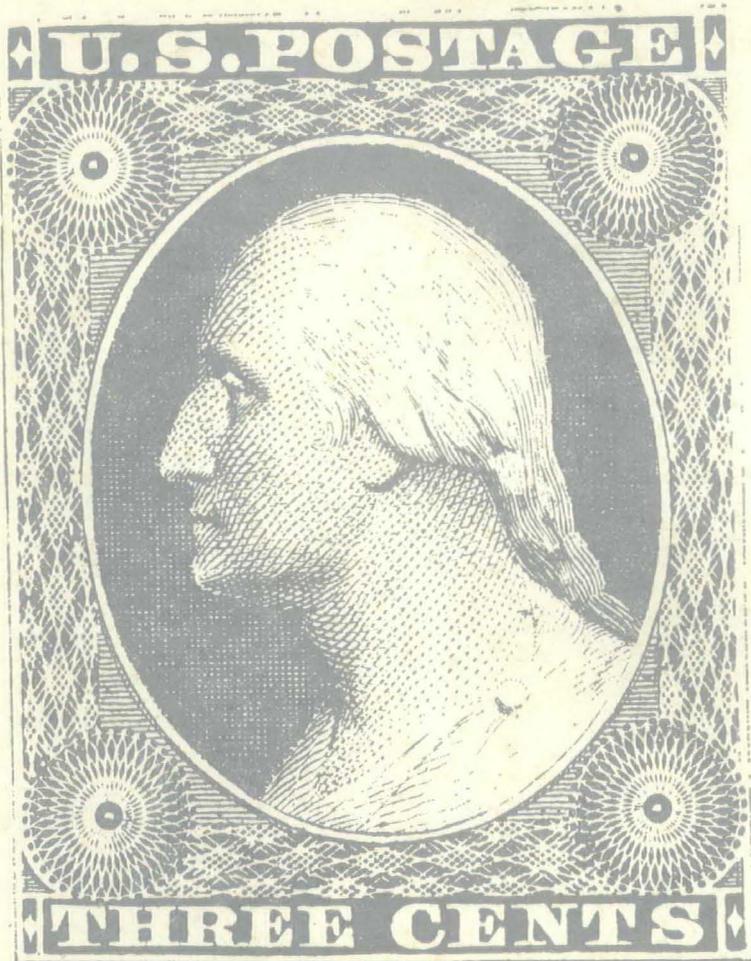


*Silver Anniversary
Booklet*



U.S. Philatelic Classics Society
1948 - 1973

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PRESIDENT'S MESSAGE

THE U. S. Philatelic Classics Society is twenty five years old and still growing. It began in July 1848 with 52 charter members interested in the study of the 3c 1851-57 stamp. Shortly thereafter the group became Unit 11 of the American Philatelic Society and was known as the 3c '51-'57 Unit. As time progressed the field of study was gradually expanded to include other nineteenth century U. S. stamps.

From its inception the Society's central aim has been to further knowledge and understanding of U. S. postage stamps of the classic period. A corollary aim has been the dissemination of such information to collectors and the philatelic community at large.

With the addition of all denominations of the 1851-57 issue in October 1957 the Unit became known as the U. S. 1851-60 Unit. In 1963 coverage was extended to include all postal issues from 1847 to 1869. At that time the name was changed to U. S. Philatelic Classics Society.

The Society has been fortunate to include among its members in the past quarter-century many distinguished philatelists, among them such well known U. S. experts as Dr. Carroll Chase, Stanley B. Ashbrook, and Elliott Perry. Others closely associated with the Society's growth have been Tracy W. Simpson, Mortimer L. Neinken, Dr. Gerald B. Smith, Hugh J. Baker, Jr., J. David Baker, Lester L. Downing, William W. Hicks, Richard McP. Cabeen, Charles W. Remele, and Henry A. Meyer. A complete list would include the names of nearly all prominent U. S. collectors and researchers during the past twenty-five years and longer.

The Classic Society's long affiliation with the American Philatelic Society has been mutually rewarding and helpful. We have been pleased to participate in many American Philatelic Society meetings and activities and to sponsor the continuing Classics Corner in *The American Philatelist*. The Society's twenty-fifth anniversary was celebrated in conjunction with the American Philatelic Society's spring meeting at Williamsburg, Virginia, in March 1973. We hope that this pleasant occasion proves to be only one notable highlight in a long and fruitful association.

Melvin W. Schuh, *President*
U. S. Philatelic Classics Society, Inc.

PREFACE

THE MATERIAL presented here was—in the main—especially written for publication in *The American Philatelist* to commemorate the twenty-fifth anniversary of the U. S. Philatelic Classics Society. In addition, three or four articles have been reprinted from early editions of the *Chronicle* to represent some of the great names in philatelic scholarship who were past contributors. The subject matter covered indicates the range of interest embraced by the Society and its publications.

The U. S. Philatelic Classics Society publishes *The Chronicle of the U. S. Classic Postal Issues*, a quarterly journal devoted to study and research on nineteenth century U. S. postal issues and their postal history. The various sections included in this publication and their current editors are listed inside the back cover. Past editors and contributors have numbered such recognized authorities as Tracy W. Simpson, Robson Lowe, Mortimer L. Neinken, Henry A. Meyer, J. D. Baker, Robert L. D. Davidson, and Edwin A. Christ. Qualified specialists also make frequent contributions on particular topics. An alert and vocal readership is a constant spur.

Another Society publication is *The Chairman's Chatter*, appearing as often as news and events require. It is an informal bulletin of Society operations and business with news of members and their activities. It is the vehicle for important announcements of official actions and meetings, or of local or regional events in which the Society participates. These meetings, often combined with educational seminars, are a vital source in maintaining interest and promoting fellowship among members. The *Chairman's Chatter* is ably and entertainingly edited by Leon C. Forcheimer.

THE SOCIETY's educational mission has been strengthened and enlarged by the sponsorship or publication of definitive books on nineteenth century U. S. philately. A partial list would include Tracy W. Simpson's *United States Postal Markings and Related Mail Services 1851-1861* (under Society sponsorship), the Towle-Meyer catalog of *Railroad Postmarks of the United States, 1861-1886*, and, most recently, *The United States One Cent Stamp of 1851 to 1861* by Mortimer L. Neinken. These have all become classics in their respective fields. Other works to which Society members and the *Chronicle* editorial staff have contributed on an informal basis are the *Perforation Centennial Book*, the *Directory of 10c 1847 Covers*, and Prof. George E. Hargest's outstanding treatise on the transatlantic mails, *A History of Letter Post Communication between the United States and Europe, 1845-1875*. Society members are often represented as authors in other scholarly journals, such as the *Collectors' Club Philatelist*, the annual *American Philatelic Congress Book*, and *Postal History Journal*.

Another feature of the Society's educational program has been the production, under J. David Baker's able direction, of professional quality slide shows covering many aspects of nineteenth century U. S. philately. These shows are now part of the Philatelic Foundation's educational material available to the public.

Awards presented annually for achievement in philatelic writing, research, and service are known as the Ashbrook, Chase, Perry, and Brookman Cups in honor of these eminent past philatelists.

An attempt to list all the individuals who have played an important role in the Society's educational programs would occupy many more pages and still not be complete. Their contributions are, however, hereby gratefully acknowledged, because on them the past and future success of the Society depends.

Susan M. McDonald, *Editor*

*The Chronicle of the U. S. Classic
Postal Issues*

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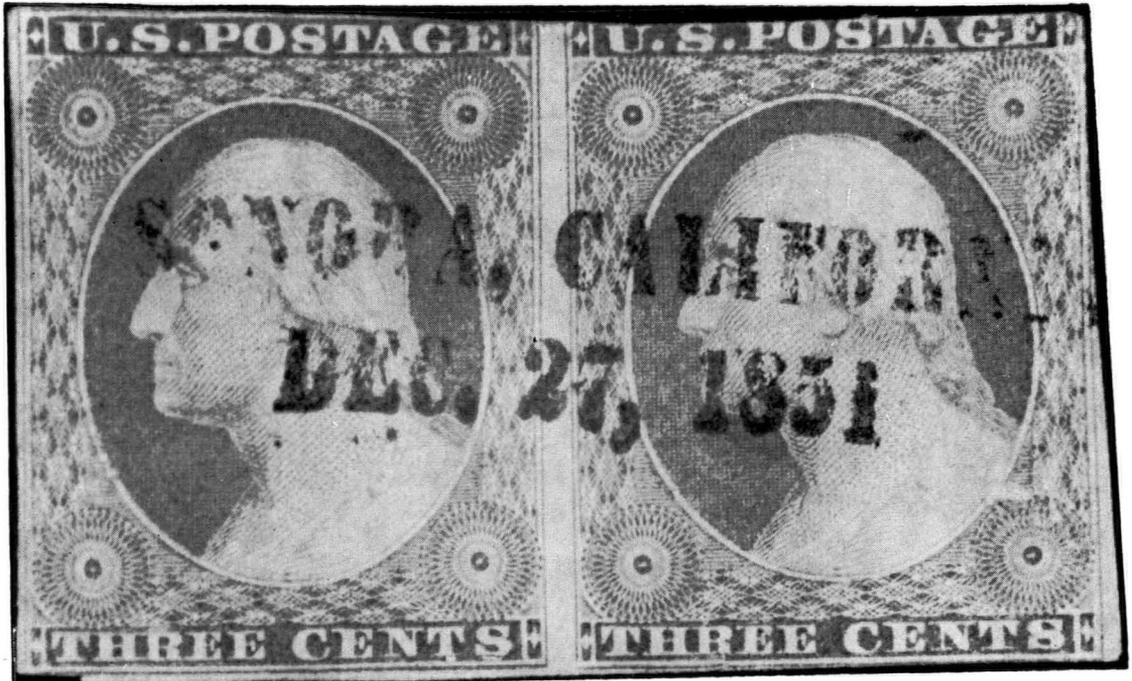


Figure 1. A pair of the 3c orange brown stamps socked-on-the-nose with the rare Sonora, California, straight line townmark which included an 1851 year date.

U.S. Postal History: 1851-1861

By David T. Beals III and Thomas J. Alexander



Figure 2. This oval townmark from Farnham, N.Y., also contains the name of the county, which is most unusual.

THIS ARTICLE will attempt to illustrate with interesting covers some of the many collecting specialties in the field of Postal History during the 1851 - 1861 decade. We have generally followed Mr. Tracy W. Simpson's classifications as found in his book, *United States Postal Markings: 1851 to 1861*, which is the primary postal history reference for this period. Other authoritative sources for the study of this subject include *The Chronicle*, the journal of the United States Philatelic Classics Society, the writings of Mr. Stanley B. Ashbrook and Dr. Carroll Chase, and those articles and books which are mentioned in subsequent sections of the article.

Assistance from Messers. C. C. Hart, David L. Jarrett, William H. Jennens, Floyd Risvold, Tracy W. Simpson, and Dr. Hubert Skinner is gratefully acknowledged.

Unusual Townmarks

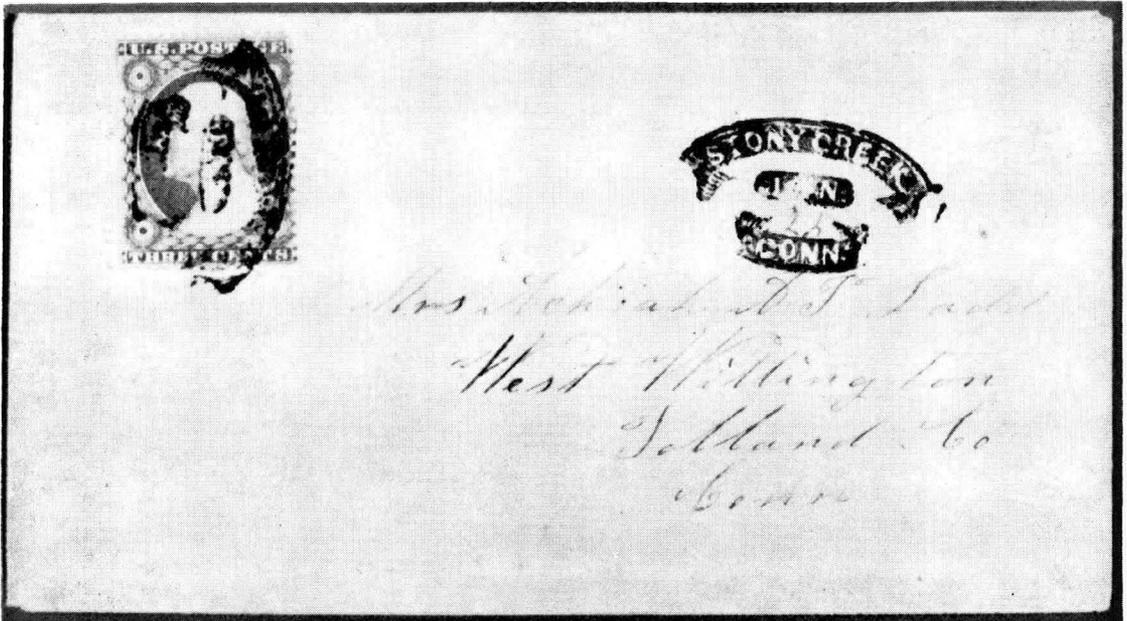


Figure 3. Stony Creek, Conn., in three fancy scrolls with the day in manuscript.



Figure 4. The New Boston, Mass., tombstone.

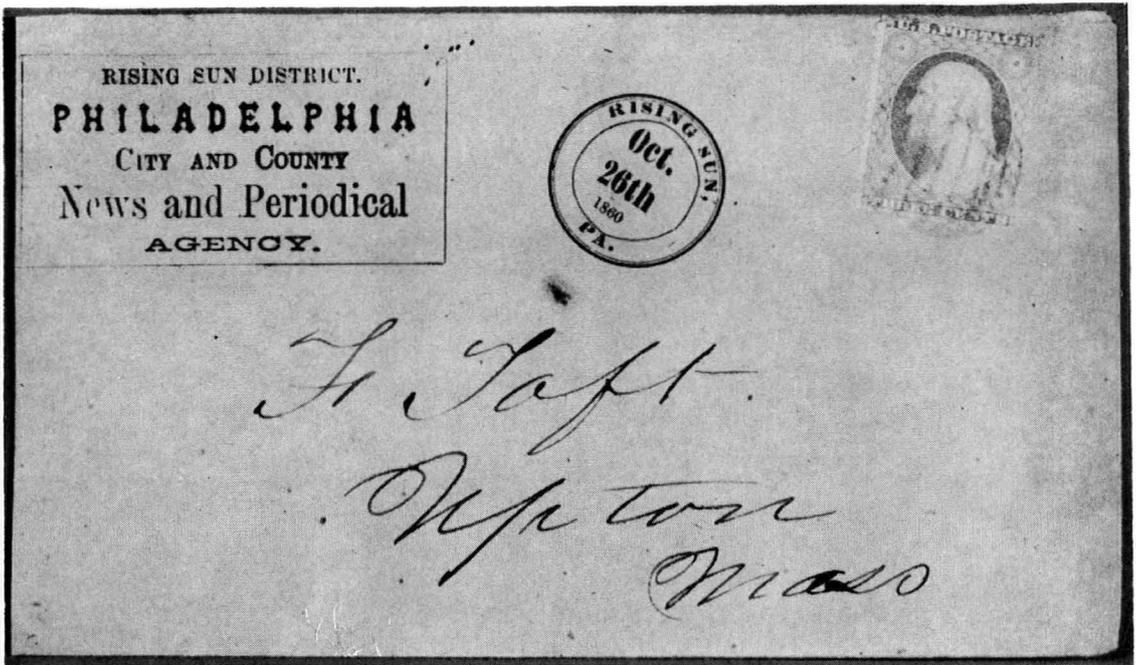


Figure 5. In a very few cases, the local postmaster appears also to have been the local printer, who did not use a handstamp at all, but printed the townmark on each cover in a press.

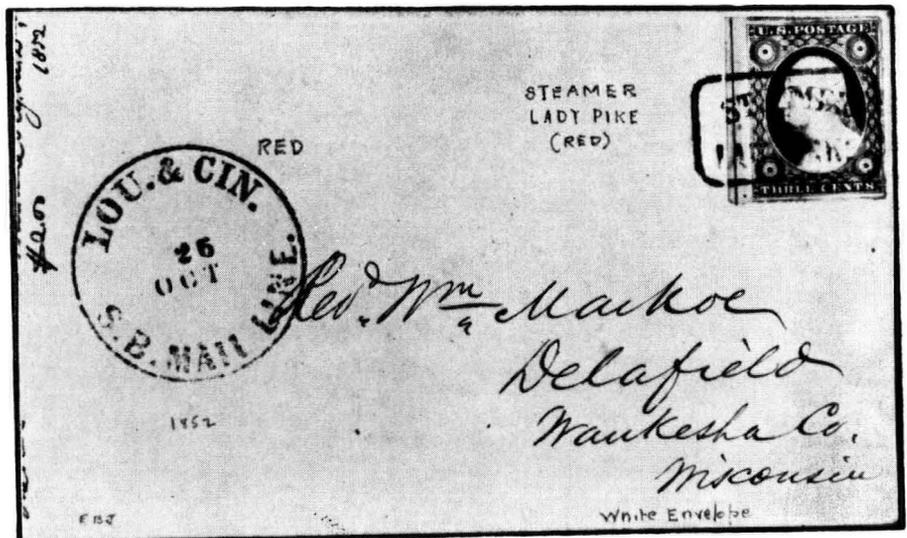


Figure 6. Before the introduction of postage stamps, the postmaster was required to rate each letter and, if prepaid, to so mark it. When postage stamps were used, the stamp itself was evidence of both the rate and prepayment. However, habit dies hard, and many postmasters continued to use townmarks or separate handstamps that included both the rate and the word "PAID" on covers that bore stamps, even after prepayment by postage stamps became compulsory in 1855.

THE NORMAL townmark found during this period was circular, containing the town name and state as well as the month and day the cover was deposited in the mails. A number of towns, however, still retained some of the old handstamps which were used before the introduction of postage stamps. These include straight-lines, ovals and other non-circular designs. A very few prior to 1856 contain the year date. The great variety of different types of townmarks used during this decade presents a most interesting specialty.

Domestic Waterways: Route Agent and Packet Mail

Figure 7. This lovely cover is struck with both a route agent's mark "LOU. & CIN. S. B. MAIL LINE" (the Louisville and Cincinnati Steamboat Mail Line was Post Office Route No. 5101), and "STEAMER LADY PIKE" (in red), a packet marking which also cancels the stamp.



DURING THIS period, the U.S. Post Office stationed postal agents on public carriers (primarily boats and trains) having mail contracts to receive and forward the mail picked up by these carriers. Through mail was carried in locked bags for which the route agents did not have keys; mail handed to a route agent along the route could not be placed in the locked bags, and so the agents applied a special marking to such mail the letters later being handed over to the postmaster at the end of the route. Such markings are called route agent marks; they usually contain the name of the carrier on which the agent was stationed; they are official U. S. postmarks.

Many carriers (usually river packets) used their own distinctive markings which were not U.S. postmarks, but were rather a form of advertising which was sometimes applied to this mail and which sometimes cancelled the stamp. Eugene Klein's *United States Waterway Packet Postmarks 1832-1899* with its two supplements provides authoritative information in this field.

Railroads: Route and Station Agent Markings

THESE MARKINGS were applied by postal agents traveling in railroads or located at railroad depots. Their status is the same as that of waterways route agents, discussed in the previous section. Charles W. Remele's book, *United States Railroad Postmarks 1837 to 1861*, provides authoritative information in this field.



Figure 8. This illustrates the well known New York and Boston Steamboat and Railroad marking. It was a combination service, mail being sent by steamer from New York City to Stonington, Conn., and thence by rail. It was successor to the U. S. Express Mail.

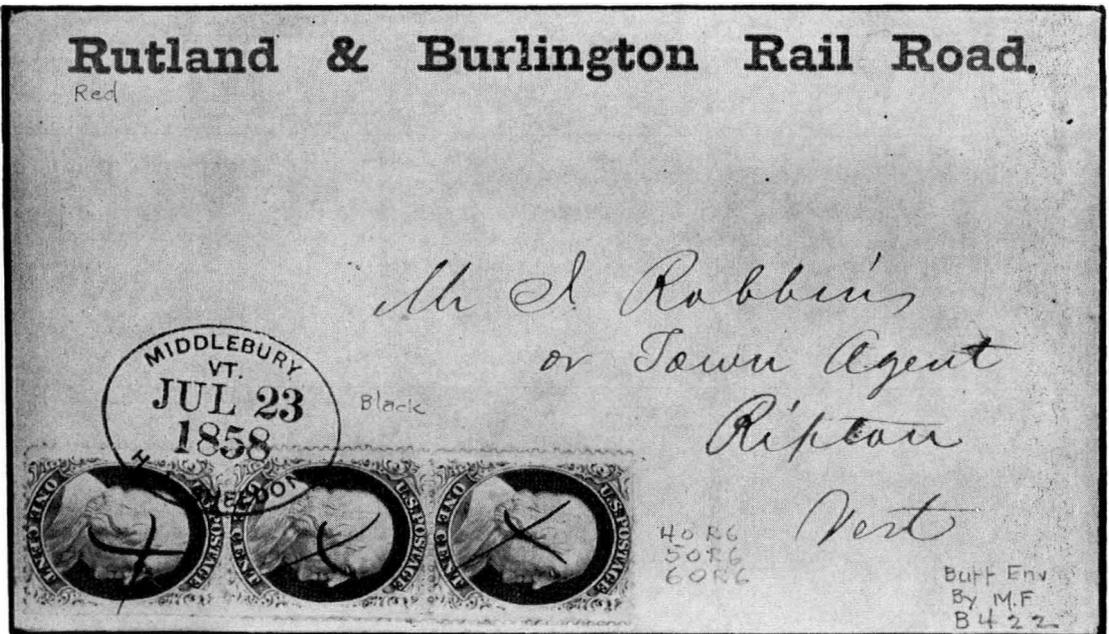


Figure 9. Occasionally a ticket agent's stamp used at railway stations is found on mail. Such markings are referred to as station agent markings. They frequently include a year date and sometimes the agent's name as well, as in this case from Middlebury, Vt.

Obliterators

THE REGULATIONS required that each stamp be "canceled" in such a manner as to prevent its subsequent re-use. Many postmasters accomplished this by hitting the stamp with the town-mark. Others simply obliterated the stamp with a manuscript "X" while others used a separate handstamp. These separate handstamps may be divided into three general categories: fancy oblitterators; those including the rate numeral such as "3" and those including the word "PAID".

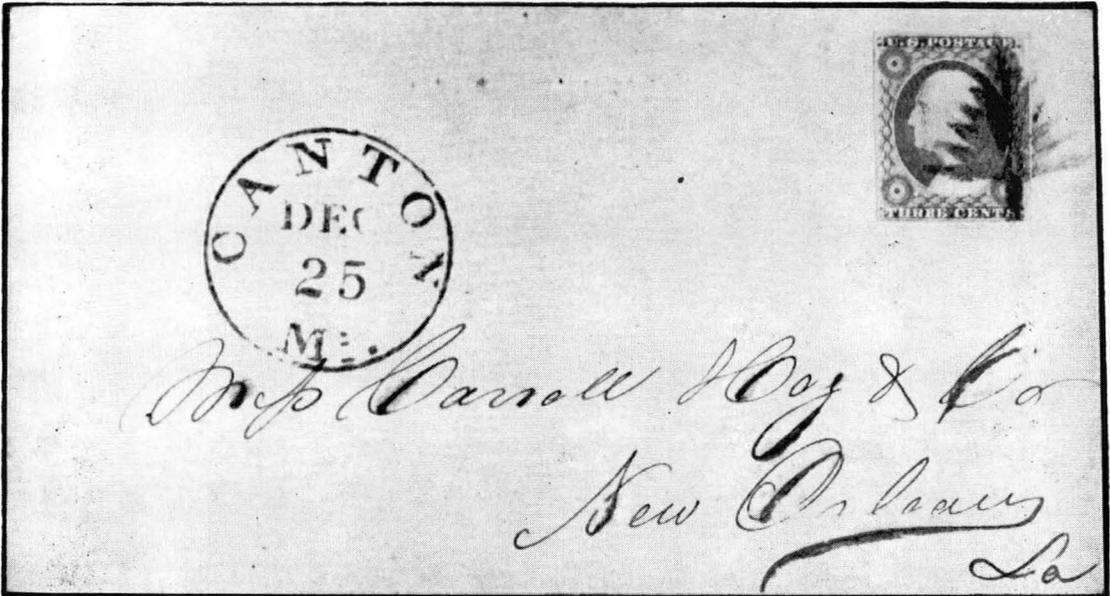


Figure 10. The Canton, Miss., postmaster is famous for the many fancy oblitterators that he designed, such as this pine tree.



Figure 11. The Penn Haven postmaster made each cover from his office a "patriotic" with this flag obliterator.

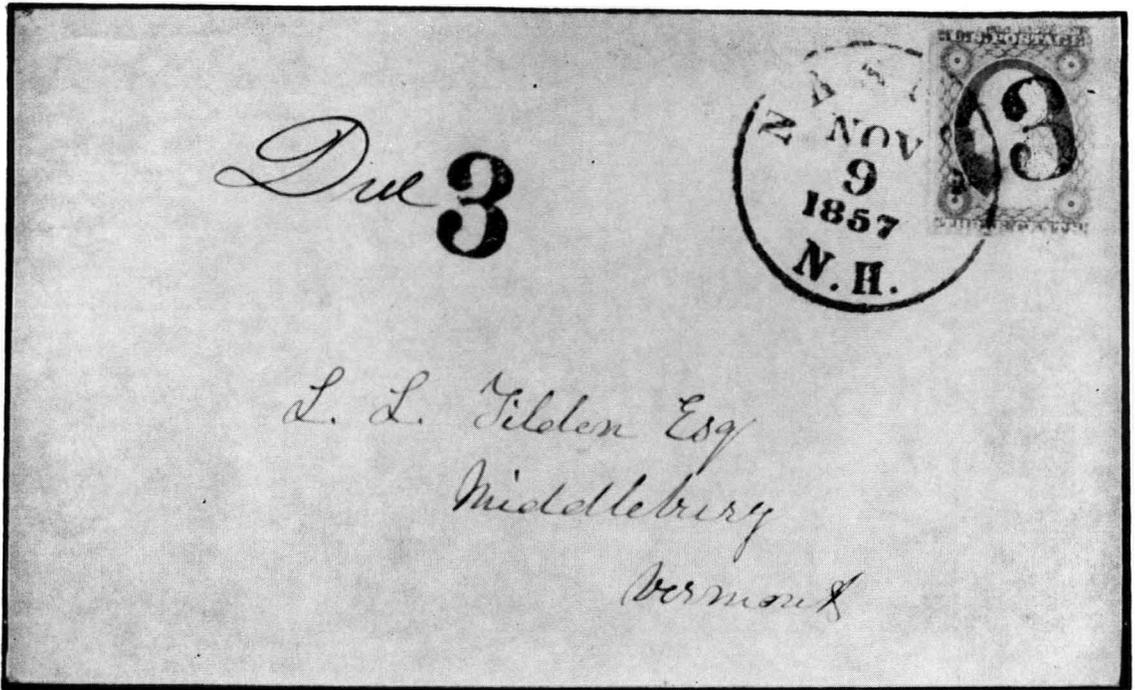


Figure 12. Where the rating numeral was used as an obliterator, it could serve a dual purpose. Here, at Nashua, N.H., the postmaster has used it on a double weight letter as a stamp obliterator and as a due marking.

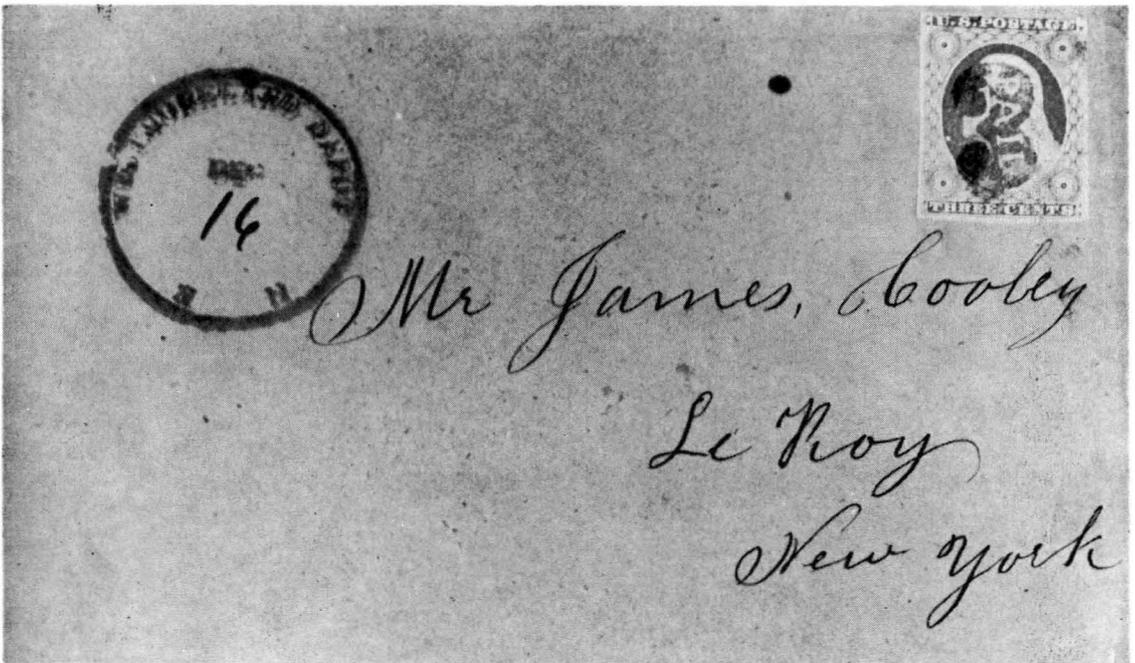


Figure 13. The postmaster at Westmoreland Depot, N.H., has combined the rating numeral and the word "PAID" in one handstamp.

Waterways 'Way' Markings

COVERS SHOWING these markings indicate that the letters were brought to the post office by the captain of a steamboat having a Post Office contract to carry the mail in locked pouches. Since mail handed onto the boat could not be put in the locked pouches, the captain was allowed a fee of 1c per letter for such mail when he delivered it into a postoffice. Prior to Jan. 1, 1853, this 1c fee was added to the postage, but thereafter this practice was discontinued. "Way" is therefore an audit control marking.

Figure 14. This "Due/WAY 1c" indicates that additional postage of 1c was collected from the recipient.

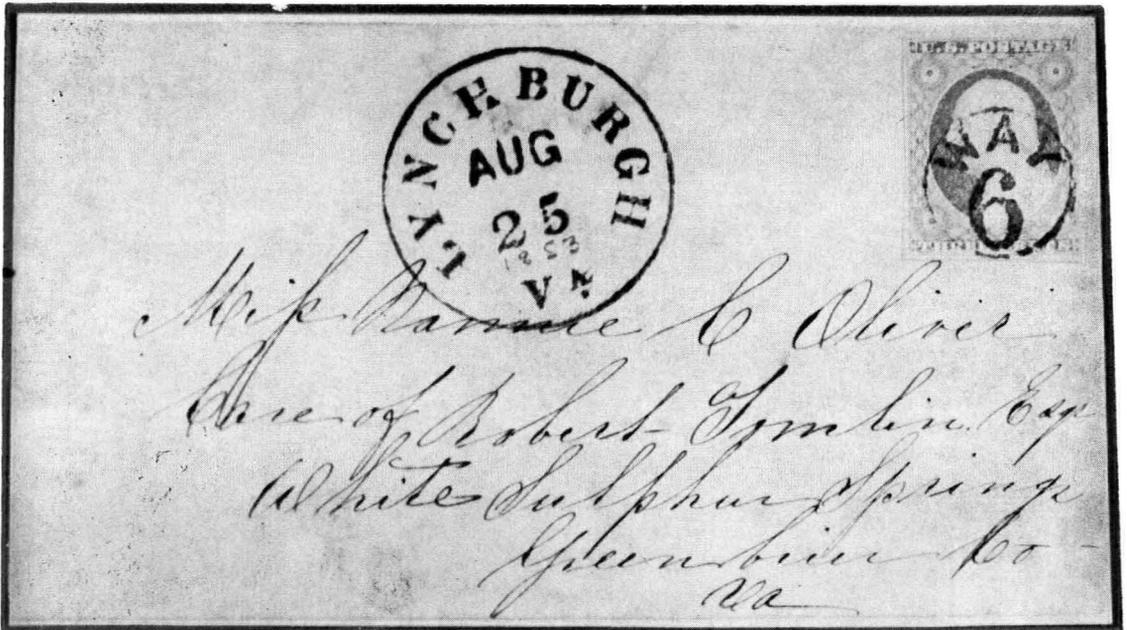


Figure 15. The Lynchburgh WAY 6 is believed to have been struck on mail received from canal boats operating on the Kanawha Canal. The marking was prepared for use on collect stampless mail where the total rate was 5c postage plus 1c way, but was used to cancel mail prepaid by stamps on the same route.

Steamboat and Steam

FOR PURPOSES of analysis, these markings are the same, "Steam" being an abbreviation of the term "Steamboat." They were applied to letters handed in at a postoffice by the captain of a steamboat which had no post office mail contract. Such letters were carried as a favor to the writer and the captain was required by law to deliver them to a postoffice where they received the marking and entered normal mail channels. For this service the captain was paid 2c per letter. This 2c fee was collected from the addressee until about 1853. Such an additional fee was prohibited on prepaid letters

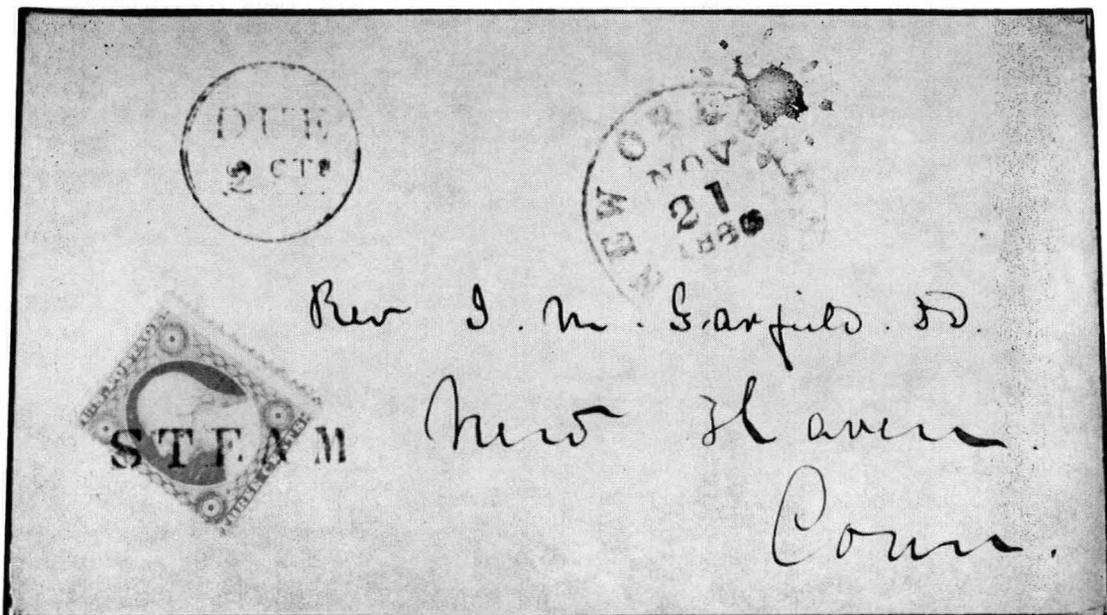


Figure 16. In spite of the fact that prepaid mail after 1855 was to be marked "SHIP" rather than "STEAM" if the addressee was to be charged an additional 2c, the New Orleans postmaster applied his "DUE/2 CTS" rate and "STEAM."

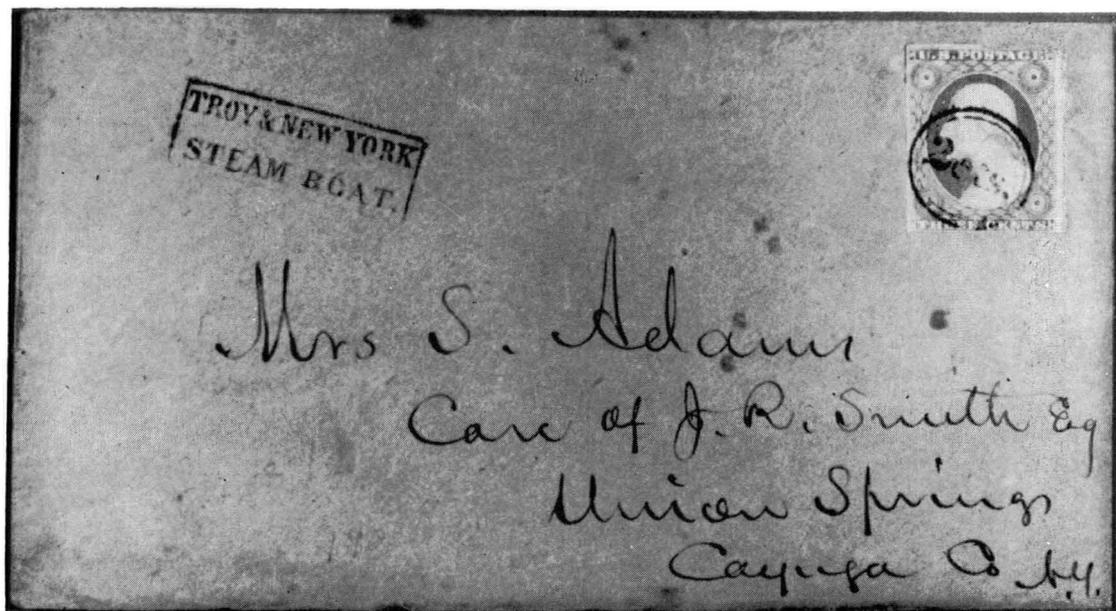


Figure 17. It is most unusual to find a town name on a Steamboat handstamp. This cover was used prior to 1853 (the stamp is orange brown), when it was customary to charge the addressee a 2c "Steamboat rec."

after April 1, 1855, but after that date such letters were treated as Ship letters, requiring postage of 6c if addressed to the arrival postoffice, or 2c in addition to normal postage if delivered beyond that point. These rates were changed again Feb. 27, 1861.

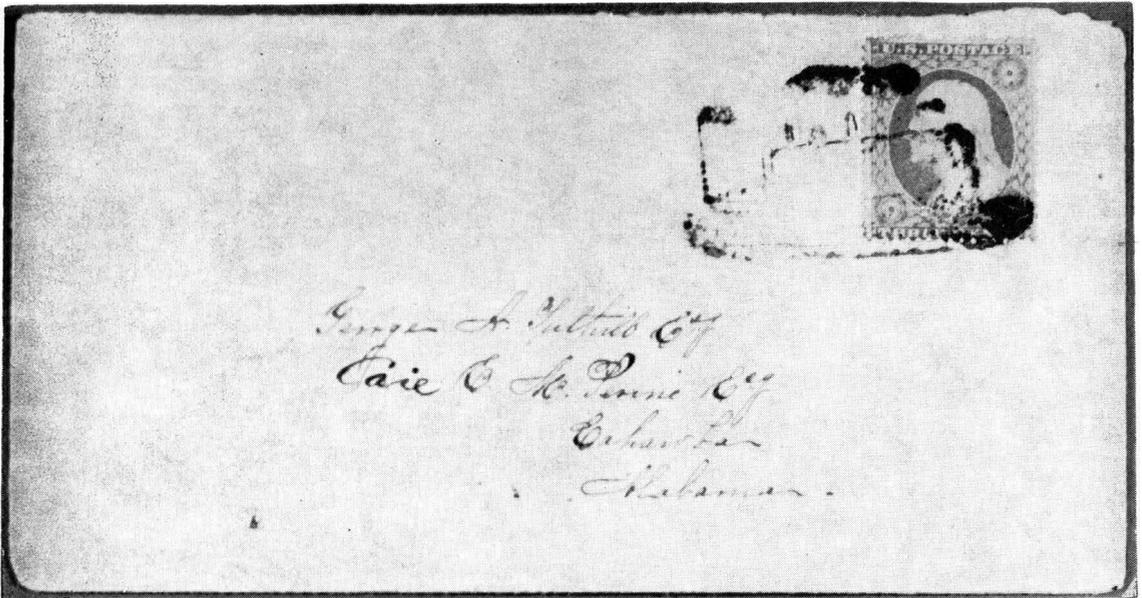


Figure 18. The postmaster at Cahaba, Ala., is the only one known to use a pictorial representation of a steamboat rather than the words "Steamboat" or "Steam" for this class of mail.

Markings of the U. S. Carrier Service

PROBABLY TO meet the competition of the private carrier companies, the Post Office Department authorized the employment of U.S. carriers in a number of the larger cities, commencing on various dates after July 1, 1851. A number of distinctive postmarks and stamps were used. The normal fee was 1c per letter carried to or from the post office. In some instances a fee of 2c was collected, which covered carriage of an incoming letter and its outgoing delivery. (Figure 19).

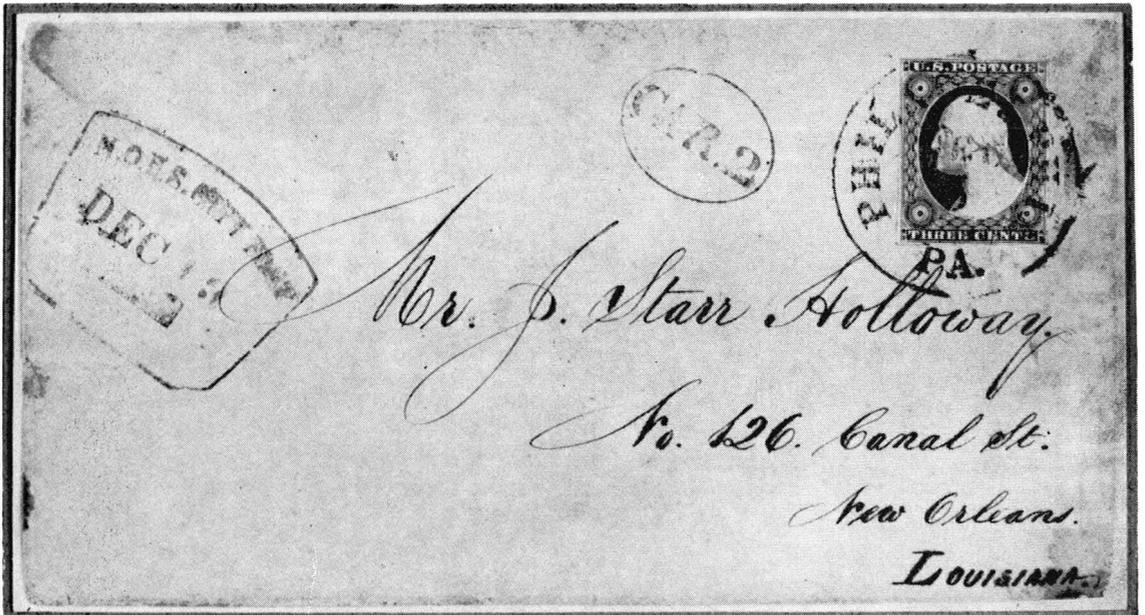


Figure 19. This illustrates the New Orleans U. S. City Post (the so-called "snow shovel") and CAR. 2, indicating collection of a 2c fee from the addressee.

covered exhaustively by Prof. George E. Hargest in his book, *History of Letter Post Communication Between the United States and Europe 1845-1875*, and supplementary articles in *The Chronicle*.

United States - British North America Mail

MAILS TO THE Canadas and to the other provinces of British North America involve many interesting rates and markings and offer a fine opportunity for specialized study.

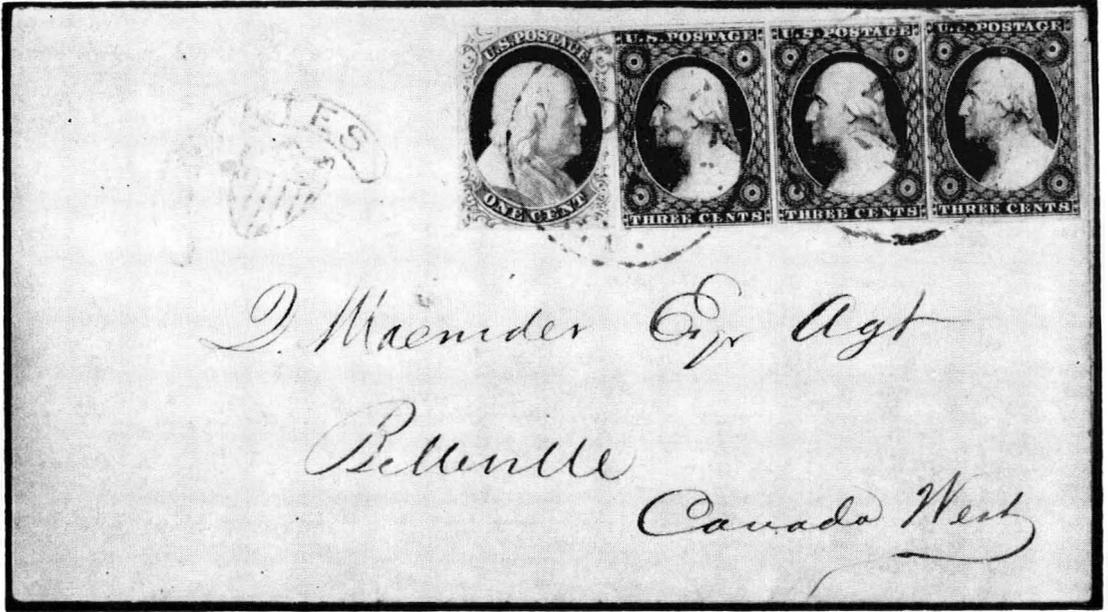


Figure 22. Mail to Canada was exchanged at various offices along the border and was marked to show the country of origin as required by the U. S.-Canada agreement of 1851. The shield marking on this cover from Syracuse in December 1851 is a scarce type, seldom found on covers with stamps.

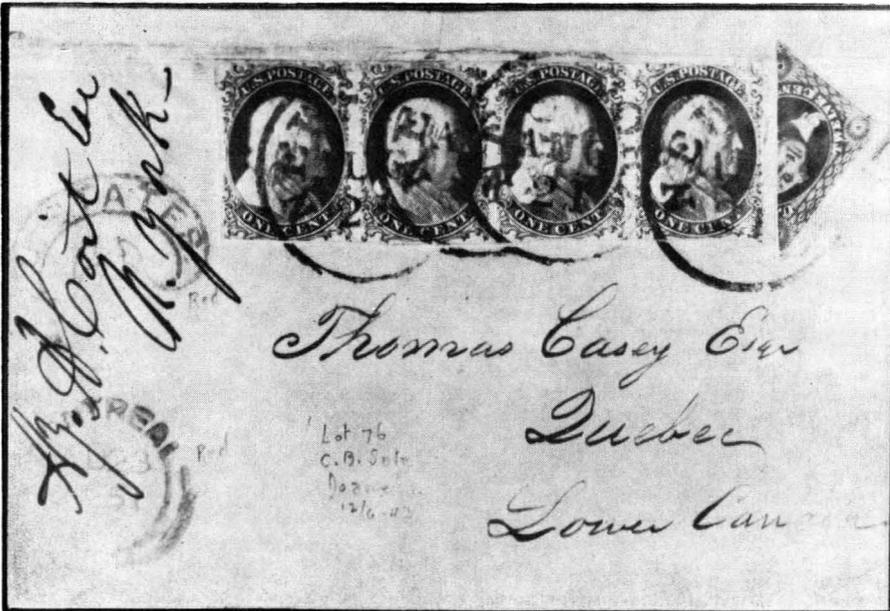


Figure 23. A remarkable 12c bisect used in the first month of issue (July, 1851), to pay the 10c rate to Canada (with a strip of four of the 1c 1851, Type II). The "U. STATES" in a red scroll is the exchange office marking of the New York City post office.

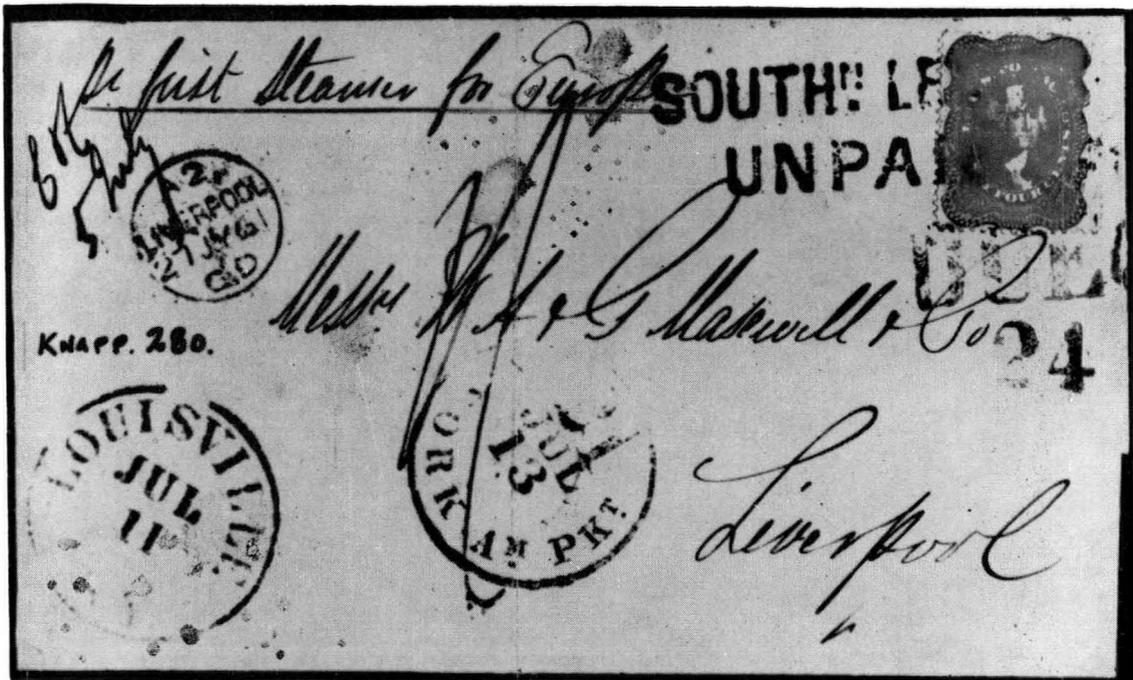


Figure 24. An outstanding 24c cover marked "SOUTH^N. LETTER/UNPAID" at the Louisville, Kentucky, postoffice. A note on the back says it originated in Petersburg, Virginia, and was apparently carried outside the mails to Louisville (there is no evidence of prepayment of Confederate postage). It was rated unpaid and "DUE/24" was applied at New York City. It was forwarded from New York on July 13, 1861, with a debit of 21c (in townmark) to Britain. On receipt in Liverpool, it was rated due 1 shilling (in manuscript).



Figure 25. In late June 1861, mail was carried by Adams Express Co. between Nashville, Tenn. (in Confederate hands) and Louisville, Ky., and this service was continued until August 26, when it was prohibited by the U. S. Post Office Department. U. S. stamps were applied by the express company and the letters were placed in the Louisville post office. This is the only Adams Express "through the lines" cover known used with a 5c stamp (double rate). The manuscript "10" probably indicates payment of 10c Confederate postage.

Markings Associated with Demonetization

WITH THE coming of the Civil War, the federal government demonetized the then current 1851-1861 issue of postage stamps. After an exchange period, during which the new 1861 issue was exchanged for stamps of the old issue on a city by city basis during the late summer and early fall of 1861, the old stamps could no longer be used to prepay postage. Several markings exist indicating non-acceptance of the old stamps after that time. (See Figures 24 and 25.)

Auxiliary Special Service Markings

A GREAT many markings indicating special service are found during this period. Only three types are illustrated here: markings used on advertised letters, on missent and forwarded mail, and on registered or "recorded" letters.

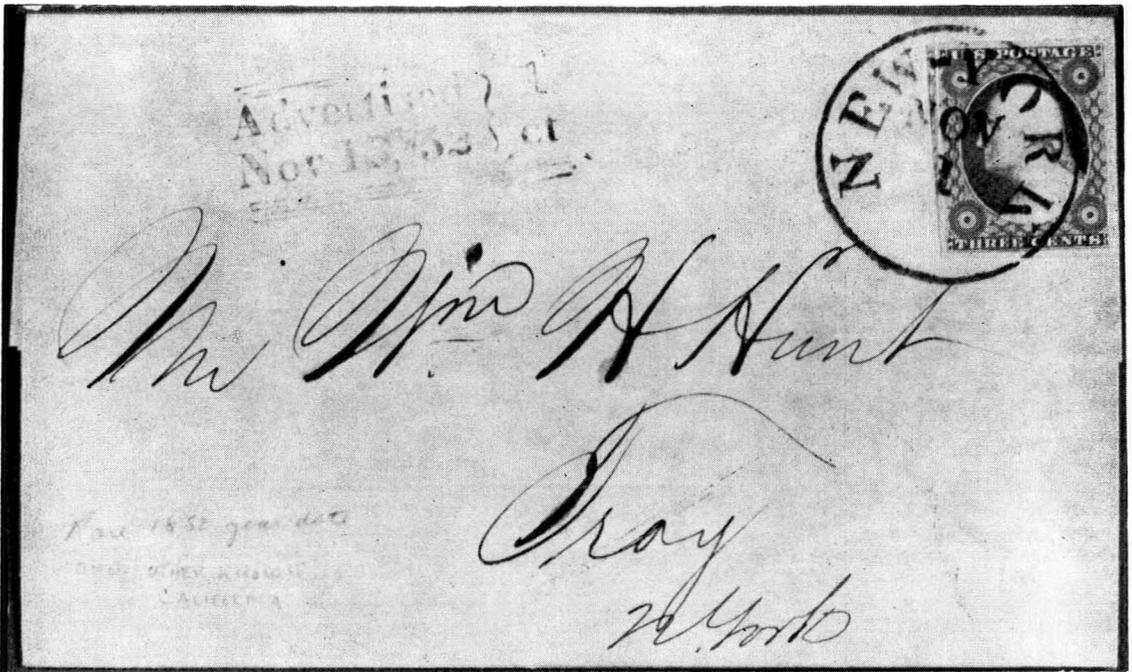


Figure 26. When a letter was undeliverable, the postmaster was authorized to advertise it in a local newspaper prior to sending it to the Dead Letter Office. The charge for this service was assessed against the addressee if he responded to the advertisement. Under the Act of March 3, 1855, this charge was fixed at 1c. The marking used at Troy, N. Y., is most unusual in its design and in that it included the advertised fee and the date of the advertisement, including the year.

Other examples in this category include markings associated with forwarding, a wide variety of handstamps indicating postage due on unpaid or insufficiently prepaid letters, and miscellaneous types, such as "Too Late." Postmarks of the Dead Letter Office also belong to this group.

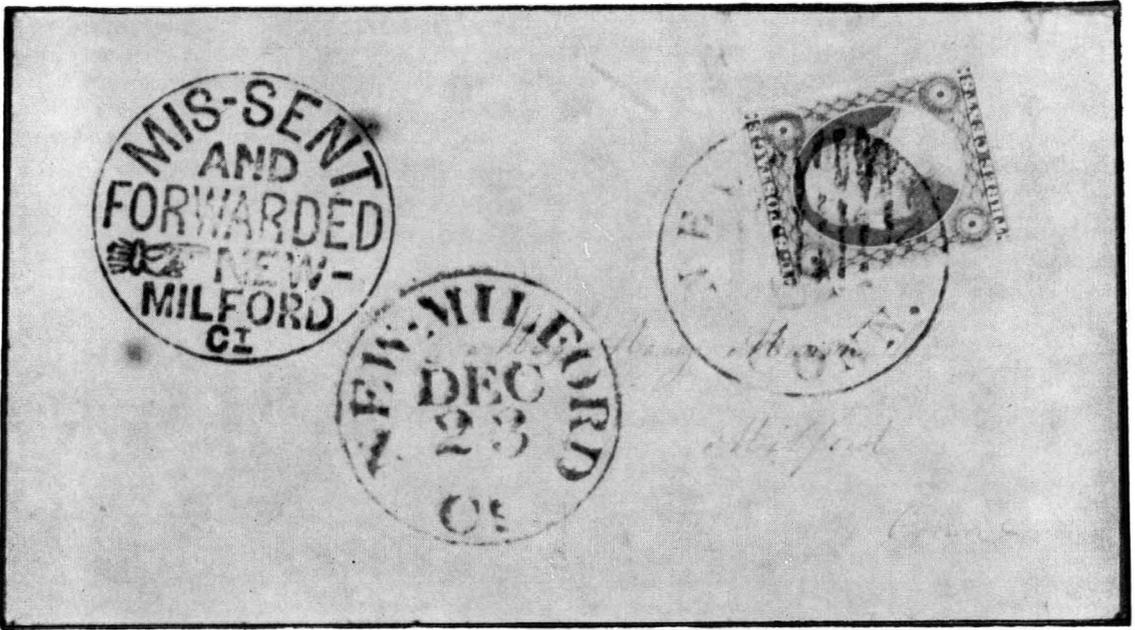


Figure 27. If a letter was missent through an error on the part of the postal service, it was forwarded to its proper address without any additional charge. However, many postmasters applied a special handstamp to such mail, apparently as an explanation of the delay in delivery, as in the case of this exceedingly complex strike from New Milford, Conn.

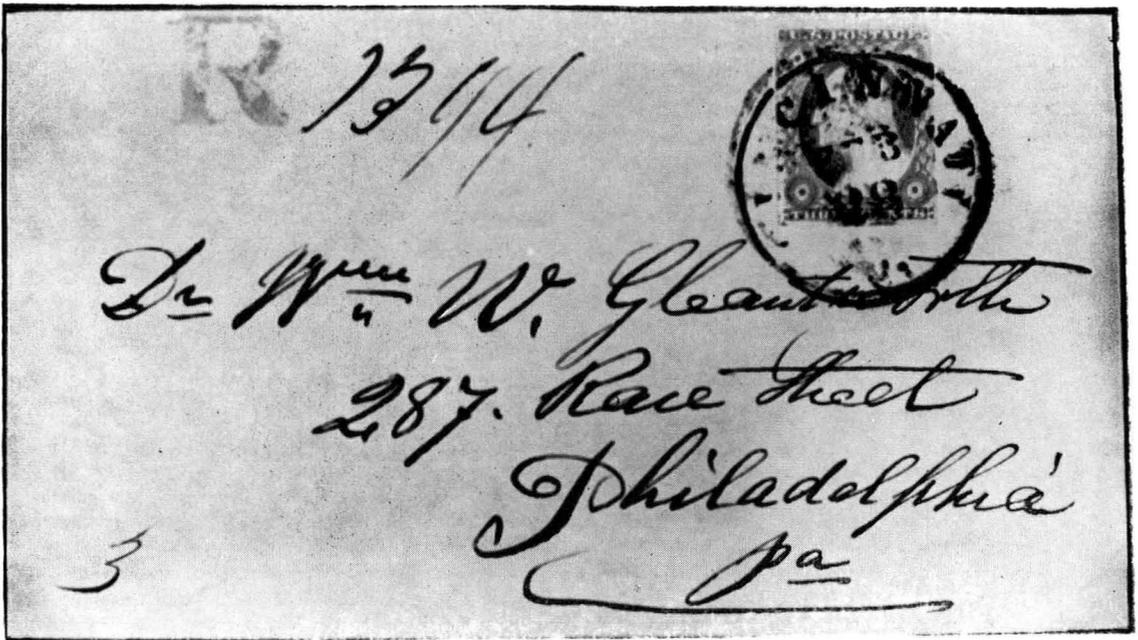


Figure 28. A formal nation-wide registry system was not adopted until July 1, 1855, at which time a 5c charge was made for registered letters. Prior to that date the regulations provided that valuable letters could be recorded, but no charge in addition to the normal postage was made. Here, the letter was registered at Cincinnati, where the postmaster applied the large red "R" and the control number "1394." On arrival at Philadelphia the clerk there applied that office's control number "3."

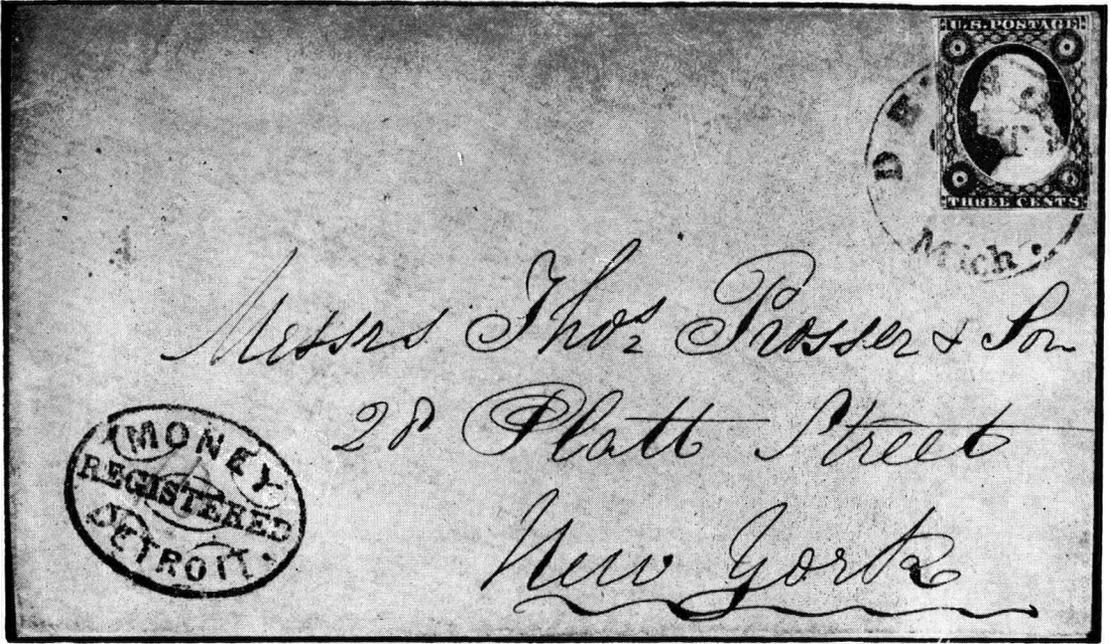


Figure 28a. Also used prior to July 1, 1855, this marking from Detroit and a similar one from Cleveland are the only ones known which are not straight lines.

Pacific and Territorial Mail

THIS SECTION and the one following cover the Western mails, a very broad and romantic field which tells the story of the opening of the West. Numerous sub-specialties include steamship and overland mail, military mail, territorial markings and mail carried by the private express companies such as Wells Fargo. Further information is published in the *Western Express*, journal of the Western Cover Society; *The First Hundred Years of United States Territorial Postmarks 1787-1887*, by Carroll Chase and Richard McP. Cabeen, and *The Chronicle*.

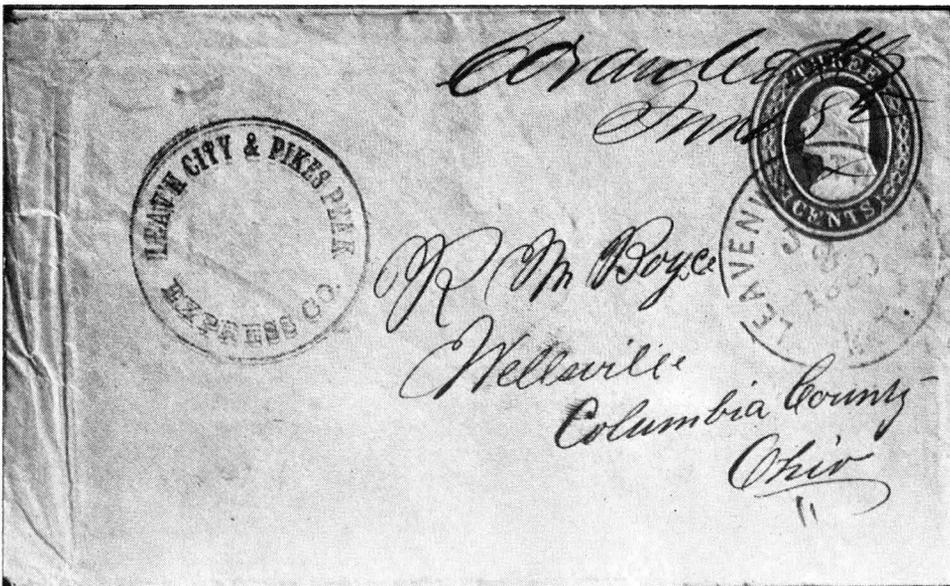


Figure 29. This cover, mailed at the Coraville, K. T. post office (manuscript postmark) on June 8, 1859, was sent on the first eastbound trip of the Leavenworth and Pikes Peak Express, and bears its handstamp.

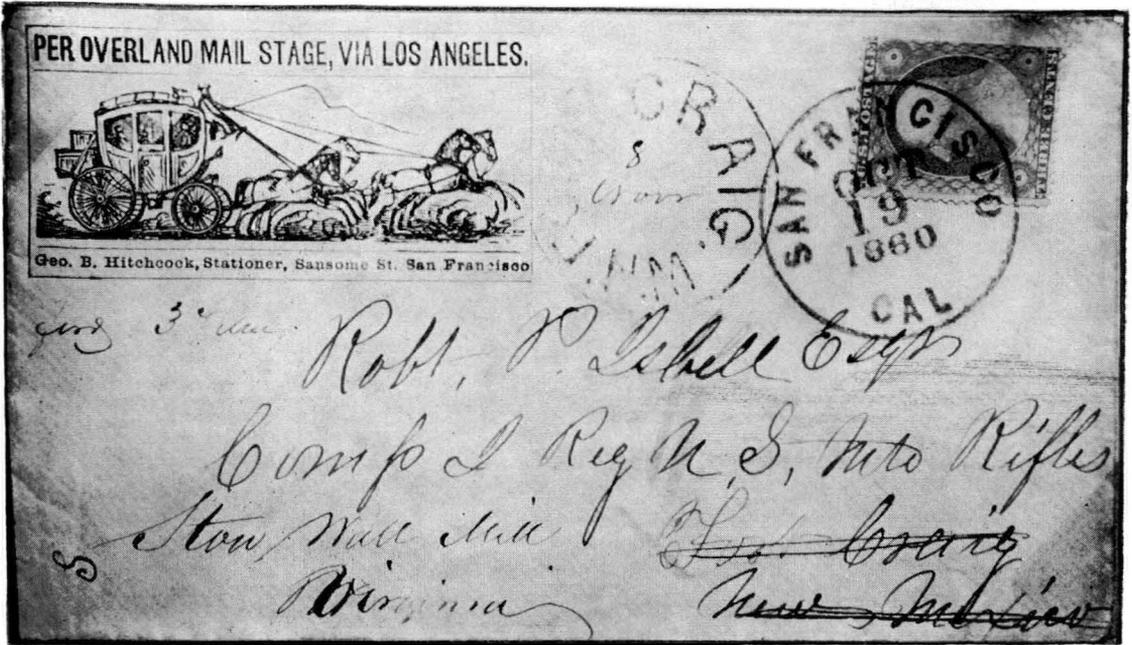


Figure 30. This cover was carried by and advertised the Butterfield Overland Mail. This service operated under U. S. Post Office contract from St. Louis and Memphis on the Southern route (through New Mexico and Arizona) to California from October 1858, until the spring of 1861, when service was interrupted by Confederate forces. The cover has a rare territorial military marking FORT CRAIG/D/N.M., and was addressed to a soldier.

Pacific Out-of-Mail Routes and Forwarders

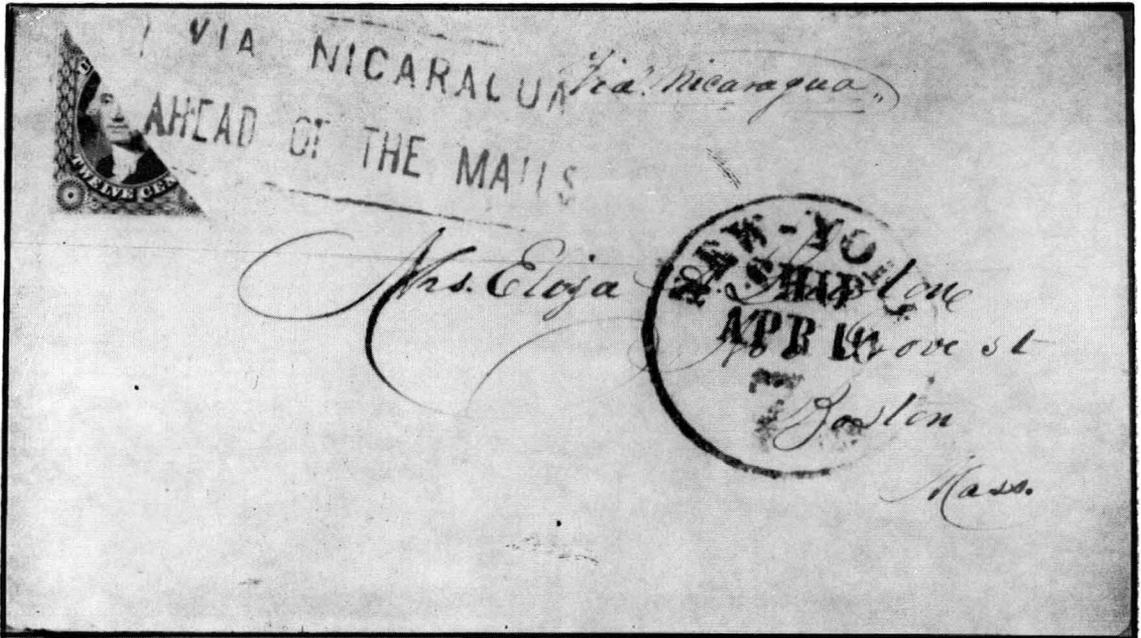


Figure 31. An example of the boxed VIA NICARAGUA/AHEAD OF THE MAILS struck in blue. In the summer of 1853 the San Francisco postoffice apparently ran out of 3c stamps, and bisected 12c stamps were used to pay the 6c rate. Initially these were accepted by the New York postoffice, but in September such usage became illegal and the postage was collected from the recipient. This bisect was not recognized and a 7c ship rate was collected at destination.

SEVERAL STEAMSHIP lines with no Post Office mail contracts competed with U. S. mail steamships on the California-New York run by carrying mail which was delivered to the U. S. post office at destination. This mail was marked in several ways. The most interesting was that carried overland via the Nicaragua route rather than via Panama, which was the route used by the U. S. Post Office. In addition, some of these bore the markings of several private forwarding companies.



Figure 32. This cover shows both the out-of-mail marking STEAMER SIERRA NEVADA/VIA NICARAGUA/ADVANCE OF THE MAILLS and a forwarder marking of the Noisy Carriers.

Not Otherwise Classified



Figure 33. Propaganda cover dated January 14, 1852, in favor of cheap inland and ocean postage.

FINALLY, MANY specialists collect this issue on the basis of different types of printed envelopes used during the period. This decade saw the introduction of printing on the envelope to convey a message to anyone who came in contact with the cover while it was being carried in the mails. They include patriotics, advertising covers, political campaign covers, valentines and propaganda covers of various sorts.



Figure 34. A patriotic cover used from Boston at the beginning of the Civil War, which has the added virtues of being an example of transatlantic mail and bearing stamps from both the 1857 and 1861 issues making it also a combination cover.



Figure 35. An anti-slavery propaganda cover printed in Scotland and used in Illinois.

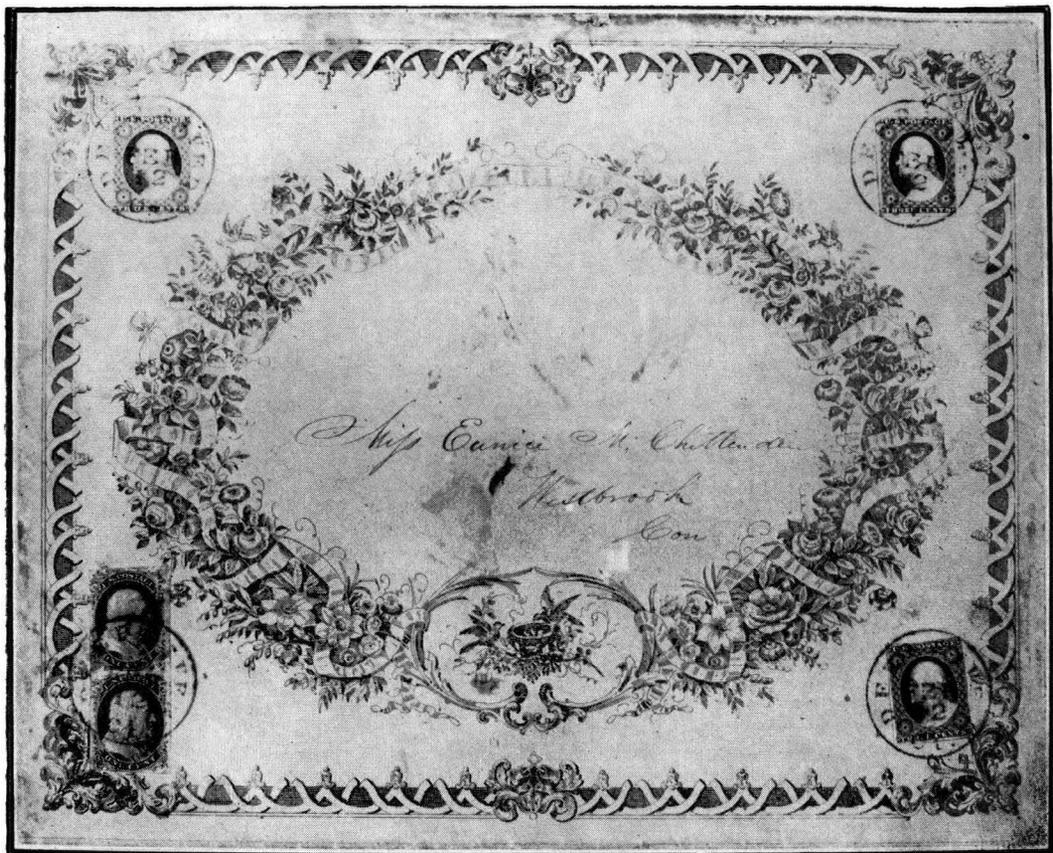


Figure 36. This magnificent valentine is surely one of the most outstanding items in the 1851-61 field. Unfortunately, the size of our illustration does not do it justice. The vertical pair of the imperforate 1c are positions 7-17R1^o, the top stamp being the rare Type I. The full quadruple rate was made up with an additional 1c on the back, which was used to seal the flap.

Postal Markings and Services (1851-1860): Their Definition and Classification

By Tracy W. Simpson

(The following material is reprinted from the first issue of the *Chronicle*, published July 25, 1948. The concluding additions and comments by Elliott Perry are reprinted from *Chronicle* No. 2, Nov. 15, 1948.)

Preliminary: The definitions given herein conform to the Postal Laws & Regulations of the 1851-60 period, and are reasonably typical of what prevailed in later periods. On matters not specifically mentioned in the P. L. & R. the information is the result of study of covers of the period. Owing to there being numerous markings of similar kind it is not surprising that errors of usage are frequent; that is to say, sometimes an exactly similar usage will be handled by different postal clerks by applying different markings. We can only indicate the prevailing usage as based upon the large majority of examples.

The indented portions of the following are not intended as a part of the definitions; they are explanatory. Most terms used are well understood, but "Inland Waterways" is used to designate navigable rivers and lakes as well as such coastwise routes as were declared post-roads for their entire length.

Long Island Sound was thus an Inland Waterway, as was the route from Boston to Eastport, Me. However, New Orleans to Charleston, S. C. was not, even though from New Orleans to the mouth of the Mississippi River was a post-road.

"Unpouched Mail" is that which was handed by individuals to a route agent to be entered into the mails as prescribed by the P. L. & R. Under some conditions, he entered the item into the mails by applying his handstamp; in other cases he took it to the nearest post-office. The term is used to distinguish mail from that which the route agent was carrying as a custodian from post-office to post-office, presumably in pouches.

This report does not discuss the subject of rates or how payment was received for the special services named nor does it discuss rate markings sometimes combined with those considered herein.

Steamboat: Unpouched mail delivered at boat-landings to non-contract inland or coastwise steamboats, or written by persons aboard, was marked STEAMBOAT at the post-office to which such letters were delivered by the steamboat personnel. The townmark of such point of entry of mails was also usually applied.

The essential characteristic of this marking is that it was applied to mail received at a post-office from an inland steamboat that had no contract to carry the mails, though it was permitted to carry letters out-of-the-mail under certain regulations.

The TROY & NEW YORK STEAMBOAT straight-line marking is a Steamboat marking, as defined, because it was applied at the Troy post-office to mail received from non-contract steamboats, though the Troy townmark was not applied. From its wording, one would presume that it differed in no way from, say, the ST. LOUIS & KEOKUK S. B. marking as to usage, though the latter is not a Steamboat marking, as defined. This is one of several puzzling exceptions that are found in any study of this subject.

Steam: Believed to be an abbreviation of STEAMBOAT and used for all purposes for which the P. L. & R. specified STEAMBOAT to be used.

Though it is possible that STEAM also may have been applied at a post-office to which a railroad conductor (or route agent, if he did not have his handstamp) could take a letter given him en route, this appears to be unlikely. The P. L. & R. contains no provision for payment to a non-contract railroad carrier. Furthermore, if a railroad contract-route agent did not have a route handstamp, such letters as he picked up en route and deposited in a post-office would more likely have been marked WAY, as this was the official P. L. & R. designation to be applied at the receiving post-office to mail received by a contract carrier "on his way between post-offices."

So far as Ye Editor knows, no STEAM markings of this period are found on covers bearing townmarks of strictly inland towns, not on a navigable waterway.

Here again is an exception; the circular MAYSVILLE KY STEAM is a Steam marking, as defined. It combines the town of entry of mails with the word STEAM to indicate origin. The ST. LOUIS & KEOKUK STEAM circular marking, however, is an Inland Waterways Route marking because it is believed to have been applied *on board* a contract mail steamboat, and not at any receiving post-office.

Way: Letters received by a contract-mail carrier on his way between post-offices were marked WAY at the post-office receiving such letters from him. The distinctive point here is that the mail was picked up and brought to the post-office by a person or firm under contract of employment, or otherwise, to carry mails.

The contract carrier may have been a traveling contract-route agent on railroad or steamboat who did not have a special route handstamp to permit the item to be directly entered into the mails by applying such handstamp, or the carrier may have been a mail stage, steamboat or railroad having a contract for carrying the mails but not having a traveling contract agent.

Railroad Route: Usually circular markings containing initials or names of terminals of the route, or of the corporate name of the railroad. They were applied by a contract-mail route agent on a railroad train to unpouched mail brought to him at station stops. It is characteristic of these markings that no townmark was ordinarily applied, as the letters entered the mail when the route handstamp was applied.

Sometimes the wording does not indicate either the route terminals or the name of a railroad; e.g., SULLIVAN & PASSUMPSIC, etc.

In the period considered, the closed mail pouches brought to the railroad train from the post-offices were not opened en route and "distributed" after the manner of railway post-offices of today. The Railroad markings apply only to mail brought to the train instead of first having been placed in a post-office.

U. S. Express-Mail markings are closely akin to Railroad-Route markings but are separately defined.

U. S. Express-Mail: These are hold-over markings from an earlier period when an extra-fast mail service was in effect on certain routes. In the 1840-50 period, and possibly a bit later, the term implied that the mail route-agents also could carry express as independent contractors, thus aiding the government better to compete with private expresses which also carried mail.

In the 1851-60 period, the marking was used on certain mail in place of a railroad-route marking on the New York-Boston run. The marking differs from the regular railroad-route markings as to usage only in the respect that it shows the direction of travel; i.e., mail picked up on eastbound trains was stamped U. S. EXPRESS-MAIL N. YORK N. Y. and westbound similarly with BOSTON, MASS. This appears to be the prevailing usage.

The question well may be raised as to under what conditions the U. S. Express-Mail marking was applied to mail picked up on the New York-Boston run and under what conditions the route-agent's railroad-route marking (showing terminals or railroad) was applied. Can it be that the New York and Boston express-mail marking were applied only on mail delivered to the train at the cities named and the railroad-route markings were applied to mail received at intermediate points? Study of existing covers should answer this. Also, the New York-Boston run early in this period was partially by water as the New London-Stonington link was not in operation by railroad until late in the period, and much mail with the marking from New York is known addressed to Providence. Just prior to this period, at least, the express-mail also went via Worcester and a point south of Norwich by rail and thence by water to New York. This perhaps may have become an all-rail route before the close of our period as the rail links gradually were completed.

During a part of the period, U. S. EXPRESS-MAIL markings were also used on the all-waterway Atlantic-Colonial route from Boston to Eastport, Me., and thence to St. Johns, N. B. with markings of all three known. The Boston marking does not contain the word MASS. As this route is believed to have been a contract coastwise route, the Atlantic-Colonial Express-Mail markings are related to the Inland-Waterways Route markings, just as the New York-Boston markings are akin to the Railroad Route markings.

Inland Waterways Route: These are similar to Railroad Route markings except the carrier was an inland or coastwise steamboat under contract to carry the mail over waters declared to be post roads. Usually they show the name or initials of the route terminals as well as such words as RIVER MAIL, S. B., etc. An exception is the oval marking ROUTE 7309. It is also believed that the LAKE CHAMPLAIN S. B. is within this group.

The marking GAL. DUB. DUN. & MIN PK CO. though specifying the name of the carrier falls within the group for the same reason that EASTERN R. R. designates a Railroad Route marking.

The marking NEW YORK & BOSTON STMB & R. R. R. is apparently a combination of Inland Waterways and Railroad Route marking.

Inland Packet: This term designates markings that feature the name of a steamboat, whether or not the steamboat had a contract to carry mails. Principally, these markings were applied to mail carried by non-contract steamboats and for the purpose of advertising the steamboat. The latter kind of mail usually carries the townmark of point at which the letters were placed in the post-office as well as the designations WAY, STEAM, or STEAMBOAT according to circumstances. Combinations of Inland Waterways Route markings and Inland Packet markings are sometimes found.

Examples of the latter are U. S. MAIL PACKET NATCHEZ and ROUTE 7309 on different handstamps, and U. S. MAIL SATURDAY EVENING PACKET STR. NATCHEZ ROUTE 8165 on the same handstamp. If the POTOMAC STEAMBOAT marking refers to a specific steamboat, it falls within this group; more probably, it is an Inland Waterways Route marking indicating mail picked up at landings on the contract Potomac River mail route.

Ship or Steamship: Mail brought to a U. S. port over a route not declared a post road for its entire length was, by law, taken to the post-office at port of entry by ship's personnel, and was there marked SHIP or STEAMSHIP, or combinations of these words with a town name, with or without a rate designation.

As most foreign mail was stampless, the principal ship mail associated with the U. S. stamps of this period comprises mail from the Pacific Coast received over non-contract routes (Nicaragua, principally) or originating at Panama, Cuba, Hawaii, etc., which bore stamps prior to being placed in the post-office at the port where the letters entered the mails.

N. Y.-Calif. Ocean Mail: Three distinctive types of New York townmarks were used at different times, some overlapping, to mark regular outgoing mail to the Pacific Coast sent via the regular contract mail route via Panama. Though occasionally these markings are seen on other mail, it appears the handstamps were kept at the desk where such mails were made up for use as an indication of date of sailing of the ship carrying the mail originating at New York.

U. S.-Canada Mail: Exchange markings were applied to mail addressed to Canada at numerous border exchange stations. They usually read UNITED STATES, often abbreviated, and often show the prepaid rate, or its equivalent in Canadian provincial currency (6d, usually) or in cents.

Though occasionally U. S. stamps were applied to mail originating and cancelled in Canada, addressed to the United States, such usage was not in accordance with regulations after April 6, 1851.

Transatlantic Mail: These markings in the 1851-60 period usually show town name, date, port of departure, whether via American, British, or Bremen packet, and the amount credited or debited to the country to which sent or to the carrier's country. Inclusion of the word PAID indicates that full postage was prepaid to countries with which mail-exchange treaties existed.

Though, if carried in American packets, mail could be prepaid to several foreign ports before mail treaties existed with the receiving country, no special marking was applied. However, the amount of postage and the foreign markings readily identify such mail.

Express: Express companies carried mail extensively in the far West and to a limited degree elsewhere. All such mail was supposed to have had regular U. S. postage prepaid, the express-carrier fee being extra. Except for the early part of the period considered, it was against regulations to use adhesive stamps on such mail though it was permissible to use stamped envelopes (first issued in 1853) often overprinted with the express company "frank." However, when the stamped envelope was of insufficient rate, it was the practice to apply an adhesive stamp to make up the required difference. If, after mailing, the express company noticed that the letter was overweight, the adhesive stamp was applied by it and cancelled with COLLECT as an indication to the delivering office to collect an additional express fee. If the extra weight was noticed before mailing, the stamp was applied and cancelled PAID, as an indication that the person mailing the letter had paid the extra express fee.

The numerous variations of express service usage are beyond the scope of this report.

U. S. Mail-Receiving Agent: At New Orleans during this period, F. A. Dentzel was a post-office employee whose duty apparently was to expedite delivery of mail from incoming steamboats to the large commission firms to which so much of such mail was addressed. Apparently he could effect direct delivery from the boat to the representatives of such firms provided the mail passed his inspection as properly stamped and postmarked. If the mail was non-contract—and possibly if the steamboat captain was agreeable to waiving his WAY fee—he applied his personal handstamp PAID F. A. DENTZEL AGT. P. O. N. O. and permitted the mail to be delivered as stated.

Comments as to this activity must be speculative in the absence of more definite information. The scarcity of the Dentzel markings implies that they were quite infrequently used; certainly we know that the large majority of mail to the New Orleans commission firms that arrived on non-contract steamboats did not bear his marking.

Forwarders: Mail entrusted to private firms for mailing—usually at an intermediate point—was sometimes marked with the handstamp of the firm as a Forwarder. Often such mail bears no other postal marking. This is an indication either that the post-office receiving and delivering the mail regarded the forwarder's mark as sufficient obliteration, or that the forwarder sent the letter privately to destination much as an express company would do—though probably without fee.

Definite information is lacking.



Supplementing the information appearing in Issue No. 1 under this subject is the following valuable data supplied by courtesy of Elliott Perry, noted authority on the matters he discusses (and on many other philatelic subjects, also).

Railroad Route: Mr. Perry believes the point should be emphasized that a railroad marking that shows the corporate name of the railroad does so merely because the P. O. Dept. made the railroad's name its official designation for a mail route. He points out that many collectors have considered such markings to be railroad markings applied by railroad employes whereas in nearly all cases they are postal markings, and applied by P. O. Dept. employes.

The exceptions are the few instances where the railroad-station handstamp, used by the station agent for dating tickets, etc., was used—such as at a few towns on the Housatonic R. R., the B. & O. R. R., etc. For these cases, he states it to be his belief that the post office was in the railroad station, that the postmaster was also the ticket agent or station master, and that for one reason or another his ticket-chopper (dating stamp) was used as a postmark. He writes further, "I do not recall having seen ordinary postmarks from any of these places at the same date and think it would be interesting to find them—if they exist."

With regard to the type of service rendered by the route agents, Mr. Perry states, "In some instances 'closed mail pouches' were opened only at post offices at terminals of mail routes. In other instances, the pouches were opened by route agents en route and the mail was 'worked' (distributed) after the manner of railway postoffices of today."

Of course the route agent's handstamp was applied only to mail that was handed to him without a post-office marking. Ordinarily this would constitute only a small part of the total mail handled.

Express-Mail: Mr. Perry suggests that the opening statement in this section that refers to the hold-over markings of an extra fast mail service (in 1836-1839) would be clarified if it was mentioned that a triple rate was charged for such service and that "extra speed" was obtained by horseback riders presumably traveling day and night, as distinct from the slower stage coaches.

He further states, "Some U. S. Express Mail markings on the New York-Boston run show westbound with New York and/or eastbound with Boston. The reason is a matter of conjecture. They were succeeded by the N. Y. & Boston Stmb. & R. R. R. marking (*see Pat Paragraphs No. 32*) hence the Express-Mail markings can be considered as a combination of Inland Waterways and Railroad markings as much as can the N. Y. & Boston Stmb. & R. R. R. This route was always by water (Long Island Sound steamers) until the rail line was joined between New London and Stonington. . . . However, there had been through rail service via New Haven, Hartford, Springfield and Worcester from about 1849 . . . [but] I have found no evidence that the U. S. Express Mail ever used the Springfield route."

As to its service via Worcester and Norwich, he states, "There was no through rail route via Norwich until 1860. Apparently the main U. S. EXPRESS MAIL route . . . was via Providence and Stonington, but the alternative route via Worcester and Norwich was always available. Evidence that it was used continuously is not available."

Forwarders: Mr. Perry does not believe that mail bearing stamps cancelled only by forwarder's markings implies that the post office regarded the marking as sufficient obliteration. He inclines to the second thought as expressed in Issue No. 1; viz., that the forwarder sent the letter privately to destination. As Mr. Perry says, "Any letter which went through a post office became mail and would be postmarked. Hence if it did not bear a P. O. marking it did not go via any government mail service."

Illegal Late Use of 1847 Issue

By Creighton C. Hart

THE 5¢ and 10¢ stamps which comprised our entire first issue were valid for postage for only four years. The 1847 stamps were issued on July 1, 1847 and were not valid for postage after June 30, 1851. An official notice from the Postmaster General dated June 11, 1851, stated:

The five and ten cent postage stamps issued by this Department . . . and now in use by the public, will not be received in prepayment of postage after the 30th day of the present month. Therefore persons holding any such will . . . before the 30th day of September next, present them for redemption . . . to the nearest Postmaster who has been authorized to sell postage stamps.

Nearly all of the many articles that have been written in the past about the 1847 issue have been concerned with the four year period when the stamps were current. It also follows that most of the articles in the future will be about the stamps and covers during these four years because so much that has been learned is still unpublished and current research continues to reveal even more about our first issue.

Until recently very little has been written about the covers with 1847 stamps that were used after June 30, 1851. However, in spite of the Postmaster General's order that the 5¢ and 10¢ stamps "will not be received in prepayment of postage after the 30th of [June 1851]," the many surviving covers show that his order was nearly always ignored and rarely followed by the local postmasters. The first mention of late 1847 uses was by John N. Luff in his definitive book on United States stamps published in 1902. In that monumental work he wrote that he had seen one invalid use of a 5¢ stamp on a cover posted Jan. 4, 1858.

The late Lester Brookman who authored *The 19th Century Postage Stamps of the United States* in 1947 mentioned the Luff cover and two other late dated covers. In that great two volume work on the classic United States stamps Brookman wrote that a prominent dealer, J. Murray Bartels, who had handled a great many 1847 covers, had never seen a late use of the 1847 stamps; nor had Brookman.

Figure 1. First day of illegal late use of the 1847 stamps, July 1, 1851, from St. Louis, Mo. The sender overpaid the 3c rate with 10c in stamps; the St. Louis post office erroneously used a postmark with "10" rate mark. (David T. Beals III collection).



I HAVE purposely pointed out how few late dated covers these experts knew about as recently as 1947 to emphasize how much we have learned by 1972, i.e., within the past 25 years. A great deal is being learned about early U. S. issues from collectors such as you who have quietly observed what was overlooked by the experts.

Through the cooperation of collectors and professionals who are members of the U. S. Philatelic Classics Society and who have channeled their "discoveries" to the 1847 section editor, there is now a list of 43 illegal late 1847 covers. In 1962 the *Collectors Club Philatelist* published a then-current list of 33 and in the near future details of these 43 covers will appear in the *Chronicle*. A few covers tentatively assigned late dates are not included in this tabulation. Covers which have been expertized as fake are also omitted.

After the 43 covers are analyzed, they seem to fall into four type groups. Fortunately covers for each group can be illustrated. As might be expected, many covers have the same postal markings

that were in use before July 1, 1851. The only way to tell these from covers mailed prior to July 1, 1851, is by the year date in the dateline of a folded letter or by contemporary docketing which is usually evident on the address portion of the folded letter. There are 16 of these covers. In addition there are six other covers with late datelines that have an 1847 stamp added to what was originally a stampless cover. These six are not included in the total because they are not genuine.

There are two first-day covers of the illegal use of the 1847 stamps to illustrate this first classification. The St. Louis post office must have been caught by surprise on July 1, 1851, because they used their postmark with the old "10" cent rate on the first day that the stamps had been demonetized (*Figure 1*). The year date "1851" is docketed on the address leaf and the St. Louis Specialist Group confirms this date by reporting that "SAINT" was not used in the postmark until after November 8, 1850. The St. Louis post office was quick to correct this rate mark error: there is a 5¢ 1847 posted Aug. 6, 1851, with the new correct rate mark, a "3." By July 1, 1851, most large post offices were using townmarks without a rate mark for letters prepaid with stamps. The first day of illegal use from New York (*Figure 2*) has no rate numeral in the postmark.



Figure 2. Upper cover shows first day of illegal use at New York City; the postmark has no rate numeral. The lower cover, dated July 15, 1847, has "10 cts" in the postmark.

INCLUDED IN this first subdivision are covers from Canada with U. S. 1847 stamps in lieu of Canadian stamps. There are several covers like this—sometimes the Canadian post office recognized the U. S. stamps as valid for postage and sometimes they didn't. The cover illustrated in *Figure 3* is startling because the Montreal post office, after rating the cover "6D" due at first and then cancelling that rating, did accept a U. S. 1847 stamp to pay the 10¢ rate to the United States. The New York post office also recognized the 10¢ stamp as valid by striking its "PAID" handstamp, even though the 1847 stamps had been demonetized four weeks earlier.

The second group of covers has postmarks or postal markings of a type or color known to have been used only after July 1, 1851. Some of these covers are also year dated, but many of them are not.

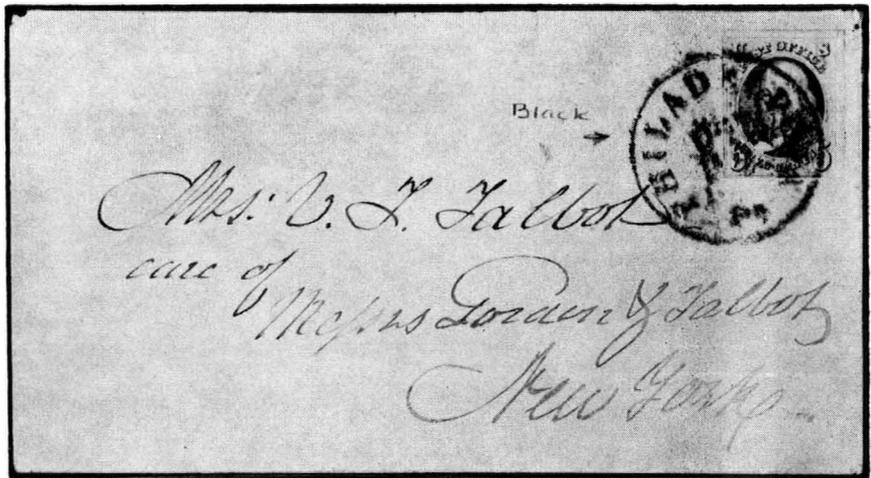
The covers with no year dates demand a rather sophisticated knowledge of postal history and a bit of amateur detective work that is a lot of fun. There are 19 covers of this second type. Of these, 12 have year dates and for the rest, no year date is evident. Two fake covers in this group are not included in the total.

Postal history knowledge pays dividends in spotting these late uses without year dates. These covers, as exemplified by *Figure 4*, are identifiable *only* because the postal markings differ from those used prior to July 1, 1851. The information needed for dating most of these covers is scattered in many philatelic articles and auction catalogs. The exceptions are the postal markings for Boston which are presented in a scholarly way in *Boston Postal Markings to 1890*, by Maurice Blake and Wilbur Davis. Boston was the busiest post office next to New York. Collectors need more publications like this Boston volume to assemble in one place the information about postal markings of the classic period for Philadelphia, New York, New Orleans, St. Louis, Cleveland, Cincinnati and several others. It would be excellent if there were a philatelic research foundation to support serious projects such as this.



Figure 3. Ten cent stamp used from Montreal on July 28, 1851. Canadian post office first rated unpaid, then changed its mind and recognized stamp. Accepted as "PAID" by N. Y. post office. (Stanley B. Ashbrook photo from "Special Service").

Figure 4
Philadelphia postmark in black; no year date evident. Philadelphia used blue ink always on 1847 covers until July 1, 1851. The use of black ink started sometime after demonetization of the 1847 stamps.



THE THIRD group involves self-evident late use, because both '47 stamps and stamps of later issues are on the same cover (Figure 5). These are striking covers, impressive to exhibit, and ones that collector friends will pause to admire. There are six of these plus one from Eel River, California, that probably has had a 5¢ stamp added to a cover that originally had only 1857 stamps. The earliest cover with '47 stamps in combination with other stamps has a 1¢ 1851 stamp and the latest was used in 1860 and has stamps of the 1857 issue.

In the fourth group are the only two known covers with 1847 stamps which local postmasters refused to "receive in prepayment of postage" as the Postmaster General ordered. On one (Figure 6) the postmaster at Kalamazoo has written the picturesque notation "old stamp—good for Nix", as the reason for marking the letter unpaid. The other cover (Figure 7) is a most recent addition to the list of illegal late uses. This cover was recently found by John Birkinbine II among an extensive family correspondence. The postmaster at Alexandria, Va., did not bother to obliterate the "old"



Figure 5. Five cent 1847 stamp used in combination with 1c and 3c stamps of the 1851 issue to pay the 10c rate to California. Used no earlier than 1856.

stamp which is still unused and is attached to the folded letter by sealing wax. The letter is rated "5" cents due just as if the stamp were not there. I know of no 1847 cover where the stamp was not recognized which is not genuine.

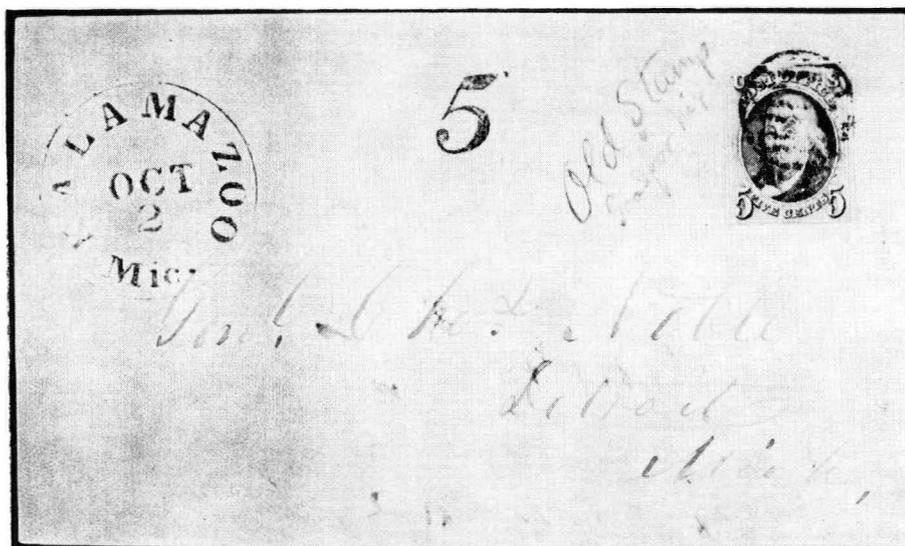


Figure 6
The postmaster at Kalamazoo, Mich., wrote "Old Stamp / Good for Nix." and refused to accept the 1847 stamp for postage.

Contrary to expectations 41 of these 43 illegally used 1847 covers were permitted to pay postage in spite of the Postmaster General's order that the 5¢ and 10¢ stamps were not to be accepted for postage after June 30, 1851. Why this is so is still unknown but three reasons are usually advanced. Some specialists believe the order of June 11 was rescinded but, if this is true, no evidence has so far been found. A second reason is that the order was a defensive measure which the Postmaster General did not intend to enforce unless unauthorized stamps appeared. This second reason has great merit because the printers of our first issue kept the stamp plates and were not given a contract for the next issue of stamps. A third reason is that in this period of strong individualism the

postmasters on their own decided that any stamp for which the government had received good money should still be good for postage. Probably the last two reasons are the real ones.

There is the expected chronological decline in the use of the old 1847 stamps. The pattern is one of the public using up the stamps in a normal way. More than a third were used within three months, that is before the Sept. 30 deadline for cash redemption. The rest of the late dated covers were used with decreasing frequency with the latest in 1863. Dr. Carroll Chase, as an experiment, mailed a letter with an unused 10¢ 1847 stamp in 1914, and I did the same with a 5¢ in 1955. As we both expected, the 1847 stamps were accepted as valid at these extremely late dates. My 1955 cover no longer exists and if Dr. Chase's is still extant no mention of it has been made in auction catalogues or in the philatelic press.

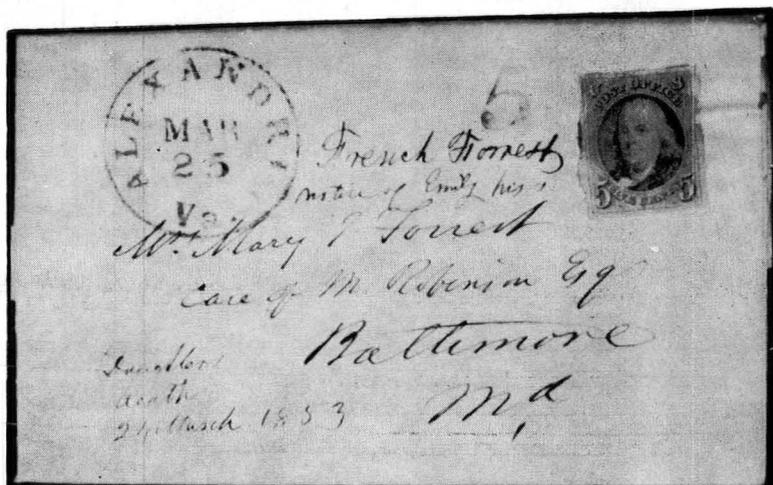


Figure 7. The Alexandria post office disregarded the stamp on this letter mailed in 1853, and rated it 5c due. Such action was the rare exception rather than the rule.

Illegal Late Uses Off Cover

IN THOSE rare instances when a "late" postal marking falls on the stamp itself, it is possible to be certain that the off cover copies came from a letter mailed after demonetization. There are very few such stamps known, probably fewer than ten. Some are shown in Figure 8.

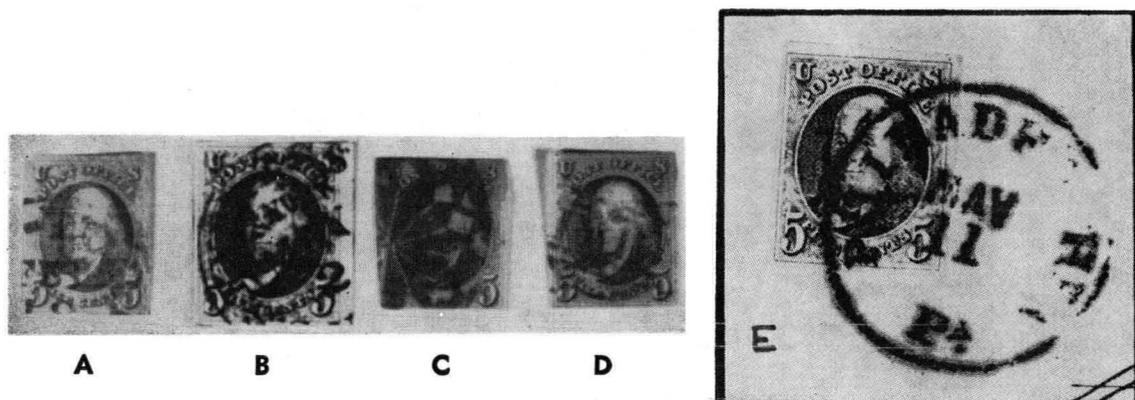


Figure 8. Off cover stamps with cancellations known used only after June 30, 1851. A: portion of New York postmark in black. B: black "U. S. EXPRESS MAIL/N. YORK." (Only red was used before July 1). C: New York Foreign Mail cancellation used no earlier than 1870. D: Boston "PAID" grid, first used shortly after demonetization. E: Philadelphia postmark (without rate numeral) in black. (Illustrations B and E are from Robert A. Siegel auction catalogues).

It is known the post offices in Philadelphia and New York did not use black ink for their townmarks on covers bearing stamps, during the currency of the 1847 issue. There is, however, one cover with a black Philadelphia postmark and also a 5¢ stamp on a small piece with the same black Phila-

(Continued on page 42)

The Detection and Identification of Covers Sent By Officers of Morgan's Men from Ohio Penitentiary

By Lynn K. Brugh, Jr. and Richard B. Graham

TO THE AUTHORS, somehow the Confederate idea has always been best illustrated by the operations of its cavalry leaders. Stuart's rides around the Federal Army of the Potomac, Imboden and Mosby in the Shenandoah Valley, Van Dorn's Holly Springs raid, the campaigns of Nathan Bedford Forest, and probably most of all, Morgan's great raids seem to exemplify the Confederate dash and spirit. The sphere and range of Morgan's raids, and the dread and excitement accompanying them, have a peculiar appeal, and the fact Morgan did not survive the war lends an element of mystery more to the man than to his operations. *Figure 1* shows two engravings of Morgan, which rather display this mystery, one being authoritative and the other romantic and wide of the mark, insofar as detail is concerned.

So the discovery, a few years ago, that some rather mundane Civil War covers, apparently from Camp Chase at Columbus, really originated with one of Morgan's officers while confined in Ohio Penitentiary was an extremely pleasant experience. The authors hope the details of how the discovery was made are of as much interest as how the covers may be recognized.

In a manner of speaking, this article could have as well been titled "A Postal History Detective Story." The trail to proving the covers' source was rather involved, and the original notion which led to the covers' being considered anything other than Camp Chase covers was very nebulous. One of the authors is a researcher in the engineering world. In spite of the somewhat precise and analytical reputation this kind of work is sometimes assigned, even there all new products or concepts start with a daydream. It is as bad to dismiss daydreams too arbitrarily as to oversell one's self on an idea—just because it is one's idea. From ideas a logical theory should be developed, which in turn is proven or refuted by data developed in an objective way.

This bit of editorializing is included to explain that there are really two stories here the authors wish to tell. One, of course, is how to identify the covers from the Morgan Raiders in Ohio Penitentiary. The other is the tale of how this was determined and proven. The two aspects are closely interrelated, and both start with a knowledge of Morgan and his raiders.

JOHAN HUNT MORGAN was not quite 36 years old when the Civil War broke out. Although born in Alabama, he was raised and had lived most of his life in the bluegrass region of Lexington, Fayette County, Kentucky. He had participated in the Mexican War as a young man, and in the years between had led the typical bluegrass life, with much attention to both horses and business. As the Civil War approached, he organized (1857) a militia company called the Lexington Rifles. As stated by his best biographer¹ of recent years, "in a personal way, he represented the complex characteristics of the South—its independence, its strength and its weakness."

When the war broke out, Morgan entered the cavalry, and soon became a general. In June 1862, he was given a full brigade of cavalry, mostly of Kentucky troops. This became the vehicle which soon saw Morgan notorious, hated and feared in the North, and lionized in the South, at least by the public. There is some evidence that Morgan's superior officers, particularly the "spit and polish" types, did not admire the loose discipline and lack of military protocol which accompanied his activities.

During the winter of 1862-63, Morgan carried out several raids from Tennessee far north into Kentucky, apparently going when and where he pleased. His troops were a very close knit group—several of Morgan's brothers were among his men, a brother-in-law, Basil W. Duke, was his second in command, and his activities were extremely successful. In December 1862, Morgan won an impressive affair at Hartsville, Tennessee, capturing about 400 Federals; the week before Christmas, 1862, he married Miss Martha Ready of Murfreesboro, Tenn., and a week later he set out on a major raid into Kentucky, which took him nearly to Louisville. On this jaunt, he captured and paroled over 2,000 prisoners, burned four important bridges, and destroyed Federal stores estimated at over \$5 million. Over New Year's 1863, the Battle of Stone's River (or Murfreesboro) took place between Federal troops under Rosecrans and Bragg's Confederates. For several months, Morgan stayed with Bragg, keeping between the two armies. In the spring of 1863, Rosecrans was threatening to move on

¹ Cecil Fletcher Holland, *Morgan and His Raiders*, Macmillan, New York, 1942, p. 7.



Figure 1. Two engravings of General John Hunt Morgan in uniform. At left what is probably the most authentic engraving of Morgan, used in Duke's "History of Morgan's Cavalry," and also other publications. At right is a print from a plate in a group of old plates found by George N. Malpass. That this plate shows Morgan in a uniform with Federal shoulder straps indicates the plates were probably of Northern origin. (Courtesy, George N. Malpass).

Bragg from Nashville, and worse, Burnside, at Cincinnati, was ready to move into eastern Tennessee.

It was the latter threat that served as the apparent reason for Morgan's greatest raid. This was in July, 1863, through Kentucky, Indiana and Ohio, which culminated with the capture of Morgan and his entire command. Morgan left Tennessee on July 1, 1863, moving north toward Louisville, but passing west of that city to Brandenburg, Ky. on the Ohio River. There he captured two steamboats and crossed the river. At about this time, Federal cavalry in large numbers were ordered out after him, and the Federal Navy gunboats came up the Ohio river to cut him off. Quoting *Battles and Leaders*:

Turning to the east, Morgan rode through Corydon, Salem, Vienna, Lexington, Paris, Vernon, Dupont, Sunnansville, and Harrison, Ohio, detaching men to burn bridges and confuse the pursuit, impressing fresh horses, his men pillaging freely.²

On July 13, they reached the Ohio line, and with a feint at Hamilton, Ohio, passed Camp Dennison, north of Cincinnati, the next day. Heading across the state with several times their number hot on their heels, they passed through Williamsburg, Jackson and Vinton, heading for the Ohio River, where Morgan meant to cross. There, at Buffington Island, about midway between Portsmouth and Marietta, Morgan attempted to cross the Ohio River on July 19, and the Federals caught up at the same time. A pitched battle resulted in the capture of Gen. Basil W. Duke, many of Morgan's officers and about 700 men. About 300, under Col. Adam Johnson, did manage to cross to escape through Kentucky, and Morgan and the remainder of his command escaped north into Ohio away from the river. The Federals again took up the chase, capturing detachments, as Morgan had to fight off militia companies and home guards, and on July 26, near East Liverpool, not far from the Pennsylvania line, Morgan and the rest of his command surrendered.

THE RAIDERS captured at Buffington Island were promptly taken to Cincinnati by steamer, and from that point the enlisted men were sent to Camps Morton and Douglas, at Indianapolis and Chicago, respectively. The officers were sent to the Federal prisoner of war camp for officers at Johnson's Island, in Lake Erie, off Sandusky, Ohio.

The officers captured with Morgan, and Morgan himself also were taken to Cincinnati, and on Aug. 1, 1863, Morgan and about 27 others were taken to Columbus, where they were placed in the

² Robert U. Johnson and Clarence C. Clough, Editors, *Battles and Leaders of the Civil War*, 4 vols., Century Publishing Co., New York, 1887. See III 635.



Figure 2. Cover from Major Robert S. Bullock, of the 8th Kentucky Cavalry, sent from within Ohio Penitentiary, and mailed at Columbus, Ohio, Nov. 18, 1863. Contents examined by Lt. George S. Lester, Aide-de-Camp to General Mason, then commanding the central Ohio district.

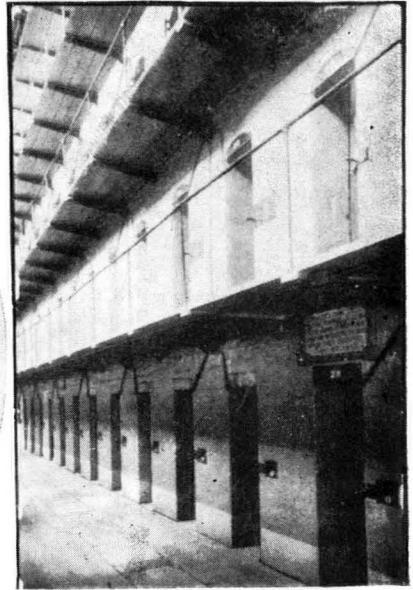
Ohio Penitentiary. A few days later, 42 more of Morgan's officers, including Gen. Basil Duke, and nearly all the rest of the higher ranking men, were moved from Johnson's Island to the Ohio Penitentiary. They were confined there until March 1864, when the group was transferred to the Federal prison for captured Confederate officers at Fort Delaware, Del. In late November of 1863, Morgan and six other officers escaped from the Ohio Penitentiary. Two of these were later recaptured, but Morgan and the rest got cleanly away. The following September at Greenville, Tenn., Morgan was fatally shot by a Union soldier while trying to elude capture.

Most of the rest of Morgan's men sat out the remainder of the war in captivity, except for a group that escaped from Camp Douglas.

Columbus was the site of an important prisoner of war camp, called Camp Chase, from fairly early in the war. Many prisoner of war covers from this camp are known, including those bearing both handstamped and manuscript censor markings. The covers mailed from Columbus, which came from Morgan's officers in Ohio Penitentiary, also bear manuscript censor markings. Of course, they have been included with the normal Camp Chase covers as just another manuscript "examined" group. How they came to be recognized for what they are is a story that starts with one of the authors, who had the first glimmer, and developed the idea to learn how to identify the covers. The other author secured data which completed the final steps in proving the origin of the covers.

Figure 2 shows one of the first covers recognized for having originated in Ohio Penitentiary. It was one of a lot submitted to one of the authors, who was then trying to work out the story of the Camp Chase manuscript markings. As may be noted, this cover is addressed to Mrs. Mary F. Bullock/Care Rev'd John G. Simrall/Lexington, Kentucky. It bears a Columbus duplex postmark, of Nov 18, with a target killer tying the 3¢ 1861 stamp. It also bears an "Ex" (Examined) notation of an officer whose name was originally misread a George Jester, but which turned out to be George S. Lester, A. D. C. At the time the cover was offered for sale, the author noted the "A. D. C." as a bit unusual; examining officers are more frequently "P. M." (Provost Martial) or "Adj." (Adjutant) or, most often, simply "Ex. Off." (Examining Officer). "A. D. C." stands for *Aide-de-Camp*, which in Civil War military days was a sort of military secretary and general errand boy to a high ranking officer. In 1863, only the commanding officer of the district or, perhaps, of Camp Chase or some other regiment going through, would rate an aide of this nature. It was somewhat intriguing, but not sufficiently so to cause the cover to be purchased. The cover was recorded photographically, as a part of the Camp Chase project, and then returned.

Figure 3. Left: Brig. General John S. Mason, commander of Federal troops in Columbus until Nov. 25, 1863. (From Reid's "Ohio in the War".) Right: Cell block in Ohio Penitentiary similar to that in which Morgan and his officers were confined. (From an old post card, circa 1900.)



IN THE SUCCEEDING months, the author's thoughts somehow dwelt on this cover, now long gone, and no doubt in the collection of someone else. However there was a tinge of uneasiness, as even a minor exception to a normal pattern meant a possibility of some extraordinary event in handling prisoner mails. But, upon going back to the photo record, there seemed to be very little to investigate.

Some months later, the cover and another dropped unexpectedly out of the mail, with a comment from a well known and excellent dealer in covers that "Henry Meyer asked me to send these to you." It had appeared upon his list of current offers, and, since the author and the late Henry A. Meyer of Evansville, Indiana worked closely together in the sense that each was always aware of the other's current interests and projects, Mr. Meyer had decided that if the author hadn't seen the covers, he should have such a chance before they were gone. And, this time, we bought the lot, for what turned out to be the first piece of the puzzle—the fact that initiated the investigation—had popped into place.

Prior to the reappearance of the covers, the author had been given a copy of the Indiana University reprint edition of Basil W. Duke's *History of Morgan's Cavalry*.³ This book aroused the memory that nearly 70 of Morgan's men had been confined in Ohio Penitentiary in 1863, and provided other information of interest as well. A quick look at Earl Antrim's book on Civil War prison covers⁴ brought forth the information that no covers from there were known at that time. However, becoming further interested in the subject, and still having a faint shadow of an idea about the cover long since returned, we secured a copy of Holland's *Morgan and His Raiders*, since this was based on the Morgan papers. To the surprise of the author, opposite page 260 was an illustration of a portion of a letter written by Morgan, according to the caption, being "One of Morgan's prison letters. . . ." Reading further, it became apparent that Morgan, at least, had been permitted to correspond rather freely while confined.

It was at about this point that the cover shown in *Figure 2* arrived for the second time, and the name "Bullock" in the address also seemed familiar, for some reason. Recourse to Duke's *History of Morgan's Cavalry* turned up the information (p. 453 of the 1960 edition) that a Maj. Bullock was captured at Buffington Island, along with Gen. Duke and other Morgan officers. The individual mentioned was easily learned to be Major Robert S. Bullock of the 8th Kentucky Cavalry, and the covers just received instantly climbed to a very high level on the scale of interest.

THIS BROUGHT us to the examining officer, and our Camp Chase project. No other covers had been seen with this name. To whom was George Lester an aide-de-camp? The commanding

³ Brig. Gen. Basil W. Duke, *A History of Morgan's Cavalry*, Cincinnati, 1887; rev. edition, *Morgan's Cavalry*, New York, 1906. Reprinted by Indiana University Press, 1960.

⁴ Earl Antrim, *Civil War Prisons and Their Covers*, Collectors Club, New York, 1961.

Washington, D.C.
 Jan'y. 11th 1892
 I, John S. Mason, Colonel, U. S. Army
 Retired, certify upon honor that
 Lieut. George S. Lester, late of the
 4th Regt. Ohio Vols., of which Regiment
 I was Colonel, was under my
 immediate command, when
 about the 1st of July 1862, just
 after the battle of Malvern Hill
 the Regiment was encamped at
 Harrison's Landing Va. About
 one third of the Regiment were
 attacked with diarrhoea and
 inflammation of the bowels, suppo-
 sed to have been caused by
 the bad water. Most of the sick
 were sent to their homes, many
 of whom did not rejoin the com-
 mander, save as I know.

Among the number suffer-
 ing from the sickness was Lieut.
 George S. Lester 4th Ohio Vols., who
 while sick at Harrison's Landing
 was treated by Surgeon M. S. Bee
 4th Ohio Vols., now deceased.

While still in bad health Lieut.
 Lester accompanied me as
 Aid de Camp, to Columbus Ohio in
 1863 where we were stationed for
 about eight months. While there
 Lieut. Lester was extremely ill
 from the disease contracted at
 Harrison's Landing.

Subsequently Lieut. Lester
 accompanied me as Aid to San
 Francisco, Calif., but to my certain
 knowledge while with me until
 he was mustered out of service
 he had not recovered from the
 disease and sickness contracted
 at Harrison's Landing, which I am
 fully satisfied was the cause
 of his early death.

John S. Mason
 Col. U. S. Army

Figure 4. (two pages) Copy of statement written by Col. John S. Mason, U. S. Army, Ret., concerning Lt. George S. Lester's service, with reference to Lester's widow's pension application. Note the comment at the top of the second page concerning Lester's service in Columbus as Aide. (Courtesy, The National Archives).

officer at Camp Chase, and the District commander, were the two immediate possibilities. Believing the date of the cover to be 1863, from other Columbus covers which we had year dated, it was not difficult to learn that Col. William Wallace, of the 15th Ohio Volunteers, commanded Camp Chase during much of 1863, and that Brig. Gen. John S. Mason was the local commander of all troops and posts. Gen. Mason is shown in Figure 3. Luckily, at this time, we had the monumental index for the 128 volume series of official records of the Civil War armies⁵ in our possession, and looked for the name of George Lester. It was found just once, as being in Vol. 23, Part I of Series I, and there a Lt. Lester, acting adjutant of the 4th Ohio Volunteer Infantry, had been favorably cited by his commanding officer, a Colonel John S. Mason! This, of course, was pay dirt; it was easy to confirm this was the same John S. Mason who was, as a brigadier general, the military commander in Columbus.

Recourse was made to the records in the National Archives, for the records of these officers and also of Maj. Bullock. A portion of the material received is displayed in Figures 4 and 5, which prove that 1st Lt. George S. Lester was indeed Gen. Mason's A. D. C., and that Maj. Robert S. Bullock had been confined in Ohio Penitentiary from Aug 1, 1863, until March 1864.

In the meantime, there had been submitted a second cover with the one endorsed by Lester. Since it was from the same correspondence, it was purchased. Figure 6 shows this cover, which is very similar to the cover of Figure 2, except it bears a Columbus postmark of Oct. 8, and is endorsed by

⁵ War of the Rebellion, Official Records of the Union and Confederate Armies, 128 Vols. in 4 series., Govt. Printing Office, 1880-1900, Washington, D.C.

Figure 5. Part of the service record of Maj. Robert S. Bullock, 8th Ky. Cavalry, as given in the National Archives' Confederate records.

Confederate	Confederate
B 8 Cav Ky	B 8 Cav Ky
Robt. S. Bullock	Robt. S. Bullock
Major 8 Regt Ky Cav	Major 8 Regt Ky Cav
Appears on a	Appears on a
Roll of Prisoners of War	Roll of Prisoners of War
at Depot Prisoners of War, near Sandusky, Ohio.	at Ohio Penitentiary, Columbus, Ohio.
Where captured Buffington Ohio	Where captured Buffington Ohio
When captured July 19, 1863	When captured July 19, 1863
Joined Cincinnati July 28, 1863	Joined Cincinnati July 28, 1863
Remarks: Sent to Columbus Aug 1, 1863 by order of Gen Burnside	Remarks: Transferred to Fort Delaware March 25, 1864.
Johnson's Island, Ohio, Register No. 1; page 16	
J. M. Hoover Copyist	H. Barber Copyist
(639)	(639b)

a different officer, also an Aide-de-Camp. This name, nearly undecipherable, was finally obvious when a copy of the *Official Records*, Vol. 6, Series II, which concerns itself with the handling of the prisoner of war camps, came to hand. This name was Lt. William A. Judkins, and this, too, was confirmed by the National Archives records.

Pages 665-678 of Vol. 6, Series II of the *Official Records* contain a long and comprehensive report of Morgan's escape. Included in this report is a statement that Gen. Mason had been ordered to take charge of all outgoing and incoming mails of the prisoners. Obviously, brigadier generals do not do the onerous labor of reading letters of 70 men, when aides to whom this can be delegated are available. Judkins was mentioned throughout the record of the escape, including a notation of Gen. Mason's that the examination of letters had been delegated to Judkins. Oddly, there is no mention of Lester anywhere in this volume.

SO AT THIS point, we were quite certain of the origin of the covers, but there was no really solid proof they were directed by Maj. Bullock to his family. And without this proof, or at least better evidence, there could be other chains of circumstances which would explain the covers, so that the story and the proof were neither quite complete.

At this point, the other co-author entered the story, being one of three or four good friends, knowledgeable in postal history and Confederate affairs, to whom the one author told the story to date. The problem of pinning down the additional details was noted, and also the fact that a list of all the officers confined in Ohio Penitentiary would be most useful to reveal other covers.

Proof of such a relationship should be found if a detailed biography of Major Bullock could be located. There was one clue available already. The record of this officer, as found in the National Archives, indicated Bullock was from Fayette County, Kentucky (see Figure 5). The covers—and

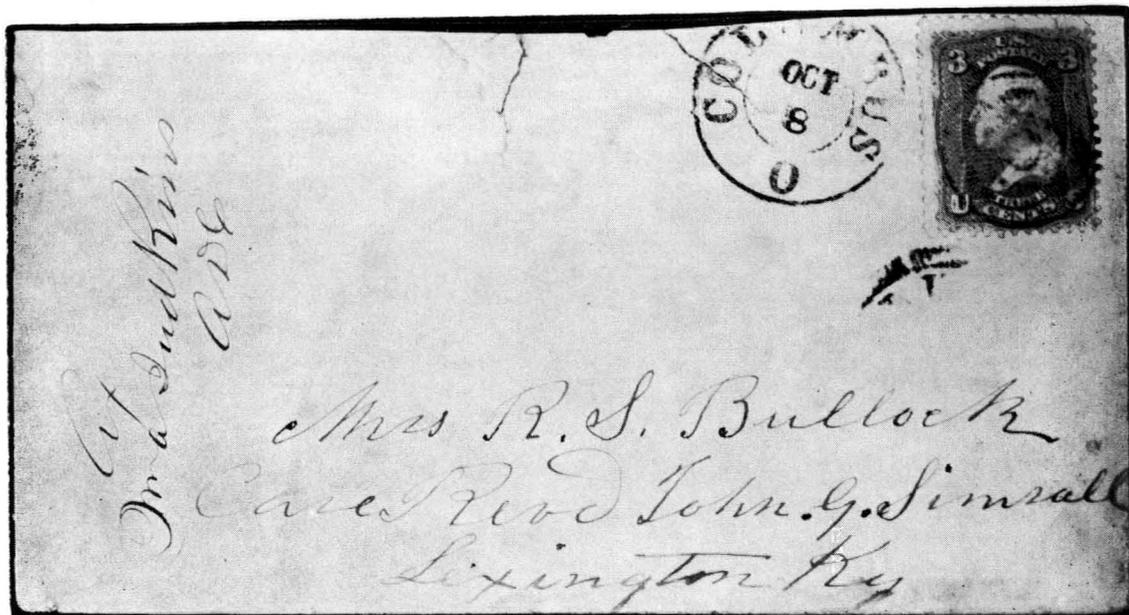


Figure 6. Cover sent from Ohio Penitentiary by Robert S. Bullock to his wife at Lexington, Ky. Examined by Lt. William A. Judkins, A. D. C.

several more had been located by then, mostly in one author's Camp Chase files (with Bullock addresses and Judkins examined markings)—were all addressed to Lexington, in Fayette County, Ky. From records in Lexington, a rather dim copy of an old newspaper article was derived, which told of the death in 1912 of Maj. Bullock, local highly-respected banking figure and former member of Morgan's cavalry. The article also stated that Bullock had been married July 15, 1858, to a Miss Mary Franklin of Heyworth, Ill. The record of Kentucky marriages also confirmed the date, although giving the place as Bloomington, Ill.—which is located in the same county as Heyworth. An attempt to check on the Rev. John Simrall produced no information to connect him with the Bullocks. Since the Mrs. Bullock, to whom the letters are addressed, bore the name of *Mary F.*, and Maj. Bullock's wife's maiden name was Miss Mary Franklin, it is considered proven that Maj. Bullock wrote the letters and they were directed to his wife.

Among the officers escaping with Morgan were two who later wrote in considerable detail about the escape. One was Capt. T. Henry Hines, who probably planned the affair, and the other was Capt. L. D. Hockersmith. Hines was later to become a prominent Confederate agent and spy. Hockersmith published a pamphlet, *Morgan's Escape*, at Madisonville, Ky., in 1903. This pamphlet contained a list of the officers confined in Ohio Penitentiary. Nearly all were of Morgan's command, the only exceptions being two who had been moved from Camp Chase after attempts to escape. (*The list is presented in Table I.*)

In addition to Morgan, the officers who escaped were Hockersmith, Hines, Mayer, Sheldon, J. C. Bennet and Samuel Taylor.

Brig. Gen. Mason was transferred to San Francisco in November, and left Columbus, presumably with aides Judkins and Lester accompanying him Nov. 25, 1863, and Morgan's escape took place on the night of Nov. 27-28.

THERE IS NO positive evidence of who examined the letters, if any, for the next few days. However, in a report by Col. Wallace, then commanding Camp Chase, he commented:

"... Brig. General Mason left this post on the 25th day of November, having been ordered to San Francisco without having been relieved by any officer appointed to relieve him. As ranking officer, I took charge of his headquarters until such time as his successor should arrive. . . . Lt. Judkins, of General Mason's staff, was disbursing officer . . . and had charge of all letters passing to and from the prisoners. I immediately appointed Capt. R. Lamb, of the 88th Ohio Volunteer Infantry, to relieve Lt. Judkins of these duties. . . ." ⁶

At least one cover is known which bears the "examined" notation of Capt. Lamb, this cover bearing the Columbus postmark of Dec. 9, and also being of the Bullock correspondence.

TABLE I

Col. W. W. Ward Capt. P. H. Tharp Capt. J. L. Jones Capt. Thos. W. Bullitt Capt. A. Thomas Lt. Col. J. T. Tucker Capt. E. T. Rochester Capt. Thos. H. Shanks Capt. R. E. Roberts Capt. L. W. Trafton Capt. Sam B. Taylor Capt. A. D. Logan Lt. Tom Mourland Capt. R. Sheldon Capt. E. W. McLean Capt. Thos. H. Hines Col. R. C. Morgan Lt. T. E. Earton Capt. G. C. Mullins Capt. J. L. N. Dickens Capt. M. S. Edwards Capt. M. Griffen Capt. L. D. Holloway	Capt. L. D. Hockersmith Capt. J. C. Bennett Maj. J. B. McCreary Col. D. Howard Smith Capt. James N. Taylor Capt. B. S. Barton Capt. H. C. Ellis Capt. J. B. Hunter Capt. J. S. Magee Capt. C. C. Campbell Capt. John H. Woolf Maj. Thos. Steel Col. R. S. Cluke Capt. T. M. Coombs Capt. J. H. Hanby Capt. C. C. Morgan Capt. E. F. Cheatham Maj. H. A. Higby Capt. Hall Gibson Maj. W. G. Owen Capt. D. R. Williams Capt. E. D. Warder	Capt. S. Morgan Lt. J. H. Croston Capt. Buford A. Lacy Capt. T. R. Boyd Wash C. Shame, A. D. C. Capt. E. S. Dawson Capt. J. S. Ambrose Lt. Col. C. Coleman Capt. W. R. Cunningham Capt. Isaac Baker Capt. G. M. Coleman Capt. C. L. Bennett Capt. A. S. Brunner Maj. R. S. Bullock Brig. Gen. Basil W. Duke Capt. J. S. Chapman Capt. Jas. W. Mitchell Capt. M. D. Logan Capt. C. H. Morgan Maj. W. G. Bullitt Jos. B. Cole, Insp. Gen. Maj. W. P. Elliott Gen. John H. Morgan
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On Dec. 11, 1863, Gov. Tod of Ohio ordered Nathaniel Merion, warden of Ohio Penitentiary, to assume full responsibility for the Morgan officers confined there. As may be noted from the cover of *Figure 7*, these duties also included examination of the mails. As this cover also bears Merion's full signature, it is also additional proof of where these covers originated. Covers with only Merion's initials exist, as does at least one cover addressed to Mrs. R. S. Bullock, shown in *Figure 8*.

To summarize, covers with Columbus, Ohio, postmarks of the type shown, and bearing "examined" endorsements of either William A. Judkins or George S. Lester, A. D. C., between Aug. 1 and Nov. 25, most probably originated with Morgan's men in Ohio Penitentiary. After Nov. 25, 1863, similar covers bearing the endorsement of Capt. R. Lamb also are of this category, and after

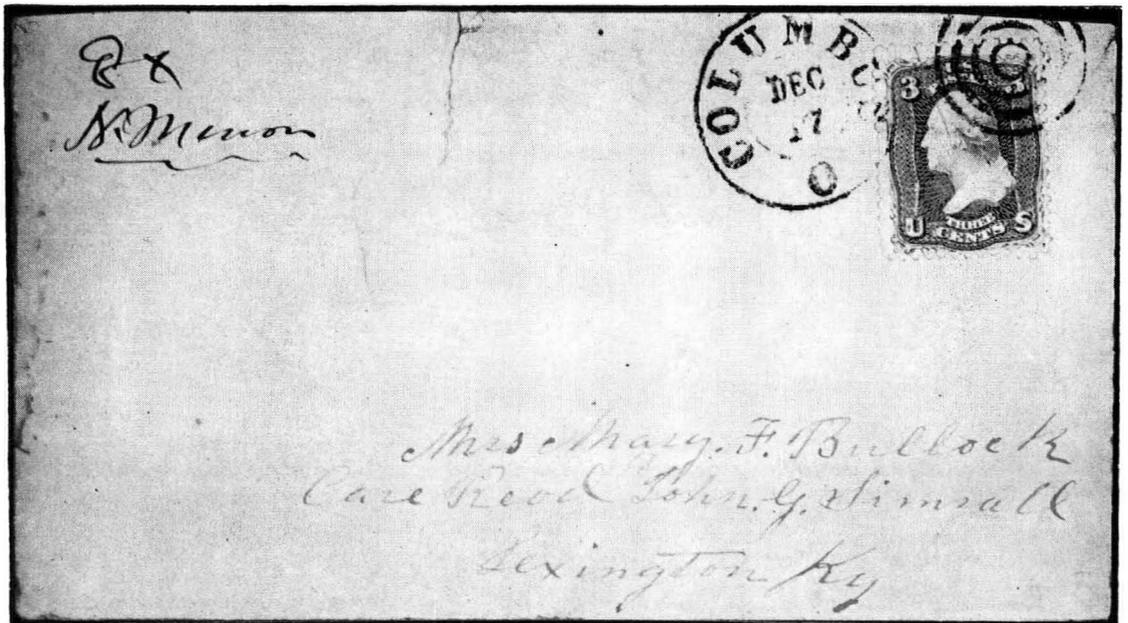


Figure 7. Cover sent by Major Robert S. Bullock from Ohio Penitentiary, examined by Nathaniel Merion, Warden of Ohio Penitentiary.

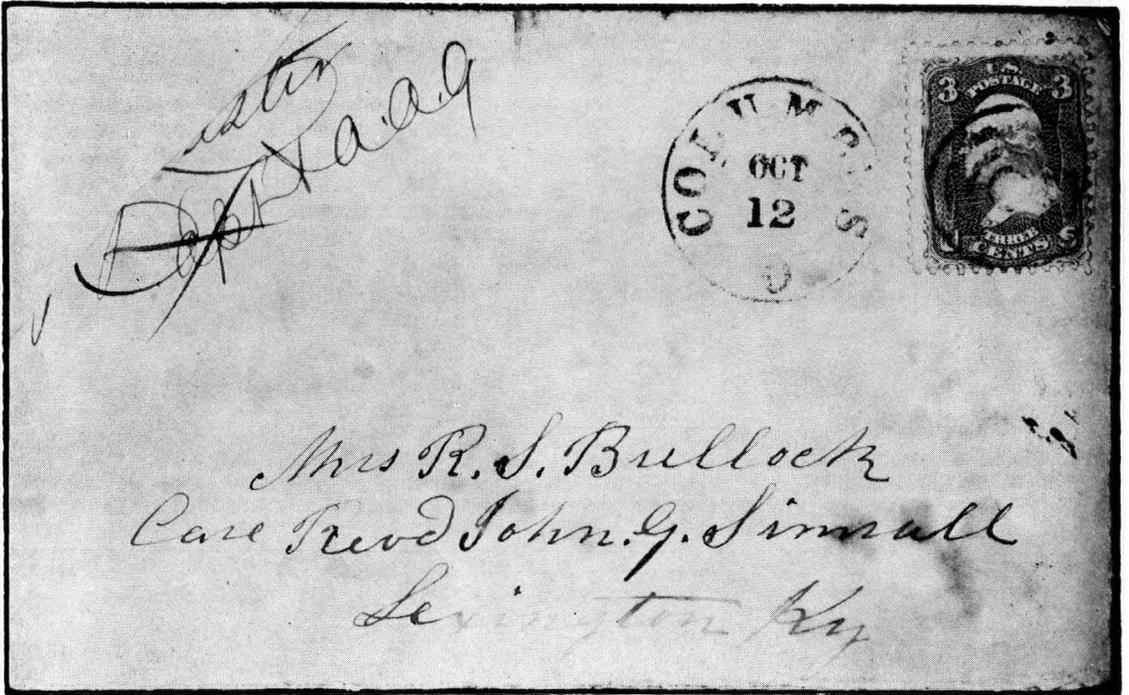


Figure 8. Another cover from the Bullock correspondence, but addressed to "Mrs. R. S. Bullock," Examined by Lt. Lester.

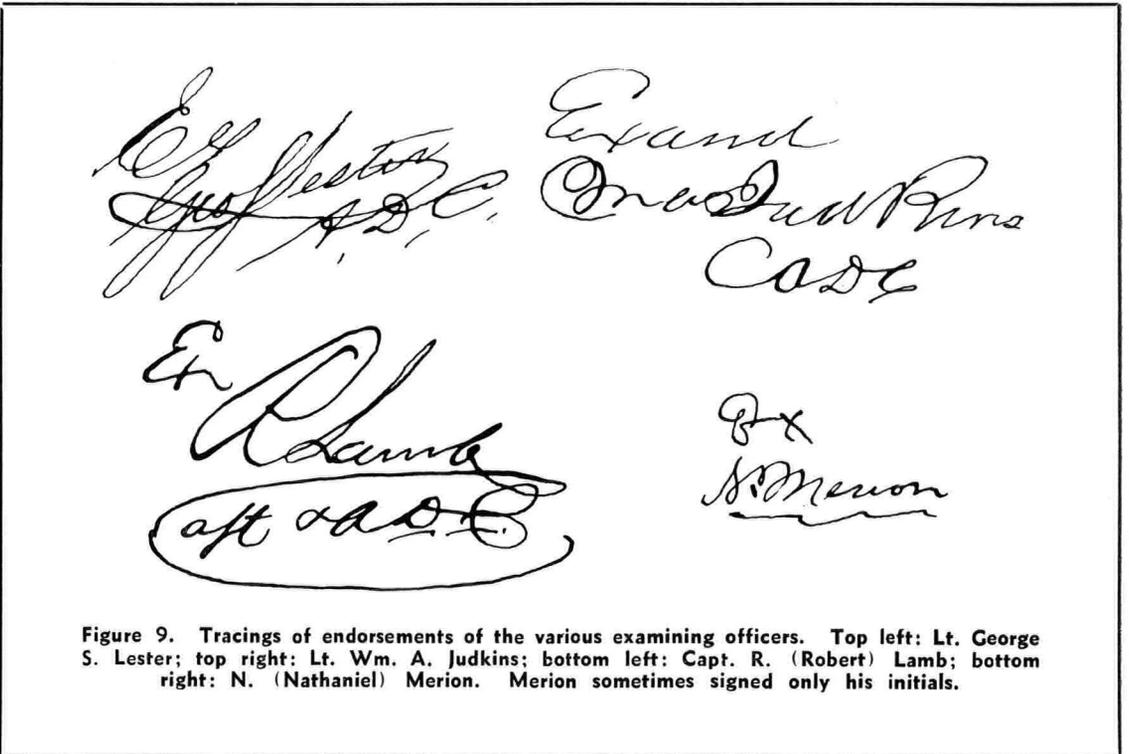


Figure 9. Tracings of endorsements of the various examining officers. Top left: Lt. George S. Lester; top right: Lt. Wm. A. Judkins; bottom left: Capt. R. (Robert) Lamb; bottom right: N. (Nathaniel) Merion. Merion sometimes signed only his initials.

Dec. 11, the signature should be that of N. Merion. Further evidence, in the form of Kentucky addresses or family names coinciding with those of Morgan's officers, also is desirable.

Figure 9 illustrates tracings of the four recorded "examining" signatures. Other names are a possibility. Reports of additional covers with different signatures or directed to different addresses would be appreciated.

Names of examining officers other than those indicated usually denote Camp Chase origin. Among these, the authors have seen the names of Maj. Peter Zinn, Lt. Col. Allison, Lt. Col. Augustus Poten (whose name also appears in Camp Chase handstamped censor markings) and an officer otherwise unknown to the authors, named "Gray."

The authors wish to express appreciation to Messrs. George N. Malpass, Thomas Parks and Scott Gallagher, as well as the late Henry A. Meyer, for both aid and encouragement.

^a *Official Records*, Vol. 6, Series II, p. 670.

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ILLEGAL LATE USE (continued from page 32)

delphia. The 5¢ on piece sold in a Robert A. Siegel auction sale Oct. 10, 1972. This same piece was part of the Waterhouse collection when it was sold in London in 1955.

Also in the same Siegel auction a "U. S. EXPRESS MAIL/N. YORK/N. Y." postmark in black on a 5¢ 1847 brought a high price. This stamp was also part of the Waterhouse collection in the same 1955 auction. The "U. S. EXPRESS MAIL/N. YORK/N. Y." postmark is not known used in black until several months after demonetization.

There are at least three 5¢ stamps with genuine New York townmarks in black. The New York post office did not use black ink for their townmark on stamped mail until nearly the middle of July 1851. There also is one 5¢ 1847 with the New York postmark in black that has been expertized as fraudulent.

AS MIGHT BE expected, it is another large volume post office, Boston, that provides us with a distinctive PAID canceller struck directly on '47 stamps. This round PAID canceller has three horizontal lines above and below the PAID. It was not put into use until mid-July of 1851. There are four genuine off cover copies, all on the 5¢ denomination, and in addition there are two 5¢ covers so cancelled. There is a 10¢ 1847 with an imitation Boston PAID struck in red which has been expertized as fraudulent.

It is a surprise to find that the latest illegal use so far known is an off cover copy. A 5¢ stamp with a New York Foreign Mail cancellation must have come from a letter that was mailed no earlier than 1870. The latest illegal use on cover is a usage in 1863.

Arthur Van Vlissingen and Morrison Waud have recently published an excellent book, *New York Foreign Mail Cancellations 1870-1876* which updates the information on these popular fancy cancellations. In the chapter titled "Unusual Uses" they describe this stamp: "A particularly fine example, probably the most unusual and amazing New York Foreign Mail use, is a 5¢ 1847 postage stamp with NYFM G17". The G17 refers to the 17th geometric design in a total of 27 that were used at New York on foreign mail.

As you can see new finds of 1847 covers are still occasionally being made at this late date. In addition to the new finds, important dates and postal markings that have gone unnoticed in the past now become meaningful, so that previously unrecognized late or unusual uses may be reported in the future.

Collecting Transit Markings

By Charles L. Towle

A MOST interesting and rewarding philatelic field, with ample opportunities for fascinating research leading to original philatelic literary contributions, is found in the collecting of transit markings. Such markings include those applied by route agents or traveling post office clerks while en route on railways, boat lines, trolley cars and highway conveyances. For our purposes we will broaden the definition of transit to include handling of mail at the originating terminal point associated with the conveyance of postal matter on a particular mode, and thereby include station originating or transfer markings, applied by either a station agent and/or postal employee working at such point. Thus the fairly common station markings, local agent or transfer clerk markings fall into this collecting category.

This type of marking generally occurs as a result of mail being posted at station, on train or boat, handed to agent or clerk en route or otherwise received by agent or clerk without previous marking or lacking a cancellation of postage stamp. Types of such markings are divided into the following broad groups for consideration:

(1) *Railroad Markings* bearing the designation R. R., Rwy., Railway, R. R. Co., Railroad Car or others of similar type in the marking. They may either be applied by a handstamp, with or without killer device, or in manuscript, and were generally used in the period from 1837 until the late 1870s. As a rule the earlier types of handstamps up to 1861 were straight line markings, circular markings of 29mm diameter and larger, or of various fancy designs. (See Figure 1.) Red or blue ink was frequently employed, as well as black, and the marking normally lacked a year date in the handstamp. Later railroad markings in the 1861-80 period were normally 24 to 29mm diameter circles with a decrease in fancy designs and of colors other than black, while there was a growing use of the year date in the center slug of the marking. (See Figure 2.) Such a trend naturally reflects the change from the originality of handmade marking devices and individually supplied inks, to the use of machine made stampers and inks supplied by the Post Office Department. Also, naturally, manuscript markings are encountered in ink or pencil with color varying depending upon what was handy at the time. The railroad marking might show the proper company name of the railroad on which used, might show termini of route with abbreviation R. R. added or a multitude of variations between. Early markings frequently just showed the word "Railroad," "Railroad Car," "Rail R." or similar usages.

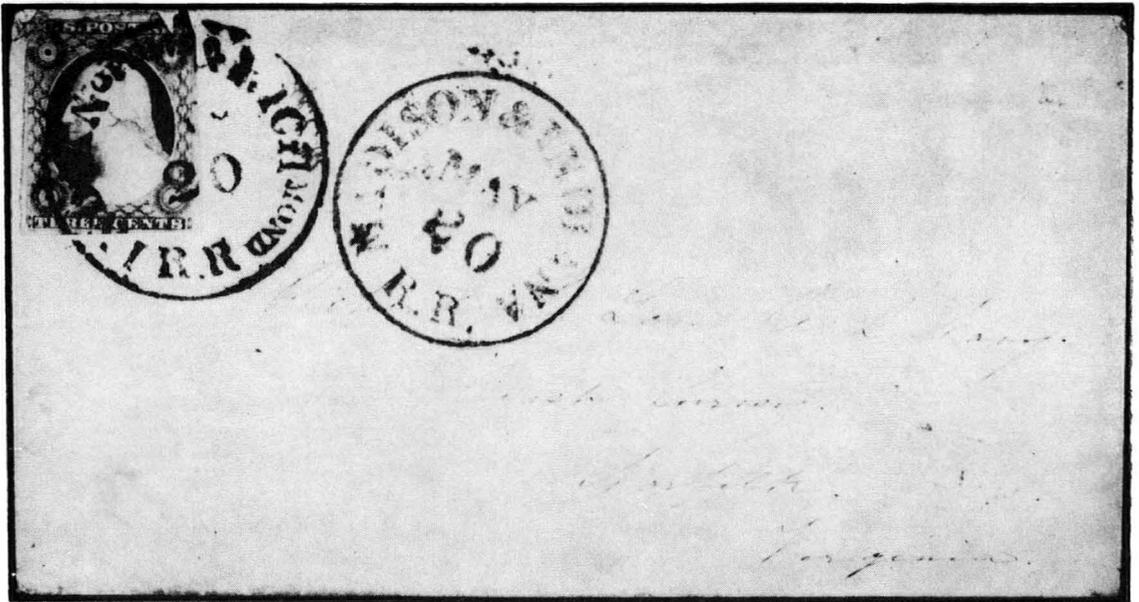
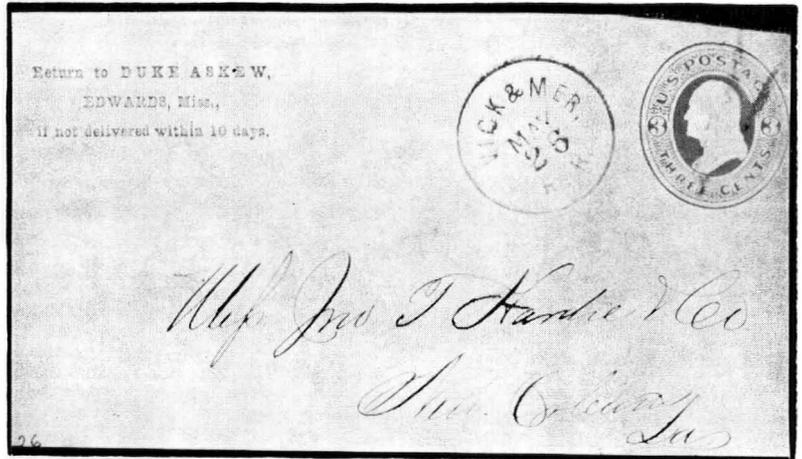


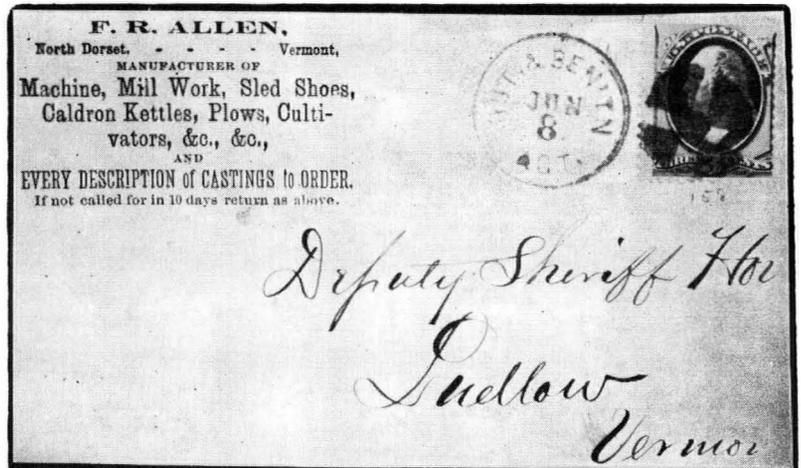
Figure 1. Early type of Railroad Marking. A cover with 3 cent 1851 tied by blue Indianapolis & Richmond R. R. marking (Remele I 7) to Norfolk, Va. Cover is also struck with blue Madison & Indiana R. R. (Remele M-2c). A unique combination and probably the most outstanding early railroad cover known.

Figure 2. Later type of Railroad Marking. 3 cent banknote stamped envelope from Edwards, Miss. to New Orleans, La. 26 mm. blue Vick. & Mer. R. R. (Vicksburg and Meridian-Towle & Meyer 424-B-3). Blue two line killer.



(II) *Agent Markings* bearing the designation AGT. or Agent together with terminal points of the route, name of railroad or combinations thereof. (See Figure 3.) Use of these markings generally commenced in the early 1870s and continued well into the late 1880s, being gradually replaced by Railway Post Office markings with the change made earlier on major mail volume postal routes and later on low volume routes. Agent markings have been seen as late as 1908 but this is usually a case of a discarded marking device being inadvertently used by the mail clerk. These markings were normally circular and from 25 to 28mm in diameter and applied with black ink, but variations in color and such forms as double and triple circles are known as well as a few examples of manuscript agent markings. Earlier agent markings usually lacked any year date in the center slug while later period agent markings usually show such year dates.

Figure 3. Agent Marking on 3 cent banknote cover from North Dorset to Ludlow, Vermont. 25½ mm. blue Rut. & Ben'tn. Agt. (Rutland and Bennington Agent-Towle & Meyer 40-H-1) with blue four quad killer. Interesting corner card.



(III) *R. P. O. Markings* were those used by postal clerks on railway post office routes starting about 1865 on such major routes as New York-Washington, Chicago-Dunleith, Ill. and Chicago-Clinton, Ia. Use of these markings increased to more and more routes through the seventies and early eighties and about 1886 almost all markings applied en route were of the R. P. O. type. It should be noted carefully that, although officially all postal routes on railways and boat lines were designated as railway post offices and all route agents as railway postal clerks effective Aug. 1, 1882, it took quite a few years to replace the marking devices and to retrain clerks to use the proper device, and so we find agent markings continuing in rather common use for quite a few years after the supposed changeover.

While space does not allow a full discussion of the most complex distinction, the basic difference between route agents and railway postal clerks was that the latter sorted mail into various pouches for substations connections, and cities *beyond* the terminal at the end of his run to improve han-

ding performance, while the route agent, in most cases delivered mail at the termination of his run to the post office unsorted. Both route agent and railway postal clerk received mail en route and normally sorted mail for delivery to points or connections located further along their particular route, if time permitted. In the early days of transit handling of mail the agents were in some cases employees of the railroad or the boat line but in every case we know about, the railway postal clerk was an employee of the Post Office Dept.

R. P. O. markings were normally from 23 to 29mm in diameter and circular. They were with very few exceptions applied in black ink. Again the earlier R. P. O. markings contained no year date in the center slug in many cases while the later examples usually show the year date in the center slug. (See Figure 4.) Use of R. P. O. markings continued well into the 1920's and 1930's, being gradually replaced by R. M. S. (Railway Mail Service) marking devices before the lately lamented end of this most efficient and prompt mail service.

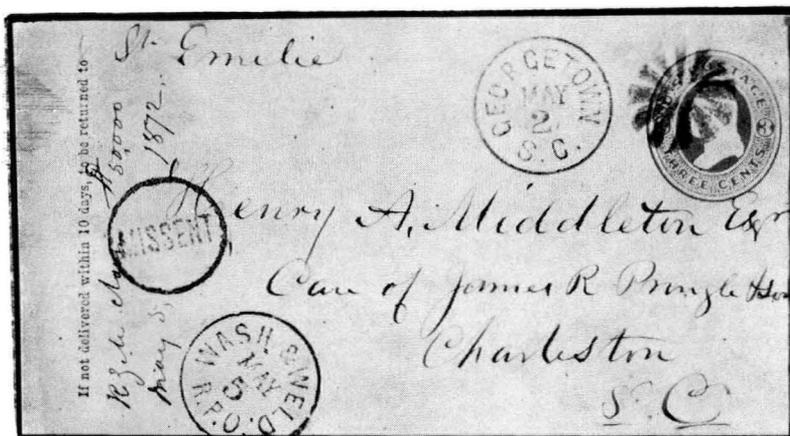
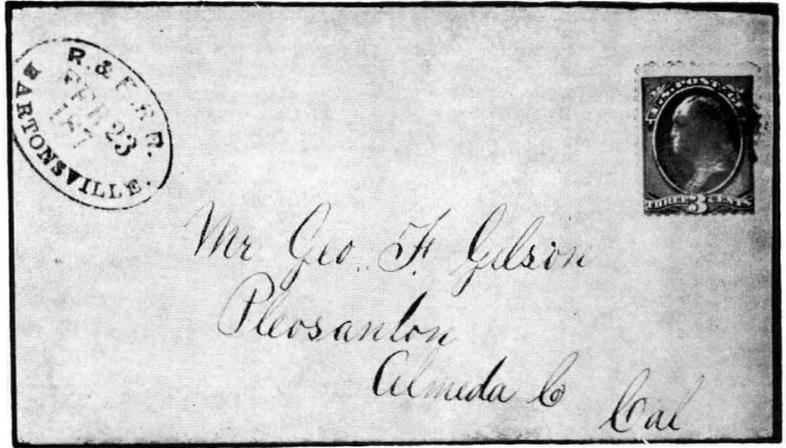


Figure 4. R. P. O. Markings on 3 cent banknote stamped envelope from Georgetown to Charleston, S. C., 1872. 25 mm. black Wash. & Weld. R. P. O. (Washington, D. C. and Weldon, N. C.-Towle & Meyer 305-P-2). Missent in circle shows cover was sent northward by error past Weldon when it should have been dispatched southward.

(IV) *Station Markings* were a distinct type of marking normally showing the name of the station, name of railroad abbreviated or in full and, in most cases, a center slug with the year date. The ink color was principally black but red and blue ink were rather common throughout the period of their use. In shape, as well as circular markings, we commonly find single line ovals, double line ovals, rounded rectangles, shields, squares and many fancy forms. (See Figure 5.) Their period of use extended from about the middle 1840s way up to the 1910s with maximum frequency in 1860-70 period. With their variety in form, color, date, occurrence and uncertain origin they form a highly interesting and collectible group of markings. Their usage varied greatly from railroad to railroad and while many different markings are recorded from such lines as Baltimore & Ohio R. R., Illinois Central R. R. and the Housatonic Railroad, on other lines they are completely unknown. Some station markings were evidently applied to letters as a result of the station agent also moonlighting as postmaster, while in other cases the agent was definitely not the postmaster and markings were applied to mail posted at the station by agent's volition. At present we do not know whether such practice was done with or without sanction of postal authorities. All we do know is that station markings normally occurred mostly from small towns and seemed to be in use for rather limited periods of time on a particular railroad, with the definite exception of the Baltimore & Ohio R. R. Station markings will be found in three basic usages—originating, terminating, and corner card, and in most cases it is only the first usage that should be considered as a transit marking having postal significance.

A particular type of station marking which was definitely authorized by the railway mail service was that of postal employees designated to handle and transfer mail between railroads or trains at junctions and terminal points such as Binghamton, N. Y., Elmira, N. Y., Long Island City, N. Y., Philadelphia, Pa., and Richmond, Ind. These markings were either of the Agent or R. P. O. type but carried in addition to the city name such wordings as local agent, local mail agent, transfer station, transfer clerk, and the like. Such mail service employees, in addition, evidently collected letters from station drop boxes, or from the public at stations, and were authorized to postmark mail and deliver directly to route agents or R. P. O. clerks on trains to conserve handling time. One problem encountered in this class of marking is that records show a great number of mail transfer employees working at stations for which transfer markings have never been recorded.

Figure 5. Single line oval Station Marking, 34½ x 24½ mm. black Bartonsville. R. & B. R.R. (Rutland & Burlington Railroad-Vermont, Towle & Meyer 41-S-6) with year date on 3 cent banknote cover to Pleasanton, Cal. Black cork killer.



A third type of station marking about which we know very little at present is the kind applied at the end of track as railway lines were extended into the West. These construction camps, contractor's offices or express offices changed location as track advanced and are known from the Union Pacific R. R. in Wyoming, Northern Pacific Railroad in Montana, Utah & Northern R. R. in Idaho, and Montana and Southern Pacific R. R. in Arizona. They offer a fascinating field for detailed study and research.

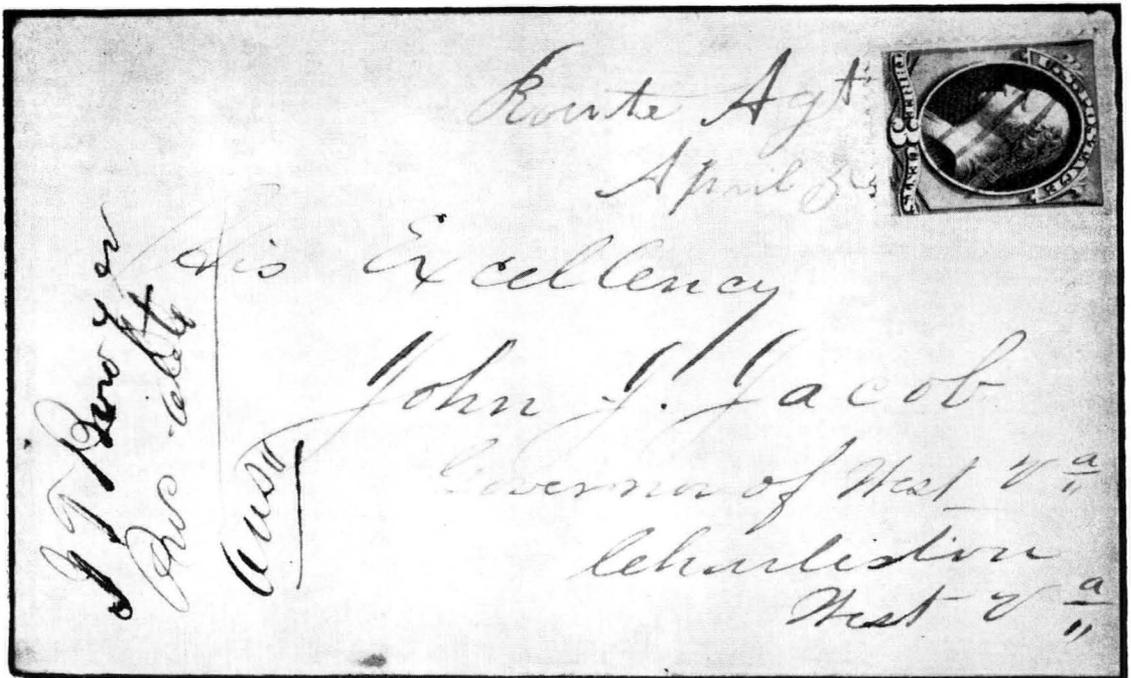


Figure 6. Manuscript Boat Transit Marking by route agent on steamboat mail route Charleston, W. Va. to Gallipolis, Ohio, 65 miles, on Kanawha River. 3 cent banknote cover, pen cancelled, to Charleston, W. Va.

(V) Boat Transit Markings are known from the 1860 period until well into the twentieth century. Basically they will be found in either the Agt. or R. P. O. type of marking but there are a few manuscript markings and fancy types known. Most boat routes carrying mail were on inland rivers, inland lakes and coastal rivers and bays, but a few were over considerable ocean distances such as the R. P. O. routes to Cuba and Alaska. A few varieties of boat transit markings are most confusing such as R. R. used on New Orleans and Vicksburg river route and several others which only show a route or contract number but were carried by steamboat. It is very difficult, in most cases,

to distinguish boat transit markings from rail transit markings, and, pending publication of a definitive waterway markings catalog and lacking knowledge of boat mail routes, the only reliable method is to refer to source material in U. S. Philatelic Classics Society *Chronicle* listed at end of this article. *Figure 6* shows a boat transit manuscript marking employed on the Kanawha River in West Virginia while *Figure 7* shows a boat transit marking used on Chesapeake Bay and the York River in Virginia. In the latter case identification is eased by the abbreviation STR. for steamer.

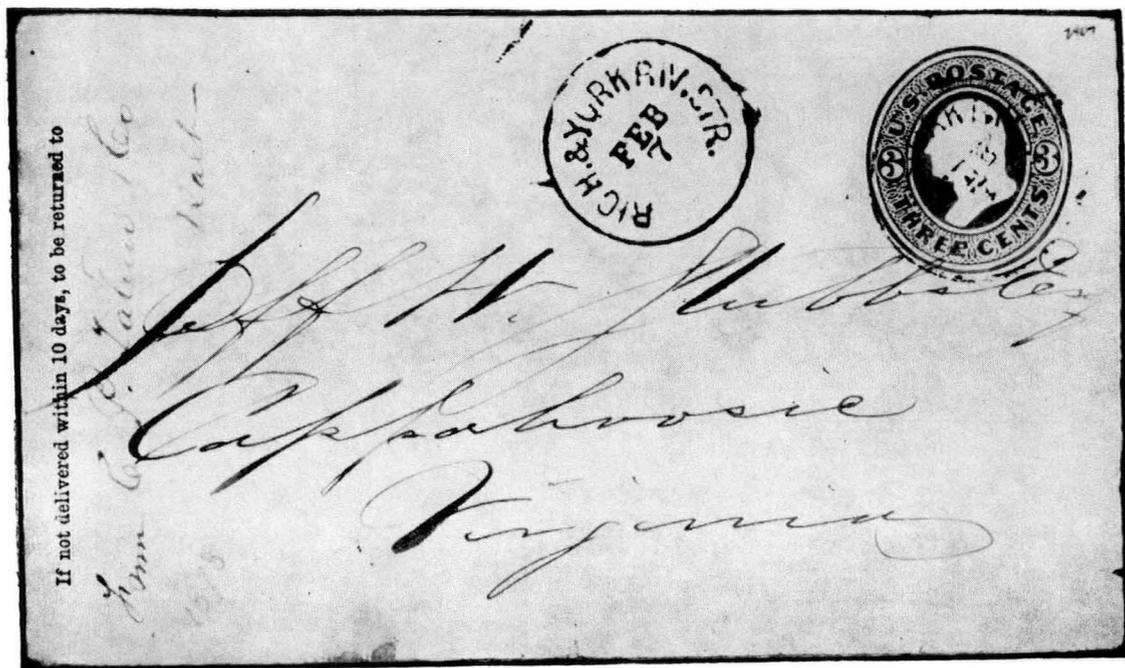


Figure 7. Boat Transit Marking. 26 mm. black circle struck twice on 3 cent banknote stamped envelope Baltimore, Md. to Cappahosic, Va. An 1878 cover over 196 mile run on steamer with route agent operating from Baltimore to West Point, Va., at head of York River, where train connections were made for Richmond.

(VI) Street car or trolley car transit markings are found from the 1890 to 1920 period in such cities as Baltimore, Boston, Brooklyn, Chicago, Cleveland, Cincinnati, Philadelphia, Pittsburgh, Rochester, St. Louis, San Francisco and a few others. They are normally of the R. P. O. type, showing street car route name by street or streets in the route, or by termini of routes. In many cases the street car designation will show only in the killer of flag or box type with the city name in circle marking. This group of markings is comparatively rare on many of the routes and cities, and is becoming greatly in demand by knowledgeable collectors. In some cases the full street car was used for mail purposes and in others only a compartment was furnished in the car. Primarily for the collection and distribution of mail to and from sub-stations and postal handling boxes, they did carry an R. P. O. clerk who received letters from the public and applied street car marking as they were sorted. Some of these street cars even sported mail slots for posting letters—apparently when they were not moving.

In later years this function was taken over by auto trucks and the clerk was eliminated, although in one case in Washington, D. C. the truck received mail en route, carried a clerk, and applied postmarks to letters en route.

THE MOST recent type of transit marking is the recently phased out Highway Post Office van or bus, which followed a prescribed route from town to town, working much as the railway post office. Mail received from the public or uncanceled was postmarked by a clerk and sorted. The type of marking used was normally the designation of terminals along with the abbreviation H. P. O.

A sideline to the collecting of transit markings is the accumulation of corner cards showing name of railway or boat line which carried the letters. *Figure 8* shows such a cover. Many of the earlier covers are quite attractive in design and show drawings of locomotives, cars and steamboats, often in color. The house envelope of a rare short line railway, or the attractive corner card of appropriate

railway or boat line lends interest and association to the transit postmark collection—even more so in those uncommon cases where the transit marking is found on a cover affording such advertisement or identification.

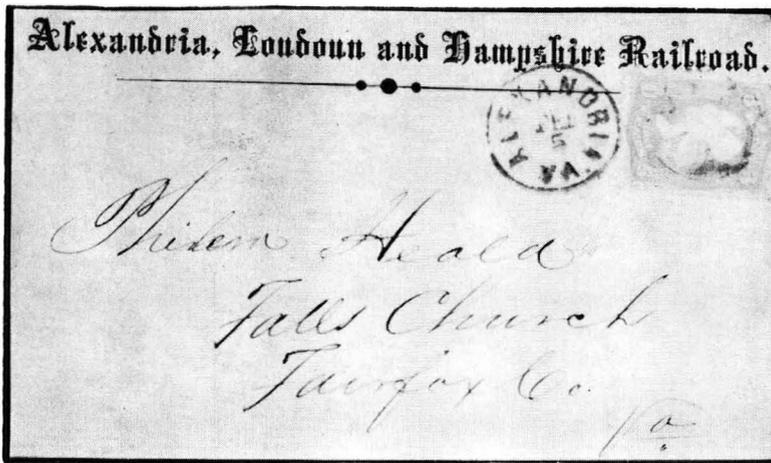


Figure 8. Railway Corner Card on cover with US 65 and Alexandria, Va. townmark to Falls Church, Va. Alexandria, Loudoun and Hampshire Railroad was a short line railroad extending in 1868 from Alexandria to Leesburg, Va., 38 miles. Route agent service apparently commenced on this line in 1873.

There are many areas of specialized interest in transit marking collecting and we are listing some representative type collections which you may find appealing.

- (A) General transit markings of all groups previously listed or of any particular group -R. R., Agt., R. P. O. or Station.
- (B) Transit markings used in a particular period—such as stampless, Fifties, Sixties, Banknote, etc.
- (C) Transit markings associated with a particular postage stamp or issue of postage stamps. You should be sure that the denomination and usage of stamp is such that transit markings will be normally employed with the stamp. As an example, the two-cent Black Jack was normally employed for local or drop mail and transit markings are extremely rare with such a stamp.
- (D) Transit markings by a state, group of states, city or other geographical area, river, bay and so on.
- (E) Transit markings by a railway or railway system—showing development of the system if desired. I have seen a very fine collection of markings used on the New York Central system and its predecessors.
- (F) Transit markings by service mode such as railroad, steamboat, street car or highway vehicle.

Other more specialized collections could be based on such groups as transportation company corner cards, Confederate usage transit markings, killers associated with transit markings, transit markings by color, international transit markings, route agent or R. P. O. clerk name collections as found in killers or on facing slips (used to tie sorted mail in bundles and then stamped by agent or clerk, usually with a special device), transit markings associated with Express Companies, and even revenue stamps cancelled with railroad company handstamps or manuscript cancellations. Almost all of these have been encountered by the writer and are possible with varying degrees of difficulty. However, they possess in common a high degree of interest in locating, identifying, researching, and possible eventual preparation of philatelic literary contribution.

TRANSIT MARKINGS covers may be obtained by collectors through the use of many sources. Auction sales should be followed closely as the most outstanding single items will usually turn up in these sales, but care is needed in purchasing as auction descriptions in some cases do not properly describe transit markings or reflect their actual condition. Auctions also on occasion offer bulk lots of cancellations on cover and rare markings have turned up in these lots when they have not been carefully examined. Another source that is very productive is obtaining such markings on approval from the half dozen or so cover specialist dealers who are most cooperative and knowledgeable. Visiting stamp stores as you travel and checking through stocks of older covers will turn up many interesting and unrecorded items, as will checking through dealers stocks of covers at stamp shows. Trading with your fellow collectors is also a productive method of obtaining markings but unfortunately very few are picked up from sales departments of clubs except in rare cases. The insertion of an advertisement in the want list of philatelic publications is an economical and frequently productive method of obtaining covers. It should be emphasized to the starting collector to be alert to the fact that some of the station, R. R. and Agt. markings on covers of the 1865-85 period are very

scarce and most desirable due to their use at small stations, on lines of little rail or water traffic and low mail volume, as well as through discard and destruction resulting from many years of neglect by stamp collectors ignoring the banknote period for the earlier issues. Indeed many of these are far scarcer than most covers of the stampless or 1850 periods which were very often from high volume mail routes and were carefully preserved by collectors due to their age and postage stamp associations.

Transit marking collecting offers varied and interesting fields for original research to the specialist. In spite of publication of two railway markings catalogs we are comparatively uneducated in the nature, usage, and reasons for many of the basic facts pertaining to transit markings. While a fairly comprehensive listing of rail and boat mail contracts can be obtained, such contracts did not in many cases match with mail routes operated and we are lacking a positive source of knowledge establishing mail routes operated prior to 1882. Except for the help offered by the *Official Registers* of the United States in listing agents names and runs for a period, there is no way otherwise to positively identify routes, and prior to the Civil War period, while we know many of the agents' names, we have difficulty tying them to an exact route, or relating them to the use of a particular marking device. Likewise we know of routes that employed two or more agents while we have record of only one transit marking, and in some cases no markings. Conversely we have in a few cases records of transit markings without any record of an agent or route. There are a few markings which have not been specifically assigned to a definite route, such as Central R. R. (Remele C-5a) or for which the abbreviations in the marking have not been identified as to route.

As mentioned previously, the state of knowledge for boat transit markings, station markings, local agent transfer markings, and use of killers with specific transit markings is very rudimentary, and a great amount of research is required to understand these fields.

There is a considerable thrill of satisfaction in transit marking collecting when an unrecorded marking is discovered, when a previously unassigned marking is definitely identified by a cover showing origination or when a previous interpretation of usage or identification is positively corrected or confirmed. Their association with the growth and development of this country is fascinating, starting with the small lines of railroads in New England and along the Atlantic coast, and spreading through the South and Middle West, and finally moving through the mountains to the Pacific coast and spreading along that shore. The increase in the number of transit markings over the years, the extension of short segmental operations to long distance railway post office operations, and the growth of short line railroads to major systems are vividly portrayed by a transit markings collection—matching the growth and expansion of this great country.

WHO CAN FAIL to respond to attractive covers creating interest by their association to such stirring events as the settlement of the Midwest, the Civil War and its direct effect on such border lines to the conflict as the Baltimore and Ohio, the stirring days of the Mississippi River and Ohio River steamboats, the slow construction of the great Transcontinental railways opening up the west and spelling the doom of the stage coach, the short tap lines of railway opening up the great agricultural regions of the plains and reaching out to gather up the gold, silver and copper of the Western mountain regions.

The history of this country was turned out by wheels—those of the wagon trains and stage coach, those of the locomotive and the railway mail car thrusting ever westward, and the churning paddle-wheels of the great river and coastwise steam boats carrying the trader, the planter and the mail. When you work with markings covers that were conveyed by these wheels and were part of this great expansion, you can hold history in your hands.

While it is possible to produce a lengthy bibliography on the subject of transit markings, for the neophyte collector most of the past material has been superseded by recent research and therefore it is felt of greater use to present only latest reference works on the various subjects and periods.

In the field of boat transit markings very little of value has been accomplished in published form and there is a great need for a comprehensive catalogue listing and showing all boat transit markings. It is hoped that in the next several years the U. S. Philatelic Classics Society will publish such a work based on the original research of Henry Meyer. In the meantime all that is available in any way comprehensive is a series of preliminary plates and listings prepared by Richard Graham and presented in the *Chronicle of the U. S. Classic Postal Issues*, Nos. 65 to 68, 70 and 72, extending from February 1970 to December 1971.

In contrast to this there has been quite a bit of cataloguing effort in the area of railway transit markings, with two basic catalogues available.

United States Railroad Postmarks 1837 to 1861. By C. W. Remele. Published by the U. S. 1851-60 Unit No. 11 of The American Philatelic Society, 1958. 169 pp.

While this volume has been out of print for some time and commands a premium price in the used-book market, the additions and corrections to this catalog have been currently maintained and are available in the *Chronicle of the U. S. Classic Postal Issues* from Issue No. 31 (June 1958) up to the present time. It is hoped that within the next five years the U. S. P. C. S. will be able to prepare and publish a comprehensive railway marking catalog for the period 1837 to 1893 covering both the Remele and Towle-Meyer catalogs with all corrections and additions brought up to date.

Railroad Postmarks of the United States 1861 to 1886. By Charles L. Towle and Henry A. Meyer. Published by U. S. Philatelic Classics Society in 1968 with 378 pp. This catalog is still available from many dealers.

Additions and corrections to this catalogue have been maintained in the *Chronicle* from No. 56, (November 1967) to date. It must be pointed out that with both these catalogs the work is never definitive as new markings are constantly turning up, new colors and dates are located frequently and interpretations of usages, routes, etc., are subject to constant correction and refinement as research progresses. Validity is naturally improved with successive efforts but it takes many years and many editions to arrive at a final positive form where evidence is many times circumstantial and interpretations subject to refinement.

Other reference works of interest on railway transit markings are the following:

Railroad Post Office History. Edited and compiled by Leo A. McKee and Alfred L. Lewis. Mobile Post Office Society, Pleasantville, N. Y. 1972. 218 pp. + index.

American Stampless Cover Catalog. Edited by E. N. Sampson. Rev. Ed. 1971. Published by Van Dahl Publications, Albany, Oregon.

19th Century United States Fancy Cancellations. Third Revised Edition, 1963. Herst-Sampson. Published by Herman Herst, Shrub Oak, N. Y. (A new edition is shortly due on the market).

Canadian transit markings are fully as interesting and varied as those of the United States and offer a fine companion field for the collector. There are two interesting sources of information which are up-to-date:

A History of Canadian R. P. O's. L. F. Gillam, F. C. P. S., 1967. Published by author.

The Handbook and Catalogue of Canadian Transportation Postmarks. By T. P. G. Shaw, 1963. Published by Royal Philatelic Society of Canada. (This volume and a supplement, date 1970, are available from the British North America Philatelic Society.)

Identifying Fake Postal Markings: Handstamped and Manuscript

(Reprinted from *Chronicles* No. 40, Oct. 10, 1961 and No. 44, Feb. 20, 1963)

ONE METHOD of showing up the work of a faker is by study of the so-called postal marking, etc., to see whether it agrees with normal markings and rates of the period on mail of the kind supposed to be represented by the cover in question. Most fakers do not know postal history well enough to avoid making obvious mistakes that are apparent to the student.

However, there are some apparently authentic covers that are still fakes because the handstamped markings were made-to-order or the manuscript markings were applied in recent years to covers made from early stampless letters with genuine stamps of the period applied. In the past few years fakers

have been at work using civil-war patriotic envelopes of which there is a plentiful supply unused, or genuine stampless letters to which fake markings are applied, and made-to-order manuscript markings from "rare" towns, and the like.

Detection of such fakes requires study of the impressions, inks, etc. A common method of faking a handstamped marking is to make a litho-plate from a genuine marking and to run the fake cover thru a litho-print machine to transfer the design to the fake cover. Such items are fairly easy to discover because the litho-print is distinctly a surface print whereas the handstamped marking usually makes slight indentations in the paper—a fact that can be noted by looking at the reverse side of the sheet. Fake imprints and mottoes, corner cards, etc., are sometimes similarly made—and likewise are ordinarily easily discovered by noting the lack of depressions when viewed from opposite side of sheet.

Long needed, however, is a test to determine whether or not a handstamped impression is very old or was applied comparatively recently—and the same for a manuscript marking. Unfortunately the usual black-light test does not show expected differences in such cases—at least for black markings—and even for the colored markings it is not easy to find a suitable 'control' impression of the same color that you know is genuine. They changed the ink mixtures for colored handstamps considerably in the early days—in the same post office, unfortunately.

We are greatly beholden to Mr. H. A. Meyer for helpful information on this subject—which he reports as the result of a recent investigation of some faking that fortunately was nipped in the bud and the miscreants unmasked.

Mr. Meyer writes: The basic point of the test is to find out whether the ink has been on the cover many years, or only some five years or less. With the aid of an assistant curator of a leading historical society—based on research by an eastern university professor who is a specialist in study of forged documents—the following process is recommended:

(1) By using a wad of 'medical' cotton put a drop of distilled water anywhere on the suspected word or postmark. Leave it there for perhaps 15 seconds.

(2) Press a colorless blotter down firmly on the place. Use the sterile blotter paper that can be gotten from a chemical supply house for filter use.

(3) Release pressure and examine the offset impression, if any, on the blotter—

(a) Of a handstamped impression, if quite old, no offset will appear at all; if recent, there will be an offset in the color of the suspected mark but pale.

(b) Of manuscript markings, if genuine, (that is, if old), there may or may not be an offset; if there is one, it will be in the pure color of the suspected mark; if forged (applied recently) there will be a difference of color between the suspected mark and its offset and probably a color separation. One of the colors that separates out may be yellow. Thus; if the ink on the letter is brown, the offset color will not be the same color of brown or even a brown at all. Also around the edges of the offset will appear a still different color—sometimes a yellow which appears to emerge from the main offset color.

Mr. Meyer asks us to emphasize the fact that this test is not completely perfected, but it serves well in many cases, even when the faker has done his best to duplicate inks of long ago. He cannot reproduce 100 years of aging, though outwardly his job may look identical with a genuine original.

★ ★ ★

INCLUDED in Issue 40 was the description of a method of detecting faking. The method has been used with good results and has been instrumental in showing up several sources where fakes have originated. Valuable, therefore, is the following comment recently received from Mr. F. E. Risvold, who regularly uses the method to check any suspected item:

Recently I bought a stampless cover from a well known dealer which bore a rare cancellation (only one known). The dealer thought it might be a fake and marked it as such. I bought it for letter content and not for the cancellation. I put it to the "stain" test and it reacted the same as other known bogus covers. . . . This test is not perfect as to *manuscript* cancellations, but as far as *handstamps* are concerned it runs true to form. Genuine *manuscripts* will or will not stain, but if the ink has been blended to *simulate* age, it will separate in the transfer and show up the fakery.

From this report it is evident that we may consider the method infallible in the case of hand-stamped markings, but not always conclusive in the case of manuscript markings.

British Open Mail to France With Emphasis Upon the American Packet Service

By George E. Hargest

WHEN THE U. S.-British treaty became fully effective on 1 July 1849, the letter rates to France, via England, were governed by the Anglo-French treaty of 1843 and the U. S.-British treaty. On Sept. 23, 1849, France reduced its inland postage on mail from the United States from various rates determined by distance to 50 centimes, or 5 decimes to anywhere in France. To this rate was added the rate established by Article LII of the Anglo-French treaty of 1843. By this article, France paid England 3 shillings, four pence per ounce for sea and British transit postage, and France paid England four francs per 30 grams for the same service. This amounted to 40 pence, or 40 decimes, 1 decime, French being equated to 1 penny, British. The weight of a single letter was set at $\frac{1}{4}$ ounce (British) or $7\frac{1}{2}$ grams (French), and the rate for a single letter was arrived at by dividing the 40 pence, or 40 decimes rate by four, which resulted in a rate of 10 decimes in France, or 10 pence in England. Thus, a single rate letter from the United States was charged 15 decimes (5+10) decimes. The progression was one additional rate for every $7\frac{1}{2}$ grams, or fraction thereof.

The U. S.-British treaty established an inland rate of 5¢ per $\frac{1}{2}$ ounce for anywhere in the United States, except the Pacific coast, and a sea rate of 16¢. According to Article XI, 5¢ would pay the rate of a letter to a British packet in a United States port, whence Article LII of the Anglo-French treaty would become effective on letters addressed to France. On American packet letters posted in the United States and addressed to France, 21¢ (5¢+16¢) paid the rate of the letter to a port of debarkation in England, whence the rate of Article LII became effective. Under Article LII of the Anglo-French treaty, there was no way in which a difference in rate could be made if Transatlantic service was by British or American packet.

Because of the existence of Article LII, France was excluded from Article XII of the U. S.-British treaty during its negotiation. It was agreed, however, to invite France "without loss of time" to enter into arrangements "as are most conducive to the interest of the three countries," for the mutual exchange of closed mails. At the time France was excluded during the negotiation of the treaty, it was agreed that Great Britain, with the consent of France, would apply the principle of the twelfth article to mails to France. Article XII stated, in effect, that the United States would be charged the transit rate on letters addressed to foreign countries and passing in transit through England, the rate that was being taken, or would hereafter be taken, from British residents for the same service. At that time, the transit rate to France was 5*d.* per half ounce established by Article XXXIII of the Anglo-French treaty of 1843.

The U. S.-British treaty in Article IX provided that closed mails were to be sent per ounce at two letter rates plus 25 per cent added "to compensate the loss that would otherwise be sustained by this mode of computation." Great Britain applied this formula to the sea postage of 8*d.*, or 16¢ and arrived at a closed mail sea rate of $1/8d.$, or 40¢ per ounce. The same formula was also applied to the 5*d.* transit rate to France ($5d. \times 2 = 10d. + \frac{1}{4}$) and arrived at a rate of one shilling, one-half penny per ounce. The United States demanded that the British reduce this transit rate to France to 6*d.* per ounce, since the United States was being paid only $6\frac{1}{4}d.$, or $12\frac{1}{2}$ cents per ounce to transport the mails from New York or Boston to Canada. The British were only willing to drop $\frac{1}{2}$ penny from the transit rate and make it one shilling per ounce. The British then made an offer to the United States and France of a rate per ounce by British packet of $2/8d.$, and of one shilling by American packet. This offer was immediately rejected by the United States, but was accepted by France.

Since there seemed little prospect that the United States would accept the terms offered by the British, France and Great Britain proceeded to work out the arrangement between the two countries. By May 1, 1851, France was to send mails to the United States, via England, as closed mails through England at the rates set forth in the British offer. From that date forward mails from France to the United States do not bear a British marking. Although France no longer paid the rate set by Article LII, it still charged 15 decimes per $7\frac{1}{2}$ grams on letters dispatched to the United States, regardless of whether they were conveyed by British or American packet.

ON MARCH 31, 1844, Great Britain and France had established a new system of accounting to be used on mail exchanged under the Anglo-French treaty of 1843. Since Article LII established

a rate of $3/4d.$ per ounce for letters to or from "colonies and countries beyond the sea, wherever the same may be situated" and a rate of $4/-$ per ounce for letters to or from Canada, both rates had to be differentiated and accounted for separately. The "Articles in the Accounts," each of which was given a different number for a particular rate, were, therefore, developed. Originally, the $3/4d.$ rate was numbered Article 12, but on Jan. 1, 1846, these accounting articles were revised and the $3/4d.$ rate fell under accounting article 13. These article numbers were used on the letter-bills to designate the rate at which the mail was forwarded to France. A rectangular marking inscribed "COLONIES/&c ART. 13" was applied by the British offices, particularly London, to mail forwarded to France from the United States.

About the middle of 1851, France and Great Britain determined to apply the rates that were being used on closed mail forwarded from France to the United States, to the mail received as open mail from the United States. This provisional agreement was first introduced on American packet mail Sept. 1, 1851, and by French decree Nov. 19, effective Dec 1, 1851, for both American and British packet mail. The rates established by this decree and their derivation are presented in *Table I*. After Sept 1, 1851, mail was no longer forwarded from Great Britain to France under Article LII rates, or under Accounting Article 13. The "COLONIES/&c ART. 13" marking was, therefore, discontinued.

From Sept. 1, to Dec. 1, 1851, letters posted in the United States addressed to France and conveyed to England by British packets were rated in France at 15 decimes per $7\frac{1}{2}$ grams, but do not bear a "COLONIES" marking. It will be noted that only three months expired during which this combination of rate and marking could occur. During this three month period the Cunard Line made only thirteen trips between Boston or New York and Liverpool.

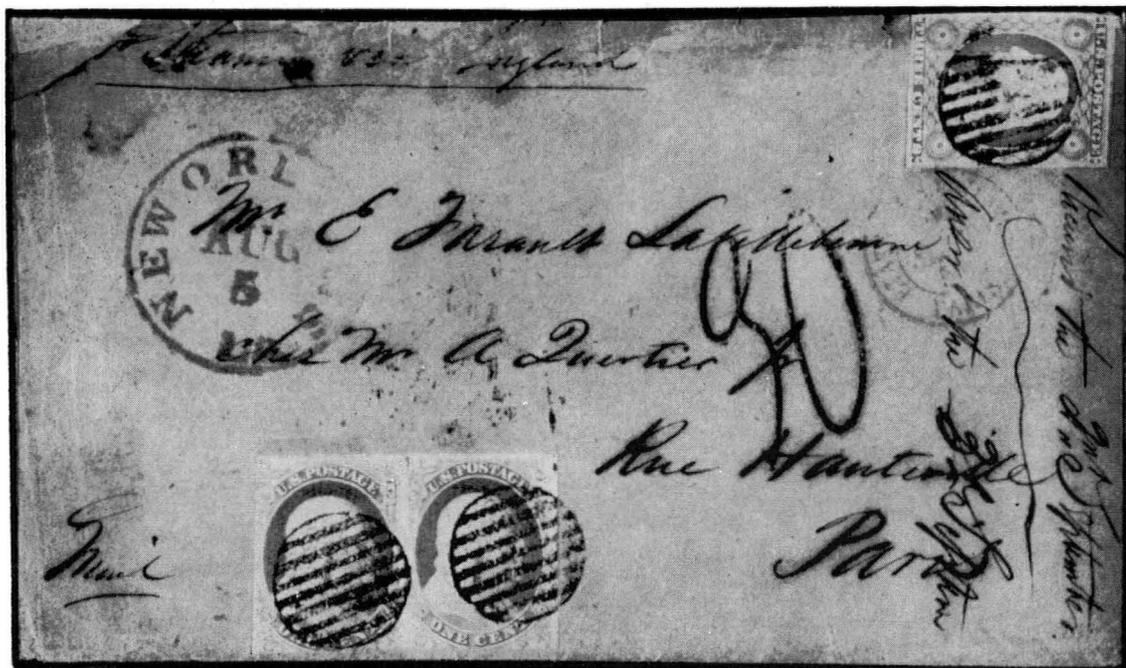


Figure 1. The markings on this cover could only occur between 1 September and 1 December 1851. The author knows of only one other cover prepaid by postage stamps that shows them.

The cover illustrated as *Figure 1* was reported by W. Newton Landis, RA 332. It bears a 3ϕ orange brown and a pair of 1ϕ , type II, of Plate I of the 1851 issue. Posted in New Orleans on Aug. 5, 1851, it was forwarded to Liverpool by *Niagara* of the Cunard Line, which sailed from New York on Aug. 13, 1851. It bears on its reverse a circular marking of the London office inscribed "JE/31 AU 31/ 1851" applied in red-orange ink, which indicates that it was forwarded from London to France on Aug. 31, 1851. The Paris office marked it with a double circle "ETATS-UNIS PAQ. BRIT./PARIS" marking bearing the date of Sept. 2, 1851, also applied in red-orange ink. This represents the first use of this marking, and it was also in the first mail to which the "COLONIES" marking was not applied. It shows a double rate collection in France of 30 decimes, which indicates that the letter weighed over $7\frac{1}{2}$ grams, but not over $\frac{1}{2}$ ounce in New Orleans. The author

knows of only one other cover prepaid by stamps of the 1851 issue that shows a collection in France of 15 decimes (or multiple thereof), without the "COLONIES" marking.

NEITHER THE British nor the French notified the United States of the rates of the provisional agreement. (See Table I.) In 1853, Post master General Hubbard thought that double sea postage was still being charged on American packet letters to France. Therefore, on Jan. 24, 1853, he issued a post office order requiring the prepayment in the United States of 21¢ on all letters addressed to France, whether conveyed by British or American packet. This "retaliatory" order was published in all the major newspapers in the United States. The French minister, Count de Sartiges, immediately protested this action and promised an equitable settlement of the matter by his government. Postmaster General Hubbard grudgingly suspended the order for two months on Feb. 10, 1853. The order of suspension, however, was published only in the Washington newspapers. Some persons who saw the original order, but not the order of suspension, continued to prepay their British packet letters with 21¢ because they thought such a prepayment necessary.

TABLE I			
Rates Established by French Decree of Nov. 19, 1851			
<i>British Packet</i>			
U. S. inland postage (prepaid or collected in the United States)			5¢
Sea postage ($\frac{1}{4}$ of 1/8d. or 40¢)	5 decimes	10¢	
Transit postage ($\frac{1}{4}$ of 1/— or 24¢)	3	6	
French inland postage	5	10	
	—	—	
Prepaid or collected in France	13 decimes		26
			—
Total postage			31¢
<i>American Packet</i>			
U. S. inland postage			5¢
Sea postage (U. S.-British treaty, Article I)			16
			—
Prepaid or collected in the United States			21¢
Transit postage ($\frac{1}{4}$ of 1/— or 24¢)	3 decimes	6¢	
French inland postage	5	10	
	—	—	
Prepaid or collected in France	8 decimes		16
			—
Total postage			37¢

Figure 2 presents a cover posted in Philadelphia on April 5, 1853, addressed to Charles Toppan in Paris. The letter is signed by Samuel Carpenter. These gentlemen were members of the firm of Toppan, Carpenter, Casilear & Co., which printed the stamps which appear on this letter. These stamps represent a prepayment of 21¢, normally the required prepayment on letters by American packet. Carpenter, however, endorsed the letter, "Pr Steamer/Asia/April 6th." This indicates that reference was made to one of the notices of mail sailings, which would also inform him that Asia was a British packet. Since other letters in this correspondence are endorsed to British packets and prepaid 5¢, normally the required prepayment on British packet letters, the only logical explanation of the prepayment of 21¢ on this letter is that Carpenter thought it necessary to prepay it in that amount.

On Feb. 18, 1853, Colonel Maberly, Secretary of the British Post Office, addressed a letter to the U. S. Post Office Department explaining the provisional agreement. Thus, over a year and a half after the fact, the United States Post Office learned of these arrangements between Great Britain and France. Count de Sartiges also wrote the Department explaining that there was only a 6 cents, and not 16 cents difference in the British and American packets rates. He further explained that the difference was the result of lowering the sea postage to 10 cents on British packet letters. This angered the United States Post Office Department, because a lower sea rate would throw more mail to the Cunard Line. However, the suspended Post Office order of Jan. 24, 1853, was not revived.



Figure 2. This cover is endorsed to a British packet and prepaid 21c, normally the American packet rate. It is suspected that the prepayment in this amount was influenced by the "retaliatory" Post Office order of 24 January 1853, which required the prepayment of 21c on all letters addressed to France, via England. Although this order was suspended on 10 February 1853, notice of the suspension was published only in the Washington newspaper. Toppan-Carpenter correspondence.

THE AMERICAN packet service to Europe was maintained by the Collins Line, running between New York and Liverpool; the New York-Havre Line, running between New York and Havre, via Cowes (Southampton); and the Ocean (Bremen) Line, running between New York and Bremen, via Southampton. After 1852 there was scheduled from New York an American packet sailing on every Saturday. But as Postmasters General were to learn to their sorrow, it was one thing to schedule sailings, and another to have them maintained. While the Collins Line made its scheduled 26 trips a year from 1852 through 1856, the New York Havre Line made its scheduled 13 trips only in the year of 1855, and the Ocean Line made as many as 12 trips only in the years of 1855 and 1856.

The Cunard Line (the only British packets) was running between the United States and Liverpool weekly, sailing from the ports of New York and Boston on alternate Wednesdays. British open mail service to France by British packet was, therefore, weekly on Wednesdays, the ships of this line performing 52 trips a year. Since the New York-Havre Line ran direct to Havre, British open mail service to France by American packet was maintained only by the Collins and Ocean Lines, and in no year did the number of trips exceed 38.

Although the Collins Line emphasized speed, and its fast passages were inflating American prestige, it was unable to attract a proportionate share of letters addressed to France. In his annual report for 1854, Postmaster General Campbell pointed out that the number of letters to France carried by the Collins Line was less than one-fifth of those carried by the Cunard Line.

Shortly after the outbreak of the Crimean War, the British and French Governments took over certain ships of the Cunard Line as troop transports. Therefore, the Cunard Line maintained its 26 trips to Boston, but abandoned its sailings to New York. At the request of the Postmaster General, the Collins Line changed its sailing days to Wednesdays, and from the sailing of Dec. 27, 1854, to that of Jan. 5, 1856, the Collins Line sailed from New York on Wednesdays. During this period the Ocean Line made 12 sailings to Southampton and Bremen, on Saturdays. The Cunard Line maintained its fortnightly sailings from Boston on Wednesdays, alternating with those of the Collins Line. When mails were made up in New York for a Cunard sailing from Boston, they were made up on Tuesdays.



Figure 3. This letter, evidently written on a piece of parchment, is one of the few American packet covers posted prior to 1855 and bearing a Saturday sailing date, and prepaid by postage stamps. Toppan-Carpenter correspondence.

AMERICAN PACKET letters to France are scarce. Anyone who has tried to acquire an American packet cover to France knows how long he must wait to find one appearing at auction. Covers showing Saturday sailing dates prior to 1855 are very scarce. Such a cover would usually be prepaid with 7 three cent stamps or with 3 three cent stamp and a 12 cent stamp. Considered here are only covers prepaid with the United States postage stamps. Although not numerous, there are

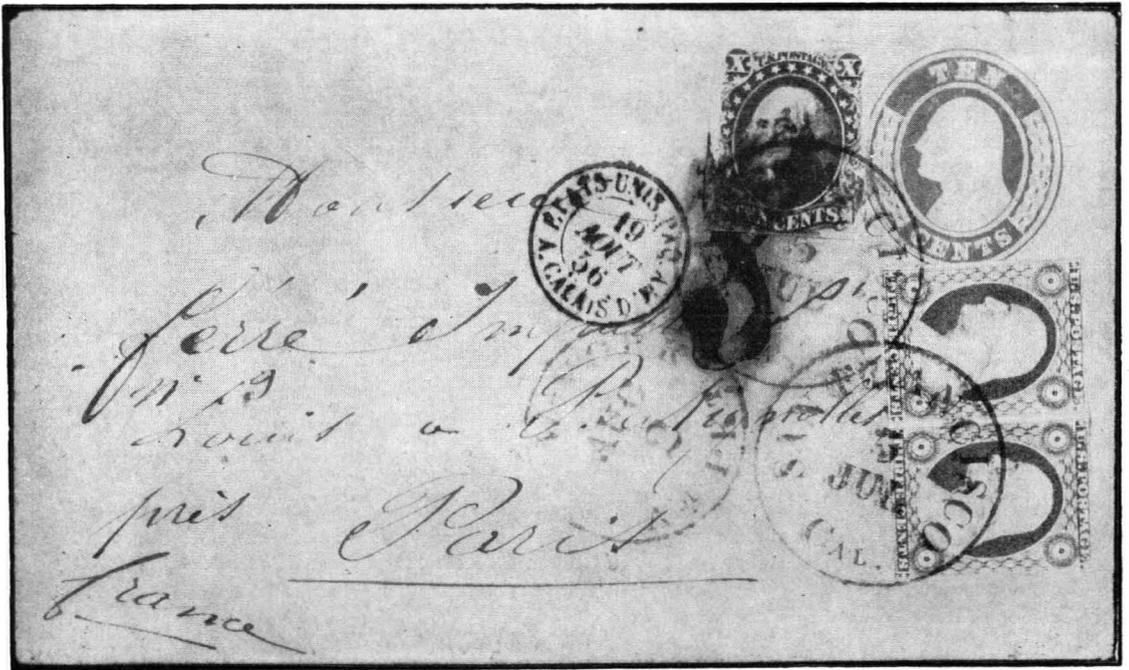


Figure 4. This is an example of a cover showing a prepayment of the 5c extra required on covers from the west coast. Such covers prepaid by postage stamp are seldom seen.

stampless covers that show the 21¢ prepayment in lead pencil. Therefore, there are a number of covers that were originally stampless now showing stamps. The buyer must beware! In many instances, the clerk took the letter, collected 21¢, marked it 21 in lead pencil, and later added the stamps.

During the year of 1855 letters to France were about evenly divided between the British and American packets, and, therefore, most American packet covers to France show a Wednesday marking and an 1855 date. Any cover bearing a Saturday date during 1855 was sent by the *Washington* or the *Hermann* of the Ocean Line. British packet covers bearing an 1855 year date, are, therefore, as scarce as American packet covers.

Figure 3 illustrates a cover posted in Philadelphia on May 27, 1853, addressed to Charles Toppan in Paris, and signed by Samuel Carpenter. The letter is not written on paper, but on parchment, or some substance not known to the author, perhaps goldbeaters skin. It actually is quite thick, but its transparency gives the illusion of thinness. The letter is endorsed "Steamer/pr Baltic/May 28." The New York American packet marking is dated 28 May, and on that date in 1853 the U. S. M. steamer *Baltic* of the Collins Line sailed from New York. The letter was forwarded from the London Office (marking on reverse) to the Paris Office, which marked it for a double rate collection of 16 decimes. A handstamp was first applied, which did not stand out sufficiently to suit the clerk who marked it heavily "16" in manuscript.

From July 1, 1851, to July 1, 1863, letters in British mails or British open mails required 5¢ extra if mailed from the Pacific coast. Figure 4 illustrates a cover posted in San Francisco on July 5, 1856. It is prepaid 26¢ by a 10¢ envelope, a 10¢, type III, and a pair of 3¢ of the 1851 issue. The New York office forwarded the letter to Liverpool by the U. S. M. steamer *Ericsson*, chartered to the Collins Line, on Aug. 2, 1856. It was rated for a single rate collection of 8 decimes by the traveling office, Calais to Paris, on Aug. 19, 1856. In this case also, the clerk did not think the handstamped "8" was sufficiently clear, and he went over it in manuscript. His pen was too full of ink and blotted at the base of the "8." Ordinarily, one would not want to buy a cover with such a flaw, but 26¢ covers from the west coast are so scarce when prepaid by postage stamps, that the flaw becomes negligible.

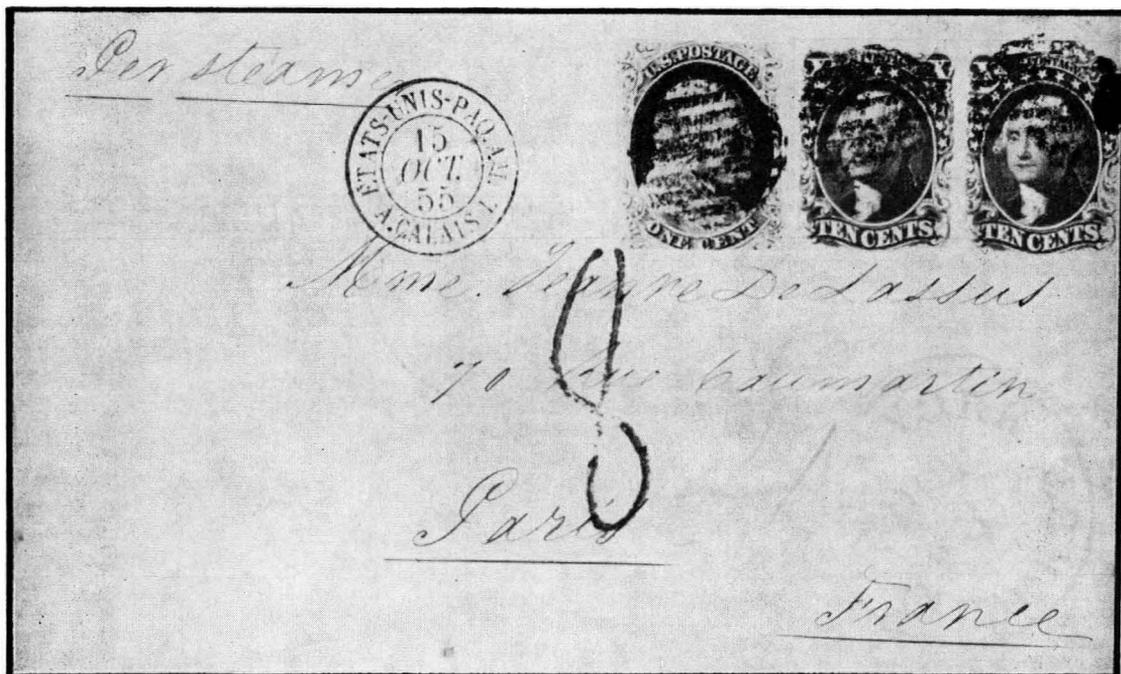


Figure 5. This is an example of a cover posted during 1855 and bearing a New York American packet marking showing a Wednesday sailing date. Although these covers are scarce when prepaid by postage stamps, there were more American packet covers posted during 1855 than any other year.

Figure 5 illustrates a cover posted in New Orleans on Sept. 26, 1855. The postmark of New Orleans is faint on the cover, and fainter still on the photograph. It is prepaid 21¢ by a single 1¢, type IV, and a pair of 10¢, type II, of the 1851 issue. The New York American packet marking bears the date of Oct. 3, (1855), a Wednesday, and on that day the U. S. M. steamer *Baltic* of the Collins Line sailed from New York. The letter arrived at the London office on 15 October (marking

on reverse) and was forwarded to the traveling post office, Calais to Paris, on the same day. The traveling office rated it for a single rate collection of 8 decimes. Although the value of the stamps on this cover is greater than those shown on *Figure 3*, the cover is by no means as scarce as that shown in *Figure 3*.

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Material for this article was drawn from *Chronicles* Nos. 52, pp. 95-99; 61, pp. 34-37; 70, pp. 102-103. Also from Hargest, George E., *The History of Letter Post Communication Between the United States and Europe, 1845-1875*, Chapters 2 and 3.

Early United States Pony Express Mails 1836-1839 and 1845

By Dr. Carroll Chase (Honorary Member)

Reprinted from Issue No. 32 of the U.S. 1851-60 Chronicle (October 15, 1948)

BECAUSE OF the general dissatisfaction with the slow mail service between the deep South and the North an Act of Congress of July 2, 1836, authorized the Postmaster General to establish the first of these two Express Mails.

The service was inaugurated Nov. 15, 1836, between New Orleans and Washington, D. C., and was probably immediately extended to New York City. The mail was carried by boat between New Orleans and Mobile, Ala. (this taking approximately 24 hours), by Pony Express rider from Mobile to Philadelphia and by train from Philadelphia to New York. One exception is that it was also carried by train between Petersburg and Gaston, Va.

A branch from Charleston, S. C., to connect with the main route at Columbia in the same state was put into operation May 11, 1837. Two other long links—one from Washington, D. C. to Cincinnati, Ohio, and one from Dayton, Ohio, (on this route) to St. Louis, Mo., started operation Oct. 1, 1837. On the same date a north-south route was established from Cincinnati, Ohio, to Montgomery, Ala., where it connected with the original route.

At the beginning pre-payment of the postage, which was always three times the regular rate of that epoch no matter what the distance, was optional. But by Act of Congress of Oct. 12, 1837, probably effective Nov. 1, 1837, prepayment was made obligatory. A very few letters have been seen in which only part of the postage was pre-paid. These are rare, as contrary to regulations. The rates allowed were single, double, triple and quadruple but no letter could weigh more than one-half ounce. A single letter was one sheet of paper, a double letter, two sheets of paper, and so on. Money was not allowed to be sent. Franked mail was prohibited but notwithstanding this a very few such pieces are known.

The service was daily in each direction. The scheduled time for the original route was six days, seventeen hours—southbound; and six days, twenty-three hours—northbound. This was between New York City and New Orleans and approximately twenty-four hours less between New York City and Mobile. The Express riders rode night and day and it is obvious that with the bad roads of the period the time made was really remarkable. Letters have been seen which covered the route on schedule, but others have been seen that required at least thirteen days on route from New Orleans to New York. Rates, single and multiple, of less than 75¢ to \$3.00 are rare and desirable. The earliest dates I have noted personally are December 1, 1836 (not prepaid), and Dec. 7, 1836 (prepaid). The latest date noted was in the Ashbrook collection, being July 3, 1839. The exact date on which the service terminated is not known, but it was quite possibly in July 1839.

Ordinarily these covers show "Express Mail" in manuscript but a few post offices used hand-stamps, among them being Augusta, Ga., Columbia, S. C., and Natchez, Miss. Strange to state, this last named office was not directly on any of the routes.

The service was resumed by order of the Postmaster General on Jan. 29, 1845, from New York City and Feb. 7, 1845, from New Orleans. During this period the regular rates of postage were charged so the only means of determining Express Mail covers is by the notation of the sender on the cover. It goes without saying that letters showing this service, which lasted only a bit over two months, are extremely rare. Of course multiple rates may be found. The earliest date I have noted personally is Feb. 10, 1845, and the latest, March 2, 1845. The service was officially discontinued on March 10, 1845.

The U.S. Bank Note Issues

By Morrison Waud

THE BANK NOTE Issues of 1870-1888 certainly deserve to be included among the *classic* stamps of the United States. Anyone who specializes in them appreciates their beauty, their interesting uses and cancellations, and their overall important place in United States philately. They are truly "classics."

This introductory article is devoted to a brief description of the various stamps that comprise the Bank Note Issues of 1870-1888 and a few words about their origin and history. Subsequent articles (in the *Chronicle*) will be devoted to fleshing out the bare bones of this article and to such other things as postal history, local rates, uses, cancellations, plate varieties, grills, essays and proofs, and Special Printings.

There are basically three periods or categories of the Bank Note Issues. It is easy to remember the sequence of the Bank Note Companies . . . N-C-A . . . the letters being in descending order. The first period is that of the National Bank Note Company which printed the grilled issue of 1870-1871 and the ungrilled issue of the same period. They were all on hard paper and were used until replaced by the 1873-1875 Issue. The second period was that of the Continental Bank Note Company which printed the issue of 1873-1875, also found only on hard paper. The third period was that of the American Bank Note Company which printed the stamps of the issues from 1879 through 1888, all on soft paper.

1870-1871: National Bank Note Company

THE 1870 Bank Note Issues printed by the National Bank Note Company resulted from public and official disappointment with the 1869 Issue—the first United States stamps with designs other than busts of prominent deceased Americans. Or perhaps the change was politically inspired as John A. J. Creswell, the Postmaster General appointed on March 6, 1869, referred in his report of Nov. 15, 1870 to the stamps "*adopted by my predecessor* in 1869 having failed to give satisfaction to the public, on account of their small size, their unshapely form, the inappropriateness of their designs, the difficulty of cancelling them effectually and the inferior quality of gum used in their manufacture, I found it necessary, in April last, to issue new stamps of larger size, superior quality of gum and approved designs." Quite an indictment of the 1869 Issue which was much admired by philatelists of the period and the stamps of which are now considered "classics" and among the most attractive and collectible of United States stamps.

As a result the National Bank Note Company, which had designed and printed the 1869 Issue, was ordered by the Postmaster General under the terms of its contract of 1868 with the Post Office Department to prepare new designs to replace the 1869 Issue without additional cost. The resulting stamps were one-third longer than their 1869 predecessors and the designs adopted were again heads in profile of distinguished deceased Americans. Thus the course of United States stamp designs reverted back to the heads in profile of deceased Americans that graced the stamps of the issues prior to the 1869 Issue, not to be deviated from again until the Columbian Issue of 1893.

All denominations of the 1870-1871 Issues were issued in April, 1870 except the 3c without grill, issued in March 1870, and the 7c, grilled and ungrilled, issued in March 1871. The 7c was designed and issued as a result of the Postal Treaty with the North German confederation fixing the single letter rate by direct steamer at 7c. Otherwise the denominations were the same as the 1869 Issue, viz., 1c, 2c, 3c, 6c, 10c, 12c, 15c, 24c, 30c and 90c. The National Bank Note stamps were issued both grilled and ungrilled, the grill being a carryover from the 1867-1869 Issues where grills were specified to make it more difficult to clean the cancellations off stamps for reuse. The grills on the 1870-1871 Issues range from quite clear to so faint as to be almost indistinguishable. They may have been used on the 1870-1871 Issue only to comply with the terms of the 1868 contract. In any event, the grills were gradually discontinued entirely as not producing the results claimed nor adding to the usefulness of the stamps. There were some additional experimental grills used subsequently, however.

1873-1875: Continental Bank Note Company

IN 1873 the National Bank Note Company lost the contract for printing United States stamps to the Continental Bank Note Company. The same plates, denominations and basic colors were used, except that secret marks were added to all denominations except the 24c, 30c and 90c. The purpose of

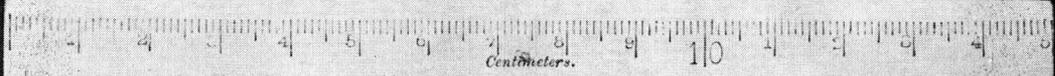
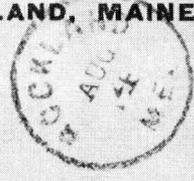
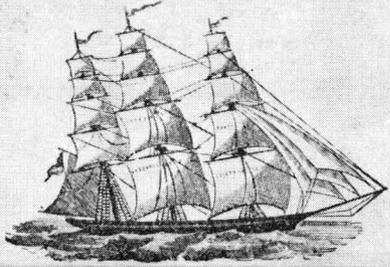


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Figure 1. A selection of covers with Bank Note stamps as a sampling of the variety and scope offered by these issues. From the top: Advertising cover at the circular rate; 2c red brown on an illustrated cover; metric propaganda cover from Randolph, Vt.; Danbury, Conn., fancy hat; 10c Continental used to Mexico with foreign mail cancel.

the secret marks was apparently to identify stamps produced by the Continental Bank Note Company. More will be written about the secret marks in subsequent articles. One of the great mysteries of the Bank Note Issues is the 24c value which was issued by the Continental Bank Note Company according to its records. However, no one has ever found a satisfactory way to distinguish it from the 24c National. The 30c and 90c values can be distinguished by color shades.

On June 21, 1875, a 2c vermilion and a 5c blue stamp were issued on hard paper. They were printed by the Continental Bank Note Company and are often considered as part of the 1873 Issue. The color of the 2c was changed from brown to vermilion to distinguish from the 10c brown of the regular Continental Issue, and the 5c denomination was issued for the 5c Universal Postal Union single letter rate which became effective between member nations on July 1, 1875.

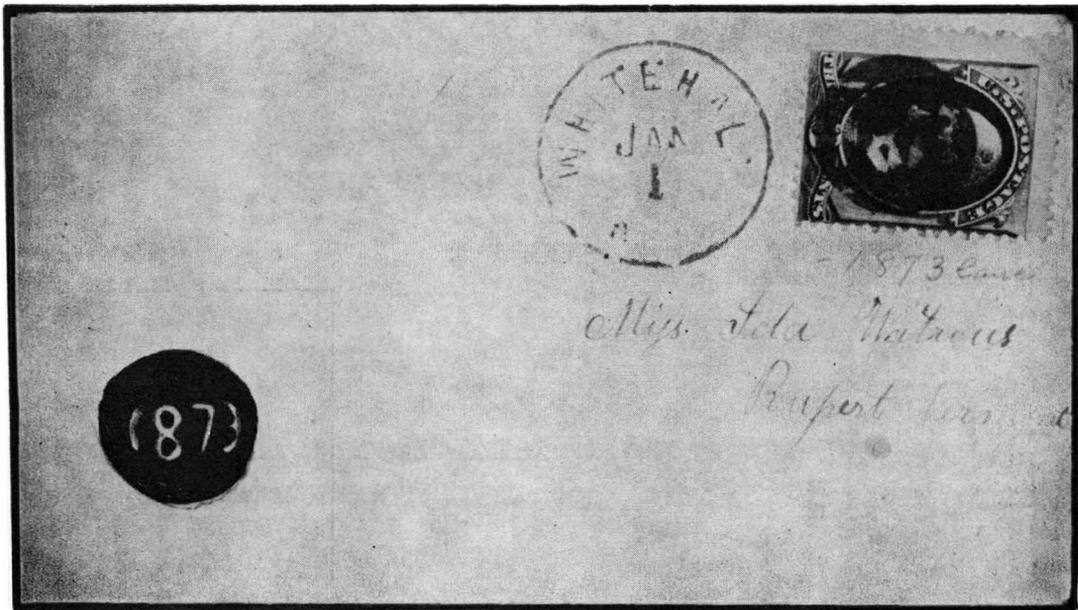


Figure 2. A "centennial" cover from Whitehall, N. Y., dated Jan. 1. The 3c Continental is canceled by a negative "1873" year date.

1879-1888: American Bank Note Company

ON FEB. 4, 1879, the Continental Bank Note Company was merged into the American Bank Note Company which apparently just assumed the stamp contract of Continental with the Post Office Department. Thus ended the era of the hard paper Bank Note stamps as all stamps printed thereafter by the American Bank Note Company were on soft paper. The first American stamps were issued in 1879 using the Continental plates and some new American plates apparently made from Continental transfer rolls or from transfer rolls made from Continental dies. The denominations were the same as for the Continental Issue, including the 2c vermilion and the 5c blue, except that the 7c, 12c and 24c denominations were discontinued as no longer required for current postal rates.

In 1881 the American Bank Note Company apparently became dissatisfied with the impressions from some of the plates used on the 1879 Issue. As a result it altered the plates of the 1c, 3c, 6c and 10c by retouching and re-engraving the dies. These are referred to as the Re-engraved Issue of 1881-1882. Dissatisfaction having been expressed with the 5c blue stamp of the 1879 Issue, which depicted Zachary Taylor and there being a need for a stamp in memory of President Garfield who was assassinated in 1881, a new 5c value was designed and issued in 1882. The stamp was in brown and featured a picture of President Garfield. It was originally to be a mourning stamp in black, but when the proof was submitted to Mrs. Garfield she refused to approve black as the color. On Oct 1,

1883, a new 2c stamp was issued by the American Bank Note Company for the new reduced single letter rate, effective October 1, 1883. At the same time a 4c stamp was issued for double the 2c single rate. The 2c was red brown and the 4c was blue green.

On June 11, 1887, a new 1c stamp was designed and issued, apparently because of the wear on the 1c re-engraved plate. Subsequently, the 2c red brown of 1883 was superseded by a stamp of the same design but in green. This may have been done to return to the prior practice of using the color green for the stamp that paid the single letter rate. At about the same time the color of the 3c green of 1879 was changed to vermilion, again presumably to avoid confusion and as it no longer represented the single letter rate. This was probably the reason also for the change about a year later of the color of the 4c blue green to carmine. The last of the American Bank Note Company's stamps of these issues comprised a change in color of the 5c Garfield stamp from brown to indigo (perhaps to avoid confusion again with the re-engraved 10c brown) and a change in the colors of the 30c black and the 90c carmine of the 1879 Issue to orange brown and purple, respectively. Again those changes in color seem to have been made to avoid confusion.

This completes the so-called soft paper of 1879-1888 Issues printed by the American Bank Note Company. In studying these American Bank Note Issues it seems most logical to treat the 1879 stamps as one issue, the re-engraved stamps of 1881-1883 as a separate issue and the stamps issued in 1887-1888 as a third issue.

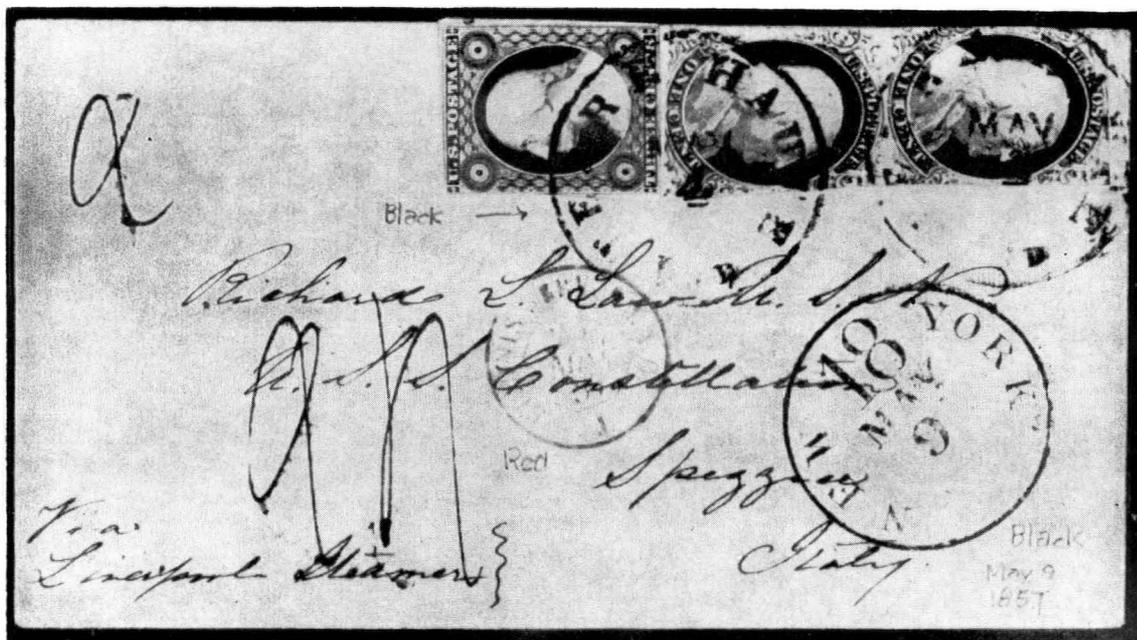


Figure 1. From Terre Haute, Ind., May 4, 1857, to Italy. Stamps disregarded and the cover rated "24" decimes due as a double letter. (Stanley B. Ashbrook photo.)

The Cover Corner

By Susan M. McDonald

Ashbrook and Foreign Rate Covers

STANLEY B. ASHBROOK'S many contributions to our knowledge and appreciation of classic U. S. stamps and covers extended to nearly all fields and specialties from the concentrated study of individual stamps to original research into broad phases of postal history. In particular, Ashbrook's thorough analysis of covers to foreign countries and his emphasis on their scarcity and desirability gave impetus to the collection of such material and encouraged independent study of primary sources. For several years before his death, Ashbrook issued to a limited group of subscribers the *Special*

Service, a series of reports on U. S. stamps and postal history in which he often analyzed puzzling or unusual covers. One of his favorite expressions was, "it is the story behind the cover that makes the cover." Ashbrook's discussion, in the next to last issue of the *Special Service* (Nov. 1, 1957), of the interesting cover shown in *Figure 1* is typical of his style and method of treatment:

[This photograph] illustrates a cover with postage paid of 5¢ from Terre Haute, Ind., on May 4, 1857, addressed to "Spezzia, Italy." It has a black postmark of "May 9" with "18" at top. Why 5¢ in postage and why the "18?" In the center is a double circle French receiving postmark which reads as follows: "ETATS-UNIS-SERV-AM-A. C. 23 MAI 57-J". In lower left in manuscript—"Via Liverpool Steamer." In 1857, "May 9" (date of the N. Y. postmark) fell on Saturday. This cover is a very interesting study in rates, routes and U. S. and foreign markings. If you can explain all these important points will you advise me and I will give you credit in a future issue of this *Service*.

Ashbrook's challenge to the reader was a typical expression of his self-confidence. In the succeeding issue, No. 81, dated Dec. 1, 1957, he continued his exposition of the various features of the cover as follows:

In last month's issue . . . I described a cover from Terre Haute, Ind. on May 4, 1857, thru New York on May 9th to Spezzia (Sardinia), Italy, with a postage payment of 5¢ (3¢ 1851 plus a V. P. of 1¢ 1851). . . . In analyzing a foreign rate cover perhaps the most important feature is first to determine the exact date of use. In this case it was May 1857, and the French receiving postmark shows that this was routed by "*French mail*," that is, it was forwarded under the terms of the new "U. S.-French" postal treaty which went into effect on April 1, 1857. In describing this cover last month I emphasized the fact that the New York postmark was applied in *black ink* and had an "18" at top. This was proof that the French Post Office Department had been debited by the U. S. P. O. D. with "18¢" U. S., because, under the terms of this particular treaty, *credits* were required to be applied in *red* and *debits* in *black*. This debit to France proved that no postage was recognized as having been paid, thus this letter to all intents and purposes, was in effect the same as a stampless or unpaid letter, the 5¢ being wasted, as no partial payments were recognized. It was, payment in full, or no payment at all.

The port of Spezzia was in the "Sardinian States" and the rate by "French mail" to those states in 1857 was 21¢ per ¼ oz. (7½ grammes) or 42¢ per ½ oz. (15 grammes).

In upper left is a French applied manuscript "2" indicating this letter was a *double rate* of over 7½ grammes, which meant that the letter was sent *unpaid* from New York with unpaid postage of approximately 42¢, and of this sum there was due from the French the debited "18." Thus this "18" was the U. S. of 2 x 9¢. Why was France debited 9¢ per ¼ oz. or 18¢? The answer is 2 x 3¢ for the U. S. internal and 2 x 6¢ sea, or transmission by "*Amer. Pkt*" to England and thru Calais into France. In other words this letter was sent at the expense of the U. S. Post Office Department to England, thus that much of the rate (18¢) belonged to the U. S. P. O. D., hence the debit to France as the French were responsible for the final collection from the addressee.

Last month, I stated that the French receiving postmark read, "ETATS-UNIS-SERV-AM-A-C," which meant somewhat as follows: "*From the United States by Amer. Pkt., to England thru Calais.*" And this indicated that the U. S. P. O. D. was entitled to 3¢ plus 6¢ out of each 15¢ single rate. Also in manuscript at left center is a French applied something that looks like "9N" but in fact was "24" decimes or about 45½¢ (figuring a French franc at 19¢— a decime being 1/10 of a franc).

ASHBROOK ALSO called attention to the addressee, Richard L. Law, a naval officer from Indiana who served until 1886, and to the ship to which he was attached when the letter was mailed—the venerable and renowned *Constellation*.

Many valuable and unusual covers from this same correspondence, addressed to Law at various places all over the world over a considerable period of time, are extant. They are prized items in many fine collections. Another cover from this correspondence is shown in *Figure 2*. Its resemblance to the cover discussed by Ashbrook is readily apparent, but there are also important differences that require explanation.

Four methods of transmission were provided under the U. S.-French treaty that came into force April 1, 1857: by French or American packet direct (neither service applicable to the cases illustrated here); by American packet via England (as shown in *Figure 1*); and by British packet via England. The subdivision of the basic 15¢ rate, and therefore the credit and debit markings in the postmarks, varied according to the service employed. The French receiving mark on the cover in *Figure 2* is worded ET. UNIS SERV. BR. A. C., indicating that it was transported by British packet via England. On this service the U. S. share was only the 3¢ internal rate, the balance of 12¢ going to France, which kept 3¢ for its own internal postage and credited the remaining 9¢ (3¢ transit and 6¢ sea) to England. The additional 6¢ charged for transmission beyond France to Sardinia also belonged to France, so that, out of the 21¢ rate (per ¼ oz.) to Sardinia, the United States retained only 3¢ and credited 18¢ to France, when the transatlantic carriage was performed by British packet via England.

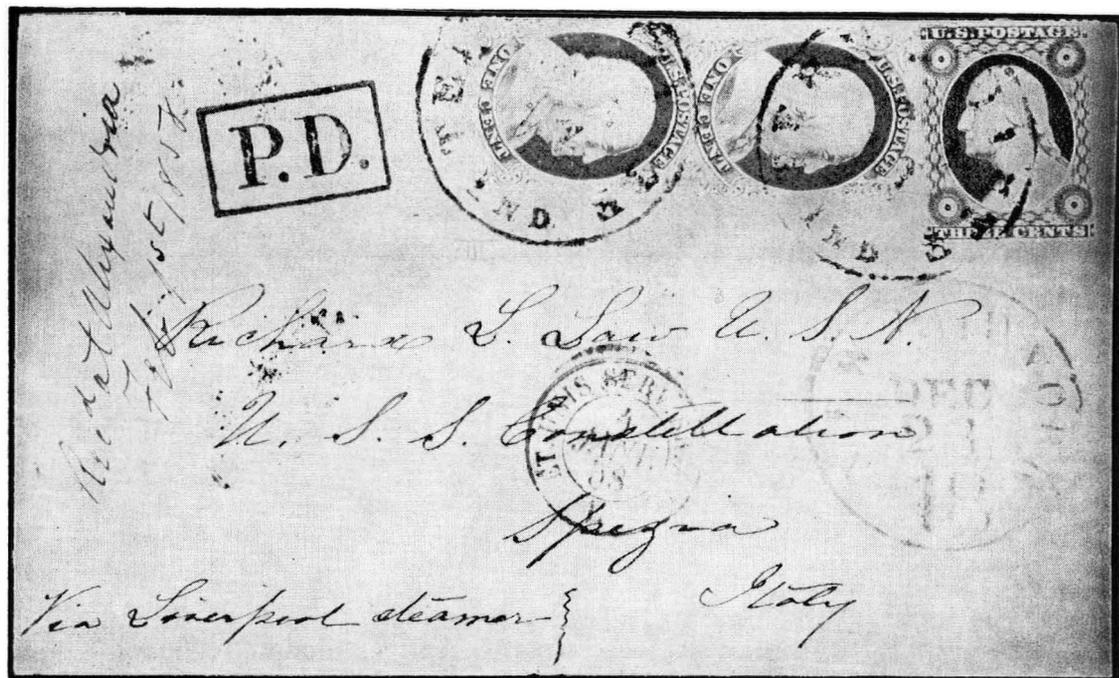


Figure 2. Terre Haute to Italy, December 16, 1857. Rate was 21c; letter should have been treated as unpaid. New York erroneously postmarked and rated as paid. (Courtesy of Mortimer L. Neinken.)

THE COVER in Figure 2 was mailed at Terre Haute, Ind., on December 16, 1857, with two copies of the 1¢ 1857 (type III) and a single 3¢ 1857. It was sent on to the New York exchange office which should have treated it as an unpaid letter just as they had the one in Figure 1. Instead the New York office struck in red its postmark intended for prepaid mail: NEW YORK/, DEC 23/PAID 18, showing a credit of 18¢ to France. This action must simply have been a glaring and inexplicable mistake, because, of course, there is no such amount in stamps on the cover. Perhaps the clerk was careless or tired, or was distracted and picked up the wrong instrument. (It was nearly Christmas Eve.)

When the letter reached the French office at Calais, it was postmarked in black ET. UNIS SERV. BR. A. C./J/4/JANV./58, the usual marking for service by British packet. Apparently it was within the ¼ oz. weight limitation, so that the French receiving office was satisfied on that score. Probably the French office (Ambulant Calais—the travelling office from Calais to Paris) recognized that the U. S. stamps were insufficient to pay the 21¢ rate, but did not choose to correct the error, if indeed, such an action was within its authority. The French Post Office Department was not cheated, since the 18¢ was already credited to its accounts with the United States. Only the U. S. Post Office Department was underpaid—through its own flagrant error—so the French accepted the letter as prepaid, marking it in black with a boxed “P. D.” to show it was paid to destination.

Of course, the original error on these letters (and others from the Law correspondence) was the sender's in mailing them with only 5¢ postage. Presumably the writer expected them to go by British open mail, by which letters for France and other European countries had been transmitted for many years before the U. S.-French treaty. However, the direction “Via Liverpool Steamer” on these covers was too vague to insure their carriage by that service. Although it is understandable that the sender was uninformed about the rates and regulations of the French mail at first, it is difficult to comprehend how this ignorance continued indefinitely. Some features of other Law covers suggest that the Terre Haute post office was itself quite unaware of the proper rates and procedures.

During this period the Navy kept squadrons in various parts of the world as protection for American commerce. The *Constellation* was flagship of the Mediterranean Squadron from late summer of 1855 to early summer of 1858. Spezzia, on the northwest coast of Italy, was, in 1857, in the Kingdom of Piedmont. This state and the island of Sardinia together made up the Kingdom of Sardinia, referred to in U. S. postal tables as the “Sardinian States.”

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