaii, Its Stamps and Postal History*, by Henry A. Meyer *et al*, it is stated that on mail transported by non-contract ships during this period the Hawaiian Post Office had to pay the cost of transportation. Nonetheless, no HAWAIIAN STEAM SERVICE marking has been seen which could not be assigned to a vessel of CO & MSS Co. arriving in San Francisco during the above-described period of 15 Oct. 1867 through 30 June 1870, after which the U.S.-Hawaii postal convention became effective. During the contract period a single letter rate comprised 5¢ Hawaiian and 10¢ U.S. postage; the long-continued 2¢ ship fee was not collected on contract mails.



Mailed at Hilo, Hawaii, 17 Dec. 1868, and letter carried by inter-island service to Honolulu, Oahu. Transit by CO & MSS Co. "Idaho," lv. 26 Dec., arr. San Francisco 8 Jan. 1869. The Hawaii 5¢ '66 was cancelled at Hilo, the U.S. 10¢ '61 cancelled at San Francisco, and, most probably, the origin marking HAWAIIAN STEAM SERVICE applied before sending in the domestic mails to New York. (Ex-Harris, Spelman).

The HAWAIIAN STEAM SERVICE marking is a double-lined oval, 15.5 x 31.5 mm., stamped in red to magenta shades (the ink has faded to pale red and pink on some covers). The words HAWAIIAN and SERVICE are arced inside the top and bottom of the oval, with height of letters varying from 2.5-3.0 mm. The centered straight STEAM has 3.0 mm. high letters. An excellent strike of the marking is shown in the cover illustration. The Meyer-Harris book designates this marking as Type 442 (p. 292), and it is stated to be an origin marking applied at San Francisco. It is most reasonable that this marking is analogous in use to the STEAMSHIP used at New Orleans and New York on incoming letters from non-treaty countries by U.S.-contract ships (the 10¢ blanket rate). The outer dimensions of the CHINA & JAPAN STEAM SERVICE and the HAWAIIAN STEAM SERVICE handstamps are identical, the ink

colors similar, and their respective periods of use are 20 Nov. 1867-23 Nov. 1869, and 18 Nov. 1867-19 Aug. 1869, from San Francisco arrival dates.

About one year ago I undertook the task of researching the departures and arrivals of CO & MSS Co. vessels between San Francisco and Honolulu. The following table is an original compilation of these sailings, as ascertained from the microfilm files of the *Daily Alta California* in the San Francisco Public Library, Main Branch.

The reader has probably already noticed the CO & MSS Co. vessel, the *Idaho*, departed San Francisco on Sept. 5, 1867, a full month and 10 days before the heretofore described contract commencement date of Oct. 15, 1867, referred to earlier in the *Postmaster General Report* of Fiscal Year 1867. Reviewing the *Daily Alta California* back to June, 1867, it was determined the *Idaho* departed San Francisco July 5, 1867, for Victoria (Canada), returning to San Francisco July 19, 1867, and did not depart again until Sept. 5, 1867, for Honolulu. The significance of this new information cannot be fully measured at this point. One thought is that this sailing was a trial run prior to the contract's becoming effective with the sailing of October 15, 1867. On the other hand, if Oct. 15, 1867, is considered the official commencement date, then the sailing list below represents only seven round trips to the end of June 30, 1868, and thus the *Postmaster General's Report* of Fiscal Year 1868, referred to at the beginning of this article, is in error. If eight round trips were performed and paid under terms of the contract, then one can argue that the contract commenced with the sailing of *Idaho* from San Francisco on Sept. 5, 1867, rather than Oct. 15, 1867. The proof of this theory would be to see a Hawaiian Steam Service marking on cover with Honolulu postmark of 25 or 26 Sept. and a San Francisco

CONTRACT SAILINGS OF THE CALIFORNIA, OREGON, AND MEXICO STEAMSHIP CO. BETWEEN SAN FRANCISCO AND HONOLULU

| | <i>Lv. SF</i> | <i>SHIP</i> | <i>Arr. HNL</i> | <i>Lv. HNL</i> | <i>Arr. SF</i> | | |
|------|---------------|-------------|-----------------|----------------|----------------|------|------|
| 1867 | 5 Sept. | IDAHO | | 26 Sept. | 8 Oct. | 1867 | |
| | 15 Oct. | IDAHO | | 2 Nov. | 15 Nov. | | |
| | 23 Nov. | IDAHO | | 10 Dec. | 23 Dec. | | |
| 1868 | 2 Jan. | IDAHO | | 21 Jan. | 2 Feb. | 1868 | |
| | 8 Feb. | IDAHO | 20 Feb. | 27 Feb. | 11 Mar. | | |
| | 17 Mar. | IDAHO | 28 Mar. | 3 Apr. | 15 Apr. | | |
| | 27 Apr. | IDAHO | | 9 May | 22 May | | |
| | 29 May | IDAHO | | 16 June | 27 June | | |
| | 5 July | MONTANA | 16 July | 22 July | 5 Aug. | | |
| | 11 Aug. | IDAHO | 20 Aug. | 29 Aug. | 13 Sept. | | |
| | 18 Sept. | IDAHO | 29 Sept. | 5 Oct. | 18 Oct. | | |
| | 7 Oct. | MONTANA | | 25 Oct. | 8 Nov. | | |
| | 28 Oct. | IDAHO | 8 Nov. | 14 Nov. | 26 Nov. | | |
| | 18 Nov. | MONTANA | | 6 Dec. | 17 Dec. | | |
| | 9 Dec. | IDAHO | 20 Dec. | 26 Dec. | 8 Jan. | | 1869 |
| | 30 Dec. | MONTANA | 11-12 Jan. | 16 Jan. | 29 Jan. | | 1869 |
| 1869 | 20 Jan. | IDAHO | | 7 Feb. | 20 Feb. | 1869 | |
| | 27 Feb. | IDAHO | 12 Mar. | 17 Mar. | 28 Mar. | | |
| | 3 Apr. | IDAHO | | 22 Apr. | 6 May | | |
| | 12 May | IDAHO | | 29 May* | 10 June | | |
| | 19 June | IDAHO | 29 June | 3 July | 15 July | | |
| | 22 July | IDAHO | 1 Aug. | 7 Aug. | 19 Aug. | | |
| | 26 Aug. | IDAHO | | 16 Sept. | 27 Sept. | | |
| | 2 Oct. | IDAHO | 13 Oct. | 21 Oct.* | 31 Oct. | | |
| | 10 Nov. | IDAHO | | 28 Nov.* | 9 Dec. | | |
| | 17 Dec. | IDAHO | 28 Dec. | 4 Jan. | 15 Jan. | | 1870 |
| 1870 | 22 Jan. | IDAHO | | 8 Feb. | 23 Feb. | | |
| | 27 Feb. | IDAHO | 10 Mar. | 16 Mar. | 29 Mar. | | |
| | 4 April | IDAHO | 15 April | 21 April | 5 May | | |
| | 10 May | AJAX | 19 May | 23 May* | 6 June† | | |

*Indicates HNL departure time interpolated from transit times provided in the *Daily Alta California*. Transit times exist for some but not all the reported sailings.

†The return of the Ajax to San Francisco on 6 June 1870 was the last arrival from Honolulu during this contract period.

postmark of 8 Oct. or possibly a few days later. Lot 540 in Siegel Sale 516 fits these sailings but does not bear a HAWAIIAN STEAM SERVICE marking. This cover was possibly carried on the *Idaho's* first return voyage to San Francisco from Honolulu on 8 Oct., 1867. The "Honolulu/Sept. 25/U.S. Postage Paid" marking is one day prior to the *Idaho's* sailing on Sept. 26, 1867. The *Idaho* arrived in San Francisco on 8 Oct., 1867, and the cover bears a double circle "San Francisco Oct/10/Cal" postmark. No other sailings match these dates in the tables presented. This cover, however, may have been carried by a non-contract vessel; it lacks markings or contents which would enable it to be year dated.

The *Postmaster General Report* for 1868 also cites the average length of time for outbound and inbound voyages up to June 30, 1868. The sailing data above will not allow for determining average voyage length, even on inbound trips where all eight (seven?) departure and arrival dates are known. The average of eight trips in the above table cannot be compared to the reported "12 days 3 hours" inward average. It is pointed out the reported San Francisco arrival date may have been in the early morning hours, in which case the mails would have a San Francisco postmark of the same date. If the reported arrival date actually happened late in the evening hours, the mails would receive a San Francisco postmark dated the next day or later.

The *Report of the Postmaster General* for Fiscal Year 1869 notes "regular monthly trips" were performed. Taking the 1869 fiscal year from July 1, 1868, to June 30, 1869, the table of sailing dates shows 12 round trip voyages were completed. The first completed voyage would be the one arriving in San Francisco on 5 Aug., 1868. The last completed voyage would have been the arrival on 10 June, 1869.

There are 10 arrivals between the one of 15 July, 1869, and 6 June, 1870, and this conforms with information reported in the *Postmaster General's Report* for fiscal year 1870.

The following list of covers bearing the HAWAIIAN STEAM SERVICE marking known to this writer compares very favorably with departure and arrival dates presented above. A recent Robert A. Siegel auction sale (#516 in San Francisco) is the source for about half of this listing.

HAWAIIAN STEAM SERVICE COVERS

| YEAR | <u>HNL Postmark Date</u> | <u>Vessel Arrival Date</u> | Stamps | Ref. |
|---------|------------------------------|----------------------------|-------------------------------------|-------------|
| | <u>Vessel Departure Date</u> | <u>S.F. Postmark Date</u> | | |
| 1867 | 2 Nov. | 15 Nov. | US 10¢ #68 | (1) |
| | 2 Nov. | 18 Nov. | | |
| | 10 Dec. | 23 Dec. | US #68 | (2) Lot 537 |
| | 10 Dec. | 27 Dec. | | |
| | 10 Dec. | 23 Dec. | US #68 | (2) Lot 539 |
| | 10 Dec. | 23 Dec. | | |
| | 10 Dec. | 23 Dec. | US #73 + US #70 pr | (3) |
| | 10 Dec. | 30 Dec. | | |
| 10 Dec. | 23 Dec. | HA #32 + US #68 | (15) Lot 2830 | |
| 10 Dec. | 24 Dec. | | | |
| 1868 | 20 Jan. | 2 Feb. | HA #32 + US #68 | (2) Lot 568 |
| | 21 Jan. | 10 Feb. | | |
| | 20 Jan. | 2 Feb. | HA #32 pr + US #76 pr + US #68 | (4) Lot 362 |
| | 21 Jan. | 3 Feb. | | |
| | 20 Jan. | 2 Feb. | HA #32 vert pr + US #68 horiz pr | (4) Lot 363 |
| | 21 Jan. | 3 Feb. | | |
| | 3 April | 15 April | US #68 | (5) |
| | 3 April | 15 April | | |

| <i>YEAR</i> | <i>HNL Postmark Date</i> <i>Vessel Departure Date</i> | <i>Vessel Arrival Date</i> <i>S.F. Postmark Date</i> | <i>Stamps</i> | <i>Ref.</i> |
|----------------|----------------------------------------------------------|---------------------------------------------------------|---------------|---------------|
| 1868 | <u>3 April</u> | <u>15 April</u> | HA #32 + | (15) Lot 2831 |
| | <u>3 April</u> | <u>15 April</u> | US #68 | |
| | <u>9 May</u> | <u>22 May</u> | | |
| | <u>9 May</u> | <u>23 May</u> | US #68 | (2) Lot 538 |
| | <u>9 May</u> | <u>22 May</u> | HA #32 + | |
| | <u>9 May</u> | <u>23 May</u> | US #76 pr | (2) Lot 577 |
| | | <u>22 May</u> | HA #31 x 3 + | |
| | <u>9 May</u> | <u>22 May</u> | US #68 | (1) |
| | <u>9 May</u> | <u>22 May</u> | HA #32 pr + | |
| | <u>9 May</u> | <u>23 May</u> | 2 x US #76 pr | (6) Lot 2063* |
| | <u>29 Aug.</u> | <u>13 Sept.</u> | HA #32 + | (7) and (2) |
| | <u>29 Aug.</u> | <u>13 Sept.</u> | US #68 | Lot 570 |
| | <u>24 Oct.</u> | <u>8 Nov.</u> | HA #32 pr + | |
| | <u>25 Oct.</u> | <u>9 Nov.</u> | US #68 pr | (2) Lot 573 |
| | <u>24 Oct.</u> | <u>8 Nov.</u> | HA #32 + | |
| | <u>25 Oct.</u> | <u>8 Nov.</u> | US #68 | (13) |
| | <u>13 Nov.</u> | <u>26 Nov.</u> | | |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | US #76 pr | (8) |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | | |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | HA #32 | (2) Lot 552 |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | HA #32 + | |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | US #68 | (15) Lot 2835 |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | HA #32 + | |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | US #68 | (6) Lot 2072 |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | HA #32 + | |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | US #96 | (2) Lot 569 |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | HA #32 + | |
| | <u>14 Nov.</u> | <u>26 Nov.</u> | US #68 | (2) Lot 571 |
| | <u>5 Dec.</u> | <u>17 Dec.</u> | HA #32 + | |
| | <u>6 Dec.</u> | <u>17 Dec.</u> | US #96 | (4) Lot 361 |
| <u>6 Dec.</u> | <u>17 Dec.</u> | HA #32 + | | |
| <u>6 Dec.</u> | <u>17 Dec.</u> | US #96 | (9) | |
| <u>26 Dec.</u> | <u>8 Jan.</u> | HA #32 + | | |
| <u>26 Dec.</u> | <u>8 Jan.</u> | US #76 pr | (2) Lot 576 | |
| <u>26 Dec.</u> | <u>8 Jan.</u> | HA #32 + | | |
| <u>26 Dec.</u> | <u>8 Jan.</u> | US #68 | (10) | |
| <u>26 Dec.</u> | <u>8 Jan.</u> | HA #32 + | | |
| <u>26 Dec.</u> | <u>8 Jan.</u> | US #68 | (15) Lot 2832 | |
| 1869 | <u>22 April</u> | <u>6 May</u> | HA #32 + | |
| | <u>22 April</u> | <u>6 May</u> | US #93 pr + | (15) Lot 2838 |
| | | | US #94 pr | |
| | <u>28 May</u> | <u>10 June</u> | HA #32 + | (6) Lot 2070 |
| | <u>29 May</u> | <u>14 June</u> | US #96 | |
| | <u>15 July</u> | HA #31 + | (6) Lot 2062 | |
| | <u>15 July</u> | US #96 | | |

*Knapp Catalog states this cover used in 1862. Statement obviously in error.

| YEAR | HNL Postmark Date Vessel Departure Date | Vessel Arrival Date S.F. Postmark Date | Stamps | Ref. |
|---------|--------------------------------------------|-------------------------------------------|------------------------|--------------|
| 1869 | 7 Aug† 7 Aug. | 19 Aug. 19 Aug. | HA #32 + US #89 | (6) Lot 2067 |
| | 7 Aug† 7 Aug. | 19 Aug. 19 Aug. | HA #32 + US #89 | (11) |
| | 7 Aug. 7 Aug. | 19 Aug. 19 Aug. | US #96 | (2) Lot 551 |
| | | | HA #32 + US #89 | (2) Lot 580 |
| Unknown | | 9 Mar. | HA #32 US #68 pr | (12) |
| | | 11 Aug. | HA #33 + US #89 x 2 | (14) |
| | | 29 Mar. | | |
| Total | 37 covers | | | |

†Covers may be identical.

References

- (1) Siegel Sale 383, Lot 264 or 363 (6 Nov., 1970).
- (2) Siegel Sale 516, 27 & 28 Aug., 1977.
- (3) Kelleher, 23 Mar., 1963, Lot 130.
- (4) Gibson Sale, 1944.
- (5) Siegel Sale, 29 Jan., 1963, Lot 309.
- (6) Knapp Sale, Part I, 1941.
- (7) Meroni Sale, Lot 1204.
- (8) Siegel Sale, 28-30 Jan., 1970, Lot 845.
- (9) Siegel Sale, 22 Mar., 1956, Lot 92.
- (10) Starnes coll. (ex-Harris, Spelman).
- (11) Siegel Sale, 29 Jan., 1963, Lot 315.
- (12) Siegel Sale 384, 19-20 Nov., 1970, Lot 438.
- (13) Siegel Sale 526, Lot 229.
- (14) Siegel Sale 527, Lot 640.
- (15) Wolffers #67, 28 April, 1978.

Lot 550 in Siegel Sale 516 was surely carried on board the *Idaho*, departing Honolulu in Jan. 4, 1870, and arriving in San Francisco on Jan. 15, 1870. This cover does not bear the Hawaiian Steam Service marking although the postmarks match these sailing and arrival dates.

At this time no attempt is made to determine how many trips are represented by covers listed; that task is left for another article after additional covers have been reported. Regarding the earliest reported Hawaiian Steam Service marking use, one cover is listed with a Nov. 2 (1867) Honolulu postmark and a Nov. 18 San Francisco postmark. The latest use listed is during August 1869. Of the 37 covers listed, the Honolulu postmark date is identical to the vessel's departure date in 25 of these covers. The Honolulu postmark date is one day prior to the vessel's departure date in eight additional covers. The Honolulu postmark is indistinct or information lacking on the remaining listed covers. There is a much greater time gap, however, between the vessel's arrival in San Francisco and the date of the San Francisco postmark. Twenty two of the 37 covers show the same San Francisco postmark and ship arrival date. Seven additional covers show a San Francisco postmark one day after the vessel's arrival. The remaining covers for which information is available show three, four, seven, and eight day differences. It is further noted that a group of covers, where they can be assigned to one particular Honolulu sailing, may have differences in the date the San Francisco postmark was applied after arrival. Other unlisted covers undoubtedly exist. It is hoped the reader will report any covers not listed. Contributions, preferably a photograph, or full accurate description of the cover, and corrections are welcomed and can be made to Ken Gilbert, 2692 Comstock Circle, Belmont, CA 94002.

The author wishes to thank Charles Starnes for his guidance and support; Cliff Friend for digging through the Postmaster General Reports for pertinent data, and Bill Weissman for providing references on several covers.

THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 98

CAPEX was most enjoyable, and many of our members were in attendance. Their comments on this section of the *Chronicle* were appreciated and will be heeded. Specifically, there will be more examples of faked covers. You will be able to read in the forthcoming (early August) issue of the *Chatter*, now under the Editorship of Theron Wierenga, more about our Society's planned program for the analysis of questionable covers, and a repository for them.



Figure 1. Cover with U.S. CITY MAIL marking.

Figure 1 shows the first problem cover from Issue No. 98, a stampless cover addressed to New York City. The only answer received came from Calvet Hahn who advises that the marking represents a local usage, and was employed in the 1850s. There were two markings according to Cal, although only one is listed on page 241 of the *American Stampless Cover Catalog* just recently published by the David G. Phillips Publishing Co., Inc. The rate was 1¢, and this was collected from the recipient of this cover. This independent mail service marking, although well known, is far from common. Cal plans a future article on it and other associated or similar markings.

Figure 2 shows the second problem cover from the last issue. In honor of CAPEX, it was supposed to be a Canadian item, but its Canadian connection was brief, as our experts write.

The first answer comes from Joseph von Hake, who writes:

I offer that problem cover #2 is a missent to Canada, rather than a conscious routing. . . . The letter was placed in the wrong bag at Troy. To substantiate this view, I enclose a photo of such a cover of mine.

Though my cover (written & illustrated in *The American Philatelist*, September 1977, p. 712) involves several forwardings and missents, it also crossed to Canada, where it received a datestamp and was rebagged and returned without any Canadian missent marking.

Another answer was received from Calvet Hahn, whose comments are:

The routing via Canada is a function of the local routes of the period. . . .

a) Highgate had only one post route, #316 from Burlington, Vt. at 2 a.m. by Winsooski Falls, Colchester, W. Milton, Milton, Georgia, East Georgia, St. Albans, and Swanton Center to Highgate by 10 a.m. The letter had to pass on this route.

b) Troy was, with Albany, a major mail distribution route with many routes running into it, and it was on the main route from NYC via Albany to Canada. One major route north was #943 from White Hall where the boat leaves 3 p.m. via Burlington to St. Johns, Canada (7 a.m. the following day) and on to Montreal. The lake was probably frozen in Jan. however, as the Hudson shut in December and was closed until April in 1846-7.

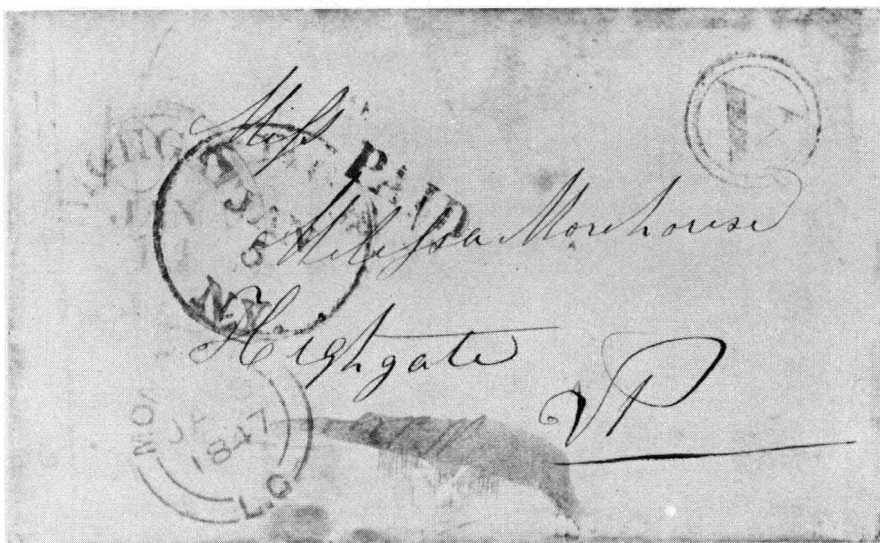


Figure 2. Cover from Troy, N.Y. to Highgate, Vt., with Montreal transit marking.

c) Route 927 would take the letter from Troy to Whitehall at 10 a.m., arriving at noon. The land arrangements would parallel the boat.

Thus this letter was probably mailed so as to catch the 10 a.m. Wed. the 6th mail to Whitehall and reaching St. Johns on the 7th or 8th (used an extra day because of weather) making it to Montreal that day and returning the 9th or 10th to Burlington whence it caught the 2 a.m. mail to Highgate, on the 11th, arriving at 10 a.m. It was probably missorted and put into a through bag at Troy so it went up to Montreal, rather than being pulled at Burlington. The weather could have been a factor as we do know stage mail went up the West side and it might not have been put off at Keeseville for route 964 across the Lake. (1841 route #).

Susan McDonald also consulted two Canadian experts for their interpretations of the cover. The first, Dr. Fred Stulberg of Toronto, president of the Royal Philatelic Society of Canada and an active postal history collector, agreed in substance with the opinions expressed above: "The cover that went from Troy, N.Y., to Highgate, Vt., through Montreal (1847) has, upon analysis, only one logical explanation. The Postmaster at Troy made a mistake!"

Dr. Stulberg sent a photocopy of a somewhat similar cover in his collection, also from Troy, N.Y., in 1828, addressed to Boston, but with the ms. notation "Missent to Montreal, L.C." The cover shows only U.S. postage to be collected and was not postmarked at Montreal. To judge by the docketing, the letter took two weeks to reach Boston, as the Troy postmark date is April 30, and the date of receipt noted as 14 May.

A more intriguing response was received from Charles P. de Volpi, the dean of Canadian postal historians, whose collection once included the cover in question.

I have checked my records, and had at one time four covers of similar nature, all in 1847 and 1848, all from Troy, N.Y., and via Montreal to Vermont towns. My explanation was that there was a direct service from New York City to Montreal via Troy, and that during the winter, it was the fastest way to get letters to border towns in Vermont via this routing than direct (the four covers were all during the winter months) and in all cases the time lapse from Montreal to destination was three days. There was an all winter service between Montreal and bordering U.S. towns. I did have nine covers from Montreal and surrounding area to similar towns in the U.S. And they all took two or three days, except one which took five days.

I also believe . . . that I did have a post office letter to the effect that letters from Troy were to be expedited in this fashion; I cannot locate the copy, but if I do will send it to you.

Susan notes: "Of course, I prefer de Volpi's explanation. It transforms a humdrum error into an obscure and unusual postal history item. But—assuming

the others are right—why would the Montreal post office bother to postmark the letter, but not write ‘Missent?’”

PROBLEM COVERS FOR THIS ISSUE



Figure 3. Cover to India with 3¢ 1857 stamp.

Figure 3 shows the first new problem cover which bears a 3¢ U.S. 1857 stamp, a one anna stamp of India, and some interesting markings, submitted by member William K. McDaniel. How did the cover get from the United States to India? What do the various markings signify? Your Editor has a similar cover in his collection, and is sincerely and keenly interested in answers and comments from readers on this one.



Figure 4. San Francisco to London, 1863.

Figure 4 shows our second problem cover for reader analysis, from San Francisco to London in 1863. It is supposedly a cover with which there has been tampering. What is wrong? The SF cds and cogwheel killers are in black, and the New York and London markings are in red.

Please send your answers to the Cincinnati P.O. Box, or if there is a lack of time, phone (513) 891-4242, during office hours.

Our readership would appreciate new and interesting problem covers; and if you have a likely candidate, please send a black and white glossy photo of it to the Editor.

Review: American Stampless Cover Catalog. Third Edition, edited by Benjamin Wishnietsky; E. N. Sampson Editor Emeritus. Published by David G. Phillips, Inc., P.O. Box 611388, North Miami, Florida 33161. Hardbound, 280 pages, at \$30.00 for the regular edition and \$50.00 for the deluxe.

A new edition of the stampless cover collectors' bible has recently been published. The very capable team of Ben Wishnietsky, Hubert Skinner, and Gordon Hudson, along with editor emeritus Nort Sampson, have taken the labors of love of many specialists to bring out the finest and most complete work to date for this field of specialization.

Expansion of Section I, General Information, greatly enhances the understanding of the town listings. The added number of illustrations and textual material would make this edition a meaningful addition to any postal history student's library. While the photographs are clearer than in previous editions, they are also considerably reduced in size. Would not a replacement of some of these photographs by more drawings be even more useful to the student?

Comparing content on a state by state basis with the previous edition shows additional listings to a good number of states. Collectors of Ohio and

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Pennsylvania material will be particularly happy to see the extensive revisions of both state listings. Other listings, all in the supplemental marking Section III, that deserve special mention are the Inland Waterway, Ocean Mail, and Free Frank portions.

One argument that will never be settled is whether pricing is a benefit or detriment. This publication does price based on a study of the auction and dealer market. My own feeling after attending local postal history auctions recently is that pricing only determines the starting point until bidding fever takes hold. The scarcity rating that was used in Tracy Simpson's 1851-57 book published by our Society would seem to be a better alternative.

Editor Wishnietsky states that revisions will come sooner than the seven years since the second edition. We hope that he is right and also encourage all specialists to help by contributing new information to the editorial staff. With a price of \$30.00 or \$50.00 now, significant improvement will be needed to justify the collector spending this sum or more in three or four years from now even with the ASCC recognized as the standard reference work.

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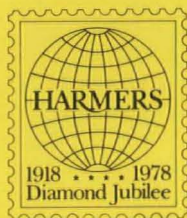
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