Bakers' U.S. Classics

by

Hugh J. and J. David Baker

COMPILED AND ARRANGED BY SUBJECT
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1962-1969

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Bakers' U.S. Classics



Hugh J. Baker, Jr.



John David Baker





David and Hugh Baker, as their philatelic friends saw them. Here, they were at a Washington, D.C. NAPEX show in the early 1960's. Photos by Dr. Charles D. Sneller of Peoria, Illinois.

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CREDITS AND ACKNOWLEDGEMENTS

This compilation would not have been possible without the active co-operation of many people and a few organizations.

First, the permission of *Stamps* magazine to reproduce the columns was graciously given by James Morton, Publisher, in a letter of June 13, 1980 to the chairman of the U.S.P.C.S. Publication Planning Committee.

It should be noted that the U.S. Classics column was soon resumed by Theron Wierenga and it continues to this day discussing U.S. classic materials.

The contributions of the editors of the *Chronicle* were extensive. The appropriate section editors, a list of whom is given on the copyright page, read through and commented about the columns pertinent to their areas of expertise. In addition, Editor-in-Chief Susan M. McDonald and Thomas J. Alexander read all the columns and commented accordingly.

Photographs of appropriate covers and other material to illustrate the columns were obtained from many sources, as explained in the introduction. A list of those in whose collections or stocks the covers shown (and considered) now repose or reposed at the time the photographs were taken, follows:

Alexander, Thomas J.
Allen, Thomas F.
Atkins, Alan T.*
Baker, Dorothy Jean
Beals, David T., III
Biddle, John R.
Blank, Elmer*
Brugh, Lynn*
Christian, C.W. "Bert"
Cooper, Lowell
Coulter, Elliott
DeVoss, Col. James T.
Eggen, John A., Jr.
Forcheimer, Leon*
Frajola, Richard C.
Gallagher, D. Scott
Graham, Richard B.
Haas, Marc
Hart, Creighton C.
Hartmann, Leonard H.
Herzog, William K.
Hicks, William W.*
Hubbard, Walter*
Hyzen, Leon
Ishikawa, Ryohei
Jaeger, Karl
Jarrett, David L.
Karrer, Lt. Col. Robert J., Jr.
Laurence, Michael
Levitt, Andrew
Mack, Millard
Markovits, Robert L.
McDonald, Susan M.
Meyer, Henry A.*
Neinken, Mortimer L.*
Paliafito, Robert A.
Pope, Elizabeth C.
Pope, John*
Risvold, Floyd E.
Rohloff, Paul C.*
Rorke, Dr. Joseph F.
Searing, Dr. Richard M.
Semsrott, William H.
Siegel, Robert A.
Slawson, George C.*
Spaulding, Dr. Robert M.
Starnes, Charles J.
Stever, Rex H.
Towle, Charles L.
Twigg-Smith, Thurston
Van Vlissengen, Arthur
Wall, Philip T.
Welch, Dr. Henry H.
Wolf, Paul J.*

*Deceased

Many of the covers shown have passed through several hands since the photographs used were taken, and their locations today are not known to the editors. Our apologies to those owners and also all inadvertently omitted from the above list.

Our thanks also go to Anita R. Young, Judy King, John Pinkerton, David King, Alan King and Janice Rafter at Typeetc. and King Associates for their patience and consideration shown the writer during the production of the type and keylines.

Richard B. Graham, Chairman
Publications Planning Committee

INTRODUCTION

Bakers' U.S. Classics first appeared in "Stamps" magazine as a weekly column in the issue of April 7, 1962. It ended with David Baker's column "A Swan Song" which also included the announcement of the death of Hugh Baker, this column appearing on January 18, 1969.

During the nearly seven years the columns were published, there were only three issues of *Stamps* in which no Baker column appeared. The subjects ranged from reporting on stamp shows to stamps and covers, but U. S. classic stamps and covers were the underlying subject of the columns.

Of the 351 columns published, slightly more than 40 included single column illustrations. Nearly all of these showed stamps or postmarks; only two covers were shown during the run of the columns. Yet, many of the columns were about covers and complex usages, which are difficult to explain without photographs of the subjects discussed.

Writing a column such as *Bakers U.S. Classics* requires a style of writing somewhat different from that used in preparing articles for philatelic publications such as *The American Philatelist* or the quarterly organ of the U.S. Philatelic Classics Society, *The Chronicle of the U.S. Classic Postal Issues*, known to all as simply, *The Chronicle*.

The Bakers crowded an enormous amount of detail into their columns, and their writing, to say the least, was quite compact. Whether the frequent omission of articles such as "the" and "an" (where they and most writers writing for other publications would have used them) was done by the Bakers or the editors of *Stamps*, isn't known.

Punctuation, too, is very minimal in some columns, particularly those set in small type. It should be recognized that setting type in columns only a fraction more than two inches wide presents problems not encountered in setting wider columns.

Just the same, that is the way the columns appeared and were read. And they were read widely and understood and appreciated—we know this because the response was heavy and, in fact, much of it was reported in the columns or led to further columns.

In a compilation such as this, it is accepted policy to keep the columns as they appeared, so that the style and impact of the original authors will be retained. In these columns, editorial changes have been made only to correct typographical or obvious wording errors. There has been no attempt to smooth out some extremely terse language or provide additional or otherwise correct punctuation except where the original wording didn't make sense as it stood.

The titles of the original columns, as they originally appeared, have been retained intact with very few exceptions. Not all the columns had titles; some of the weekly offerings were on two or three widely differing subjects. These usually but by no means always had subtitles. It is possible the presence or absence of subtitles was a question of space available and column length, as determined by the Bakers in writing the columns and amended by *Stamps'* editors.

The Bakers always made the point to prospective guest columnists that the magazine had placed no restrictions on column length or illustrations. However, very few columns illustrated covers; all, including the guest columnists, recognized that a cover illustration one column wide doesn't show much detail. It is evident, too, that the columns produced by the Bakers indicated a strong sensitivity to the editorial problem of available space and few, after the first year, were long enough that they had to be continued on a back page of *Stamps*.

Probably the least consistent aspect of the titles and other means used to keep separate subjects identified is that in the several long series of columns on a particular subject, such as Wells, Fargo or the biographies of the Postmasters General, the numerical sequence wasn't always accurate. Few of them had a "I" in the sequence (such as "Early San Francisco I," which was an exception) and some numbers were repeated. These inconsistencies have been corrected and adjusted in this book.

To better separate the subjects, which have been grouped in a manner roughly similar to the sectional organization of the *Chronicle*, and where no subtitles were provided in the original columns, a line of asterisks has been used to indicate the item was part of a column containing other subjects.

All of the columns have been reset 29 picas wide, instead of the original single newspaper style column, and in a much larger and highly readable type. The approach to actual errors of fact in the text, or corrections or additions in the light of data developed in recent years, has been by the use of marginal notes, a wide margin having been provided for this purpose.

These notes have been kept as brief as possible and are in a much smaller and more compact type font than the text of the original columns. The marginal notes also include many cross references between columns and also notes of treatises on the subjects of the individual columns, such as articles in the *Chronicle*.

All of the 49 single column illustrations which appeared in the original columns have been retained, although the two cover illustrations have been made much larger, with the rest placed in the page margins. In addition, over 200 cover illustrations have been provided, many of these being the actual covers discussed in the accompanying columns.

In addition to the cover illustrations, there are nearly 140 marginal illustrations, mostly of stamps or postmarks.

The Baker columns discussed stamps, covers, unusual usages and dealt not only with these but the historical and geographic details behind them in terms both of postal history and of history in general.

Most of the compendiums of columns such as this, or reprints of stamp publications, have simply repeated the columns by direct offset reproduction. If there were typographical or other errors including errors of fact, these were repeated and thus perpetuated; only those already informed were the wiser.

In a conversation with this writer, a few years before Dave Baker's death, he remarked that while he'd like to see the columns compiled and republished, he didn't wish it done without the errors in the columns corrected and new data added that had been developed since the columns were published. His reasons were not so much for personal gratification but because he disliked superseded or erroneous information being repeated without being updated.

In assembling the illustrations for the columns, great stress was laid upon securing photos of the covers discussed in the columns, and, secondly, covers which belonged to Hugh or David Baker. Where neither were available, and where illustrations seemed useful, photos of covers Hugh and Dave had known of, liked, and discussed at times elsewhere than their columns, were used. This doesn't exclude much in classic U.S. postal history.

Assembling photos of appropriate covers once owned by Hugh or Dave Baker has been an interesting but not always simple project. Their philatelic possessions were dispersed in four major sales by the Robert A. Siegel organization, the last of which was after the death of David Baker. Hugh had died in December, 1968, and his material, except for the Indiana stampless covers which Dave eventually purchased, was sold in 1970.

Before Hugh's unexpected death, Dave decided to cut down his collecton to his 250 best items, and the excess was sold in April, 1968. In December, 1967, before the sale could take place, the remainder of Dave's collection was stolen from his home. All but two covers were recovered some years later and were sold in a major sale in April, 1978. Several columns discuss various aspects of the stolen covers.

Many of the photos of covers used here were obtained through courtesy of buyers from these sales. Others came from the good negatives in the photo files of the late Henry A. Meyer, who made most of the Bakers' photographs to be used in the *Chronicle*. Many more illustrations were taken from a large file of duplicate slides given this writer by Dave Baker some years ago, from which black and white negatives were made.

The columns say a great deal about the collecting habits of Hugh and Dave Baker. Both liked postal history, possibly a bit better than they liked stamps, but both were extremely knowledgeable in both areas. Hugh liked Indiana territorial and statehood covers, and had a magnificent showing of Indiana stampless covers. He also liked fancy cancels and unusual postmarks.

Hugh had many outstanding postal history covers, but probably deferred to David somewhat in this field, since Dave's holdings were truly spectacular in westerns and covers of the 1847, 1851-57, 1861 and 1869 issues, as well as a few specialized collections of specific stamps, such as the 1¢ 1861 and 3¢ 1851-61.

When Hugh died, Dave acquired Hugh's Indiana stampless covers and also his Indianapolis collection, so both brothers owned these segments at one time or other.

Both loved what might be called "puzzle" covers, and several which appeared in the "Cover Corner" of the *Chronicle* are included here as illustrations, even though the covers are not the subject of specific columns.

The Baker columns in this book are arranged by subject in about the same manner as the *Chronicle* is sectionalized. If this arrangement seems to work well, it is probably because the columns started at the same time and were about the same subjects as the expanded *Chronicle*. This expansion, which took place in July, 1963 when the *Chronicle* also became a "slick paper" publication, included the issues of 1847 and 1861. The *Chronicle* until then had only covered the 1851-61 stamps and postal history. Hugh and Dave became the editors of the section covering the 1847 stamps at that time, but they only held this post for three issues until Creighton C. Hart could get the decks cleared to assume the section editorship. In the meantime, although Dave Baker had also commenced the "Cover Corner" in the *Chronicle*, "Bakers' U.S. Classics" in *Stamps* magazine was to become their main effort.

The expanded *Chronicle* was a very important aspect of the reorganization of the "3¢ 1851-61 Unit" into the U. S. Philatelic Classics Society (USPCS). The Bakers had a great deal to do with making the realigned USPCS into an effective organization. J. David Baker was Chairman of the 1851-61 Unit; under the new constitution and by-laws of USPCS he became President. Hugh Baker did behind-the-scenes work in planning the expanded organization and securing its status as a non-profit organization under IRS rules—one of the first philatelic organizations to do so.

Part of the program was to inform collectors outside the 1851-1857 Unit that the 1847 and 1861 stamp eras were now included in the revised organization, and that the new *Chronicle* (to become a "slick paper" magazine so that good half-tone illustrations could be provided to show details of stamps and covers) also would include material on those issues. To spread the word, Hugh and Dave Baker made the arrangements that a new weekly column on U.S. classic stamps and covers would start to appear in *Stamps* magazine, which had been seeking a replacement for "Sloane's Column" after the death of George B. Sloane. Hugh and Dave couldn't find anyone else willing to undertake such a column, they reported, so they decided to try it themselves.

The columns, as arranged here, have no relationship at all to the order in which they appeared in *Stamps*. The first column devoted one paragraph to stating the purpose of the column and plunged right into things. It will be found on page 94.

In this compilation, the early pages include the introductory material, personal notes and obituaries of Hugh and Dave Baker, which gives details of their family and professional lives. Following this, are reports of shows, seminars, with book reviews and material of a general nature not belonging specifically to any one section.

This is followed by a section regarding the early days and organization of the U.S. Post Office Department, including several columns on how the mail was distributed, the operations of the Dead Letter Office and biographies of many of the early Postmasters General. This latter series was interrupted by Hugh's death and the immediately subsequent relinquishment of the column by Dave.

A section on the U.S. stampless era follows, including a discussion of Indiana territorial and stampless covers. Western postal history is next, including a few columns about early Hawaiian covers and also a series on Wells, Fargo, the San Francisco post office and the Pony Express.

The Indiana portion of this section, although based upon what was then an important part of Hugh's collection, was probably the germ of Dave Baker's huge two-volume compendium on Indiana postal history.

The 1847 section is the largest section in this book and it is also the most heavily illustrated. Readers will find these columns closely interwoven with Creighton C. Hart's 1847 section in the *Chronicle*, being published at the same time.

The 1851-57 section is strong, including a detailed review of the stamps. The columns about the 1¢ 1851's reviewed the types in detail, but the details of the types of the 10¢ stamps were probably reserved as a future subject and never appeared. Many fine 1851-57 covers were discussed, and some of them are shown in this book in this section with more in the Foreign Mails portion.

The end of this section, not surprisingly, merges into the section on the Civil War era and the illustrations are selected from David Baker's great collection of which portions had won several International gold medals in the preceding decade. That exhibit was called, "1860, A Year of Decision," with another section showing the 1861 era uses of the 1857-60 issue.

An attempt was made, based upon reports from readers of the column, to tabulate interesting Independent State and Confederate State usages of the U.S. 1857-60 issue of stamps. The resulting tabulation, which is very impressive as it includes a great proportion of high value U.S. stamps on cover, plus interesting uses of the lower values, probably no more than scratches the surface, but nothing similar seems to ever have been attempted.

The section based upon the U.S. 1861-67 issues of stamps is strong, but most of the great covers from this era are shown in the Foreign Mails section of this book. David Baker owned four great 90¢ 1861 covers and all are illustrated.

The section also includes several columns showing the well-known "Atherton" and "Preston" shifts on the 2¢ Black Jack of 1863, and illustrations of most of the items discussed have been located.

The next subject of the Baker brothers stamp-by-stamp review was to have been the 1869 issue of which Dave was particularly fond. The section includes several illustrations of fine 1869 covers owned by him, including the only known example of the 90¢ 1869 stamp genuinely used on cover, and the famous cover with thirteen 2¢ 1869 stamps used from Japan to Rhenish Prussia.

Foreign mails were a major interest of both brothers, although Hugh probably deferred to Dave in this area. Both loved the "puzzle" type cover, particularly those foreign rate covers that were underpaid, overpaid, or handled incorrectly in the international mail exchange offices. The measures taken by the clerks in the last century to solve such problems, as displayed by covers overlaid with postmarks atop postmarks, filled both Bakers with delight and many of the columns are devoted to this type of cover. A few of the "puzzle" covers as presented in the the "Cover Corner" of the *Chronicle* by Dave are illustrated with these columns.

I don't think I was ever at a stamp show where Hugh and Dave were present but what one or both would drag a "puzzle" cover out of his pocket and attempt to confound their friends.

The columns conclude with a few more "puzzle" covers from several eras belonging to Lowell Cooper, plus a short section on Confederate material, mostly contributed by Tom Parks and Leonard Hartmann.

Hugh and Dave invited guest columnists to contribute full columns. This was not done, I think, to remove any load from themselves, but to obtain authoritative presentations from specialists on subjects not uppermost in their interests. However, a weekly column *is* demanding, and the broader the coverage, the more interesting the response which also generates more good columns.

Probably the late George Hargest wrote more columns for Bakers' U.S. Classics than any other guest columnist. A great deal of the foreign mail section was written by Hargest, and it should be noted that many of the foreign mail subjects covered were further developed by him and appeared in his definitive book on the subject, *History of Letter Post Communication Between the United States and Europe, 1845-1875* (published by the Smithsonian Institution in 1971 and since reprinted by Quarterman Publications in 1975).

Probably the greatest number of contributions were by Creighton C. Hart, whose 1847 era contributions, together with those of Frank Levi, Jr., were used both as quotations and made into columns.

Frank Levi's tabulations and records on both the 1847 and 1851 issues also produced data not published before nor used since, so that making it available in permanent form in this book is very desirable.

Arthur Van Vlissengen wrote on postmarks spelled "Milwaukee" and "Milwaukie" in the periods when both the 1847 stamps were first available and Wisconsin Territory became a state. Pat Herst had an interesting column explaining why postage can't always be explained by judging mileage as a crow flies and George Slawson wrote entertainingly on the peculiarities of Vermont postal history.

David Jarrett discussed Colorado postal markings and towns, and Bill Hicks wrote about his favorite stamp, the 3¢ 1851 "Experimental" orange brown, but didn't get a column on railway markings contributed before his death.

This writer wrote on Civil War soldiers' and naval letters and Robert Markovits had a column and several reports about the earliest known uses of U.S. stamps.

One of the best contributions was E.D. Warshauer's columns on 3¢ 1869 covers. Another very fine guest column was Tracy Simpson's effort on interpreting auction descriptions, much of which applies equally well today. Simpson's column about identifying the type II and IIa 3¢ stamps of 1857 helped clear up a rather murky situation.

Bert Christian wrote about his favorite 1¢ stamps and essays and Mortimer L. Neinken contributed columns about early auctions and notes about his favorite 1¢ 1851-57 stamps. M. Clinton McGee informed us of the reasons for the color changes on certain Confederate issues and produced data from Civil War Richmond newspapers to back up his thesis.

There were many other contributors whose letters were quoted or their published articles and contributions to our knowledge were lauded and acknowledged in the Baker columns.

The Baker columns seemed to touch on every phase of the study of U.S. stamps and postal history which was of interest to them, and where they had little background to write on a subject, they either secured a specialist in the field or "boned up" enough to write the kind of column that brought letters from the specialists.

Most of the Bakers' missionary work was done at shows where their USPCS suite was kind of a combination philatelic shrine and Grand Central Station. There seemed to be a continuous philatelic/postal history seminar going on around them from early morning until late at night.

I can't remember a show that I attended in the early 1960's where both Hugh and Dave weren't in attendance. Listening to the discussions and philatelic give-and-take in which they participated is my most enduring memory of those shows.

Hugh's rather ironic humor and lawyer's analytical approach (with occasional rather sharp thrusts) were nicely blended with Dave's patent sincerity interspersed with flashes of unexpected humor through his usual dead serious approach. It brought out the best in the discussions and I am sure that many of the Baker columns stemmed from those bull-sessions at stamp shows.

The columns discussed those areas which readers wished to hear discussed and to all those who knew Hugh and Dave, they read about like the brothers were talking with us. Response was heavy and was duly acknowledged by them, as witness the many corrections of previous columns that will be found in these pages.

The approach we have taken to compiling their columns has carried on that concept, as will be noted from the many marginal notes updating portions of the text.

It is hoped this publishing of the Baker columns achieves two things: that the columns with the added notes and illustrations will be valuable as a kind of general handbook on collecting classic U.S. stamps and covers, and that it is a product that both Hugh and Dave Baker would have appreciated.

Richard B. Graham, Chairman
Publications Planning Committee, 1985

Meet Authors of U. S. Classics, Starting in this Issue

This was the first page of the editiorial section of "Stamps." April 8, 1962.

We are pleased to announce that with this issue of *Stamps* we are introducing a new column on U. S. Classic Issues, which will be written by Hugh J. Baker, Jr., and J. David Baker. Both are distinguished philatelists in the field of U. S. stamps, with a vast store of knowledge in the U. S. Classics.

Both men were born in Indianapolis, Indiana. Hugh J. Baker, Jr. is a graduate of the Ohio State University with an A. B. degree, and from Yale University with an LLB degree. He is a member of the American Philatelic Society, the Society of Philatelic Americans, Indiana Stamp Club, Collectors Club of New York, Western Cover Society, Postal History Society of the Americas, American Philatelic Congress, the U. S. 1851-60 Unit of the A.P.S., U. S. Cancellation Club, Illinois Postal History Society, and the Iowa Postal History Society.

The "U.S. 1851-60 Unit" is today's U.S. Philatelic Classics Society.

Hugh started collecting stamps in 1921, but did little with it during college and law school days, then went back to it about 1938, and by 1948 was really a serious philatelic student. His primary interest at that time was fancy cancellations. Presently he is devoting himself more to foreign rates, Indiana Postal History items, Eastern pony express, and domestic rates.



Hugh J. Baker, Jr.

He received a silver medal at FIPEX '56 in New York, and has been awarded numerous regional grand awards and trophies for the best U. S. in the show.

By vocation Hugh is a lawyer, and beside philately his leisure time is largely devoted to activities with and for his college fraternity, Phi Gamma Delta, of which he is national vice president.

J. David Baker received an A.B. degree from The Principia College, of Elsah, Illinois; and a B.S. degree from the Massachusetts Institute of Technology. He is a member of the American Philatelic Society, Society of Philatelic Americans, Indiana Stamp Club, Collectors Club of New York, Western Cover Society, Postal History Society of the Americas. He is the Treasurer of the Central States Federation of Stamp Clubs, and Chairman of the U. S. 1851-60 Unit.

He started collecting as a boy in 1926, and in 1938 began collecting the U. S. Bureau Issues in plate blocks, along with imperforate center-line and arrow blocks. He completed this collection in 1948, at which time he turned to collecting 19th century U. S. This he started with a smattering of Postmasters' Provisionals and items both off and on cover up to the start of the Bureau Issues. He developed particular interest in California and Western items in general: letters via the routes, western expresses, territorials, etc. Later he started to increase his holdings in 1851-57 issues and to collect covers to foreign lands. He has a particular fetish of knowing when and how a letter traveled to destination—exact year of use, etc.



J. David Baker

J. David Baker won the Jessup trophy for the best in Westerns at the A.P.S. convention in San Francisco 1954; a gold medal at the international STOCKHOLMIA '55, in Stockholm, Sweden, 1955; and gold medals at the international shows NORWEX '55, Oslo, Norway, CUPEX '55 at Havana, Cuba, 1955, as well as FIPEX in New York in 1956. He has received the grand award at the Collectors Club in New York, 1961; and was guest exhibitor at the Garfield-Perry Stamp Club.

In later years, Mr. Baker was president of Hugh J. Baker & Co.

J. David is executive vice president of Hugh J. Baker & Company, fabricators of structural steel and reinforcing steel, and distributors of building products.

He is a member of the Indianapolis Rotary Club; and chairman of the Indiana Citizens Council on Crime and Delinquency, a statewide affiliate of the National Council on Crime and Delinquency. He is a past president of the Community Service Council of Indianapolis and Marion County; and a member of the Delta Upsilon Fraternity.

Hugh J. and J. David Baker are eminently qualified for the task they are undertaking of writing a weekly column for *Stamps* on U. S. Classics, and we

hope you will give them a warm welcome. We can assure you that reading their column will increase your knowledge immeasurably in this interesting field of philately.

[April 7, 1962]

Two Decembers — A Swan Song

This was the last column of "Bakers' U.S. Classics."

With this column six years and eight months of Baker's U. S. Classics comes to its conclusion. Our start was the feeble effort to fill the void left with the passing of George B. Sloane.

Searching for someone to continue writing a column on the U. S. Classics Issues no one was found who would accept the challenge — each throwing back the challenge — "You do it" — so we did — frequently helped by those who didn't wish the responsibility alone.

Some that assisted were and still are unknown to us — some are the philatelic giants of our times — to all I say "thanks" for both of us.

Last December the material heart of my collecting was wrenched away with the loss of my collection. This December the spiritual heart of my collecting was torn away with the sudden passing of my lifelong philatelic companion and brother, Hugh.

My love of philately continues, but my time has disappeared and the desire to continue wanes and flickers out.

We throw out the challenge to someone else — who will it be?

[January 18, 1969]

Hugh J. Baker

Item in "Stamps" magazine.

With deepest regret we have to report the sudden death on 26, December 1968 of Hugh J. Baker, co-author with his brother, J. David Baker, of the weekly column in *Stamps*, called "Bakers' U. S. Classics."

Mr. Baker was 58 years old, and was a partner in the law firm of Baker & Orbison. He had practiced law in Indianapolis since 1932, except during World War II, when he served with the Office of War Information.

He was a member of the Third Church of Christ, Scientist, a past master of the Oriental Masonic Lodge No. 500, and a past national president of the Phi Gamma Delta fraternity, as well as a past president of the Hoosier Salon Patrons Association. Other organizations of which he was a member are the Indianapolis Rotary Club; Scottish Rite, Murat Shrine; Indianapolis Bar Association; Collectors Club, New York; Indiana Historical Society of Stamp Collectors; Columbia Club; and Meridian Hills Country Club.

He is survived by his wife, Dorothy G. Baker; a daughter, Mrs. John Spooner; a son, Hugh J. Baker III, who is serving with the Navy in Vietnam; his mother, Mrs. Hugh J. Baker, Sr.; his brother J. David; and one grandchild.

[January 18, 1969]

J. David Baker

Item in "The American Philatelist," July, 1979.

J. David Baker, 62, of Indianapolis, Indiana, died April 26. A well known collector and author on the subject of U. S. classic stamps, he was prominent in the affairs of the U. S. Philatelic Classics Society (APS Unit No. 11) for thirty years, serving as vice president, president, and member of the board of directors. He also was responsible for the production of the society's slide shows and for the presentation of awards, and acted as assistant secretary-treasurer and archivist.

An alumnus of Principia College and Massachusetts Institute of Technology, Baker was in the steel fabrication business. A stamp collector since childhood, he formed a U. S. postal history collection that was stolen several years ago, eventually recovered (except for the 90-cent 1869 "Icehouse" cover), and sold at record

prices at a Siegel sale about a year ago.

A prolific author on U. S. stamps and postal history, he wrote a weekly column for *Stamps* with his late brother Hugh. He also served as 1847 editor of the *Chronicle* and edited its "Cover Corner" for six years. He received the Classics Society's Ashbrook Cup in 1963 for studies of stamps and postal history; the Perry Cup in 1966 for editorship of "Cover Corner"; and the Chase Cup in 1968 for slide shows and service to the society.

He was awarded the Perry Cup a second time in 1976 for his two-volume *Postal History of Indiana.*

[The American Philatelist, July, 1979]

Our First Anniversary

Much to our surprise and delight, the Baker brothers almost made it — this is our 52nd column. Gremlins and difficulties beyond our control led to our column's absence last week.

Before we went into print, we must have thought of ten or twelve potential editors of a column of this nature. None of these people were willing to undertake the task—so—"if you want to get it done do it yourself". This probably accounts for every now and then a confessional column where we call your attention to our errors: unintentional, stenographic, typographic, and even stupid. However, we were repaid by letters from our readers who were very generous in that they called the errors to our attention, but also encouraged us to continue the column.

We appreciate the assistance of George Hargest and his columns on the transatlantic mails; and Tracy Simpson and his column on the Scott's number 26a. Others of our readers are sometimes quoted within the column, or prefer to remain anonymous.

Writing a column of this nature is good for the ego because we begin to get introduced at stamp club banquets; and to be asked information concerning a lot of issues, both United States and foreign, about which we have little or no knowledge. In addition, we immediately become owners of a crystal ball which tells us how one can turn a pretty penny by investing in the right stamps. Your editors really decided to attempt the column because they had received the benefit of those who had written before them, and learned to really appreciate and enjoy the items they have in their collections. We hope that in our philatelic meanderings we will strike a responsive spark in some youngster or oldster that will start him on the road to finding philatelic interest in the United States Classics.

The Hammarskjold invert incident caused us to dive into our family museum and the post office registers to locate the facts about our great-grandfather, Peter Baker, and his son, Jacob Baker, who were both postmasters at Alexandersville, Ohio in the late 1860's and again in the 1870's.

Our hats are off to the late George B. Sloane, who wrote 1350 columns for *Stamps;* and to Philip Ward, Jr., who is still at it for *Mekeels.* We will be happy to greet each individual anniversary as it rolls around.

[April 6, 1963]

A "Thank You" at Christmas

Christmas is an appropriate time to express our "thanks" to our readers who have delved into their collections and forwarded information to us.

A number of individuals who have vast knowledge in this field of philately are kind enough to pass along interesting facts and bits of information which we use. Too, they occasionally correct us if we stray from the truth. We appreciate this interest and want to be good reporters.

[December 21, 1963]

Merry Christmas

To our faithful readers we extend the Season's Greetings. May all your stockings be filled with that missing rarity, whether it be a long sought single or block of stamps needed to complete a page or a particular cover which you thought couldn't come your way.

Merry Christmas and a Happy New Year

Your editors wish each of our readers a very Merry Christmas and another year of happy and successful hunting for those elusive items on your want list.

Merry Christmas

The editors of this column extend their best wishes for a Very Merry Christmas and a Happy New Year to every one of our readers.

[December 25, 1965]

Six Years Old

With this column we mark the beginning of our seventh year. The past six years in retrospect have been pleasant ones for us. The many encouraging letters we have received have made the weekly deadline seem worthwhile. We are indebted to those people, who by sending us guest columns, have made a breathing space for us now and again. We are indebted to Mrs. Charlotte Downs and to Harry Lindquist, who have never complained or chided us when well they might have. To you all we say "thank you."

[April 6, 1968]

Turning Points

At the time the column was discontinued, five columns discussing covers among those missing had appeared. See the notes, pages 101-102.

Even stamp columnists have turning points in their philatelic careers. Mine came after I had made a decision to reduce the size of my collection to a limited number of choice items.

Not long after I had acted on this decision my home was entered and the limited number of choice items were removed by persons and to destinations unknown. I trust they have not been and will not be destroyed. Too many items already are embalmed and not available to the collector.

If those who collect stamps by this dishonest method are readers of our column, here is a bit of information. Complete sets of colored slides of all but a handful of the items stolen are in the possession of the insurance company and The Philatelic Foundation.

This turning point has removed me from the category of collector and reclassified my status as "consultant", or "columnist". I have no less interest in the United States stamps, covers, and postal history of the classical period.

As a columnist, my future has been enhanced. I now have several years of column material in just telling about items in my collection.

At least three and possibly four very interesting Slide Shows could be made from the sets of slides in safekeeping. Only the future will tell whether these shows will come into being.

[March 9, 1968]

Henry A. Meyer

The second portion of this column makes corrections on the column of March 16, 1968, remarking that Henry A. Meyer's meticulous attention to facts made corrections in the same column quite appropriate.

As this column was being written, word was received of the death of Henry A. Meyer, of Evansville, Indiana. This distinguished philatelist, collector, student, and author was not only a beloved friend, but was also a most helpful and constructive critic on occasion.

His collecting of stamps and of important data regarding their use spanned more than half a century. He was always willing to share the knowledge which he had so painstakingly accumulated if asked to do so. His educational background and particularly his connection with the discipline of mathematics was revealed in his insistence upon facts to support conclusions. He was most meticulous in his research. The many articles in the philatelic field and in the other fields of interest to him all bear out his devotion to accuracy and clarity of expression.

He was one of the incorporators of the U.S. Philatelic Classics Society; the author or co-author of numerous articles; and the standard work on Hawaiian stamps and the postal history of the islands.

We shall miss this gentle and kindly friend and his advice and counsel.

[May 4, 1968]

Norton D. York

No single writer has published a greater number of articles about United States stamps and postal history in the last few years than Norton D. York, who died on 9, Jan. 1968.

He was careful in his research, and always created an easily read and informative article. We will miss his work.

[March 9, 1968]

Maps Available

A set of nine maps reproducing many of the states of the Union at the time of the Civil War is available from ..... Cincinnati, Ohio ••••• The price $6.00 per set.

These maps now may be purchased through the literature sales chairman of the U.S. Philatelic Classics Society.

Your editors have found these helpful in postal history matters as they include the country boundaries which most maps do not show, and most of the small towns are shown in addition to county seats.

[December 24, 1966]

Vermont in the Revolution

George Slawson of Craftsbury Common, Vermont, passed along this version of history: "Vermont played both sides in the Revolution. The battle of Bennington was actually fought in New York State (Bennington, Vermont, was merely the nearest well known town), and did not involve Vermont troops. Ethan Allen, a convivial drunk (and great tribulation to his brother, Ira Allen, who was head of Vermont) along with his crowd of hoodlums visited their friends at Fort Ticonderoga, and were admitted freely for their usual revels. This time it seemed a good idea after the bowl had passed a number of times to seize the Fort, which they did to the distress of their equally hard drinking friends in the garrison. Of course, as soon as Ethan Allen and his coterie sobered up they returned the Fort, with apologies, but the incident made it considerably difficult for Ira Allen to explain satisfactorily to the British. History books have a tendency to warp these actual facts."

[September 25, 1965]

Some Historical Reminiscences

The information for this column comes from a lecture of Professor Charles Hosmer to a class on Social History of the United States at Principia College, Elsah, Illinois.

Until President Chester Arthur signed the Pendleton Act in 1881 creating the Civil Service Commission, all Federal government employees were appointed by the President of the United States. His anteroom was always full of those seeking an appointment.

These appointees provided the dollars to pay for campaign expenses as they were expected to contribute 10 percent of their annual salary to the party and work during their vacations for the party.

President Garfield was shot July 2, 1881, by Charles Guiteau, a man who wanted to bring Chester Arthur, a strong proponent of the "spoils system," into office to prevent the passage of the Pendleton Act.

President Garfield lingered until September 19th after being shot. His physicians could not find the assassin's bullet. They called on Alexander Graham Bell who designed a device to find the bullet, but missed by a full five inches.

The Civil Service bill progressed in Congress during this period, finally coming to President Arthur who succeeded to the Presidency after President Garfield's death. President Arthur signed the bill and it became law.

How well did the Civil Service Act work? Let's look at the appointments of

Fourth Class Postmasters. The following are new appointments to this position:

President	Year	% New	Party
James A. Garfield	1881	68%	Rep.
Chester Arthur	1885	72%	Rep.
Grover Cleveland	1889	76%	Dem.
Benjamin Harrison	1893	87%	Rep.
Grover Cleveland	1897	75%	Dem.
William McKinley	1901	72%	Rep.

You notice that the Civil Service Act had no effect on the appointment of Fourth Class Postmasters prior to 1901.

At the start of President Cleveland's first term there were 126,000 Federal employees; 110,000 appointed by the President and 16,000 under Civil Service. During the next four administrations the number under Civil Service increased steadily only because each new President was from a different Party so the incumbent, prior to leaving office, froze loyal party workers into Civil Service so that by 1909 two-thirds of all Federal employees were under Civil Service.

[January 4, 1969]

The U.P.U. Congress — A Situation For Cold War

The Universal Postal Union, a long-established organization to improve international postal efficiency, completed its international Congress in Vienna early in July 1964. This organization, now a sub-agency of the United Nations, meets every five years.

For the first time the Congress, during its five-week duration, became a political meeting full of intrigue and intimidation. Delegates from South Africa were expelled, Portugal was humiliated, France's attitude toward former territories criticized.

The Afro-Asia bloc succumbed to Communist pressure. Of the 125 members of U.P.U., only 57 are neither Communist nor newly independent.

At a meeting of all British Commonwealth delegates, held prior to the Congress in London, a protest against South African participation was raised by several delegations. They were advised that this was a technical meeting for technicians and not attended by politicians. This statement proved to be erroneous when the Congress actually convened.

The opening day meeting had to be adjourned because of the uproar caused by Russians, Afro-Asians, and Yugoslavs stamping feet and clapping hands after the Chairman, Dr. Benno Schaginger, the head of the Austrian Post Office, overruled a protest against the presence of the South African delegation.

On the second day, the Chairman suggested South Africa's delegation should withdraw; they refused. A resolution was presented requiring their withdrawal, though this was unconstitutional. When South Africa demanded a secret ballot, this was rejected, and a show of hands adopted the resolution.

After this action, France immediately called a Cabinet Member to head their delegation, and others sent for instructions.

During this turmoil, France and Portugal took positive action while Britain and the United States hardly turned a hand. Constant trouble arose because West Germany is a member, East Germany is not; also trouble developed about South Korea, North Korea, South Viet Nam, and North Viet Nam.

When the New Protocol and Charter for the Union was ready for signature four weeks later, the Soviets, through satellite delegations, attempted to have South Africa expelled from membership. This action struck at a vital nerve of African communications since Saharan Africa, Northern Rhodesia and Nyasaland depend considerably on South African mail service.

Finally, Britain demanded a secret ballot. The U. S. and the Dominican Republic supported and the resolution was defeated by only a two-vote margin — a few African delegates provided the difference. The Communists failed.

The world lost because of the extreme distractions from the real purpose to consider the technical problems of providing more efficient international mail service. The cold war has found a new front.

[September 19, 1964]

Augustine Heard and David Baker

Some years ago the well known collector of railroad covers and 1851 stamps, W. W. Hicks, forwarded to your editor with his compliments a folded letter bearing a 3¢ orange-brown stamp from plate 0, addressed to Augustine Heard, Esquire, Boston, Massachusetts. This is the letter:

The Augustine Heard mentioned in this column was the operator of a Boston tea import firm to whose offices in the Orient many high rate U.S. covers were addressed.

New Bedford
July 8, 1852

Dear Sir,

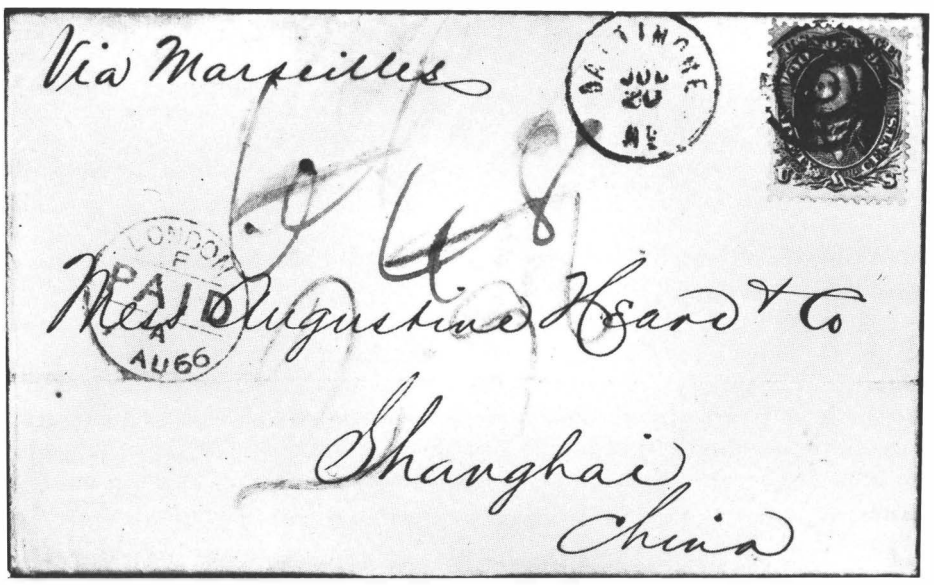
I cannot express the degraded condition in which I find myself — the result of my exertions to sustain respectable family relations. At times it seems as if I should run mad.

I intended when I was last in Ipswich, to have called on you as I passed through Boston on my return, but could not get ready to leave in the morning train, so was short of time; besides, I was sick in body and soul.

I have recently learned that there have been several applicants during the past season to know if I would sell that house, etc., and I have been advised to make this proposition to you — that you should take charge of the property so far as to receive all the advantages of rent, and the produce of the land; which has been represented to me to be considerable, especially from the garden (but which I know nothing about) and ask the privilege of making the best of the property in the coming season, that is, by sale of a part, or the whole so as to realize enough to pay you your demand.

Yours in dirt and ashes,
David Baker

Augustine Heard, Esq.



This may have been David Baker's favorite Augustine Heard cover, since it was used as a "problem" cover in "Chronicle" No. 51 (page 41). Although marked to go via Marseilles, for which postage on the double weight cover would have been $1.06, it was prepaid but 90¢, the correct rate via Southampton. Covers sent via the Baltimore & Liverpool U.S. line are very rare. From the dates, it appears certain the cover went by another exchange office than Baltimore. A later column (see page 309) states the cover was backstamped at London August 1 and at Shanghai Sept. 26, 1866. These indicate it was sent to New York to be sent on the North German Lloyd liner "America" to Southampton, arriving there July 31. The credit corrections on the cover face are not fully understood.

At the time I received this gift, the significance of Augustine Heard, Esquire, made no impression on me. My interest in the U.S. covers to foreign lands had not yet developed. Actually Augustine Heard & Company were importers and important factors in the Chinese tea trade.

Having just reread the family history, I find that my great grandfather, Peter Baker, married a young French noble-woman from Alsace-Lorraine, and because of political reasons, quickly departed for the United States, arriving early in 1852. At this time, there were no children in the family although later some eight arrived. Therefore, the David Baker who wrote this letter was no relation in my direct family tree.

It seems quite a coincidence that an earlier David Baker should have personal business with the principal of a great importing firm, whose correspondence a latter-day David Baker avidly seeks.

[February 8, 1964]

* * * * * * * * * * * *

James W. Milgram has been writing an extremely interesting series of articles on various historical phases of the United States mails which have appeared in the *S.P.A. Journal.* His latest, in the October 1965 issue of that publication, includes the reporting in full of a miner's letter written by a certain A. W. Genung. The letter was begun on December 9, 1849, and was apparently finished on Christmas day of that year.

Mr. Milgram makes the interesting and astute comment that A. W. Genung "was obviously well educated." It so happens that the writer of this column is married to a member of a collateral line of the Genung family and has access to genealogy of that family published some sixty years ago.

By reference of this work, I found this account of Amzie Wesley Genung. He was born November 3, 1820, at Dyberry, Pennsylvania. He graduated with an A.B. degree from Wesleyan University in 1846 where he was a member of the Beta Theta Pi Fraternity. He was principal of the Meridian (Conn.) Academy in 1847-48. Then he engaged in mining in California from 1849 to 1863. Thereafter he was Deputy Surveyor of Customs in San Francisco, from 1864 to 1870; in the Internal Revenue Office in the same city, from 1870 to 1873; and for the last eight years of his life he was a bookkeeper. He died on March 18, 1881, age sixty (60) years. He was never married and left no direct descendants.

He was of the sixth generation from the Jean Geunon, a French Huguenot who migrated to New York from France by way of Holland in 1657. His parents lived in Honesdale, Pennsylvania. He was apparently named for an uncle who was the first to bear the name of Amzie Wesley.

[November 20, 1965]

The 1966 International Exhibition

Last December 4th we attended a meeting of the Association for Stamp Exhibitions, Inc. Discussion centered around the kind of international exhibition which should be staged in 1966.

John R. Boker, Jr. presented a plan whereby a much smaller exhibition would be staged, using a hotel ballroom as the site. Exhibits would be by invitation only; awards would be for participation, not competition; participating dealers would likewise be by invitation and these would be asked to take lounges rather than tables or booths; and finally attendance would be limited to invited exhibitors, dealers and financial supporters of the exhibition. The general public would be invited to view the exhibitions on certain days throughout the period of the exhibition.

Obviously, at first blush these proposals would seem much too revolutionary to be acceptable.

To those who believe that exhibitors cannot be attracted to show in a non-competitive exhibition, we would point out that the United States 1851-'60 unit has staged three such exhibitions. The first in July 1951; the second in 1957; and the third in 1961. The first two of these were held at the National Philatelic Museum in Philadelphia, and the last one was a joint venture with the Confederate Stamp Alliance and the United States Revenue Association in Richmond, Virginia. The first two resulted in the filling of some 500 frames of 16-page size and attracted something over 100 exhibitors. The third one, because it was a joint venture, was smaller of necessity since only some 50 frames were allotted to the unit.

There were those who were sure that it would not work but we can assure you that it did, and the group meetings held in connection with all three of these exhibitions were well attended and provided excellent opportunities for the exchange of information on the part of the interested collectors of the United States 1851-'60 issues.

No doubt an exhibit of the type suggested by Mr. Boker could also have group meetings for the exchange of information. We would therefore like to cast our vote for the trial of such an exhibition. If there are those of our readers who agree with us, please let us hear from you and we will forward the results to Mr. Boker.

[March 7, 1964]

NAPEX 1964

The recent National Philatelic Exhibition held in Washington, D.C. brought together at one time more national philatelic organizations than we can remember meeting in one place at the same time. We were hard put to work in all of the meetings we wished to attend. In fact we couldn't because of the inevitable conflict in times set for some of the meetings. Even so we managed to work in attendance at a number of them.

Principally, of course, we attended the workshops of the *U. S. Philatelic Classic Issues Society*, which devotes itself to those issues with which we are most concerned. These were most interesting, particularly because of the recent extension of the period covered by the society to include the 1847 issue as well as the 1861-1869 issues.

We also managed to attend the luncheon meeting of the *American Philatelic Congress* and meetings of the *Postal History Society of the Americas* and the *Philatelic Literature Association*. We were impressed with the enthusiasm displayed at all of the meetings we attended.

The exhibition itself was well worth while and we came away, as always, with new bits of information gleaned from them.

The ceremony attendant upon the official opening of the new Hall of Philately and Postal History in the Museum of History and Technology was of interest.

The Hon. Ralph Nicholson, Assistant Postmaster General, Bureau of Finance, explained some of the steps the Post Office Department was taking to improve its service and the use of technological improvements to accomplish this.

James A Conlin, Chief, Office of Currency and Stamp Manufacturing, Bureau of Engraving and Printing, reviewed the additions and improvements being made in the presses and equipment used in the manufacture of postage stamps. He pointed out that, particularly in the field of multi-colored stamps, great strides had been made for future issues which reflect the capabilities of the new presses. He also stated that before long a tour of the Bureau of Engraving and

The name of the U. S. Philatelic Classics Society is confused here with the full title of the "Chronicle of the U.S. Classic Postal Issues." Both names were then relatively new.

For a review of C.C. Hart's discussion of the 1847 stamps, see the columns of Nov. 28 and Dec. 5, 1964 (pages 152-4).

Mortimer L. Neinken's remarks on the 1857 stamps are reviewed in the columns of Dec. 5, 1964 and Jan. 16, 1965 (pages 191-2).

Printing will include an opportunity to observe how our stamps are printed. This was indeed welcome news as heretofore tours have been confined to the section involved in the printing of our currency, to the exclusion of the manufacture of stamps.

Every stamp collector should mark the exhibits contained in the Hall of Philately as a must project on the occasion of a visit to Washington. The exhibits are interesting, well conceived and tastefully done in the best up-to-date manner found in modern museums, whether they be museums of art, history or natural history. The staff is certainly to be complimented on what has been accomplished. A quite complete description of the exhibits is contained in an article in the September 1964 *S.P.A. Journal*, written by Carl H. Sheele, the Associate Curator in charge of the Division of Philately and Postal History of the Smithsonian Institution.

[October 17, 1964]

Garfield-Perry 75th Anniversary March 19-21, 1965

Nelson LaGanke, General Chairman of the Garfield Perry Stamp Club's March Party and the members of his committee are certainly to be congratulated for a very fine 75th anniversary exhibition and convention. For those of us interested in the classic issues of the United States the guest and competitive exhibits contained much of interest.

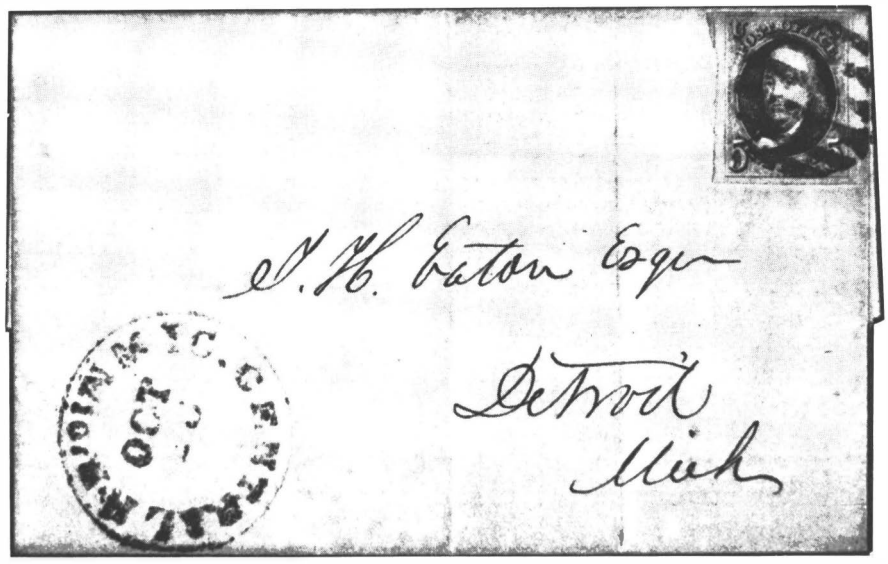
This portion of this column is repeated with subsequent discussion in later columns, pages 85-8.

Paul Skove showed a beautiful collection of Cleveland postal history, including early Cleveland postal markings in rectangle, where Cleveland is spelled first "Cleaveland" and later as it is today, "Cleveland." I asked why the difference in spelling and he explained that apparently the "A" loosened in the stamper and fell out, so the postal clerk merely moved the letters together without the "A" and continued his work.

Some interesting 1847 covers showed up, two bearing 5¢ 1847's with Philadelphia R. R., one each with Baltimore R. R., Mad River and Michigan Central R. R. There were also several other uses of the 10¢ on covers.

A number of very interesting displays of the 3¢ 1851-'57 led by Dr. Gerald Smith's specialized exhibit and Bill Hicks' Railroads, concerning the formation of the New York Central System.

For those of you who like Western items Kenneth Keister presented some very interesting and rare items, including Pony Express, in his guest exhibit of "Western" philately.



A Michigan Central R.R. (reads "MIC. CENTRAL R.R./Mic." with the date-slug inverted) cover to Detroit. The grid canceling the 1847 stamp and the postmark are in bluish green.

The Postal History exhibitions of Dr. Nicholas Johnson and Charles Orgel contained some very interesting items.

Some students have been wondering whether the Chicago Supplementary Mail handstamp was used only on mail to the East. The two covers appearing in the Cleveland exhibition bearing this handstamp went west: One to St. Peter, Minnesota, and the other to Gainsville, Iowa.



See the columns of Sept. 1 and Sept. 8, pages 303 and 304.

Another item which was of interest to me was a letter written from San Francisco, addressed to E. O. Crosby, during July 1860 while he was at Washington, D. C. The Crosby correspondence has always been of interest to me since it is the only correspondence that I have been able to locate bearing U. S. postage stamps addressed to Guatemala in the late 1850's, and early 1860's. Mr. Crosby served as Minister beginning May 12, 1861, and was relieved by President Lincoln as Minister to Guatemala during April 1864.

Charles Ball, who was in charge of meetings or workshop sessions, was particularly cooperative, especially in helping to provide projection equipment to those coming from out of city.

[May 8, 1965]

Visit to Garfield-Perry

On the weekend of March 23rd your editor ventured to Cleveland to share the hospitality of the Garfield-Perry Stamp Club. Just a few seconds off the Cleveland airport landing-strip the pilot raised the wheels and air-gunned the jets. We were circling for 25 minutes and then were sent to Columbus, Ohio.

At Columbus some twenty of us were herded into a Columbus City Bus and proceeded through a heavy snowstorm to the Cleveland airport, arriving at 10:00 P.M. just eight hours after our first visit, though that had been truly a completely airborne one.

This caused me to miss the Classics Society meeting and the Awards Banquet. However, two of my friends, Dick Graham and Scott Gallagher took me out to a late dinner at midnight.

At Breakfast an impromptu meeting of the U. S. Classics Society was arranged. The program was a showing in miscellaneous order of the some 200 colored slides of items borrowed from my house in December. Bob Toth and Larry Davidson were able slide changers and projectionists.

One of the items shown was a 5¢ 1847 cover with an advertising corner card printed in red. The cover had been posted in Syracuse, New York with two single 5¢ stamps addressed to Detroit. The cover advertised The Syracuse Saleratus Manufacturing Company. Agents for the Oswego Starch Company. Taylor & Co. Proprietors. 5¢ 1847 covers with printed corner cards are not easily found. Who has one?

Also see pp 175, et. seq.

Charles Orgel, the genial General Chairman of the Garfield-Perry exhibition was carrying in his pocket the only 10¢ 1847 cover I have ever seen with an embossed advertising corner card. The oval blue advertising reads "Addicks, Van Dusen & Smith - Shoes, Hats and Straw Goods, 159 Market Street, Philadelphia." The letter was posted in Philadelphia May 9th 1851 and was addressed to David Roser at Burlington, Iowa.

Can anyone report another or remember seeing another?

My thanks to the members of Garfield-Perry for their cordial hospitality.

[May 11, 1968]

A Great Opportunity At SIPEX

Do you want to learn more about our U. S. Classics? Then the seminars or workshops planned for each Saturday and Sunday at SIPEX should be put on your calendar. The U. S. Philatelic Classics Society has arranged the following seminars:

Saturday, May 21st, at 2 P.M. — The noted 1847 Issue student and writer Creighton Hart of Kansas City will discuss "Altered and Unaltered 1847 Covers" and your editor will present a slide show on the "Routes of Postal Communication Between the Atlantic and Pacific Coasts and Hawaii — 1845 to 1851."

At Sunday breakfast, May 22nd, will be the Annual Meeting of the Society followed at 2 P.M. that afternoon by a seminar on "Trans-Atlantic Mails" by three distinguished New England students and writers, Prof. George Hargest and Melvin Schuh of Worcester, Mass. and Lester Downing of Concord, Mass.

Saturday, May 28th, will bring two seminars. Mortimer Neinken will moderate the 9:30 A.M. meeting which will discuss the 1, 5, 10 and 12 cent stamps of the 1851 and 1857 issues. Mr. Neinken has written a book about each of the 10¢ and 12¢ stamps. His exhibit in the exhibition will be well worth your time.

For the 2 P.M. afternoon session, W.W. Hicks has been working with Harry Yeager and Dr. Wilbur Amonette on a slide show presentation, "How to Plate a 3¢ — 51." Other interesting items about our first 3¢ postage stamp will be discussed.

Scott Gallagher of Cincinnati, Ohio will moderate the very full Sunday morning, May 29th, breakfast seminar. Richard Graham hoped to be present but has had to send his regrets. Alvin Kantor of Glencoe, Illinois will discuss his special interest, "The U. S. Sanitary Commission and the Mails." Mrs. Maryette B. Lane of St. Petersburg, Florida has prepared a talk on the "Technical Aspects of the Black Jacks."

Elliott Perry of Westfield, New Jersey, the dean of students of the U. S. Classic issues will bring his knowledge to a discussion of the "U. S. Classic Ultramarine Stamps" (1¢ — 1861; 3¢ and 6¢ — 1869; various U. S. Revenues) with slides.

[May 14, 1966]



A combination of Hawaiian origin with an "OVERLAND" mail marking displaying two of the prime interests of J. David Baker.

The stamps were both applied in Hawaii, as proven by the Honolulu datestamp tying both. The 5¢ Hawaiian stamp paid the Hawaiian internal rate and the 12¢ stamp paid the U.S. 2¢ ship fee and the 10¢ rate for transmission over 3000 miles in the U.S. mails.

Sipex I

The SIPEX exhibition presented many beautiful exhibits and a number of seminars to inform the collector of the U. S. Classic issues.

Creighton Hart of Kansas City exhibited a study of the shades of the 5¢ 1847, stamps printed from the new, dirty and renewed state of the plate. He also presented his study of the degree of rarity of the 1847 issue from thirty states, three territories and Panama that officially received a supply of stamps.

Later in an illustrated seminar slide show, he pointed out the characteristics of paid stampless covers as covers paid by 1847 stamps and the nature of attempts to apply 1847 stamps to stampless covers. He advised that when in doubt of its authenticity, send your cover to the Philatelic Foundation for an expert opinion.

The Christian Hirtzel collection will be discussed in later columns. Katherine Matthies exhibited a 5¢ and 10¢ pair or 25¢ combination multiple rate 1847 cover from Batavia to Lockport, New York, and a pair of 5¢ 1847's on cover New York to Culloma, California forwarded back to San Francisco. Many beautiful 1847 covers were included. Paul Rohloff exhibited his block of four of the 5¢ 1847 on cover, among others.

This block is illustrated on page 140.

For the plater, Mortimer Neinken exhibited as comprehensive study of the plates and known varieties of the 1¢ 1851 and 1857 stamp as ever will be seen.

Earl Oakley presented his original research on the 5¢ 1856 whereby he established the number of reliefs on the transfer roll, their identification, and sequence of use in entering the plate.

Mr. Neinken's exhibit of Plate 2 of the 10¢ 1859, Type V contained the largest known blocks, original plate reconstruction, and examples of postal usage.

The new specialized exhibit of Hunter Thomas Jr., contained an almost complete study of the New York 1853 cancellations from July 11th to July 26th. It contained the difficult-to-find July 17 and July 24th Sunday uses.

See Chronicle No. 62, May, 1969, pages 54-6.

Not enough can be said of the beautiful covers bearing 5¢ stamps of the 1856 issue and later perforated stamps, including the earliest use and another cover bearing the hard-to-find 5¢ orange-brown shade in the Rohloff exhibit.

Ken Keister made his contribution to the fabulous exhibits of the 1851-1857.

The unusual became the common here and you tired of uses of superlatives. You should have seen the material. Our only problem was too little time to absorb the beauty and philatelic information provided.

[July 2, 1966]

Sipex II

The exhibits of the later issues at Sipex were less numerous than those mentioned last week; their quality was remarkable. C. W. Christian's frames of the 1¢ and a like number for the 3¢ 1861 contained a wide variety of items from essays and plate proofs to shades, grills, fancy cancellations and covers to foreign lands. A block of the 3¢ imperforate horizontally and "Z" grill on cover could be seen.

Paul Rohloff's comprehensive exhibit of the 5¢ contained many covers of the various shades of the 5¢ buff, a truly beautiful stamp.

The shades of the 1861 24¢ stamp has been a subject of discussion in these columns. Edward Lawrence's exhibit of shades would have helped our readers to understand the number one problem of this denomination.

The 1869 issue was displayed in depth by Richard Ellis, Fred Schueren, Margaret Wunsch, Paul Schmid, and Millard Mack. The unusual included unused blocks of the 30¢ and 90¢, examples of the 15¢ and 24¢ inverts and covers showing multiple uses of 15¢ and 24¢ and 30¢ stamps.

Millard Mack explained the complicated problem of mail to France after the expiration of our first treaty January 1, 1870, until the second treaty in 1874.

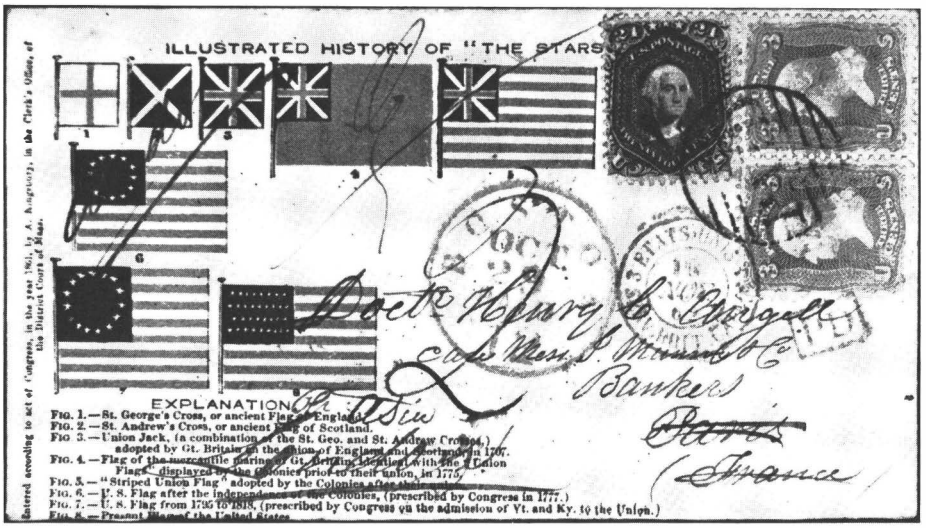
Of outstanding interest and eye appeal was the W. W. Hicks collection of

Railroad Postmarks from 1837 to 1861 which told the story with covers and illustrating maps of the beginnings, growth and development of every major Eastern, Southern and New England railroad. The number of 1847 covers in this exhibit was outstanding.

Connecticut Covers were completely presented by J. Richard Fay's colonial and stampless covers and cancellations and Mrs. Rohloff's very extensive collection of Waterbury cancellations.

We usually associate "angels" with the theatrical business, but there is one collector of patriotics, Katherine Matthies whose "Angell correspondence" has supplied her with "out of this world" (continent anyway) uses of patriotics abroad. Most have multiples and combinations of denominations which are in themselves very striking. We cannot overlook the unique 30¢ 1860 on a Pony Express Patriotic cover used abroad. It is these items that increase the blood pressure and making an International show most exciting.

[July 9, 1966]



A "History of the Stars and Stripes" patriotic sent to Dr. Henry Angell in Europe.

The 24¢ plus pair of 3¢ 1861 stamps paid the 30¢ double rate from Boston to France.

U. S. Philatelic Society Seminars

Do you live near to Chicago, Cleveland, New York, New Orleans or San Francisco? Seminars on the stamps and postal history of the period from 1847 to 1869 will be conducted in these centers as follows:

On March 18th at 1:00 P.M. at the Manger Hotel in Cleveland at the Garfield Perry Stamp Club's Annual Exhibition, by Scott Gallagher on "The Re-Opening of the Federal Postal System in the South."

At INTERPEX in New York City, three seminars will be presented as follows: Friday, March 17th at 8:00 P.M. the well known student of the 1847 issue of U. S. Stamps, Creighton Hart will moderate a discussion on "The 1847 Issues Used Abroad," showing items from the Edward Ring collection. Saturday, March 18th at 10:00 A.M. Seymour Kaplan and Andrew Levitt will moderate a seminar on "U. S. Covers and Postage Rates Used Abroad in the 1851-1869 Period." At 2:00 P.M. on Saturday, David L. Jarrett will moderate a seminar on "U. S. Territorial Covers."

For you southerners, at the APS meeting March 31 and April 1st at New Orleans, Scott Gallagher will conduct a seminar probably on the same subject as in Cleveland, mentioned earlier. In addition, the Postal History Society will present programs on "New Orleans U. S. City Post 1851-1861" and "U. S. Mail, City Delivery New York 1856-1863."

At WESTPEX, at the Jack Tarr Hotel in San Francisco during May, four

seminar sessions will discuss Express Usages during the four periods 1847, 1851, 1861 and 1869. Tracy Simpson and Dr. Gerald Smith will moderate.

At the Chicago Philatelic Society meeting in November, three seminars will be conducted but subjects are not known at this early date.

Credit for these arrangements goes to Robert Paliafito, Exhibition Chairman of the U. S. Philatelic Classics Society.

[March 11, 1967]

Thar's Gold in Them Thar Auction Catalogs
Guest Editor — Tracy W. Simpson

Auction buying provides opportunities to improve your collection at minimum cost, if you study your specialty so you can take advantage of the hidden values that are not disclosed by description of the lots — but are apparent to you because of your special knowledge.

Then, too, auction buying affords an opportunity to take advantage of certain prejudices that affect collectors generally, but that will surely die away in time. For example, an extra-rare postal marking sometimes can be had for a relatively low price if the marking is on a Nesbitt entire instead of on cover with adhesive stamp. Strangely, some markings command a higher price on a stampless cover than on a Nesbitt. A Nesbitt represents fully as legitimate postal use as does a cover with adhesive — and perhaps more so, because the Nesbitt represents a completely U. S. postal emission; not only the stamp, but the body of the envelope. And these Nesbitts are exceptionally interesting in themselves as those who study the Thorp catalog well know.

Many prospective buyers bid too low for a cover simply because the stamp is not tied. Often this bid is justified because such a cover suggests a stampless cover with stamp added — or a cover which originally bore a poor stamp later replaced by a better one. As for stampless covers with stamps added, we know that stampless covers used before January 1, 1856, had to bear a rating mark to show collect postage or that postage was prepaid (5, 10, PAID 3, etc.). If your cover with untied adhesive does not show any such rating mark, you can be sure it was never a stampless cover. Always hold a cover to strong light to see if rating mark is under the stamp. Absence of a rating mark is proof that the cover did bear a stamp. The next question to be answered is, "Was a poor stamp removed and a better one added?" If the stamp on the cover already is substandard, then it almost surely was on the cover originally. Who would replace a good stamp with a poor stamp to upgrade the cover? Also if the stamp is obliterated by a killer that exactly matches the townmark in color and shade it is practically certain that the stamp was on the cover when mailed.

The untied pen-written killer (usually an X) is another instance requiring analysis. First check the cover to see if it is a stampless with stamp added. Then check ink in black light to see if it is an ink used at period of issue. One ready test is to compare the ink with that of genuine pen-written addresses on an assortment of covers used during the period. Next check appearance with similar covers from the same town. Thus, the rare Hagaman's Mills, N.Y. straight-line marking with 1852 year date (pictured in the Dr. Chase book on the 3¢ - '57 stamp) almost always is on a cover with stamp pen-marked with an untied "3".

Pen-cancelled stamps are largely associated with the rarer postal markings; such markings often were used in small towns where the postmaster's compensation was only a few dollars per year. So do not look askance at covers with untied pen-marked stamps. It may be your only opportunity to obtain a cover with that special postal marking.

In fact, covers faked in more recent years are usually nicely tied.

Another hidden gold pocket in some auction catalogs is the foreign-mail group. Postal markings related to certain mail treaties and U. S. exchange offices

are rare, yet often the description does not disclose this fact, merely saying "has interesting transit marks."

Yes, that's gold in them thar auction catalogs — if you know where to find it.

[November 5, 1966]

Errata

Contrary to the hopes of your editors, mistakes do creep in to this column despite what we like to think is careful editing. What happened in the case of the column of Guest Editor Tracy W. Simpson which appeared in the issue of *Stamps* for November 5, 1966, was a real tragedy. No writer is more circumspect or more precise in sticking to facts than the genial and knowledgeable Mr. Simpson. Albeit two errors, not of his doing, crept into his column of that date. We apologize to Tracy and to our readers. Tracy wrote us a delightful letter chiding us on what he had every right to believe was our error. It wasn't but we'll take the blame.

In any event the fourth sentence in the third paragraph of that column should read:

"If your cover with untied adhesive does not show any such rating mark, you can be sure it was never a stampless cover."

Corrections have been made in the original column.

Also in the first sentence of the fifth paragraph in the same article the word "assorted" should of course read "associated."

[December 24, 1966]

A Report Which Appeared in Vol. III of The American Journal of Philately in 1870 on an Auction of Stamps

Submitted By M. L. Neinken

On Saturday, the 28th day of May (1870) commenced a new era in the annals of stamp collecting in the United States, and for that matter in Europe also, for it is not to be supposed that our English and Continental friends will not imitate their American cousins in this matter.

The goods disposed of on the night in question, comprised every description of articles to be found in a first-class stamp repository, and these were put together in lots of every conceivable size, wholesale and retail to suit dealers and collectors; and from the spirited bidding at the sale, it was very evident that the buyers were quite satisfied, and we have every reason to believe that the sellers were also.

The sale was held in elegant rooms of Messrs. Leavitt, Strebeigh & Co., the well known auctioneers, and in spite of the drizzling rain, which commenced falling quite heavily towards six o'clock, there was a very full attendance. The collections were on view throughout the day, and were visited by a large number of people, who were busily engaged in making notes and marking their catalogues. Every prominent collector in New York and vicinity called during some part of the day, some taking it on foot between the showers; but the disagreeable weather compelled the greater part to use their carriages.

Our reporter arrived at the scene of action about 5:50, and there was then quite a number of persons present; amongst the dealers may be mentioned Messrs. Bailey and Williams, who modestly took seats at the extreme end, although the way they bid against some of our wealthiest citizens during the evening, we think entitled them to a more prominent place.

The arrivals followed each other in rapid succession as six o'clock drew near. Mr. Sampson, a dealer of some note, next made his appearance, and several prominent collectors. Messrs. Scott and Watson arrived next, and were quite busily occupied up to the opening of the sale in greeting old friends, the latter gentlemen being well acquainted with probably every person in the large as-

semblage, had enough to do in shaking hands, and answering the hundred and one enquiries of would-be purchasers. S. Allen Taylor, of Boston, had already arrived, and shortly after appeared Mr. Brown — we were going to say the vision of him, as he was supposed to be dead, from a curious propensity he had of not answering letters sent him; but it was evidently the living six feet two of flesh and bones clothed in a seedy suit of black, and surmounted by a goodly stock of sandy whiskers and hair, that makes the outer man of this somewhat celebrated personage, better known as Jersey Brown; with his usual modesty he pulled his wideawake over his eyes, and in company with Mr. Taylor of Boston, proceeded to occupy the best seat in the hall, where he remained till the close without making a single bid; but from his appearance this was not expected, and we are happy to say he made no disturbance, but amused himself with marking a catalogue which someone had given him.

Mr. Mason arrived shortly after the sale commenced, but had time to execute numerous orders for his customers.

[December 2, 1967]

A Report Which Appeared in Vol. III of The American Journal of Philately in 1870 on an Auction of Stamps II

Submitted by M. L. Neinken

The sale commenced at 6:25, the first lot being 100 foreign stamps which started at 25¢ and rose to 60¢, at which price they were knocked down. Lot 2, which consisted of double the number of similar stamps only brought 90¢, after a few more lots of common stamps, came eight lots of albums, which were sold for "little or nothing, or a little less" as Cheap John would say. They scarcely brought half their selling price.

Lot 33, set uncancelled, 1851, U. S., adhesives, brought $1.12. Lot 34, a set of 11 varieties of the present issue U. S. envelopes brought $1.70, while a similar lot (234) later in the evening was knocked down for $1.12. Lot 40, 1 penny and 4 penny, wood block, Cape of Good Hope, brought $2.00. The Confederate stamps brought very little (lot 43) a Knoxville in fine condition went for $2.25; a 2¢ green, (lot 42) brought $1.10; a red 10¢ (lot 43) went for $1.30, these were all cancelled. Lot 61, 1 penny, Mauritius, 1858, used, brought $1.25, and a collection of 389 (lot 62) uncancelled stamps in a handsomely bound morocco album, was sold for $9.50. The gem of the sale — a 5¢ 1852, Sandwich Island, was bought by J.W.S. & Co., for one of their customers for $11.00, they had received orders for this stamp as high as $15, and had eleven commissions to purchase it. Lot 198, red, 1856, Mauritius, uncancelled, brought $3.75, and the red on blue paper only $2.25. Lot 197, a used ½ peso, Peru, was knocked down at $9. Lot 205, a 1 penny, Mauritius, same as lot 61, that brought $1.25 sold for 55¢. Lot 231, a collection of 1800 stamps in one of Moens albums, all in good order, sold for the ridiculous low sum of $38, it would have been cheap to anyone at double that. Lot 232, a set of uncancelled, 1851 U. S. stamps, brought $1.50, just 25¢ more than they can be purchased of our publishers for at any time; but it is very evident that the buyer does not read the papers. Lot 259, consisting of 10 scarce New Granada stamps, sold for 90¢, they were worth about $3., but the last lots were hurried on so quickly that the people did not have time to buy.

Collections, albums and essays sold very low, and nearly all stamps went considerably under market value; but on the principal of quick sales and small profits we suppose it paid all parties.

There were 269 lots sold, the highest price realized for any lot was $38., the lowest, 35 cents. $11 was the highest price obtained for any one stamp. The entire proceeds amounted to about $500. The number of stamps amounted to about 14,000. After 14,000 stamps changing hands in small lots in a single night, we do

not want to hear any more about stamp collecting being played out.

The stamps were purchased by a great number of persons, few buying more than ten lots, the average would be about five lots to each purchaser. Nearly every purchaser paid the cash after the sale and took home his treasures.

The last lot was knocked down at 9 o'clock, and everything passed off to the evident satisfaction of everyone concerned. One lot (240) was marked as unused in the catalogue, when it should have been used, it was sold for 40 cents, and returned on that account, when it was sold again and brought 55 cents.

[December 16, 1967]

The W. W. Hicks' Collection Auction

W. W. (Bill) Hicks was a salesman of printing presses in Philadelphia, a loyal member of Phi Gamma Delta Fraternity, and a devoted student of the 3¢ 1851 stamp. His later interests included the Route Agent Markings of the stampless periods of 1847 and 1851-57.

He was a charter member of the 3¢ 1851 Unit, which now has grown into the U. S. Philatelic Classics Society. He owned and examined thousands of the 3¢ 1851 stamps and plated for other collectors and dealers the orange-brown stamps as well as the later one, the mark of the top student.

Bill completed reconstruction of Plate 1 early and intermediate; Plate 2 early, zero and 5 early were the finest in existence and brought $4,500 at the auction.

His two sets of reconstruction plates 1 late in different shades brought $450.00; 3 plate 2 late reconstruction, $655.00; 3 reconstructions of plate 3, $955.00; and a single reconstruction of plates 4, 5 late, 6, 7, and 8 brought $230, $430, $340, $275, and $275.00, or a grand total for all plate reconstructions of $8,110.

A collection of orange-brown, and red shades brought $400, while a study of plate number imprints brought $340.

The three 3¢ 1851 calendars brought $210, $175, and $165, while the much more difficult to assemble 3¢ 1857 calendar sold for only $145.00.

The top dollar item in the railroad collection was the $1,050 paid for 12¢ 1851 bisect New York and Philadelphia R R cover, followed by the stampless "10" and 5¢ 1847 Housatonic Railroad at $500 and $450 with 10¢ 1847 Baltimore RR at $400 and a vertical pair of 5¢ 1847 U. S. Express Mail Boston at $320.

The second earliest railroad cover with the earliest railroad mark "Railroad" brought $250, while the third earliest railroad, Baltimore RR $100.

The $260 paid for the Albany & Rutland RR cover was the highest price for a 3¢ 1851 cover, but this was topped by the $290 paid for the Somerset and Kenb RR on a 3¢ 1857 cover.

Twenty-one Baltimore & Ohio covers sold for $1,342; twelve Housatonic RR covers brought $1,297, while the twelve New York & Philadelphia RR covers $1,406.

My hat is off to the purchaser for $375 of ninety-four beautiful railroad maps drawn by Lester Downing. Did they go back to Concord, Massachusetts?

[April 15, 1967]







BALTIMORE R R







Are You A Student Of The Classic Issues?

There probably are many students of the Classic issues of the U. S., but they are for the most part unknown to those of us who want articles written about these stamps. We want to tell about new and interesting discoveries which are not found in the standard works.

Really, we are saying that except for a handful of studies about the stamps of the 1851-57 issues, little is printed about the stamps of all the other classic issues. Postal history has taken over. This is obvious to the readers of this column. We will continue to give more postal history information, but we don't want to neglect the stamps themselves.

In the past a number of our readers have volunteered their knowledge, records, or research to be used by this column. They have stimulated us to do some of our own in addition. We appeal to you to send us your information. You will be given credit as usual.

Opportunities are available to learn about stamps at the national conventions of our leading stamp societies. Here the groups of special interest present slide programs and seminars on a wide variety of subjects. The U.S. Philatelic Classics Society will present at least one seminar at the coming A.P.S. Convention in Cincinnati, Ohio during the weekend of Saturday and Sunday, September 10th and 11th.

Even though you may not be collecting the classics, these programs are interesting and informative and help you understand the covers you inspect at the dealers' tables.

The importance of knowing postal rates, both domestic and foreign, cannot be sufficiently emphasized. Many dealers selling the classic stamps have not taken the trouble to inform themselves about the types and varieties of the 1851 and 1857 issues. There are bargains for those that know.

It costs something to build a small library to instruct you in these details. The *U.S. Specialized Catalogue of Scott* gives a world of information. A revised edition of Lester Brookman's work on the United States postage stamps of the 19th Century is in the printer's hands. Back issues of the *Chronicle* of the U.S. Philatelic Classics Society which are completely indexed are invaluable. The recent books by Neinken on the 10¢ and 12¢ stamps of the 1851 issue are still available through the Collectors Club of New York City.

In spite of the research already accomplished, much remains to be done, particularly in the field of color and descriptions of color. Let us hear from you.

[August 20, 1966]

The New "Chronicle"

Some time soon *The Chronicle of the U. S. Classic Issues* will make its appearance. This is not a new publication, but rather the "new look" of the present "Chronicle" of the U. S. 1851-'60 Unit. The forty-fourth issue of "The Chronicle" was the last in the old format. William R. Head is preparing an index of the first forty-four issues.

The new *Chronicle* is printed in the size of *The American Philatelist*, and all issues after the first will carry advertising.

This refers to the size of page of the American Philatelist, as was used in 1963.

Many members of the 1851-'60 Unit are also interested in the whole period of U. S. postal history from the first post office in the late 1790's to the time of the first printing of postage stamps by the Bureau of Engraving and Printing. Eventually, the new *Chronicle* will cover this whole period.

The first issues to be published will be more restricted in their coverage. Four sections are planned by Professor George Hargest, the new editor. The 1851 to 1860 section will continue to be edited by the well-known student of this issue and first *Chronicle* editor, Tracy Simpson.

The 1847 Issue Section is edited by the editors of this column with the help of

Creighton Hart, a long time student of this issue.

The 1861 Issue Section will be edited by Henry Meyer, best known for his tremendous knowledge of "Way" and "Steam" and river packet markings. Richard Graham, a student of naval covers and postal history of the Union side of the Civil War, will assist, as will many others.

The Transatlantic Mail Section will be capably edited by George Hargest. We have all profited by his recent articles in this column and in *The Postal History Journal.* Professor Hargest is a real student and will strive to maintain, throughout, the standard of excellence associated with his writings.

Many who are not now members of the 1851-'60 Unit will want to join in order to receive the new *Chronicle,* which will be published several times a year. The price for individual copies will exceed the $5.00 annual cost of membership.

Applications may be presently secured from Michael C. O'Reilly, P.O. Box 1131, Huntsville, AL, 35807.

W. W. Hicks, ... , will be glad to furnish application blanks and additional membership information. Those joining prior to January 1st will receive the new printed *Chronicles* as a part of their membership.

[July 20, 1963]

Issue No. 46 of "The Chronicle"

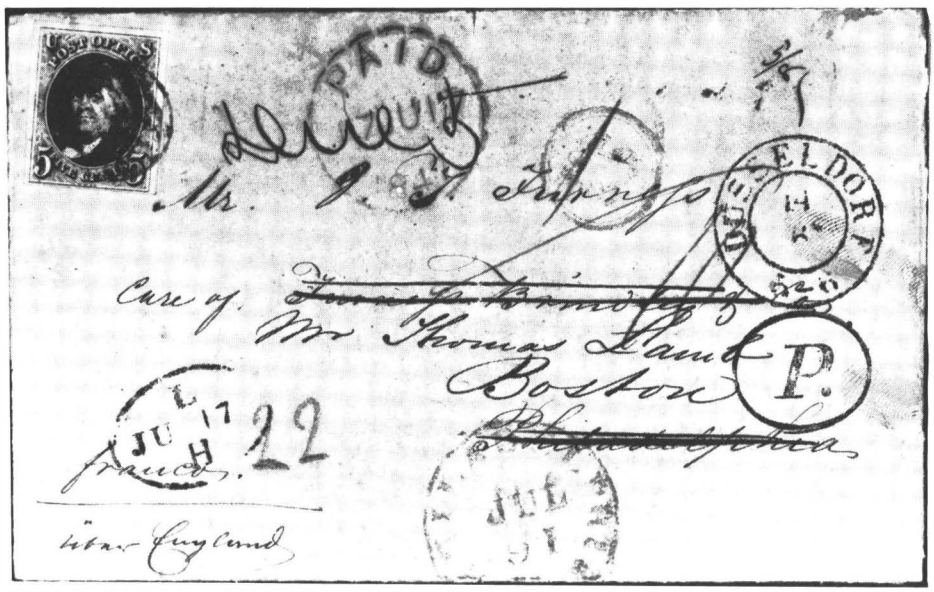
In issue No. 46 of *The Chronicle* the editor, George Hargest, has provided readers interested in the 1847-1869 period of our postal history with an excellent variety of articles.

Creighton Hart completes his series of articles on Delaware covers in that issue; and a list of articles on the 1847 issue was prepared by the editor.

An innocent looking 5¢ 1847 cover, used to test the philatelic knowledge of readers, has resulted in two other articles. One is on the early covers of 1847 stamps, and information about the writer of the letter, Emanuel Leutze, a painter, whose most famous work was "Washington Crossing the Delaware." The second is in the Transatlantic Mails section, explaining the Prussian rate markings. Another problem cover is illustrated.

Tracy Simpson continues his reporting of interesting items including a 10¢ 1855 from Pleasant Spring, California, a question about the Green Island, N. Y., straight line 1853 year date, Canal Boat Mail, plate varieties of the 3¢ Type II, filing identification at Washington Dead Letter Office, and newly reported domestic postal markings, supplementing his book *U. S. Postal Markings 1851-'61 and Related Mail Services.*

A revised edition by Thomas J. Alexander, "Simpson's U.S. Postal Markings, 1851-61," appeared in 1980, but is now out of print.



This cover, referred to above, was mailed in Dusseldorf, Prussia in June, 1847, and was forwarded through Belgium to England under the Anglo-Belgian mail agreement of 1844, as was explained by Professor Hargest in "Chronicle" No. 46.

The cover was sent from England to Philadelphia and was forwarded from there to Boston with the 5¢ 1847 stamp used on the cover attempting to pay the postage. Since the distance was over 300 miles, another 5¢ was due.

The stamp, used July 16, 1847, is black-brown, a very early use. The enclosed letter was written by Emanuel Leutze, the painter of "Washington Crossing the Delaware."

W. W. Hicks, Associate Editor for railroad marks reports on the C. M. and L. R. R. (Concord, Manchester & Lawrence), the Detroit & Milwaukee, South Side R. R., the Cincinnati, Ohio and New Castle and presents a full scale discussion of "Early Philadelphia—New York Railroad Mail."

Those of you who know Henry Meyer know that he is full of questions, several of which he asks the readers to answer — one about railroad station marks and another about the May 31, 1861 demonetization date. He briefly reviews demonetization and lists a number of different types of covers which occur during this period.

For those railroad markings specialists, Charles Towle starts a series of articles on "United States Railroad Postmarks 1861-1886" with Maine and New Hampshire discussed in detail.

Dr. Robert de Wasserman of Brussels, Belgium, discusses the "British Mail to Tunis, via the Galway Line."

Copies of the *Chronicle* the publication of the U.S. 1851-'60 Unit, can be obtained for $2.00 from Professor George Hargest, ...

Back issues of the Chronicle can be obtained from Jack L. Jenkins, P.O. Box 615, Bloomington, Ill., 61701.

[February 29, 1964]

Issue No. 47 of The "Chronicle"

Issue No. 47 of the *Chronicle* completes the 16th volume, or 16th year of its publication, first, by the 3¢ 1851 Unit, then the 1851-60 Unit, and now the U. S. Philatelic Classics Society, Inc. This latest issue contains an article on "1847 Covers from Michigan", by Creighton Hart.

For those interested in the 1851-57 period, Mortimer Neinken reports on Plate-Reconstruction Progress on the one cent 1851-60. Clarence Taft, of Columbus, Ohio, brings new information about "Paper Containing Silk Fibers For The United States 3¢ 1851-57 Issue". In addition, the other regular features of this period appear.

Those who have interest in the 1861 issues will find a continuation of the "United States Railroad Postmarks, 1861-1886", by Charles Towle; a report on "Civil War Military Postal History", by Richard Graham; and an "Interesting Civil War Cover", by Mel Schuh.

In the Trans-Atlantic Mail section, the editor, George Hargest, reports on "French Mail by American Packet through England and the Allen Line", and "The 37¢ Rate by Private Ship to Australia".

The "Problem Cover" is a letter which traveled by Prussian Closed Mail to Switzerland in November 1860, and displays conflicting rate-marks on its face.



This is the problem cover from Chronicle No. 47. The cover originated at Augusta, Ga., Nov. 6, 1860, and was directed to go by Prussian Closed Mail to Geneva, Switzerland, for which the 36¢ in stamps represented a 1¢ overpayment. However, the cover was subjected to a comedy of errors in Europe, according to the solution published in Chronicle No. 48 (October, 1964).

The issues in each volume of previous Chronicles might be of interest. They are as follows: Vol. Number first, then years covered, then issue numbers: 1, — 1948-49, — 1 thru 4; 2, — 1949-50, — 5 thru 9; 3, — 1950-51, — 9 and 10; 4, — 1951-52, — 11 thru 14; 5, — 1952-53, — 15 and 16; 6, — 1953-54, — 17 thru 19; 7, — 1954-55, — 20 thru 22; 8, — 1955-56, — 23 thru 25; 9, — 1956-57, — 26 and 27; 10, — 1957-58, — 28 thru 31; 11, — 1958-59, — 32 and 33; 12, — 1959-60, — 34 thru 36; 13, — 1960-61, — 37 thru 39; 14, — 1961-62, — 40 and 41; 15, — 1962-63, — 42 thru 44; 16, — 1963-64, — 45 thru 47;

All of the back issues, #1 to #44, are available at $1 each to members, and $1.50 each to non-members, (#45, 46 and 47 at $1.25 and $2.00) from Tracy Simpson, ..., California. A complete index of issues #1 to #44 is also available.

See note regarding back issues on previous page. The index has been revised through No. 72.

[August 8, 1964]

Chronicle No. 51, U.S. Philatelic Classics Society

Although *Chronicle* No. 51 is dated December 1965, it was not mailed until January. It contains many items of interest to the collector of U.S. Classics. In the 1847 section Creighton Hart writes about 1847 colors used from Arkansas. Mr. Hart lists only one 5¢ cover and three 10¢ covers, known to him as used from Arkansas. The 5¢ cover, from the famous Buchanan and Carroll correspondence, may have been used after demonetization.

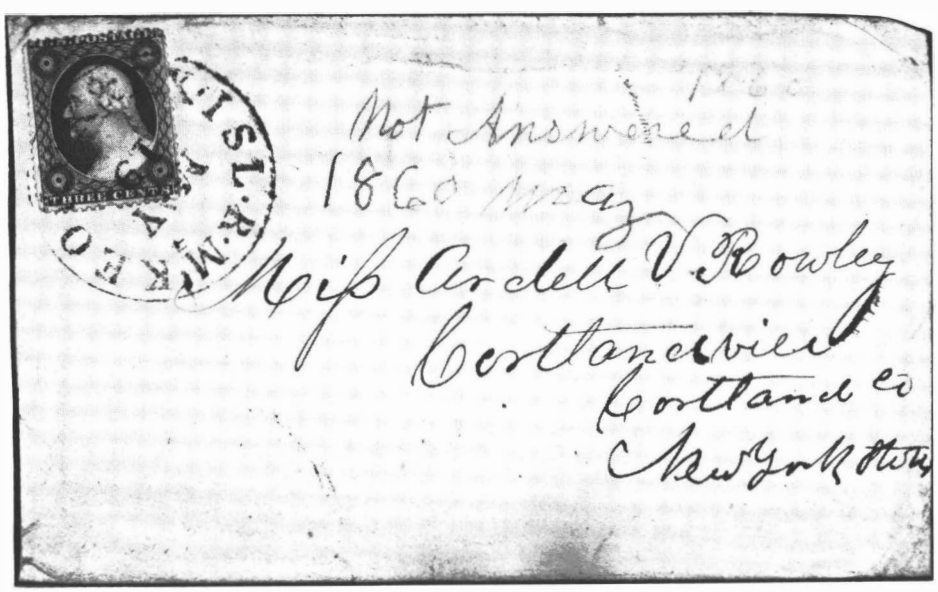
Tracy Simpson includes in the 1851 section a photograph of a handsome 5¢ cover bearing an 1856 imperforate pair and an 1857 perforated pair. The cover is addressed to Havana, Cuba, from New York City. Also pictured is a cover bearing a 3¢ 1857 stamp, postmarked Keokuk & RK ISL. R. M. This handstamp was known previously used on 1861 mail, but not prior. The letter bears a pencil notation "not answered" in May, 1860.

See below.

W. W. Hicks' section on Railroad Route-Agent and Station-Agent Post Marks discusses the North Missouri Railroad, the Canandaigua and Youngstown Railroad, the Nashville and Decatur Railroad, the New Haven and Springfield Railroad, and the Cleveland, Zanesville and Cincinnati Railroad. In the section of newly reported domestic Postal Markings is a beautiful marking of the "NAVAL/LIBRARY & INSTITUTE/U. S. NAVY YARD/BOSTON." Mortimer Neinken's article on "Short Cuts for Plating the U.S. 1¢ Stamp of

The "KEOKUK & RK•ISL•RM•" cover mentioned above. The marking stands for "Keokuk & Rock Island River Mail" and was applied by a route agent aboard a steamboat. Only a few more examples of this rare marking are known to exist.





1857, Type V," is continued from the previous issue and discusses identification of stamps from Plate 8.

The 1861 section edited by Richard Graham discusses and lists names of post offices in those states which had seceded from the Union from which mail is known bearing postmarks as the Union Forces occupied these towns. Mr. Graham encourages those who are interested in collecting these items to examine their collection for additional towns to be added to the list. Also listed and illustrated are some 30 fancy cancels which do not appear in the Herst-Sampson and about which there is some question.

Another interesting story in this section is a correspondence of five covers from Rochester, New York, to Canada during the period of demonetization of the 1857 issue during the summer and fall of 1861. These covers, belonging to William C. Peterman, show the problems of postmasters' keeping stamps in stock during this period. The last section of Charles Towle's list of the railroad postmarks, 1861-1866, from New England, is included. Mel Schuh writes about "The Short Paid Letters to France, 1857-1858" in a well-illustrated article.

The issue concludes with a photograph of a 90¢ 1861 cover posted in Baltimore in July of 1866, addressed to the Augustine Heard and Company, Shanghai, China, "via Marseilles" showing a large red "2" indicating double-rate and with red credit marks on "61" and "48" scratched out and "96" credit mark remaining. The question asked is since the rate via Marseilles to Shanghai was 53¢ per one half ounce at this time and this was a double-rate letter, how could the 90¢ stamp pay the postage?

See page 7.

Copies of this issue of the *Chronicle* can be obtained for $2.00 from Melvin Schuh, ...

See note regarding back issues of the Chronicle on page 21.

[March 26, 1966]

On Forming a Philatelic Library

A philatelic library is a neccessity for every serious collector and student of the United States classics. When a collector reaches the stage where he needs a blank album to house his collection he should have a philatelic "five foot shelf" well begun.

To lay down the hard and fast rules as to what should be included in such a library would be presumptuous on our part. However, we would like to recommend the following books for the shelf:

A specialized United States stamp catalog.

Brookman *19th Century Postage Stamps of U. S.* (1947) 2 Volumes.

Ashbrook *U. S. One Cent Stamp 1851-7* (1938) 2 Volumes.

Chase, *3¢ Stamps of 1851-7 Issue* (1942 revised).

Neinken, M. L., *U. S. Ten Cent Stamps of 1855-59* (1960).

Konwiser, H. M., *U. S. Stampless Cover Catalog* (1952).

Dietz *Confederate States Catalog and Handbook* (1945).

Sampson, E. N., *The American Colonial Postmark Catalog* (1953).

Simpson, T. W., *United States Postal Markings and Related Mail Services 1851-1861* (1959).

Remele, C. W., *U. S. Railroad Postmarks 1837-61* (1958).

Toppan-Deats-Holland, *History & Reference List Revenue Stamps of the U.S.* "Boston Revenue Book" (1899).

Herst-Zareski, *19th Century U. S. Fancy Cancellations* (1951).

Brazer, C. W., *Essays for U. S. Adhesive Postage Stamps* (1941).

Thorp-Bartels, *United States Stamped Envelopes* (1954).

Luff, *The Postage Stamps of the United States* (1902).

Auction catalogs of the following collections: Knapp, Gibson, Caspary, Krug, Meroni, Newbury.

Many of the editions in this list have been superseded and most are out of print. Some of the revisions currently available are:
For the Konwiser work; "The American Stampless Cover Catalog." For Simpson, the current edition has just gone out of print but stocks are in the hands of dealers. The Remele Railroad markings book has been augmented by Charles Towle's Mobile Post Office Society catalogs.
For data on the revised Brookman, also out of print, see pages 23-27.

We realize that Postal History students and advanced collectors would add many more titles to the above. We will run a list of additional titles later.

We are also aware that several of the books listed are out of print but they do appear in auctions now and again, and can be obtained by the exercise of a little patience and the expenditure of hard cash. The expenditure is well worth while however, as the writer can attest.

[February 9, 1963]

Mails U. S. To France...
By George E. Hargest
Guest Editor
* * * * * * * * * * * *

The complete column appears on pages 306-8.

This is the last of the series of columns dealing with mails U. S. to France. For the benefit of those who would like to read in more detail about these mail services, the following bibliography is appended:

Ashbrook, Stanley B., *United States One Cent Stamp of 1851-'57,* vol. II, Chapter LVI. H. L. Lindquist, New York: 1938.

This has been superseded by Thomas J. Alexander's revised edition of USPM, published in 1979.

Simpson, Tracy W., *United States Postal Markings and Related Mail Services.* Tracy W. Simpson, 66 Alvarado Road, Berkeley 5, Calif. 1959. (Publication of this work was sponsored by the U. S. 1851-'60 Unit, No. 11 of the American Philatelic Society.)

Staff, Frank, *The Transatlantic Mail.* Adlard Coles, Ltd. and John De Graff, Inc., New York: 1956.

Periodicals

Simpson, Tracy W. editor, *U. S. 1851-'60 Chronicle,* particularly, issue No. 31. Notes and short articles, issues No. 32-44.

Mack, Millard H., "United States 4¢ Part Payment Rate to France 1870-74," *Collectors Club Philatelist,* vol. 38, No. 4, July, 1959, pp. 159-164.

Hargest, George E., "French Mail Rates," *Chronicle of the U.S. Classic Issues,* No. 45, pp. 27-28.

Hargest, George E., "Unpaid and Partpaid Rates Between United States and France 1870-74," *Postal History Journal,* Vol. VII, No. 1, June, 1963.

Hargest, George E., "United States Mails to France in 1870—The 'Phantom' and Actual Prepaid Rates," *Collectors Club Philatelist,* Vol. 42, No 6, November, 1963, pp. 333-344.

[August 15, 1964]

Philatelic Literature

The market for literature has never been stronger. The Ward Sale did quite well overall. It is the first extensive library to come on the market in some time.

With the thought that some of our readers may have a few dollars left after Christmas, we wish to share a few books with you. This leads us to the following titles we have found to be intriguing, interesting and readable:

Broadax and Bayonet, by Frances Paul Prucha ($4.00). This book is the story of early military road building in Wisconsin Territory. In the course of telling it paints a good background of the frontier as it then existed in that portion of the old Northwest Territory.

Guide to Military Posts of the United States, by Frances Paul Prucha ($7.50). This book is probably one of the best which a collector of fort markings could possess, as it lists more than four hundred seventy-five (475) historic army posts in the continental United States, including a thumbnail sketch of each post with its date of establishment and discontinuance. The maps which are included are excellent in locating the actual site of these military establishments. There is

also an excellent bibliography included for those who wish to secure further information on any particular fort.

The Public Lands, edited by Vernon Carstensen ($6.75). This volume includes many articles of interest dealing with the history of the public lands of the United States. It explains how they were surveyed, sold and settled. Aside from the original thirteen (13) states and Texas, which never had public land offices, there is a wealth of background material of collateral interest to a student of territorial history and post marks. We particularly enjoyed the following articles (all items in Part I): Origins of the Public Land System, Origin of the National Land System under the Confederation, Military Bounty Lands and the Origins of the Public Domain, Cadastral Surveys for the Public Lands of the United States.

And the following article in Part II: Distribution of the Public Lands, The Mineral Land Question in California 1848-1866.

The appendix contains charts, maps, and lists of sources of materials and other data.

All of the foregoing volumes are available from the State Historic Society of Wisconsin, 816 State Street, Madison, Wisconsin 53706.

[December 25, 1965]

The Revised Edition of L. G. Brookman's 19th Century Postage Stamps of the United States

Some portions of this and the next two columns are repeated in later sections.

When you own an earlier edition, you are naturally curious as to what the revised edition contains that is new. For those who do not own the earlier edition, the great advantage is that Volume I is now available and the two other volumes will follow shortly.

The first thing that quickly calls your attention is the better quality paper now available, which improves the quality of photo reproduction. The author reports that there will be a total of 450 new, and as far as Volume I is concerned, additional illustrations of covers.

The author has drawn on the more recent research of C. C. Hart in the 1847's, Earl Oakley for the 5¢, and Mortimer Neinken for the 10¢ and 12¢ 1851-57's, and many others mentioned in the introduction.

Volume I includes material through the demonetization of the 1851-1857 issues. The volume of additional material required sixty-six more pages to cover the ground in the revised book.

New subjects discussed about 1847 stamps include: illegal use, fakes, uses after invalidation, a use to pay 2¢ Drop Rate.

In the 1851 issue: The 3¢ is divided between orange, brown and red shades, the reason for the 5¢ stamp, early date of use, large block and fakes of 10¢, and new information about the 12¢.

In 1857 Issue, a discussion of the 1¢ Type V and Va., new information about the 5¢ with a new section on the Indian Red shade.

Some new comments on the colors of the 24¢ are included with additional photographs.

Early dates of use are included for the 30¢ and 90¢ values. The fakes and counterfeits of the 90¢ are discussed.

The 1847 Section of the next issue of *The Chronicle of the U.S. Philatelic Classic Issues* will print a revised listing of known 1847 bisects based on the original listing from Brookman, as was stated in Brookman's Volume I, Revised Edition, Page 86.

Future issues might include a listing of recorded 12¢ 1851 bisects and the known covers using the 5¢ and 10¢ 1847 together on cover. Both of these items will appear in future "Chronicles."

We are looking forward to seeing Volume II soon.

[March 4, 1967]

Brookman's U. S. Postage Stamps of The 19th Century, Vol. II

Portions of this and the next column are repeated in later portions of this book.

The revised Volume II of Brookman's *U. S. Postage Stamps of the 19th Century* covers the ground from the 1861 issue up through the 1882 to 1888 issues of the bank notes. The 229 pages of the first edition were expanded to 325 pages of information in the revised Volume II, mostly accounted for by interesting additional illustrations.

Added under the 1¢ 1861 was a 1¢ plus 3¢ envelope, plus a 2¢ cover illustrating the ferriage rate to Canada and some comments about the 1¢ indigo being undervalued.

The 2¢ Jackson pages include a photo of the "Atherton Shift" cover and a picture of the earliest recorded cover. Also, a section on the Black Jack reissue and illustration of a large block from plate #57. A discussion of some forty known bisects, mostly from small towns, is included.

Under the 3¢ 1861, photos are included of the so-called precancelled stamp on Albany cover but which Brookman prefers to consider a control mark; two Lincoln Presidential Campaign covers; Lincoln and other patriotic covers and four Magnus covers; two Wells Fargo covers with stamps added; and a block of four imperf horizontally.

The 5¢ has added illustrations with the buff and red-brown and new comments on the 5¢ reissue illustrating notch drawings and photo of plate #58.

A discussion of the 10¢ August includes illustrations of the first day of use and comments on an interesting re-entry on 94R4.

A 10¢ September issue illustrates a use on a Pony cover from the east, and Wells Fargo covers from San Francisco to Boston. Also included is a note on the registry fee paid by 10¢ stamps. A beautiful cover is pictured bearing a block of six of the 10¢ paying quadruple rate to Paris and a fake 10¢ stamp.

The 12¢ section includes comments on the use to pay registration fee and illustrates uses to France and to Germany.

The 24¢ red-lilac illustrates a block of six from plate #6 and a 35¢ brown-lilac cover from Philadelphia to Switzerland. Also, a blackish-violet use on St. Louis cover to England.

The 30¢ illustrations include a centered block of four, a cover to Cape of Good Hope, a 30¢ New York supplementary mail cover to Paris, and a use to Hong Kong.

The 90¢ section includes a picture of a block of six, the earliest known recorded use cover, and two covers showing uses to Hong Kong.

This volume includes a section on grills, a subject on which Mr. Brookman is a renowned authority. The question "Is there a genuine 18x15 grill?" is raised. Under the "A" grill is pictured a cover containing a circular announcing the series of 1869 forthcoming and an illustration of an imperf pair.

A "B" grill cover bearing four stamps is illustrated with a view of the grills on the reverse side and an enlargement of the grill on one stamp. A photo of the split "D" grill is included.

The Foundation photo of the recent discovery of the second copy of a 1¢ "Z" grill is included with a story of the discovery.

The 15¢ "Z" grill photo face and reverse from the Siegel "Rarities Sale" is included.

The mint block of twelve of the 24¢ "F" grill from the Siegel December 1948 Sale is pictured.

[June 24, 1967]

Brookman's U. S. Postage Stamps of the 19th Century, Vol. II

Actually, what is termed here as a "ferriage rate" is really a cross border

New illustrations in the 1869 section include a 1¢ and 3¢ cover to Paris, France, paying the 4¢ rate to the English frontier and a 2¢ cover paying the ferriage rate

between Houlton, Maine and Woodstock, New Brunswick. A 6¢ use from Oak Park, Illinois to Quebec, and a pair of 6's on a cover to London. An early use of the 10¢ 1869 on a cover to Spain, paid only to England and a use to Germany via Bremen.

"local" rate. The distinction is made because there was a true ferriage rate of a different sort in an earlier period.

The 12¢ issue contains illustrations of two covers to England and a new early date.

The 15¢ type I section, shows a beautiful block of six and the earliest recorded use from New Orleans to France on April 2nd. Also, a faked cover to France is pictured. A 15¢ type II, shows a beautiful block of nine, and a use on cover from New Orleans to Bordeaux.

A block of nine of the 24¢ is illustrated, plus two 24¢ covers with other denominations to Peru and the Argentine in South America. An enlarged photo of a good 30¢, and an altered 30¢ stamp are illustrated. The only known 90¢ 1869 cover is, also, pictured. The 1870 issue shows a strip of three of the 1¢ on cover and under the 10¢ contains an explanation of the different impressions of a grill.

Actually, although captioned as a "strip" the cover illustrated in Brookman has three singles of the 1¢ 1870 grilled Banknote stamps, vertically arranged.

Included is a 3¢ plus 15¢ grill cover, and a valuable suggestion in regard to the 24¢ denomination is included under the 1870 issue without grill. A strip on the quality of the impressions of the 1¢ is included. A pair of 2¢ on a cover to France paid to England and three 3¢ covers with Pittsburgh machine cancel are illustrated.

Interesting 6¢, 7¢ and 10¢ covers are illustrated. There are comments about the grill on the 12¢ stamp and a large photo of the die proof of the 15¢. Comments about the rarer domestic uses of the 24¢ and the centering of the 90¢ stamp.

Under the Continental issue, an imperforate strip of 3 is pictured and a pair with a red carrier to Washington. Several 2¢ covers are illustrated and an explanation of a 3¢ stamp with clear but reversed impressions on its reverse.

Under the 5¢ stamp illustrations of a foreign mail and use of two 5¢ stamps to pay a 10¢ registry fee with an explanation for the reason of issue of the 5¢ denomination. Interesting additional photos of the 6¢ stamp in combination to Germany to registered cover use and a block on a cover to New South Wales. A Kingwood cover to Moradabad, India, with a strip of 4 and 10¢ covers to St. Helena and B. F. Stevens to London. Also, a horizontal pair imperforate between.

The cover to India has a strip of four of the 7¢ stamp rather than the 6¢ Continental, as might be implied here.

A photo of the cracked plate of the 12¢ denomination is included, while a whole new two pages of recent research are included about the 15¢ and 24¢ denominations.

Interesting illustrations of the American Bank Note issues include uses to Canada, to Germany, to pay registration with multiples and blocks of the 10¢ and a strip of 4 with the right stamp imperforate between. The 15¢ includes an imprint strip of 8 overprinted "SAMPLE" and a block of 25 of the 90¢.

[July 8, 1967]

Reprint of Chase's Classic U.S. Stamps 1845-1869

A series of articles by Dr. Carroll Chase, published some years ago, has been reprinted by Herman Herst, Jr., with the addition of photographs of pages from the collection of Dr. Don H. Silsby, beautifully illustrating the stamps, and describing a number of varieties. Dr. Chase's articles are helpful and instructive, but contain certain information which has been rendered inaccurate by the discoveries of the past twenty-four years. It is unfortunate that some editing of these writings was not done to bring the information up to date as of the time of reprinting.

For example, for those who might not have the latest information as to certain of the earliest dates of use, the following gives reference by pages to the reprinted work: 1847—Page 1—5¢ July 7, 1847; 10¢ July 9, 1847. 1851-56—Page 7—5¢

The earliest date now known for the 10¢ 1847 stamp is July 2, 1847, and

several others of the dates listed have been revised.

March 24, 1856. 1857-60—Page 16—1¢, July 25, 1857, 3¢ (Type I), Feb. 28, 1857; 10¢, July 27, 1857; 12¢, July 30, 1857; 24¢, July 7, 1860; 90¢, Sept. 11, 1860. 1861—page 24—1¢, August 17, 1861; 2¢ July 2, 1863; 3¢ rose, August 19, 1861; 5¢ red-brown, Jan. 2, 1862; 5¢ brown, Feb. 3, 1863; 12¢, Oct. 16, 1861; 24¢, red lilac, Jan. 7, 1862; 24¢ lilac, Feb. 20, 1863; 90¢, Nov. 27, 1861.

[August 25, 1962]

"The Forwarding Agents"

A revised and greatly enlarged edition of this work was published by Leonard H. Hartmann of Louisville, Ky. in 1984.

The new book on *The Forwarding Agents,* by Kenneth Rowe, published by The Philatelic Specialists Society of Toronto, Canada, is the newest in my library. Mr. Rowe has had the courage to publish even though he knew there was much to be added.

He provides a definition of a Forwarding Agent: "A person, or firm, who undertakes to see that the goods or correspondence of another are transported without himself acting as courier."

Most early mail traveling outside of a country required the service of a Forwarding Agent. Later postal treaties came into being which gradually displaced their use in postal operations.

The book contains names of Forwarding Agents known to the author at major ports the world around. It tabulates type, sizes, and colors of mark, years used and a rarity factor. The bibliography lists some twenty-nine books and articles from which data was compiled. Data is tabulated from 1700 in Amsterdam to early 1900's in South Africa and Hong Kong.

Being a collector of early Hawaiian mail, some of the markings listed are available and these additions and changes are noted:

Page 92 Hawaii Honolulu. A. P. Everett, oval, 38x28; H. T. Fitch, octagonal, 40x21, my use 1855; Gregory's Honolulu Express, oval, 43x23, 1852 (Gregory's Express disappeared in 1853 so the date should not be later!).

Porter E. Ogden, oval, 33x18, red and black, 1851 or 1852; Thomas Spencer, octagonal, 43x26, my use 1857; Starkey & Tanun & Company, oval, 40x23, red, 1849 (unlisted).

Page 93 Hawaii — Lahaina Bush & Company, truncated rectangle, 36x17½, red, 1850.

Hawaii — Sandwich Islands Makee Anthon & Company, oval, 41x24.

Many of the listings are from manuscript marking, particularly those prior to 1820's and 30's. After that time use of handstamps, circular, oval, or rectangular came into use, sometimes following a straight line type and mark.

Some interesting variations show up. I have one cover bearing a Hamburg forwarder's mark partially covered by a 3¢ 1851 applied when a group of letters were posted in New York after being hand carried from Hamburg.

Portions of this and the following columns are repeated in other sections. See pages 100-101 and 122.

Similar examples within our country can be found. In one instance a packet of New Orleans Price Currents were carried by steamer to Evansville to a forwarder who applied his handstamp and placed the batch in the Evansville post office in the 1850's.

[August 13, 1966]

"The Forwarding Agents" II

The following are notes, recommended corrections, and possible additions to the forwarders listings for San Francisco, U. S. page 150.

Adams & Company, oval, black, 1851-1853; Gregory's Express, type set 3-line, 44 in blue; Ogden & Hayes, Oriental Line Agents, oval 38x20, blue 1853 (unlisted); Hy Schroder & Company, oval, 35x18, blue, 1862 (unlisted).

The first Noisy Carrier listing should read "From/Noisy Carriers/Mail/77 Long Wharf S. F. Cal., rectangle, 42x24, blue, black and green, 1855 possibly

1854 and 1856, but no other.

Who has seen the mark just described on a stampless cover? Please send photo or description.

By Mail Steamer/From/Noisy Carrier, Scroll, 35x21, black and red, 1856 and 1857 only.

Forwarded/via/Nicaragua/From/Noisy Carriers Publishing Hall, rectangle (pregnant topside), 51x29 green, 1854 (only year used to my knowledge).

Noisy Carriers/ via Nicaragua/Publishing Hall, negative in truncated rectangle, 51x19, blue and black, 1853 only - only 3 known, 10.

Forwarded/via/Independent Line/ahead of everything/From Noisy Carriers, rectangle pregnant top and bottom, 51x34, blue, 1854 use only, 10.

Noisy Carriers/ Mail/ San Francisco, oval, 46x32, black 1856 and 1857 only.

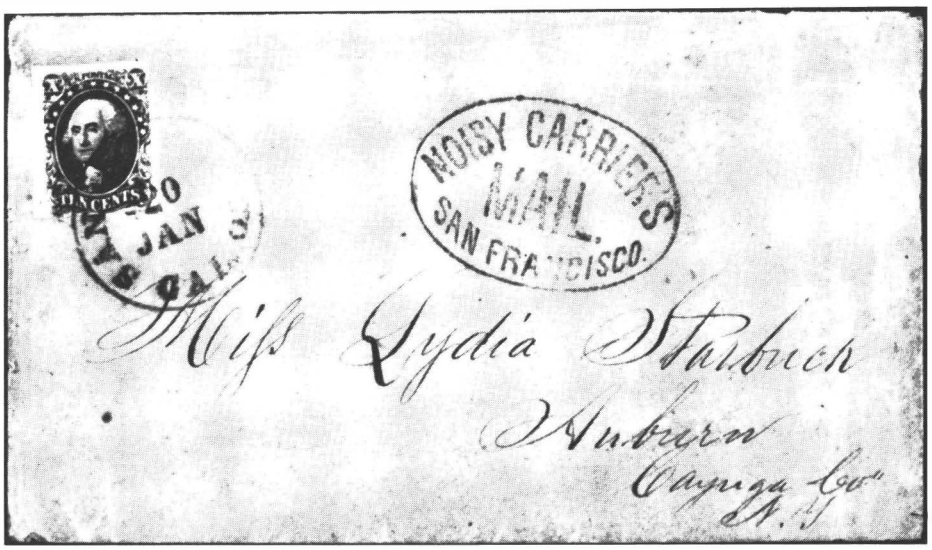
From the/ Noisy Carriers/ Publishing Hall/ San Francisco, Cal., rectangular adhesive label, 28x14, black, 1853 and 1854.

Noisy Carriers/ Publishing Hall/ Long Wharf San Francisco/ Charles P. Kimball, Proprietor, TS/3, ?, Black, 1853? 10. (unlisted)

For photographs of covers bearing these markings, see the very fine article on Noisy Carriers by Basil Pearce in April, 1963 issue of *Western Express*, published by the Western Cover Society.

Charles P. Kimball, later known as the Noisy Carrier, arrived in San Francisco from Boston in July of 1849. In October 1849 he established the Kimball & Company's Express operating from Sacramento to San Francisco. In January 1850 he set up 35 letter boxes around San Francisco, but took the boxes down in late February after he found them filled with letters to the East Coast on which he could make no charges, but could only deposit them in the post office. Prepayment of postage was not required until 1855. Later, in 1850, he published the first business directory of San Francisco, now a great rarity, but then a failure. However, he was successful in establishing a book and newspaper business which carried the Noisy Carrier name.

[September 24, 1966]



A Noisy Carrier forwarded cover placed in the San Francisco post office in 1855 for transmission to New York.

"The Forwarding Agents" III

More notes and recommended additions and changes in listings in San Francisco section, p. 151.

Those regularly reading *Stamps* no doubt noticed Harry Fine's article on G.P. Post and Company in 25 June 1966 issue. The G.B. Post and Company were San Francisco mail agents for the government of Hawaii from 1851 to 1856. Page 151 G. B. Post and Company oval, 36x24 (my measurements) 1852 only (only 2 or 3 known) 10.

Page 151 Via Nicaragua Markings Via Nicaragua/ahead of the Mails, rectangle, 58x22 (my examples measure), Blue, Black and Red, 1853-1854.

Via Nicaragua/In advance of the Mails/Sullivan, oval, 51x27, Black, 1854.

Via Nicaragua/In advance of the Mails/Leland, rectangle, 55x23, Blue, 1853.

Nicaragua Line/In advance/of the Mail — this mark was only used on mail from east to west by this route and was probably in use from 1851 to 1855 or 1856 at the latest.

Steamer Sierra Nevada/Via Nicaragua/advance of the Mails — oval, 48x27, Black, 1854. The Sierra Nevada arrived in San Francisco 24 March 1853 from the Atlantic. She reported a yellow fever epidemic at Panama. Her captain had died in this epidemic.

Vanderbilt sold his Nicaragua steamers to Accessory Transit Company on 10 April 1853 for cash and stock in the Accessory Transit Company.

Using one of his steamers, the *North Star*, he sailed for Europe. On his return he found he had lost control through stock manipulation of his partners. Being a poor loser, in September he started the Independent Line ahead of the Mails, via Panama by sending the *Uncle Sam* to San Francisco to sail to Panama with "no stops" to connect with *Yankee Blade* and *North Star*. In May 1854 the *Yankee Blade* was sent to the Pacific.

The Vanderbilt competition proved too great so his competitors in the Atlantic and Pacific bought him out in September 1854, paying him $40,000 a month (until 1859) to stay out of the business.

Incidentally, Vanderbilt changed San Francisco agents from G. B. Post and Company to Fretz and Ralston in April 1854.

Independent Line/Ahead of the Mails/Uncle Sam and North Star/via Panama, oval, 58x38, Black, 1853 and 1854.

As above "Yankee Blade and North Star", oval, 57x35, Black, 1854, 10.

[October 22, 1966]



To New York, from the west coast by the "INDEPENDENT LINE/AHEAD OF THE MAILS/UNCLE SAM/AND/ NORTH STAR/VIA PANAMA." The mails were carried from San Francisco by the "Uncle Sam" and from Panama to New York by the "North Star," where the cover was mailed and postmarked on Sept. 27, 1854.

Local and Regional Post Office Histories

During the past twenty years a number of local, regional, and state post office histories or lists of post offices have appeared. In some volumes the two have been combined.

It would seem that the number of such publications is on the increase. No less than five have appeared in the last several years, and there may have been others which have escaped the attention of the editors of this column and of the reviewers of philatelic publications in the philatelic press.

All of these publications have a distinct place in the scheme of things as they help a student in understanding some of the whys and wherefores of the operations of the Post Office Department and individual post offices.

A partial list of those known to us includes the following titles with the year of their publication:

Boston Postal Markings to 1890—M. C. Blake and W. W. Davis (1949)

The Postal History of Western New York—Pitt Petri (1960)

Postal Markings of Maryland 1766-1855—Roger T. Powers (1960)

Early Post Offices—Chautauqua County, New York—C. Malcolm Nichols (1960)

Chillicothe, Ohio, A Postal History—Robert D. West (1959)

Postal Facilities and Postmarks—District of Louisiana, the Territory of Louisiana and the Territory of Missouri 1804-1821 — C. Corwith Wagner (1960) to which was added *St. Louis Postal Facilities and Postmarks; 1821-1861*

Michigan Postal Markings—Maurice F. Cole (1955)

Maine Postal History and Postmarks—Sterling T. Dow (1943)

Kansas Post Offices—Robert W. Baughman (1961)

Florida Postal History and Postal Markings during the stampless period—Pickett, Rice & Spelman (1957)

A Century of California Postoffices—Walter N. Frickstad (1955)

A Century of Nevada Postoffices—Frickstad, Thrall & Meyers (1958)

Postal History of Coshocton County 1805-1961—Miriam C. Hunter (1961)

Arizona Territory Post Offices & Postmasters—John and Lillian Theobald (1961)

Information as to others not included above is solicited from our readers.

While most of these references are still pertinent or useful, some have been largely superseded or updated. Others have been incorporated into larger works.

[August 3, 1963]

More On Post Office Histories And Lists

Our column of August 3, 1963 was devoted to a listing of local, regional and state post office histories and lists of post offices. Our readers were asked to add to the list if they could. From our correspondence on the subject, here are additional titles:

Philately Below Zero, A Postal History of Alaska—James S. Couch (1953)

A Chronology of Florida Post Offices—Aford G. Bradbury and E. Story Hallock (1962).

First Post Offices Within the Boundaries of Oklahoma—George H. Shirk (1948)

A Check List of the Territorial Post Offices of Minnesota — Jefferson Jones (1949). This was reprinted by Fritz Billig in his Philatelic Handbook No. 16 (1952).

A Postal History of Delaware—Harvey Cochran Bounds (1938). This was reprinted by Fritz Billig in his Philatelic Handbook No. 26 (1957).

The Post Offices of The District of Maine—Arthur Hecht and Paul Hannemann—(1957) appears in Billig's Philatelic Handbook No. 28 (1960)

The Post Offices of Southwestern Indiana—Postal History Bulletin No. 4 of the Evansville Stamp Club (1956)

Postal History of Sheboygan County, Wisconsin—Ray Van Handel, Sr. (No year date given)

List of all known P.O.'s in the Territory and State of Wisconsin—Wisconsin Postal History Society (1948) (reprinted 1953)

We are also advised that there is in preparation "Territorial Post Offices, with listing of all known covers, Wisconsin Territory and pre-Wisconsin offices in Michigan Territory".

In addition to the foregoing Dr. Sheldon H. Dike has issued the following lists:

The Territorial Post Offices of Arizona

The Territorial Post Offices of Colorado

The Territorial Post Offices of New Mexico

There are at least four other groups working in the state postal history field which should be recorded:

Illinois Postal History Society

Iowa Postal History Society

Peninsular State Philatelic Society, Inc. devoted to Michigan Postal History

Vermont Philatelic Society

Each of the foregoing have regular publications devoted to the postal history field as well as to the postal markings of their states.

These are certainly not all which should be included so let us hear from you as to any others. There is interest as our mail has been heavy on this subject.

[September 14, 1963]

Postal Rates To and From The United States

In our travels around it is quite apparent that more is going to be discovered and published on this fascinating subject in years to come.

A recent program of the Chicago Collectors Club discussed rates to England, France, Bremen, Hamburg, and Prussia. The group is attempting to interest its very distinguished members who are not collectors of U. S. stamps or covers to join in a research project on the rates from the country or countries of their interest to the United States. We hope they are successful.

Interest shown at that meeting in an early table of rates published in *Stamps* magazine thirty years ago by George Hill and Harry Konwiser prompts me to wonder if a start of a bibliography on this subject might interest our readers.

Your editors start this with trepidation, but we are always encouraged when our readers come to our rescue. So here goes:

The Hill and Konwiser work has been completely superseded by works of George E. Hargest, Charles J. Starnes and others. For an authoritative rate table, see Starnes' "United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU." published by Leonard H. Hartmann, Louisville, Ky., 1982.

Stamps — "Foreign Rates of the United States Post Office 1847-1875." George Hill and H. M. Konwiser, April 13, May 11, June 22, June 29, July 6, 1935.

Stanley B. Ashbrook, *19th Century U. S. Postal History* better known as "Special Service",

Frank Staff, *The Transatlantic Mail*

Stamp Specialist - Gray Book Arthur Linz - "Early Foreign Mail Service From Peru."

Boggs' *Canada* Volume I,

M. C. Blake and W. W. Davis *Boston Postal Markings to 1890.*

Stamps — "Baker's U.S. Classics," British 10/3/64; 2/27/65. Hargest 7/7; 7/14, 7/21, 7/28/62; 21/1, 12/8, and 12/29/62. French-Hargest 1/5, 4/27, 5/4, 6/8, 6/15/63; 4/4, 4/18, 4/25. Bibliography - 8/15/64.

Much of the postal history material included in Ashbrook, Vol. II is also included in Neinken's "The United States Ten Cent Stamp of 1855-59." Also see "Simpson's U.S. Postal Markings, 1851-61" by T.J. Alexander.

For Rates During 1851-61 Period Only: Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-57.* Volume II; T. W. Simpson, *U. S. Postal Markings, 1851-1861.*

[February 26, 1966]

Postal Rates Bibliography

Erwin A. Fiero of Ardmore, Pennsylvania, reminds us that we should add Joseph Waldo Sampson's *U. S. Postage Rates (Handbook #25), Colonial to 1918* to the list in our 26, February 1966 column. We have this in our library and should not have overlooked it.

[May 7, 1966]

Postmasters General Reports as Source Material

The reports of our Postmasters General are a very good source of information on postal history, and in fact, data as to the stamps themselves will also be found buried there.

Some, of course, are rather sketchy and leave unanswered questions which, while of tremendous interest today, seemingly never occurred to the incumbents of the office at the time. For example, the early postal arrangements with foreign governments were not set out in detail, though beginning about 1850, more care was taken to report the action taken, and one can find the precise details of some of the later international arrangements by reference to these volumes.

The history of the fight to do away with the private expresses; the difficulties encountered as to transportation costs with certain railroads; and the continual fight to balance the postal budget, particularly after the gold rush to California, resulted in a constant clamor for more and better postal arrangements between the West Coast and the Eastern seaboard are contained in the pages of these reports.

The following tabulation of the number of post offices as taken from these reports is of interest in showing the steady increases in the number of postoffices during the pre Civil War era of western expansion beginning with 1847.

Year	No. of Post Offices June 30th	Increase
1847	15,146	——
1848	16,159	1,013
1849	16,747	588
1850	18,417	1,670
1851	19,796	1,442
1852	20,901	1,719
1853	22,320	1,419
1854	23,548	1,228
1855	24,410	862
1856	25,565	1,155
1857	26,586	1,021
1858	27,977	1,391
1859	28,539	562
1860	28,498	- 41
1861	28,586	88

The reduction in post offices reflected in the one year, 1860, is interesting though unexplained. Actually, during the fiscal year ending June 30, 1140 new post offices were established while 1181 were discontinued.

The report for 1860 also discloses that 6,555 new postmasters were appointed or approximately 23% of the total offices were held by new appointees. Of these 4,214 were to fill vacancies occasioned by resignations, 685 by removals, 267 by deaths, 249 by changes of name and sites and 1,140 by the establishment of new offices.

[October 31, 1964]

United States Postal Laws and Regulations

An interesting and helpful addition to the library of a Postal History student is a collection of the P. L. & R's of the United States Post Office Department. The forming of such a collection however, can prove to be a very frustrating endeavor.

After a number of years spent in pursuing the elusive volumes, one of your editors has managed to acquire originals or photostatic reproductions of the postal laws and regulations for the following years: 1794, 1800, 1810, 1812, 1817, 1820, 1825, 1828, 1832, 1843, 1847, 1852, 1855, 1857, 1859, 1866, 1873, 1879, 1887 and 1893. There are also editions of 1798, 1804, 1808 and 1818. The 1855, 1857 and 1859 editions were privately printed. They were adopted for use by the post office department, no funds being available for their compilation, printing and publication at public expense.

It is to be noted that the publication of these editions was at varying intervals. This meant that many times during the first seventy-five years of our country's postal history the supply of regulations became exhausted thereby occasioning considerable inconvenience to postmasters of newly established offices. Between the dates of the editions listed one finds one or two page printed instructions arising from changes in the regulations necessitated by amendments to the postal laws. Also now and again the principal regulations would be reprinted in abbreviated form for the guidance of new postmasters.

There were also certain privately printed excerpts from the postal laws and regulations which were largely concerned with foreign and domestic rates. These, however, were primarily designed for sale to the public and not to postmasters. Two exceptions to this type of publication are known. A publication known as *The United States Postal Guide and Official Advertiser* was edited and published by Peter G. Washington, monthly, for a period of two years beginning with the issue of July, 1850. Mr. Washington had been Auditor for the Post Office Department until November, 1849 having been with the Department for fourteen years prior to that time. He was, previous to his being in the Post Office Department, a Clerk in the War Department and subsequent to that in the Treasury Department.

Actually, as Auditor, Washington was 6th Auditor of the Treasury. "For the Post Office Department." Thus, he was not a direct employee of the Post Office Department and not directly responsible to the Postmasters General.

At a later period of time a similar monthly publication was published in New York under the name of the *United States Mail and Post Office Assistant.* This publication began with the November, 1860 issue and continued at least until December, 1875. The publisher was J. Holbrook who had been for many years a Special Agent in the Post Office Department. Neither could have persisted had it not been for the lack of information available from the Post Office Department itself at a period of time when the postal service was undergoing rapid expansion.

It is to be noted that there were in existence as of June 30, 1847, 15,146 post offices and that thirteen years later on July 30, 1860, the number of post offices established had increased to 28,498. There were established during the thirteen year period an average of over 1,000 new post offices a year but this does not tell the whole story. For example, in 1850, 1,979 new post offices were established while 309 were being discontinued. It is quite certain that there were no copies of the 1847 edition of the postal laws and regulations available for distribution in 1850 to the new postmasters.

Too, the regulations left many questions unanswered and in future columns we will demonstrate that fact by quoting some interesting questions and answers to the editors of the publications noted which show the difficulty postmasters experienced in trying to interpret the regulations.

[November 10, 1962]

Famous Finds

A number of individuals, families, lodges, banks, and corporations of other years have made it possible for you and me to collect the covers of years gone by. In many instances the stampless covers have preserved the letters with the postal markings. A lesser number of envelopes still have the letters enclosed, while the larger number have been separated.

Some correspondence provides the largest number of known covers to a foreign country, and in some cases, the only items known. For example, the E. O. Crosby correspondence to Guatemala.

"Finds" of the nature described here are usually known by the names of the addressees of the covers, which were often sent from a large variety of sources.

The relative scarcity of the stamps of larger denominations hinges on the number of remaining covers which used these stamps. For example, a correspondence that used a number of the 90¢ 1869 has yet to be found, while the recent find of covers to South America showing multiple uses of the 24¢ 1869, illustrates this point.

Some finds, such as the Buchanan, Carroll; Carroll, Hoy & Co., of New Orleans, and the Augustine Heard & Co., finds are famous for the tremendous number of items they contained.

The Briggs correspondence to Jefferson Territory and the Mrs. George Evans correspondence of Gardiner, Maine, which provided the three sets of matched 10¢ 1847 splits are noted for the unusual items they produced.

Below we will start to list a few finds which have come to our attention. We invite you to add to the list. Be sure to specify the years covered when reporting to us.

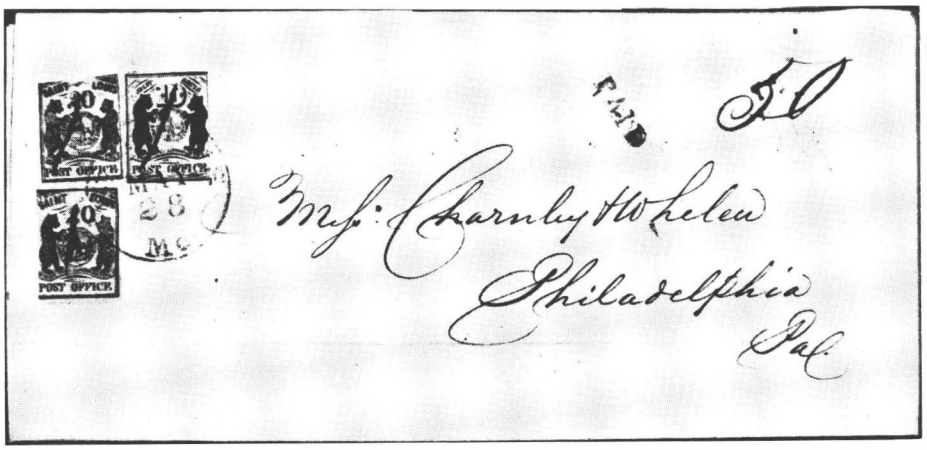
Postmaster Provisionals: Baltimore—Miss Julia Mayer; St. Louis—Messrs. Charnley & Whelen, Philadelphia.

1847 Issue: D. S. Kennedy, Esq. Montreal to New York; E. S. Whelen & Co., St. Louis to Philadelphia, Pa.; Messrs. Ludlow Beebe & Co., Philadelphia—used to plate the 10¢ 1847, (see Miller Collection in the New York Public Library); Mrs. George Evans, Gardiner, Me., to Brattleborough, Vt.; Forbes & Elmood, Joliette, Illinois; Brown & Sons, Baltimore, Maryland; Mrs. E. E. Turner, South Boston, Mass.; Miss Catherine McKie, South Easton, New York; Mr. Purdy, of Purdy & Hall, Mansfield, Ohio; Sarah E. W. D. Pratt, New London, Conn.

As of this time, the Miller collection is not on public display due to the theft of major items from the collection.

Stampless: James Hunnewell, Honolulu to Boston; Stephen H. Lathrop, Esq., Honolulu to New Bedford, Mass.

[October 10, 1964]



Two 20¢ and a 10¢ St. Louis "Bear" used to make up a 50¢ rate to Charnley & Whelen.

More Famous Finds Listed

Our column for October 17, 1964, introduced this subject and we invited you to add to our list. We will continue our listing by issues.

1851 Issue: Buchanan Carroll & Company, New Orleans, La.; Mrs. E. S. Mulford, Patchogue, Long Island, N. Y.; Gold Hill Lodge #32 F&AM, Gold Hill, Placer County, California; Enterprise Lodge #70 F&AM, Yuba City, Yuba County California; L. L. Hargous, Vera Cruz, Mexico.

1857 Issue: L. L. Hargous, Vera Cruz, Mexico; Carroll Hoy & Company, New Orleans, La.; L. S. Briggs to Jefferson Territory (organized in 1861 but never recognized by Congress—became a part of Kansas Territory); Louis Payen & Company, Lyon, France; Augustine Heard & Company, Hong Kong and Shanghai; E. O. Crosby, Guatemala City, Guatemala; Edwin F. Howland, Port Elizabeth, Cape of Good Hope; Mr. Henry Wetherbee, San Francisco, California; Hon. J. W. Denver, Washington, D. C. and Wilmington, Ohio; Mrs. Downing, London, England.

1861 Issue: Augustine Heard & Company; Crosby; and Howland previously listed, and John M. Nixon, Jr., Shanghai, China; Smith, Archer & Company, Hong Kong, China; Mr. Josiah Pierce, Messrs. Winans, Harrison & Winans, St. Petersburg, Russia; Hon. James Monroe, Rio de Janeiro, Brazil; Albert P. Goodhue, Zanzibar; Rev. L. Bissell, Ahmednugger, India.

[February 27, 1965]

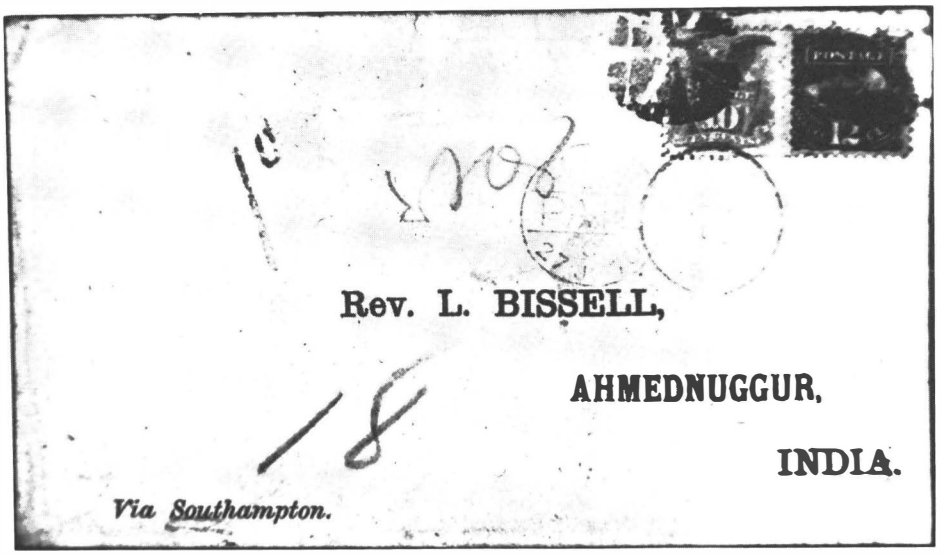
Rev. Lemuel Bissell Correspondence

The Bissell correspondence extends from 1868 to 1875, a period of seven years and six months.

The Rev. Lemuel Bissell, who served as a missionary to India for the forty years from 1851 to 1891, was born in 1822 at South Windsor, Conn. He graduated from Western Reserve College in 1845 and the Seminary in 1848.

He married Mary Elizabeth Beaumont at Cleveland, Ohio, April 3, 1851, and was ordained the following April 9th. Dr. and Mrs. Bissell sailed for India from Boston May 8, 1851, going around the Cape of Good Hope and arriving at Bombay on August 27th.

Dr. Bissell was stationed at Sirur, a small town east of Bombay, from 1851 to 1861 as a representative of the American Boards of Commissioners for Foreign Missions of the Congregational Christian Church.



A "Bissell" cover to India with the 22¢ rate paid by 10¢ and 12¢ U.S. stamps of 1869.

In 1861 he moved about thirty-five miles northwest of Sirur to Ahmednugger to conduct a school for catechists. The study course included higher mathematics, natural philosophy, astronomy, the Bible, moral science and English. He had an intense interest in astronomy.

In 1865 he became missionary-secretary for the American Marathi Mission. In this position he was known for his carefulness, accuracy, and impartiality.

Dr. Bissell's sermons mostly given in Marathi, and rarely in English, were known for their careful preparation and eloquence of presentation. He was an unusual individual, forceful in speech, accurate in accounting, loved by his associates, and possessed of the rare ability to impart knowledge and Christianity in a simple and understandable manner.

The late J. M. Bartels was once approached by a New England collector representing two of Rev. Bissell's daughters, offering a lot of about 100 covers. All but two of these covers were from the Board of Foreign Missions of the Congregational Christian Church in Boston, Mass., to the Secretary of the Marathi Mission, Rev. Lemuel Bissell. One cover was from the American Board of Foreign Missions Bible House, New York, June 28, 1871, and one other from New Haven, Conn.

This group of covers was outstanding because of the unusually large number of high-value stamps on small size covers. The condition of the markings, stamps and covers was much above average.

Many of the covers were double, triple and quadruple rates routed via Southampton to India at 28¢ and later 22¢ per half ounce. Covers dated 1873 to 1875 were routed overland via Brindisi with a rate of 28¢, except for August and September 1875, when the rate was 27¢.

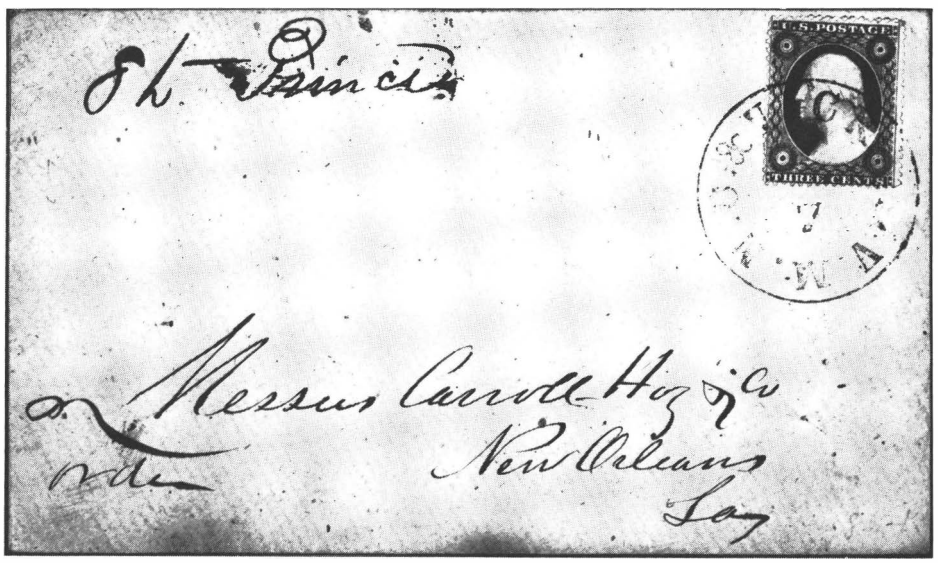
[July 3, 1965]

The "Carroll Hoy" Correspondence

Continuing our stories of well known series of correspondence, we come to a correspondence which is represented in every collection of 1¢ and 3¢ covers.

These letters were addressed to Hoy & Co.; Buchanan, Carroll & Co.; and Carroll Hoy & Co. all commission agents who were doing a large southern business.

The finder was a Dane and the owner of the Old Hickory Haufbrau in New Orleans. In 1912 he mailed a notice offering a number of covers bearing postal markings and fancy cancellations of southern post offices to collectors and



A cover from the famous Carroll, Hoy correspondence with the rare N. O. & VICKS. RIV. M. (New Orleans & Vicksburg River Mail) route agent marking applied aboard the Steamer "Princess."



dealers in the north.

Phil Ward was one of these collectors at the time, and arranged a trip to meet the gentleman. He offered for sale several barrels filled with covers bearing strips of three of 1¢ and 3¢ covers of the 1851 issue.

His price was 1¢ for each stamp on the cover regardless of other markings on the covers. Mr. Ward picked out $2 worth or some 180 covers with attractive markings.

The New Orleans tavern owner later returned to his native Denmark with his wife, shipping the unsold portion of his find to New York.

E.B. Power bought the lot for Stanley Gibbons, Inc., and Dr. Carroll Chase purchased the greater portion of this lot. He became interested in the Mississippi packet markings he found. This was the start of his many years of study and writing about the 3¢ denomination of the 1851 issue.

This correspondence was tremendous. It included hundreds of 3¢ Nesbitt envelopes, many with interesting markings. Some very unusual items turned up, such as a quarter of a 12¢ 1851 used to pay the 3¢ rate, a bisected 12¢ 1857 used to pay the 6¢ rate, and a number of 12¢ 1851's.

The studies of a number of students of the 1¢ and 3¢ stamps and the other markings of the period created a demand for these items and their value increased steadily. Mr. Ward's $2 purchases sold later for over $2,000.

Has anyone additional information to add to this story?

[November 13, 1965]

Our Readers Write About the Carroll Hoy Correspondence

E. D. Piper of Lakewood, Ohio, has kept a running record of articles from *Mekeel's* and *Stamps* of various reports about this find. They are reported here.

The oldest was that of Charles J. Phillips in *Mekeel's* of May 26, 1930, who reported that E. B. Power received a lot of 100 unused 3-cent 1851's, priced at $75.00; soon learned that John J. Klemann and two or three other New York dealers had received similar lots of 100. None of the stamps had original gum. Power went direct to New Orleans, met the owner, and bought the whole lot, eleven large packing cases.

Phil Ward's first article in *Mekeel's* September 23, 1935, reports that "when the owner came through New York a few months later on his way to Europe, he brought the material and sold half to E. B. Power and half to J. W. Scott."

Harry Konwiser quotes Eustace B. Power in the January 19, 1936, issue of *Stamps* as saying that Power received a lot of covers from New Orleans, consisting of about 1,000 stamps, found that other dealers in New York City has received similar lots and then took a train to New Orleans at once, where he purchased the find, paying $1,100 for the lot.

Mr. Piper writes "Your article does not mention the Tuscumbia Postmaster's Provisional, which I believe was the first one discovered." Right you are, Mr. Piper.

The Luff-Clark book on Postmaster Provisionals says, "This hand stamped provisional was first discovered in 1912. Two copies were found in the famous Carroll-Hoy correspondence."

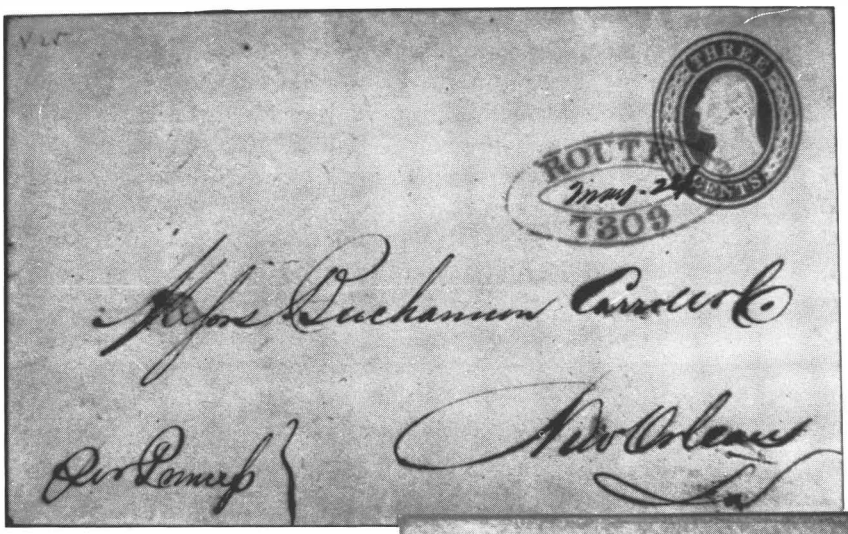
Hubert Scruggs writes from Birmingham, Alabama: "Robert Sydney Nelson, of Selma, Alabama, lived part of the time with his brother in Birmingham in 1910 until his death. As an active collector with little money, age in 1912, 6 years old; 1914, 8 years, I would after school run errands for Mr. Nelson, who depended quite heavily on paregoric. Many a time I would ride my bicycle a half mile to pick up a pint or quart for him.

"Mr. Nelson then made his living searching for and attaining stamp material, mostly Confederates. He had a list of clients over the States and also did a great

deal of mailing, offering good prices for acceptable material. A reply to one of his form letters was from New Orleans and I clearly remember his trip to New Orleans to buy material in about 1912.

"On his return he was quite satisfied with his trip and he showed me the first envelopes I ever saw from 'Carroll & Hoy' on embossed stamp envelopes. Mr. Nelson showed me over two dozen or more of these letters with Packet & Steamboat names from Alabama Ports to these cotton factors. He referred to the seller as a 'Damn Dutchman'."

[January 1, 1966]



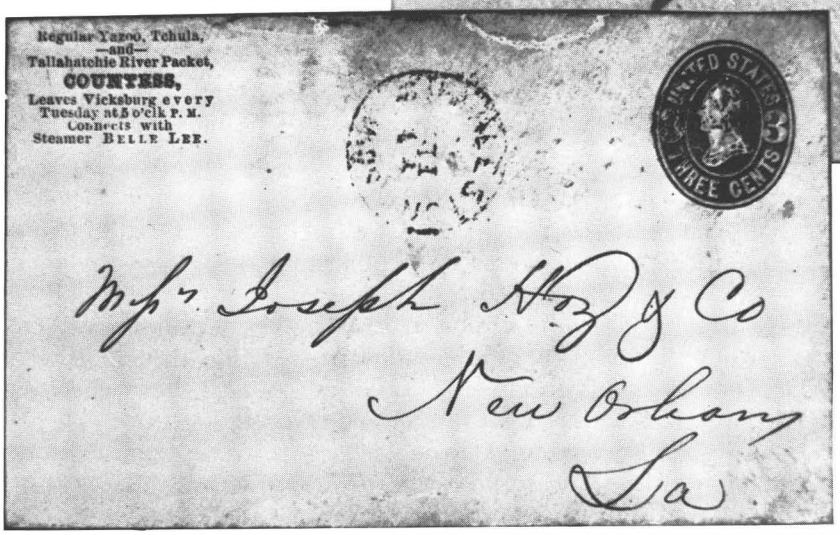
Addressed to Buchannon, Carroll & Co. at New Orleans, the cover bears the double oval "ROUTE/7309" route agent marking used on the New Orleans and Vicksburg route, July, 1858 until in 1861. This cover was postmarked aboard the Steamer "Princess."



Tracing of "STEAMER McRAE" oval used to cancel the stamps on the cover below (reduced).



Three 1857 type V stamps canceled by the purser's marking of the steamer "R.W. McRae." From an agent of the Geo. D. Hite Co. of New Orleans, somewhere up the Mississippi, and addressed to Carroll, Hoy & Co.



From the local Yazoo, Tchula and Tallahatchie River Packet, "Countess," and postmarked at Charleston, Mississippi, circa 1866.

Addressed to Joseph Hoy & Co., the last identity of the Carroll, Hoy companies.

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Our column in *Stamps* for 13th Nov. 1965 on the Carroll Hoy correspondence resulted in two letters, among others, which we would like to share with our readers.

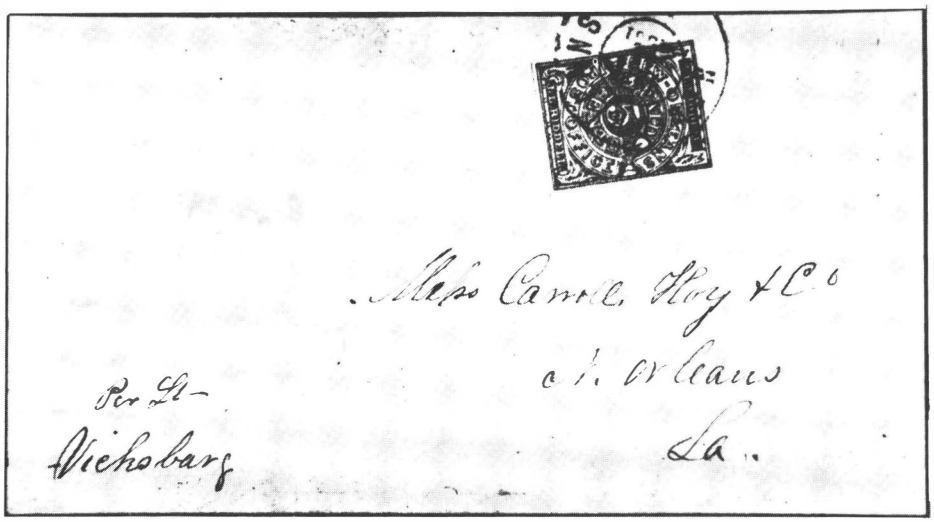
The first is from David Kohn, president of the Confederate Stamp Alliance. His letter reads in part as follows:

"The Carroll Hoy correspondence gave to Confederate collectors many scarce and some unique covers.

"In my own collection I have more than fifty Hand Stamp Paids, a good number being from scarce states, such as Arkansas and Texas."

Following is a list of the "hand stamp paids" reported by Mr. Kohn: in Alabama, Livingston; in Arkansas, Columbia, Florence, Helena, Lake Village, Lewisville, Monticello and Princeton; in Louisiana, Alexandria, Baldwin, Baton Rouge, Cheneville, Clinton, Homer, Jackson, Miden, Monroe, Shreveport and St. Joseph; in Mississippi, Canton, Carrollton, Clinton, Coffeville, Columbus, Greenwood, Holly Springs, Lexington (unique), Livingston, Maiden, Natchez, Osyka, Preston (unique), Sataria, Vaiden (unique), Winona and Yazoo City; in Texas, Boston, Austin, Clarksville, Jasper, Jefferson, San Augustine and Spring Hill; and in Virginia, Farmville.

[January 22, 1966]



A Confederate New Orleans 5¢ postmaster's provisional stamp on a cover carried by the steamer "Vicksburg" to Carroll, Hoy & Co. at New Orleans. The stamp was placed upon the cover somewhere upriver from New Orleans, but the letter entered the mails there.

Carroll-Hoy Correspondence Again

Another letter inspired by the column on the Carroll-Hoy correspondence, discussed here in the 13 November 1965 issue, was received from Robert W. Werner of New Rochelle, New York. Mr. Werner provides the following information regarding the Carroll-Hoy Company:

"The firm of Buchannan, Carroll & Company and the firm of Joseph Hoy & Company were predecessor and successor respectively of Carroll-Hoy & Company.

"In 1850 the firm of Buchannan, Carroll & Company, Commission Merchants, was listed as doing business at 85 Gravier Street. The principals were Henry Buchannan and J. W. Carroll. This firm continued to be listed under the same name through the year 1858 but moved to 20 Union Street in 1854.

"In 1859 the firm of Buchannan, Carroll & Company disappeared and no Henry Buchannan was listed either; however, the firm of Carroll, Hoy & Company, Commission Merchants and Cottons Factors, was listed as doing business

at 38 Perdido Street. The principals were Joseph W. Carroll and Joseph Hoy. This firm remained listed under the same name in 1860 and 1861, but with the addition of William V. Kimball as a member in 1860, and the further addition of J. N. Niven in 1861.

"No Directors were available for the years 1862 through 1865. In 1866 Carroll, Hoy & Company was listed but without William V. Kimball as a member.

"In 1867 Carroll, Hoy & Company was listed with Joseph W. Carroll, Joseph Hoy, and Charles Hardenbergh as principals. In the same year is found Joseph Hoy & Company with Joseph Hoy, William J. Pattison and James M. Pattison as partners doing business as Cotton Factors & Commission Merchants at 36 Perdido Street.

"No directories for 1869-70 but in 1872 Joseph Hoy & Company was listed. No directory in 1873 but by 1874 Joseph Hoy & Company had disappeared."

[February 5, 1966]

Carroll-Hoy Correspondence Continued

Last week we quoted a portion of the letter from Robert W. Werner regarding the Carroll-Hoy correspondence. Further information and a query from Mr. Werner follows:

"It is recognized that your article dealt with U. S. Stamps; however, it is of interest that the Carroll, Hoy & Company correspondence was one of the greatest, if not the greatest, single source of Confederate States covers, many of which are in the rarest categories. Virtually every Confederate cover collection has at least one Carroll-Hoy cover, and collections of substance contain a wide variety. This extremely large accumulation was produced in a comparatively short period between the secession dates of the various Southern States in early 1861 to the fall of New Orleans in April 1862.

"The correspondence addressed to Buchannan, Carroll & Company, and Joseph Hoy & Company produced, of course, only U. S. Covers in the Pre - and Post-war periods.

"You relate that this find was made by a Danish tavern owner in New Orleans who advertised this correspondence in 1912. This poses many questions of interest.

"These firms were in business for a period of 24 years with numerous moves, changes of partners and a four-year war thrown in. It is amazing to think that the gigantic correspondence of all three firms was preserved as a unit over such a long eventful period as the growing files or barrels must have undergone many moves and would normally be subjected to the inevitable clean-outs. Also, where was this large bulk stored during the many years after these firms disappeared from the business scenes? It may have simply been left behind in a cellar or store with a reluctance to perform any unnecessary housecleaning. It is also likely that initially either Carroll or Hoy preserved the correspondence privately and later it may have passed to the family. Probably the tavern owner acquired it within a short time prior to 1912, but is there any information as to the source of this acquisition?"

Any additional information relative to the contents of this column or any additional articles known to our readers pertaining to this famous correspondence which we might share with our readers, would be appreciated.

[February 12, 1966]

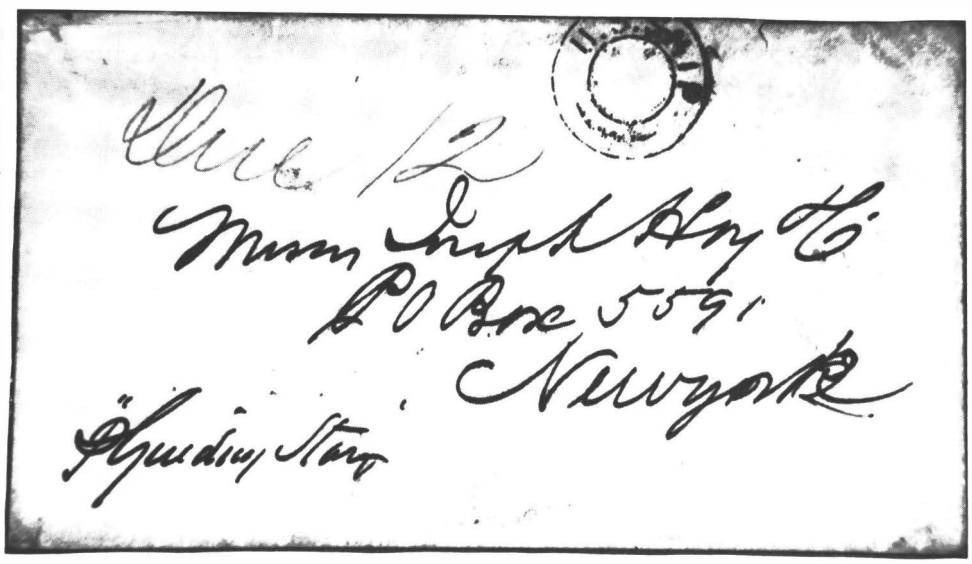
Carroll, Hoy & Company

We wrote a number of columns in early 1966 about this New Orleans business concern of Commission Merchants whose trunks of business correspondence have furnished many beautiful and some unusual philatelic covers.

The September 1967 issue of the *Confederate Philatelist*, a publication of the Confederate Stamp Alliance, lists the "Predecessors and Successors of Carroll, Hoy & Company, Commission Merchants, New Orleans" as follows:

1846 — G. & R. Buchannan & Company,
Commission Merchants
64 Tchoupitoulas Street
1847 — 1848 — 1849 — No directories
1850 — Buchannan, Carroll & Company,
Commission Merchants,
85 Gravier Street
Henry Buchannan—J. W. Carroll
1851 — 1853 — 1854 — Same. Removed to 20 Union Street.
1855 — 1856 — 1857 — 1858 — Same
1859 — Buchannan, Carroll & Company is not listed (No Henry Buchannan either) Carroll, Hoy & Company, Commission & Cotton Factor,
38 Perdido Street
Jos. W. Carroll and Joseph Hoy
1860 — Carroll, Hoy & Company
Joseph W. Carroll, Joseph Hoy with Wm. V. Kimball
1861 — Carroll, Hoy & Company
Firm composed of same men as in 1860, but with J. N. Niven.
1862 — 1863 — 1864 — 1865 — No directories
1866 — Carroll, Hoy & Company. Kimball is not listed as a member.
1867 — Carroll, Hoy & Company. J. W. Carroll, Jos. Hoy & Chas. Hardenbergh, Joseph Hoy & Company Joseph Hoy, & Wm. J. Pattison and Jas. M. Pattison, Partners, 36 Perdido Street, Cotton Factors & Commission Merchants
1869 — 1870 — No directories
1872 — Joseph Hoy & Company, listed
1873 — No directories
1874 — Joseph Hoy & Company has disappeared.

[November 11, 1967]



During the Civil War, Joseph Hoy's New York operations apparently took over what New Orleans business the firm could maintain.

Although this cover bears the "U.S. SHIP" marking indicating it was brought to New York by a government vessel, the letter is probably of commercial origin.

The United States Post Office 1789-1795

The first six years of the United States Post Office Department, after the adoption of the Constitution, demonstrated the wisdom of the framers of that instrument in vesting the power in the Congress "to establish post offices and post roads."

During the period of the Confederation the postal establishment was hindered by the infirmities of the postal laws necessitated by the mode of government among the former colonies. Among other problems were those occasioned by the independent attitude of the postmasters, the looseness of the contracts for the carriage of the mails, and the fact that the individual states had to consent to the arrest of offenders against such laws as were in effect.

With the establishment of the Federal Government, and even before all of the defects had been corrected by new legislation, the first Postmaster General, Samuel Osgood, who was appointed on September 26, 1789, by the display of great energy, did much to improve the postal system. One of his first acts was to appoint as his assistant Jonathan Burrall, who was sent out almost at once to make on-the-spot investigations of the then current holders of deputy postmasterships. He had authority to reappoint such as might be found to be reliable and efficient, and had instructions to replace such as were deemed to be remiss, or who could not furnish proper security for the performance of their duties.

As there were but 75 post offices in existence at this time, this was not such an impossible task as one might suppose. The majority of the offices were on the principal or "Great Mail" route, extending from Wiscasset in Maine to Savannah, Georgia. In addition, there were some 25 post offices located on connecting, or as they were then called, cross roads.

Postmaster General Osgood, within four months of his appointment, made a report to the Secretary of the Treasury in which he advised that mail contracts be let for longer periods of time and at a price to be fixed by the Postmaster General. He also suggested a reduction in the letter rates and the imposition of a charge for the carriage of newspapers. It is interesting to note that the principal revenue of the department at this time was from letters carried by sea from one seaport to another.

[January 12, 1963]

U.S. Postmasters General

It is proposed to publish in this column from time to time short biographies of the men who have served as Postmasters General of the United States. The Post Office Department was not ranked as one of the Executive Departments down to 1827 nor did the Postmaster General become a member of the President's cabinet until 1829. During the first forty years, the department was a branch of the Treasury Department.

The first twenty-seven men to serve as Postmaster General with their dates of appointment to the office as as follows:

Samuel Osgood,	September 27, 1789
Timothy Pickering,	August 12, 1791
Joseph Habersham,	Feb. 25, 1795
Gideon Granger,	Nov. 28, 1801
Return Jonathan Meigs, Jr.,	March 17, 1814
John McLean,	June 26, 1823
William T. Barry,	March 9, 1829
Amos Kendall,	May 1, 1835
John Milton Niles,	May 25, 1840
	*(May 18, 1840)
Francis Granger,	March 6, 1841

Charles A. Wickliffe,	Sept. 13, 1841
Cave Johnson,	March 5, 1845
	*(March 6, 1845)
Jacob Collamer,	March 7, 1849
	*(March 8, 1849)
Nathan Kelsey Hall,	July 20, 1850
	*(July 23, 1850)
Samuel D. Hubbard,	Sept. 14, 1852
	*(Aug. 31, 1852)
James Campbell,	March 8, 1853
	*(March 7, 1853)
Aaron V. Brown,	March 6, 1857
Joseph Holt,	March 14, 1859
Horatio King,	Feb. 12, 1861
Montgomery Blair,	March 5, 1861
William Dennison,	Sept. 24, 1864
Alexander W. Randall,	July 25, 1866
John A. J. Creswell,	March 5, 1869
James W. Marshall,	July 3, 1874
Marshall Jewell,	Sept. 1, 1874
James M. Tyner,	July 12, 1876
David McK. Key,	March 7, 1877

*The alternate dates given are those given by D.D.T. Leech in his *History of the United States Post Office Department.* The other dates are those given by J. Holbrook in *Ten Years Among the Mailbags.*

[January 13, 1968]

The Postmasters General of The United States II



Samuel Osgood

The first Postmaster General of the United States was Samuel Osgood, who was commissioned by George Washington on September 28, 1789 to serve in that capacity.

He succeeded Ebenezer Hazard who had been postmaster at New York before becoming Surveyor to the continental post office, and subsequently Postmaster General on January 28, 1782. Hazard continued to serve in that capacity throughout the remainder of the Revolutionary War and throughout the Confederation period.

It was Hazard to whom the Post Office Department owes much. It was his suggestions for a new act, codifying and revising the organic law of the Post Office, that were in the main adopted by the Continental Congress in an ordinance passed October 18, 1782. With supplementary measures adopted October 28th and on December 24th of that same year, we have the basic law which was to govern the postal establishment until 1792.

It was Hazard's misfortune that he incurred the enmity of the printers and stage-owners and also that of George Washington. The record is not clear, but it is certain that by 1788 he was sure that he would be replaced under the government established by the new Constitution.

In the beginning, however, he continued to serve from April 30th 1789 until September of that year, when he was replaced by Osgood.

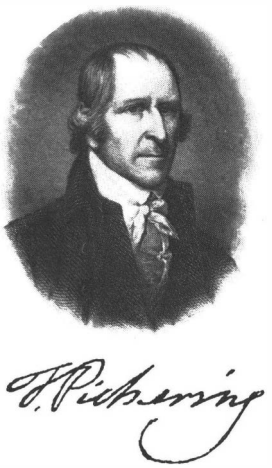
Samuel Osgood was born at Andover, Massachusetts, on February 14, 1748. Thereafter he attended Harvard College, graduating in 1770. He had been active in Massachusetts political circles after graduation and was a captain of minutemen at Lexington and Concord in 1775. For a short time he served as an aide to General Artemus Ward, but left that post to re-enter the Provincial Congress. He was a member of the Continental Congress from 1780 to 1784, leaving that body

to serve from 1785 to 1789 as First Commissioner of the Treasury.

It was a house in New York owned by him that served as the first "White House." He resigned as Postmaster General after serving less than two years in the post. Afterwards he was speaker of the New York Assembly, and Naval Officer of the Port of New York in which city he died on August 12, 1813.

[January 27, 1968]

Postmasters General III



We last wrote of Samuel Osgood. He was followed by Timothy Pickering, a resident of Pennsylvania when appointed as Postmaster General by President Washington on August 12, 1791.

A native of Salem, Massachusetts, he was born on July 17, 1745. A graduate of Harvard in 1763, he was admitted to the bar in 1768. He was a Colonel of Militia at the age of nineteen, and in 1776 joined the Revolutionary Army and led his regiment from Essex County to Tarrytown, N.Y. Thereafter he took part in the battles of Brandywine and Germantown in New Jersey and was appointed a member of the Board of War of the Continental Congress. In 1780 he became Quartermaster-General of the Army, a post he held until its abolition in 1785.

Upon his retirement from the Army he engaged in business in Philadelphia for two years, after which he moved to the Wyoming Valley in Pennsylvania, where he was instrumental in helping to establish law and order in that frontier area. He represented Luzerne County, which he had helped erect, in the Pennsylvania Constitutional Convention of 1789. In the following year President Washington commissioned him to negotiate a treaty with the Six Nations and that successfully accomplished, he performed a like service for the United States with the Indians of the Northwest Territory.

He served as Postmaster General until 1795, when he accepted the appointment as Secretary of War. During his period of service as Postmaster General the first postal law of a permanent character was enacted by Congress on May 8, 1794, which much improved upon the earlier Acts which had of necessity been "stop gap" measures for the establishment of the federal post office system. By 1795 the number of post offices had increased from 75 to 453, the length of the post routes from 2,000 miles to 13,207 miles and the annual income from $25,000 to $160,620.

Upon the resignation of Edmund Randolph as Secretary of State near the end of 1795, Pickering was named to succeed him, and he continued in that office until the end of Washington's term as President and continued under President Adams until 1800. A serious disagreement arising between himself and Adams over our relations with France, he was abruptly dismissed, and retired to uncleared lands he owned in what is now Susquehanna County, Pennsylvania.

He was in poor circumstances, however, and friends from his native Massachusetts urged him to return there. He did so, serving as Chief Justice of the Court of Common Pleas in 1802. In 1803 he was elected to the United States Senate for one term, after which he served three terms as a member of the House of Representatives, retiring in 1817 to private life. He died at Salem on January 29, 1829, in his 83rd year.

[April 6, 1968]

Postmasters General IV

When Timothy Pickering became Secretary of War, President Washington appointed Joseph Habersham of Georgia to be Postmaster General. He was commissioned on February 25, 1795.

Mr. Habersham was born in 1750. He had served as lieutenant-colonel in the Revolutionary Army. He should be remembered for his selection of Abraham



Bradley as his assistant just prior to the removal of the Federal Government from Philadelphia to Washington city. Bradley served for nearly thirty years with ability and fidelity.

Habersham himself helped secure the passage in 1799 of an amendment to the postal laws which substituted flogging for the death penalty for stealing or robbing the mails. He also brought a greater degree of system and certainty to the postal system.

It was under Habersham that the first route was established in what is now Indiana — that from Louisville to Kaskaskia by way of Vincennes. The route from Louisville to Vincennes was established on a weekly basis and thence to Kaskaskia on a biweekly schedule.

He also recommended that a route be established from Pittsburgh to Georgetown, Canfield, and Warren in the Northwest Territory. He also advocated a direct line from Washington to Marietta or Gallipolis.

By 1800 there were 903 post offices, the length of the postal routes had grown to 20,817 miles, and the annual income to $208,804.00.

After leaving his post after a few months under President Jefferson, he returned to Savannah where he became President of the United States Branch Bank in that city. He died there in November 1815.

[April 13, 1968]

Postmasters General V



Gideon Granger, a native of Connecticut, was named Postmaster General by Thomas Jefferson a few months after he became President. Mr. Granger assumed his duties on 28 November 1801. He served longer (for more than thirteen years) in that post than any of his predecessors or successors. But that is far from being his only claim to fame.

He was born at Suffield, Connecticut, on 19 July 1767; graduated from Yale College in 1787; and was admitted to the Bar in 1788. Thereafter he was elected to the Connecticut legislature as an Anti-Federalist. He was a very energetic individual and served Mr. Jefferson well in helping to break up the Federalist party's control of New England through his use of his appointive power over postmasterships. He became an agent for the New England Mississippi Company in 1804 and in the same year was perhaps the first man to uncover Aaron Burr's conspiracy. He lobbied extensively on the floor of Congress for his land company's Yazoo claims. (What a furor that would raise today!)

After ten years of effort as Postmaster General, he reduced the time for conveyance of a letter and the reply to it between Portland, Maine and Savannah, Georgia from forty days to twenty-seven days; and between Philadelphia and Nashville, Tennessee from forty-four days to thirty days. No mean feat when the mode of conveyance remained that of horseback and lumbering mail coaches.

He managed to secure a provision in the postal law of 1810 prohibiting Negroes from employment as mail carriers. This provision remained in the postal laws until repealed in 1865.

The postal establishment grew from 903 offices in 1800 to nearly 3,000 when Gideon Granger left office and the length of the postal routes increased from 20,817 miles to some 43,000 at the same time. While the revenue increased, so of course did the expenses, but throughout this entire period there was a substantial surplus each year which helped defray the general expenses of the new Republic.

Another hot issue during this period was the question of the carriage of the mails on Sunday. The records are replete with petitions from religious groups and memorials from state legislatures protesting what they deemed to be a desecration of the Sabbath. The post office department and the Congress refused to

make any change in the mail schedules basing their refusal on the very practical proposition that if the government didn't carry the mails, private posts would spring up to keep commercial intelligence flowing. This to the detriment of the government postal establishment and to those citizens who could not, for one reason or another, avail themselves of the private means of conveyance.

Consummate politician though he was, Gideon Granger made a serious error early in 1814 which led to his removal from office. He had sought President Madison's advice as to the appointment of a new Postmaster at Philadelphia and at one or two other places. Why, having sought the President's advice, he chose to ignore it is an unexplained mystery. In any event he was summarily dismissed and retired to live in Canandaigua, New York. He became a supporter of Governor DeWitt Clinton and donated one-thousand acres of land to aid in the construction of the Erie Canal. He was elected to the New York state Senate in 1819, but resigned in 1821 because of ill health. He died at Canandaigua on 31 December 1822.

[April 20, 1968]

Postmasters General VI

The beginning of the use of steamboats for the conveyance of mail came slowly. In large part this was due to the slowness with which the numbers of such craft were increased. In the law of 27 February 1813, passed while Gideon Granger was still Postmaster General, we find the first reference to the use of steamboats for the transportation of the mails. The provision required that this mode of conveyance could be utilized for contract terms not to exceed four years, if the cost, taking into consideration distance, expedition, and frequency, should not exceed that of the transportation of the mail by stages on adjacent land routes.

It was under Granger's successor, Return J. Meigs, Jr., that provision was made that the mail could be conveyed in any steamboat without the necessity of establishing the requisite favorable cost comparison with adjacent land means of transportation though the pay for the carriage of mail by steamboat was fixed at three cents per letter and one-half cent per newspaper. In many parts of the country this provision of 1815 led to much improved service as many roads in remote portions of the country were mere trails scarcely worthy of the name of road.

Postmaster General Return Jonathan Meigs, Jun. (the "Jun." was the mode he adopted for today's "Jr.") was appointed by President Madison on 17 March 1814. His tenure of office was lengthy by modern standards as it lasted a little over nine years. Like his predecessor, he was a native of Connecticut, having been born at Middletown in 1765. He, too, was a graduate of Yale College and studied law. In 1788 with his father, a soldier in the Revolutionary War and one of the promoters of the Ohio Company, he moved to Marietta, Ohio. When Ohio became a State in 1803, Return J. Meigs, Jr. was elected Chief Justice of the new state's Supreme Court for two years.

In October 1804 he was appointed Colonel commanding the United States forces in the upper district of Louisiana Territory, resigning his judgeship to accept the appointment. In 1805 he was appointed one of the Federal Judges for Louisiana.

Thereafter he was Judge of the United States Court for Michigan Territory in 1807 and 1808; U.S. Senator from Ohio from 1808-1810; and Governor of Ohio from 1810 to 1814 when he accepted the Postmaster Generalship from President Madison and continued to serve in that capacity under President Monroe until June 1823, when he resigned and returned to Ohio. He died at Marietta on 29 March 1825.



Actually, Marietta was then located in the "Northwest Territory;"—more formally, the "Territory Northwest of the River Ohio," and Meigs was its first postmaster in 1794.

As corrected in the column of July 6, 1968 (see page 77), the new rates were effective 2 May, 1816 rather than 1 April of that year (date of the restored rate).

It was during his service as head of the postal service that the War Rate of 1814 was enacted, repealed, and that the new rates effective 1 April 1816 were enacted. Too, the number of post offices continued to grow as did the length of the postal routes, as the then West saw increased expansion with the termination of the War of 1812 and the settlement for the moment of the Indian troubles on the old frontier. Mr. Meigs saw some $387,000 of net profits accrue to the General Fund of the United States during his nine years. A tidy sum in those days. Also during his term of service the gross revenues exceeded one million dollars for the first time in any one year.

[April 27, 1968]

Postmasters General VII



John McLean

John McLean, who succeeded Postmaster General Meigs, was born in Morris County, New Jersey, on 11 March 1785. His father moved by way of Virginia and Kentucky to Warren County, Ohio. It was in the Buckeye state therefore, that the young John McLean received his education. He studied law in Cincinnati, supporting himself by doing copy work in the County Clerk's office. Admitted to the Bar in 1807, he was elected to Congress in 1812 and won re-election in 1814. In 1816 he was unanimously elected a Judge of the Supreme Court of Ohio by the legislature of that state.

President Monroe appointed him Commissioner of the General Land Office, and on 26 June 1823 to the office of Postmaster General.

John McLean was possessed of great energy and superior talents. In short, he was tactful and had the rare ability of inspiring in his subordinates a zeal and attachment to their work.

Coming from the then Western part of the Union, he was more interested in extending and improving the postal service than in accumulating a large surplus from the department's operations.

He instituted the system of reimbursing mail contractors through quarterly drafts on the receipts of local postmasters, which reduced the losses previously experienced from bad debts, counterfeit money, and broken banks.

It was during his term of office that the recodification of the postal law was enacted on 3 March 1825. While amended, this act in general remained the basic law of the department until the extensive revisions enacted in 1863.

Although the Post Office Dept. became a full executive department in 1827, the first Postmaster General to be considered a Cabinet Member was William T. Barry of Jackson's cabinet. (See opposite page)

In 1827 the post office for the first time became in reality an Executive Department, and the salary of the Postmaster General was increased to $6,000 per annum, putting him on the same pay level as the heads of the other Executive Departments.

Mr. McLean continued in his office for the remainder of President Monroe's term and throughout the entire term of President John Quincy Adams.

Upon the election of President Jackson and the institution of the "spoils system", with which McLean was completely unsympathetic, he accepted an appointment to the Supreme Court of the United States. It is interesting to note that he first declined appointment to be Secretary of War and Secretary of Navy. The patronage lay largely in the post office department in those days.

His service on the Supreme Court spanned thirty-two (32) years terminating with his death in 1861. It is interesting that he dissented in the famous Dred Scott case. It is also of interest that in 1848 he was a candidate for the nomination as President of the Free Soil Party. He received a substantial number of votes for the Presidential nomination at the Republican Convention of 1856 which nominated John C. Fremont.

[May 25, 1968]

Postmasters General VIII



With the departure of John McLean from the post office department to the Supreme Court of the United States, President Jackson appointed William T. Barry of Kentucky to be Postmaster General on March 9, 1829.

Postmaster General Barry was born in Fairfax County, Virginia on March 18, 1780. He was a graduate of William and Mary College, and thereafter was admitted to the Bar. While still a young man he removed to Kentucky, entered politics, and in one of the closest gubernatorial races ever held in the Blue Grass State was narrowly defeated in the campaign for that office in 1828.

He was the first postmaster general to be seated as a member of the President's cabinet.

He instituted what was considered an improvement in the arrangements for remitting postal revenues by local postmasters, and set up a disbursing system requiring the signature of two officers of the Post Office Department, each acting separately, and certifying to the correctness of the other.

He continued his predecessor's policy of extending the postal routes, and also ordered more frequent service and of a higher grade on many of the routes. In the latter instance, heavy extra allowances were made upon Postmaster General Barry's orders to many mail contractors. This resulted in expenditures which outran the department's receipts, leading the department to make loans from banks for the most pressing sums owed, as well as to the eventual necessity of deferring payments due many of the mail contractors. This last eventually brought the matter of the financial difficulties in which the Department found itself to the attention of Congress. This body thereupon found itself forced into a lengthy and tedious investigation of the Department's affairs. The Congressional reports of the investigation make rather dull reading, but it was one of the first large-scale investigations by the legislative branch of an executive department, and politics loomed large in what General Barry's opponents classed as a whitewash of an insufferable example of mismanagement of a department which had previously been looked upon as a rather well run operation (if one looked solely at the net proceeds realized from its operations prior to the advent of William T. Barry).

To his credit let it be noted, however, that even his political opponents paid tribute to his personal honesty and integrity while decrying his inability, by reason of a "good disposition and kindness" to believe ill of "interested and selfish persons to further their own private interest," to effectively manage a growing and increasingly intricate department.

The majority report of the committee investigating the affairs of the department estimated the deficit at $800,000 while a minority report placed the amount at $300,000; both agreed however, that it was due to maladministration.

And so William T. Barry left the department, having been named Minister to Spain. He never reached his post however, as he died at Liverpool, England, while on his way to Madrid.

[June 8, 1968]

Postmasters General IX

This column turned out to be "Amos Kendall, Part I," when two more columns on the same subject were added.

With the departure of the inept William T. Barry, President Jackson turned to a member of his "Kitchen Cabinet," Amos Kendall, to straighten out the Post Office Department's tangled affairs. An able man, Kendall did for the Post Office Department what he had already helped do for the Treasury Department as its Fourth Auditor — cleaned house. He found that some of the principal mail contractors had put a number of the Department's employees under obligation to them by well placed favors and gifts, with the result that the contractors were dictating policy and the size of payments for the carrying of the mails. In the



A. Kendall

space of two years' time he turned a sizable deficit in the postal operations into a profit by pursuing a hardheaded and heavy-handed policy. This despite the fact that he was a canny politician and one of the first of the presidential "ghost writers," whom many people think to be a modern innovation.

Kendall was born in Dunstable, Massachusetts, on August 11, 1789, and attended Dartmouth College, graduating in 1811, but refused his diploma because he disliked the president of his alma mater. By 1814 he had moved to Kentucky and became Postmaster at Georgetown in that state in 1815. He shortly become the editorial writer for the Frankfort Argus, and made it a powerful political factor. He supported Jackson for President in the campaign of 1828, and was rewarded with the post of Fourth Auditor in the Treasury Department.

He was appointed Postmaster General on May 1, 1835, and was reappointed by President VanBuren in 1837, but resigned in 1840. Thereafter he edited a number of different newspapers, but, displaying considerable business acumen, he associated himself in 1845 with Samuel F. B. Morse in development of the telegraph business. He continued that business relation until 1860, when he retired and spent the last years of his life in philanthropies which interested him. It is interesting to note that during the Civil War he opposed secession, supported Lincoln, but stoutly maintained his adherence to Jacksonian Democracy. He was a consistent man, as he had backed President Jackson when South Carolina had threatened secession in 1833. He lived to the then ripe old age of eighty, dying in 1869.

[August 10, 1968]

Amos Kendall
[Part II]

The sum total of the impact on the Post Office Department of Amos Kendall, the eighth postmaster general, should not be measured solely by his restoring order to the troubled financial state into which it had been lapsed under his predecessor, Wm. T. Barry.

D.T. Leech, in his *History of the Post Office Department*, calls attention of course to the improvement in the financial picture of the department. He also alludes to Kendall's introduction of a quarterly "collection order" in favor of contractors, authorizing them to receive from postmasters on the routes they served, the entire sums collected by the postmasters. He points out that the creditors of the department were turned into collecting agents for it. This continued to be the practice for at least thirty years after Kendall instituted it and thus was secured for the department small sums from a multitude of the smaller offices which had been a source of extreme difficulty in the matter of securing their revenues because of poor access to them. An examination of the lists of Deputy Postmasters in the "Blue Books" of the period show clearly the relevancy of this comment.

It was during the tenure of Amos Kendall too, that the Express Mails or so called "Eastern Pony" mails were tried out. While they did materially improve the time required for the transportation of the Great Mails letters between New York, Philadelphia, Washington, and New Orleans, they proved too costly even at the triple rates charged. With improved roads, increased utilization of steamboat and railroad carriage they were abandoned as too costly for the department to maintain as the ordinary modes at less expense improved.

[August 24, 1968]

Amos Kendall
[Part III]

The most important step in the conduct of the Department's affairs under

P.M.G. Kendall in Leech's eyes was the reorganization of the department pursuant to the provisions of the new postal act of July 2, 1836, the most far reaching since that of March 3, 1825. He gives the credit primarily to PMG. Kendall as do contemporaries of that clearly able man.

The leading features of that act were:

1. It directed that the revenues of the Department and all debts due it, should be paid into the United States Treasury.

2. It required the Postmaster General to submit to Congress, at each of its annual sessions, estimates of the sums expected to be required for its use in the succeeding fiscal year, arranged under specific heads, such as Transportation, Compensation of postmasters, Incidental expenses, etc.

3. It provided that the aggregate sum required for the service of the Department in each year, should be appropriated by law out of its revenues, and that all payments of such revenues into the United States Treasury should be credited to said appropriation.

4. It directed that, in the disbursement of the sums so appropriated, the compensation of postmasters and other expenses of the offices might be deducted by the postmasters out of the proceeds thereof; and it empowered the Postmaster General to transfer debts due on account of the Department by postmasters and others, in satisfaction of legal demands for which appropriations had been made, to such contractors as might be its creditors, and had executed bonds.

5. The Treasurer was directed by the act to give receipts for all moneys received by him to the credit of the appropriations for the service of the Post Office Department, such receipts to be endorsed on warrants drawn by the Postmaster General; also to disburse such appropriations out of moneys paid into his office for such service on said warrants, (countersigned by the Auditor), which warrants were to express, on their faces, the particular item of appropriation to which they were to be debited. Under the changes made by this act the Postmaster General ceased to be, as previously, a sort of factotum, with liberty to manage the entire affairs of the Department, with as little restraint as in a private establishment. A judicious distribution of the duties and obligations connected with its conduct was now established. Nevertheless, as it authorized him to decide on the forms of all papers used by postmasters, and other agents concerned in its receipts and payments, as well as the manner and form of keeping its accounts; to control, subject to the settlement of the Auditor, all allowances growing out of the postal service; to superintend the disposition of the proceeds of the offices; to grant all warrants for the payment of moneys into and out of the Treasury; to receive from the Auditor a quarterly statement of the moneys paid out by postmasters; and to superintend the collection of all debts due the Department, his prerogatives as left were so great as to make him pretty nearly "master of the situation," despite the limitations mentioned.

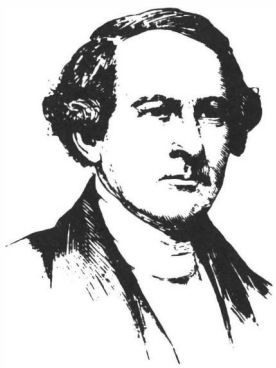
6. Hitherto all appointments of postmasters had been made by the Postmaster General. The last clause of the act referred to directed that those whose office commissions amounted to a thousand dollars and upwards per annum, should be appointed by the President, with the advice and consent of the Senate, for periods of four years, unless sooner removed by the President.

7. It also created the office of Third Assistant Postmaster General, and gave the establishment a greater and competent force of clerks, thus permitting a better classification of the business, greatly facilitating its proper discharge.

[August 31, 1968]

Postmasters General X

To replace the able and energetic Amos Kendall, President Van Buren turned to John Milton Niles, who was born at Windsor, Connecticut on August 20,



John M Niles

1787. He was admitted to the bar in 1812 and in 1816 moved to Hartford where he was one of the proprietors of the *Hartford Times*. He was appointed Judge of the Hartford County Court in 1821, and held that office until 1829. In April of that year he was appointed Postmaster of Hartford, a post he held until December 1835, when he was appointed to fill a vacancy in the United States Senate, and was elected by the state legislature the following May to complete the unexpired term for that office. On May 25, 1840, he was appointed Postmaster General but served for only some months, as his term expired on March 3, 1841, on the eve of the administration of William Henry Harrison, who took office the following day. In the following year he was again elected United States Senator from Connecticut for a full term after which he retired from public life, dying in Hartford on May 31, 1856.

From an examination of the only report which Mr. Niles made as Postmaster General, that of December 5, 1840, it would appear that it was probably prepared for him. It is an interesting report even so, for in it is a reference to George Plitt, a special agent of the department, who had been sent to England and the Continent by his predecessor as Postmaster General, Amos Kendall. Mr Plitt's mission was to examine into the success of the penny post which had just been adopted by the English post office and also to inform himself and report on the conduct of the postal systems of France, Belgium, Saxony, Prussia, Austria, Bavaria, Wurtemberg, Baden, and the free Hanseatic cities of Frankfort, Hamburg, Bremen and Lubeck on the Continent. Mr. Plitt's report is appended to the P.M.G.'s annual report, and consists of some forty (40) pages which are of interest in the light they throw on the postal systems of that day and time. The report dwells primarily on the postal systems of England, France and Prussia and concludes by making some six principal recommendations for improvements in our own postal system based on his inquiries while abroad as to their handling of these matters. These included: (1) Abolition of the franking privilege; (2) Letters to be charged by weight; (3) Only two rates of postage for letters; (4) Newspapers and printed matter to be charged by weight and to be prepaid; (5) Employment of special agents; (6) Employment of mail guards.

Of the foregoing recommendations Mr. Niles saw fit to urge the adoption of the first one, with some modifications.

As to the next two, they were discussed but rejected as being unwise in view of the department's financial condition at the time. Despite the fact that he had been at one time a newspaper publisher, Mr. Niles did admit that newspapers, periodicals, and pamphlets were transported at a loss to the department and at the expense of the letter-writing public who paid more in letter rates than the actual expense of this carriage required. So looking to the future he endorsed a consideration of the changes recommended by Mr. Plitt having to do with a complete revision of the postal rates and the changes in the method of applying them to mail matters. He also strongly urged a limitation on the maximum compensation to be paid for steamboat, railroad, and coach service in transporting the mails.

No mention is made in his report of the recommendations respecting the employment of special agents and mail guards.

[December 7, 1968]

Postmasters General XI

President William Henry Harrison selected Francis Granger to be his Postmaster General. His choice was commissioned on March 6, 1841. His confirmation in the post was delayed briefly by certain Southern Senators who thought him antislavery in sentiment.

Francis Granger was the son of the fourth Postmaster General, Gideon

Granger; the only father and son to hold this post in the government. He was born at Suffield, Connecticut, on December 1, 1792; attended Yale College, graduating in 1811. Thereafter he was admitted to the bar in 1816. Upon the removal of his father to Canandaigua, New York in 1814, he also went to that community.



He served in the New York State legislature in 1825, 1826, 1827, 1829, and 1831. In 1828 he ran for Lieutenant Governor, and for Governor in 1830 and 1832, being defeated in each of these races. In 1834 he was elected to Congress; in 1836 he was an unsuccessful candidate for Vice President of the United States; in 1838 and 1840 he was again elected to Congress, resigning during this last term to accept the cabinet post.

The death of President Harrison a month after his inauguration brought John Tyler to the Presidency, the first man to advance from the Vice Presidency to the Presidency. Within a short time, it became apparent that the new President was not in sympathy with the avowed policy of his predecessor nor with the Congress. In September of 1841 and shortly after Tyler had vetoed a bill establishing a National Bank, his entire cabinet resigned, including of course, Francis Granger. In the case of Granger the projected policies of Tyler with reference to the removal of many postmasters throughout the country is thought to have also played a part in his decision to resign. He was not in sympathy with the President's ideas on this matter, either.

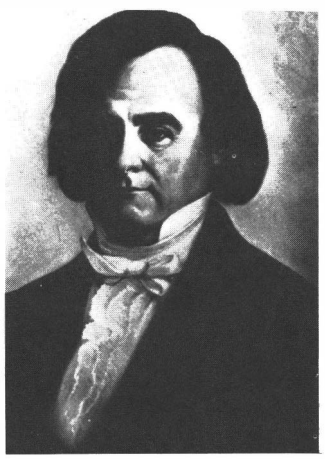
He returned to Canandaigua where he was again elected to Congress for sessions of 1841-1842. Thereafter he retired, never seeking or holding public office again. However, he did not lose his interest in politics and continued to counsel and support others who were actively engaged in seeking and holding public office. He died on August 28, 1868.

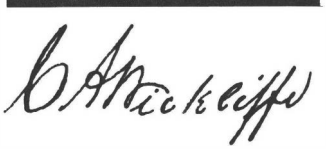
His service as Postmaster General was so brief that it did not even include the rendering of a report, so there is no clear record as to what he might have done or in fact did do while occupying the office. His father, Gideon Granger, served under both Jefferson and Madison, occupying the post for some thirteen years. Francis Granger held the place for just over six months. Leech says he was "a gentlemen of excellent sense, and rapid in the dispatch of business."

[December 28, 1968]

Postmasters General XII

The eleventh Postmaster General of the United States was Charles A. Wickliffe, a native of Kentucky, who was born at Bardstown on June 8, 1788. He was a lawyer and active in local politics serving in the legislature of his native state while in his twenties.





During the War of 1812 he served in the Northwestern Army, and was a participant in the Battle of the Thames. In 1820 he was again elected to the state legislature and in 1822 was elected to Congress where after bring re-elected to four additional terms, he served until 1833. He was again elected to the state legislature in 1833 and served as Speaker of the House. The next year he was elected Lieutenant Governor of Kentucky, and upon the death of Governor Clark in 1839 became Acting Governor of the Commonwealth.

An anti-Clay man, he was the choice of President Tyler to replace Francis Granger when the latter resigned as Postmaster General in September 1841. His appointment dated from 13 September 1841, and he served for the remainder of President Tyler's term in office.

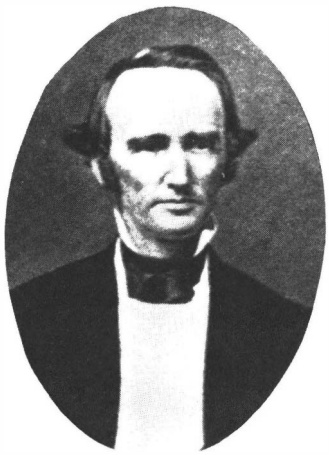
His term in the office of Postmaster General is marked by efforts to secure cheaper postage rates; improving the method of letting contracts for the carriage of the mail; prohibiting private expresses; and restricting the franking privilege. It is interesting to note, however, that these measures were enacted into law on 3 March 1845 just as his term was expiring.

He returned to Kentucky upon the expiration of his term of office. He was chosen as a delegate to the State Constitutional Convention in 1849 and under the new Constitution of that State served as one of the persons to revise the Statutes of the State.

While continuing his interest in politics, he was in later life afflicted with blindness and a crippling disease from which he died, on 31 October 1869 in his eighty-first year.

[January 11, 1969]

Montgomery Blair, Postmaster General, 1861-1864





Montgomery Blair, one of our great P.M.G.'s, became Postmaster General on March 9, 1861 five days after President Lincoln was inaugurated. The Confederacy had been formed February 4th, but mail services still continued between the North and the South.

Blair's predecessor, Postmaster General Holt, left the Department running deeply into debt, the deficit being about 40 percent of the estimated 1860 budget.

Many other problems faced the new Postmaster General, the most acute being patronage. Blair's wife wrote: "Blair is nearly run to death with office seekers. They left him at 2 this morning and commenced at 8 this morning."

The Confederate Post Office Department was formally established by the Act of February 21, 1861. Although the mail service to the Southern states was not stopped until May 31, 1861, much of the service had broken down and in some places had entirely disappeared.

In the report of the Postmaster General of 1861 it says: "By the existing laws, all postmasters, mail carriers, all other persons engaged in handling the mails of the U.S., or its clerical service, will be required to take the oath of allegiance to this government, as well as for faithful performance of their duty."

In another directive Blair ordered twelve disloyal newspapers excluded from the mails. He explained his actions in the annual report:

"The freedom of the press is secured by high constitutional sanction. But it is freedom and not license that is guaranteed. It is to be used only for lawful purposes. It cannot aim blows at the existence of the government, the Constitution, and the Union, and at the same time claim its protection...While, therefore, this department neither enjoyed nor claimed the power to suppress such treasonable publications, but left them free to publish what they pleased, it could not be called upon to give them circulation."

The Act of July 22, 1861, provided that letters written by soldiers in the service of the United States could be transmitted by mail without prepayment of postage, postage to be paid by the party receiving. An Act a few days later permitted forwarding of letters to soldiers without further charge. The Act of January 21, 1862, extended the provisions of the July 22 Act to sailors and marines in the service of the United States.

[November 9, 1963]

Other Blair Postal Reforms

Postmaster General Blair discontinued unnecessary post offices and reported the use of a new indelible ink for cancellations. He began experiments with wood and steel cancelling devices in an effort to eliminate hand cancellations. He withdrew the personal franking privileges from postmasters and made sure that mail contracts were granted to the lowest bidders.

In 1863 Congress acted on Blair's suggestion that mail be divided into three separate classes and a uniform rate of postage (3¢ per ½ oz.) be established for all letters regardless of the distance transmitted. This reduced the 10¢ rate over the

Rockies to California and the Pacific Coast States to 3¢. He urged that postmasters be paid fixed salaries instead of commissions, and this went into effect in 1864, when postmasters were divided into five salary classifications.

Blair urged the abolishment of the "penny post" and the inauguration of a system of free collection and delivery in cities. Congress, in the Act of March 3, 1863, provided for free city delivery in large post offices, and 499 carriers began delivering mail to residences and business houses, in forty-nine cities in July, 1863.

Blair recommended the establishment of a money order system for safe transmission of money through the mails, and this was authorized by the Act of May 17, 1864. He recommended increasing the 5¢ charge on registered letters to a fee "approximating the charges imposed by other parties engaged in the transport of such packages." Also, that all letters known to contain money be charged with registry postage. On July 1, 1863, the registration rate was increased to 20¢ per letter.

The handling of mail by railway was revamped and the railway post office idea was first tried in 1862 on the Hannibal & St. Joseph Railroad. In February 1864 additional cars were ordered for use between New York, Cincinnati, and Cleveland. The Chicago & Northwestern Railroad put a traveling post office in regular service. Congress authorized their use in 1865, and they soon became a necessary part of the mail distribution system.

With all these changes, Blair was able to reduce the approximately $600,000 post office deficit of 1860 to $120,000 by 1864. In 1865 the Department actually showed a surplus of $161,000.

[November 23, 1963]

PMG Blair And The International Mails

Postmaster General Blair was particularly interested in reducing complications in the international mails. As a result of his initiative, and working through the State Department, a conference was convened at Paris on May 11, 1863, to discuss such problems as: uniform standard weight; uniformity of rates to destination by whatever route of transit; uniform conditions of prepayment; retention of postage by the nation collecting it.

Although it was another eleven years before the first Postal Congress met in Berne, Switzerland, on September 15, 1874, many of the principles agreed on at the first conference were included in the second British Treaty and other new treaties enacted prior to that time. Only the United States, Europe, Turkey, Egypt and Asiatic Russia were covered.

The following principles were adopted at this Postal Conference:

1. That a common postal territory, regulated by a single treaty, should be accepted internationally.

2. That every country should guarantee to every other the right of transit of mail by land or sea.

3. That the burden of providing for the conveyance of mails should rest with the country of origin; that all intermediate services used by such country be paid for at fixed rates; and

4. That each country should keep all of its postage collections, on both prepaid and unpaid correspondence, so as to sweep away the great mass of detailed international accounts.

It took a second full Congress in 1878 meeting at Paris to revise the treaty to admit any country, state, or colony that would give assurance of carrying out the stipulations of the convention. The Union was then renamed the Universal Postal Union.

The member countries conform to a set of rules set out in a convention as in-

ternational treaty. Congresses are held every five years to consider necessary or desirable changes required by economic or technical developments.

Most of the material for these columns on Montgomery Blair, was found in a recent government publication, *Montgomery Blair, Postmaster General,* published May 3, 1963, and which can be obtained from the U. S. Government Printing Office, Washington 25, D. C. at a price of 25¢. It is well worth the investment.

This pamphlet is long since out of print.

[December 14, 1963]

A Postmaster General Seeks Advice

One of the fascinating bypaths in collecting items of philatelic history is that of free franks. The late Edward Stern had one of the finest collections of such items. The book, *History of the Free Franking of Mail in the United States,* is a must for the library of anyone interested in this field.

Lately one of your editors acquired a letter written by the fourth Postmaster General of the United States, Gideon Granger, to Senator Stephen R. Bradley of Vermont on September 29, 1802. The letter was mailed under Granger's free frank on October 3rd from Suffield, Connecticut to Bradley, at Westminster, Vermont. The letter is as follows:

For Gideon Granger's biography, see pages 46-7.

Suffield
Sept. 29th, 1802

Sir. The Postmaster at Woodstock in your State has resigned his office and recommended Major Roger Williams as his Successor. The name of the present officer is Titus Hutchinson. I am ignorant of the public or private character of either of these persons and it is necessary to make an immediate appointment. I pray you to nominate some Suitable Person for the Office. If you cannot do direct me to some man in that town in whome I can confide. An answer by return of mail will greatly oblige me. Postmasters are also wanted in those towns through which the new post road runs west of the mountain. We have gained very handsomely in Connecticut the last proxy — what has been our fate in Vermont? The New Stage will start on Monday. I shall see to it that they are punctual.

Per a letter of 21 Sept., 1964, from Mr. Arthur Hecht of the National Archives, Roger Williams was appointed on 1 July, 1803.

In haste your friend,
Gideon Granger

Honorable Mr. Bradley

From the list of postmasters as of January 5, 1802, we learn that Henry Mower was the postmaster at Woodstock, Vermont. His compensation for the year 1800 was $17.78. He apparently had been succeeded by the Titus Hutchinson mentioned in Granger's letter as the incumbent.

The next list in our possession is that for 1811. The postmaster at Woodstock then was John Carlton. Can our readers who have access to the information covering the nine years in between advise us whether John Carlton is the man who followed Titus Hutchinson or were there other postmasters of Woodstock between these years?

[December 7, 1963]

The Birth of the Distribution System

The lead article in the October 1850 issue of the *United States Postal Guide and Official Advertiser* contains a history of Regulation 81 of the Post Office Regulation of 1847. The author, who was probably Peter G. Washington, a former Auditor of the Post Office Department for some fourteen years, traces the origin of Regulation 81 which dealt with the mail distribution system.

A reprint of all issues of this publication (in two volumes) is now available from Theron Wierenga of Musekgon, Michigan.

It is interesting to note that the author correctly states that the Regulations of

1798 contain no reference to distribution but that "each packet, from each office, started off, by the best route it could find to each other office, with no other designation for the packet or parcel containing it than, the name of the state in which the office is situated, or some other description by which the office intended may be certainly distinguished."

But then he jumps twelve years to set out that: "In the regulations of Mr. Granger the elder, published 12th July, 1810, distribution offices are introduced as well as geographical divisions of the mails."

This is all well enough but why were the regulations of 1800, 1804 and 1808 ignored? The answer may well lie in his comment regarding special instructions referred to in Art. 8 of the Regulations of 1810. He says: "What these special instructions were we have no means of knowing." Thus the post office files and records of 1810 were apparently not available forty years later insofar as details of this sort are concerned, nor were Regulations for the years 1800, 1804, and 1808 known to the author.

To rectify this oversight, after a hundred and twelve years, we have examined the Regulations for the three years mentioned and can report that Distribution offices are first mentioned in the regulations issued by P.M. General Joseph Habersham on September 18, 1800, in Article 8 of Instruction XI Accounts, which requires from Distributing offices a transcript of the Account of Letters and Newspapers Received for Distribution.

This was apparently the beginning of an attempt to bring about a more orderly rapid transmission of the mail. The Regulations issed by P.M. General Granger on November 1, 1804, contain an excerpt from "An Act further to alter and establish certain post roads, and for the more secure carriage of the mail of the United States," passed May 3, 1802, being Sect. 6, which authorized the Postmaster General to allow the postmasters at the several distributing offices compensation adequate to their several services but providing that it should not exceed five percent on the whole amount of postage on letters and newspapers received for distribution.

[June 1, 1963]

Making Up The Mail (1804)

With the issuance of the Postal Regulations dated November 1, 1804, we find the first comprehensive and specific instructions for the making up of the mails at each post office.

Instruction VII of the 1804 *P.L.&R.* calls for seven steps: First, sorting the outgoing letters into five parcels: the first for those letters for offices in the state where the office itself was situated; and then in four other parcels, those letters for post offices in states north of the particular office in another parcel and similarly letters for states lying east, south or west in separate parcels.

Second, each parcel described above was to be further separated into paid, unpaid, ship, and free letters, and these were again to be separated into single, double, triple and packets.

Third, this done, the post bill was to be made out by entering the numbers and amounts of each class and rate of letters.

Fourth, having completed the post bill, its contents was then to be entered in the account of mails sent.

Fifth, was to make up the letters into a bundle, putting the post-bill at the top, wrap them in paper, and tie with string.

Sixth, was to superscribe the bundle (now called a mail) with the name of the office to which it was to be sent if in the same state, otherwise with the word Northern, Southern, Eastern, or Western depending on the direction from the office in which the mails were to pass.

Lastly, the bundles or (Mails) were to be put into the bags destined to receive them and these bags being securely tied were then to be put into the "mail-portmanteau" which was to be locked and delivered to the carrier.

Then follows paragraph 8 of Instruction VII which lists the Distribution offices where the mails addressed Northern, Southern, etc., were to be opened and redistributed under special instructions which have not come down to us.

It is interesting to note that a separate mail was to be prepared by any post office which had letters to deliver to the city in which was located a distributing office to which the letters for beyond that office were to go under Northern, Southern, etc.

Reflection shows the wisdom of this order on two counts: First, there would be delay if Baltimore letters were included with say the Southern mail from Philadelphia; and second, there was no intention of paying the Baltimore postmaster the extra fee allowed postmasters of distributing offices for the work of distribution at his office. There is some indication however, that some postmasters did not follow the instructions, to the enrichment of the distributing postmaster and to the cost of the Post Office Department.

[October 19, 1963]

The Distribution System III

As long ago as 1, June 1963 we ran a column called "Birth of the Distribution System." We also wrote another called "Making Up the Mail (1804)" which appeared in *Stamps* for 19, October 1963. It had been our intention long before this to continue the history of the mechanics of mail distribution in this country but our attention was diverted to other matters. We should now like to pick up the thread of our story.

In the regulations of Mr. Granger published in July 1810, no substantial change was made in the arrangements prescribed in the Regulations of 1804. Nor were there any changes in the Regulations of March 1817; July 1820; March 1825; and March 1828. With the instructions of Postmaster General Barry issued 1, May 1832 the same general rules of distribution were set out. However, there are some relaxations and the phraseology is made more explicit while at the same time a sanction is provided for the observance of the rules for the first time.

The 79th Article of the 1832 regulations provides that "where there is a more direct route from your office to an office in another state than the one through a distributing office, a special mail should be made up for such office;" and the 90th Article provided that "a separate mail for delivery may be made up for the principal cities."

It is to be noted here that there were in the case of some letters a second distribution of the mails, as the distribution officers were required to open all mails directed to the state in which that office was located and to give proper direction to each letter.

In other words, the mails first sent in the direction of the four cardinal points of the compass were stopped at the first distribution in each direction and there made up again by state and not by distributing offices.

It is also thought that, carried to its logical conclusion, there was probably a third and final distribution when the letter reached a distributing office in the state where the addressee lived. Except for the fact that the paper then was of better quality than much of today's paper, it is a wonder that the reshuffling didn't wear out much of the correspondence enroute.

[March 25, 1967]

The Distribution System IV

The problem of proper distribution of the mails continued to plague the post

office despite the well intentioned efforts of Mr. McLean and his successors. This was due in part to the rapid expansion of the postal system with large increases in the number of post offices and a considerable extension of its routes. Couple these items with the fact that there was no new edition of the regulations published between 1832 and 1843 and it can be readily seen that there were bound to be mistakes made in the absence of complete and clear instructions.

Postmaster General Wickliffe, having been given an opportunity and the funds to publish a new edition of the regulations in 1843, seized the opportunity to attempt to reduce the number of distributions. This took the form of a new regulation, being number 74 of the 1843 edition, which reads as follows:

"74. Deputy Postmasters will carefully assort the letters, and all letters addressed to offices in his own State, or offices the location of which are known to him, in other States, he shall mail direct to such offices. And when the location of the offices are not well known, he shall mail to the distributing office nearest the point addressed by the course of the mail, and write upon the package the name of the office and State in full."

This regulation did away with the division of the mails and their designation by the words Northern, Southern, Eastern, and Western. He also modified Article 95 of the 1832 regulations by Article 108 of the 1843 regulations which directed those Postmasters only to be reported who might mail to a distributing office when they should have mailed direct to an office but did not require reporting a Postmaster who incorrectly mailed direct rather than to a distributing office.



[June 3, 1967]

The Distribution System V

While there was a lapse of eleven years between the 1832 and 1843 edition of the *Postal Laws and Regulations,* only four more years elapsed until a new edition was authorized. Cave Johnson, who was Postmaster General in 1847, approved a further change in the regulations governing the distribution of the mails.

The 81st article of the regulations of 1847 reads as follows:

"81. The postmaster will carefully assort letters addressed to offices in his own state, and all letters addressed to distributing offices, capitals of states and territories, and all letters to offices in other states, situated between his office and a distributing office, he shall mail direct. When a letter necessarily passes through a distributing office, it shall be the duty of the postmaster to mail to the nearest distributing office short of the place where the letter is directed, and write upon the packet the name of the office and state, and the letters D.P.O. (the usual abbreviation for "Distributing Post Office") for example: A letter from Richmond, Virginia to Dayton, Ohio, should be mailed and directed "Columbus, Ohio, D.P.O."

Via N. Y. City. D. P. O.

This instruction to route a cover bearing a 3¢ 1857 stamp via the New York City Distributing Post Office is printed on a cover postmarked at Binghampton, N.Y. and addressed to Philadelphia.

This language when compared with that of Article 74 of the 1843 *P.L.&R.* reveals that the post office department was still struggling with excessive distributions, which not only slowed down the delivery of mail but was continuing to prove costly to the department, which was still paying additional commissions to the postmasters at the Distributing Offices for the extra work entailed in resorting, bundling, and writing new post bills for too many of the letters going through their offices.

This time certainly the language employed would cure the difficulties! But the editor of *"The United States Postal Guide"* in a lengthy lead article in his issue of October 1850 thought time had proved otherwise. He pointed out that when there was no distribution system of the present sort, in 1798, there were 630 postoffices; when the 1843 *P.L.& R.* restricted distribution there were 14,000

postoffices, and when in 1847 as he read the then new regulation which to him invited a second distribution, there were 18,000 postoffices, and more trouble for the department.

[August 26, 1967]

The Distribution System VI

If the postmasters were not confused by the language of Article 81 of the postal regulations, a considerable number chose to disregard its directions. Thus on 4, September 1850, a circular was sent out by N. K. Hall, the then Postmaster General, who was intent on bringing erring and irresponsible postmasters into line with the regulations and particularly with his interpretation of Article 81. No more leniency and no more excuses. Herewith his own language as it appears in the Circular of 4, September 1850:

"An examination of the post bills, accounts of sent and received, and of the accounts of Postmasters, has disclosed the fact that the published regulations are continually disregarded. This violation of the regulations is attempted to be excused by many Postmasters, by alleging that their predecessors and others have, for a long period, been permitted to practice it without censure. After the end of the present quarter no such excuse will be admitted. Postmasters are expected to make themselves thoroughly acquainted with their duty, and to see that the printed regulations are strictly followed by all persons in their employment, except only in cases where different instructions have been especially given.

"Every Postmaster, or other officer of the Department, is required to report to the Postmaster General every violation of the law or regulations on the part of any other Postmaster or officer of the Department; and every Postmaster is especially directed to send to his office all letters or circulars which have been or shall be sent him by any other Postmasters in regard to mailing or distribution of letters, or any change in the practice of his office. Special agents of the Department are required to report every Postmaster at any important office who does not personally superintend its business.

"The 81st regulation must be observed, and, in furtherance of it, distributing offices will mail matter received from other offices for distribution direct to the office addressed, and will bag the package to the proper distributing or separating office, so that the Department shall in no case be charged with commissions for double distribution."

[September 9, 1967]

The Distribution System VII

Postmaster General Hall's circular of September 4, 1850 had appended to it a "P.S." with a further comment by way of attempted clarification of the very knotty Article 81 of the regulations. It is interesting and is as follows:

"P.S. As some Postmasters represent that they have not a copy of the 81st Regulation, or a list of the Distributing Offices, a copy of the Regulation is subjoined with a list of the Distributing Offices.

"The Distribution Office to which a letter must be addressed from the office where it is deposited, is the one through which the letter must last pass on the way to its destination. When Postmasters cannot ascertain to what Distributing Office they ought to direct a package, they may take up and send the matter direct to the office to which it is addressed."

Then followed a reprinting of article, or as it is now referred to section 81 of the regulations and a list of the fifty-one distributing post offices.

After listing the distributing offices the following further explanation was appended:

"Through the Distributing Office is set down to the State in which it is located, it will be seen from its location whether it does not embrace other States or parts of States in its Distribution District. For example, Grand Ecore, La., is the Distributing Office for all of Texas east of Trinity River. Toledo, Ohio, distributes from the east into the southern part of Michigan, and in like manner many other distributing offices distribute into adjoining States."

[October 14, 1967]

The Distribution System VIII

So Postmaster General Hall had cured his department's troubles with the distribution system, or had he?

In the November 1850 issue of *The United States Postal Guide* the following appears under the heading Replies to our Correspondents:

5. The Postmaster at M_____, Conn., thinks the language of Regulation 81 is ambiguous. Let us analyze it. (Here then is Peter G. Washington's attempt to explain the meaning of Regulation 81 and the distribution system it contemplated.)

1. To all offices in your own State.
2. To all offices that are distributing offices.
3. To all offices at capitals of States or Territories.
4. To all offices (though out of your State) situated between you and the first distributing office, (in the line of the letter,) it requires you to mail direct. But what does this word direct mean? Why it simply means the opposite of indirect, or through. You, in Connecticut mail to Philadelphia direct; but you mail to Chester, Pa., indirect or through Philadelphia. But now that we have the meaning of the word, let us have a description of the thing meant. When you mail direct, you send a bill of the letters upon which the office, to which you mail, is accountable, and for which it is charged. When you mail indirect, as in the case of Chester, you make a bill for the distributing Post Office, Philadelphia. Philadelphia is not charged upon this bill, but Philadelphia makes a new bill upon which Chester is charged.

Having thus disposed of the above four classes of offices, and defined the meaning and process of mailing direct, we come to that class of office out of your own State, which cannot be reached but by the letters passing through a distributing Post office. Some of the remote offices cannot be reached, by a letter mailed by you, without its passing through three, four, or even more, distributing offices. This is what is meant by a letter's necessarily passing through a distributing Post office, and in that case the regulation provides that you shall mail "to the nearest distributing office short of the place where the letter is directed." That is, to the distributing office nearest to, and yet short of, the office to which the letter is directed. Now what distributing office is nearest to, and short of, the office to which the letter is directed?

It can only be certainly and accurately known by referring to the maps. If you have a map of the United States, or, if you have not, whenever you can get one, mark every distributing office, distinctly and prominently, with a red lead pencil. Mark, also, the principal mail lines. Look at the table of offices, for the county, and then determine by the map the direction of the county, from the nearest proper distributing office. But you say, you have neither maps nor tables, very true. Many of you have none, and those which are in the hands of others are imperfect and defective. But, nevertheless, do the best you can, and you may have both tables and maps sooner than you think.

[October 28, 1967]

The Distribution System IX

In our last column on this subject, which appeared in the 28, October 1967 issue of *Stamps*, we questioned whether Postmaster General Hall had cured the evils of multiple distribution of the mail by his circular of 4, September 1850. Apparently the answer is "no" because we find that on 9, May 1851 he issued a new circular effective 1, June 1851 which altered the instructions of the controversial Regulation 81. This restored what he must have hoped would be "limited" double distribution.

The new instructions were as follows:

"POSTMASTERS will carefully assort the letters deposited in their office for mailing, and will mail them as follows, towit:

"1st. Every Postmaster in the New England States will mail, and postbill direct to the place to which they are addressed, all letters for post offices in his own or any other New England State. Every other postmaster will mail and postbill direct to the place addressed all letters for his own State or Territory; and all Postmasters will mail and postbill direct all letters for post offices in other States and Territories, which should not pass through a distributing office on their proper route to the office of delivery. Every Postmaster will also postbill and mail direct all letters on which the instruction "mail direct" shall be written.

"2d. Letters not required by the foregoing provisions to be mailed direct, shall be postbilled and mailed to the distributing office through which they should first pass on the proper route to the place of their destination — unless the mailing office be a distributing office.

"3d. All letters received at a distributing office for distribution, or deposited therein for mailing, and which are addressed to any other distributing office, or to places within the State or Territory where such distributing office is situated, or to places not more than one hundred miles distant from such distributing office, or which would not pass through a distributing office on the proper route to the office of delivery, shall be mailed direct; but if the office of delivery is more than one hundred miles from such distributing office, and the letters should properly pass through one or more distributing offices, they shall be mailed and postbilled to the last distributing office through which they are to pass on their route to the office of delivery.

"(Further instructions as to the mailing of letters of which special accounts are required, will be addressed to, and affect only, the distributing offices.)

"4th. Each package containing letters mailed and postbilled direct should be plainly directed on the outside with the name of the office to which it is to be sent, and of the State in which such office is situated.

"Packages containing letters for distribution should be plainly directed in the same manner, with the addition of the letters 'D.P.O.' (for Distributing Post Office) after the name of the office."

[June 15, 1968]

The Distribution System X

For more about the work by Peter G. Washington, see the marginal note on page 71.

The 1851 Post Office Guide of Eli Bowen was reprinted by the Arno Press of New York in 1976.

Eli Bowen, with the example of Peter G. Washington, who had been the auditor of the Treasury for the Post Office Department and after leaving had started the monthly publication of *The United States Postal Guide*, decided to write a book called the *United States Post Office Guide*, which was published in New York by D. Appleton & Company in 1851.

Eli Bowen, having been employed in the contract office of the post office department, was himself well qualified to put forth a plan for distribution of the mail which would effect not only more rapid delivery but also economies from less frequent distribution or perhaps one should say by eliminating all but one distribution.

His plan as described in his book from which we quote, is as follows:

"The plan which I herewith submit to the postmaster-general (and which he requested me to furnish him in detail) will be found to be sufficiently indicated and illustrated in this work. Whatever it is, it is wholly, exclusively, and entirely original in design. To sustain single distribution, the mailing postmaster must know how the office addressed is supplied, and the point where situated. To give him this information, I have caused to be indexed, to each and every office in existence at the 30th, June, 1851, all the routes upon which they are respectively situated, and from which they respectively receive their supplies of mail matter. This work has cost me over one thousand dollars for clerical labor, but inasmuch as it affords a complete exposition of the mail service, the position of one office to another, and to all, the sum had not, I hope, been altogether misapplied. By its aid a letter can very easily be traced from an inferior to a more important office, or to the nearest through route. But while the indexes along might not prove particularly valuable in facilitating single distribution, considered as a single paramount item, I have furthermore caused to be prepared a skeleton map, embracing all the counties in the United States, and giving the geographical positions of the various distributing offices with the leading through routes connecting one to another, and commanding the various counties assigned to them as radiating points. This, therefore, furnishes the key — the outlet to all matter from the indexes, and the whole scheme cannot fail to prove as simple, as the written records of the general post office show it to be practicable.

"A letter, therefore, mailed at a remote point (say Austin, Texas), for an inferior town in Maine, may be mailed direct to Portland or to Boston, as the case might be, for distribution. If the office addressed should be on the main route between Boston and Portland, the letter would require no distribution whatever, inasmuch as the postmaster might readily ascertain that fact by referring to the index attached to the office addressed. If it be not on such route, or on radiating from the leading route, then by a glance at the map, he would discover whether the county in which the office might be situated, is within Portland or Boston distribution; and in either event, he would mail direct to the proper office for distribution. This simple rule will apply to letters emanating in any quarter of the country, for any other quarter. It works all ways and always the same way. The whole scheme is based upon the flows from, 1st, the indexes to the routes; and, 2d, the map of the counties and distributing offices, which merely, illustrate the routes. Without these indexes, the map — any map — would be comparatively valueless, while without the map, the indexes, for purposes of distribution, would at least not be as serviceable as they otherwise must prove.

"This scheme being based upon the present distribution scheme of the postmaster general, will prove especially useful to the great business public, for whose wants this work is especially intended, no matter what consideration may hereafter be bestowed upon it by the Post Office Department."

[July 13, 1968]

The Distribution System XI

The change in instructions for making up the mail issued by Postmaster General Hall on May 8, 1851 surprised Eli Bowen, who had undertaken to write *The United States Post Office Guide* published by Appleton in 1851.

Bowen was ahead of his time and apparently his ideas were thought to be too complicated to be put into effect by the department itself. In what was a hopeful tone, however, he wrote after setting out the instructions of May 8, 1851 in full:

"Here, then, is double-distribution, and with it must ensue all the expenses and delays that formerly characterized the service. A postmaster at an inferior

point, in South Carolina, in mailing a letter for an inferior office near Boston, as the case may be, must dispatch the letters to the nearest distribution office on the route of the letter, whence it will be sent to New York, Boston, or some other distribution point short of the place addressed. This scheme is, therefore — (with some slight modification), the same which prevailed for years until the reforms introduced by Mr. Wickliffe.

"It is gratifying to us to know, that no matter what scheme of distribution may be laid down by the postmaster general, the plan and means we have originated to aid postmasters in mailing, as well as in the details of all their other duties, will not, in the least, be impaired. The indexes to the sources of supply, and the map of distribution offices are, if possible, more valuable under this new regulation of the postmaster general, than they could have been even under a strictly single distribution scheme — for while plans may be altered, from time to time, no plan has ever emanated from the department to correct the errors which necessarily flow from distribution."

[July 27, 1968]

The Distribution System XII



James Campbell
P.M.G.

The next mention of distribution problems of which we have a record is the rather frustrated comments of PMG James Campbell in his report of December 4, 1854. Apparently the same old problem of multiple distributions was still plaguing the Post Office Department despite the wholesome suggestions of Eli Bowen, set out at some length in our previous column on this subject. His report contains the following reference to the subject:

"The proper distribution of mail matter in a country so vast as ours, with so many mail routes, and so many post offices, is a subject attended with great difficulty, and to which the attention of my predecessors has frequently been directed. Letters, instead of having one, or at most two distributions, have been distributed four or five times before their arrival at the destined point. The consequence has been that the distribution and delivery commissions have almost consumed the postage; but the worst evil arising from this practice has been, that great delays have been occasioned, which have always been the subject of just complaint.

"To distribute mail matter properly, requires a minute knowledge of mail arrangements, and this the department alone can have. If the postmasters at the various distributing post offices were permitted to make their own distribution schemes, with their necessarily imperfect knowledge, great mistakes must occur; and instead of a letter being mailed direct to the distributing office to which it belongs, it would be mailed from point to point along the route until it reached its destined point. To prevent these delays, and at the same time to possess myself of the local knowledge of the postmasters at the distributing post offices, I caused to be forwarded to me the different schemes of distribution. Some of them I found quite perfect, but the great majority of them were very defective, and my only surprise has been that greater delays in the delivery of letters have not taken place. I am now having prepared distribution schemes for every distributing office in the country, allotting to each its proper distribution. When they are completed, the postmaster at the mailing point can, by turning to his scheme and looking to the counties and towns in each State allotted to the various distributing offices, be enabled to mail direct.

"The department will likewise have the important matter of distribution under its exclusive control; and when new mail arrangements are made by railroad or otherwise, which would change the course of distribution, the different offices can be instructed accordingly. Much, however, remains to be done. Every distribution causes delay; and this must necessarily take place, under our present

system, once or twice, which is one great cause of the complaint that letters do not reach their point of destination as soon as passengers. When the letter is from one distributing office to another, the mailing is direct, and if sent on its proper course, there is no good reason for any delay. The mailing, indeed, should be direct from every post office in the United States to another; but this, under our present system, I view as impracticable. With our existing regulations, which prescribe that every postmaster shall mail direct to the place addressed all letters for his own State or Territory, and all letters for post offices in other States or Territories which should not pass through a distributing office on their proper route to the office of delivery, rigorously enforced, and the new schemes of distribution in operation at the various distributing offices, I trust to be able to give to our mails greater speed and regularity."

[September 7, 1968]

Post Office Maps

It has been a matter of considerable interest to your editors as to how a country postmaster prior to the Civil War would ever be able to properly rate his letters or dispatch them properly without some assistance other than the postal laws and regulations.

The matter of rating was not so terribly difficult when one examines the early lists of tables of post offices which carried the distances from the state capitols and from Washington City of each post office. This assuming at least a sketchy knowledge of the geography of the United States.

However, when it comes to the matter of the dispatching of mails that was a horse of a different color.

The Post Office Department had no maps of its own so far as we have been able to determine until the Department acquired a topographer of its own. The first reference to such a position is found in the U. S. Register published in 1835 purporting to list all of the officers and agents, civil, military, and naval, in the service of the United States on the 30th September 1835. We find D. H. Burr, Topographer, at a salary of $1,000 per annum.

A footnote in Leech's *History of the Post Office Department* says the first designation of topographer is found in a law of 1836, and further states that for some time previous to 1836 Capt. W. H. Swift, an officer of the United States engineer corps. rendered assistance towards the surveys and mapping of the post routes.

This book, first published in the 1860's, was reprinted in 1979 by the Arno Press of New York.

We have long sought an example of the Burr maps for our reference library without marked success. So lately we have settled for a set of negative prints of the set we located in the National Archives, Cartographic Section.

The originals are beautifully drawn and must have been of a great service to the postmasters who could afford them.

[September 16, 1967]

Post Office Maps II

In our column of 16, September 1967 we touched on the matter of Post Office maps. This has resulted in some correspondence on the subject from interested readers.

Among others who wrote us, was Delf Norona, of Moundsville, West Virginia. Mr. Norona has been interested in postal history for many years, having authored a general catalog of Postmarks of the United States in 1935. Also, more recently, he wrote an interesting and informative article on "Philatelic Cartography" which was published in the 1964 Congress Book of the *American Philatelic Congress.*

In Mr. Norona's article he discusses the Moll maps which were used during

the Colonial period of the post office in North America. He also states correctly that during the period prior to the appointment of David H. Burr as Topographer, maps produced by private individuals were purchased by the Post Office Department and furnished to some postmasters.

Mr. Norona mentions a map produced in 1796 by Abraham Bradley, Jr., a portion of which is reproduced as Figure #2. published with this article. This must be the same Abraham Bradley, Jr., who was appointed Assistant Postmaster General by Joseph Habersham, the Postmaster General in 1800. Leech says Bradley remained with the Department for nearly thirty years. The records would indicate he lost his place when President Jackson instituted the spoils system.

John Johnson, Jr. also inquires as to the role of the Capt. W. H. Swift, mentioned by Leech in our earlier column, and the date of the Burr maps. The Burr maps bear the date of 1839. The mapping work of Captain Swift was primarily the production of maps of specific routes. There is reference to postal maps of 1830-32 in his biography, but it is believed that these were not printed or distributed to postmasters, but were for the use of the department in Washington itself.

Captain Swift was an interesting individual in his own right. He was a member of the Corps. of Topographical Engineers when it was first formed on 7, July 1838 under command of Col J. J. Abert. He was a graduate of West Point, and in 1819 was a member of the scientific party which formed a part of the so-called Yellowstone Expedition, which in that year traveled up the Missouri river as far as Council Bluffs. The next year the exploration party, under Major Stephen H. Long, the then Lieutenant Swift being a member, journeyed westward along the north bank of the Platte river to its forks when they crossed over to the southern bank of the South Fork and continued until they reached the Rocky Mountains. Lt. Swift measured Pike's Peak, but misjudged the altitude of the base plain above sea level and thereby missed its true height.

[January 20, 1968]

A Disgruntled Postmaster

The subject of this column is Colin Bishop, postmaster in 1838 at Tuscumbia, Alabama. His case is proof positive that one should not "count his chickens before they are hatched" or even when they have hatched in some cases.

We will let him speak for himself by reporting the contents of a letter he wrote to his Congressman on July 2, 1838. The letter was sent by the Eastern Pony Express Mail prepaid as required by the Congressional Resolution of the previous September. Here it is:

Tuscumbia, Ala.
2, July 1838

Honbl R. Chapman

Dear Sir,

Yesterday agreeably to the Postmaster Genl order (after a heavy expense) I had just commenced Distributing when the Postmaster from Florence came to me with a letter from William H. Dundas (for the first assistant P M Gen'L) informing him that the Postmaster Gen'l had countermanded the removal of the Distributing Office from Florence to Tuscumbia. We had just moved the office from Florence to Tuscumbia, and then packed it up and sent it back to Florence. Why, sir, is it possible that after the Postmaster Gen'l letter to yourself, Judge Clay and Mr. Martin setting forth the advantages that Tuscumbia had over Florence, he can have order the letter written that was sent to the Postmaster at Florence saying that he countermanded the whole. Now, sir, besides what effect it may have on the public, I can assure you that it has brought ruin and abject

poverty on me. In consequence of the order from the P. M. Gen'l to me to take the distributing office here the first of July, I gave up my Magistrate's office and auction business, which was worth to me the double of what the postoffice has been worth to me (for after paying house rent, clerk hire and board, the office is not worth more than $350.). The little I get by the postoffice and my other two little offices which I have given up (and successors appointed in my place) I was enable to support my little family and pay something to my creditors each year, and now all I have must go to the hammer and no chance for relief, and beside all this I have involved myself in order to prepare for the Distribution, upward of $1,000. I cannot think that Mr. Kendall ever gave the order. Please see Mr. Kendall yourself with Judge Clay to whom I have also written and know the facts of the matter, and please write me by express if you please. I know you cannot know what I feel after seeing a prospect of a little competency in my affliction, and being able to pay all my debts, and then expend nearly the half of what little I had to prepare for it. I cannot think it is so, although I saw Mr. Dundas's letter to Mr. Coffee at Florence.

Your friend and humble servant,
/s/ Colin Bishop

Please ascertain as early as possible and let me know.

From the records it would appear that despite his urgent plea, Mr. Bishop was unsuccessful in securing any relief for it was to be some eight (8) years before the Distributing Office was moved to Tuscumbia and by that time he was no longer Postmaster of Tuscumbia.

Alabaman historians please take note of this letter on what must be an interesting local story of political maneuvering.

[February 3, 1968]

Hall vs. Benedict (1)

One of our readers, John O. Johnson Jr., of Waltham, Massachusetts, has been kind enough to forward a copy of a broadside composed by Lewis Benedict in 1850.

Mr. Benedict was the postmaster at Albany, New York, during 1850. He was removed from his post in the fall of that year after a heated exchange of letters between himself and N. K. Hall, the then Postmaster General of the United States. The broadside was addressed to President Millard Fillmore whose law partner N. K. Hall had been.

The differences between the two men arose, innocently enough, according to Benedict, by reason of an inquiry sent to the Postmaster General on 20, August 1850 respecting an inquiry the Albany postmaster had received from a postmaster in Washington County, New York. The inquiry was what should be done about an unpaid advertisement for a convention in Cazenovia, New York, received at his office. Benedict reported he had advised his correspondent that the practice of the Albany office was to return that type of matter to the office from which it came and to enclose and charge the person sending the matter if his name could be ascertained with letter postage. Benedict then suggested the desirability of a circular from Washington covering the subject as he went on to state that in his opinion large masses of handbills were sent through the post offices not prepaid because the postmaster generally did not understand their duty with respect to them.

No answer having been received to this inquiry, Benedict wrote again on August 31st to Postmaster General Hall setting out in some detail how the Albany office had been in the habit of collecting postage for handbills, circulars and advertisements, etc. entering the amount of the postage collected in a book

kept for that purpose but not entering the items on the Post Bills sent with the items when forwarded in the post bags. The total of the receipts for the quarter from such matter was said to have been entered as part of the total receipts at Item No. 6 of the quarterly account current. He further reported that on further examination of the regulations he had discovered that a circular had been issued ordering the making out of Post Bills. He demurred at this extra labor of making up postbills and asked whether it was in truth necessary.

This brought a response from Mr. Hall in a letter of 2, September 1850. In this letter he was firmly informed that the post office department was well aware that its regulations and instructions regarding the matter of postbills for hand bills, circulars, etc. as well as in other respects were being disregarded at many offices but particularly by larger offices, and that a circular on this subject and other would soon be forthcoming. Benedict was also warned that repeated violations of the regulations and instructions on the part of postmasters would be grounds for their removal from office.

Thereafter the circular 4th, September 1850, portions of which have been the subject of our previous columns on the Distribution system, was issued.

[December 30, 1967]

Hall vs. Benedict II

Mr. Benedict was next the recipient of a short letter dated September 12, 1850 from PMG Hall, who was at the Buffalo post office, inquiring why Albany was not obeying the instructions of regulation 81 and the circular of September 4, 1850.

Responding, somewhat tongue in cheek it would seem, Benedict replied as follows:

Albany, Sept. 14th, 1850

Dear Sir: — Your favor of the 12th is received. The day after the receipt of your circular, I told my assistant that he must attend to mailing matter agreeably to directions, and that pre-paid papers must be entered on the way bills. It appears he understood me to refer to papers only. — This I did not know until the receipt of your letter, which I suppose refers to matter sent to Buffalo for distribution. If it does not please advise to what it does refer.

Respectfully yours,
L. Benedict

Hon. N.K. Hall. P.M. General

This brought down the whole wrath of the worthy P.M.G. Hall who replied on September 16, 1850 setting out a bill of particulars as to the failures of the Albany office:

Buffalo, Sept. 16th, 1850

Post Master, Albany

Dear Sir: — Yours of the 14th is received. It shows very clearly the great effort you have made to correct the abuses which my circular of the 4th was designed to correct. It seems you said something to your assistant about it; something which he could not or did not desire to understand, and that was the only trouble you gave yourself in regard to it. This is not the measure of effort to discharge his duty, which the Department requires of Post Masters, receiving a compensation of $4000 a year.

It is presumed that Mr. Hall meant "peremptorily."

All Post Masters of this class are premptorily required to attend personally to the duties of their offices, and know that the regulations and instructions of the Department are observed, and if they do not do it, they will be reported to the President for removal.

If for $4000 a year you can only afford to tell your assistant something that he does not understand, whenever you receive, important and positive instructions from the Department, it is not very likely that he will think he can afford to do more than make a reasonable effort to find some excuse for evading directions, which the Head of the office treats with indifference or contempt. Clerks of less salaries feel or may well feel still less responsibility for the acts, and omissions of all his subordinates.

The circulars and regulations must be religiously observed at your office, and you must personally know the fact. If they are not observed, the examinations ordered will disclose the fact, and hereafter abuses in Post Offices, will be ferreted out, and corrected if it is in the power of the Department to do it.

I overhauled your Buffalo bag, on Saturday evening myself, after it arrived from Albany, and the examination showed how well the Circular had been followed.

On your four Buffalo Distribution Bills of Sept. 14th. there were in one lot 27 letters of 10 cents and only 25 in the packet. One paid by stamp in the packet, was not on the bill at all. One of 15cts. was not on the Bill — the Bill stated 6 at 10 cts. paid distributed, and there were only 5 in the package; there was one at 11 cts. on the Bill, and no such letter in the package. Of the 67 on the Bill, 57 had been before distributed at your office, and were again sent here for distribution in violation of the Circular, and of the other 10, one was addressed to Jamestown, N.Y.

In the package for Detroit distribution, 44 out of 51 had been distributed at your office, and should have been sent direct to the offices to which they were directed on the letters, agreeable to my circular.

In the package for distribution at Erie, Pa., two out of the three had also been distributed at your office.

There are great complaints of the grossest irregularities at your office, and these examinations lead me to suppose there is too much reason to believe them well founded. On Saturday a package of 15 letters from Jamestown, N.Y., (and some of them doubtless containing remittances) was returned from Chicago to the Buffalo office, having been improperly bagged, and gross mistakes in bagging, and illegible directions on wrappers, are said to be frequent at your office.

Since I have been here, I have been shown several packages sent here from your office, which should have been sent into the northern counties or down the river, instead of being sent here.

These irregularities and the continued violations of instructions and regulations must not be continued.

In great haste, very resp'f'y,
(Signed) N. K. Hall, P.M. Gen'l.

[January 6, 1968]

Hall vs. Benedict III

Mr. Benedict, having set out the exchange of letters between himself and Postmaster General Hall as reported in our columns of December 30th and January 6th, proceeded to attempt to justify himself.

He does this by taking up the points one by one that were raised in Hall's letter of September 16th to him and rebutting them as follows, Mr. Hall says in it:

"I overhauled your Buffalo bag on Saturday evening myself, after it arrived from Albany, and the examination shows how well the circular has been followed. On your four Buffalo distribution bills of September 14th, there were in one lot 27 letters of 10 cents, and only 25 in the package; one paid by stamp in the package was not on the bill at all. One of 15 cts. was not on the bill. The bill

stated 6 at 10 cts. paid distributed and there were only 5 in the package. There was 1 at 11 cents on the bill and no such letter in the package.

Now the following bills were sent by me to Buffalo on Saturday, the 14th Sept., viz:-

1. One bill at 7¼ A.M. of 70 letters for distribution.
2. One bill at 7¼ A.M. of 18 letters for delivery.
3. One bill at 9 A.M. of 28 letters for delivery.
4. One bill at 6 P.M. of 61 letters for delivery.

The two first arrived at Buffalo about 9 P.M. The third could not have arrived before 3 A.M. Sunday, and the last not before 9 A.M. Sunday.

The package which Mr. Hall calls 27 letters was undoubtedly that of 28 which left Albany at 9 A.M. Saturday, and arrived in Buffalo Sunday morning. Yet he overhauled it himself on Saturday evening."

Again, the letter mentioned in the above extract as paid by stamp, was on the bill which left Albany, 6 P.M. Saturday, and arrived at Buffalo Sunday forenoon. Yet Mr. Hall "overhauled it himself" on Saturday evening.

As to a letter being marked at 11 cents, when there was no such letter, it is preposterous. One had need be very credulous to believe such a mistake could occur. Mr. Hall says also, "on your Buffalo distribution bill of the 14th there was a lot of 27 letters" when in fact, there were 28, and when it was not a bill for distribution, but for delivery. The 15 cent letter, which he says was not on the bill, was on the bill.

Mr. Hall says he overhauled my four distribution bills on Saturday evening, when in fact, of the four bills, but one was for distribution, and three for delivery.

[March 2, 1968]

Hall vs. Benedict IV

In our column of March 2nd we continued with Mr. Benedict's open letter to Millard Fillmore protesting the treatment he had received from N. K. Hall, P.M.G., as we do in this column. Mr. Benedict continues:

"The gross blunders and misstatements already exposed are sufficient to cast a doubt upon any account give by Mr. Hall of what he did overhaul on that occasion.

"Again, Mr. Hall presents the following matters in the same letter in the form of charges against the Albany office: "Of the 67 on the bill" (there was no such bill, but there was one of 70) "57 had been distributed before at your office, and were again sent here for distribution in violation of the circular, and of the other 10, one was addressed to Jamestown, N.Y. In the package for Detroit distribution, 44 out of 51 had been distributed at your office, and should have been sent direct to the offices to which they were directed.

"Now, Mr. Hall well knows at this very time that every office in the United States was in the same practice of which he affects to complain. As an evidence that such was the practice of all distribution offices down to the 24th of Sept., I refer to my letter of that date to the department in which are reported, pursuant to orders, the following offices for sending matter to this office for distribution which had before been distributed, viz: Boston, Toledo, Washington, Hartford, New York, Erie, (Penn.), Wheeling, Indianapolis, and Baltimore. Moreover I had informed Mr. Hall in my letter of Sept. 14th, the receipt of which is acknowledged in his answer of the 16th, why his orders had not been carried out.

"I state, in this connection, that I reported pursuant to Mr. Hall's directions on the 6th and 7th Sept., some 400 offices as violating the regulation above referred to, No. 81.

Mr. Benedict then goes on to complain of the style of Mr. Hall's letter of September 16th, comparing it to the "snarlings of a cur with the insolence of the despot to his serf." He also complains that his compensation as postmaster was

overstated by $800 by Mr. Hall and that in any event he did not gauge his patriotism by the dollars he was paid for his services as postmaster of Albany. He also makes out a case for the fact that, although certain postbags were said to have been overhauled on Saturday night, the fact was that they could not have reached Buffalo until the following day, Sunday. He then continues to excoriate the eminent Postmaster General for some additional four lengthy paragraphs and concludes with the following:

"I now leave the subject with yourself and the public. I have said that I was preparing to address Mr. Hall, when I was informed through the public press, of my removal. From the same source I learn that I have been removed as a punishment for my political opinions. However, that may be, the considerations of the reasons for my removal are for another time and place. But if it be so, this chastening dispensation will be borne with all the greater resignation, because it protects me from being again subjected to that official arrogance and impertinence generally displayed by men of small intellect and mean disposition, when accidentally and most unexpectedly elevated to distinguished positions."

Thus ends this glimpse into the past. Mr. Hall disposed of the matter by the removal of Mr. Benedict, but the Albany postmaster certainly relieved himself by the preparation of his lengthy open letter in his own defense even though it did not bring back his position.

We leave you, gentle readers, to make your own assessment of the case. Certainly there are those who thought well of Mr. Hall, as you will learn when we reach him in our thumbnail sketches of those persons who have filled the office of Postmaster General, and Mr. Benedict did not secure the removal of his superior from his post.

Unfortunately, the sketch of Mr. Hall had not yet appeared at the time the columns were discontinued.

[March 30, 1968]

Excerpts from the U. S. Postal Guide & Official Advertiser

In an earlier column we made mention of *The United States Postal Guide and Official Advertiser*, published monthly from July 1850 to June 1852. It contains a wealth of material on the contemporary post office establishment. One of its interesting features was the inclusion of questions from postmaster subscribers. These queries reveal the dedicated attitude toward their jobs that many of these men had. Here are a few which we have found of interest.

This work, edited by Peter G. Washington, has been reprinted in book form by Theron Wierenga of Muskegon, Mich. and is still available.

From the issue of September, 1850:

"The Postmaster at C____, Georgia, manifests a commendable feeling, in the desire he expresses, to obtain all the information he can in relation to the Post Office system, for the benefit of his neighbors as well as himself. It is the right spirit, and must lead to his being a useful man, and efficient officer. We will be happy to minister to this spirit, and as long as he will agree to listen we will promise to preach. We stop now, not because we have no more to say, but because we have no more page to contain."

"The Postmaster at C____, Illinois, still misunderstands the postage on newspapers. We, therefore, repeat, the postage is one cent for any distance in the State. It must be out of the State, and over 100 miles for the paper to be subject to a cent and a half. He says the last table of Post Offices in his office was issued in 1846, and the last volume of regulations in 1843. His case is that of but too many others. It is difficult to imagine how an office can be carried on in such a condition."

From the issue of October, 1850:

"The Postmaster at S____, Ga., asks, if a letter is addressed to A. B., to the care of C. D., has C. D. the right to open and examine its contents? If not, what penalty? Answer, the direction gives no such right, and if he has no other authority, he is liable to a fine of $500, and imprisonment for twelve months, by the 22d section of the act of 3d March, 1825."

Obviously, this refers to the use of the 1847 stamps. Some postmasters had difficulty understanding the details of using stamps for the first time.

"The Postmaster at W_____, Vt., is informed that we have made his excuse, at the Department, for not cancelling the stamps upon mailing. He writes in so frank and manly a spirit, that, now that he sees clearly the reason of its being then done, we feel persuaded, it will never be omitted again."

[February 16, 1963]

A Mileage Problem in 1850
(Editor's Note: Guest Editor this week is Herman Herst, Jr.)

Under 300 miles for five cents, over 300 miles for ten cents. This is the rate that the most elementary student of philatelic history knows, for it was the rate in effect when our two 1847 stamps were issued. Not all, however, have asked themselves just how that rate was figured.

Today many of us will look at a cover bearing a 10¢ (1847) stamp, notice that it is obviously light in weight, and conclude that the points of origin and destination of necessity were 300 miles apart. The conclusion may be correct, but it is also quite conceivable that it may not be. It is not generally known that the 300 mile distance was not calculated as the crow flies. It was not even calculated by the distance between the two points by way of the most traveled route. The route was determined by the actual route which the mails followed, and since routes frequently zigzagged in order to take in various offices along the way, it is quite possible to find a 10¢ stamp on a cover which would seem to have traveled much less than 300 miles, if one consults a map.

This problem was actually encountered by one Postmaster in 1850. He was William T. Lawrence, Postmaster of the tiny office at Cayutaville, New York. A patron of his office no doubt, complained at having to pay ten cents for a letter from New York, perhaps because, being familiar with the distance, he knew that it was less than 300 miles. The extra mileage came about because the mailbag for Cayutaville was routed via Havanna, an office not directly on the shortest route. Postmaster Lawrence wrote the New York Post Office for advice, citing not only that the distance was considerably less than 300 miles, but that the journey between the two points that the mail was taking required more time than needed to be the case.

The postal patron seeking the lower five cent rate lost his case. Although Postmaster Lawrence's letter to the New York Postmaster probably no longer exists, the reply of Postmaster William V. Brady to the Cayutaville, N. Y. Postmaster does, and recently passed through the writer's hands.

The letter is as follows:

Post Office, New York
June 18, 1850

Sir,

"I am in receipt of yours of the 14th inst, and in reply beg to inform you that the said matter for Cayutaville in the Havanna bag by order of the Department, and as the distance is over 300 miles, it is consequently correctly rated at 10 cents.

"If any change is deemed advisable, for the sake of diminishing the rate of postage or increasing the speed of transmission, an application should be made to the 1st ASSP master, who should doubtless give it his prompt attention.

"Your suggestion that I should charge only 5¢, because there is a shorter mode of conveyance than the regular mail route is not in accordance with the rules of the Dept., as I understand them, and I cannot act upon it. As the mail now goes, the rate of postage to your office is properly charged 10 cents.

Your Obt. Servant
Wm. V. Brady P.M.

William T. Lawrence
Cayutaville, N. Y."

[October 30, 1965]

Postmasters' Commissions on Foreign Postage

On July 19, 1850, Postmaster General Jacob Collamer decreed that no commissions would be allowed on foreign postage collected by Deputy Postmasters. In October 1850 the Auditor's Office of the Post Office Department transmitted the substance of this order to all postmasters, as follows:

"After the 30th September, instant, no commissions on foreign letters shall be allowed, except as hereinafter stated. With a view of preventing Postmasters' commissions from being allowed on British, or other Foreign postage collected in the United States, I direct that from each Postmaster a quarterly report be required, stating the amount of postage received by him on all letters sent to and received from any Foreign country after the commencement of the next quarter, and also the entire number (estimating the same as single letters, and counting a double letter as two, and so on) of said Foreign letters.

"Upon this return, there will be deducted from the commission charge of the Postmaster the commission on the difference between the aggregate amount of said letters at five cents each, and the actual amount paid thereon to him."

The resulting confusion from the ambiguity of the foregoing attempt to restate the order of the Postmaster General led to many inquiries as to the real intent of the order and its effect on Deputy Postmaster commissions. In the December 1850 issue the editors of the *United States Postal Guide* responded to the many inquiries as follows:

"We are not able to answer any of these questions. We have already given all the information we possessed; and as we said in a former number, nothing can be added until the department shall have time fully to consider and authoritatively to decide. The decision is probably delayed until the returns are received, which are to be made at the close of the present quarter; and we advise Postmasters to make these returns of the foreign letters, as full and as much in detail as possible. We are asked, what law authorizes the department to withhold commissions on these postages? The department claims the authority under the Act of March 1847: that act gives a discretion to the Postmaster General, in the allowance of commissions, within the limits prescribed, and the department holds that discretion may be exercised either by reducing the rates on all the postages alike or by excepting particular kinds."

In the April 1851 issue of the *United States Postal Guide* the editor was gratified to be able to report that the Attorney General, to whom the matter had been referred, had decided that the law does not require the Postmaster General to deny Deputy Postmasters their usual commissions on the postages of foreign letters and that the Postmaster General has ordered that they shall receive them. This new Postmaster General was N. K. Hall.

[November 16, 1963]

Dead Letters

Undelivered letters or "dead letters" as they are called in the postal laws from 1794 to this day have been a source of worry and a problem for the Post Office Department.

It may not be amiss to quote verbatim the provisions of Section 18 of the Act of 8, May 1794, found at page 14 thereof which reads as follows:

"And be it further enacted, That the deputy postmasters shall, respectively, publish at the expiration of every three months, or oftener, when the Postmaster General shall so direct, in one of the newspapers published at or nearest, a place of his residence, for three successive weeks, a list of all letters remaining in their respective offices, or instead thereof, shall make out a number of such lists, and cause them to be posted at such public places in their vicinity, as shall appear to them best adopted for information of the parties concerned; and at the expira-

tion of the next three months, shall send such of the said letters, as then remain on hand, as dead letters, to the general post office, where the same shall be opened and inspected; and if any valuable papers or matter of consequence shall be found therein, it shall be the duty of the Postmaster General to cause a descriptive list thereof to be inserted in one of the newspapers published at the place most convenient to the supposed residence of the owner, if within the United States; such letter, and the contents, shall be preserved, to be delivered to the person to whom the same shall be addressed, upon payment of the postage, and the expense of publication. And if such letter with its contents be not demanded by the person, to whom it is addressed, or the owner thereof, or his lawful agent, within two years after the advertisement thereof as aforsaid, the said contents shall be applied to the use of the United States, till the same shall be reclaimed by the proprietor thereof. The manner of such application to be specially stated by the Postmaster General to the Secretary of the Treasury."

The foregoing provision was reenacted with two changes as Section 16 of the Postal Act of 3, March 1799. The changes made were: (1) The dropping of "deputy" in describing postmasters in the first sentence; and (2) the insertion after the second Postmaster General of the following "to return such letter to the writer thereof, or cause" and continuing thereafter as in the earlier Act of 1794.

[April 22, 1967]

Dead Letters II

The provisions of Section 16 of the Act of 2, March 1799 were re-enacted as Section 23 of the Act of 30, April 1810.

The next change in the provisions of the postal laws dealing with dead letters is found in Section 26 of the Act of 3, March 1825. This Section 26 deletes the language of the last two sentences of Section 23 of the Act of 30, April 1810 and substitutes for these, the following:

"And if such letter contains money, the Postmaster General may appropriate it to the use of the department, keeping an account thereof, and the amount shall be paid by the department to the rightful claimant as soon as he shall be found."

Thus the law stood for twenty years until the enactment of an amendment contained in Section 18 of the Act of 3, March 1845. This section contained the following sentence bearing upon the advertising of uncalled for letters:



* * * "And all advertisements made under the orders of the Postmaster General, in a newspaper or newspapers, of letters; uncalled for in any post office, shall be inserted in the paper or papers, of the town or place where the office advertising may be situated, having the largest circulation, provided the editor or editors of such paper or papers shall agree to insert the same for a price not greater than that now fixed by law; and in case of question or dispute as to the amount of the circulation of any papers, the editors of which may desire this advertising, it shall be the duty of the postmaster to receive evidence and decide upon the fact."

Four years later a further change as to the handling of "letters refused, or which cannot be delivered" was made in the Act of 3, March 1849. The provision made by this act was that such letters "May be immediately returned to the dead letter office, * * *."

Thus matters stood until the enactment of the Act of 3, March 1851. Section 5 of that Act reads as follows:

"That lists of letters remaining uncalled for in any post office in any city, town or village, where a newspaper shall be printed, shall hereafter be published once only in the newspaper, which, being issued weekly or oftener, shall have the largest circulation within the range of delivery, of said office, to be decided by the postmaster at such office, at such time, and under such regulations as the Post-

master General shall prescribe; and at a charge of one cent for each letter advertised. And the postmaster at such office is hereby directed to post in a conspicuous place in his office a copy of such list, on the day or day after the publication thereof; and if the publisher of any such paper shall refuse to publish the list of letters as provided in this section, the postmaster may designate some other paper for such purpose. Such lists of letters shall be published once in every six weeks, and as much oftener, not exceeding once a week, as the Postmaster General may specially direct; Provided, That the Postmaster General may, in his discretion, direct the publication of German and other foreign letters in any newspaper printed in the German or any other foreign language, which publication shall be in either lieu of, or in addition to the publication of the list of such letters in the manner first in this section provided, as the Postmaster General shall direct."

[May 13, 1967]

Dead Letters III

By the provisions of Sec. 6 of the Act of August 30, 1852, when postmasters were required to publish a list of uncalled for letters in any newspaper printed in any foreign language, the newspaper having the largest circulation within the range of delivery of their office was to be used.

Complaints from the West Coast as to non-delivery of letters are reflected in the provisions of Sec. 5 of the Act of March 3, 1853, whereby the Postmaster General was "authorized to make such arrangement as he may deem advisable, by causing letters sent to California and Oregon to be advertised free of expense to the United States, and by the issuing of circulars to postmasters, and causing the same to be published, to insure, as far as possible, the delivery of letters sent by mail from the Atlantic states to California, to the individuals to whom they are directed."

The number of dead letters accumulated on the West Coast presented a real problem to the Post Office Department.

Postmaster General N. K. Hall, in his 1851 report, alluded to the want of clerical help in the dead letter office. He stated that his efficient hired assistant had been compelled to allow an accumulation in the dead letter office, that this had been going on since 1837 and was rapidly increasing.

He pointed out that, discovering the problem, he had assigned certain other clerks to the dead letter service and had even employed outside help to reduce the backlog. He further reported "This course was the more necessary as, during the last summer, some 2400 pounds of dead letters, which had been suffered to accumulate in California since the extension of our mail service to San Francisco, in the hope that Congress would authorize them to be opened and examined there, were returned to the department."

[August 5, 1967]

Dead Letters IV

The problem of the accumulation of Dead Letters on the West Coast continued to plague the post office department and in his report for 1853 Postmaster General James Campbell, in commenting on the confusion found to exist in the arrangement and operations of the offices in California, suggested that a higher paid official than a special agent should be appointed to take charge and supervise the entire mail service on the Pacific.

Congress did not go along with this suggestion, but did finally heed his plea, that dead letters, instead of being sent back to Washington, should be first examined on the coast and only those containing moneys, documents, or other valuable enclosures should be returned to the General Post Office.

Thus we find Sec. 3 of the Act of July 25, 1854. The provisions of this act authorized the Postmaster General "to cause the dead letters which may accumulate in the state of California, and in the territories of Oregon and Washington after June 30, 1854 to be returned to the post office at San Francisco" rather than to the Department in Washington, D.C. The act further prescribed that under the direction of the postmaster at San Francisco the dead letters should be opened and examined there, and only those letters containing money, valuable papers, or matters of consequence were to be returned to the Department in Washington and all others containing nothing of value were to be destroyed at San Francisco.

One exception was made to these provisions and that was that no dead letter originating in a foreign country was to be opened which the postal arrangements with that country required to be returned unopened.

Verily great bodies move slowly!

[August 19, 1967]

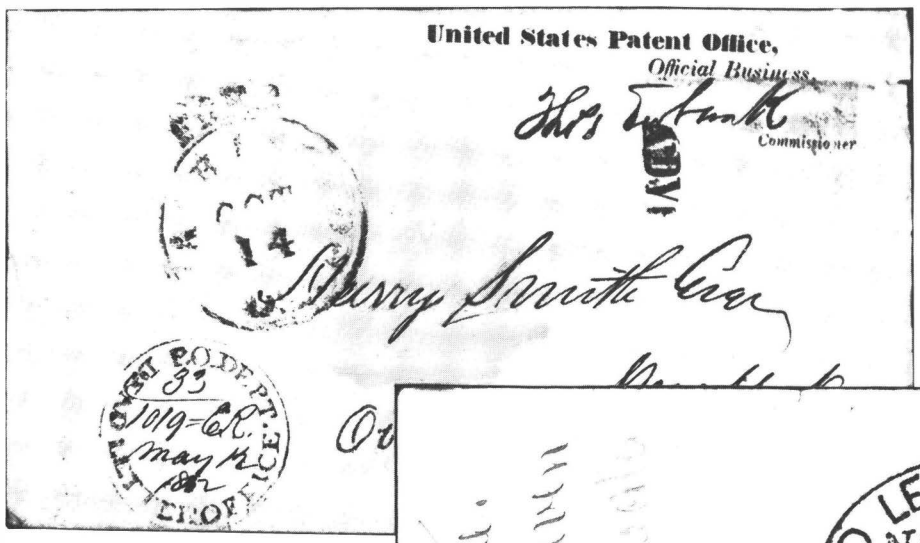
* * * * * * * * * * * *

Query: Approximately how many U. S. post offices were in existence on June 30, 1855?

[June 9, 1962]

Answer to last week's query: The U. S. Postmaster General's report of December 1, 1855, says there were 24,410 post offices in existence on June 30, 1855.

[June 16, 1962]



Addressed to one Harry Smith at New York City, this letter from the U.S. Patent Office was advertised and returned to the D.L.O. It was returned to the U.S. Patent Office by the D.L.O. in May, 1852.

Addressed to Pontotoc in Confederate Mississippi where all Federal mail service had been suspended, June 1, 1861, this cover was returned to its sender at New Haven, Conn. by the D.L.O. on July 22, 1861.

* * * * * * * * * * * *

Question: What domestic postage rate prior to 1851 could have been paid by a single 1¢ stamp if one had been available?

[April 21, 1962]

Answer to last week's query: Drop letters from June 1, 1794 to June 30, 1845 except for the war rate period January 31, 1815 to March 31, 1816.

[April 28, 1962]

* * * * * * * * * * * *

Query: Do you know what limit was placed on the weight of a piece of mailable matter by the Act of March 2, 1799? Answer next week.

[April 7, 1962]

Answer to last week's query: A limit of three pounds was placed on any packet receivable for transmission in the mails.

[April 14, 1962]

The Restored Rate Of April 1816

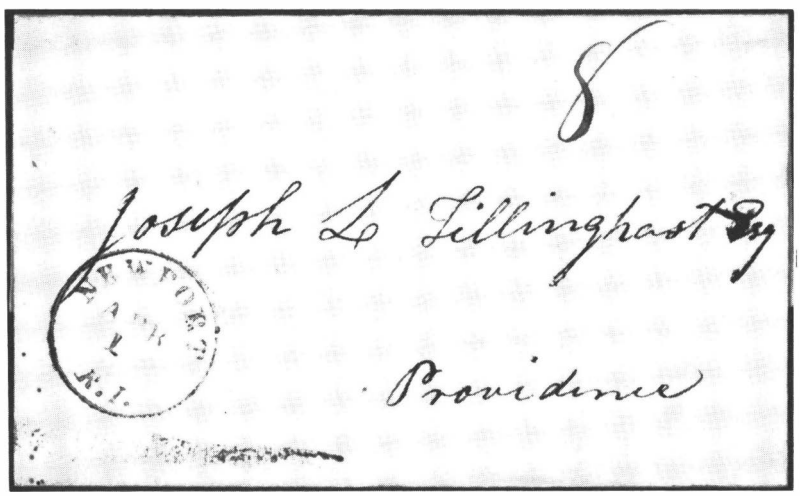
We are indebted to the eagle eye of Kenneth R. de Lisle of Albany, New York, who quite rightly questioned a statement in the column of 27 April 1968 on Postmaster General Return J. Meigs, Jr. The statement was to the effect that "It was during his service as head of the postal service that the War Rate of 1814 was enacted, repealed, and that the new rates effective 1 April 1816 were enacted."

See page 48.

We regret that we nodded when the last portion of the sentence was written. It should have read "and that the new rates effective 2 May 1816 were enacted."

Mr. de Lisle points out that the rates in effect during the month of April and on the first day of May 1816 were the rates provided for in Sect. 11 of the Postal Act approved 30 April 1810, to which had been added "a sum equal to fifty per centum" by Sect. 2 of the Act passed 23 December 1814 effective from and after 1 February 1815; "the additional sum of fifty per centum" contained in Sect. 2 of the Act passed 23 December 1814 having been repealed by the Act of 1 February 1816 left the old rates in effect for thirty-one days as only the additional postage to be charged was removed.

[July 6, 1968]



A first day usage of the restored rate, effective 1 April, 1816.

The 8¢ due rate was for a single letter sent between 31 and 60 miles; in this case, from Newport to Providence, R.I.

The restored rate was in effect only a month before new rates came into being on 2 May, 1816.

"Mail Route" Markings

There is a very intriguing domestic postal marking which, so far as this writer knows, has never been satisfactorily explained.

Some years ago, in 1954, 1955, and 1956 to be precise, Mr. Henry Meyer a distinguished student of steamboat, ship and way markings, wrote a series of thoughtful and provocative articles in this publication on the subject of the postal marking "Mail Route."

See article by Arthur H. Bond in "Postal History Journal" #19, Jan., 1968, entitled "United States Mail Route Markings of 1827-1830," with an introduction by Henry A. Meyer. This article explains these markings.

Also see Chronicle No. 70, May, 1971, for another article on the same subject by Mr. Bond.

This marking was applied to covers by the post offices where they entered the mails even though actually written at points far removed from such offices. Four offices used the marking: New York, Providence, Philadelphia, and Savannah.

Examples known from the first three post offices are all from the period 1827-1829; while the Savannah post office markings are found used in the period 1849-1857 and are quite few in total number.

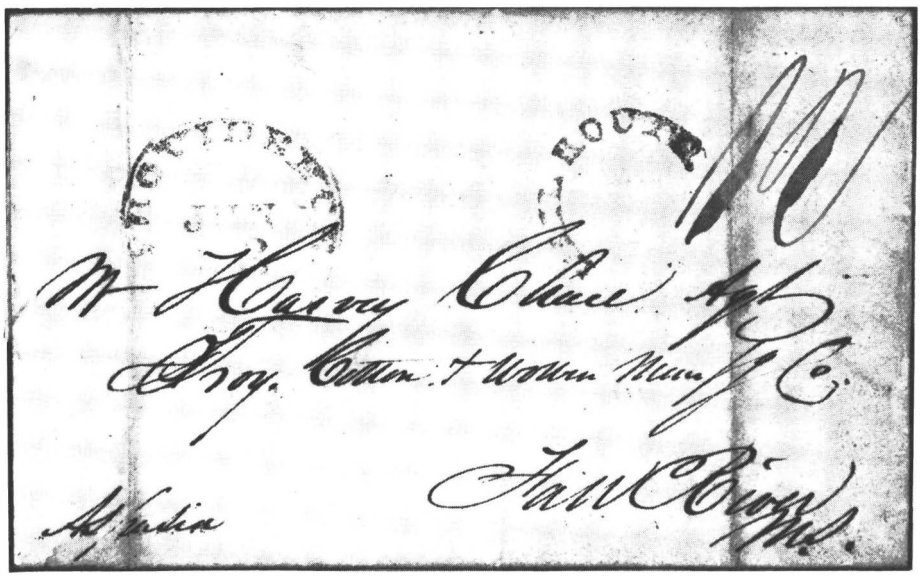
As of the last article written in 1956, the total of all covers recorded by Mr. Meyer was 63. Of this number, four bore the Providence mark, three the Philadelphia mark, six the Savannah mark and fifty carried the New York mark.

The question posed by this mark is why was it used rather than the to-be-expected ship or way marking. The first blush explanation was thought to be in the fact that these letters were carried outside of the mails over routes declared by the postal laws to be post roads and thus when received into the mails the carrier received no fee for depositing them in the post office such as would have been the case had they been ship or way letters.

This hypothesis breaks down when the rates marked on the covers are tabulated. Few carry the anticipated rate figured from the point of origin to destination or the alternative rate from office of entry into the mails to the point of destination.

[December 4, 1965]

Sent from Savannah, Ga. to Fall River, Mass. in 1829, this cover was marked "MAIL ROUTE" at Providence, R.I. instead of "SHIP" on June 13. This was because it was carried 17 miles over the contract mail route from Wickford to Providence by the non-contract ship "Aspasia" and "land" postage was added for this factor.



U. S. "Mail Route" Markings of 1827-1830

For those of our readers interested in these markings we should like to call their attention to the fact that the solution to the problems raised by varying rates on such covers and the questions they posed has been provided by Arthur H. Bond.

Mr. Bond has written an article on the subject which appeared in the January

1958 issue of the *Postal History Journal* (Vol. XII. No. 1). There is a foreword by the late Henry A. Meyer, who first discussed the markings and the problems in a series of articles which appeared in the 14 August 1964, 13 August 1955, and 11 August 1956 issues of *Stamps* magazine. Membership in the *Postal History Society* carries with it a subscription to the *Postal History Journal.* Application blanks and information about the Society can be obtained from the Secretary, Edwin J. Harrish, ...We believe the *Postal History Journal* of January, 1968 can be secured for $3.50 from Postal History Society of the Americas, ...

For information about membership or back issues. write The Postal History Society. Inc.. P.O. Box 61774. Virginia Beach, VA 23462 (as of 1985)

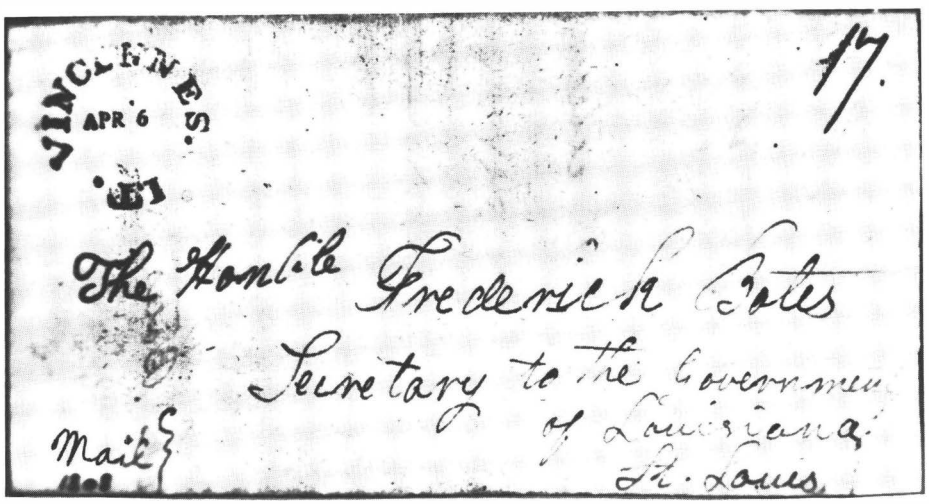
[July 6, 1968]

Vincennes, Indiana

Indiana's oldest white settlement in continuous existence is also the oldest post office in what is now the state of Indiana. Vincennes was first settled in the early eighteenth century, the date most often accepted being 1727, though some authorities say 1683, other 1702, and still others 1731.

It was originally established by the French who called it "le poste du Ouabache". Other French posts within what is now Indiana were established at Ouiatanon (near present day Lafayette) and Fort St. Philippe (at the site of present day Fort Wayne) but neither of these French posts was continually occupied by white settlers as was Vincennes.

No doubt there was written communication between Vincennes, during the French period, and both Fort Chartres on the Mississippi and New Orleans from which it was governed. However, the writer believes these communications were strictly official in character and were probably carried by the military. With the cession in 1763 of the French territory in North America to Great Britain, Vincennes technically came under British sovereignty but the French retained possession and the British did not garrison the French post until 26 May 1777, when a military detachment from Detroit took possession. It is certain that for the relatively brief period of actual British possession there were no postal facilities available to the inhabitants though again there doubtless was communication of an official nature between the garrison and Detroit. The Americans captured Vincennes twice. The first time was in the summer of 1778 from French militia left by the British when they had withdrawn to Detroit, and the second time in February 1779, when George Rogers Clark made his wintry march over-



Vincennes, Indiana Territory, to the Governor of Louisiana Territory's Secretary, at St. Louis, April, 1808.

land from Kaskaskia.

One may ask why the writer assumes no civil post office arrangements existed at Vincennes until after the establishment of the Northwest Territory and just prior to the creation of Indiana Territory effective on 5 July 1800. The answer lies in the character of the early French inhabitants who were not schooled and who generally, aside from the clergy, could neither read nor write.

It is clear that a United States post office was in existence on 1 April 1800 while Vincennes was still in the Territory of the United States Northwest of the River Ohio or the "Northwest Territory".

[January 21, 1967]

A Footnote to History

The admonition not to overlook the letters has been often repeated. Here is one that sent the owner to his history books again:

Kaskaskia 21 July 1806

Kaskaskia, Indiana Territory
3 March 1804

Hon. Parents,

I received your favor of the 25th December 1803 on the lst Inst. for which I return you my sincere thanks and humble acknowledgements.

But not to weary you with to (sic) long a rehearsal of my inaccurate dictation I will come to my personal affairs since I wrote you last. I remain in Capt. Russell Bissells Company and I believe have gained the good will of every officer and good citizen in this vicinity. I continue to do business for the contractor and for the last three months at 20 dollars pr. month which with my pay in the army makes me a decent living and have something to lay by against a stormy day. I wrote in my last if do not mistake that I was recommended and expected to receive a commission in the army it has not yet arrived but I have reason to expect it shortly therefore please not put any title to my name in superscribing letters to me until I may give you further information.

Doubtless you are informed of the Louisiana's being ceded to the United States and I have it in my power to inform you the possession is taken by the United States without any resistance by the Spanish but uniformly are highly pleased to become citizens under the auspicious Government of the U. S. and by this new acquired Territory we have gained an immence tract of country a number of mines whose value are incalculable to the western world and a free and unintercepted navigation of the Mississippi River without which the Western people cannot become popular.

I shall conclude with saying I hope you will write to me often.

I am with all due Respect and sincere regard, your obt son,

Alpha Kingsley

To Mr. Ebn Kingsley and Mrs. Thankful Kingsley

The face of the folded letter shows the following:

Mr. Ebenezer Kingsley
Williamstown, Vermont

Kaskaskia March 7

The foregoing excerpts from a rather lengthy letter—an Indiana territorial item—provide a contemporary account of one of the most important episodes in our history, and a comment on one of the important immediate results of the acquisition of Louisiana from the French—"Free and uninterrupted navigation

of the Mississippi River."

Our readers must be struck by the reference to the taking of possession without resistance by the Spanish. This reflected the facts for, aside from New Orleans, the other posts in the territory were occupied by Spanish troops. These troops had been left in the vast territory by the French under Napoleon, who was having financial troubles and who had lost an army to disease in San Domingo. It is to be noted that Napoleon's title to Louisiana was very poor at best. However, had he not had color of title and sold it to us, the Spanish would have been harder to deal with, as they feared the westward expansion of the United States, and in ceding Louisiana to the French they had inserted a reversionary clause in case of French disposition of the territory, which Napoleon ignored and nullified.

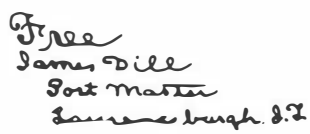
[October 24, 1964]

Lawrenceburgh, Indiana

Lawrenceburgh was the third post office to be established in what was then Indiana Territory. Post office records reveal that it was established 1 January 1807 with James Dill as postmaster.

The townsite had been entered under patent from the Federal government by Captain Samuel C. Vance of Pennsylvania shortly after 1800. Captain Vance had served during the Revolutionary War under General George Washington and as an aide to General Anthony (Mad Anthony) Wayne. The name is attributed to the fact that Captain Vance's wife was the former Mary Morris Lawrence, a granddaughter of General Arthur St. Clair. It is also to be noted that he was a brother-in-law of William Henry Harrison, the first governor of Indiana Territory.

Upon the establishment of Dearborn County by the territorial legislature on 7 March 1803, Lawrenceburgh was made the county seat. It retained the county government until 26 September 1836, when the state legislature moved the county seat to Wilmington, where it remained until the state legislature formed a new county called Ohio. Effective with the establishment of the new county on 4 January 1844, the county seat of Dearborn was returned to Lawrenceburgh where it has since remained.



The first postmaster, James Dill, was of Irish birth, and a lawyer by profession. He was a man who paid much attention to his dress and in his early days on the frontier wore knee-breeches with silver buckles and his hair in a long plaited queue in the fashion of the eighteenth century. His wit and courtly politeness won him many friends. Even those of an opposite political faith supported him on occasion; witness the fact that he was the only Harrison man elected to the Constitutional Convention in 1816 from Dearborn County.

He was married to the widowed daughter of General St. Clair, whose daughter by her former marriage was the wife of Thomas Randolph, at one time Attorney General of Indiana Territory. He served as postmaster for a number of years and afterwards was Clerk of the Circuit Court for some thirty years.

He traveled rather extensively throughout the Territory and several examples of his free frank as postmaster are known.

[January 7, 1967]

Lawrenceburgh, Indiana II

The third oldest post office in Indiana produced some interesting townmarks for the stampless collector.

In an earlier column we discussed some of the history of the town and told something of James Dill, its first postmaster. In the U. S. Register for 1817, Isaac Dunn is listed as the postmaster. Like his predecessor James Dill, Dunn was a prominent man in the Hoosier state. A native of New Jersey, he was for many



years Associate Judge of the Dearborn Circuit Court and a member and Speaker of the Indiana House of Representatives.

The earliest handstamped townmark dates from 1822 and contained the letters "Lawrg," and "In" for the state within a circle. The elision of the letters forming the name of the office was of a type found used by many Kentucky and Indiana post offices with unusually long names. For example, Brookville and Indianapolis had the same type handstamp which was used during the same general period of time.

Also, as with other offices, the marking is known not only in black but in blue and a shade more purple than red.

In the later decades, after the stampless period had ended, this town produced some very fine and interesting cork cancellations cut in geometric figures and occuring in black and blue. During the civil war period a curious cancellation showing the month, day and year occurs. The number known are so few that little has so far been determined as to the origin or extent of use of this particular device. Correspondence is invited from owners of such cancellations of this type used at this post office.

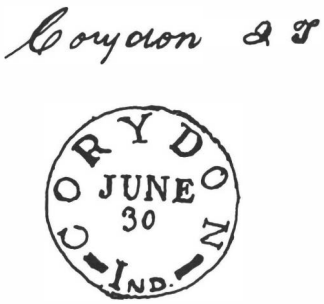
[February 4, 1967]

Corydon, Indiana

Corydon was the second territorial capital of Indiana Territory and the first capital of the State of Indiana. Located in Harrison County it was laid out in 1808 by a Harvey Heth. Mr. Heth had acquired the land from the first territorial governor, William Henry Harrison, for whom the county was named.

The town took its name, according to history from a favorite song of General Harrison, "The Pastoral Elegy". This song told the sad story of Virgil's shepherd, a boy named Corydon. One verse ran as follows:

What sorrowful songs do I hear,
  Move slowly along in the gale;
How solemn they fall on my ear
  As softly they pass through the vale;
Sweet Corydon's notes and all o'er,
  Now lonely he sleeps in the clay,
His cheeks blown with roses no more
  Since death called his spirit away.



The story continues that the rather lugubrious story of Corydon was sung to the tune of "Missouri Harmony". This song was often sung by a daughter of a certain Edward Smith who lived in what became Harrison County. It was in his home that General Harrison quite often stopped off while traveling from Vincennes to a mill which he owned at Wilson's Spring on the Blue River.

In 1813 Indiana's territorial capital was moved from Vincennes to Corydon and the old limestone building originally built as the courthouse for Harrison County became the capitol building. It was here in June 1816 that the first Constitutional Convention met and drafted the Constitution for the new State. It continued as capital of the State after Indiana's admission on 11 December 1816 until the fall of 1824 when the State Treasurer removed the physical assets of the State to Indianapolis and in 1825 the first meeting of the Legislature was held in the latter place which had been previously selected as the new capital of the State.

Spier Spencer was the first Postmaster of Corydon. The office was established on 1 April 1811 and so is one of the early Indiana Territorial Postoffices. A handful of covers is known used from Corydon in the territorial period and of course are very much sought after in view of the history which surrounds it.

In the 1817 list of Post Offices, Richard M. Heth is named as Postmaster and it is thought that he was a son of Harvey Heth, the man who laid out Corydon.

This spring Corydon was the town picked for the post office of the first day of issue of the Indiana sesquicentennial stamp.

[August 6, 1966]

Madison, Indiana

This office, according to this writer's records, was established on 1 January 1811. On the same date post offices were established at Franklin Courthouse in Franklin County and at Salisbury, the county seat of Wayne County, making these three tied for the honor of being the fifth oldest post office in what is now Indiana.

The Madison office has a number of most attractive boxed straightline townmarks which are quite prized by stampless cover collectors. Their use spanned some five years, 1830 to 1834. One type is Madison IA in a box measuring 31 x 10½ mm. Another type is with IN, while another is with In and a fourth type is Ia in a box measuring 31 x 5½ mm. These are known used only with black ink.

Note that both "IA" and "IN" were used as the abbreviation for "Indiana" in some of the territorial and early statehood postmarks.

Preceding these straight lines were a handstamped Madison, IA in an arc found used first in 1819 and followed the next year by a striking double oval with Indiana spelled out at the bottom. Both of these types are known only in black although both typeset and manuscript month and day are found within the double oval type. The double oval is rather large, measuring 35 x 92 mm.

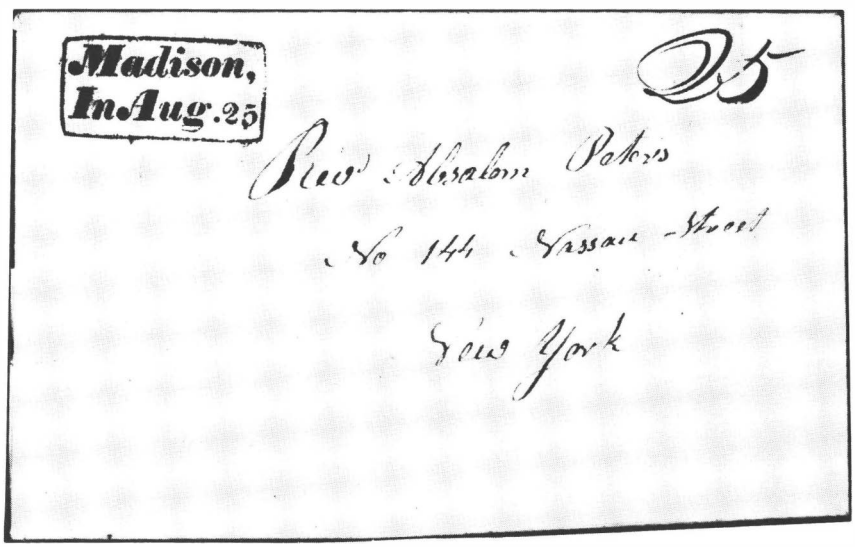
There are a number of different types of 5 and 10 ratemarking handstamps known used in the stampless period after 1845. Also the townmark was a circle after 1834 and comes in red, blue and black at various times.

Since Madison was the southern terminus of the Madison & Indianapolis railroad, many route agent markings are known used in handling mail carried by the first railroad in operation in Indiana. These markings are of three principal types. The first two are distinguishable by the location of the ampersand. In the first type the ampersand is located in the approximate center between "Madison and Indnpls", while in the second type the ampersand is clearly closer to the N of Madison. The third variety is the use of Indiana rather than Indnpls.

The first type is known in both red and black ink. The second type is found in red, blue and black ink. The third type comes in blue and black only.

Another marking reading Via M. & I. R. R. is known but is not thought to be a route agent marking but was probably an instruction to the person handling the mail for the sender.

[February 25, 1967]



The last of four styles of Madison, Indiana "box" postmarks on a cover addressed to Nassau Street in New York. These markings were used 1830-34.

Fleming's Indiana Territory

Last summer we had a very brief but interesting visit with Dr. Sheldon H. Dike of Albuquerque, New Mexico. Dr. Dike, as many of our readers know, has written extensively and well on the territorial post offices in the "Territory Northwest of the Ohio River" and in the "Territory South of the Ohio River". Both these articles appeared in *Western Express* in 1960.

Our conversation turned my attention to some preliminary research we had done on Indiana territorial post offices. Dr. Dike kindly sent me his list and notes, which we have been checking against our own.

Anyone who has tried to run down information on early post offices—early for the particular region—knows what a task it is. Records of the Post Office Department are fragmentary, and local histories are often confusing, misleading, and singularly unhelpful.

For example, the writer addressed himself, with the help of the information available, to the problem of the where, when, and who of Fleming's, Indiana Territory. We found it listed in the U. S. Register for 1816, 1817, and 1819, with Peter Fleming named as postmaster and its location as Wayne County, Indiana. The records of the National Archives show that Peter Fleming was appointed postmaster on April 1, 1816. Dr. Dike's notes indicate establishment of the office as early as March 24, 1815, a full year earlier than the records in the National Archives.

Then, too, where in Wayne County was the office located? We turned for help to the staff of the Indiana Historical Society. Copies of the Cincinnati Land Office records show that Peter Fleming entered the S. E. Quarter of Section 24, Township 13 North, Range 2 West, in 1804 and the N. E. Quarter of Section 1, Township 13 North, Range 1 West, in 1805. The first section was in Boston township on the Whitewater river, and the second was in Wayne Township on the Indiana-Ohio line on the future route of the Cumberland or National Road on the section between Easton, Ohio; and Salisbury, Indiana.

We know that an early post route linked these two places. It was Salisbury which was a little west of present Richmond, Indiana, which was the post office and county seat of Wayne County at that time. Too, there was a route up the Whitewater valley from Franklin C. H., later Brookville, Indiana, which also reached Salisbury.

Where then was Fleming's located and when was it actually established as a post office? Perhaps some readers can help.

[May 11, 1963]

Two Indiana Territorial Post Offices

According to information from two different sources the Provine post office was established on March 8, 1813, with William Provine as postmaster. The office was located in the grist mill erected by William Provine (or Pervine) during the year 1808. The site of the mill was on Fourteen-mile Creek in Lot 198 of Clark's Grant in present day Washington Township, Clark County, Indiana. One of the first roads in Washington Township ran from Westport landing on the Ohio to this mill site.

Postmaster Provine was succeeded by William G. Gulick on June 24, 1815, and apparently the latter continued in that position until the office was discontinued in 1821, a post office having been established at the town of New Washington, which was located two miles east of the mill.

No recorded piece of mail to or from this post office is extant which is not surprising as a *History of the Ohio Falls Counties* contains the following all too true comment with reference to this post office: "It had few wants to meet. People wrote few letters and newspapers were almost unknown."

The intriguing part of the whole story of Provine is the fact that by far the greater number of backwoods post offices were found in taverns or general stores, but here it was the miller who kept the post office.

The town of Jeffersonville was laid out in 1803, and it seems clear that Samuel Gwathmey, who was in charge of the land office, also served as the postmaster, having been appointed to the latter post on July 1, 1804. However, there is some evidence that there was a post office as early as 1803, but whether Gwathmey was the postmaster is not clear. He may have been. The post office list of 1811 lists James Lemon as postmaster, as does that of 1817 and 1819. Thus, here again it would appear that but two postmasters served this office during the territorial period.

It was a larger town and was located on the Ohio river not far from Louisville, so there are recorded pieces of mail from this post office during the territorial period, but even so they are very rare.

Two interesting letters from correspondents arrived following the Fleming Store post office column. One came from California and the other from the East coast. Neither answered the question of where it was located, but each suggested possible solutions to the problem.

[September 21, 1963]

Indiana — 19th State

This year marks the 150th anniversary of Indiana's admission to the United States of America as its 19th state on December 11, 1816. Preceded only by Vermont, Kentucky, Tennessee, Ohio, Louisiana and the original thirteen, it was admitted while James Madison was President. This amazes many people who think of the Hoosier state as a relative newcomer.

Up to the time of its admission it had been part of Indiana Territory since July 4, 1800. It had had three territorial governors, of whom General William Henry Harrison was the most famous.

While a territory its post offices had grown from one, Vincennes, within the present boundaries of the state, to thirty-five. Its counties had increased from one, Knox County, to fifteen, and its population from 24,520 in 1810 to some 125,000 in 1816.

It is interesting to note that two of the fifteen counties have no post offices listed as having been established prior to statehood. Of the other thirteen counties, one had six post offices; one had five; three had four; one had three; two had two; and five had only one.

Covers have been noted by this writer from only nine of the thirty-five post offices in existence in Indiana just prior to its admission as a state. Representative covers from the twenty-six other post offices are yet to be seen. The nine post offices from which covers have been seen were located in eight of the fifteen counties established prior to statehood. More than one cover has been seen from only two post offices. The only known handstamped town marking comes from Vincennes; it is in red and in black. All of the other covers are manuscript town markings.

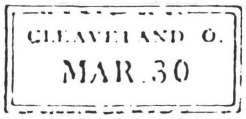
It should be noted for the record that there were six other post offices in Indiana territory which were within the confines of what is now Illinois and one other, Detroit, which is now in Michigan.

[March 12, 1966]

* * * * * * * * * * * *

Paul Skove showed a beautiful collection of Cleveland postal history, including early Cleveland postal markings in rectangle, where Cleveland is spelled first "Cleaveland" and later as it is today "Cleveland". I asked why the

At Cleveland, Ohio, Garfield-Perry "March Party" of 1965. Also see the column of April 18, 1965, page 10.

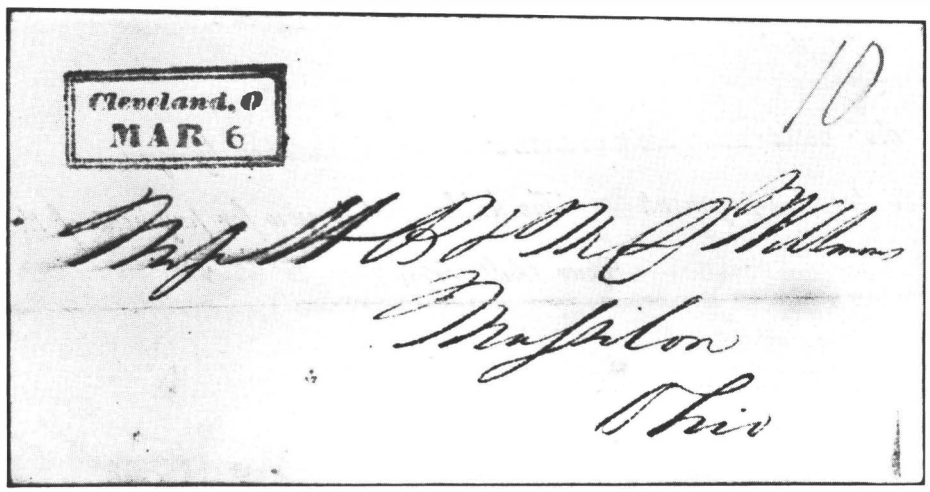


All capitals; 1826-9.

difference in spelling and he explained that apparently the "A" loosened in the stamper and fell out, so the postal clerk merely moved the letters together without the "A" and continued his work.

[May 8, 1965]

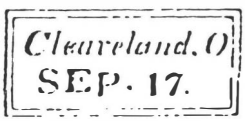
During 1826-34, the Cleveland postmark was a series of red rectangular boxes, using the spelling, "Cleaveland." There are five accepted types of "Cleaveland" boxes, the earliest of which is all capitals and the rarest with dates in italics. During 1834, the "Cleveland" box as on this cover was used.



Cleaveland or Cleveland

An earlier column explained the difference in spelling of Cleveland as found in the handstamps on early stampless letters and later, Creighton Hart, a prominent student, comments as follows:

"In the last issue of *Stamps* I noticed your remarks about the spelling of "Cleaveland". As you know, I also collect historic manuscripts, and one of the letters I have is signed by Stephen Cleveland, who was one of the first commissioned officers in the American Navy during the Revolutionary War. I wrote the son of President Cleveland asking him if Stephen Cleveland was a relative. He answered that President Cleveland's first name was Stephen and that his middle name was Grover. He said that Cleveland, Ohio, was founded by a member of the family and that the author of my letter was also an ancestor of the President. In your article you said that "Cleaveland" was changed to "Cleveland" when the "a" fell out. My belief is that Cleveland has always been the correct spelling. The postmaster probably learned this and took the "a" out to correct this misspelling."



From 1829-34, four different types of "Cleveland" boxes similiar to this were in use.

[June 19, 1965]

Cleaveland or Cleveland?

One thing a columnist likes is readers. The Baker brothers now know that they have at least five friends who read their column because we had five letters concerning this subject from Waltham, Massachusetts; Red Bank, New Jersey; Cleveland, Ohio; Columbus, Ohio; and Evansville, Indiana. This column is prepared by its readers.

Leon Reussille, Jr., of Red Bank, New Jersey, writes that he "would like to get in touch with Creighton Hart about his comment re City of Cleveland in *Stamps* issue of June 19, 1965. My information is that the city was first named for Moses Cleaveland, who surveyed the site in 1796 for the Connecticut Land

Company."

Richard Graham of Columbus, Ohio, writes, "Whether the founder was of the same family as was Grover Cleveland I do not know, but I do know that Cleveland, Ohio, was founded by General Moses Cleaveland. An interesting comment about the spelling is given on page 508, Vol. I, *Howe's Historical Collections of Ohio,* 1902 edition—although the quotation probably appeared in the first edition of 1847.

"The name is Saxon, and the family, before the Norman Conquest, occupied an extensive landed estate in Yorkshire that was marked by open fissures, called by the Saxons as 'clefts' or 'cleves'; hence that name, which has been variously spelled — Cleffland, Clifland, Cleiveland, Cleveland, and Cleaveland, which is the way General Moses spelled it, and the place was so spelled until the *Cleveland Advertiser* was issued in 1830, when the editor, finding the type of his headline too large to extend across the page, dropped the first 'a' and made it 'Cleveland'.

Moses Cleaveland was born in Canterbury, Conn. 1754, graduated at Yale in 1777 (practiced law), was appointed Capt. of a company of sappers and miners of the U. S. Army in 1779. He arrived in the northern Ohio area in 1788."

Obviously, this refers to Cleaveland's service in the Continental Army.

Paul T. Skove of Cleveland, Ohio, whose collection I was describing in the original column, adds, "The Connecticut Land Company was formed in 1795. In 1796, Moses Cleaveland was chosen Superintendent of Agents and Surveyors. On July 22, 1796, General Moses Cleaveland and his party landed on the banks of the Cuyahoga River and proceeded to lay out the city which bears his name.

"The Western Reserve Historical Society in our city has a document bearing the signature of Moses Cleaveland. Regarding the later change from Cleaveland to Cleveland, the following is from *Cleveland: The Making of a City* by William Banson Rose.

"On May 1, 1832 the *Cleaveland Herald* dropped the 'a' from its masthead, and the spelling of the town as 'Cleveland' was used by general consent."

John O. Johnson, Jr., of Waltham, Massachusetts, comments, "According to the very authoritative 11th edition of *Encyclopedia Brittanica,* Cleveland, Ohio, was founded by Moses Cleaveland (note spelling) in 1796. In the same volume Pres. Cleveland is described as relating to Moses Cleveland (note spelling) and from the writeups these two gentlemen appear to derive from different family trees."

Both John Johnson, Jr., and Henry Meyer suggested that some research be done in the early U. S. Registers and Postal Guides. The following information comes from Hugh Baker's library: The *U. S. Registers* or "Blue Books" list the spelling as follows: with an "a" 1816, 1825, 1831, 1833, 1837; without an "a" 1817, 1819, 1821, 1823, 1827, 1829, 1835, 1839 and beyond.

The *Postal Guides* list Cleveland as follows: with an "a" 1822, 1825, 1828, 1831 index only; without an "a" 1819, 1831 county list only, 1836 and beyond.

K. H. Smith wrote in the January 1930 *American Philatelist* that the earliest known Cleaveland marking using a handstamp was November 8, 1827, which used the "a". The earliest handstamp without the "a" was October 23, 1834. Since this information is 25 years old, it may need to be updated.

[August 14, 1965]

We Hear From Our Readers

Our column of August 14th, 1965, on the rectangular Cleveland handstamp, asked for an older use than November 8, 1827. Dr. Joseph Schneider of Cleveland Heights reports May 8th and July 23rd represented in his collection.

Actually, the rectangular handstamps read "Cleaveland" until in 1834, and presumably the type reported was that wording. See the previous page.

[December 18, 1965]

Cleveland, Ohio Rectangle

In our column of 18 December 1965, Dr. Joseph Schneider reported a 8 May 1827 use. Millard Mack of Cincinnati, Ohio reports a 5 December 1826 cover in his collection.

[May 7, 1966]

Dayton, Ohio

Buried away in local, county, and regional histories, one can find interesting observations on early postal arrangements. This column is based on information included in a history of Dayton written over seventy years ago.

Benjamin Van Cleve was appointed the first postmaster of Dayton, Ohio, in December 1803 and served until his death in 1821. The first post office in this frontier village was in his cabin on the southeast corner of First and St. Clair Streets.

Prior to the establishment of this office Cincinnati was the nearest post office for the settlers in the Miami Valley. After its establishment and until 1806 Dayton was the northernmost post office on the route from Cincinnati to Detroit. The mail was carried by a postrider who made the trip only once in every two weeks. This service was later increased to a weekly trip.

Then followed the opening of a second post route from Zanesville, Franklinton, and Urbana to Dayton.

The extension of the second route from Urbana to Dayton followed a pattern which was not unusual on the then frontier. In 1808 a public meeting of the citizens of Dayton was held at which a committee of the group was selected (five in number) to negotiate for the extension of the mail service to and from Urbana. The result of their labors is contained in the following interesting contract entered into by the committee with William George, the contractor, employed to superintend the carrying of the mail between the two villages.

"Witnesseth, That the said George, on his part, finds himself, his heirs, etc., to carry the mail from Dayton to Urbana once a week and back to Dayton for the term that has been contracted for between Daniel C. Cooper and the Postmaster-General, to commence Friday, the 9th inst., to wit: Leave Dayton every Friday morning at six o'clock; leave Urbana Saturday morning and arrive at Dayton Saturday evening, the undertakers reserving the right of altering the time of the starting and returning with the mails, allowing the said George two days to perform the trip, the post-rider to be employed by the said George to be approved by the undertakers. They also reserve to themselves the right of sending way letters and papers on said route and the said George binds himself to pay for every failure in the requisitions of this agreement on his part the sum equal to that required by the Postmaster-General in like failures. The said committee, on their part, agree to furnish the said George with a suitable horse, furnish the person carrying the mail and the horse with sufficient victuals, lodging and feed, and one dollar for each and every trip, to be paid every three months."

The Post Office Department at this period in its existence was required to pay its own way. There were no supplemental appropriations, and the Postmasters General were very slow to add offices on the post roads established by Congress which would not be self-supporting nor add to the net income realized from a particular post route.

Thus the citizens who wanted mail service in many instances had to subsidize the carrier to secure the service in the first instance and to keep it in operation thereafter until the income built up to a self-sustaining level.

[February 17, 1968]

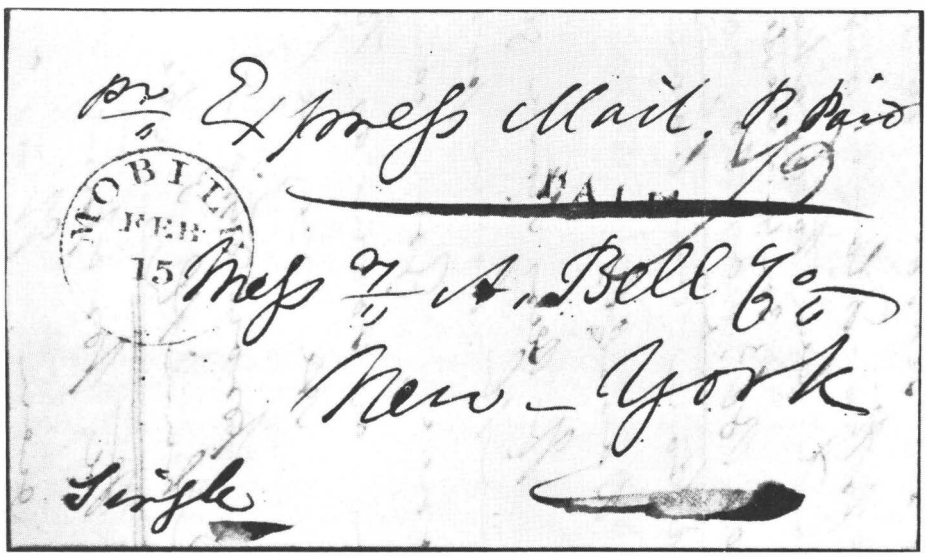
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Query: When was the prepayment of postage first required on all letters sent by the Express Mail of the United States? *(Answer next week)*

[April 14, 1962]

Answer to Last Week's query: By Congressional resolution all Express Mail had to be prepaid after October 12, 1837. This marks the first time in our postal history that prepayment of postage was required.

[April 21, 1962]



A single rate Express Mail—i.e., triple the regular rate—from Mobile to New York, February, 1839. The enclosed letter, from a trader in cotton at Mobile, had a check written into the letter (cut out and cashed by the addressee) to save paying double rate for an enclosure. Under the Express Mail rates, an enclosure would have cost an additional 75¢!

The Express Mail 1836-39 - I

The New Orleans cotton merchants were a most aggressive group, continually pushing for faster mail communications with Washington, Philadelphia and New York. The stages of the Great Mail, the regular mail service, often bogged down when heavy rains fell. In fact, a private express operated by the merchants managed to bring information twenty-four (24) hours ahead of the mail.

The definitive work on the subject is "The Express Mail of 1836-39," by James W. Milgram, M.D., published by the Collectors Club of Chicago in 1977.

Amos Kendall, the Postmaster General, developed the idea of a fast express carrying only letter mail and newspaper slips of only two columns at triple the regular postage rates. His idea was accepted by Congress which enacted legislation July 2, 1836, permitting its establishment.

The New York to New Orleans route started operation November 15th 1836 using railroad New York to Philadelphia, horseback to Mobile, and regular mail steamer to New Orleans. Just under seven days was allowed to deliver the mail to New Orleans while the time northbound was seven hours less.

The rates were 18¢ up to 30 miles (3x6¢), 30¢ from 31 to 80 miles, 37½¢ from 81 to 150 miles, 56¼¢ from 151 to 400 miles and 75¢ over 400 miles.

We have never seen an 18¢ cover. Can anyone report seeing one?

Covers showing the 30¢ and 37½¢ rates are extremely rare; after all, local mail service was pretty dependable. All covers showing less than 75¢ are quite desirable.

A number of express folded letters exist with express mail rates plus 2¢ ship fee where the letter came into the mail from a ship arriving in port.

These letters could enter the express mails at New Orleans, La.; Mobile, Ala.; or Charleston, S. C. after the Charleston to Columbia branch opened May 11, 1837; also Baltimore, Philadelphia, and New York.

Just as these letters could arrive in port and enter the mails so could letters in the express mail leave for foreign lands at these ports.

Two additional rules prevailed for express mail which did not apply to regular mail. No franked or money letters were permitted. After November 1, 1837, all letters were required to be prepaid.

Messrs. Abraham Bell & Co., of New York, one of the largest recipients of letters carried by the express mail, wrote to Amos Kendall, the PMG, complaining of the irregularity of service and asked for a possible rebate as penalty for failure to meet the schedule.

The reply "I regret. . .the irregularity. . .and assure you no exertion shall be spared to render that mail both regular and certain. . .the law gives the Department no power to rebate on account of failure to arrive in time, any portion of the postage. . .on matter sent either by that or the ordinary mails."

[November 6, 1965]

* * * * * * * * * * * *

From a column entitled "We Hear From Our Readers."

Our column on the "Express Mail" caused W. S. Redhed of Homer, Illinois, who is "no longer collecting" to look up a stampless cover bearing a "Charleston, S. C., March 1" postmark with manuscript "Express Mail". The year date appeared to be 1833 but actually was 1837.

Now some quotations from W. Tattersall's letters: "A week of dissipation and gaiety has past and left the world again to dullness and to me. Yesterday was the last day of racing — the strangers have migrated from the city back to their nests in the woods—.

"I like Charleston much — but not so much as I had expected — the city is most despicable, and it speaks volumes in praise of the inhabitants to say that you like it all, for every impression in its favor must be derived from them. And in truth they are a good kind, hospitable people, and what is more than all, gentlemanly. They certainly do behave themselves better than any other Citizens of Uncle Sam's dominions." — "These Races are of a superior order, and were excellently attended, good sport — graced by the presence of a great number of fair ladies — every carriage window sparkling with blue eyes, hazel eyes, black eyes, soft & tender & sweet & killing—.

"I like these slave countries — talk about the misery of the Negroes — they are princes compared with our peasantry — plenty to eat & plenty to drink — those that I have seen do nothing but dance & sing all de long days — they are very funny people, & it is very amusing to hear them talk tho' unintelligibility, & some of them speak a language they do not even understand themselves—.

"unintelligibility"—probably the writer meant "unintelligibly."

"Amongst other acquaintances that of Pierce Butler the Governor pleases me most. He lives about a mile from Wade Hampton at Columbia".

"I dread the ride from this to Columbia, we go in a carriage & it will occupy 3 days — along such a road — a bare uncovered corduroy. It is very agonizing to the bones — and very increasing to the appetite. — and at the various inns (if they can so be miscalled) on the road — broken & contused bones are not benefitted by flinty beds — nor a wolfish appetite satiated by a total want of anything to eat, but such is the order of the day between Charleston and Columbia."

[December 18, 1965]

The Express Mail II

The route from New York to New Orleans went through Philadelphia, Wilmington, Baltimore, Washington, Alexandria, Fredericksburg, Richmond, and Petersburg in Virginia; Louisburg, Raleigh, and Fayettesville in North

Carolina; Cheraw and Columbia in South Carolina; Augusta, Warrenton, Milledgeville, Macon, Talbotton, and Columbus in Georgia; Montgomery, Greenville and Mobile in Alabama.

In the December 1963 *American Philatelist,* James Milgram lists the postmarks of towns of origin that have not been seen. Of the towns listed above along the route, the following towns have not been seen: Wilmington, Del.; Alexandria and Fredericksburg (latest Fox auction) in Virginia; Louisburg, Raleigh, and Fayettesville, North Carolina; Cheraw, S. Carolina; Warrenton and Talbotton in Georgia; and Greenville, Alabama.

However, towns of origin are listed whose letters were first carried by regular mail to the route. These are Portland, Me.; Boston, Mass.; Flushing, N. Y.; New haven, Ct.; Providence, R. I.; Charleston, S. C. (prior to establishing of branch May 11, 1837); Brunswick, Ga.; Greensboro and Hayneville in Alabama; and Apalachicola, Tallahassee, Pensacola, and St. Augustine, Florida Territory.

Phil Ward in a 1957 column commented: ". . .it is odd for while the first express mail ran from Philadelphia and the merchants of that town were known to have availed themselves of this time saving service, to date only four covers are known to us used from this city."

Although other routes of the express mail were established later, the largest number of letters are known used from Mobile and New Orleans. Most were business letters telling of prices of shipments arriving from Cuba or coming down the Mississippi.

Prior to November 1, 1837, express mail could be sent collect. Congressmen received a number of letters by this service and they had to pay the postage. Congressmen's budgets were not geared to treble rates and thus by an act of Congress the first required prepaid postage rates were imposed in this country.

Amos Kendall reported the mileage from Philadelphia to Mobile, the port covered by horseback, to be 1230 miles. However, railroads were built along the route. By January 1838 railroads carried the mails from Philadelphia to Washington, D. C., and later that year a railroad carried the mail to Richmond. By January 1839 the mail traveled to Augusta, Georgia by railroad.

[November 27, 1965]



Express Mail, March, 1837, to London, England from New Orleans, via New York. The New Orleans c.d.s. and "PAID" are in blue and the manuscript "75" in red. A red backstamp indicates the cover was in London, 24 April, 1837, and the British rate includes the PORTSMOUTH SHIP LETTER fee.

The Express Mail 1836-39 III

The New York to New Orleans route was established in November 1836. Eleven months later, on October 1, 1837, a route from Washington to Cincinnati began to operate. This route went through Frederick, Hagerstown and Cumberland, Md.; Uniontown, Pa.; Wheeling, Virginia (didn't become West Virginia until 1863); Zanesville, Columbus, Springfield, Dayton, Lebanon to Cincinnati, Ohio.

The portion of this route from Cumberland to Springfield was over the Cumberland Road, the old National Highway. Congress ordered the construction of this road in 1806. The act provided for a road four rods wide from the Potomac to the Ohio River with the consent of States. Construction began in 1811 and the first section was open to traffic in 1817. The first stagecoach carrying mail over a regular scheduled route to Wheeling started August 1, 1818.

In 1820, $141,000 was appropriated to complete the road to Wheeling along with $10,000 to complete the survey to a point on the Mississippi. Two years later President Monroe vetoed a bill to preserve and repair the road, but it was passed over his veto.

A survey to the western boundary of Indiana was completed in 1827 and by 1833 the road ran to Columbus, Ohio, and by the time of the express mail it ran into Illinois.

After the Cumberland Road was built it was turned over to the states for maintenance. Pennsylvania and Ohio accepted this responsibility.

The Cumberland Road really served its purpose in providing a route to the Ohio River which could be used for further travel west, but the National Road was not usable in its entirety at any one time for as its Western reaches were constructed it was crumbling in the East.

In October 1837 the Washington to Cincinnati route was extended south through Georgetown, Frankfort, Shelbyville, Louisville, Elizabethtown and Glasgow, Kentucky; to Nashville, Murpheesboro, Shelbyville and Fayettesville, Tennessee; to Huntsville and Elyton, Alabama connecting with the great mail route at Montgomery, Alabama.

Uses are known from Frankfort and Louisville, Kentucky, and Nashville, Tennessee on the route; and Lexington and Greensburg, Kentucky, Clarksville, Tennessee and Athens, Greensboro, Tuscaloosa and Tuscumbia, Alabama, along the route.

The express letters were carried in India rubber bags which were not sufficiently tight to protect the mail in every instance. Service over the routes was not according to schedule, and there were constant complaints.

[December 11, 1965]

Miscellany

A recent trip South turned up some interesting information—new to this writer in part—but no doubt well known to collectors who know their Alabama history better than did I.

First: Elytown, listed on the route of the Eastern Pony Express, is today the metropolis of Birmingham, Alabama.

The 1841 "U.S. Register" lists both (!) Erie and Eutah as the "C.H." or county seat of Greene County, Alabama.

Second: Erie, Alabama, which was on the route below Tuscaloosa, is today a ghost town but was once a thriving community on the Black Warrior River. Malaria and its generally unhealthy situation led to its abandonment and the formation of Eutaw, Alabama, some three miles to the west of the Warrior and the site of Erie.

Third: Eutaw was the home of J. Chiles who when postmaster in the 1850's boldly used his name in a scroll on a shield as a cancellation device.

While staying with friends in their beautiful antebellum home in the vicinity

of Eutaw, I was given a box of old tax receipts, business receipts; and other family papers to look over. Imagine my delight when I found a bill rendered for making one Cotton Press at $100 wherein the maker requested payment to Jas. Chiles, who in turn requested the debtor to "pay the above to Mr. Wynne & oblige J. Chiles." The debtor did pay Mr. Wynne and kept the receipt neatly filed away. The press was made in November 1839; Mr. Chiles assigned his interest on 16 March 1840 and Mr. Wynne got his money on 20 March 1840. Mr. Chiles's signature is an unusually large and bold one, that of a man who would have no hesitancy in using his name on a large shield to cancel the stamps on letters from Eutaw some ten and more years later.

A recent John Fox sale contained a treble-rate ($2.25) Eastern Pony cover from Erie, Alabama, and the writer possesses one with a single rate ($.75).

Nothing helps in gaining a background or setting for one's covers like traveling over the ground and knowing the lay of the land. The latest issue of *Western Express* proves this as it contains the latest and what would seem to be the most authoritative map yet drawn locating the stations on that famous route. Here again the author mentions driving over the route. It does help to avoid errors.

This refers to the transcontinental Pony Express rate and not the Eastern Pony Express of some thirty years before.

[April 1, 1967]

Mobile, Alabama

That portion of Alabama in which Mobile lies was held by the Spanish until 13 April 1813. At that time possession was taken by the United States and it is probable that a post office was established shortly after this date. No deputy postmaster is listed for Mobile in the Federal list of postmasters for 1816, but a deputy postmaster is listed in the next edition of 1817. Addin Lewis, a native of Connecticut, is shown as the postmaster of Mobile in this volume, which clearly indicates that a post office was established at Mobile during the Territorial period of Alabama. E. N. Sampson lists a cover from Mobile dated 3 December 1817 postmarked in red, which is apparently the earliest known cover from Mobile.

Later postmasters of Mobile as taken from the record which I have, are as follows:

Benjamin S. Smoot as of 30 September 1825 and until 30 September 1828 when William D. Stone was the postmaster. On 30 September 1833 a Samuel H. Garrow was postmaster. On 30 September 1841 a John W. Townsend was postmaster. On 20 April 1849 Oliver S. Beers became postmaster and served until 4 February 1853. On 5 February 1853 Nathaniel Moore was appointed postmaster and served until 31 March 1853. On 1 April 1853 a T. L. Toulmin was appointed and he served until 31 August 1859. On 1 September 1859 a Lloyd Bowers was appointed, who served as a federal postmaster of Mobile until 31 May 1861, when the Confederate States took over the operation of mail services in the southern states.

It is interesting to note that on 25 July 1861 a communication from President Jefferson Davis (transmitting for the advice and consent of the Confederate Provisional Conference in its third session) listed Lloyd Bowers as recommended for the postmastership of Mobile, Alabama. This communication was referred to the Committee on Postal Affairs which committee reported back favorably on all of the persons names, including Lloyd Bowers, with the exception of a person named as postmaster of New Orleans, on 29 July 1861.

Thereafter, on 18 April 1862, President Davis sent another list of proposed appointments of postmasters to the Senate of the Confederate States of America in the first session of the first Congress. Included in this list was the name of Lloyd Bowers, to be postmaster of Mobile. On 19 April 1862 the Senate approved the nominations with certain exceptions, but Lloyd Bowers was again confirmed in his post.

It is interesting to note that appended to the report of Postmaster General William Dennison of 15 November 1865 is a table showing the balance due from postmasters subject to Presidential appointment at offices in the late rebellious states. The amount due from Lloyd Bowers, postmaster at Mobile, was $12,-930.10. A notation indicates that this amount had been paid, and it is one of the few so noted in the report of Postmaster General Dennison.

There must be a story here which someone could and should develop.

[July 29, 1967]

* * * * * * * * * * * *

The editors of this column hope that it will be the means of creating an interest in the classic issues of United States stamps among those collectors who may have neglected them heretofore. At the same time it is hoped that it will be of interest to those collectors who are now collecting the classic issues. We make no claim to originality but will draw freely for information on all sources available to us.

In the beginning attention will be focused principally on the period from 1845 to 1869. Material will be included on the stamps themselves, the working of the postal system, domestic and foreign rates and in fact anything of philatelic interest relating this early era of our United States classic issues.

The period which we propose to examine begins with the year 1845. The choice of 1845 is no mere accident for in March of that year very fundamental and basic changes were made in the law governing the operation of our postal system:

"Be it enacted *****, That, from and after the first day of July next, *****; and in lieu of the rates of postage now established by law, there shall be charged the following rates, viz: For every single letter, ***** conveyed in the mail, for any distance under three hundred miles, five cents; and for any distance over three hundred miles, ten cents; and for every letter or parcel not exceeding half an ounce in weight, shall be deemed a single letter; and every additional weight of half an ounce, or additional weight for less than half an ounce, shall be charged with an additional single postage. *****". Act of March 3d, 1845, Section 1.

The foregoing excerpt from the Act of 1845, marks three milestones in the postal history of our country. First, the reduction in number of postal zones from the five fixed by the Act of April 9, 1816 to two zones — under and over three hundred miles. Second, the reduction in postal rates ranging from 6 cents to 25 cents to 5 and 10 cents. Third, the establishment for the first time of a system of rates based entirely on weight in contrast to the previous system based on the number of sheets of paper included in the letter.

Also, see the column of July 6, 1968, page 77.

[April 7, 1962]

(Editor's Note: Guest Editor this week is Arthur Van Vlissingen,

Why do some early Milwaukee postmarks spell it "Milwaukie"? The most recent issue of *Badger Postal History*, quarterly of the Wisconsin Postal History Society, tells how this happened.

The place was named by the Indians, and pioneer white men had to use their own judgment about the spelling, including that of the post office established in 1835. There were many variations. An 1833 map of Wisconsin, then part of Michigan Territory, has it "Milwaukie". The American Fur Company's bill of lading in 1834 used "Miliwaki." A letter to Solomon Juneau in 1834 was addressed to "Milawakee", and as late as 1845 a letter came to him with "Milwaki". In 1836 a Wisconsin map called it "Milwalky". In 1840 a local newspaper billed it "Milwaukee".

Early covers before the first handstamp show manuscript postmarks spelling

"Milwakie" and "Milwauk", as well as "Milwaukie". Internal letter dates from well-educated Milwaukeeans of that period show half a dozen other spellings. Postmaster Juneau happened to prefer spelling it "Milwaukie", and his first town handstamp in 1836 used "ie".

In 1843, after 7½ years as Milwaukie postmaster, Juneau lost his job. Josiah A. Noonan, his successor, liked to spell it "Milwaukee". The earliest known cover with the "ee" handstamp is dated November 17, 1843, soon after Noonan took office.





There is every indication that spelling soon became a genuine political dogbone. Whigs insisted upon "Milwaukee", Democrats upon "Milwaukie". When Whig Noonan lost to Democrat Juneau in 1849, the old postmaster went back to the "ie", and the next two postmasters kept it so.

Noonan regained the job in 1853 as the city's sixth postmaster. As late as that August he free-franked an official letter with his signature alongside the objectionable "ie" town circle postmark. But official Washington soon gave him back the "ee".

Most corner cards of hotels and businesses used the "ee" spelling, starting as early as 1849, even while the postmark spelled the city's name the other way.

In 1857 Noonan's bitter political enemy, J. R. Sharpstein, became the seventh postmaster. Sharpstein held office only one year, but this was long enough to shift back to the "ie" spelling. In 1860 the Democrats were defeated by the Republicans, successors to the Whigs, and by early 1862 the post office was rechristened to employ the "ee". By the time the Democrats next won a national election so much time had elapsed that nobody cared any more about the "ie", and "Milwaukee" now seems to be the final permanent, and non-partisan spelling.

[January 15, 1966]

* * * * * * * * * * * *

Referring to the column of Feb. 15, 1964 (see page 149) listing numbers of 1847 covers used from various states.

In our column printed February 15th, the statement was made that Wisconsin and California became States during the 1847 to 1851 period and therefore, some of the 5¢ or 10¢ 1847 covers reported might be territorial uses.

This statement probably raised the eyebrows of our friends who collect Western items because they know that California, freed from Mexico February 2, 1848, by the Treaty of Guadelupe Hidalgo, remained under a Military Governor during the early hectic gold rush days, organized for Statehood at San Jose in December 1849, adopted a Constitution in April 1850 and became a State September 9, 1850.

Monterey was the seat of government during this time. The "Convention of California in the Formation of the State Constitution" met there during the late fall of 1849.

The new legislature organized at San Jose, adopted a Constitution in a 129-day session which commenced December 16, 1849. Here California assumed its own government by adopting a Constitution in April 1850. Like Texas, therefore, it never was a territory and had no territorial government.

But no 1847 stamps were sent with Voorhees to California even though the postal agent at Panama was provided with stamps.

The first U. S. Mail agent, Wm. Van Voorhees, arrived February 28, 1849, on the *California,* the first California steamer to arrive at San Francisco. Immediately, the steamer crew deserted for the gold fields, so that, although first to arrive, no new crew could be recruited until May. The *California* was to follow the *Oregon,* which sailed April 12, 1849, the first contract mail steamer to sail from San Francisco to Panama.

The second legislature met at San Jose in January 1851 for 116 days, but the third convened at Vallejo for seven days and moved to Sacramento where it adjourned May 4, 1852. The fourth likewise convened at Vallejo but moved to Benicia on February 4th where it adjourned May 19, 1853.

The fifth legislature assembled at Benicia but again moved to Sacramento on February 25, 1854, where it completed a 134-day session. Sacramento remains California's capital today.

Much of this information was gleaned from *Western Express*, October 1963, the publication of the Western Cover Society. Membership in this organization is a "must" for those interested in the fantastic period of our history which saw the gold rushes to California, Oregon, Washington and Colorado, the Pony Express, the vast staging operations in the states west of the Mississippi and the new trans-continental railroad.

Information about membership in the Western Cover Society may be obtained from Everett Erle, 9877 Elmar Ave., Oakland, CA 94603.

[May 9, 1964]

Early San Francisco I

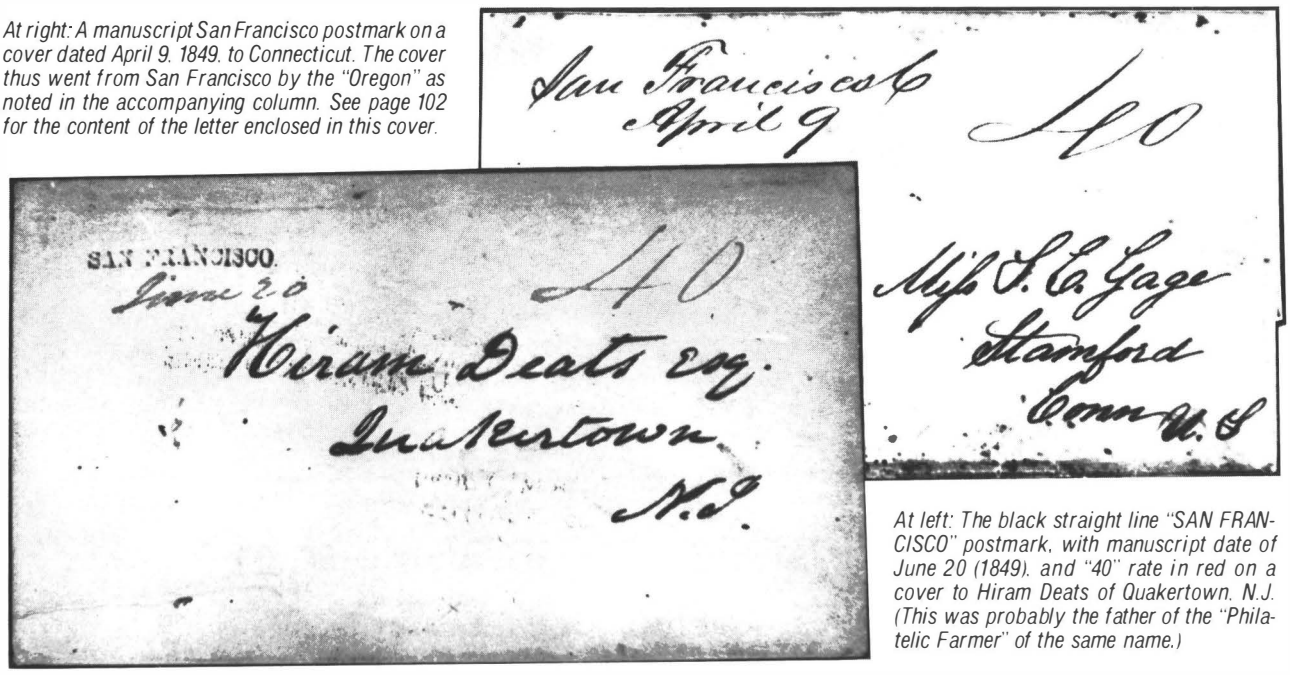
When the first postal law providing mail service to Astoria, Oregon Territory, was signed in March 1847, California was still a Mexican state. Gold was discovered at Sutter's Mill near Culloma, California, January 24, 1848. On February 2, 1848, the Treaty of Guadelupe Hidalgo, which ceded California to the United States was signed with Mexico.

With the addition of California, the mail contract was altered to make San Francisco the Pacific terminus. Prior to this contract the military mail was carried overland from Monterey or by private ship via Cape Horn. From 1844 to 1848 letters could be addressed to or deposited with Thomas O. Larkin, Consul at Monterey, for forwarding by private ship via Cape Horn. Yerba Buena was the name for San Francisco until January 30, 1847. The earliest mail known today from San Francisco was datelined October 16, 1845.

The distance from New York to San Francisco was 15,348 miles via Cape Horn; 15,126 miles via the Magellan Strait; and only 6,077 miles via the Isthmus of Panama.

The steamship *California* was the first of the contract mail steamers of the Pacific Mail Steamship Company to reach San Francisco. It arrived on February 28, 1849, and immediately the crew took off for the gold fields. Consequently, when the S. S. *Oregon* arrived a month later, the military did not allow the crew to leave the ship. The S. S. *Oregon* sailed April 12, 1849, to become the first contract mail steamer to leave San Francisco. She carried eighty-two passengers

At right: A manuscript San Francisco postmark on a cover dated April 9, 1849, to Connecticut. The cover thus went from San Francisco by the "Oregon" as noted in the accompanying column. See page 102 for the content of the letter enclosed in this cover.



At left: The black straight line "SAN FRANCISCO" postmark, with manuscript date of June 20 (1849), and "40" rate in red on a cover to Hiram Deats of Quakertown, N.J. (This was probably the father of the "Philatelic Farmer" of the same name.)

and $300,000 of gold bullion.

The mail passengers and gold were carried by mules from Panama City to Chagres. Later, on January 27, 1855, the Panama Railroad was completed, carrying passengers and express across the Isthmus in a few hours. A regular line of Atlantic mail steamers carried the mail and passengers from Chagres to New York.

The Peruvian Barque *Callao* left San Francisco March 15th with some mail sent unofficially from San Francisco to Panama, since the *California* was unable to sail without a crew. Mail carried on this sailing and the first two steamship sailings were all manuscript-cancelled.

The first town marks were straight line from handset type handstamps, and were first used on the third sailing date, June 20th, also on July 2nd and August 1st. The first regular 33 mm. circular handstamp was first used on the August 1st mail also.

[December 12, 1964]

San Francisco II

The office of Postmaster at San Francisco was quite a political plum. However, at first the office was a problem to fill. The first appointee, Samuel Yorke-at-Lee, was appointed on November 9, 1848. He never reached San Francisco because illness prevented his traveling. The second appointment was made on November 21, 1848. Stephen Dallas, the appointee, also failed to arrive to fill his post.

On January 22, 1849, Colonel John W. Geary recceived the appointment, but was succeeded on April 17, 1849, by Jacob B. Moore. It is reported that both Charles L. Ross and William Van Voorhees served as acting Postmasters until Jacob Moore arrived.

William Van Voorhees arrived on February 28th on the S. S. *California* as the U. S. Mail agent charged with supervising all post office activities on the Pacific Coast.

Jacob Moore and his predecessors were governed by the Act of August 14, 1848, which authorized "the Postmaster General to establish a post office at San Diego, Monterey, San Francisco, and other places on the Pacific, in California, and all letters conveyed to or from any of the above places on the Pacific, from or to any place on the Atlantic, to be charged 40 cents postage; all letters conveyed from one to any other of said places on the Pacific, 12½¢."

Jacob Moore was still Postmaster on July 1, 1851, when the Act of March 3, 1851, established new reduced rates of 3¢ per ½ ounce up to 3,000 miles prepaid, 5¢ unpaid or 6¢ over 3,000 miles prepaid, 10¢ unpaid.

Thomas J. Henley succeeded Jacob Moore in January 1853, and served until August 23, 1854, when Charles L. Weller became Postmaster. Another change in rates was enacted March 3, 1855, effective April 1st, which eliminated unpaid rates and required prepayment of all domestic postage and increased to 10¢ the rate over 3,000 miles. The Postmaster General was given the right to require prepayment to be made by stamps after January 1, 1856. He put this into effect.

The San Francisco post office reported receipts of $101,528 in the fiscal year July 1850 to June 1851, just prior to the big reduction in rates. The earnings in the fiscal year ending June 30, 1858, was $103,616, about the same as seven years earlier, before the rate reduction. During all this time, the San Francisco postmaster was paid $2,000 a year.

[January 9, 1965]

San Francisco III

Sailings of Pacific Mail Steamship Co. contract mail steamers were monthly from April 1849 until March 1851. In 1850, the San Francisco postmaster ac-

cepted the invitation of the United States Mail Line (the Law Line) agent, O. Charlick, to carry the mail.

They carried the mail at least five times near the middle of the month, probably three times (May, July and September) by the *Isthmus* and twice (June and August) by S. S. *Columbus*. Covers carried by these steamers bear a handstamp identifying the steamer by name.

Naturally the contract carrier complained, which caused the Post Office Department to issue an edict on October 10, 1850 declaring all mail was to be carried only by the Pacific Mail steamers. Whenever Pacific Mail steamers increased their service, mail was carried on these steamers. Our collection has 1850 covers bearing 15th of the month dates.

Twice a month contract mail sailings became regular in March 1851 and continued until July 1860, when three a month were made. Up to August 1855, the sailings were on the 1st and 15th of the month from San Francisco and 11th and 26th from New York, except when a sailing date fell on Sunday, when the sailing was made on Monday.

One notable exception was when the rate changed on April 1, 1855. The San Francisco postmaster decided that less confusion would result if the mail steamer departed on March 31st. All covers were so dated.

The mail bags of the April 15th 1855 steamer contained both 6¢ and 10¢ mail. The mail originating in Honolulu prior to April 1st was allowed to continue without additional due.

Although there was mail service overland at this time, it was irregular and undependable in the winter and only somewhat better during the summer. However, until the first run of the Butterfield coaches over the southern route via Los Angeles in the fall of 1858, the great bulk of the mail deposited in Pacific Coast postoffices was carried on the Panama Route.

The opening of the Panama Railroad in 1855 from Panama City to Aspinwall (now Colon) helped decrease the elapsed time of 26 to 28 days from San Francisco to New York. The principal competition was the non-contract route across Nicaragua which carried the mail in 23 to 25 days.

[January 30, 1965]

San Francisco IV

San Francisco became a port because of its protected harbor, but it became a great port as the gateway to gold country. Gold attracted people, and the people had to be fed, provisioned, transported and serviced in numerous ways.

Statistics as to numbers of people arriving and leaving San Francisco by Panama and Nicaragua for New York are rarely seen, nor are those available accurate, since they were compiled from daily newspaper reports, no official records, if any ever existed, being available.

People who came overland and landed at other California ports or came from Hawaii are not included as well as "many others" which followed long lists of names in San Francisco papers. In spite of all these limitations, an attempt was made by John Kemble, and published as an appendix in his book, *The Panama Route 1848-1869*.

This comment refers to Kemble's "Appendix II, Passengers by the Isthmian Route, 1848-69," which included a statistical list of numbers of such travelers by years.

Passengers both arrived and sailed from San Francisco, arriving about twice as fast as leaving in 1849 and 1850 but becoming equal in 1851. At this time the Nicaragua route started, and although the numbers using the route increased to a peak of 15,000 in 1854, its use fell off when the Panama Railroad opened in January, 1855 to the date of its closing 1867.

At no time did the numbers of people using the Nicaragua route to San Francisco ever exceed those coming via Panama. The Nicaragua route was generally considered to offer less exposure to disease.

In 1852 and 1854 over 30,000 arrivals were recorded with 1854 being the largest

until the opening of the railroad in 1869. In 1853 a yellow fever epidemic raged in Panama and total new arrivals dropped almost 30%. Times must have been tough and probably the rainfall was low as over 20,000 left San Francisco that year, the peak for departures, although approached again in 1859 and 1865. The year 1857 with fewer than 20,000 total arrivals and 1858 with only 10,000 total departures were the years of lowest activity in the 1850's and were probably tough years for the steamship companies.

The gold shipments started at $4,000,000 in 1849 and peaked at over $54,000,000 in 1853, falling to a low of $31,000,000 in 1855, a low not again reached until 1867. The Nicaragua Route carried gold, a little over a million dollars in 1851 and 1852, rising to $15,000,000 in 1853, peaking at $20,000,000 in 1854 and then rapidly falling to $9,000,000 in 1855 and a little over a million in 1856. The $22,000,000 in 1855 was the low for gold carried over the Panama Route except for the two earliest years. The peak for the 1850's held for almost three years, 1856 to 1858, at around $45,000,000.

"The Nicaraguan Route," by David I. Folkman, Jr. (University of Utah Press, Salt Lake City, 1972) provides data about the Nicaraguan route similar to that of the Kemble work on Panama, except the former has comprehensive ship sailing tables.

[November 19, 1966]

San Francisco V

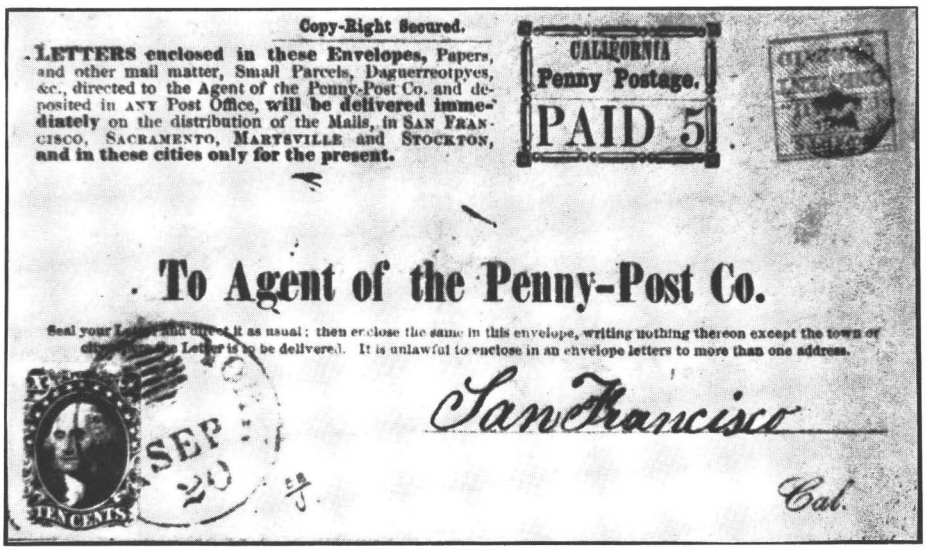
The middle 1850's found the first use of local stamps to pay for local delivery services on mail. Daniel H. Haskell, Adams & Company's, California manager, had the stamp prepared, using his own picture on the stamps.

These stamps were the first locals used west of the Mississippi River. The stamp design was copyrighted by I. C. Woods, a partner. It is said to be the first stamp design copyrighted in the United States. They were used in 1854 and until the Adams Company failed in February 1855.

The Reed's City Dispatch Post, which operated locally during 1853 and 1854, worked with Adams and Company.

Starting in June 1855, J. P. Goodwin and partners established the California Penny Post Company. They provided city delivery, as they carried mail to the post office and delivered mail received in the post office.

They described their service on their franked government 3¢ (primarily) envelopes as follows: "The Penny Post Company deliver letters enclosed in these envelopes, immediately on the distribution of the Mails, in San Francisco,



California Penny Post (of San Francisco) 5¢ franked envelope used from New York with a Swarts local stamp at upper right and a 10¢ 1855 Type II at the lower left.

The Swarts' local paid for carriage to the New York post office and the 10¢ stamp paid the U.S. postage for transmission from New York to San Francisco. The 10¢ stamp is tied by the attractive New York "ocean mail" postmark with grid included.

The California Penny Post frank (at 5¢) paid the local carrier delivery in San Francisco. The 5¢ charge usually covered 3¢ U.S. postage and 2¢ carrier, but this cover was only taken from the San Francisco post office by the Penny Post.

Sacramento, Stockton, Benicia, Marysville, Coloma, Nevada, Grass Valley."

The 5¢ delivery thus included the local 2¢ Penny Post carrier plus the 3¢ "out of city" charge.

Their charge was 2¢ local, 5¢ delivery to and from post office out of city and later 7¢. A very rare envelope also bears a collect 7¢ frank.

This service soon developed resistance within the post office itself, the postal employees complaining that Penny Post agents interfered with the handling of the mails. Gradually the Penny Post Company was forced out of the post offices in January 1856 and out of business.

The Penny Post Company started the Ocean Penny Post to the East at 5¢ per letter plus government postage.

Penny Post Company envelopes exist and addressed to San Francisco bearing Wells, Fargo & Company Express Sacramento handstamps. The use of the express rather than the regular mail from Sacramento was caused by the five o'clock afternoon mail closing for San Francisco mails by the post office. This was too early for many business houses so Penny Post sent this late mail by Wells, Fargo.

After the Penny Post Company closed, there were no local delivery services in San Francisco until about 1862, when the California City Letter Express Company, otherwise known as California Letter Express Company, came into being.

[December 3, 1966]

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Additions to Rowe's "The Forwarding Agents"—see pages 28-30.

The following are notes, recommended corrections, and possible additions to the forwarders listings for San Francisco, U. S. page 150.

Adams & Company, oval, black, 1851-1853; **Gregory's Express,** type set 3-line, 44 in blue; **Ogden & Hayes, Oriental Line Agents,** oval, 38x20, blue 1853 (unlisted); **Hy Schroder & Company,** oval, 35x18, blue, 1862 (unlisted).

The first Noisy Carrier listing should read **From/Noisy Carriers/Mail/77 Long Wharf S. F. Cal.,** rectangle, 42x24, blue, black and green, 1855 possibly 1854 and 1856, but no other.

Most of these forwarding agents markings may be found in "Simpson's U.S. Postal Markings," by T. J. Alexander.

Who has seen the mark just described on a stampless cover? Please send photo or description.

By Mail Steamer/From/Noisy Carrier, scroll, 35x21, black and red, 1856 and 1857 only.

Forwarded/via/Nicaragua/From Noisy Carriers Publishing Hall, rectangle (pregnant topside), 51x29 green, 1854 (only year used to my knowledge).

Noisy Carriers/via Nicaragua/Publishing Hall, negative in truncated rectangle, 51x19, blue and black, 1853 only - only 3 known, 10.

Forwarded/via/Independent Line/ahead of everything/From Noisy Carriers, rectangle pregnant top and bottom, 51x34, blue, 1854 use only, 10.

Noisy Carriers/Mail/San Francisco, oval, 46x32, black 1856 and 1857 only.

From the/Noisy Carriers/Publishing Hall/San Francisco, Cal., rectangular adhesive label 28x14, black, 1853 and 1854.

See page 29 for a cover forwarded by Noisy Carrier's.

Noisy Carriers/Publishing Hall/Long Wharf San Francisco/Charles P. Kimball, Proprietor, TS/3, ?, Black, 1853? 10. (unlisted)

For photographs of covers bearing these markings, see the very fine article on Noisy Carriers by Basil Pearce in April, 1963 issue of *Western Express,* published by the Western Cover Society.

Charles P. Kimball, later known as the Noisy Carrier, arrived in San Francisco from Boston in July of 1849. In October 1849 he established the Kimball & Company's Express operating from Sacramento to San Francisco. In January 1850 he set up 35 letter boxes around San Francisco, but took the boxes down in late February after he found them filled with letters to the East Coast on which he could make no charges, but could only deposit them in the post office. Pre-

payment of postage was not required until 1855. Later, in 1850, he published the first business directory of San Francisco, now a great rarity, but then a failure. However, he was successful in establishing a book and newspaper business which carried the Noisy Carrier name.

[September 24, 1966]

* * * * * * * * * * * *

Referring to the "Forwarding Agents," by Kenneth Rowe—also see pages 28-30.

More notes and recommended additions and changes in listings in San Francisco section, p. 151.

Those regularly reading *Stamps* no doubt noticed Harry Fine's article on G. P. Post and Company in 25 June 1966 issue. The G. B. Post and Company were San Francisco Mail agents for the government of Hawaii from 1851 to 1856. Page 151 **G. B. Post and Company** oval, 36x24 (my measurements) 1852 only (only 2 or 3 known) 10.

Page 151 **Via Nicaragua markings/Via Nicaragua/ahead of the Mails,** rectangle, 58x22 (my examples measure), blue, black and red, 1853-1854.

Via Nicaragua/In advance of the Mails/Sullivan, oval, 51x27, Black, 1854.

Via Nicaragua/In advance of the Mails/Leland, rectangle, 55x23, Blue, 1853.

Nicaragua Line/In advance/of the Mail — this mark was only used on mail from east to west by this route and was probably in use from 1851 to 1855 or 1856 at the latest.

Steamer Sierra Nevada/Via Nicaragua/advance of the Mails — oval, 48x27, Black, 1854. The *Sierra Nevada* arrived in San Francisco 24 March 1853 from the Atlantic. She reported a yellow fever epidemic at Panama. Her captain had died in this epidemic.

Vanderbilt sold his Nicaragua steamers to Accessory Transit Company on 10 April 1853 for cash and stock in the Accessory Transit Company.

Using one of his steamers, the *North Star,* he sailed for Europe. On his return he found he had lost control through stock manipulation of his partners. Being a poor loser, in September he started the Independent Line ahead of the Mails, via Panama by sending the *Uncle Sam* to San Francisco to sail to Panama with "no stops" to connect with *Yankee Blade* and *North Star.* In May 1854 the *Yankee Blade* was sent to the Pacific.

See cover illustration, page 30.

The Vanderbilt competition proved too great so his competitors in the Atlantic and Pacific bought him out in September 1854, paying him $40,000 a month (until 1859) to stay out of the business.

Incidentally, Vanderbilt changed San Francisco agents from G. B. Post and Company to Fretz and Ralston in April 1854.

Independent Line/ahead of the Mails/Uncle Sam and North Star/via Panama, oval, 58x38, Black, 1853 and 1854.

As above **Yankee Blade and North Star,** oval, 57x35, Black, 1854, 10.

[October 22, 1966]

To Those Holding My Stamp Collection Wherever You Are The Noisy Carrier Fancy Scroll

This column and that following are the first of a sequence eventually titled by J. David Baker, "Items From a Departed Collection," in reference to the theft of Mr. Baker's collection. See Pages 2-4.

All my stamps have either been stolen or sold, I own no more.

In the lot stolen was a white cover bearing a 10¢ 1855 stamp, Type II, postmarked "San Francisco Jan 5" addressed to Mrs. Grace C. Kendall, New York City, which bears on its face a black scroll "By Mail-Steamer from Noisy Carrier".

The July 1968 issue of *Western Express* describes and illustrates in an article by W. Scott Polland a clever forgery of this handstamp. The impression made by the forged rubber handstamp which "does not cut into the paper and the ink is mainly on the surface." You should examine this item carefully, and if it is the

forgery return it to me as it would have little or no value to you!

Just as a matter of interest, this cover was Lot 1097 in the Meroni Sale of November 1952. This cover left San Francisco on the S.S. *John L. Stephens* January 5th, arriving at Panama, January 19th and carried to Aspinwall the same day, where the S.S. *Illinois* carried it to New York arriving January 28th, a matter of 23 days in 1857.

About this time you may wonder if the oval Noisy Carrier handstamp has been copied. It was in use at the same time as the scroll.

[September 21, 1968]

Another Interesting Missing San Francisco Cover

More "Items From a Departed Collection."

When the S. S. *California* passed through the Golden Gate on February 28, 1849, it was the first contract mail steamer to arrive, and would be expected to carry the first mail to Panama from San Francisco. However, the crew deserted in favor of the mines.

An unofficial mail, collected at the Ross, Benton & Co., store, was dispatched on the Bark *Callao* on March 15, 1849.

However, on April 9th the S. S. *Oregon,* which arrived from Panama March 1st, but whose crew was not allowed to leave the ship, sailed for Panama. All the letters carried were manuscript cancelled.

This cover is illustrated on page 96.

One letter carried in this mail was addressed to Miss S. C. Gage, Stamford, Connecticut and read in part:

"At last we are at the entrance of the golden gates, full of sanguine hopes and glorious anticipations. The many marvelous stories we heard in N. Y. are here more than confirmed and labor has at last found a place where it can assert its superiority over capital. A common laborer gets $8 to $10 per day for digging in a dirt bank, house carpenters get $12, and boat builders almost any price they are inclined to ask."

[September 21, 1968]

What Famous Railroad Operating in the 1850 to 1860 Period Had No Postal Marking?

Hint No. 1. It operated outside the continental United States.

Hint No. 2. It carried contract mail from the time it was under construction until the completion of the transcontinental railroad.

Hint No. 3. It was forty-seven miles and three feet long.

Hint No. 4. Its terminals were on two great oceans.

Well, you guessed it, we are discussing probably the world's most successful railroad, at least at the start, the Panama Railroad.

For a discussion of New Granada, see the column of Oct. 15, 1966, page 104.

Its history goes back to 1846 when a Treaty was signed by the United States with New Grenada granting right-of-way and transit across the Isthmus (now Panama) by any means existing or which might come to exist.

In 1847 an Act of Congress authorized the PMG to establish a post office at Astoria, Oregon Territory, and established postal rates of 20¢ to Chagres on the Atlantic side, 30¢ to Panama on the Pacific Ocean and 40¢ to Astoria.

Later, in 1847, contracts to carry the mails to Chagres, and from Panama to Astoria were negotiated with two newly chartered steamship companies, the U. S. Mail Steamship Company and the Pacific Mail Steamship Company.

In 1848 the principal officers of the Pacific Mail Steamship Company contracted with New Grenada under the terms of the 1847 U.S.-New Grenada Treaty for the Panama Railroad. This contract provided for two ports, each to be free ports; 250,000 acres from any public lands on the Isthmus; the privilege of establishing tolls; granted a 49-year lease with New Grenada retaining the privilege to repossess the railroad for: $5,000,000, twenty years after completion;

$4,000,000, thirty years after completion; $2,000,000, forty years after completion; the railroad to be completed in eight years (1856). All of this was guaranteed by $120,000 earnest money placed at interest.

This all preceded the opening of the San Francisco post office 3rd April 1849. The first contract mail to cross the Isthmus from San Francisco was carried by the S.S. *Oregon* to Panama in April 1849. Work started on the Panama Railroad at Navy Bay in the Atlantic, the east terminus, and at Panama City or Panama Bay in the Pacific, the western terminus, during May 1850.

California became a state on 9th September 1850, and in October Vanderbilt signed a contract with Nicaragua to build a canal across Nicaragua from San Juan de Norte, the eastern terminus, to San Juan de Sur, the western terminus. It failed for lack of financing.

On 1st July 1851, the 40¢ rate became 6¢ prepaid and 10¢ unpaid to San Francisco and 10¢ to Panama.

[September 3, 1966]

The Panama Railroad II

In August 1851 Vanderbilt, unable to finance a canal across Nicaragua, received a charter for his Accessory Transit Company for transit across Nicaragua. Only nine days time was required to cross Nicaragua. At the same time the Panama Railroad had been completed to Gatun via Bongoes west of Navy Bay.

In December the 1844 Treaty with New Grenada to pay 12¢ a pound to carry mail across the Isthmus was revised and a new 22¢ per pound rate was established. The 1851 income to New Grenada was $40,387.00.

On 2nd February 1852 Aspinwall became the eastern terminus. It was named after William Aspinwall, the President of the Panama Railroad Company.

By July 1852 twenty-three of the forty-seven miles were complete and later in the year reached Cruces, which completely eliminated the time-consuming trip by canoe from Chagres to Cruces. Also, the company paid a 10% dividend that year. Not bad, considering the railroad was still being built!

Twenty-five days was the fastest trip via Nicaragua in 1852, while a record of twenty-four days was set via Panama in April 1853, while Vanderbilt was advertising twenty-one days' passage via Nicaragua.

The Panama Railroad Company paid 7% dividends in both 1853 and 1854. In December William Aspinwall was aboard the S.S. *San Francisco,* when it capsized in a violent Atlantic storm and he was rescued. About 200 soldiers were lost.

On 27th January 1855 the last rail was laid and on the 28th a locomotive traveled ocean to ocean. Immediately daily trains began operating each way, requiring only five or six hours for a trip which formerly required numerous days.

Prior to the opening of the complete route, income from passenger and freight charges had totaled $2,125,232, so a 12% dividend was paid. In addition, the Panama Route became the healthy route while the Nicaragua Route suffered from cholera.

An attempt to reduce the 22¢ a pound mail transit charge to New Grenada to 10¢ a pound express charge failed.

Many, many natives were employed during the construction of the railroad, and most found no work available after its completion. Some unemployed natives took out their spite by murdering twenty-five passengers on 2nd May 1856. Three days later several hundred passengers were killed in an accident on the railroad when several coaches were derailed and overturned.

From April 1857 to October 1859 the New Grenada contract was revised to

require a flat $100,000 per year to carry the mail.

In January 1859 the Panama Railroad construction account was closed at $8,000,000 with gross earnings of $8,146,605. During 1858 to 1860 trains made the trip in three hours with 1,500 passengers and freight of three steamships.

[September 17, 1966]

New Granada

This refers to the spelling, New "Grenada" in the columns about the Panama Railroad on the two previous pages.

Sometimes an error can lead to interesting information. Colonel DeVoss, the genial executive secretary of A.P.S., wrote "I note that *Stamps* spelled "New Granada 'with an e'. I presume this was a typographical error." No, the error was your Editor's.

This led me to two very interesting historical sources: *William R. Shepard's Historical Atlas* published by Barnes & Wahle, Inc., New York and *Webster's Geographical Dictionary* (G & C Merriam Co., New York). The following comes from these sources.

A map entitled "The Expansion of Europe 1340-1600" shows Porto Belo on Mar Del Norte (Caribbean Sea) as the western terminus of the Route of the Spanish Fleets. Christopher Columbus sailed in this area on his fourth voyage in 1502. The northern coast of South America east of the isthmus is called New Andalusia.

New Granada (1536, 1537) is a town on Mar Del Sur (South sea, now Pacific Ocean). Pizarro sailed south from Panama along this coast in 1531.

A later map, "The Expansion of Europe 1600-1700" shows New Spain (Mexico), New Granada (at the Isthmus), New Andalusia (east on north coast), New Castile (Peru), and New Estremadura (Chile). Tierra Firme (the Spanish Main) included the north coast of South America down to the Dutch Guiana.

The *Geographical Dictionary* says; "New Granada (Nueva Granada), a Spanish vice-royalty in N. W. South America; region conquered and named by Spaniards 1537-38 under Gonzalo Jimmenez de Quesada; part of viceroyalty of Peru until 1718; as reorganized 1740 included what is now Colombia (and Panama), Venezuela, and Ecuador; freed from Spanish rule in 1819."

"Great Colombia, Country of N. W. South America, 1819-30; formed as a result of wars of Latin American states against Spain for independence, chiefly by activities of General Simon Bolivar, created by proclamation of Congress of Angostura August 17, 1819; comprise what is now Colombia, Panama Venezuela, and Ecuador (not completely independent of Spain until May 1822); at first known as Republic of Colombia but soon after as Great Colombia."

"Great Colombia lost Venezuela and Ecuador by secession in 1830; reorganized into: Grenadine Confederation 1858, United States of New Granada 1861, United States of Colombia 1863, and Republic of Colombia (including Panama) 1886; lost Panama by revolt after failure to ratify Hays Herran Treaty (for Panama Canal in) 1903; settled Panama controversy with U. S. 1921; settled border dispute with Ecuador 1919, Venezuela 1922, Brazil 1929, settled Leticia dispute with Peru 1934, after it had threatened war in 1932."

[October 15, 1966]

Gregory's Guide for California Travelers Via the Isthmus of Panama

This guide appeared as an Appendix in a much larger volume by T. J. Farnham entitled *Life, Adventures and Travels in California,* published by Cornish, Lamport & Company in 1852.

Its author, Joseph W. Gregory, was proprietor of Gregory's California and New York Express, a company due to be out of business by early 1853.

Until the completion of the Panama Railroad to Cruces in late 1852, the route described was the last method for crossing the Isthmus.

The author notes that the large numbers wishing to migrate to California should "ascertain not only that which will most conduce to their welfare on the Route, but. . .guard against imposition and unnecessary delay.". He notes that since old travellers by this route "have found unforseen vexations," certainly the inexperienced will need proper advice. He wanted to guide all by way of the Isthmus, which had competition by the shorter Nicaragua Route and the longer route around Cape Horn. Gregory had traveled the route twice himself. His advice was as follows:

There seem to be no problems from New York to Chagres until the small Steamer Orus lands you on the river bank. The sooner you leave here the better. An early morning start in a canoe toward Cruces is best. The cost is $6.00 to $8.00 per person for a six passenger canoe. A morning departure may get you to Vamos Vamos, 20 miles up the Chagres River by night, or a noon start, only 10 miles to Gatson.

A tempting landing at Gorgona, 10 miles from Cruces, should be avoided. The boatmen are not inclined to want to continue their labors. Also, others may advise using the road from Gorgona to Panama, but pay no attention to this advice. It is impassible nine months of the year.

At Cruces, Funk's or Pleise's houses forward baggage to Panama. "Ascertain their charge for sending it (by mule) next morning, but let no promises induce you to leave your baggage to be forwarded after you, but see it start at least." The houses may ask $10 or $12 per hundred, but natives can be had for $7 or 8. If you use a native, you pay 25¢ to get a contract drawn in Spanish for "him to sign his mark, binding him to deliver the baggage for the stipulated price, at Zacharisson Nelson & Company's office, Panama."

"In two days you can walk to Panama and if desirable keep your trunk or baggage in view the whole time, but I consider that quite unnecessary. Should you prefer riding, a mule would cost you from $10 to $16."

If, once at Panama, you find your steamer is to be delayed a week or more, you better rent a room with four others with drinking water and a cot for each at a cost of a dime a day per person. "Taking meals at Restaurants or Eating houses, a person may lodge in a good room, and live at about three and a half dollars a week."

The day before the Steamer leaves, the Agents post the hour the passengers should be at the Mole, in front of the Customs House. Passengers must pay expense of getting themselves and their baggage aboard the Steamer.

[September 10, 1966]

More Advice From Joseph Gregory on Travel Via Panama

Steerage passengers will find one or two jars of preserves, and one or two pecks of dried fruit, (peaches or apples), very acceptable. A few jars of pickles and a few pounds of Milk, Soda or Butter crackers, some Bologna Sausages and Cheese, a Ham and a piece of Smoked Beef, would not only prove very palatable and comfortable, but more agreeable in case of sea-sickness than Ship's fare.

"The climate is too warm for butter to keep well. Gingerbread and fruit cake, sick or well, never comes amiss on the trip to Chagres, and would certainly prove welcome for two or three days on the Isthmus. For drinks, Limes can be had at houses on the Isthmus for lemonade, or if preferred, bottled ale and porter.

"Take sufficient of coffee, tea, loaf sugar, & C., for five days' consumption in crossing the Isthmus, and should there be anything left of your stores on arriving at Panama, anything you have is preferable to tropical fruit, which should be avoided by all means.

"A similar outfit of provisions is desirable for the steerage on the Pacific, and more so, for reasons before stated; each steerage passenger is provided with his

own plate, knife and fork, spoon, drinking cup, mattress and pillow.

"During the delay, (always more or less at Panama), persons who regard their health, will avoid exposure or hard work in the sun, during the middle of the day. Perhaps more persons have died from imprudence in this respect than from any other cause. It is considered highly dangerous, and by many residents on the Isthmus as almost certain death, to drink ardent spirits after eating tropical fruit, as it produces fermentation in the bowels, which seem to defy the influence of all medical skill.

"The use of milk should be avoided, in every form, while on the Isthmus. Numerous cases of distressing illness, are known from its use.

Light clothing, such as is worn in the United States, during the Summer months, is all sufficient for travelling purposes, from three days out of New York, to within five or six days short of San Francisco, after which, the usual warm clothing will be necessary.

In consequence of the great and bitter disappointment incurred by many persons, in being delayed, for weeks and months in Panama it has become indispensably necessary, for each person to be provided with a ticket for the Pacific Steamer, before leaving New York which can be procured thus, at the office of the Company, 54 South Street, New York.

For want of this precaution, many have been compelled to wait at Panama, until they could send for a ticket to the above Office, and some persons have been obliged to return for this object, at a great sacrifice of both time and money. The expense of landing at San Francisco, is borne by each passenger; the Steamer coming to anchor as near the city as the landing is safe and practicable."

[November 26, 1966]

Colorado Postmarks
By David L. Jarrett
Guest Editor

Since the Chase listing of Colorado territorial postmarks was compiled in the 1940's, many additional markings have come to light. The author knows of over twice as many postmarks as were originally recorded in Chase & Cabeen, the bulk of them being manuscript markings. The MORRISON COLO listed in



A Colorado territorial cover to Canada of 1862. Since Denver is east of the Rocky Mountains, the extra 5¢ added to covers from the west coast to Canada was not required.

Chase & Cabeen is now known to have been used only during the statehood period (Colorado became a state August 1, 1876).

Colorado's postal history started with the Pikes Peak gold rush of 1859. Prior to the gold rush the area which is now Colorado was virtually an unsettled wilderness. With the exception of Fort Massachusetts in the San Luis Valley and some of the fur trading posts such as Bent's Fort, the area was generally uninhabited save for Indians.

When the territory of Colorado was established on February 28, 1861, portions of New Mexico territory, Utah territory, Nebraska territory, and "unorganized" territory (formerly Kansas territory) were taken to form Colorado territory. So postal markings prior to February 28, 1861, from the area which is now Colorado would theoretically show territorial designations of these four territories. Typical of these pre-Colorado territory markings would be the AURARIA K. T. straight line, the CORAVILLE K. T. straight line, the DENVER CITY K. T. rimless circle tombstone, and the Boulder N. T. manuscript.

Private express companies were the first to meet the needs of a mail service in the Colorado gold regions. The U. S. government did not get around to operating a post office in Denver until August 1860, when the first U. S. mail under contract arrived. Such well known express companies as the Leavenworth City & Pikes Peak Express Company, the Jones & Russell's Pike Peak Express Company, the Central Overland California & Pikes Peak Express Company, and Hinckley & Company's Express all operated during this early period. Covers carried by these express companies are greatly sought after by collectors.

The author is interested in hearing from any collector who has any Colorado territorial (or pre-territorial) cover in his collection—scarce or common. He is interested in recording such markings and some time hopes to publish a listing of the earliest and latest known dates of each postmark. He is interested in both handstamp and manuscript markings. Your full cooperation will be appreciated. Address is: David L. Jarrett, Box 1486, New York, N. Y., 10017.

[December 26, 1964]

Wells, Fargo & Company I

Perhaps many readers of this column have not read the histories of Wells, Fargo & Company, although the name is familiar to almost every boy and girl who watches television. To many Wells Fargo and Pony Express are synonymous.

Who were the founders who met at the Astor House in New York City March 18, 1852, to form Wells Fargo & Company to operate in California in competition with Adams & Company and other lesser known express companies? Henry Wells of Auburn, N.Y. formed Wells, Crawford, Livingston in approximately 1841 which was succeeded by Livingston, Wells & Company when Pomeroy retired. Livingston & Fargo in 1846 bought out the western business of Livingston, Wells & Company.

Wells & Company (called Western Express) was formed in April 1845, by Henry Wells, William C Fargo, and Dan Dunning, to operate an express route from Buffalo to Chicago.

When Crawford Livingston died in 1848, Livingston, Wells & Company became Wells Company. Johnston Livingston and Edward Winslow were taken in as partners.

John Butterfield started Butterfield, Wasson & Company in 1848 to carry express from Albany to Buffalo.

In 1850 these three companies; Wells & Company, Livingston & Fargo and Butterfield, Wasson & Company-consolidated into the American Express Company.



Typical Pre-Colorado Territory markings



A Colorado Territorial marking

For complete coverage of the subject of Colorado Territorial postal history, see David L. Jarrett's "Colorado Territorial and Pre-Territorial Postmarks," published by the Collectors Club of Chicago, 1976.

In 1849, a year prior to the organization of the American Express Company, The Adams Company sent Dan Haskell to establish express service in California. Adams & Company grew rapidly and became California's leading express company in 1854.

Wells, Fargo & Company was formed by Henry Wells and William Fargo of the American Express Company and seven others, two of whom were Edwin B. Morgan, President, and James McKay, Secretary of the new company. Its prospectus says "now ready to undertake the general forwarding agency and commission business; the purchase and sale of gold dust, bullion and specie, also packages, parcels and freight — in and between New York and San Francisco connecting at New York with — American Express Company" — etc.

Samuel Carter, an American Express employee, was sent to California, arriving in June 1852, closely followed by the other agent, Reuben Washburn, in July.

By August there were eight offices; three in Placer County, San Francisco, San Diego, Monterey, Benicia and Sacramento and by the end of the year, twelve.

Late in 1852 Henry Wells paid his one and only trip to California. After a 33-mile steamboat ride from Chafres to Cruces, he paid $30 for the privilege of riding a mule from Cruces to Panama, twenty-four miles.

Although the original column spelled this "Chafres" it is probable "Chagres" was meant.

[May 15, 1965]

Wells, Fargo & Company II

When Henry Wells arrived in San Francisco he found their offices at Montgomery and California streets across from the recently completed Parrott Building, which housed Adams & Company. The Chinese would not enter the Parrott Building because the contractors would not allow the Chinese man who designed the building to perform purifying rites required by Chinese tradition! Therefore Wells Fargo immediately gained the not inconsiderable business of the Chinese.

During late 1852 and continuing into 1853 Wells Fargo began picking up the agents of the Gregory & Company Express which operated internationally, but whose New York agent, Thompson and Hitchcock, refused to accept its paper. There was no formal sale or transfer. Colonel William Pardee replaced Sam Carter as agent in July 1853.

Government stamped envelopes, produced by the Post Office department to insure payment of postage whether or not the letter entered the U. S. mails, were first used in California August 1, 1853. The express companies bought these envelopes and imprinted their frank on the face and sold them to customers. Wells Fargo was probably the largest single customer for these envelopes for many years.

On September 14, 1853, Wells Fargo bought Todds & Company Express, which started with Alexander Todd, a 49'er turning expressman, operating seven months as Todd & Bryan's Express in 1850, fourteen months as Todd & Company Express into 1851, seven months as Reynolds, Todd & Company Express and finally under an entirely different Todd (Chas. A.) for sixteen months when sold to Wells Fargo. Covers bearing markings of these express companies exist, most are stampless, a very few had postage paid by postage stamps. D. H. Barney succeeded Edwin B. Morgan as President of Wells Fargo.

The January 13, 1854 issue of *The Alta Californian* carried this notice: "J. D. Frye, Special Agent of Post Office Department has given us official notice that all letters sent by our expresses hereafter, must bear the Post Office Stamp or Envelope." Fine for violation $50.

About this time 3¢ postage stamps used in the Wells Fargo office were precancelled by vertical and horizontal lines drawn through the center of each line

of stamps.

Little hydraulic mining (first used in 1852) was done in 1854 because of lack of rain and snow.

The first dividend paid to Wells Fargo stockholders was 10% in March 1854, and an additional 5% the following September.

[May 22, 1965]

Wells, Fargo & Company III

On July 1, 1854, Alex Hunter sold Hunter & Company Express to Wells Fargo and then became Wells Fargo agent at Placerville. After this purchase Wells Fargo & Company expressmen and bankers began to challenge Adams & Company expressmen and Page, Bacon & Company, their bankers, for supremacy.

Alex Hunter placed this ad in the *Placerville Mountain Democrat* of August 18, 1855: "We will furnish government 3¢ envelopes with our frank upon them, at the rate of $12.50 per 100, which will carry a single letter enclosed over any of California or coast routes free of charge.



"The 10¢ government envelope with our frank will be furnished at $20 per 100 will carry single letter. . .free of further charges through our Atlantic Express. Letters not covered by these envelopes will be charged at the old rates.

"Our office at this place will be open on the Sabbath after this date and remain so until closed by Statute."



During 1854 and 1855 Wells Fargo connected at Marysville with W. F. Singer's Feather River Express to mining camps on the Feather River. Wells Fargo had an office at Ophir, renamed Oroville in 1855.

Wells Fargo worked hard to give good service and had little trouble in showing up the post office in getting the mail to San Francisco and on the steamers.

Early in January 1855 the Ohio and Mississippi Railroad, being constructed between Cincinnati and St. Louis, got into financial trouble causing Page, Bacon's parent bank in St. Louis to fail. This news reached San Francisco February 18, 1855, and a run started on the San Francisco branch of Page, Bacon, which closed its door February 22nd.

The next day Adams & Company; Wells, Fargo & Company; and two other banks closed. The panic spread throughout California. All Wells Fargo branches continued to operate except the San Francisco office, which was closed to determine whether the assets exceeded the deposits. Adams & Company never reopened and almost 200 San Francisco businesses failed. Wells Fargo soon reopened its doors and as victor moved into the old offices of Adams & Company in the Parrott Building.

The Pacific Express Company was formed by a few former Adams & Company employees on July 1, 1855.

The Post Office Department in Washington ordered the San Francisco Postmaster to seize all mail carried by expresses. The San Francisco business men dared him to do it; he didn't.

Wells Fargo increased capital to $600,000 and paid two 5% dividends. Louis McLane became head of the California business.

Wells Fargo used bright green mail boxes, while the government used red ones.

[June 5, 1965]

Wells, Fargo & Company IV

By 1855 Wells, Fargo had fifty-five offices. They used a type reading "W.F. & Co." to precancel sheets of postage stamps, and the San Francisco office used a shield handstamp.

Four styles of handstamps were used on mail accepted on California river

steamers: One was rectangular with rounded corners, another was an ellipse, and there were two in irregular designs. All read "Wells Fargo & Company Express Steamboat."

Mail from Downieville from 1853 to 1855 was exchanged at Marysville with F. Rumrill Northern Express.

Wells Fargo was represented in Boston, New York, Philadelphia, and other eastern cities by the American Express Company.

On August 4th The Penny Post Company wrote that they were compelled to send letters by express because the Sacramento Post Office closed the mail too early. "This is why we do an express business, not because we desire it, but because we are compelled to," they declared.

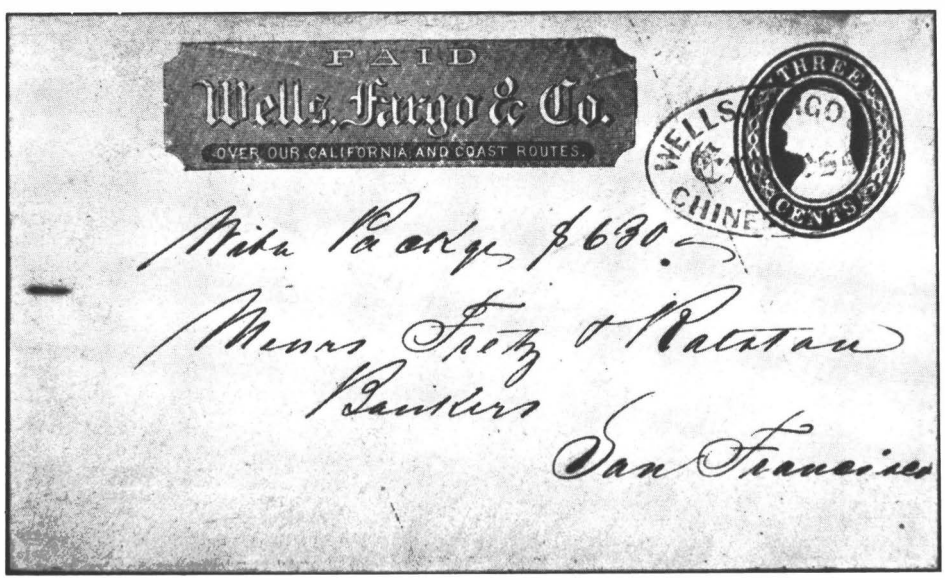
The new Pacific Express Company met Wells Fargo local competition and advertised in the August 18, 1855, *Placerville Mountain Democrat*, as follows:

"On and after this date The Pacific Express will carry letters over all their routes in California for 10¢. (Wells Fargo rates 12½¢) Letters taken to the Atlantic States 20¢ (same as Wells Fargo). Theo Tracy Pacific Express Agent."

This reminds me of the fascinating tale of the French Canadian cattleman, Louis Remme, who had deposited the $12,500 proceeds from his last cattle drive with Adams & Company at Sacramento the day it closed its doors in San Francisco. He read the bad news the following morning in the Sacramento paper, rushed to the Sacramento Adams office to find a long line. He considered other possibilities, including the steamer to Portland, Oregon. Suddenly he realized he must get to Portland (some 700 miles) before the steamer.

He started north on the steamer up river from Sacramento to Knight's Ferry forty-two miles away; by horse to Grand Island; seventy hours out of Knight's Ferry and several horses later he rode into Yreka. Then on to Hungry Creek, and Bear Creek to Jacksonville, Oregon; to Eugene, Oregon on the fifth day; On the 6th day to French Prairie, Oregon City, and at noon a ferry ride across the Willamette River into Portland and to Adams & Company to cash the certificate of deposit. Almost immediately after receiving his forty pounds of gold he heard the cannon announcing the arrival of the steamer Columbia in the river. The bad news would be known within the hour he had gained on the steamer by riding 700 miles in six days in February through northern California mountains!

[June 12, 1965]



Wells, Fargo & Co. Express, Chinese Camp, California canceling the 3c embossed Nesbitt on a cover to San Francisco in the mid 1850's. Chinese Camp was located in Tuolumne County just south of Sonora.

Wells, Fargo & Company V

The Comstock Lode was discovered in Nevada in 1859 and Virginia City quickly became a city of 20,000 people.

Starting in 1859 and continuing into 1860, Wells Fargo connected at Marysville with Evert, Wilson & Co. for service to the Feather River and Gibsonville Ridge mining towns and camps.

On July 8, 1859, E. W. Tracy became the Wells Fargo agent at Portland, Oregon, and on July 30th he started the Tracy & Co. Express, which operated north and east of Portland from 1859 to 1863.

Langton's Express, which had formed again after Adams & Company failed in 1855, and had operated into Sacramento and San Francisco, gave up their operations to these cities and connected with Wells Fargo at Marysville. This express ran north to Downieville and east into Nevada.

On October 4, 1859, Freeman & Co. was purchased. After the Adams failure Freeman operated all through the mines and had an international operation. At the time of the sale Freeman tried to return the considerable number of government stamped envelopes to the post office for cash, but the post office refused to accept them. They were later sold to Wells Fargo, which accounts for the existence of 3¢ and 10¢ envelopes bearing the Freeman & Co. frank overprinted with the Wells, Fargo & Company frank.

By 1860 Wells Fargo had a virtual monopoly of the California express business. There were 147 Wells Fargo offices. The company was capitalized for $1,000,000 and it issued an 8% stock dividend. In 1860 we find the first use of the Wells Fargo double circle handstamp in San Francisco.

Although Wells Fargo had no connection with the Pony Express during 1860, it is worth noting that the Central Overland, California and Pikes Peak Express Company started operating a nine-day Pony Express between San Francisco and St. Joseph or eight days from Carson City, the end of the western telegraph, to St. Joseph on April 3, 1860.

The second issue of Nesbitt envelopes (the "star dies") appeared during 1860, the 3¢ in August, the 10¢ in October, and the 1¢ & 3¢ compound in December. Thorp's catalog lists use by Wells Fargo of each of these three denominations, but not the 1¢ or 6¢. The listing of the use of the compound envelope by Wells Fargo is surprising. The rate to San Francisco was 10¢, so use of the New York carrier service on California mail could not be paid by a 1¢ & 3¢ compound without additional postage. Therefore, the compound could only be used for mail along the Pacific coast. I have never seen a cover indicating that San Francisco had carrier service.

Will someone who has seen a compound envelope bearing the Wells Fargo frank report how it was used?

[June 26, 1965]

Wells Fargo VI

The year 1861 was when Wells Fargo built in Virginia City, Nevada, but the dominating activity was the "Pony Express."

When William Russell, president of the C.O.C. & P.P. Express Co., was the subject of a full-scale Congressional investigation early in 1861, the eagerly sought opportunity to obtain the new mail contract over the Central Route disappeared.

On March 12, 1861, the Post Office Department altered the original contract dated September 16, 1857, with The Overland Mail Co., to discontinue service on the Butterfield Route via Los Angeles and move north to the Central Route.

On March 16th, two contracts were signed by William Russell of C.O.C. & P.P. Express Co. and W.B. Dinsmore, president of Overland Mail Co. (Manu-

script copies are preserved in the Huntington Library in Berkeley). The first was an agreement to pay $20,000 to Western Stage Lines to withdraw its stages operating west of Ft. Kearney and between Ft. Kearney and Denver. The second contract was an agreement between the Overland Mail Co. and the Pony Express operators as to how the two companies would combine forces to provide service over the Pony Route.

The agreement provided that the Pony Express operators service the route east of Salt Lake City and the Overland Mail Co. the route west of Salt Lake City. The Overland Mail Co. had to move its animals, equipment, and personnel north.

The agreement further provided that the C.O.C. & P.P. would be paid $470,000 less one-half amount paid for sea service per annum for carriage of mail, and that all Pony Express receipts would be divided equally.

The through passenger and express business revenues were to be divided equally while 30% of the local revenues of the C.O.C. & P.P. were to be paid to the Overland Mail Co.

Each party was to pay all fines occasioned by failures on their respective Divisions, the Division of time to be as follows: on the 20-day schedule the C.O.C. & P.P. had twelve days and the Overland Mail Co. eight days. On the 23-day schedule the C.O.C. & P.P. had fourteen days and the Overland Mail Co. nine days; and a like ratio on the 35-day schedule.

The Overland Mail Co. hired a general superintendent, who was paid equally by the two parties, and who had general charge and supervision of the Eastern line, insofar as to see the service was properly performed but not to interfere with the management and detail.

The Overland Mail Co. reserved the right and privilege of making an exclusive contract for the Express business with Wells Fargo & Co. for all business going from the East to any point West of Salt Lake City, and for all business originating West of Salt Lake City going East — at a fair compensation. This business was called "through business" and was divided as such.

Wells Fargo & Co. or their agents were in charge of all offices west of the Salt Lake area after April 1, 1861, and issued special adhesive stamps for Pony Express mail to the east, and multiple rate letters to the west.

[July 17, 1965]

Wells Fargo VII

Wells Fargo's part in the operation of the Pony Express is best recorded in the article by Mel Nathan in the Collectors Club Handbook #15 entitled *The Pony Express*.

A mighty effort was made prior to the publication of this work to record all known covers carried by the Pony Express. Fortunately for young philatelists yet to come no record is ever complete. What does the record tell us?

In truth we would only have the right to discuss the last six months of the record because that is all the time that Wells Fargo played a part in it. However, it might be of more interest to our readers to report the total record.

Two additional covers have been reported since the report was published giving us 50 carried to the west and 102 to the east, a total of 152.

In the one year period, April 3, 1860, to April 1, 1861, when the rate was $5 per one-half ounce, 70 covers are reported, 31 east to west and 39 west to east. Six covers bear manuscript markings and an additional six are marked "Free," three by Senator Latham, one each by Senator Gwinn, John A. Russell, and William A. Russell.

Two covers bear 3¢ 1857 stamps, one a pair of 5¢ 1857's, sixteen covers bear 10¢ 1857 and one a 12¢ 1857 stamp, or a total of 20 with adhesive stamps. Of the 38 government stamped envelopes, 8 are 3¢ and 25 are 10¢ of the first issue Nesbitt, 4

are 3¢ and one 10¢ star die.

During the first Wells Fargo period April 1, 1861, to June 30, 1861, the Pony was still a private enterprise operation but the rate was reduced to $2 a one-half ounce. Thirty-one covers are recorded, 6 from east to west and 25 from west to east.

The first Wells Fargo adhesive stamps issued, the $2 red and $4 green, were only used in the western offices. Twenty of the 25 covers to the east bear the $2 stamps, none are reported bearing the green $4 stamps. Three of these covers show a Wells Fargo frank imprinted over Freeman & Co. Express franks.

But see the column of April 8, 1967 on page 117.

The second Wells Fargo period was from July 1, 1861 to October 23rd, the last trip east, and October 31st; the last trip to the west. This period was under the government contract which set the rate at $1 per one-half ounce. For the new rate a red $1 Wells Fargo stamp was issued, the $2 reprinted green and the $4 black.

Fifty-one covers are reported, 14 from the east and 37 from the west. Of these 37 covers from the west four bear $2 stamps, thirty the $1 red, while one cover has a $1 and $2 on the same cover. None are reported with the $4 although one or two are believed to exist.

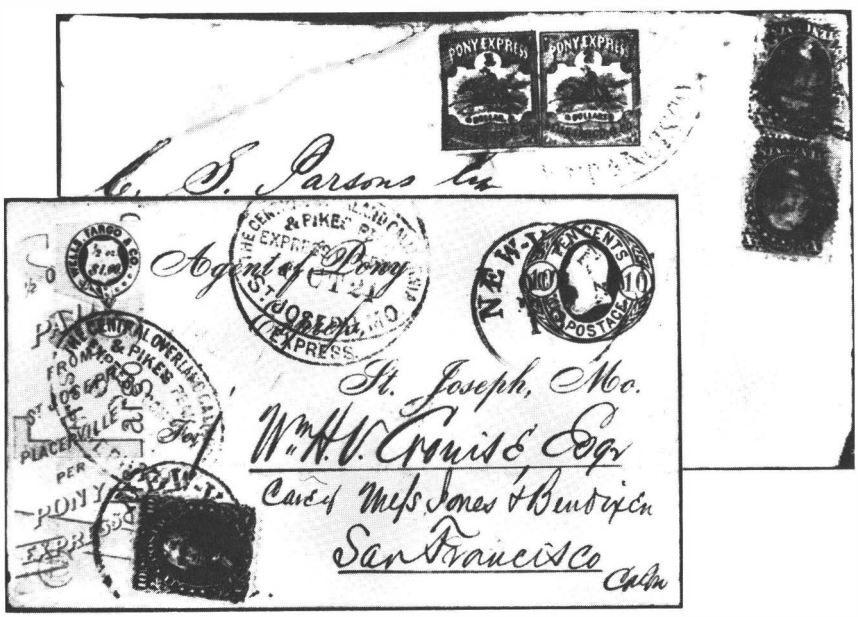
Of the 14 covers from the east, two are "Free" and four bear the famous Garter stamps although the stamp is missing from one. The garter stamp was used on the special government envelope and other mail from the east only to indicate payment of additional rates.

During this period one cover is reported with a 1¢ and a pair of 3¢ 1861's on a 3¢ government envelope, four covers bear 10¢ 1857's, one a 30¢ 1857 on a patriotic cover to Hamburg, two bear 10¢ stamps of the August 1861 issue and one a 10¢ stamp of the September 1861 issue.

[July 31, 1965]



The San Francisco "Running Pony" marking.



Top—A Wells, Fargo triple rate pony Express cover to New York, bearing the $1 red and $2 green Wells, Fargo green Pony Express stamps. U.S. postage was covered by a strip of three 10¢ type V 1859 stamps, one of which has dropped off the cover.

Below—A double rate east to west Pony Express cover. The Wells, Fargo frank and the embossed 10¢ envelope covered one rate. The 10¢ 1861 and Wells, Fargo "garter" stamps covered the additional rate.

Wells Fargo VIII

During the year 1862 Wells Fargo's outstanding stock increased to 20,000 shares, and they paid four 3% dividends on the stock during the year.

From a letter written by Mr. Robinson to Postmaster General Blair in October 1862, we quote: "During the year end June 30, 1862, Wells Fargo bought $57,000 value of envelopes. On these envelopes Wells Fargo made $120,000..."

It is assumed Mr. Robinson meant the fiscal year ending on that date.

In 1862 Wells Fargo ordered from the Post Office Department 2,000,000 3¢

envelopes, 15,000 6¢ envelopes, 3,000 envelopes of 10¢ and higher values, 70,000 3¢, and 12,500 10¢ stamps.

The famous Virginia City Pony Express was started in 1862. It was announced by the following ad in the Placerville paper August 7, 1862:

"On and after Monday, August 11th, we will run a Pony Express daily between Sacramento and Virginia City, carrying letters and exchange papers, through from San Francisco in 24 hours, Sacramento in 15 hours and Placerville 10 hours.

"Rates: All letters to be enclosed in our franks and ten cents prepaid, in addition, for each letter weighing half an ounce or less, and ten cents for each additional half-ounce."

The mail was carried by pony from Virginia City, Nevada Territory, to Placerville; by railroad between Placerville and Sacramento; and by steamship to San Francisco.

A 10¢ Wells Fargo stamp similar to the earlier transcontinental pony issues was issued in brown. They were lithographed by Britton & Rey of San Francisco in sheets of 40, four panes of 10 each, two horizontal and five vertical in each pane. These stamps have been plated.

Also, the 10¢ W. F. stamp was imprinted directly on government stamped envelopes in red and blue. The blue imprint is found on U.S. stamped envelopes with the overall lithographed design (in silver) of the Gould & Curry Silver Mining Co.

H. B. Phillips explains in the January 1897 issue of *Filatelic Facts and Fallacies:* "At the time this (10¢ imprint) was adapted Wells Fargo had an immense business in letter service between S. F. and Virginia City — this surcharge was adapted to save time and expense in preparing and applying the 10¢ adhesive Pony stamp."

The earliest recorded use of the 10¢ brown is September 23, 1862, although earlier uses may exist as the record is limited. Twelve covers are in the present list.

[August 21, 1965]



The Virginia City Pony Express rate was 10¢ until it was raised to 25¢ in the spring of 1863. This use of the 25¢ blue Wells, Fargo Virginia City Pony Express stamp was to San Francisco on May 10, probably 1863.

Wells Fargo IX

In 1863 Blake went to Placerville, Idaho, and sold 400 Wells Fargo letters and franked envelopes at $1.00 each and franked envelopes, 50¢ to the west coast and 75¢ to the east coast.

On May 17th the Wells Fargo offices at Auburn and Boise, Idaho, were closed because of the great losses to Indians and highwaymen.

Wells Fargo earnings were $255,000 and a 100% stock dividend was declared on December 22, 1863.

The New York double circle Wells Fargo handstamp first made its appearance, and covers were found with the Wells Fargo Mexican Coast Messenger handstamp in this year.

The Virginia City Pony continued to run daily at the 10¢ rate until May. An interesting problem develops here because the new 25¢ rate was paid by a new 25¢ Wells Fargo adhesive in blue. The earliest recorded use of the 25¢ adhesive was February 15, 1863.



Nathan and Boggs' "The Pony Express." (Handbook No. 15 of the Collectors Club of New York. 1962) listed 29 known covers bearing the Virginia City Pony Express adhesive stamps. It didn't list any uses of the envelopes with the stamp designs imprinted in the same colors as the adhesives, unless such were included with the adhesives.

No 10¢ brown adhesives are recorded used after that date, but all of the 10¢ imprinted stamps on envelopes, both red and blue, were used in March and April 1863.

Three 10¢ red imprinted envelopes are recorded: April 12th and April 19th from San Francisco and April 25th to San Jose. Only one 10¢ blue imprint is recorded as a front only and is dated March 29th at San Francisco. H.B. Phillips commented: "While the 10¢ red envelope stamp is a great rarity, the 10¢ blue is probably the rarest stamp of the Wells Fargo issues."

Since it might be assumed that the greater number of imprinted 10¢ envelopes were used by the mining companies, who certainly provided a large portion of the mail carried, Wells Fargo may have decided that they would recognize all these envelopes until the supply was exhausted.

On the other hand, the small number of 10¢ imprinted stamps used may indicate that a few slipped through in the large volume of mail and none were legally used because the rate changed before they were available.

In the Meroni Sale auction catalog (November 12, 1952), lots 1024-25-26 are illustrated and show the 10¢ blue imprint, front only, used and two 25¢ red imprints on unused covers. This proves that imprinted stamps on envelopes of the 25¢ rate were made available.

[September 4, 1965]

Wells Fargo X

In 1864 Wells Fargo bought McLane's Pioneer Express which operated a stage line from Placerville to Virginia City. They continued expanding their operations connecting at Marysville and Wheeler's Express, a descendant of Evert, Wilson & Co., for destinations north to Oregon. Wells Fargo earned $254,000 in 1864 and $269,000 in 1865.

The 25¢ rate from San Francisco to Virginia City still prevailed, but the color of the Wells Fargo adhesive stamp was changed from blue to red in June 1864. The 25¢ red Virginia Pony Stamp was used into April 1865. During this time the 25¢ stamp was imprinted in red on government envelopes.

The list of known Virginia Pony covers given in Nathan and Boggs (see above note) includes 11 covers bearing the 10¢ brown, 12 covers with the 25¢ blue and but six with the 25¢ red designs.

At this point we might review the recorded information about the Wells Fargo Virginia City Pony Express stamps and covers:

The 10¢ Brown: Thirteen covers are recorded, seven used to San Francisco and six from San Francisco and Sacramento. The earliest use September 23, 1862, the last January 5, 1863.

The 10¢ Red Imprint on 3¢ Government Envelope: Only recorded use April 19th (1863) from San Francisco.

The 10¢ Blue Imprint on 3¢ Government Envelope: Only recorded use March

29th (1863) from San Francisco.

The 25¢ Blue adhesive: Twenty-one covers, sixteen to Sacramento and San Francisco, four from San Francisco and one from Strawberry Valley. The earliest use February 15, 1863 and the latest June 9, 1864 (verified year) and possibly June 18th (lot 319, 229th Siegel Sale, year date not verified).

The 25¢ Red adhesive: Eleven covers, seven to San Francisco and four from San Francisco. The earliest use June 20, 1864 and latest use April 20, 1865.

The 25¢ Red Imprint on 3¢ Government Envelope: Only two unused envelopes recorded.

The appearance of the Crittenden correspondence in the 1970's has added at least 52 new covers with the Virginia Pony stamps to the record. These include four covers with the 10¢, thirty with the 25¢ blue and eighteen with the 25¢ red adhesives.

See article, "The Crittenden Correspondence," by T. J. Alexander, in "Chronicle" No. 111 (August, 1981) pages 172-5. Also see the sale catalog of a large portion of the "find" held by Richard Frajola, Inc. on October 23, 1981, which pictures most of these covers.

The listings referred to are found on pages 64 and 65 of Collectors Club Handbook, *The Pony Express* by Nathan and Boggs. Mel Nathan has included later reports in issues of Western Covers Society's publication *Western Express*. Additional information on covers to be recorded is solicited.

Wells Fargo's Northern Coast Route was by steamer from San Francisco to Trinidad to Crescent City to Port Orford, Oregon to Portland, Oregon.

Wells Fargo provided the only means for regular mail posted in Victoria, British Columbia, to reach San Francisco until 1868; rate 10¢ per half ounce.

[September 18, 1965]

Wells Fargo XI

The Central Pacific Railroad reached Sacramento, 112 miles from San Francisco, and pushed on to Auburn, 174 miles, in 1865, and reached the 194 miles to Colfax in 1866.

Wells Fargo connected at Marysville with Whiting and Co., which serviced the Feather River country west of Quincy from 1857 to 1868, when Whiting and Co. sold to Garland and Co.

The famous expressman, Sam Langton, died after a fall from a wagon in 1864. His express was purchased in 1865 by Lamping and Co., which sold to Wells Fargo in 1866.

In 1866 Wells Fargo reestablished the offices in Idaho which had been closed in 1863. The offices opened were at Idaho City, Ruby City, and Pioneer City.

1866 was the year of expansion. The Holladay Overland Mail and Express Co. bought the Butterfield Overland Dispatch, which operated stage lines from Denver to Atchison.

On November 1st Wells Fargo purchased the Holladay stage line for $1,500,000 cash and $300,000 of Wells Fargo stock.

The following ad in *The Idaho Weekly Statesman* of March 30, 1867 tells the story: "November 1, 1866 Wells Fargo and Company Express a Grand Consolidation — The following well known express and stage companies having consolidated their several interests and property on the first day of November with a capital of $10,000,000 will hereafter be known and their business conducted under the name of Wells, Fargo and Co. viz: Pioneer Stage Co., Overland Mail Co., Holladay Overland and Express Co., United States and American Express Co's. and Wells, Fargo and Co."

The same paper carried this information: "Wells Fargo and Co. Our charges when 'waybilled' will be as follows: A letter parcel 'no value' to Montana or Salt Lake City $1.00 — to Omaha or Leavenworth City $1.50

"A daily Letter Express (in locked bags) will be forwarded from our office in Boise City carrying letters to Montana, Colorado, the Atlantic states, and Europe."

[October 2, 1965]

Wells Fargo XII

Wells Fargo earned $199,000 in 1867, $176,000 in 1868, and $170,000 in 1869.

In 1868 Wells Fargo and Company purchased Garland & Co., the successors to Whiting & Co.

A new express company, The Pacific Union Express Company began operations in 1868. It opened offices in a great number of locations in California and Nevada, using prominent men as agents, and began to challenge Wells Fargo at every important location.

The leaders of the new company, D. O. Mills, Lloyd Tevis, and Henry Bacon, operated behind the scenes. They had negotiated an exclusive contract for ten years from September 23, 1867, for express transportation upon the Central Pacific Railway in conjunction with the Union Pacific.

Although Wells, Fargo and Company operated only in the west, its principal officers and offices were in the east. The extreme value of the railroad in carrying express in competition with the vast network of Wells Fargo slower stages did not occur to the Fargo management until too late.

Quietly Tevis and Crocker bought heavily of Wells Fargo stock in 1868 and early 1869. The golden spike was driven on May 10th at Promontory Point, Utah, completing the transcontinental railroad and sealing the fate of Wells Fargo.

The two groups met for a conference on October 4, 1869 at Omaha. The result was the sale of the Pacific Union Express Company, which had been operating at a loss of $15,000 a month or about $128,000 a year, for $5,000,000 or one-third of the new capitalization of $15,000,000 of Wells Fargo.

Just seventeen years after its organization in 1852 Wells Fargo had to pay out one-third of its capital, which had grown from $300,000 in 1852 to $10,000,000 in 1869 and $15,000,000 at the conference, because of the failure of its administration to contract for the latest in means of transportation. This should have been apparent because railroads had displaced stages in earlier days in the eastern part of the U.S.

The Wells Fargo administration may have been aware of the situation but were unable to make the deal with the railroad. Promoters holding the contract felt they could not make their best deal with Wells Fargo until after the transcontinental railroad was complete and they had the organization to use the express service contracted for.

Lloyd Tevis became President in 1872 for the next twenty years. He separated the express business from the banking business in 1876.

[October 16, 1965]

What's New About The Pony Express?

February has brought through the mail two different unrelated items concerning the Pony Express. The first item was Robert Siegel's *Rarities of the World* auction catalog.

Near the end of the sale are four Pony Express items. Three of these covers were from the government period of operation which began July 1st 1861, but the most outstanding item was a triple rate cover, a 10¢ star die government envelope with $2 red and $4 green Wells Fargo stamps applied, from the April to June 30th period. This letter was given to Wells Fargo at San Francisco June 26th and arrived at St. Joseph, Missouri, July 8th on the next to last trip before government takeover. No additional U.S. postage was added, although 20¢ was required. This may be due to the fact that so very few multiple-rate letters were sent prior to the final rate reduction to $1.00 on July 1st, that it was easily overlooked by both Wells Fargo and post office personnel.

This cover nor any other bearing $4.00 green Wells Fargo stamp is recorded in the Pony Express Collectors Club handbook. The Catalog reports "the only one (cover) known bearing the $4 green...Ex Caspary."

This refers to Nathan and Boggs' "The Pony Express," published by the Collectors' Club of New York in 1962.

Two of the three later uses bear $1.00 red Wells Fargo stamps. A use from Sacramento August 1st to New York (August 15th) and Boston is recorded, but the San Francisco via St. Joseph (Sept. 5th) to New York from the Middleton correspondence is also new to the record.

The third is an east to west use, again not recorded. The 10¢ embossed stamp (U41) and 10¢ 1861 on the corner of the 1861 envelope was cut out (horrors!) and another now replaces it. The St. Joseph date of September 15th appears on the oval within circle St. Joseph handstamp and the added garter stamp is tied by a double circle Wells Fargo & Company Express San Francisco handstamp.

There are three additional recorded covers bearing the garter stamp and one additional from which the garter stamp has been lost. So there are only four recorded covers bearing the garter stamp, which was only applied on much rarer east to west Pony mail for each additional rate of postage over single rate after July 1st 1861.

The second item was the January 1867 issue of *Western Express* of the Western Cover Society. Robert A. Hanson reports in an article and an accompanying large map on his intensive study of the Pony Express stations. He reconciled differences in stations named in three source books: *Pony Express—The Great Gamble* by Roy Bloss, Richard F. Burton's *The City of the Saints*, and Neil Murbarger's article "Pony Express" in the December 1959 *Desert Magazine*.

[April 8, 1967]



The $1 red Wells. Fargo transcontinental "Pony" stamp on an eastbound cover carried from San Francisco to New York—the ultimate extension of the route.

Wells Fargo & the Pony Express

The April issue of *Western Express* included a reprint from the *California Historical Society Quarterly* (December, 1966) of W. Turrentine Jackson's article "A New Look at Wells Fargo, Stagecoaches and the Pony Express."

He quotes from Settle's article in Waddell F. Smith's *The Story of the Pony Express:* "It is indeed unfortunate that after almost a century the personalities of William H. Russell, Alexander Majors, and William B. Waddell, the men who founded the Pony Express and heroically bore the disastrous expense of it, should be obscured, and the name of Wells Fargo Express Company, which was not responsible for it in any manner at anytime, be more prominently associated with it in the public mind."

And again from Settle's latest book: *War Drums & Wagon Wheels* "to credit

that company (Wells, Fargo & Co.) with important things someone else did and lavish unearned praise upon it to the detriment of the ones who actually did those things is not right. Nevertheless, that unworthy act has been committed by misinformed, careless, or selfish persons willing to profit by the misrepresentation or mistatement of thoroughly documented historical fact."

Professor Jackson is prepared to take his place among the "misinformed, careless and selfish" and with "vast numbers of Americans of all ages" who think Wells, Fargo & Co. was involved in the ownership, operation, and expense of running the trans-Missouri Pony Express in the last third of its brief and dramatic existence..."

"Perhaps it should also be noted that pony express operation was an activity in which Wells, Fargo & Co. had enviable experience."

"In September, 1852 and for a period of several months thereafter Wells, Fargo & Co. dispatched pony express riders on a route through Placer County, California that ran through eighteen or more specified mining camps along the North Fork of the American River. Between 1853-1855 Wells, Fargo & Co., along with the other express companies in California, sponsored well-publicized relay races by men mounted on the best available ponies. . .Moreover, the company's interest in pony express service did not terminate with the demise of the trans-Missouri Pony Express. In December, 1864, Wells, Fargo & Co. inaugurated a pony express between Sacramento, California, and Virginia City, Nevada. This service ran until the March day, 1865, when Abraham Lincoln was installed for his second term as President of the United States. . .Thus, in addition to its responsibility for, and participation in, the operation of the trans-Missouri Pony Express between March and October, 1861, Wells, Fargo & Co. owned and operated at least four different pony express enterprises between 1852 and 1868 in both California and Nevada.

"The more the scholar looks at the evidence concerning Wells, Fargo & Co. as a business concern the more he is likely to be convinced that the company's influence over finance and policy extended into virtually all aspects of transportation and communication."

[July 15, 1967]

Items from a Departed Collection II

The earliest trade by American and British shippers with Hawaii and China was in 1800. On April 4th, 1820, the *Thaddeus* carried the first ship load of missionaries from New England to Hawaii.

On June 27, 1820, Sybil Bingham wrote a letter at Hanaroonah, Wahoo, which was carried privately from ship to ship until it was posted in Boston, Massachusetts on March 21, 1821. It was addressed to Mrs. Fanny Howell in whose home in Canandaigua, New York, Sybil was a ward until leaving for Hawaii. The folded, stampless letter is pictured on page 6 of *The Stamps of Hawaii* by Meyer, Harris, and others.

It seems that each owner of this cover reads Mrs. Bingham's writing slightly differently for what is now "Honolulu. Oahu." In the 1948 "Hawaii. Its Stamps and Postal History." page 6. this is given as "Hanaloorah. Woahoo." Mr. Baker read it as given here. and the present owner of the cover makes the letter heading "Hanarooah. Wahoo. June 27. 1820."

Excerpts from the letter follow: "Here upon heathen ground, seated in my straw thatched cottage, the waters of 18,000 miles rolling between us, I take up for a reperusal your affectionate, your precious farewell to me received just at the eve of my departure from my much loved country. I seem to hear the kind voice, and almost feel the affectionate grasp which, to me, so many times said, you have a place within my doors and within my heart. With feelings lively as if again thus welcomed by you, I lay aside this tender farewell, to tell you all the way the Lord has led me, and how He is now dealing with me. And, to open the record of his tender mercies, with humbleness of mind and gratitude of soul!

"By the Ship Mary, Capt. Smith, Boston, spoken on our passage December 15th we made communications home. Since then we have made none, except by



Carried by private ship from Honolulu to Boston, where it was mailed to Canandaigua, New York. Until very recently, this was considered to be the earliest letter known from Hawaii. It was sent only a few months after the first missionary group from New England landed on 4 April, 1820, in Hawaii.



Sybil Moseley Bingham

the whale ship, L'Iagle, Capt. Starbuck, London, which has not yet left these seas. By the Mary I sent several letters but could not but regret that I had none prepared for you, and some others, to whom I felt in haste to write. There was no time for anything after seeing her. She passed by in full sail, just giving her name and whither she was bound, and had there not been much dispatch on the part of our Captain in setting off a boat, we should have grieved many days with letters on our hands. You can hardly think what animation that little occurrence excited.

"After passing the vessel spoken of sailing was pleasant & to some degree south of the Southern Tropic. Then we experienced severe gails, and though it was not a time when 'neither sun nor stars in many days appeared', and 'tempest lay on us' so as to cause 'hope to be taken away, yet the sea wrought and was tempestuous', and, for many days and nights, we were rolling amidst mountainous waves, sometimes overwhelmed or as to seem buried in the deep. But He who commands the waves and they obey, was our pilot, and in his own time said to the angry ocean, 'peace, be still.'

"Through the Pacific we had 'fleet & gladsome way,' except at the equator, where we experienced something like a calm during 8 or 10 days. There my health, which had been excellent from the commencement of the voyage, began to fail.

"But from this time it was done, and my strength gradually weakened, each day until I breathed land air. Here was a trial, yet where mercies so abundant as scarcely to allow it to be named. Our stores of fresh provisions, and the vegetables, not one accepted, were expended; and without bread, butter or milk a feeble appetite could do but little with sea biscuit, salt beef and pork.

"Our Divine Supporter carried us through, and on the morning of the 30th of March, allowed the joyful sound, 'land ho,' 'owhy hee' 'bold mountains in sight' to cheer our hearts and a sight to gladden our eyes.

"owhy hee."—"Hawaii," and "Hirooah" —Honolulu or Oahu?

"We approached the island on the Northeast side, passed around on the west and anchored the 2nd of April in Hirooah Bay. It presented a very discouraging view in some part, fertile plains, with high mountains off the shores, rushing streams and groves of cocoanuts, bananas and soforth met the eye, when again rugged rocks, with projecting peaks and beds of lava which, in former times, had

run down from their lofty summits. The range of scenes, almost struck terror in the beholders. In the latter description we spotted a native village on the ground formed by volcanic erruption.

"Principal chiefs natives of policy are told find their residence here — provisions are brought from different parts of Oahyhu and from the other Islands. Negotiations with the head of the nation here assembled was long and tedious. At length permission was granted for a part to settle at Kirooah with them and the rest proceed to Woahoo. The engagement was that those left would be provided with a habitation, wood, water, and fresh provisions. By this arrangement we who proceeded to K, were far removed from medical aid, finding it necessary to please King, to leave our physician behind. You, my dear friends, who has passed through various scenes, and at different times have felt the importance of medical attention, will pause a moment, and look at a little band, some in feeble health with untried scenes in view, and without a picture drawn, will shed with the tears of sympathy for the female and helpless children! But the dear Physician of soul and body has been their kind preserver, and the hour of destress. He will be their strong deliverer. There is a place for rest — none else —.

"On the evening of the 12th of April we all sailed from Owhyhee and anchored at Hanarooro, Woahoo on the 12th."

[September 28, 1968]

Items From A Departed Collection IV

The first item is a folded stampless letter written in Bridgeport, Conn. December 11, 1842, addressed to the "Rev. Dwight Baldwin, Missionary, San Anrah (?) Isles care of W. W. Scarborough to Mazatlan, Mexico via New York & Vera Cruz Packets."

Probably, "San Anrah" Isles was meant to be read as "Sandwich Isles."

This letter arrived in Vera Cruz in nine days, December 20th, and was received July 8, 1843, at Lahaina, 209 days after posting. The route from Vera Cruz was via Guadalajara to Durango to the American Consul at Mazatlan, who forwarded the letter by first ship. Up until about 1847 the ships for Hawaii stopped at Mazatlan. Soon thereafter they changed to San Francisco.

The following describes a passenger trip across Mexico: "In crossing Mexico a passenger is required to carry a bed with him as far as Guadalajara. After leaving that city he travels by diligence (a coach) and at all stations will find bedding, provisions, and very fair accommodations of every sort, provided by the contractor, Don Anselmo Surutzu, whose agents all along the road are Biscayans, well-bred and very attentive. The diligences go twice a week with great punctuality."

The next is a stampless folded letter from Honolulu October 12, 1844, directed in a bold hand to Mr. William H. David, Barque *Don Quixote*, San Francisco, California, per Capt. Bonnet French ship *Lion*, care of Thos. O. Larkin, Esq., U. S. Consul who will please forward if Mr. Davis shall have left the coast.

This was sent to Monterey which was the only service port in 1844. Thomas Larkin was appointed consul by President John Tyler.

The next item was carried around the Horn from Monterey, California January 27, 1847, to New York, where it entered the postal service April 27th. The letter is addressed to General Roger Jones, Adj. Genl, U. S. Army, Washington, D. C. U. S. North America. The red New York ship cancel showed 7¢ due, but scratched out because this was an official letter.

Received free under the franking privilege of the Adjutant General of the Army.

During the 85 days it was enroute General Winfield Scott captured Vera Cruz on March 27, 1847. General Kearney, Lt. Fremont, and Commodore Stockton gained control of California during January 1847.

[October 26, 1968]

* * * * * * * * * * * *

As listed in "The Forwarding Agents" by Kenneth Rowe. Also. see page 28.



Being a collector of early Hawaiian mail, some of the markings listed are available and these additions and changes are noted:

Page 92 Hawaii Honolulu

A. P. Everett, oval, 38x28; **H. T. Fitch,** octagonal, 40x21, my use 1855; **Gregory's Honolulu Express,** oval, 43x23, 1852 (Gregory's Express disappeared in 1853 so the date should not be later!).

Porter E. Ogden, oval, 33x18, red and black, 1851 or 1852; **Thomas Spencer,** octagonal, 43x26, my use 1857; **Starkey Tanun & Company,** oval, 40x23, red, 1849 (unlisted).

Page 93 Hawaii

Lahaina Bush & Company, truncated rectangle, 36x17½, red, 1850.

Hawaii **Sandwich Islands Makee Anthon & Company,** oval 41x24.

Many of the listings are from manuscript marking, particularly those prior to 1820's and 30's. After that time, use of handstamps, circular, oval, or rectangular came into use, sometimes following a straight line type set mark.

Some interesting variations show up. I have one cover bearing a Hamburg forwarder's mark partially covered by a 3¢ 1851 applied when a group of letters were posted in New York after being hand carried from Hamburg.

Similar examples within our country can be found. In one instance a packet of New Orleans price currents were carried by steamer to Evansville to a forwarder who applied his handstamp and placed the batch in the Evansville post office in the 1850's.

[August 13, 1966]

An Unusual Honolulu Cover

An unusual Honolulu cover has turned up bearing a strip of six of the 2-cent Jackson #73 to pay the 12-cent U. S. rate (10¢ U. S. plus 2¢ ship fee) published in error by D. Kalakaua, Postmaster General of Hawaii, September 16, 1864. This erroneous rate remained in effect just eight weeks, after which the 2¢ ship fee was included as paid in the 10¢ rate for an additional three weeks period, again an erroneous rate. Finally, on December 2, 1864, the U. S. Rate was reduced to 5¢ (3¢ U. S. plus 2¢ ship fee), which was actually the correct rate, dating back to July 1, 1863, when 3¢ carried a single rate letter anywhere in the United States. In addition to all the U. S. and ship rates mentioned previously, there was a 5¢ Hawaiian inland charge. The 2¢ ship fee was charged per letter, not per rate of postage. This fact accounts for some interesting multiple rates, such as 22¢ and 32¢.

Sent from Honolulu on 9 November. 1864. the Hawaiian postage of 5¢ was apparently prepaid in cash.

Meyer-Harris "Hawaii: Its Stamps and Postal History." does not illustrate a cover from this period.

[November 3, 1962]

Actually. by the act effective July 1. 1863. SHIPletters were charged double postage, prepaid or not. according to the regulations as well as the law. However. the additional 2¢ on prepaid Hawaiian covers continued to be accepted by the San Francisco post office.

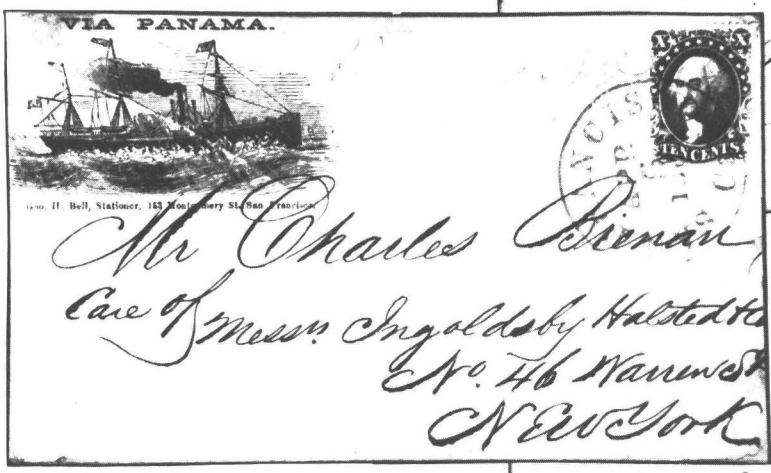




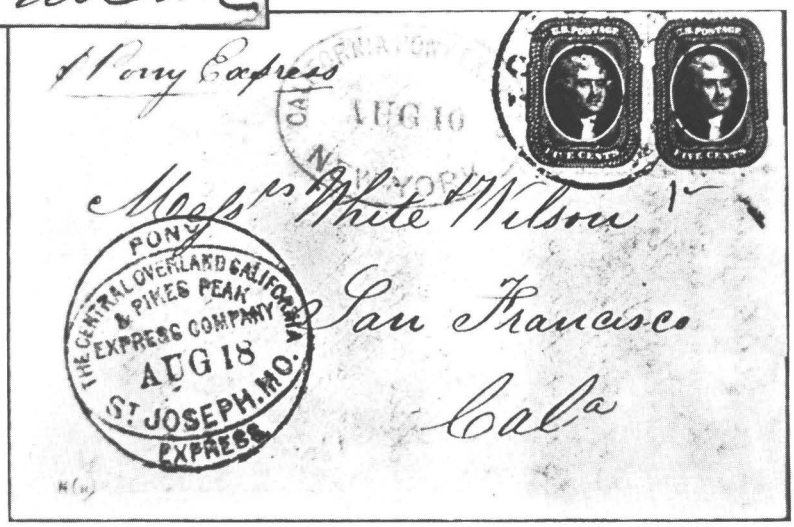
The "San Francisco News Letter," with printed content covering the period. 5th to 20th June. 1857. Addressed to the surgeon of the U.S.S. Frigate "Independence" at Panama. The stamp is the type I. #13.



Via the overland mail from St. Louis. June 7. 1860. to Marysville. California. Since the distance this letter traveled was less than 3000 miles. the 3c postage was adequate.

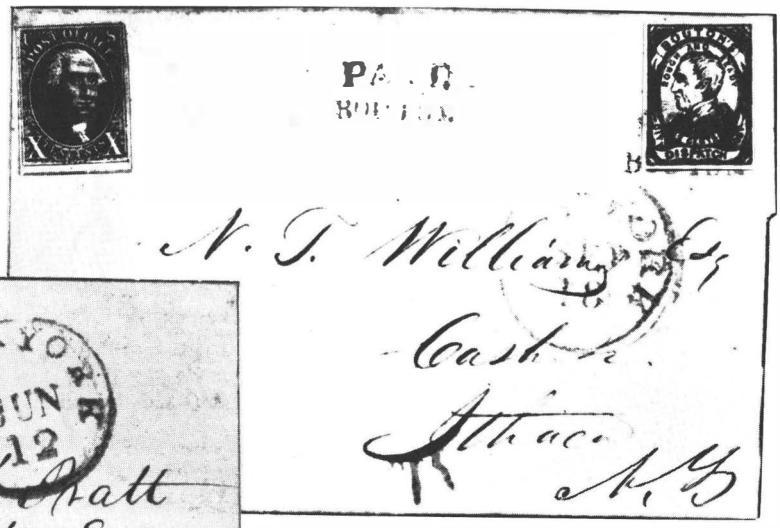


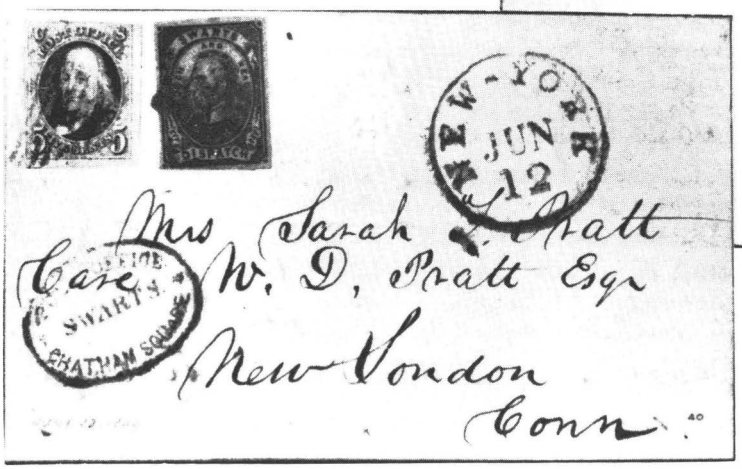
From San Francisco to New York. via Panama. April 5. 1860. The cover was received on April 27. These corner cards were really intended as a direction the Post Office routings were to follow.



An unusual use of a pair of the 5c stamps of 1859 on a Pony Express cover from New York to San Francisco. The cover bears a St. Joseph, Mo. postmark of 18 Aug., 1860 matching the C.O.C. & P.P. Express "Pony" handstamp.

At right—Bouton "Rough and Ready" local carrier stamp of 1848 paying a 2c fee to take the letter to the post office. The 10c 1847 stamp prepaid the postage to Ithaca, New York from New York City. All markings are in red.

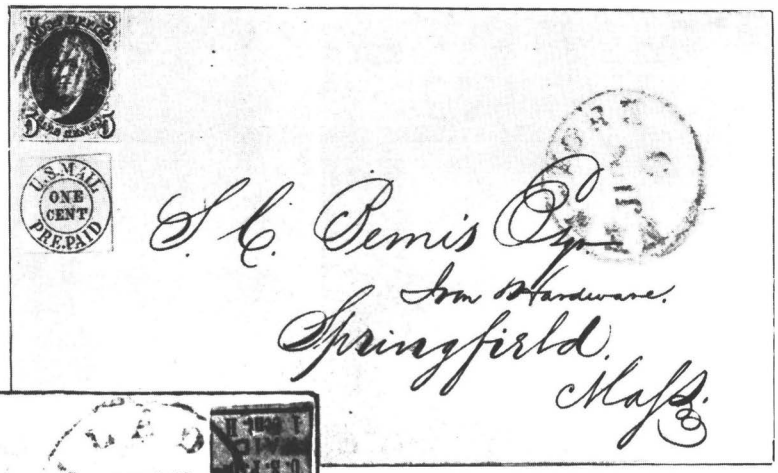


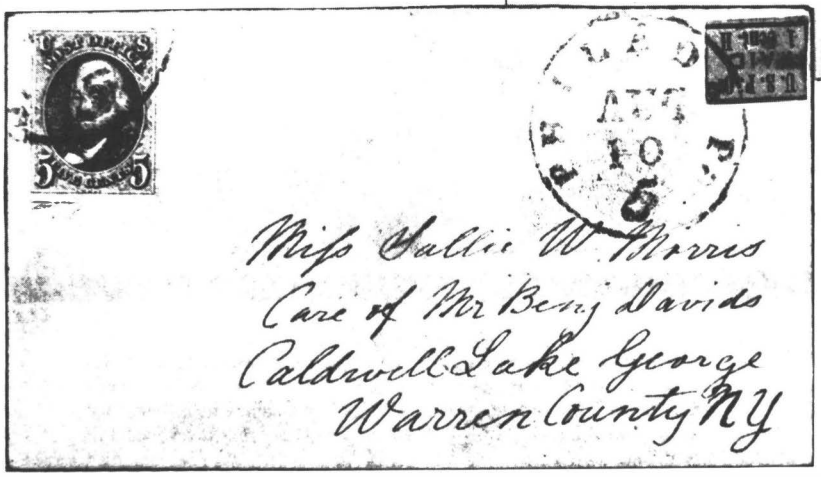


At left — 2c Swarts' City Dispatch Post (black on light green) "Rough and Ready" carrier stamp used on a 5c 1847 cover from New York to New London, Connecticut in 1849. The "Swarts Chatham Square" oval has a matching advertising backstamp. All the markings on this cover are in red.

Above—The covers with local carrier stamps discussed on the opposite page are cataloged as "locals." Their uses are exactly the same as the carrier stamps on the covers shown below and also mentioned on the opposite page, except that those below are listed in catalogs as "Semi-Official Carriers," since these were issued by carriers operating under post office supervision.

At right—A New York "Semi-Official" black on yellow carrier stamp of 1849 used on a 5c 1847 cover to Springfield, Massachusetts. The 1c paid carriage to the post office.





At left—A Philadelphia 1c Semi-Official carrier stamp in black on rose used with a 5c 1847 stamp on a cover to Warren County, New York in August, 1848. The Philadelphia marking tying both stamps is in blue.

The U. S. 1847 Issue Used With Locals

Scott's U. S. specialized catalog lists approximately forty-two locals or private posts, using adhesives, which operated at some time during the period from July 1, 1847, to July 1, 1851. Some fourteen of these operated in New York City and environs, mainly Brooklyn and Staten Island; nine operated in Philadelphia; four in Boston; others in Cincinnati, New Orleans, Buffalo, Milford, Massachusetts, Providence, Rhode Island, and Wilmington, Delaware.

Adhesives of these local carriers are known used with the 5-cent 1847. Seven were New York City carriers, the other three being Philadelphia carriers. Doesn't it seem strange that there is no use with the 5-cent 1847 reported from any of the other cities using local carriers?

For years only two locals, both of New York companies, Bouton's City Dispatch Post and Boyd's City Express, were known used with the 10-cent 1847 stamp.

Just recently, however, a find of 10-cent 1847 covers brought to light three 10-cent covers bearing D. O. Blood & Company locals, Scott's 15L17.

The locals with the 5-cent 1847 covers are as follows: Bouton's City Dispatch Post, Boyd's City Express, Broadway Post Office, Messenkope's Union Square Post Office, G. A. Mills Despatch Post, Schwartz City Despatch Post, and U. S. Mail Government carrier, all from New York; D. O. Blood & Co., Eagle City Post, and Philadelphia Carrier, all from Philadelphia.

Perhaps C. C. Hart, who has recorded many of these covers, has additions to make to these listings.

Mr. Hart wrote about "Semi-Official" Carrier stamps on 1847 covers in "Chronicle" No. 104 (November, 1979).

[October 13, 1962]

* * * * * * * * * * * *

C. C. Hart writes that the column of October 13, 1962, confused him, which was not our intention. We gladly accept his suggestion that the reference to the use of locals with the 5-cent 1847 as to "Schwartz (sic) City Despatch Post and U. S. Mail Government carrier" in the fifth paragraph of that column should have read "Swarts' City Despatch Post and Swartz for U. S. Mail." We suggested that perhaps Mr. Hart could add to the listings of private locals used with stamps of the 1847 issue. He writes that he has no additions to offer at this time to the list we presented.

However, he has been assembling notes on such uses for an article on the subject, and would be glad to hear from anyone who has further information on this subject.

[November 24, 1962]

"Conour's" and "Bents"

The Charleston typeset 2-cent carrier stamp with the curious errors "Conour's" for "Honour's" and "Bents" for "Cents" has been listed in the Scott catalog as No. 4LB8c since 1927. It was discovered in a correspondence which Eugene Klein obtained in 1925. Commenting on it in *Stamps* of May 11, 1957, George B. Sloane said:



Example of "Cens" error.

"I, and others who are familiar with these Honour's stamps, have never seen this one, or even a picture of it, and can find no trace of it. Its existence as a genuine variety is questioned and unless some real evidence of it is shown, the Scott editors will be advised to delete it from the catalog."

Scott's Type C13 is known used from May 6, 1851 to March, 1854. There were several successive settings or resettings of the type and/or pearls on the stamps with 22 pearls in the border. The open side of each pearl does not always point outward as in the catalog illustration. Covers from this "Courtney" correspondence to Augusta are well known. One of them dated June 3, 1851 bears a 5¢ 1847

This cover, postmarked June 4, resurfaced in the sale of the Hessel

collection in 1975. In the same sale was a 3¢ 1851 orange brown cover dated Sep. 6, 1851, with the carrier stamp showing the "cens" error.

To date, the May 26 dated cover has not resurfaced.

and also the "Cens" (for "Cents") error of Type C13, which error was corrected in a later setting.

Accordingly the date, May 26, 1851—of the "Courtney" cover which was reported to bear the "Conour's" and "Bents" error indicates that it and the "Cens" error was probably from the same early setting. Several stamps with the "Cens" error are known. They may or may not represent a partial correction of the double error.

No other example of the "double error" has been found since 1925. Was Sloane justified in doubting it, or was Klein's report accurate and is it still in existence? Perhaps our readers can throw some light on this.

[December 15, 1962]

Exotic Carrier Covers

Donald B. Johnston's splendid article in the June issue of *The American Philatelist* causes us to muse a bit and wonder what really exotic carrier covers exist where the fee is paid by a 1¢ 1857 or 1861 stamp during the period July 1, 1860 to July 1, 1863.

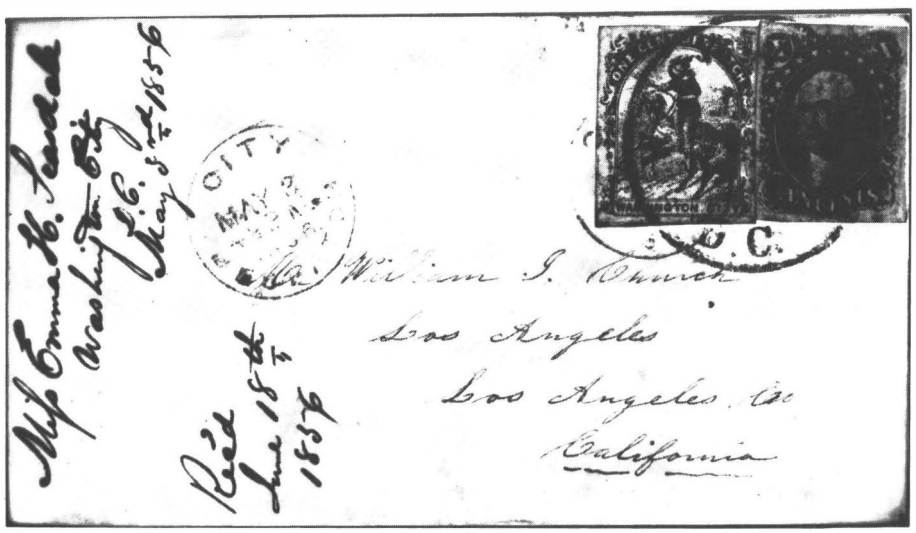
There was considerable foreign mail originating in cities having carrier service. How many foreign covers have you seen with a 1¢ stamp paying the carrier fee? We have recorded just two covers with a 1¢ carrier used with the 24¢, one cover each from Boston and New York to London and a piece which went from New York to Porto.

There must be some used with a 5¢ and 10¢ stamp to France or a 30¢ stamp to Prussia, or on a double rate to France. Maybe even on a cover to some exotic distant land such as Cape of Good Hope, India, Australia, Hong Kong, or Shanghai, not to mention Canada (Don Johnston illustrates this use), Cuba, or South America.

Another exotic use: On letters to California, even a letter delivered by Wells Fargo or other California or Western Express. We have a cover where the carrier "gilds the lily" as it is used from Boston with a pair of 5¢ orange-browns to pay the 10¢ rate to San Francisco.

Probably more common are carrier uses with double-rate covers, but what about uses with triple rate, quadruple rate and larger multiple rates? These

The Washington One Cent Despatch local used in combination with the 10¢ Type III stamp of 1855. The local paid the carrier service to the Washington post office and the 10¢ stamp paid the postage from Washington to Los Angeles, May 3, 1856.



would be unusual because of the difficulty of determining the exact weight of the letter without using the service of the post office.

In general, carrier uses from New York, Boston, and Philadelphia are easily found, but when was the last time you saw uses from Baltimore, Washington, and Brooklyn? These last three can be found, but not without considerable effort.

Uses with government stamped envelopes would seem to be easily found, with the 1¢ or 3¢ values, but have you seen a 1¢ carrier on a 6¢, 10¢, or higher value envelope?

What about a use on the 3¢ government stamped letter sheet? These first became available during August 1861 and continued in use until 1864, but were not too popular.

[August 10, 1963]

Some Unusual Carrier Covers

Carrier fees were sometimes paid on covers by combinations of stamps not including the 1¢ value. Ezra Cole has two covers to Paris. The 16¢ postage on each paid by two 3¢ and one 10¢ stamps, one by stamps of 1857 issue, the other by 1861 stamps. He has another cover on which two 3¢ stamps and one 5¢ pay the 11¢ carrier rate to Canada.

Which is to say, the rate was 15¢ per ½ ounce to France, plus 1¢ per letter, carrier fee.

We have yet to see a 1¢ carrier fee on a prepaid multiple rate cover to a foreign land. It is possible, however, to find a 1¢ stamp prepaying the carrier fee on an unpaid foreign letter. The Baker collection has examples of both single and double rate unpaid letters from New York to Liverpool, England, with carrier prepaid by a 1¢ 1861 stamp.

Multiple rate domestic covers showing the 1¢ carrier fee are not easy to find. The largest domestic multiple rate we have seen is a quadruple or 12¢ plus 1¢ rate cover from Philadelphia to Harrisburg, Pennsylvania on March 13, 1860 (Cole Collection). Who has seen or owns a larger multiple rate showing carrier use?

Have you seen a regular letter forwarded using carrier service? The Cole collection contains two examples, one returned to the post office by the private carrier Boyd's City Express, the other by government carrier paid by a 1¢ 1861 stamp. Both were enclosed in 10¢ government envelopes bearing Wells Fargo franks and handstamps indicating carriage privately to New York outside of the mail. It is possible that they were delivered by Wells Fargo in New York, thus not entering the regular mails until they were forwarded.

Postmasters were entitled to the franking privilege. If they desired carrier service, a 1¢ stamp was required in addition to the frank. William D. Kelley franked a patriotic envelope and used the carrier service in Philadelphia January 15, 1862.

William Darrah Kelley was a member of Congress from Pennsylvania from 1861 to 1890.

The 3¢ government letter sheet issued in 1861 was not as popular as expected. Not too many of these are available used, but bearing the 1¢ stamp to pay the carrier fee these are quite rare. There is an example dated New York, May 12, 1863, in the Baker Collection.

We should not forget that the Post Office Department anticipated the need for a 1¢ and 3¢ compound envelope described in the PMG Report for 1860 as being "required in cities where there are lamp-post letter-boxes or other depositories for letters to be sent out of the city by mail. This envelope will also be used by those who when addressing their city correspondents, desire to relieve them from payment of the carrier's fee for delivering their letters at their domicile." These compounds used are as hard to find as uses of the 1¢ stamp with 3¢ government envelopes.

[February 1, 1964]

Interestingly, the franking privilege for all Ex-Presidents and President's widows then living was abolished by the same act of Congress that did away with carrier service.

Carrier Covers With Franks of Presidents

Referring to the 1860 to 1863 carrier period, have you seen a carrier paid by a 1¢ stamp used with the frank of a President? The Tudor Gross collection contained two examples; the first bears a red circular New York carrier cancel on a single 1¢ 1861 on a letter franked "Free M. Van Buren"; on reverse, "Held for Postage" with a New York May 7 postmark. Later, two additional 1¢ 1861's were applied and all three 1¢ stamps were cancelled by a "New York May 8" postmark. Ezra Cole has a cover from the same correspondence dated May 9th, which was not held for postage, while the second Tudor Gross cover, also of the Joseph Burnett & Co. correspondence, bears the "New York, Free May 20" (1862). President Van Buren passed away July 24, 1862.

Some questions: How did the post office learn of its error? Having learned it, why did they charge the additional postage on the May 8th letter?

Actually, this refers to Ex-President John Tyler. See opposite page

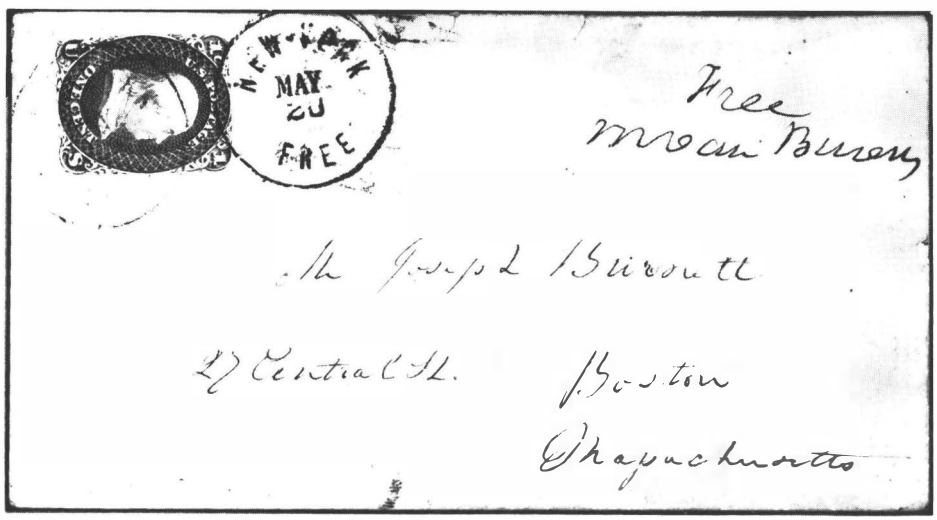
President Taylor died January 18, 1862, while Fillmore, Pierce, Buchanan, and Lincoln all lived beyond the 1860 to 1863 carrier period. Has anyone seen other carrier uses by President Van Buren or any of the other Presidents mentioned?

Anna Harrison and Sarah Polk were the only widows of Presidents who had the franking privilege during the 1860 to 1863 period. Anna Harrison was an invalid at the time her husband was President, and remained in North Bend, Ohio, never going to Washington. All of the known franks of J. K. Polk (Sarah) are postmarked Nashville Tennessee. It seems probable that no covers franked by a widow of a President show a carrier use.

The early statutes authorized President's widows to receive mail free of postage, in addition to sending mail free of postage cost. Oddly, this privilege of receiving mail postage free was not changed until 1902, although postage stamps were required to prepay domestic postage from January 1, 1856! The franking privilege to President's widows was not automatic, but was granted by specific Congressional legislation from a few days to four or five months after the death of the President. The most recent, of course, was the granting of the franking privilege to Mrs. Jacqueline Kennedy.

Mrs. Kennedy relinquished her franking privilege voluntarily at the time she remarried.

In more recent years, the privilege was granted to Mamie Eisenhower, Bess Truman and Ladybird Johnson.



Franked by Ex-President Martin Van Buren, probably as a "courtesy" for a friend or political crony (Van Buren died at age 80, soon after), this cover bears a 1¢ 1861 stamp paying the carrier fee to take the letter to the New York post office.

The frank of Van Buren applied only to the carriage of mail between post offices and didn't cover carrier fees.

For those interested in learning more about Presidential franks the standard text in Edward Stern's *History of the "Free Franking" of Mail in the United States*, published in 1936 by H. L. Lindquist. Two supplements were published later in the January 1943 and January 1944 *Collectors Club Philatelist.*

[March 14, 1964]

An Idea About the Carrier Cover With Van Buren Frank

Our column of March 14th 1964, described a cover franked "Free M. Van Buren," and on the reverse "Held for Postage," and "New York May 7" postmark. Two additional 1¢ 1861 stamps were added and all three were cancelled "New York May 8th."

One of our readers, a student of carrier covers for many years, comments: "Van Buren was an old man at that date—well along in his 80th year. I believe he was living at his home in Kinderhook which is about ten miles south of Albany and some 135 miles north of New York City.

"Apparently this was a mail letter with the frank in lieu of 3¢ postage and a 1¢ 1861 for carrier collection to the New York Post Office, as the frank did not include carrier fee.

"Unused franked envelopes sometimes were given away to friends, or were stolen. When used by the person to whom the frank belonged, the letters were usually deposited in the post office where the owner lived, the right to use them being well known there. Hence, although they were valid for use anywhere (or so I understand), their use so far from home might well raise a question as to their validity in New York. Or perhaps as to their authenticity.

"From the Carrier Department the letter was turned over to the mails to go out of town, and someone affixed two more 1¢ stamps apparently with intent to ignore both frank and the collection fee.

"If the frank was genuine and properly used, the "Held for Postage" marking was an error. Similarly, a second error was made by adding two cents postage which ignored the frank.

"If the letter did not reach the post office until May 7th, it may be doubted if there was time enough to inquire of Van Buren about the frank and to receive a reply, whether he sent two 1¢ stamps, or not, and have the letter postmarked again the next day.

"I am inclined to think that someone in authority in the New York Post Office "fined" the clerk who made the original error by making him pay 2¢ for the extra 1¢ stamps and affix them so the letter would be delivered promptly with no further delay or difficulty about Van Buren's frank.

"This cover seems to be a case of one error creating another.

"President Taylor died in 1850. It was Tyler who died in January 1862. At that date, I believe Tyler's wife was a much younger person than Tyler, and outlived him for many years. I suppose she was granted the franking privilege."

Actually, as Tyler died while a member of the Confederate Congress, Julia Tyler was not granted the franking privilege at that time, nor was she granted it later, apparently.

[August 1, 1964]

Our U. S. Postmaster Provisionals

The Postmaster's Provisionals are probably the least known of any of the stamps issued to prepay postage on letters in the United States. Those who scan auction catalogs occasionally see a New York or Providence offered, but the others rarely appear.

The first adhesive postage stamp in the world was the Penny Black of Great Britain, issued in May 1840, along with its companion, the 2p blue. On February 15, 1842, Alexander M. Grieg, proprietor of the City Despatch Post of New York, issued a 3-cent stamp to prepay the fees on letters carried by his post. This was the first adhesive stamp issued outside the British Isles. Grieg's Post proved so

popular that the Government appointed him a letter carrier for the New York Post Office, thus absorbing his business eight months after it began.

Other city carrier services sprang up, as well as independent mail carriers carrying letters between various cities. These conveyed letters more frequently, more rapidly, and more cheaply than the U. S. Postal service. Their competition, plus the not inconsiderable agitation for better and cheaper postal service, forced Congress to pass the Postal Act of 1845. This Act greatly reduced the postage rates, and altered the basis of rating from the number of sheets in a letter to a rate per half ounce, irrespective of the number of pages. All the Postmaster's Provisionals were issued subsequent to the 1845 Act, which became effective July 1 of that year.

The standard work on the stamps is *The Postage Stamps of the U. S.*, by the late John N. Luff, which was published by the Scott Stamp & Coin Co., in 1902. The Postmaster's Provisional portion was revised by the late Hugh M. Clark, and published as a separate work in 1937. In the table of contents, Mr. Clark lists twenty three post offices at which the Postmaster issued, or allegedly issued, a provisional stamp or stamps. Of these, only twelve are listed in the *U. S. Stamp Catalog Specialized*, published by Scott Publications, New York, N. Y.

Those listed were issued from the post offices of Alexandria, Va.; Annapolis, Md.; Baltimore, Md.; Boscawen, N. H.; Brattleboro, Vt.; Lockport, N. Y.; Millbury, Mass.; New Haven, Ct.; New York, N. Y.; Providence, R. I.; St. Louis Mo.; and Tuscumbia, Ala. Each of these was issued in the two years July 1, 1845, to July 1, 1847, the date of issue of the first Government postage stamps. There is one exception: the Tuscumbia, Alabama, envelope which was used in 1858.

These stamps and handstamped covers are important because they represent the efforts of certain postmasters to render services not generally available to the public, such as prepayment of postage and collection of mail when the post office was not open for business. We will say more about these stamps in future columns.

[April 13, 1963]

The Unlisted Postmaster Provisionals

The later edition of John Luff's writings on the Postmaster Provisionals included Provisionals from Adamsville, R.I.; Cumberland, Md.; Germantown, Pa.; Lewisburg, W.Va.; Madison Fla.; Philadelphia, Pa.; Pittsfield, Mass.; Portsmouth, Ohio; Washington, D.C.; Wethersfield, Conn.; and Worcester, Mass.

Of these, examples of Adamsville, Lewisburg, Madison, Germantown, Portsmouth, and Wethersfield are illustrated in the plates accompanying the book. Of these, one, and at the most only two examples are known.

The Madison Fla., label and its intended use was described in a letter to Mr J. W. Scott by Mr. S. J. Perry, the postmaster. These labels were used prior to the formation of the Confederacy. The postmaster, anticipating the formation of the Confederacy, ran out of U. S. stamps and did not want to order a new supply: "Therefore, the stamps were issued by me for the purpose of making change and sold in quantities to suit the business part of the community, so that any letter found in the letter box with my stamp on it had evidence of being paid for and was accordingly stamped 'paid in Money.'

"The stamps were never credited beyond the reach of the post office at Madison. . .I, however, sometimes neglected to pull off the stamp before mailing them."

Although not officially recognized, one of these Madison covers has been in three famous collections: The Ferrary, the Hind, and the Caspary, which certainly constitutes some sort of recognition.

One other, the Portsmouth, Ohio provisional has been approved by the Minkus editorial board and is included in the *American Postage Stamp Catalog*. It has also been certified by the Philatelic Foundation. George Linn has collected much information about this item, which is in his collection.



Unlisted 5¢ Portsmouth, Ohio Postmaster's Provisional. It is printed in black on grayish paper.

It is interesting and almost inconceivable that no examples exist of stamps from Philadelphia and envelopes from Washington, D. C. Information about Philadelphia arrangements appeared in *The American Journal of Philately* for November 20, 1871. It reads in part:

"It can hardly be called a stamp proper as Dr. Lebman (postmaster) had simply an arrangement by which parties, who might be compelled to mail letters after the close of the office, could have the necessary stamps placed on them by the clerks and charged to their accounts."

Letters were enclosed in initialed bands or hand small printed slips pasted on one corner of the letter. Yet none seem to exist. Some have speculated whether the Germantown, Pa. cover might not in reality be a Philadelphia label. Does any later information exist?

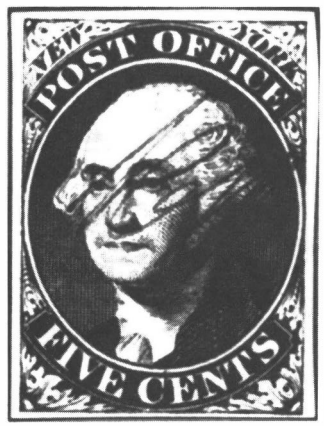
An article which appeared July 23 & 25, 1845, in daily papers in Washington, D.C., offered 1-envelope for 6¼ cents or 18 for $1.00 The envelopes "do away with the necessity of personal application at the delivery window where one wishes to pay postage on sending off a letter. This plan. . .will save our fellow citizens many a long hitherto indispensable trudge, in this metropolis of magnificent distances."

Is any additional information available?

[May 18, 1963]

The New Yorks

The New York Postmaster Provisional is the best known and most written about, but not without reason. More were used than any other provisional. They were used from other cities: Boston, Baltimore, Washington, D. C., Philadelphia, and others, as well as on letters to foreign lands. Large blocks are known on cover. These stamps exist unsigned and also signed with three different sets of initials. In addition, we know that Robert Morris tried envelopes, some $2.00 worth, about 40 to 50, yet none have been seen or are known to exist now.



The New York Postmaster's Provisional stamp

Hiram Deats, with John Luff's assistance, worked a number of years attempting to plate this stamp, as did O. S. Hart, working alone. I am looking at a 1911 publication, *Some Notes on the New York Postmaster's Provisional Five Cents, Black* 1845, by O. S. Hart, who said, "The complete sheet consists of fifty stamps—5 horizontal by 10 vertical." Of these supposed 50 positions, Nos. 20, 23, 24, 25, 31, 32, 39, 40 41, 46, 50 or eleven positions were unidentified. Little did he realize that this was really a 40-position plate 5 x 8.

Ten years later A. Hatfield, Jr., found the mistake by overlapping vertical and horizontal pairs. Then he described each of the 40 positions in his book, *The New York Postmaster's Stamp*. Seven shifted transfers and two recut positions are described.

The records of Rawdon, Wright and Hatch show 3,556 impressions made or 142,240 stamps printed, more than the number of dollar values of early bureau issues, or all values of the Zeppelin issue, but stamp collectors were fewer then.

Robert Hunter Morris was appointed Postmaster at New York, May 21, 1845, by President Polk. At that time, the New York post office had just moved from the rotunda in the northeast corner of the City Hall Park to the former Dutch Reform Church building at Liberty and Cedar Streets. Mr. Morris quickly carried out his plan to issue an adhesive postage stamp, as the first stamps were available for sale July 14, less than two months after he became postmaster. The stamps were issued both at the general post office and the branch in the Mer-

chants Exchange Bldg. on Wall Street, the same building in which Rawdon, Wright and Hatch had their plant and printed them.

It is said that Robert Morris initialed a few sheets "RHM" to demonstrate how he wished all sheets to be initialed by his assistants. A pair of stamps are known with the initials "M. M. Jr.", for Marcena Monson, Jr., who was assistant Postmaster from 1846. Most are signed "ACM" for Alonzo Castle Monson, Robert Morris' brother-in-law.

[July 6, 1963]

More About New Yorks

The New York was the first Postmaster's Provisional issued. The earliest known covers are dated July 15, 1845, one of which was a "Prices Current" addressed to Trieste. The New York is the only Postmaster Provisional known to have been used to foreign lands. Uses are known to England, France, and Italy. All bore only a single 5¢ New York to pay the rate to the port.

Many covers are known with pairs, since 5¢ only carried a letter 300 miles from New York and 10¢ was required over 300 miles. Strips of three and four on cover are known, but are not common.

The latest find of New Yorks, in 1952, uncovered four covers all addressed to Louis Hasbrouck, Esq. Ogdensburgh, New York. Louis Hasbrouck II was in the insurance and real estate business during 1845 and 1846. Three covers bore pairs to pay the 10¢ rate over 300 miles. The fourth, which sold for $3,750.00, bore a block of nine and strip of three to pay the 6¢ (2½ to 3 oz.) rate. These covers were among old letters and papers purchased by Willard R. White from a member of the Hasbrouck family.



For more activities of PMG Cave Johnson, see page 286.

Cave Johnson, Postmaster General of the United States under President Polk, authorized the sale of New York stamps in 1846, to the postmasters of Albany, Boston, Washington, Philadelphia, as well as other cities. These stamps were to be used on letters directed to the city of New York. Such letters posted in other cities were treated as unpaid by the respective postmasters, but upon arrival in New York were considered paid and were so stamped.

The New York Express under date July 2, 1845, wrote that the Postmaster General gave Robert Morris permission to sell envelopes which "are to be marked with the amount of postage thereon. . .and the initials of the postmaster are to be superadded, and then the envelope can be sold". A small quantity of these envelopes were sold, but none has survived. Evidently, this plan was also adopted in Washington, D. C., but likewise none have survived.

A small cover bearing a New York Provisional is known, which carried a notice of judgment and entered the government mails at Albany, where the numeral "10" and "Steamboat" were applied. It was mailed aboard a Hudson River steamer at New York. The county clerk at Oswego, New York, refused the letter because the postage was not entirely prepaid, so the Postmaster at Oswego handstamped the letter and added an additional "10" in manuscript, and forwarded it back to New York. The question which will always remain unanswered is whether the New York Post Office collected 20¢, or recognized the stamp as paying 5¢, and collected only the 15¢ balance in cash.

[July 27, 1963]

Items From A Departed Collection III

All of my Postmasters' Provisionals were sold in an early Siegel Rarities Sale except one, a first day use, July 15, 1845, of the New York Postmaster on a folded "prices current," addressed to London and forwarded to Trieste. I doubt if another folded letter as described exists.

[October 12, 1968]

Contracts for the Manufacture of United States Postage Stamps

We have lately received inquiries as to what our records show concerning the contracts for the manufacture of United States postage stamps, their dates and time of duration.

Feeling that this would be of general interest to our readers we have made a search and the following are our findings.

There apparently is no extant copy of the contract for the manufacture of the 1847 issues. Lester G. Brookman says that no copy of the actual contracts is known. (Page 9 of his standard work on *The United States Postage Stamps of the 19th Century,* 1966 edition).

The contract for the 1851 issues and the extension of the original contract for the manufacture of the 1857 issue is to be found in Stanley Ashbrook's *The United States 1¢ Stamps of 1851-57,* Volume 1, Pages 48 and 49. The original contract was executed for a period of six (6) years and the extension was for a period of four (4) years or until June 10, 1861.

The advertisement for proposals and the contract for the manufacture of the 1861 issues is to be found in the *Collectors' Club Philatelist* for July 1941, pages 183, 184, and 185. This contract was for six (6) years from August 15, 1861 to August 15, 1867. Comments on the contract are contained in the article to which it is appended by the late Clarence W. Brazer.

We have been unable to find any report of what happened between August 15, 1867, and the new contract made with National Bank Note Company for the production of the 1869 issues. The advertisement for bids and the contract for the production of the 1869 issues are to be found in the United States issue of 1869 by Stanley Ashbrook, pages 23 and 24 and pages 35 to 37. They also appear in the second volume of Mr. Brookman's standard work on *The United States Postage Stamps of the 19th Century,* pages 150 to 153. This contract was dated December 18, 1868, and was to run for four (4) years commencing February 1, 1869.

We can find no explanation as to what happened between August 15, 1867 until the execution of the new contract in 1868.

Who can provide the information as to what the Post Office Department did regarding extending the original contract with the National Bank Note Company for the additional period of time from August 15, 1867, to February 1, 1869.

[November 30, 1968]

The Franklin Heads

The article in a June issue of *Life,* illustrating busts by Jean Antoine Houdon, reminded me of the almost 100 letters E. Tudor Gross wrote in his successful research to find the source of the profiles used on the 1¢ U. S. stamps.

The research disclosed that the 1¢ and 30¢ 1861, the 1¢ 1869, and the 1¢ 1870-79, including the departmentals, and 1¢ 1882 were all engraved from busts by Houdon. The 5¢ 1847 and the 1¢ 1902 were from paintings, not busts, while all others are from busts by, or copied from Caffieri.

The 5¢ 1847 portrait of Franklin is attributed to James B. Longacre. E. Tudor Gross, said in an April 1934 letter to Horold E. Gillingham, of Philadelphia: "I believe the correct way to describe the 5¢ 1847 stamp is by saying that it was from a painting of John (now known to be James) B. Longacre after a portrait by Duplessis. . .I feel the copyist is not the one to be given the credit so much as the artist who was responsible for the original from which the copy was made."

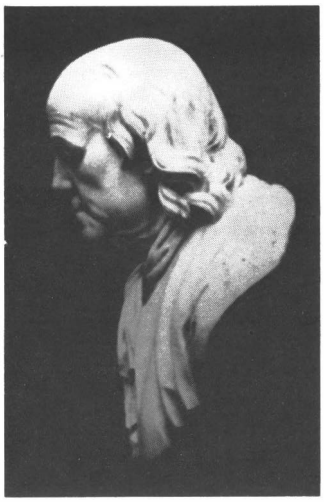
From a September 1933 letter: "There is no question but that the bust for the 1¢ 1861 stamp was by Houdon and the bust for the 1¢ stamp of 1851 was by Caffieri."

A letter to Stanley B. Ashbrook in December 1936 remarked:



The Houdon bust of Franklin.

Although it is suspected Mr. Gillingham's name actually was "Harold," this is the way it appeared in the original column.



The Caffieri bust of Franklin.

"While I feel certain that the 1¢ stamp of 1851 was copied from the Philadelphia bust, you will note by comparing it with the stamp that the ear does not show on the stamp. This may be due to liberties taken by the engraver.

"There are two types of Franklin busts — one of the Houdon type and the other of Caffieri type. It is very obvious that the Houdon bust does not, in any way, resemble the Caffieri bust and the stamp of 1851 can only have been made from the Caffieri type of bust.

"In the case of the 1¢ 1861, the stamp was engraved by the National Banknote Company whose headquarters were in New York. They, consequently, were in the same city where the Houdon bust was located and, therefore, it is presumed could make these illustrations from this bust very easily. In the case of this stamp (1¢ 1851), it was engraved by Toppan, Carpenter, Casilear & Company whose main office, so far as I know, was in Philadelphia. They had easy access to the bust by Caffieri at the Philadelphia Society."

[September 26, 1964]

Errors

The current controversy over the printing error in the Dag Hammarskjold stamps had prompted us to write this column about some earlier classic printing errors.

One of our great-grandfathers was postmaster of a small post office in Ohio at the time the 1869 issue was distributed to the post offices in the spring of 1869. We have to assume that a very small post office of this size would receive at least one sheet of the larger denominations available in that issue; namely, the 15¢, 24¢, 30¢, and 90¢. These four denominations were bi-colored stamps. They were printed by the National Bank Note Company in plates of 100 subjects each. Inverted printing errors occurred in the 15¢, 24¢, and 30¢ values. What a windfall for your editors it would have been if a full sheet of each value of the 1869 issue had been passed down through the family! Especially in view of the possibility that one of them might have been from the inverted printings.

Some of our early revenues had printing errors too. Some were printed on both sides, some showed double impressions, and there were inverted centers in the bi-color stamps of the second issue of 1871 printed by Joseph R. Carpenter of Philadelphia.

The instances cited above occurred when the printing and engraving of our stamps was contracted to private firms. The Bureau of Engraving and Printing first printed stamps in 1894, and produced the famous inverted centers in the 1-cent, 2-cent, and 4-cent denominations of the Pan-American Exposition issue of 1901. These, too, were bi-colored stamps.

Most renowned, because most publicized, of all the printing errors is the 24-cent airmail invert, probably because it existed one time in a full sheet, including center line block, arrow blocks, and plate number blocks. Examples appear more frequently in auctions, and again, this is a bi-colored stamp. At no time in any of the instances mentioned has the idea been advanced that every stamp collector should have a copy of the error discovered. This seems to be an idea of the New Frontier. (An error repeated ten million times does not correct the error). Our maternal grandfather, who was principal of a grade school in Dayton, Ohio, approved of a method of eliminating a spelling error by writing the correct spelling 100 times on the chalkboard, not in repeating the error ten million times.

[December 22, 1962]

Errors and Varieties

The recent furor over a printing error has reminded us that many other "errors," or more properly "varieties", have been discovered through the years.

Many of these have had to do with the careless or improper use of the transfer roll in preparing the plate. The transfer roll is used to "rock in" the stamp design on the plate used for printing.

A well-known variety occurs on the 1-cent 1851 stamp. In three positions, 71L, 81L, and 91L on Plate 1, the design was initially entered upside down by mistake, and had to be erased by burnishing it from the plate. The burnishing did not completely remove all of the design so that when the proper re-entry was made, certain marks of the first entry remained on the plate; thus the stamps from these positions show these in addition to the normal design.

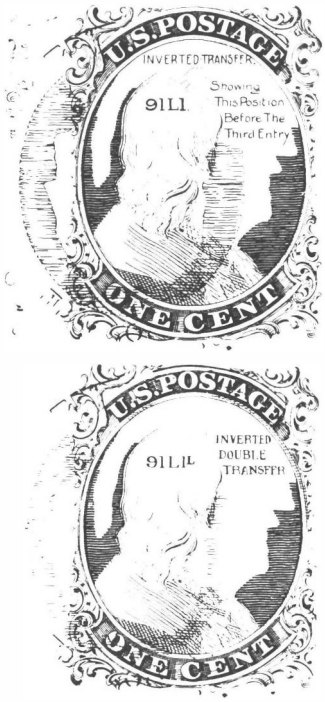
The 3-cent 1851 also has a number of varieties, the most famous being: Line through Three Cents with Rosettes double, 92L1 late; the "Gents" instead of "Cents", 66R2 late, and a triple transfer, 92L2 late.

In March 1917 the greatest blunder of the transfer roll errors, the 5-cent error, came into the hands of the public. It occurred on Plate No. 7942. Three of the original entries had to be burnished out, positions 74 and 84, in the upper left pane; and position 18 in the lower right pane. Unnoticed until after the stamps from this plate were issued, the 5-cent relief had been entered in three positions, resulting in three 5-cent stamps appearing in every sheet of 400 2-cent.

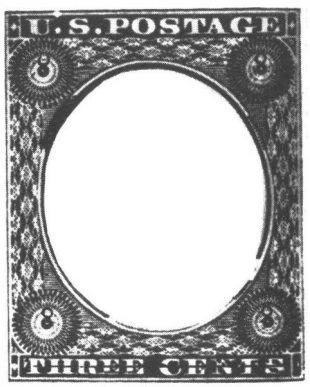
In this issue all reliefs from the 1-cent through the 7-cent were identical except for the numerals, making it very easy to make such a mistake, since a 2 and a 5 are very similar when viewed upside down. About 50,000 sheets of 400 stamps were printed. They were issued both perforated and imperforate.

The then Postmaster General reported that all the misprinted stamps had been issued since March 6, 1917, and requested that "Postmasters and stamp clerks who discover any of the misprinted 2¢ stamps in stock will withdraw them from sale and postmasters will send them to him for redemption at the 2¢ rate."

The first reaction of the Post Office Department in this case then was to call in all the errors which could be easily located, record them, and then destroy them. On October 26, 1917, the Post Office Department reported that of the possible 150,000 errors, 17,283 had been returned and destroyed. A rather different policy than that pursued in the case of the Hammarskjold inverts.



Position 91L1 in its early state, above, and late state, below, showing the inverted residual of the erroneous transfer. From Neinken's "The U.S. One Cent Stamp of 1851-1861."



Dr. Carroll Chase's drawing of Position 92L1, late, of the 3¢. The line through "THREE CENTS" and the doubled rosettes all show double transfers displaced upwards.

[January 26, 1963]

Postmaster General Day And The Dag Hammarskjold Error

The announcement of the resignation of Postmaster General Day brings to mind an interview with Mr. Day which one of your editors saw on TV shortly after the decision had been made that the Dag Hammarskjold error would be reprinted in quantity. In the course of the interview Mr. Day said that there was precedent for the course he had chosen to pursue. He made reference to the reprinting of an issue of a New Zealand stamp on which an error had been discovered.

This reference puzzled me, for while I probably should have been aware of it, I was not. I have watched the United States philatelic press since I saw the program, but to this day I have seen no comment on this remark of Mr. Day.

However, I did address an inquiry on the matter to a friend whose philatelic library is much more encompassing than this writer's. In due course he was kind enough to send me the following information which verifies Mr. Day's statement, but does not explain where the Postmaster General secured his information. My friend writes:

"The New Zealand error was somewhat similar to the Dag Hammarskjold, but only in that there was a misspelled name which was later corrected. It occurred on the 2½p. blue, where 'Lake Wakitipu' was first to appear and was then corrected to 'Lake Wakatipu'".

While my informant indicated it is listed in Scott's catalog, he did not furnish the catalog numbers. An examination of Scott's would indicate the numbers to

be New Zealand #73 and #74, the former being the misspelled one, and the latter the corrected spelling.

For the story of the New Zealand error in detail readers are referred to page 154 of Volume 2 of the three-volume work by R. J. G. Collins and H. T. M. M. Fathers, published by the Philatelic Society of New Zealand. The story indicates there were other re-entry varieties on the new plate. It appears that the error was sold in small quantities to the public and that later a reprinting was made so more would be available.

This is not within the normal scope of this column, but since we commented on the reprinting of the Dag Hammarskjold error at the time, we felt it pertinent to add this information to the record.

This "Editor's Note" was inserted by "Stamps" magazine editors in the original column.

EDITOR'S NOTE: Two other instances besides those cited by Mr. Baker have been called to our attention. John Goldston, St. Louis, Mo., and Max K. Billhardt, Elmhurst, N.Y., pointed out Greece RA55a, issued in 1937, an overprinted stamp of which a few sheets got out with the overprint inverted, and was then deliberately printed that way to avoid speculation. See footnote in *Scott's* catalog. Roland F. Hirsch, Ann Arbor, Mich., reports that in 1958 copies of Germany's 10 pfg. stamp appeared on watermarked paper, which was not used for the issue. Due to the rampant speculation which followed, with prices going up to $250 per copy, the authorities printed large quantities of the stamp on watermarked paper in August 1958, Mr. Hirsch states.

It is not unusual, however, for a country to print the same design on both watermarked and unwatermarked paper, but of course not for the reason given in this instance. Neither this nor the inverted overprint, nor in fact, the New Zealand misspelling would customarily inflate the value of the stamp to the extent that would occur with an invert on the original design, since none of these others has anywhere near comparable importance for the collector. Mr. Hirsch also mentioned that Germany's Europa issue of 1957 had an error which resulted in the deliberate reprinting of large quantities, but he did not state the character of the error in this instance.

[August 31, 1963]

John V. Painter, Esquire

Recently Dick Graham forwarded me a cover postmarked St. Joseph, Mo., June 5, 1860, addressed to John V. Painter, Esquire, Cleveland, Ohio. Dick, who has a remarkable memory, pointed out that Mr. Painter found the sheet of the 4¢ Columbian, Plate No. D17, in blue, which was an error of color. Mr. Painter sold half of his sheet to the famous Cleveland collector, George Worthington, and the balance to J. W. Scott, Sr.

Theodore Steinway, of New York, found a used copy on mail received by his father which seemed to indicate that probably another sheet existed in this color and the used stamps came from that sheet.

Lester Brookman comments: "The usual statement that it is like the color of the 1¢ (Columbian) is not exactly accurate. It is much more like the 1¢ than it is the normal 4¢, but if such a phrase means anything, the color seems to be a richer and more lively color than that of the 1¢.

"A superb mint block of this 4¢ error was in the Col. Green Collection and there was a very fine mint block of 4 — not the same block as was in the Green Collection — that was sold at the Robt. Laurence Sale of September 17, 1940. We have seen a third block of 4 in a western collection and have seen several mint singles, but we have never seen a used copy although they are known to exist."

All of this resulted from our "Cleveland" research.

[September 25, 1965]

An 8¢ Columbian Variety

Felix W. Pendyke, 35 Ropple Drive, Albany, New York 12205, has sent us a photo of an 8¢ Columbian which shows a line joining the small lower line of the left "8" with the frame line. The line progresses toward the frame line at an angle of approximately five degrees.



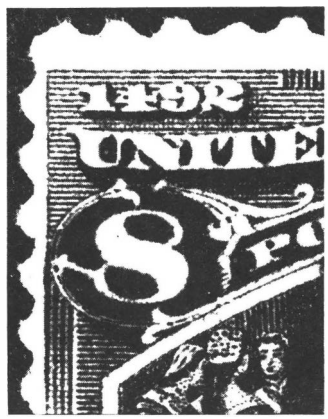
8¢ Columbian stamp, subject of this week's column.

Mr. Pendyke comments, "I examined this stamp very closely and ruled out the possibility of a cracked plate. If it was a cracked plate, the thin hair-line crack would extend beyond the engraving, which it does not. As far as foreign matter falling on the plate during printing, I doubt it very much. It's a million to one chance that it would ever land in this particular area, and blend in so nicely with the engraving pattern. I think that this stamp could be a proof or essay. The color of this stamp is magenta."

This variety is not mentioned by *Brookman, The Stamp Specialist*, in any *Philatelic Congress* article, or in any of the clippings in my file. Can anyone provide Mr. Pendyke with more information regarding this stamp?

The 8¢ Columbian was the first 8¢ value ever to be issued. It was released March 2 or 3, 1893, approximately 18 days prior to the March 21 issue date of the 8¢ value of the 1890 general issue. The 8¢ stamp was required to pay the new 8¢ registration fee reduced from 10¢ on January 1, 1893.

The Columbian Issue was the last to be printed by a commercial printer until the same printer, the American Bank Note Company, printed the Overrun Countries issue in 1943.



Enlarged photo of section of 8¢ Columbian, containing the variety discussed here.

[July 18, 1964]

Our Readers Comment on 8¢ Columbian Variety

Charles Erickson of Brunswick, New Jersey, sent the following comments concerning the July 18th column:

"I am inclined to believe the 'foreign matter' argument is the most likely one. Mr. Pendyke's reason for excluding it ("million to one chance") is not valid; improbable events occur regularly. His argument would be useful if there were two different explanations. In such a case one would pick the more likely.

"Mr. Pendyke seems to have overlooked the very important point that the defective area is colorless. A cracked plate should give an extra colored line, not a colorless one, since the crack acts just like engraved recesses in holding ink.

"The lack of color is consistent with foreign matter on the plate, giving a raised area that is wiped clean of ink and hence does not print. It is also possible, but much less plausible, that the foreign matter was on the surface of the paper and later fell off. It is quite possible that the offending particle affected only a few sheets and that only one specimen exists. If it turns out to be a constant variety there should be a number of them around. If each of the five plates was printed equally, roughly 20,000 copies of the variety should have been printed. The fact that such an obvious variety has not been noted before suggests that it must be much rarer than one in five hundred and perhaps is unique. If this is so, I don't see how one can avoid the 'foreign matter' argument."

[December 19, 1964]

Earliest Date of Use

One of our well known readers, Robert Markovits, of Middletown, New York, reports: "Dr. Carroll Chase, in 1912, started compiling a list of the earliest known dates of use of various United States stamps. In 1918 Stanley B. Ashbrook combined his data thereon with Dr. Chase's, to begin an enterprise which ended with the death of the principals. Since that date, no one, to my knowledge, has tried to keep, in one place, all known records on the subject. So, I began said study. I have started the work by reviewing what had been done in the past and

compiling all known records, or rather, all those known to me; to this date, I have put together quite a list. . .My study commences in the 18th century, and lists all dates known when new revenue acts go into effect, etc. and continues until the issues, actually, of 1925."

Bob Markovits is collecting information from all records known to him. He has offered to become a central record source for this information and asks the cooperation of readers of this column in sending to him, new information as to earlier dates than those published in this column, or Ashbrook's *Special Service*.

Also see pages 257 and 269-70.

Our column of April 11, 1964, listed the earliest recorded dates of use of the 1869 Issue. Bob Markovits comments about this listing: "According to AFDCS Journal, Nov.-Dec. 1960, (the cover was later sold by Thatcher), the 1¢, 2¢ and 3¢, 1869 were issued March 27, 1869. The Philatelic Foundation issued Certificate #12178, certifying the use of these stamps on the envelope there pictured. I recently sold the six-cent value, on the issue used on April 26, 1869. Said 1-2-3¢ cover was Lot 516 in his ninth sale (one-cent stamp missing from envelope, but was originally present). Ashbrook's 'Special Service' lists the 10¢ earliest use as April 1, 1869, on page 322; and the 30¢ on May 15, 1869, on page 257."

Only Mr. Markovits' Zip code has changed and the current address is shown. Mr. Markovits would still appreciate reports of early uses of U.S. stamps.

Will all who can report on earlier dates of use for any issue? Send your information to Robert Markovits, P.O. Box 891, Middletown, New York, 10940. It will be necessary to send information proving date before the earlier date can be accepted. If the information is not complete, an inspection of the cover may be necessary. Do not forward a cover for inspection without prior permission from Mr. Markovits. Can we have your help?

[July 25, 1964]

A New Early Date?

Perhaps you have a cover which you think will qualify for an earlier date of use of a particular stamp than is now listed. How can you prove it? One of our readers has this problem.

Since most early covers may not have a year date as a part of the postmark, then proof must come through other means: Date of letter enclosed, character of postal marking known to be used at that time, or even color or other characteristics of the stamp itself. Sometimes several of these must be combined to provide acceptable proof.

These comments may refer to a cover bearing a 3¢ 1869 stamp from East Fishkill, N.Y., for which see page 270.

Our reader's problem consisted of a pen-inserted date in a handstamped postmark. This method is corroborated by similar postal markings on other covers of the same period from the town, but to be entirely sure, a letter enclosure corroborating the date is required; none exists. This may be an early date, but not enough proof exists to have it entered in the records.

[October 1, 1966]

* * * * * * * * * * * *

Branston Beach of Detroit, Michigan, has been pursuing the verification of the catalog issue date of 22 February 1890, for the 2¢ 1890 stamp by a cover of that date for more than twenty years. In 1944 he had correspondence with the late, well-known philatelic student, Stephen Rich, who subsequently wrote an article asking for a cover showing an earlier date than the February 26th he had heard about.

In 1951 Mr. Beach sent a photo of a cover bearing February 24th postmark and backstamping by a machine showing the 1890 year date.

Fifteen years have passed and Mr. Beach has not uncovered an earlier use. How about our readers? Any new information?

[December 17, 1966]

More on Earliest Dates of Use
By Robert Markovits, Guest Editor

Your December 17, 1966 column is at hand. With regard to the 3¢ 1869 cover, I feel it is genuine in all respects. I have purchased three covers, all from East Fishkill, New York, all with the same type of handstamp which has the pen and ink cancel inside a crude rubber stamp. One of the covers is pre-1869 and another is post-1869. In checking the 1851 Post Office Directory, I find no East Fishkill listing in Dutchess County, New York, but in the 1862 Directory, this town appears. I do not know if this town existed during the stampless cover period.

See page 278 for photos of the cover noted as being genuine.

For the East Fishkill cover, see page 270. Portions of this column are repeated in the 1869 portion of this book.

The color of the stamp is that bright blue from the first printing. Since I have owned a March 27, 1869 use and another from April 1 of the 3¢ denomination, I am fully aware of this bright shade. So far as I am concerned, this March 25, 1869 cover is the earliest known use, even though the Foundation will not express an opinion. One thing which has upset a few people about this cover, is the fact that under the stamp can be seen the word "PAID." What probably happened was that the mailer went to the post office with several letters and the Postmaster took his money, marked Paid on each of the envelopes, then put stamps on when the long line at the window had done their business. Any help from your readers on East Fishkill, N.Y. post office will be greatly appreciated.

With regard to Branston Beach's question concerning U. S. #220, I know all about Steve Rich's article on this stamp. I have seen the first day cover, February 22, 1890, and it was owned by Sol Salkind, a Bronx, New York dealer who sold it to one of his customers, so I know that the catalog date is correct.

The Scott #77 15¢ Lincoln Derby is now going strong. Covers have been found used in June and I have reports of May covers. My article in *Stamps* several months ago discussing my discovery of a July 2, 1866 cover, which predated Ashbrook's record by more than a month, has caused a lot of people to check their material and new finds have been made.

Repeated on page 257, but no earlier dates are mentioned in any subsequent columns.

Recently I heard that #26, the 3¢ Type II, had been found used on cover dated July 11, 1857, two days earlier than the date listed in the Scott catalog. It just shows that close scrutiny of dates pays great dividends.

The 3¢ grilled all over, #79, earliest known use, August 13, 1867, just passed through my hands. This cover is the earliest use for any U. S. Grilled stamp, which were supposed to be first delivered on August 11, according to Mr. York's article in the December *American Philatelist.*

I still am interested in hearing from collectors who possess covers which are either the earliest date of use of the stamp, or of a particular marking, or first days of rates, etc. on all stamps and rates prior to 1925. I hope to get my records into sufficient shape that a summary can be published in the not too distant future.

[February 11, 1967]

Comments on Used Multiples of 1847, 1851, 1857 Issues

A question by one of our readers, Martin Koenig, of Brooklyn N. Y., concerning rarity of a strip of four of 2¢ 1869 issue prompts this column.

What factors account for comparative rarities of strips and blocks? This discussion will deal with used multiples only.

Not to be confused with "Multiple Issues on Cover," referring to stamps of more than one issue on the same cover.

The size of envelopes used in general correspondence from 1847 to 1861 made the use of a block of stamps more difficult than a strip of stamps.

Large envelopes and parcels presented no space problem but rarely do these envelopes or pieces now appear. This use provides many of the off-cover used blocks and strips now available. The large envelope or wrapped package were not as frequently kept for posterity as were letter size envelopes.

In examining the listing of multiples in Scott's specialized catalog all denominations in the principal types of the 1847, 1851, and 1857 issues are listed as

blocks of four, but only the 5¢ and 10¢ 1847, the 1¢, 3¢, and 5¢ 1851 and 1¢, 3¢, and 5¢ varieties except 5¢ orange-brown are listed in strips of three. Only blocks of four are cataloged beyond the 1857 issue. Strips of three are only cataloged for the small denominations. Strips of the 15¢, 24¢, and 30¢, or 90¢ would rarely appear on letter-sized envelopes.

Strips of a denomination occur most frequently when multiples of that denomination pay the single postal rate or multiples of the rate. In the 1847 issue, four fives (20¢) equal the double rate over 300 miles, five fives paid 25¢ nearest to one shilling or 24¢ rate to England, while three tens equaled 30¢, the Panama rate, or four tens the rate to California.

After 1, July 1851 a strip of three 1¢ paid the regular prepaid single rate, or six paid the single rate to California. A strip of four 3¢ paid the double rate to California until 1, April 1855; or after, the 10¢ single rate plus 2¢ ship fee from Honolulu to the east coast. A strip of three of the 3¢ really was unusual until after 1, April 1855, when a strip of three 3¢ plus 1¢ paid the new 10¢ single rate to or from the west coast.

This rather compact comment refers to the rate change effective April 1, 1855 and describes what 12¢ in stamps would prepay before and after that date.

When the 5¢ stamp came in late March 1856, a pair would pay the single 10¢ rate or a strip of four the double or 20¢ California rate. However, a strip of three was popularly used to pay the 15¢ rate to France, while a strip of three of the 10¢ would pay the 30¢ double rate to France or 30¢ single rate via Prussian Closed Mail to Germany. Many strips of four, five, and six of the 10¢ 1851-57 are found on the Hargous correspondence to Vera Cruz, Mexico.

Strips of three of the 12¢ paid the 36¢ rate to Switzerland via Prussian Closed Mail, while strips of four paid the 48¢ double rate to England.

Blocks are much harder to find on letter mail than strips. The higher denominations are more difficult to find in strips, but never more difficult to find than blocks.

[September 30, 1967]

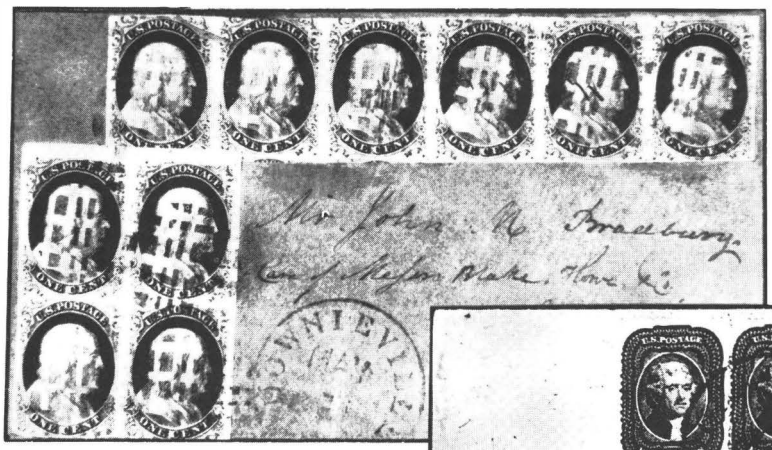
At right: A superb strip, with sheet margin at top, of the 10¢ 1847 stamps canceled by the circular red grid of the U.S. Consul and Postal Agent at Panama.



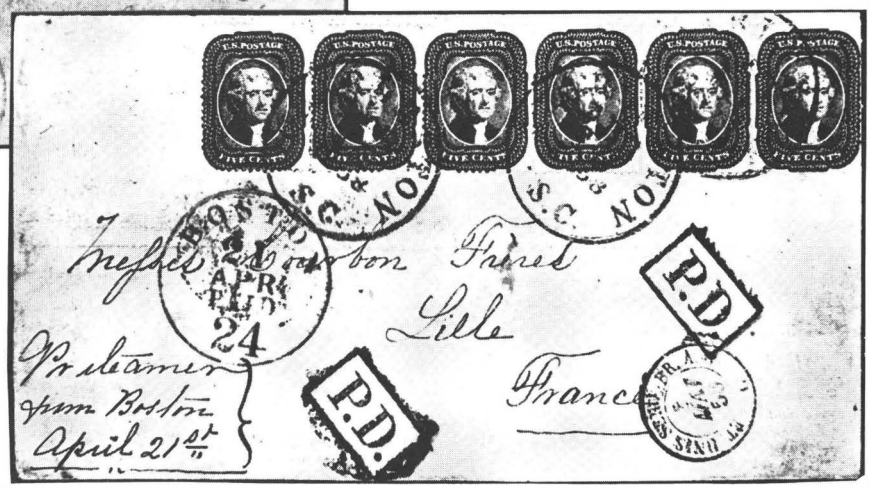


A block of four 5¢ 1847 stamps on a cover to pay double the 10¢ over-300 miles rate to the Canadian line from New York City.

Canadian postage of 9 pence was due, being double the normal 4½ pence rate.



At left —
A strip of six and a block of four of the 1c Type II stamp of 1851 (Plate 2) used on a cover from Downieville, California to Boston, year unknown



At right: A strip of six of the perforated 5c red brown, Type I of 1857 prepaying a double rate by French mails from Charleston, S.C. to Lille, France

Sent from Boston on April 21, 1858 by British Packet, this strip is believed to be the largest strip of this stamp known on cover.



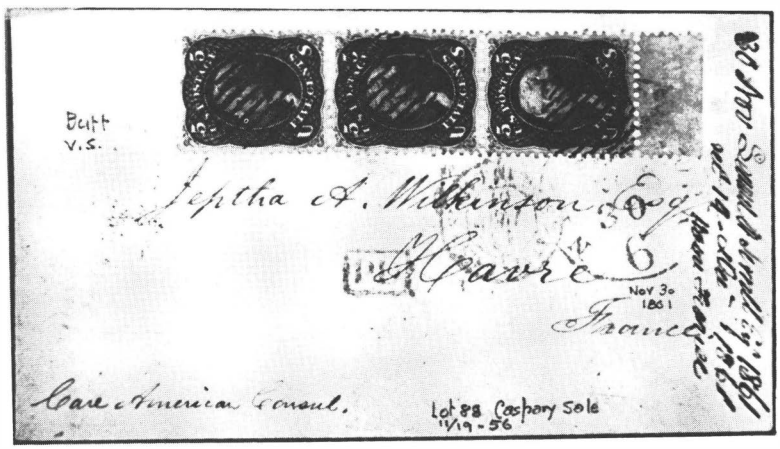
At left — A remarkable cover with a block of six 10c 1857 stamps including all possible types from Plate I. Positions and types, in pairs from the top down are: 74 and 75 L1 - Types IV and II; 84 and 85 L1 - both Type III and 94 and 95 L1 - both Type I.

The 60c postage represents the double rate from Pine Lake, Wisconsin to Germany by Prussian Closed Mail in December, 1858.

At right

A vertical strip of three with sheet margin at bottom of the 5c buff stamp of 1851 prepaying the 15c rate to France from New York to LeHavre in November, 1861

The 5c buff of 1861 was considered by David Baker to be our most attractive U.S. stamp.



Legal Use of Bisected Stamps

See the "Chronicle" for August, 1969, #63, for a comprehensive list of 1847 10¢ bisected stamps, with additions in Nos. 64: 65 and 87.

The 10¢ value of the first general issue U. S. postage stamps provided this country's first bisected stamp. Page 68 of Lester Brookman's *The 19th Century Postage Stamps of the United States* lists forty-five known bisects, six on piece, and one questionable. Your editors have a listing taken from auction catalogs which duplicates ten listed by Brookman, and adds the following: (1) Right vertical half, New Haven, Conn. to Birmingham, Conn. postmarked June 13, 1851. (2) Upper right hand diagonal, New Haven to Birmingham, June 14, 1851 (3) Upper left hand diagonal, used from Providence, R. I., face only, (APS certificate 548). (4) Right vertical half, Portland, Me. to New Haven, August 5, 1850. (5) & (6) Matching diagonal bisects, Gardiner, Me., to Brattleboro, April 28 and May 2. (7) & (8) Matching diagonal bisects, Gardiner, Me., to Brattleboro, May 5 and May 8. (9) & (10) Matching diagonal bisects, Gardiner, Me., to Brattleboro, May 12 and May 14.

See page 174 for a matched pair of the Gardiner, Maine bisects.

The earliest 1847 bisect on cover now recorded is a left vertical half on a cover with a Philadelphia postmark of January 24, 1848, as established by content or docketing. See report by Creighton C. Hart in "Chronicle" No. 99 (August, 1978).

The earliest use tabulated is the right vertical half used May 13, 1848, from New York City to Lockport, N. Y. A New York attorney paid 5¢ with the bisected stamp, and the firm of Parker & Burrell of Lockport paid the other 5¢ due. Two lawyers splitting their expenses equally! The practice of using bisected stamps continued in ever increasing volume, particularly when the San Francisco Post Office ran out of 3¢ stamps in the 1850's.

Finally the office of the Third Asst. Postmaster General began receiving letters such as the following:

"Post Office"
Oswego, N. Y. Aug. 6th 1853

John Oakford Esq.
Chief Clerk
P. O. Dept.
Sir/

I desire to call your attention to the practice which prevails to some extent of prepaying letters & papers by stamps cut in halves, and to ask whether I am to recognize such prepayment as legal?



A "Stilphin" 10¢ 1847 bisect used from Concord, N.H. in August, 1850 to Manchester, N.H. This is the earliest of the eleven known "Stilphin" bisects from Concord and Ballard Vale, Massachusetts.

See Susan M. McDonald's article on the Stilphin bisects in "Chronicle" No. 115 (August, 1982) for more data on this "find."

Letters frequently reach this office particularly from California, with one half of a twelve cent stamp cut diagonally) and marked on the accompanying post bill as 'paid by stamps', having been distributed as such at the New York D.P.O.

An article on 12¢ 1851 bisects, including a census of known covers, may be found in "Chronicle" #75, pp 121-29.

Newspapers sometimes come with one half of a three cent stamp but in the same way, which is the only evidence of prepayment.

Please inform me whether such prepayment is proper or not—Sec. 367. Chap. 50, of the Regulations, seems to define fully enough what are legal stamps and what not, but the practice is becoming so frequent and the New York Office recognizes so many letters prepaid as above, that I prefer to ask for information before exercising the responsibility of disregarding such prepayments.

Respectfully Yours &c
Saml R. Beardsley

Query: What action was taken by the Post Office Department in response to this and other similar letters?

[October 20, 1962]

The Illegal Use of Bisects

The answer to last week's question is found in the Post Office Department circular issued November 10, 1853, which reads: "If the stamp be cut out, or separated from the envelope on which it was made, the legal value of both is destroyed; neither does the law authorize the use of parts of postage stamps in the payment of postage."

Therefore, after November 10, 1853, all such uses of bisected stamps were illegal; but all 10-cent 1847 bisects and 3-cent and 12-cent 1851 bisects, used prior to November 10, 1853, were legal. Only five stamps could have been bisected legally, the Post Office Department not having officially ruled on the matter prior to the date of the circular.

For columns about the 12¢ bisected stamps of 1851, see pages 199-200.

Has anyone ever seen a use of the 5-cent 1847 bisected? The only rates which required a 2½-cent value from 1847 to June 30, 1851, were the two 12½-cent rates: one to Havana, Cuba; the other being the local Pacific Coast rate. No 1847 stamps were sent to California post offices, so any such use would have been by a traveler or business house taking or sending stamps to California, an extremely unlikely possibility.

The 1-cent 1851 was an improbable subject, there being no ½ cent rates after July 1, 1851.

In Scott's specialized U. S. catalog under the 3-cent orange-brown, #10, we find no listing of bisects. However, under the 3-cent dull red, #11, we find 11C, the vertical half used as a 1-cent on cover; and 11d, diagonal half, used as 1-cent on cover. Are there no orange-brown bisects known? None are now recorded.

See "Chronicle" #76, pp 195-7, for an article on 3¢ 1851 bisects with a census of known covers. "Chronicle" #77, page 26, has additions and corrections to the listings.

The editors have a small list of eight 3-cent bisects. Five of the eight have dates of use recorded in the years 1855, 1856 and 1857. One other bears a New York 5¢ postal marking, indicating postage due, while the other two give no hints as to the year of use. It is supposed that all uses recorded from these years were illegal, though several were allowed to pay their way.

Doesn't it seem strange that the 3-cent suddenly appears bisected after 1853, while no other denomination of this issue released later, was found bisected? A 10-cent 1855 bisected could have been used to pay the U. S. 5-cent inland rate to England, by open mail.

It probably seemed natural to those who had used the bisected 12-cent stamps earlier to bisect a 3-cent stamp after April 1855 to help make the 10-cent rate to the east coast when they only had 3-cent stamps.

It is also possible that some 12-cent bisects were not recognized as legal postage prior to the November 10, 1853, Post Office circular.

[October 27, 1962]

Multiple Issues on Cover

Portions of this column are repeated in later sections concerning covers of the various periods of stamps. See pages 181, 217 and 221.

The first opportunity for stamps of two issues to be used on a cover was July 1, 1851. Although the 1847 issue was demonetized and illegal for postage after July 1, 1851, C. C. Hart has recorded a number of uses after demonetization; several of these are with stamps of the 1851 Issue.

Since the catalog describes the perforated stamps of the 1851 Issue as the 1857 Issue, this permits us to include uses of imperforate and perforated 1851 stamps in this category. Such a cover could not exist prior to February 28, 1857, the present earliest recorded date of use of an officially issued perforated stamp.

Recently Frank Salichs of Miami, Florida, sent us a photograph of an extremely rare and attractive folded letter from New York to Havana with the 20¢ postage paid by a pair of 5¢ imperforate (1851) and a pair of 5¢ perforated (1857).

Actually, the 5c imperforate stamp was issued in 1856, but Mr. Baker, in common with most writers and catalogers, considered it and usually spoke of it as part of the issue of 1851.

The same convention applies to the 10c green stamp of 1855 and the 24c, 30c and 90c stamps of 1860 are considered to be a part of the perforated issue of 1857.

The three examples in your editor's collection all happened to be on covers addressed abroad, one to England and two to Germany. Although we haven't made a record of this type of cover, we have not seen many. Do you have one in your collection?

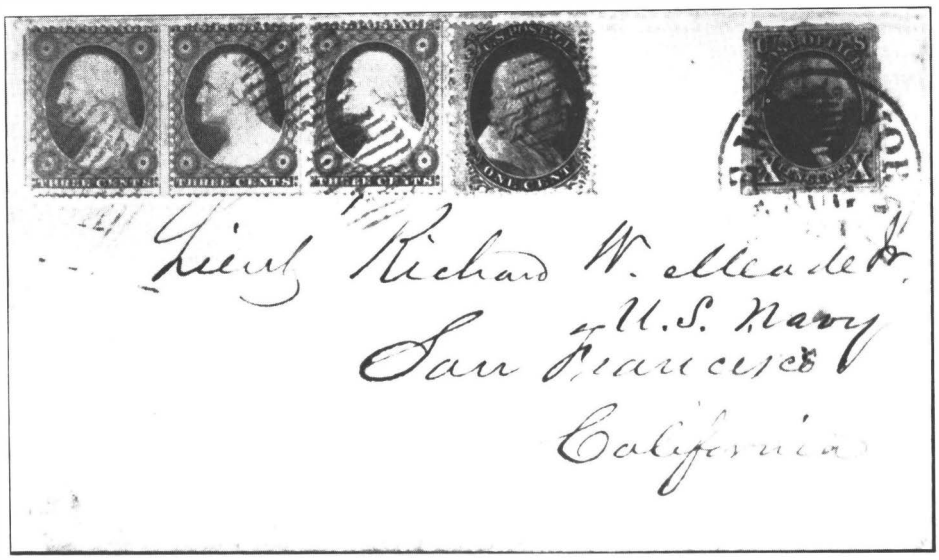
Again at the end of the 1857 Issue in 1861, we have a demonetized issue. The demands for numbers of stamps had increased tremendously since the last similar situation in July 1851. The requirement that all domestic mail be prepaid by stamps after January 1856 was a big factor and the increase in population another.

Less time was allowed to print the stamps before the exchange was attempted. The time of demonetization extended over several months with each post office giving notice for a short exchange period prior to demonetization.

During the notice period, the 1857 and 1861 Issues could both be used legally; uses thereafter would be illegal. New York City provides the largest number of covers of this nature because the notice period occurred several times but the post office did not declare the use of the 1857 stamps illegal until sometime in 1862. Many collectors should have an example of this type of cover in their collections.

Since demonetization was not a factor in 1869 or 1870, covers showing uses of both issues should be found more easily. What has been your experience?

[January 23, 1965]



A very late use of the 10c 1847 stamp, if in fact, it did pay any postage. Used in August, 1860 with a New York "ocean mail" postmark tying the 1847 stamp, the cover lay in the San Francisco post office for a year, being backstamped "San Francisco, Advertised, June 11, 1861" with a manuscript endorsement below. "Found in dead letter box—A.F. Gomez." Manuscript docketing on the back notes "This followed you to Alaska."

There are several possible explanations for the use of the 10c in 1857 stamps on the cover in conjunction with the 10c 1847 stamp.

* * * * * * * * * * * *

Last week we discussed the important and basic changes in our postal system made by the Act of March 3, 1845.

This week our subject is the next important Postal Law, which reads:

"And be it further enacted, That to facilitate the transportation of letters in the mail, the Postmaster General be authorized to prepare postage stamps which, when attached to any letter or packet, shall be evidence of the payment of the postage chargeable on such letters, ****** Act of March 3, 1847, Sec. 11."

With the enactment of the foregoing provision, postage stamps were legalized in this country. The Postmaster General, by a regulation dated April 25, 1847, provided for:

"Postage stamps, one printed in black, representing the head of Washington, of the denomination of ten cents and the other printed in brown, representing the head of Franklin, of the denomination of five cents ******."

These were first delivered to the postmasters at "important points" during July of 1847, while other postmasters could secure supplies of the stamps by buying them from the postmasters who had been supplied by the Post Office Department. It should be noted that the use of stamps was not required and no penalty attached for their non-use or for insufficient postage being placed on letters. The additional postage due, if any, was collected at the ordinary rate from the addressee. Postage on letters could still be prepaid by cash or sent unpaid, with the postage to be collected from the recipient.

[April 14, 1962]

The 5¢ and 10¢ 1847

These stamps are interesting if for no other reason than that there has been so much speculation as to how they were produced.

For years a dispute raged in the philatelic world over the question of whether these stamps had been printed from copper or steel engraved plates or if in fact they had been produced from Galvanoplastic plates.

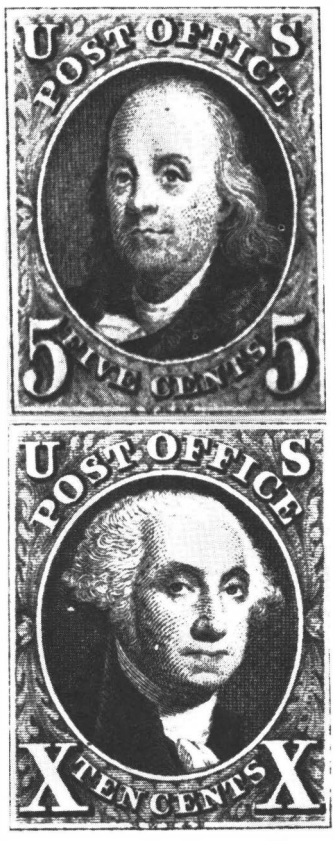
The New York banknote firm of Rawdon, Wright, Hatch & Edson was given the contract for producing both the five and ten cent denominations of these stamps. For years students have looked for the contract between the government and the Rawdon firm. To this day no trace of the contract has been found in the archives of the Federal government. However, two letters were discovered about fifteen years ago which shed light on the question of how they were produced.

The first letter, dated "New York, March 20, 1847" reads as follows:

"The undersigned propose to engrave steel dies and to provide steel plates for five and ten-cent stamps for the U. S. Post Office Department, without charge for the same, or for keeping them in repair, and to furnish stamps for the same on suitable paper, of the best quality, prepared for use with gum, at the rate of twenty-five cents per one thousand stamps. The stamps are to be executed in the best style of line engraving, and the dies and plates to belong to, and to be held for the exclusive use of the Post Office Department."

The second letter, written eleven days after the first one, was addressed to W. J. Brown, Second Assistant Postmaster General and reads as follows:

"We beg leave to vary the proposal made by us to furnish the Post Office stamps, as follows: viz: In addition to our formal proposal, we will print the figures '5' and '10' on the face of the respective stamps, in red ink, in such manner as to render them distinct, and not obscure the heads. This combination of colors would add greatly to the difficulties of counterfeiting the stamps. We will furnish the stamps, printed in two colors, as above, at the rate of twenty-five cents per one thousand stamps; or, we will furnish them printed in one color (the 'five' and 'ten' stamps each in a different color, if desired, by way of readily dis-



The designs of the 5¢ and 10¢ 1847 stamps, as shown by die proofs.

tinguishing them) at the rate of twenty cents per one thousand stamps."

In the margin opposite the last half of the last sentence was written, "This bid accepted", which referred to the stamps as they were issued in the single color for each denomination.

It is quite clear from these letters that the stamps were produced from steel plates. What is still a matter of speculation, however, is how many plates were made. The best evidence points to two plates for the 5¢ and one plate for the 10¢. Since the plating authorities, the late Dr. Carroll Chase and Elliott Perry, have both agreed that it is not possible to plate the 5¢ stamps, probably no sure answer will ever be given to the question as to whether one or two plates were used for the 5¢. On the other hand, due to the painstaking work of Mr. Perry, the 10¢ stamp has been plated in its entirety and it is quite clear that but one plate was used for its production.

[April 21, 1962]

* * * * * * * * * * * *

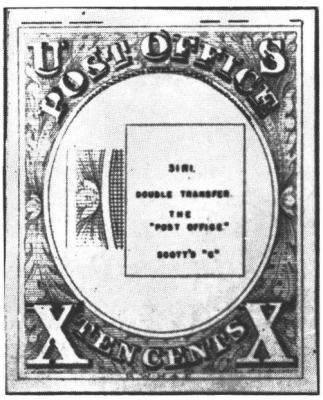
We are very grateful to all those people who have taken the time and trouble to write to us.

One letter inspired by the column of April 21st throws some additional light on the subject of the plate for the 5¢ stamp of the 1847 issue. We feel that the comments contained in this letter from Ezra D. Cole, the well known dealer, should be shared with our readers, and so we quote from it as follows:

"On the 5¢ 1847 I had many conversations with Stanley Ashbrook, Judge Emerson, Doc Chase, Steve Brown, Ed Knapp, and several others, too numerous to mention; all of them knew some things and all were always interested in this 5¢ stamp.

"Some plate positions were identified, and I think some more will be some day but no one that I knew thought that the stamp could be plated, although some of us thought so at one time or another.

"Most of us did come to the conclusion that there was only one plate. While we found some peculiar things we never did find, say two "corner-stamps" from any corner that we thought were from different plates.



The "C" double transfer on the 10¢ 1847 stamp

"We did work out, however, that there must have been two states of the one plate, a first and second state perhaps. We sometimes referred to it as before and after cleaning. There is no doubt in my mind, and you can check this yourself with covers from some of the big cities, Boston, New York, etc., that the impressions in 1848, 1850, and 1851 are different, not only the colors but the stamps themselves.

"Then there is the problem of the C and D shift. I for one am not sure, maybe some others are and I don't want to be positive, that the D and possibly the C shift were surely the result of this cleaning. These two positions may have been re-entered at that time, a fact that may account for their relative rarity. Or, and somewhat more doubtful, these shifts were there (in the plate) all the time and did not become visible until the plate was cleaned up. I doubt if it was really gone over. Stan, I know, always hoped some more varieties would show up that were constant enough so that we could identify them, before and after. For example, some early and late corner copies and margin pairs or strips. Maybe they will show up some day, possibly they exist in collections even now.

"Another problem is and was that the D shift is rare. The impressions are almost always poor, and the condition of some of the copies can only be described as lousy.

"To sum this up, I am convinced that there was only one plate, but that there is what we can call, for lack of better description, two states of the plate."

[May 12, 1962]

5¢ and 10¢ 1847 Multiples Used on Cover

The following tabulations of 10¢ and 5¢ multiples used on cover may be of interest:

	5¢ Stamps			10¢ Stamps	
	Horizontal	Vertical		Horizontal	Vertical
Pairs	217	36	Pairs	136	20
Strips of 3	0	1	Strips of 3	32	5
Strips of 4	3	0	Strips of 4	12	1
Strips of 5	2	0	Strips of 5	4	0
Total Items	222	37	Strips of 6	1	0
			Strips of 10	1	0
				186	26

Eighty-eight percent of the 10¢ multiples are horizontal, a ratio of 7 to 1 to the vertical.

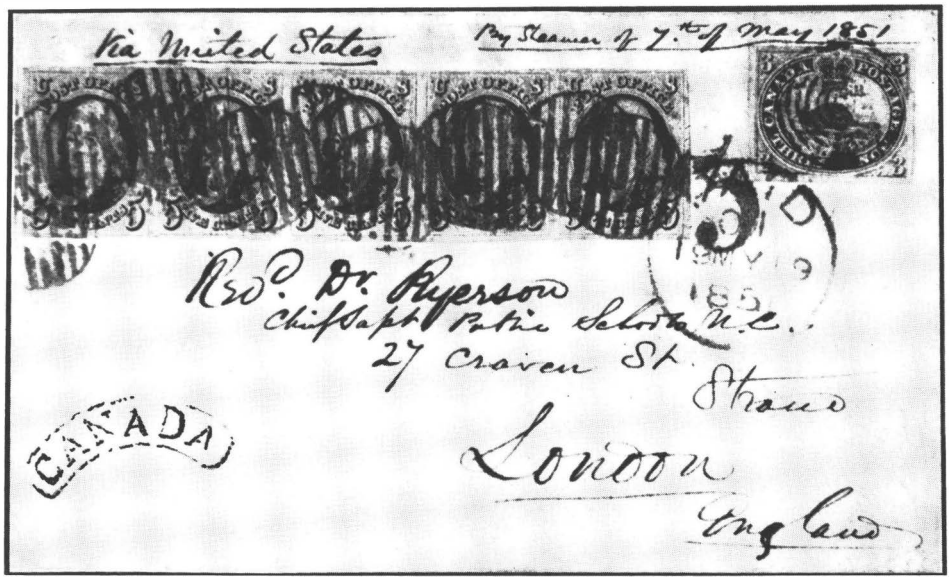
The stamps of the 1847 issue could not be used legally with any other issues of U. S. postage stamps. No issue preceded the 1847 stamps. The 1847 stamps were demonetized as of the issue date of the 1851 issue, July 1, 1851. Creighton Hart has listed and described in *The Collectors Club Philatelist* (Vol. 41, No. 4) thirty-three covers bearing 5¢ or 10¢ 1847's after July 1, 1851. These uses were illegal, although some were apparently passed without question.

Actually, nearly all of them were passed without question. See captions on page 181.

However, 1847 issue covers do appear with other stamps. A handful are known bearing the 3 pence Canadian Beaver stamp. This stamp was issued April 23, 1851, so this combination could be used only sixty-nine days.

A second group of stamps, locals, appear on 1847 Issue covers. Local stamps were used by private express companies to indicate payment for their services. Scott's specialized U. S. catalog lists uses of locals with U. S. postage stamps in the locals section.

Frank Levi reports the following uses with locals not presently listed in the catalog: With 5¢ 15L9, 15L12, and 15LU1 of D. O. Blood & Co.; 20L1 and 20L2 of Boyd's City Express; 76L1, Hall & Mills' Despatch Post; 136L13, Swarts' City Dispatch Post. With 10¢ 15L9, 15L10, 15L13, 15L17 of D. O. Blood & Co.; 20L8, Boyd's City Express; 40L2, City Despatch Post; 69L4, Frazer & Co.; and 109L1,



A 3 pence Canadian Beaver and 25¢ in 5¢ U.S. 1847 stamps on cover from Canada to London, England sent in May, 1851.

Although this cover was sent during the 69 day period cited in the accompanying column, the 3¢ Beaver simply pays the 2 pence, sterling (or 2½ pence, currency) Canadian inland postage required under the British—Canadian transatlantic treaty rate structure. It is thus not connected with the then new Canadian—U.S. mail treaty which had just become effective April 6, 1851.

The25¢ in U.S. 1847 stamps represent a 1¢ overpayment on postage to England from the United States under the U.S.—British treaty of 1848. For a discussion of these usages, see "Chronicle" No. 98 (May, 1978, pages 95-98).

G. A. Mills' Despatch Post.

The third group of stamps are "carriers"showing payment for delivery of letter to post office or delivery from post office. Those on the Levi list which are not in the catalog are: With the 5¢ 3LB3, Boston; 7LB1, 7LB13 of Philadelphia; and with the 10¢, 4LB8 of Charleston, South Carolina.

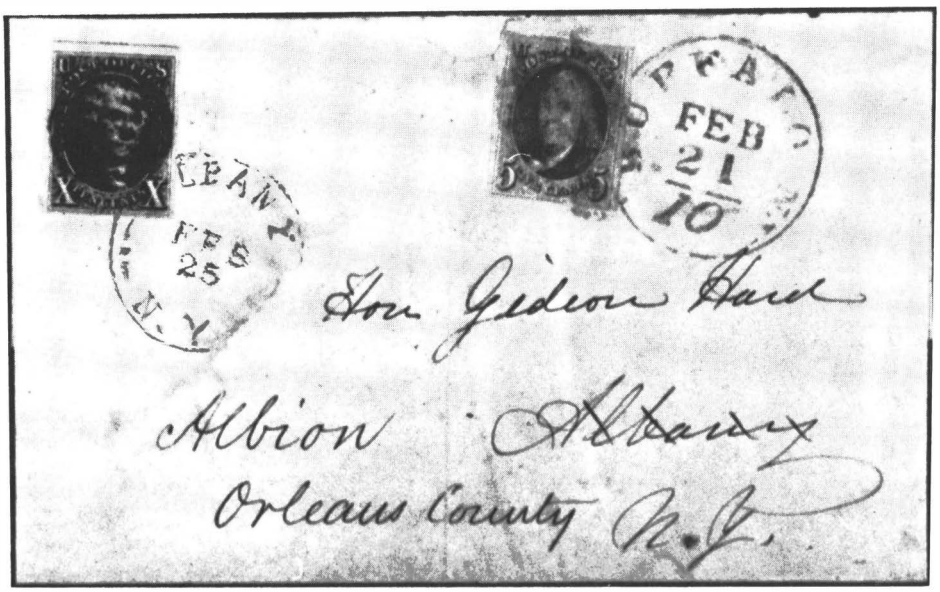
[March 28, 1964]

5¢ & 10¢ 1847

In viewing the columns since last April, not one has discussed the 1847 issue. Frank Levi, Jr., has furnished us a considerable bundle of information concerning 5¢ and 10¢ covers and multiples.

The following tabulation of 2484 5¢ and 10¢ covers is interesting.

States	5¢ Covers	10¢ Covers	5¢ & 10¢ Covers	States	5¢ Covers	10¢ Covers	5¢ & 10¢ Covers
Alabama	23	26	3	New Mexico	1	0	0
California	0	1	0	New York	564	233	9
Connecticut	65	13	0	North Carolina	8	6	0
Delaware	6	0	0	Ohio	40	35	0
Florida	3	8	0	Oregon	0	1	0
Georgia	9	12	0	Pennsylvania	243	65	1
Illinois	19	8	0	Rhode Island	33	1	0
Indiana	2	2	0	South Carolina	15	20	2
Iowa	2	0	0	Tennessee	4	3	0
Kentucky	15	23	0	Texas	1	0	0
Louisiana	12	11	0	Vermont	23	3	0
Maine	15	14	0	Virginia	19	14	0
Maryland	103	29	1	Wisconsin	3	6	0
Massachusetts	197	89	2	District of Columbia	13	8	0
Michigan	16	12	0	Railroads	137	25	3
Mississippi	0	6	0	Canada usage	9	16	0
Missouri	15	60	0	Misc.	46	22	0
New Hampshire	16	3	0	Totals	1,685	778	21
New Jersey	8	3	0				



This cover shows the use of the 5¢ and 10¢ 1847 stamps in combination on one cover for their intended rates. The 10¢ was applied at Buffalo, Feb. 10, 1850 to pay the over-300 miles single rate to Albany, New York, and the 5¢ was applied at Albany to pay the less-than-300 miles rate to forward the cover on to Albion, New York.

The Buffalo markings are in blue and the Albany postmarks in red, adding to the cover's attractiveness.

Our tabulation of combination 5¢ and 10¢ covers agrees with Mr. Levi's, except that we have a record of only one from Massachusetts; one from Michigan, which he does not list; one additional Railroad usage and one Miscellaneous usage for a total in our case of twenty-three (23) covers as contrasted with Mr. Levi's twenty-one (21). A Baltimore Railroad item is one piece and one of the New York items is part of a wrapper.

Wisconsin (May 29, 1848) and California (September 9, 1850) became states during the 1847 to 1851 period. It is possible that some of the covers listed for these states could be territorial covers. This possibility will have to be researched.

See columns of May 9, 1964 (page 95) and May 2, 1964 (next page) for discussion of California as a U.S. "Territory."

Frank Levi, Jr., can add Arkansas, the only State then in the Union not listed, by looking up Lot 215 in Robert Siegel's January 7, 1964 sale.

[February 15, 1964]

Where Were The 1847's Used?

Both Creighton Hart and Frank Levi, Jr., have made extensive listings of 1847 issue covers. The objectives of these individuals have varied somewhat, with Creighton Hart up to this time examining in detail only those states where twenty-five or less covers are known to him.

Mr. Levi has forwarded his listings to Creighton Hart for comparison. When these two studies are combined, we will have a truly great record. Until that time, we will draw on Mr. Levi's study.

Our previous column reported the number of covers recorded from each state. The following table lists the number of towns in each state from which 2484 covers are known:

State	5¢ Covers	10¢ Covers	State	5¢ Covers	10¢ Covers
Alabama	5	4	New Hampshire	7	2
California	0	1	New Jersey	5	3
Connecticut	12	4	New Mexico	1	0
Delaware	1	0	New York	16	16
Florida	3	5	North Carolina	3	4
Georgia	7	7	Ohio	13	7
Illinois	3	5	Oregon	0	1
Indiana	2	1	Pennsylvania	18	7
Iowa	2	0	Rhode Island	2	1
Kentucky	5	2	South Carolina	2	4
Louisiana	2	2	Tennessee	2	2
Maine	7	4	Texas	1	0
Maryland	5	4	Vermont	8	3
Massachusetts	19	9	Virginia	8	6
Michigan	5	3	Wisconsin	3	3
Mississippi	0	4	District of		
Missouri	1	2	Columbia	2	1
			Totals	200	117

There were twenty-nine States July 1, 1845, and thirty-one by June 30, 1851. This list includes uses from thirty states (none from Arkansas), two territories (Oregon and New Mexico), and the District of Columbia.

If this subject interests you, another source of information is *The Chronicle of the U. S. Classics Issues*, published every few months by the U. S. 1851-60 Unit. In Issues No. 45 and 46, Creighton Hart discusses and illustrates Delaware covers. In the article he lists thirteen 5¢ covers and one 10¢ cover from four Delaware towns.

[February 22, 1964]

We Hear From You

Since the one of us least trained in the art of eloquent writing creates at least half of these columns, it is only natural that what he thinks he is writing is not specifically what others think he is saying. When you get this, then proceed.

Referring to the column of February 15, 1964. (See page 148-9.)

As an example, take the February 15th column on the 5¢ and 10¢ 1847. Already prepared is a column to clarify the next to last paragraph about Wisconsin and California becoming States during the 1847 to 1851 period, thereby raising the question of territorial uses.

Today I was asked two questions, one in person by an old philatelic friend and another by mail from a new philatelic friend. My old friend asked if the listing of 2484 covers included *all* known covers. The new friend particularized "if your tabulation is of all the Wisconsin 5¢ and 10¢ 1847 covers, it falls far short of what I personally know about."

Arthur Van Vlissingen continues: "I own somewhat more than the three covers of 5¢ 1847 which appear in your table. (A prominent collector) of Chicago owns at least three, by my memory. And there must be numerous others . . .

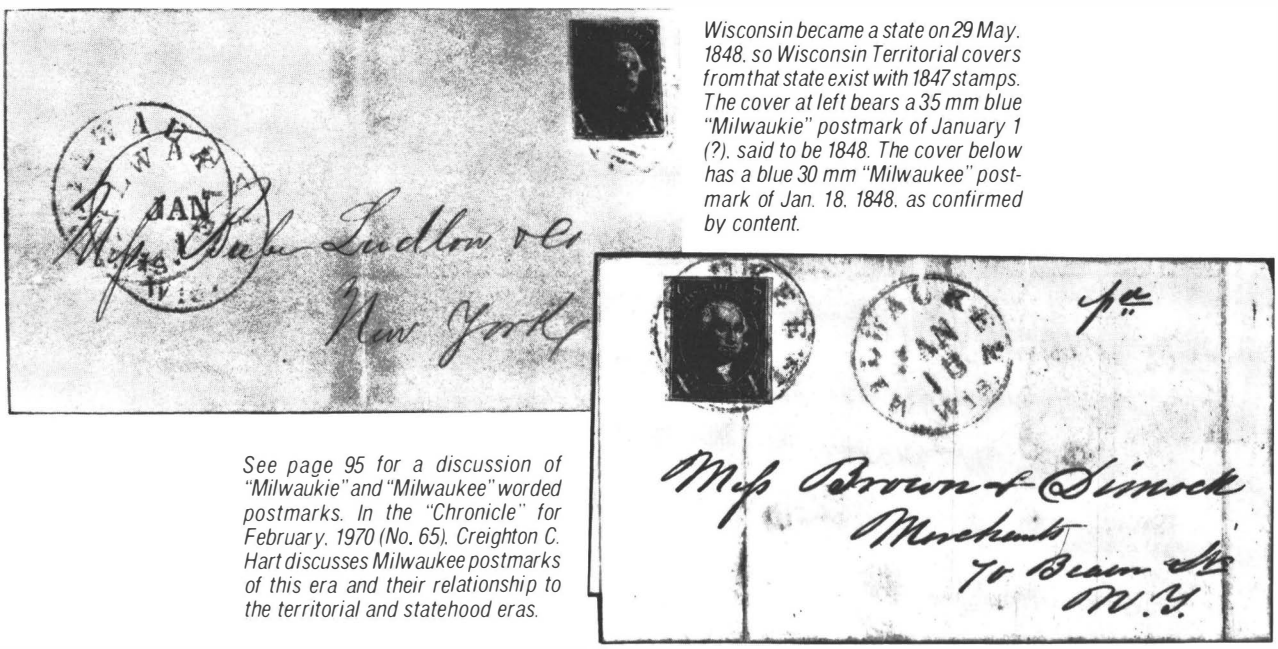
Arthur Van Vlissengen wrote on 1847 covers from Wisconsin in the "Chronicle" for May, 1969 (No. 61) and February, 1970 (No. 65).

"I am not so sure about 10¢; I own only one, two were sold in an H. R. Harmer sale about March 1962, one of these a Territorial, the only Wisconsin Territorial 1847 Issue cover that I know of. There is another 10¢ cover in the Wisconsin Historical Society archives, probably more, but I have seen only one. H. R. Harmer recently sold a 10¢ bisect used in Wisconsin."

C. C. Hart has written twice in *Stamps* (Nov. 1955 and June 1957) on 1847 cover surveys; one taken among 142 dealers and the other among 80 collectors. The dealers replied to the question: "How many 1847 covers do you estimate still exist?" The low estimate was 500 and the high 75,000. The figure most often chosen was 10,000, the second most frequent was 5,000. Mr. Hart concluded: 5,000 nearest to correct.

By relating known covers, from eleven areas, to stamps issued to post offices in these areas, Mr. Hart concluded about seven covers remained for every 10,000 stamps issued. Elliott Perry, in several articles in *Pat Paragraphs*, concludes roughly that one in every 1,000 remain. Using the latter ratio, about 4,600 would remain, roughly confirming Creighton Hart's earlier conclusion.

[May 2, 1964]



Wisconsin became a state on 29 May, 1848, so Wisconsin Territorial covers from that state exist with 1847 stamps. The cover at left bears a 35 mm blue "Milwaukie" postmark of January 1 (?), said to be 1848. The cover below has a blue 30 mm "Milwaukee" postmark of Jan. 18, 1848, as confirmed by content.

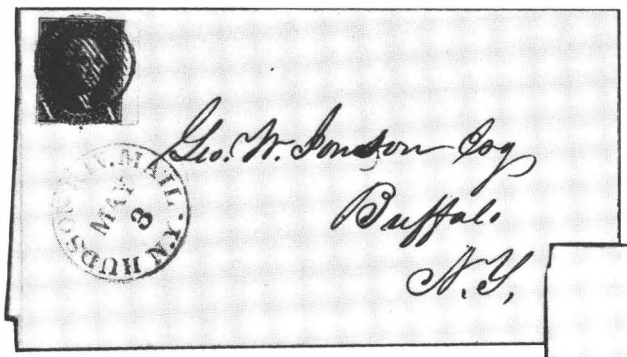
See page 95 for a discussion of "Milwaukie" and "Milwaukee" worded postmarks. In the "Chronicle" for February, 1970 (No. 65), Creighton C. Hart discusses Milwaukee postmarks of this era and their relationship to the territorial and statehood eras.

More From Frank Levi, Jr.

Previous columns have presented listings of numbers of 5¢ and 10¢ covers tabulated by States of use and towns of use within states.

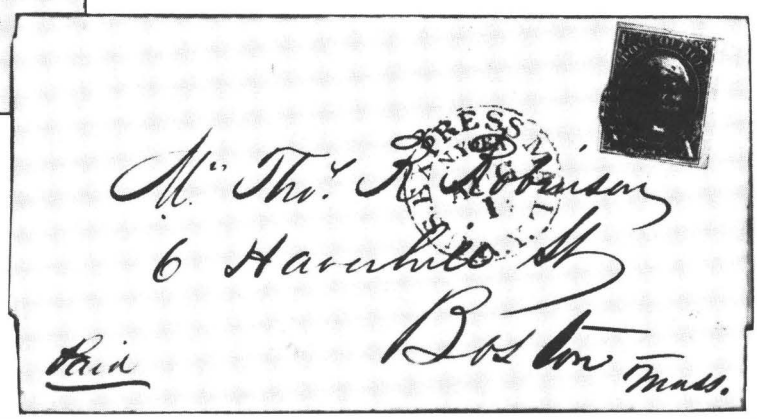
Our table this week lists those town, railroad, and express marks which appear at least ten times in the record.

Postal Marking	5¢	10¢	Total
New York, N. Y.	376	204	580
Philadelphia, Pa.	198	49	247
Boston, Mass.	162	83	245
Baltimore, Md.	96	26	122
St. Louis, Mo.	15	59	74
U. S. Exp. Mail, Boston	22	38	60
Philadelphia R.R.	32	9	41
Pittsburgh, Pa.	22	12	34
Cincinnati, Ohio	9	25	34
New Haven, Conn.	23	10	33
Charleston, S. C.	14	18	32
Louisville, Ky.	11	20	31
Providence, R. I.	30	0	30
Mobile, Ala.	9	21	30
Buffalo, N. Y.	16	12	28
New Orleans, La.	11	10	21
Detroit, Mich.	12	8	20
Rochester, N. Y.	15	5	20
Hartford, Conn.	18	1	19
Washington, D. C.	11	8	19
Chicago, Ill.	15	3	18
Hudson River Mail, N. Y.	13	5	18
Utica, N. Y.	17	1	18
U. S. Exp. Mail, N. Y.	13	4	17
Cleveland, O.	13	2	15
Richmond, Va.	10	5	15
Binghamton, N. Y.	14	0	14
Baltimore R.R.	10	2	12
Burlington, Vt.	11	1	12
Albany & Buffalo R.R.	9	2	11
Eastern R.R.	9	2	11
Syracuse, N. Y.	9	2	11
Montgomery, Ala.	7	3	10
Totals	1,252	650	1,902



At left — A 10¢ 1847 stamp on a cover postmarked aboard a Hudson River steamboat by a Route Agent in May, 1849. This Hudson River route agent marking was used aboard the steamboats until in 1851, when the route was shifted to the railroad along the river so that the route could be operated more effectively in winter when the river was blocked by ice.

Both the odd, wavy lined grid killer and the postmark are in red.



At right: A 10¢ 1847 stamp used with the "EXPRESS MAIL/N YORK/N.Y." route agent markings on August 1, 1851, after the 1847 stamps had been demonetized. However, the route agent on the New York to Boston route accepted the out-dated stamp for full payment of the 3¢ postage then required. He probably decided that the government had already received 10¢ for the 3¢ worth of service.

This listing includes towns from sixteen states (out of thirty-one possible), from two of the U. S. Express mail cities, Boston and New York, and five railroad Route-Agent marks. It is interesting that the number of covers from Boston and Philadelphia are almost equal, while New York has more than both Boston and Philadelphia and almost more with Baltimore added.

It seems proper that St. Louis, Louisville, Cincinnati, Mobile, and Charleston should have more 10¢ (over 300 miles) covers than 5¢ (under 300 miles) but a bit unusual in that the Boston U. S. Express Mail covers should be predominantly 10¢ and those from New York and all other route agent marks (railroad) should be predominantly 5¢ covers.

[June 6, 1964]

Report From NAPEX
The 1847 Issue

This and the following column are part of a report on NAPEX of 1964. The Classics Society workshop held there was the first such covering the 1847-1869 range of issues. See the column of October 17, 1964 with accompanying marginal notes on page 9.

See articles in the "Chronicle" for May, 1968 (No. 58) and August, 1976 (No. 91).

Although Creighton Hart was touring Spain during NAPEX he reported on "Unknown and Unique 1847 Covers" in a written statement at the Saturday Workshop of the U. S. Philatelic Classics Society.

Creighton Hart's Report

In a series of articles about uses of 1847 covers from the various states, (which articles I am writing for the *Chronicle*, the Journal of the U. S. Philatelic Classics Society) each denomination of our first issue is considered separately. Thirty-five areas officially received a supply of the five and ten-cent stamps of the 1847 Issue. These thirty-five areas include thirty states, three territories, the District of Columbia and our postal agent in Panama.

The Saturday Workshop might be interested in considering unknown and unique 1847 covers from all the areas. Based upon my records, there are three areas from which covers remain unknown to me:

5¢ '47 cover from Wisconsin Territory
10¢ '47 cover from Iowa
10¢ '47 cover from Minnesota Territory

From the following six areas, only one cover is known to me:

One 5¢ '47 cover from Arkansas

PANAMA



This cover has the largest multiple use of the 10¢ 1847 stamp known on cover, having nine copies used to pay triple the 30¢ "Panama" rate.

The cover originated in Lima, Peru and was hand carried to Panama, where it (and cash for the postage) were given to the U.S. Consul and Postal Agent there, A.B. Corwine.

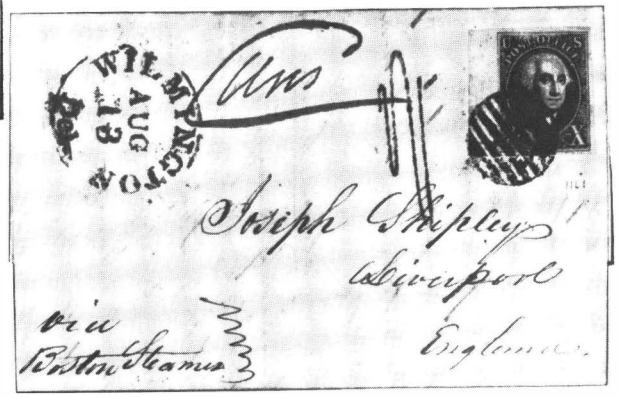
Corwine first applied a red "PANAMA" (tracing above) but then, for the triple rate, had to apply stamps over the marking.

The cover was sent by U.S. Steamer to San Blas, on the Pacific coast of Mexico where it was sent overland to Tepic. Thus, the cover was only in the U.S. mails from Panama to San Blas and was never in the U.S. mails in the United States.



At left: One of the two recorded covers from New Hampshire with a complete 10¢ 1847 stamp, although nine covers from the state bearing bisected copies are known.

This cover was sent from Nashua, N.H. on September 3, 1847. Nashua, N.H. never received a supply of 1847 stamps so this stamp was brought there from somewhere else.



At right: Sent from Wilmington, Delaware to England on August 13, 1847, the 10¢ stamp paid the U.S. postage for the more than 300 miles to Boston, where the letter was put aboard a steamer to England. The remainder of the postage, a shilling, as indicated by the vertical "squiggle" to the left of the stamp, was collected from the addressee at Liverpool.

This is the only recorded 10¢ 1847 cover from Delaware. The Wilmington post office received but fifty 10¢ stamps.

One 5¢ '47 cover from Mississippi
One 5¢ '47 cover from Minnesota Territory
One 10¢ '47 cover from Delaware
One 10¢ '47 cover from New Hampshire
One 10¢ '47 cover from Wisconsin Territory

Nearly all these figures have been somewhat increased since 1964.

Perhaps ten or more 10¢ 1847 bisect covers are known to pay the 5¢ rate from New Hampshire. However, only one cover is known with an entire 10¢ stamp.

A 5¢ '47 cover postmarked St. Paul, Minnesota Territory, is reported as having been "seen" in 1928. I'd like to find out if this was a vision or if the cover really still exists. A 10¢ '47 cover has never been reported although a supply of tens was sent to St. Paul.

This cover has never reappeared, to the best of knowledge of the editors of the "Chronicle."

Wisconsin Territory postmarks are not helpful in determining territorial uses. Here we must reply on datelined letters or docketing to determine if the cover was used prior to May 29, 1848, the date of statehood.

'47 covers are known from California, New Mexico and Oregon but no '47 stamps were ever *officially* sent there. (End of Mr. Hart's report).

Any additional information that collectors now have, or will learn about in the future, should be passed on to Creighton Hart for his records. *(To be continued next week)*

[November 28, 1964]

Creighton Hart's Written Report on the 1847 Issue at NAPEX

(Continued from last week)

The second condition of the 5¢ 1847 plate probably poses the most unanswered questions of our first issue. It is now believed that the 5¢ plate was reconditioned by thorough cleaning, probably with strong chemicals, but the date this was done is unknown.

Panes of stamps from the "cleaned" plate, as it is generally referred to, probably were included in the 5,000 panes delivered by the printers on March 20, 1849, or were included among the 5,000 panes delivered on February 5, 1850.

Five-cent covers dated from March 20, 1849, to a few months after February 5, 1850, should be re-examined carefully to see if they have stamps with a sharp clear impression. This is especially true of 5¢ covers from the larger cities where

the turnover of stamps was rapid.

Specialists in the 1847 Issue would like to learn from these covers, several bits of information such as:

1. What were the first shades used on the cleaned plate?
2. Do types of the fairly common, A and B, occur in colors of both the original and the cleaned plate?
3. Do the rare types C & D occur only in colors of the cleaned plate?
4. Is the rare "red orange" a color only of the original or the cleaned plate?
5. Were the equally rare, if not rarer, "dark olive brown" stamps printed in the shades only of the "cleaned" plate?

[December 5, 1964]

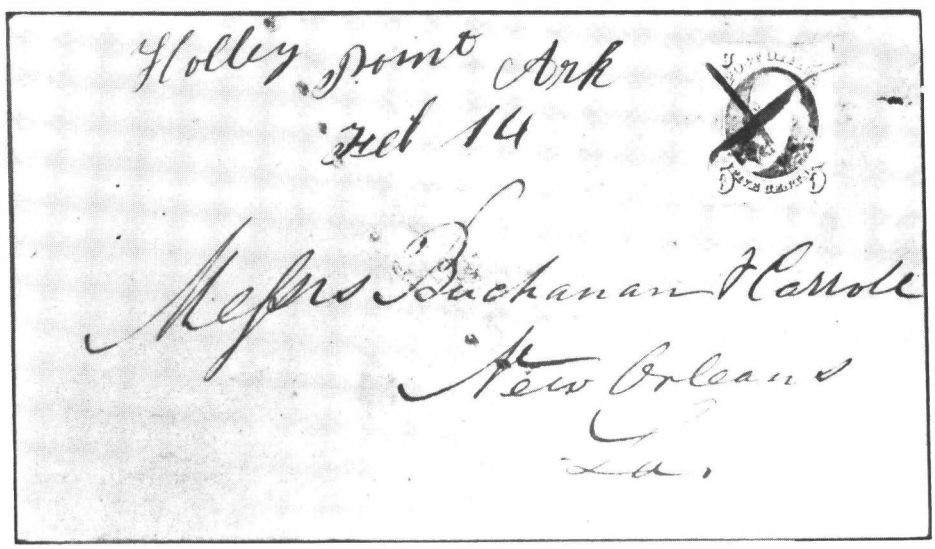
Tabulating Known 5¢ and 10¢ 1847 Covers (I)
(This column is written in collaboration with C. C. Hart and Frank Levi, Jr.)

Our tabulations of the 5¢ and 10¢ 1847 covers from other than the large cities of New York, Boston, and Philadelphia continue. We will go through these by states:

Alabama - 5¢ and 10¢ uses are recorded from Huntsville, Mobile and Montgomery which received stamps and 5¢ uses from Florence and Prattville, and a 10¢ use from Columbia, which did not. Uses should be recorded from Auburn, Cahaba, Carrollton, Eutaw, Gainesville, Greensborough, Marion, Tuscaloosa, Tuscumbia, all of which received both 5¢ and 10¢ 1847 stamps.

Arkansas - Only Little Rock, Arkadelphia and Doakesville received stamps. Doakesville was in Indian Territory but under Arkansas for postal administration. Creighton Hart, a well known student of the 1847 issue wrote about 1847 covers from Arkansas in the December 1965 issue of *The Chronicle* of the U. S. Philatelic Classics Society. He only has recorded one 5¢ cover, a use from Holley Point, Arkansas to New Orleans. He records two 10¢ covers from Little Rock, and one from Hot Springs known to Elliott Perry. At NAPEX, a 10¢ cover from Doakesville to New Orleans was shown by G. Signorelli.

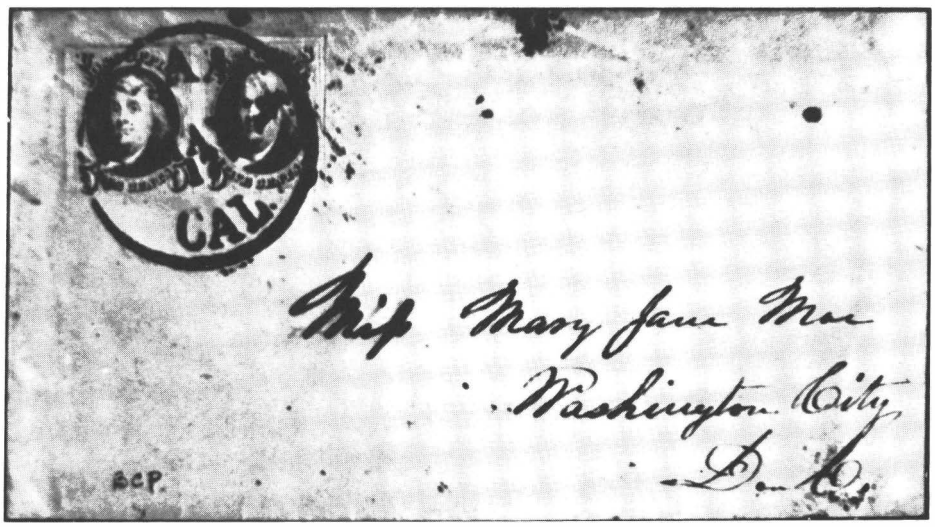
California - Ceded to the United States by Mexico February 2nd, 1848, welcomed the first contract mail steamer at San Francisco February 28, 1849, but



The Holly Point, Arkansas postmaster of 1851 evidently wasn't a good speller or "Holley" was a local name.

This 5¢ 1847 cover, used from Holly Point, Ark., in 1851 or later, as proven by the fact the name of the office was changed to "Holly Point" effective January 13, 1851.

Holly Point, now a ghost town, never received a supply of 1847 stamps, so the stamps on this cover had to have come from another post office.



A post-demonetization use of a pair of 5¢ 1847 stamps, from California to Washington, D.C. The cover was mailed on May 12, 1855 or some later year, as the 10¢ coast-to-coast rate didn't come into being until April of that year.

never was sent 1847 stamps.

Creighton Hart lists three uses. A cover from the Jessup collection with a pen cancelled strip of four 10¢ 1847's from San Francisco to New York postmarked January 1st (1851).

The 1910 Seybold Auction, lot #28, describes a cover with a block of six of 10¢ and a pair of 5¢ from San Francisco September 9, 1850 to Newark, New Jersey. The letter originated in the Tobago Islands. Another pair of 5¢ stamps or a single 10¢ must have been removed as 80¢ postage would have been required for a double rate letter.

A post-demonetization use in May 17 (1856?) from Tehama, California with a pair of 5¢ is described in a July 1962 article by C. C. Hart in the *Collectors Club Philatelist.*

As this series proceeds you may want to report a cover. The essential information is: date in handstamp, name of originating post office, name of person to whom addressed and destination.

[November 4, 1967]

1847 Use Tabulation II
In Collaboration With C. C. Hart and Frank Levi, Jr.

Our first column on this subject discussed Alabama, Arkansas, and California.

Twenty-four Connecticut post offices received 5¢ 1847's and fifteen 10¢ 1847's. Uses of the 5¢ might exist from Collinsville, Danbury, Farmington, Lyme, New Milford, Norwalk, Portersville, Salisbury, South Glastonbury, Thompson, West Cornwall, Willington, and Winchester, all which received stamps. A use from Norwichtown, which did not receive stamps, is recorded.

Towns receiving 10¢ stamps not yet recorded are Bridgeport, Collinsville, Farmington, Middletown, New London, New Milford, Norwalk, Portersville, Salisbury, Wallingord, Waterbury and West Cornwall. Uses have been recorded from Hartford, New Haven, Thompson, Windsor Hill and East Windsor. The last two post offices were not supplied with stamps. Our Connecticut specialists can probably add to our records.

Delaware is one of the states studied by Creighton Hart. Issues 45 and 46 of

The Chronicle of the U. S. Philatelic Classics Society discuss the 1847's used in Delaware.

Only the New Castle and Wilmington post offices were issued stamps. Mr. Hart lists thirteen uses of the 5¢ from Delaware; ten from Wilmington, one each from New Castle, Cantwell's Bridge, and Smyrna. Only one use of 10¢ is recorded, a Wilmington cover dated 13 August 1847.

For a 10¢ stamp used on cover from Delaware, see page 153.

Six Florida post offices received supplies of 1847 stamps; Apalachicola, Jacksonville, Key West, Quincy, Tallahassee and Tampa. Uses of 5¢ and 10¢ covers are recorded from all except a 10¢ use from Quincy. A 5¢ cover is known from Madison whose post office received no stamps.

Four of the 5¢ covers bear a single only for uses within the state, therefore, nine covers bore pairs of 5¢ to pay rate over 300 miles, all being addressed to destinations in New York or Connecticut.

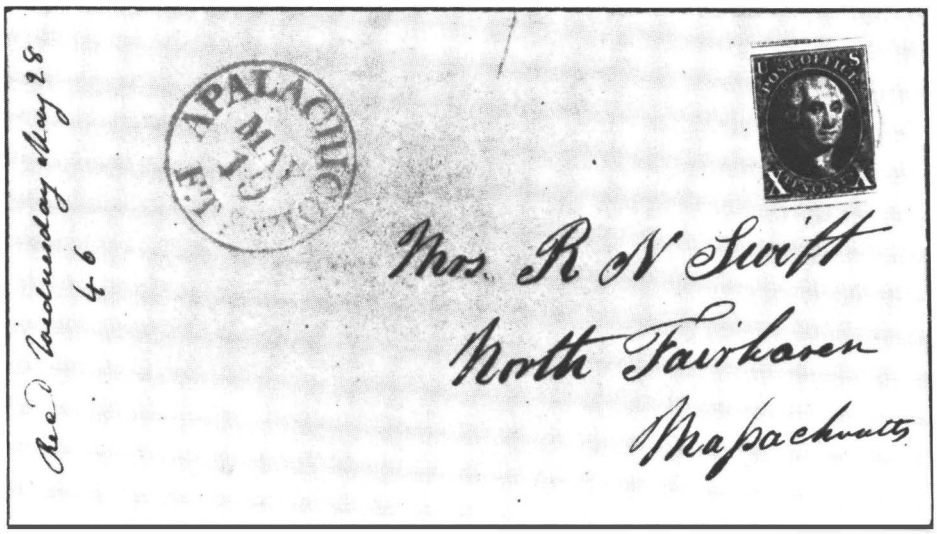
Both Tampa 10¢ covers were addressed to Tallahassee, Florida. Only the cover from Chattahoochee to Fair Haven, Massachusetts come from a post office not issued stamps. Covers from Apalachicola and Tallahassee were, also, directed to R. N. Swift at Fair Haven. Nine of the eighteen 10¢ covers were posted at Tallahassee, four posted at Apalachicola, and two from Key West.

See the article by Susan M. McDonald concerning Capt. Swift and his travels in the live oak trade, in "Chronicle" No. 107 (August, 1980). Also see the "Chronicle" for Oct., 1966 (No. 53, page 113) and June, 1967 (No. 55, pages 46-47) for comments on the Swift correspondence.

Creighton Hart comments "St. Augustine is the oldest town in the United States but no '47 stamps were sent there." No '47 covers are known from St. Augustine. No '47 covers to Spain from any where are known nor any '47 covers from Florida to a foreign land.

Can any Connecticut, Delaware, or Florida specialists add to our listings?

[November 18, 1967]



A 10¢ 1847 cover sent by Capt. R.N. Swift to Mrs. Swift at North Fairhaven, Mass. on May 19, 1851.

While Florida actually became a state in 1845, before the 1847 stamps were issued, the Appalachicola postmark with its territorial "F.T." designation was continued in use for several years afterward.

1847 Use Tabulation III
In Collaboration With C. C. Hart and Frank Levi, Jr.

In telling one of our friends about our plans to write a number of columns over a period of time about the uses of 5¢ and 10¢ 1847, he thought for awhile and then commented, "How many of your readers would be collectors of the 1847 issue?"

All we can say is that we have had as much or more correspondence on this subject than other subjects discussed. Our thanks to William Allen, Alpena, Michigan: Robert Westall, Wycoff, New York: George E. Fickenscher, Rock

Island, Illinois: and John Gammill, Baldwin Place, New York.

Now to correct an error in our column of November 4th. Our description of the Tobago Island cover bearing a San Francisco postmark addressed to Newark, New Jersey (Seybold Sale Lot #28) said the cover was stamped with a block of six of 10¢ and a pair of 5¢. The block of six was of FIVE CENT stamps which with the pair of 5¢ stamps paid the single 40¢ rate from San Francisco to the east coast.

See page 155.

[December 23, 1967]

1847 Use Tabulation IV
In Collaboration With C. C. Hart and Frank Levi, Jr.

Georgia is the next state on our list. Mr. Elliott Perry lists nineteen Georgia towns which received 5¢ stamps, all of which received 10¢ stamps except Cuthbert. Of the 5¢ uses they are recorded from only seven towns and 10¢ from only five: Augusta, Macon, Roswell, and Savannah, both 5¢ and 10¢; Atlanta, Marietta, Milledgeville, 5¢ only: Columbus, 10¢ only.

For a more detailed commentary on 1847 covers from Georgia, see the article by Creighton C. Hart in the "Chronicle" for June, 1967 (No. 55).

Uses of the 5¢ are known from Decatur and Sparta, who did not receive stamps. The R. H. Swift correspondence addressed to No. Fairhaven, Massachusetts provides ten of the twenty-two 10¢ covers listed by Mr. Hart. They were posted from Columbus which received stamps and probably provided the stamps on the letters from Ft. Gaines, and Olive Grove which did not receive stamps. Our records can add to this list an additional cover dated March 30, ? from Olive Grove.

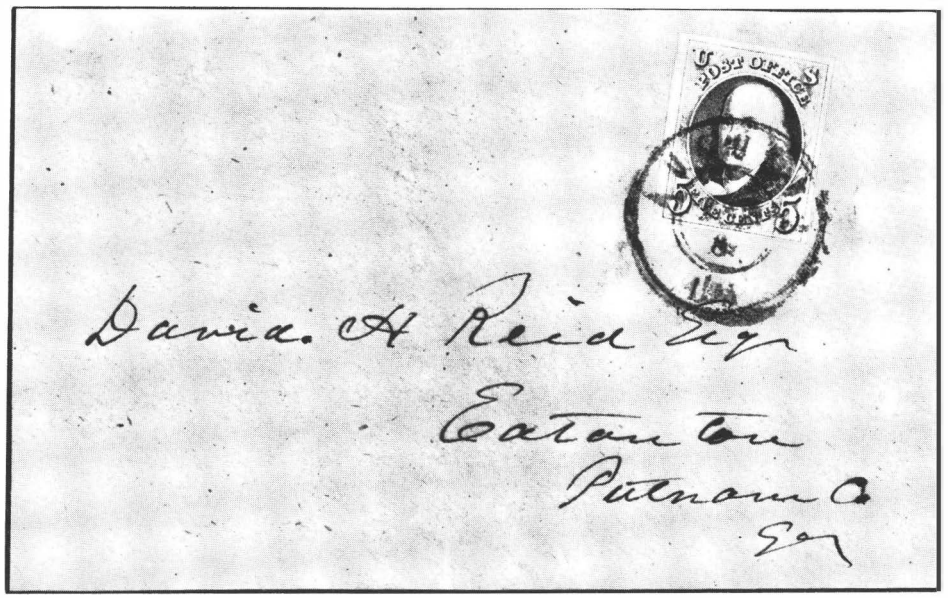
Elliott Perry makes an interesting observation which probably explains why a state of 900,000 people, issued some 40,000 5¢ and 10¢ 1847 stamps, does not have more covers remaining in collectors' hands.

Actually, more 10¢ rated covers should remain, proportionately, if this is true, as covers rated 10¢ should have been mostly mailed to locations outside the state of Georgia.

"If the Editor should encounter Tecumseh Sherman in the hereafter, he would like to remind the General that there might be more 1847 stamps on Georgia covers for philatelists to enjoy now, had there been less marching, etc., by Sherman's soldiers in Georgia during the Confederate unpleasantness."

Have you seen 1847 covers from any of the following towns which received stamps? — Clarksville, Cuthbert, Dalton, Elberton, Griffin, Knoxville, Madison, Monticello, Perry, Thomaston, and Washington.

[February 10, 1968]



A 5¢ 1847 stamp used from Augusta, Georgia on January 8, 1862, when that state was a part of the Confederacy!

Just as with most post-demonetization uses under the Federal Post Office Department, the stamp was apparently accepted as paying the Confederate postage.

1847 Use Tabulation V
In Collaboration With C. C. Hart and Frank Levi, Jr.

In 1847 Indiana's population was greater than Georgia's 900,000 by less than 10% but received 10% fewer 1847 postage stamps issued to seventeen of its post offices. Three of these—Goshen, Rushville, and Washington—received no 10¢ stamps.

In spite of Georgia's problem of the War Between the States, there are fewer covers remaining from Indiana, than Georgia! Uses of the 5¢ and 10¢ are recorded from Evansville, Lafayette, and New Albany and 5¢ uses only from Fort Wayne and Greensburg.

As of 1981, some five covers from Indianapolis with 1847 stamps have been recorded. This includes the 10¢ 1847 cover in the David Baker collection, to date, the only 10¢ recorded, shown below.

Approximately one third of all 1847 stamps issued went to the Indianapolis post office, yet the first cover postmarked Indianapolis is yet to be recorded.

Post offices which received stamps from which no cover has been recorded are: Cambridge, Crawfordsville, Franklin, Goshen, Indianapolis, Lawrenceburgh, Madison, Noblesville, Richmond, Rushville, Terre Haute, Vincennes, and Washington.

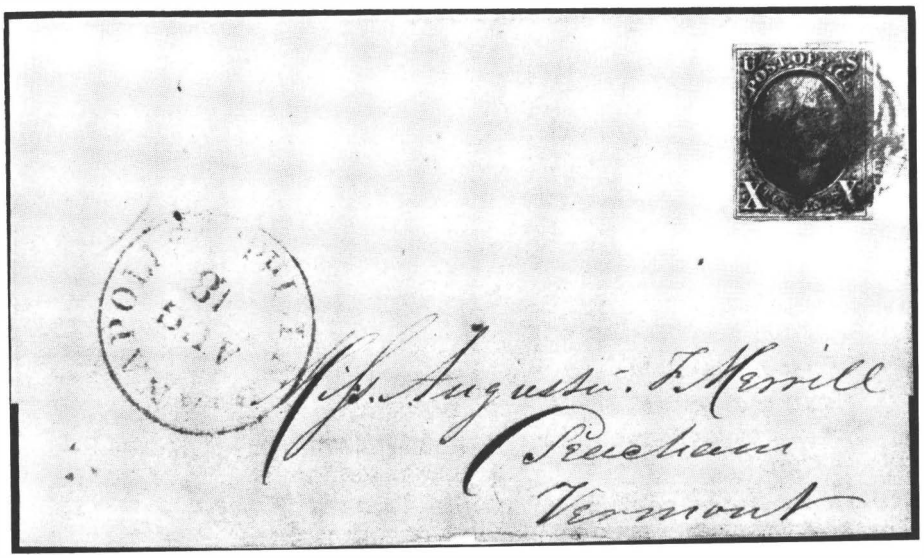
For a more detailed coverage of 1847 covers from Indiana, see Chapter VII in Volume II of J. David Baker's "The Postal History of Indiana." This chapter, written by Creighton C. Hart, starts on page 709.

Nine 5¢ covers and five 10¢ covers have been recorded. Elliott Perry commented in 1936 that "apparently, it will be a long time before twenty covers are recorded." Thirty-two years later his prophecy is still valid.

Elliott Perry wrote about 1847 stamps sent to Indiana in *Pat Paragraphs*, No. 26 April 1936.

[February 24, 1968]

A 10¢ 1847 stamp, with double transfer type "C" on a cover from Indianapolis to Vermont. The postmark is traced, below.





1847 Use Tabulation VI
In Collaboration With C. C. Hart and Frank Levi, Jr.

Elliott Perry mentions in *Pat Paragraphs* No. 29, p. 792, that "in 1850 Illinois was the 11th state with 851,470 people — slightly fewer than were in North Carolina. Only 11½ stamps per year for each thousand people were used in Illinois while the 1847 issue was current and nearly half the total is credited to Chicago."

Both 5¢ and 10¢ 1847 stamps were issued to the following eighteen (18) offices: Belvidere, Chicago, Dixon, Farmington, Galesburgh, Jacksonville, Jerseyville, Joliet, Knoxville, Moline, Ottawa, Pekin, Quincy, Rockford, St. Charles, Shaw-

neetown, Springfield, and Waukegan. Only the 5¢ was issued to Hillsborough.

We have listed 5¢ covers from six Illinois towns: Aurora (1) (which did not receive stamps), Chicago (16), Farmington (1), Joliet (1), Quincy (2), Waukegan (2). The *N. D. Elwood* correspondence to Joliet contains six of the Chicago uses.

The 10¢ is known used from seven Illinois towns: Carmi (1) (received no stamps), Chicago (3), Jacksonville (1), Ottawa (1), Shawneetown (3), Springfield (1), Waukegan (2).

A set of 5¢ and 10¢ uses from Waukegan has brought a substantial price each time it has been sold. One of the 10¢ covers bears a strip of four, whose plate positions are 11 to 14L. A set of 5¢ and 10¢ covers addressed to Mitchell at Sprakers Basin, N. Y. is known.

In 1850 Iowa had a population of 192,214 people. "The ratio of stamps to population, 34 per 1,000 for four years, or about 8 stamps per thousand people per year, was about the same as in New Jersey and Indiana." *Pat Paragraphs* No. 35, p. 1209.

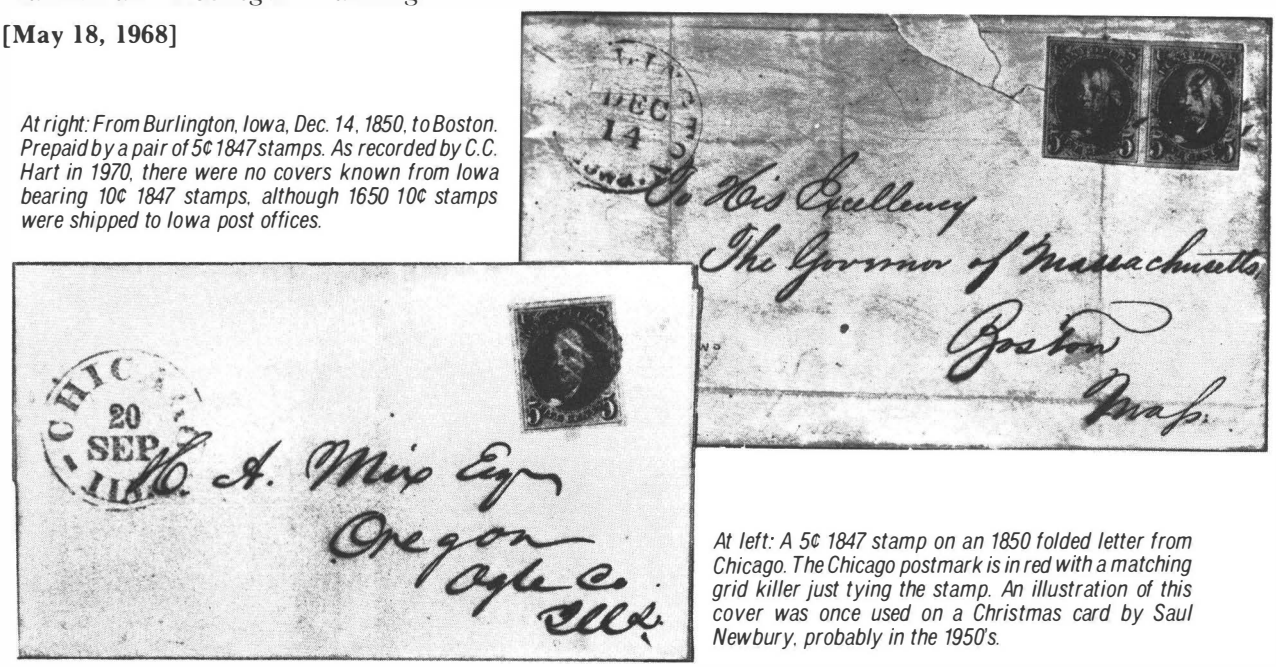
For more details on 1847 stamps used from Iowa, see the "Chronicle" for November, 1970 (No. 68).

All of the following Iowa post offices received both 5¢ and 10¢ stamps: Burlington, Dubuque, Fairfield, Farmington, Keokuk, and Mount Pleasant. 1847 covers from Iowa are exceedingly scarce. No 10¢ covers have been recorded by us, but three 5¢ covers, one from each of the following towns: Burlington, Fort Madison and McGregor's Landing.

Also see page 161 for a report of a cover from Keokuk, Iowa with 1847 stamps.

[May 18, 1968]

At right: From Burlington, Iowa, Dec. 14, 1850, to Boston. Prepaid by a pair of 5¢ 1847 stamps. As recorded by C.C. Hart in 1970, there were no covers known from Iowa bearing 10¢ 1847 stamps, although 1650 10¢ stamps were shipped to Iowa post offices.



At left: A 5¢ 1847 stamp on an 1850 folded letter from Chicago. The Chicago postmark is in red with a matching grid killer just tying the stamp. An illustration of this cover was once used on a Christmas card by Saul Newbury, probably in the 1950's.

1847 Use Tabulation VII
In Collaboration With C. C. Hart and Frank Levi, Jr.

Elliott Perry's *Pat Paragraphs* No. 28, p. 729, discusses the stamps issued to the state of Kentucky.

"Kentucky - population 982,405 and having slightly fewer people than Tennessee, Massachusetts or Indiana - was the eighth state in 1850. The average use of the 1847 stamps there — 82 stamps in four years for each thousand people (20½ per thousand per year) — approaches that of Maine and New Hampshire (population 901,010) combined."

Listed are eleven post offices which received both 5¢ and 10¢ stamps: Bardstown, Bowling Green, Covington, Frankfort, Hickman, Hopkinsville, Lexington, Louisville, Maysville, Mount Sterling, and Paris.

Five-cent uses are recorded from Bardstown (1), Hopkinsville (1), Lexington (1), Louisville (11), all of which received stamps, and Rushville and Taylorsville which did not. A number of these covers have pairs of 5¢ stamps to pay the rate for destinations over 300 miles distant: Philadelphia, New York, and Mobile.

The ten-cent uses are recorded from just two towns: Hopkinsville (5), some from the Palfrey correspondence, and all addressed to New Orleans; and Louisville (20).

Only one of these covers is a pair (45-55L) "STEAM" to New Orleans.

Elliott Perry mentions "a cover with a block of four (!) used from Stamping Grounds, Kentucky is the sort of thing collectors dream about." However, he didn't say whether the block was 5¢ or 10¢.

The Kentucky collectors should be able to help us add to our listing.

[June 1, 1968]

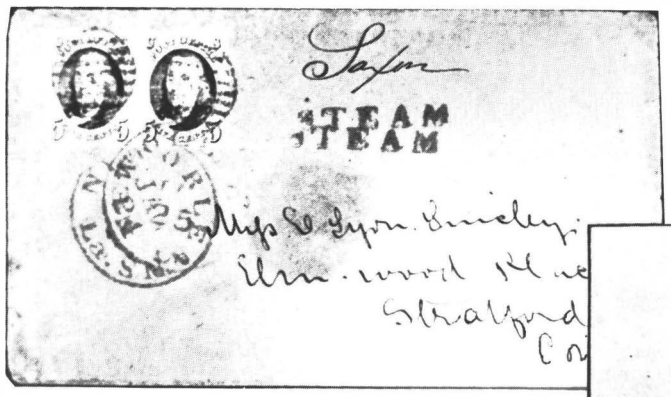
1847 Use Tabulation VIII
In Collaboration With C. C. Hart and Frank Levi, Jr.

Unlike Kentucky, the recorded Louisiana covers using 5¢ stamps about equal those using the 10¢, but many 5¢ covers are multiple uses of the 5¢ stamp. Stamps were issued to five Louisiana post offices: Baton Rouge, Franklin, Minden, New Orleans, and Plaquemine. Ten-cent uses are recorded from all towns but Plaquemine, but 5¢ uses only from Franklin and New Orleans. The 5¢ is also recorded from Thibodeaux and Harrisonburg.

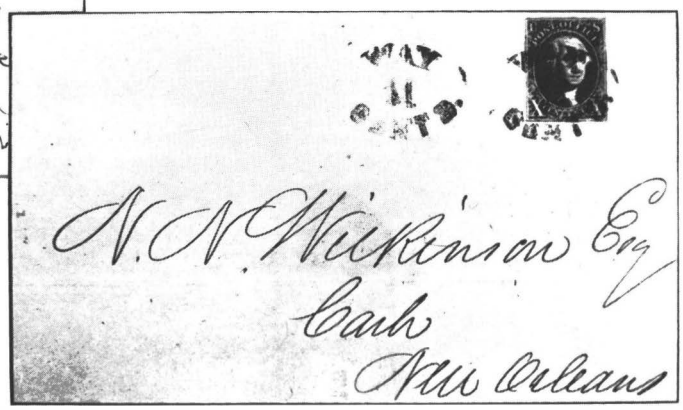
Which is to say, of the four Louisiana towns from which 5¢ 1847 covers are known, the 1847 stamps were sent to the post offices of but two of them.

In 1859 New Orleans was a city of 116,375 and had a little over 20 percent of the population of the state. It was a very important business center for the shipping interests both on the inland waterways and overseas. Therefore, most of the mail was business mail. New Orleans received 95 percent of Louisiana's 5¢ stamps and 98 percent of the 10¢ stamps. The recorded uses are about 80 percent from New Orleans. See Elliott Perry's *Pat Paragraphs* No. 14, page 318.

In Maine 5¢ stamps were issued to 19 offices and 10¢ to all but North Anson and Phillips. Almost seven times as many 5¢ stamps were distributed to Maine post offices as 10¢, yet the number of recorded covers are about evenly distributed between 5¢ and 10¢. Portland was issued 55% of the 48,600 5¢ stamps and 20% of



Most mails brought into New Orleans before the mid-1850's were brought there by boat. Some of the boats had contracts to carry mail; many didn't. The cover at left, to Stratford, Conn., bears the "STEAM" marking applied at New Orleans to covers brought in by boats without a mail contract.



At right: This cover, bearing a 10¢ 1847 stamp and datelined at Galveston, Texas, Nov. 11, 1848, was handed aboard a New Orleans bound Gulf steamer having a contract to carry mail in closed bags. When the steamer reached New Orleans, the New Orleans post office paid a 1¢ WAY fee to the boat, which was added to the postage as a collect charge. The "WAY/11/CENTS" marking, applied by the New Orleans post office, probably was for an additional 10¢ due for an overweight letter carried over 300 miles, plus the way fee.

the 10¢ stamps.

Five-cent covers are known used from Augusta, Bangor, Calais, Eastport, Gardiner, Machias, and Portland, who had stamps; and Belfast, Brunswick, Hollowell, and Kennebunk which did not.

Ten-cent uses are known from Eastport, Gardiner, and Portland, who had stamps; and Brunswick, which did not. Gardiner is famous for the bisects from the Evans Correspondence which accounts for the large numbers recorded compared to only one from Portland.

See page 174.

Elliott Perry comments, "Maryland, with the same population, used four times as many stamps, due, no doubt, to the extensive correspondence from its large city, Baltimore."

Do the Louisiana and Maine specialists have anything to add?

[June 22, 1968]

More Collectors Heard From

Our thanks to Walter E. Snow, Castleton, Vermont 05735, for reporting a 5¢ 1847 use from Seneca Falls, New York, June 17, 1851 addressed to Mrs. Margaret F. L. Kerr in Newburgh, New York.

We are much interested in a report from Carl H. Menke, 1220 Des Moines Street, Keokuk, Iowa, who reports there is a cover posted from Keokuk with a pair of 5¢ 1847 stamps. Since this is a cover of another Iowa collector, perhaps he may read our column and send us additional information about the cover.

Dillion S. Turney, Fairfield, Iowa 52556 writes: "Having been born in Fairfield, Jefferson County, Iowa, and resided there for most of 50 years, I was quite interested in your article — regarding the use of the 5¢ and 10¢ 1847 stamps from Iowa. I have never seen any use of the 1847's from Fairfield, or any other Iowa city. In fact, I find that the use of 1851 issue is scarce from Fairfield. I have a number of stampless covers from Fairfield commencing in 1843 and carrying on into the 1850's, so it appears that stampless markings were used throughout much of this period and it was not until about 1857 that any of the '57 issue appear on several covers of this area.

"I thought it might be of interest to set forth the population of Jefferson County, Iowa, (of which Fairfield is the county seat and largest city) and of the State of Iowa as a whole for the years from 1840 to 1860. The table shows these population figures:

Year	Fairfield City	Jefferson County	Iowa
1840	n.a.	2,780	43,114
1844	n.a.	5,694	75,152
1847	n.a.	8,463	116,651
1850	909	9,904	191,982
1852	n.a.	10,225	230,713
1854	1,013	11,117	326,013
1860	1,692	15,038	674,913

"The Fairfield post office was opened as 'Jefferson' on 2 March 1839; the name was changed to Fairfield on 25 May 1839. Henry Pitzer was the first Postmaster and also served as Clerk of the County court during the early organizing days of the city of Fairfield.

"The above information is believed to be reliable, as it is taken from Charles J. Fulton's *History of Jefferson County*, published in 1914, and also from William J. Peterson's *The Story Of Iowa*, published in 1952."

[July 20, 1968]

1847 Use Tabulation IX
In Collaboration With C. C. Hart and Frank Levi, Jr.

Maryland is our next state. Elliott Perry in *Pat Paragraphs* #10, P. 210, lists 5¢ stamps issued to Annapolis (3600), Baltimore (155,500), Chestertown (300), Cumberland (6600), Darlington (200), Ellicott's Mills (200), Little Gunpowder (400), Mount Savage (400), Williamsport (300). We have recorded one use from Annapolis, numerous (over 100) from Baltimore, six from Cumberland; all these post offices were issued stamps; one from Sandy Springs, which had no stamps.

The 10¢ stamps were issued to Annapolis (750), Baltimore (32,800), Chestertown (50), Cumberland (750), Ellicott's Mills (50), and Williamsport (50). One use from Annapolis, over 30 from Baltimore, two from Cumberland who had stamps, and one from Frederick which did not.

Do you Maryland specialists have uses from towns that we have not listed? Most of these probably would be manuscript.

My records of 5¢ Baltimore show uses to Austria, Germany, and England, and to Mt. Lebanon and Cincinnati, Ohio; Jonesboro, Tennessee, and Detroit, Michigan.

Two correspondences furnish a number of 10¢ covers, the largest to McDaniel & Lee in Lynchburg, Virginia, and the Finck correspondence to Somerset, Ohio.

Mr. Hart wrote again about 1847 covers from Maryland in the "Chronicle" for November, 1981 (No. 112).

Creighton Hart wrote on 1847 uses from Maryland in the February 1965 issue of *The Chronicle* of the U. S. Philatelic Classics Society. He says: "The first shipment of stamps went to Baltimore on July 16, 1847." He had not recorded a use prior to September 30th. Our records show 5¢ August 21st, August 29th, and September 9th, 1847 uses.

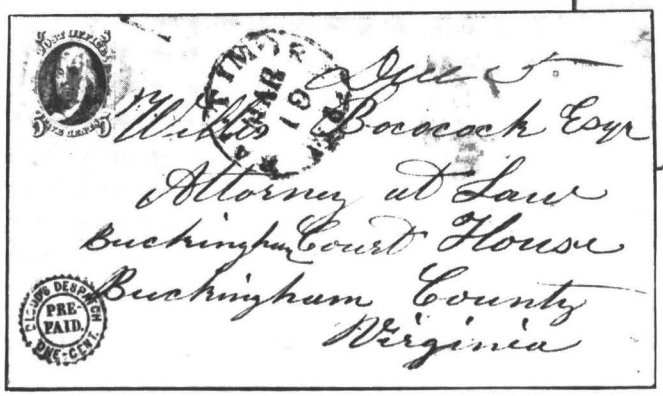
In 1850 Baltimore's population of 169,054 was 29% of the State of Maryland's population; 93% of the stamps were issued to Baltimore. In April 1932, Elliott Perry estimated 150 to 200 five cent Baltimore covers exist and thirty to forty 10¢ covers. Thirty-six years further along and several hundreds of auction catalogs, your editors would double his five cent estimate, but not change his 10¢ cover estimate.

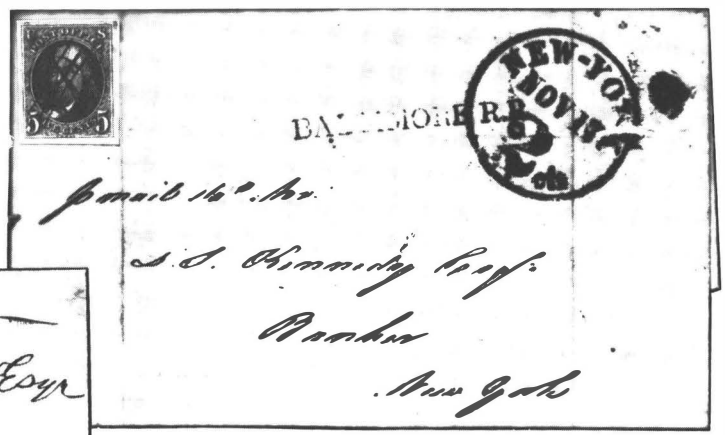
The cancelling of letters in the Baltimore post office was not done with care, so that well struck, well inked postmarks are unusual. This was particularly true of the small round circular mark used on printed circulars.

[August 3, 1968]

WAY
5

Below: A 5¢ 1847 red brown on an envelope (with a Blood's Dispatch Pre-Paid One-Cent handstamp) directed to Virginia from Philadelphia. There, the letter was put aboard a Baltimore steamboat with a mail contract. A route agent may have applied the M/S "Due 5" and the faint (see tracing) red "WAY 5." The cover was postmarked at Baltimore with a c.d.s. and "10's" canceling the stamp. The 10¢ rate, with 5¢ due may be due to double weight or for carriage in the mails just over 300 miles.





Above: A 5¢ 1847 stamp on a cover given a route agent, probably in 1847 or 1848, aboard the cars of the Baltimore R.R. (Baltimore to Philadelphia). Loose letters given the route agent were put in a "through" bag at the end of the route, Philadelphia.

The "NEW-YORK/2 cts" was probably a collect government carrier fee charged for delivery to the addressee by standing order. Since most New York City deliveries were then by private carriers using local stamps, these are quite uncommon.

1847 Use Tabulation X
In Collaboration With C. C. Hart and Frank Levi, Jr.

Creighton Hart in his Maryland article in the February 1965 *Chronicle* comments, "New York, Pennsylvania, Massachusetts, and Maryland were the big four states as far as 1847 were concerned. These four states received more than two-thirds of all stamps that were shipped during the entire four years the stamps were valid."

	5¢	10¢
New York	1,410,990	366,800
Pennsylvania	523,900	88,530
Massachusetts	523,800	45,200
Maryland	167,500	34,500
Total 4 States	2,626,190	535,030
Grand total shipped	3,712,000	891,000

"Just as the big four states dominate state postmarks, covers from four cities in these four states predominate. New York City, Philadelphia, Boston and Baltimore are the postmarks most frequently found with either denomination of stamps. This is not surprising when we realize that over half of the 1847 stamps ever printed were shipped to these four cities:

	5¢	10¢
New York	930,000	295,000
Philadelphia	462,000	77,000
Boston	401,000	41,000
Baltimore	155,000	32,800
Total to 4 cities	1,948,000	445,800

Since all 1847 covers from these four cities were postmarked with a handstamp and are not rare, more of them show up for auction than their real proportion to total covers. Manuscript cancelled covers do not do well at auction. They are generally not photographed or described with precision in the auction catalogues, so these items are hard to record.

Specialists in uses from certain states would be likely to have more complete listings of uses from small communities using manuscript cancels.

[August 17, 1968]

A 5¢ 1847 Use From Sherwoods, New York

K. A. Kroeger of Shortsville, New York reported this use to me. The 5¢ stamp is manuscript cancelled in a grid. The handstamp is a blue stencil in half circle, the date of September 9 entered in manuscript. The cover is from the Mary K. Thomas correspondence addressed to Macedon, County Wayne, State of New York.

Mr. Kroeger has written this up as follows: "Blue stencil in form of an arc; evidently made by cutting off the lower part of the Sherwood's Corners circle stencil. This is a very rare marking, and especially so with a 5¢ 1847 stamp.

See next page for an illustration of this cover.

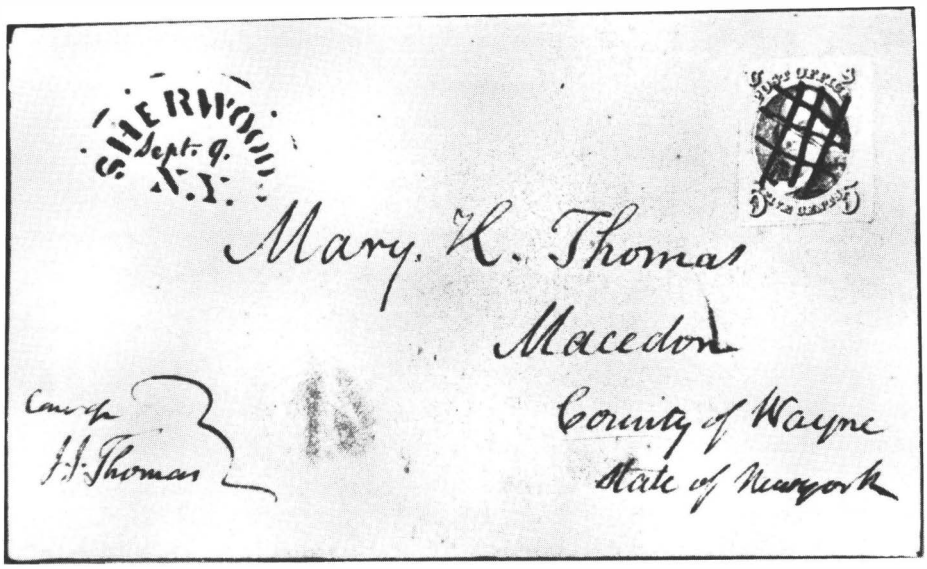
"There is no evidence of the Sherwoods office having a stock of 1847 stamps. The logical explanation is that someone visiting there used this one, probably to the confusion of the Sherwoods Postmaster, as it would upset his bookkeeping records.

"As Sherwood's Corners became Sherwoods between 1847 and 1850, the above cover is a very fine example of the use of the new name.

"The Sherwoods post office was discontinued November 30, 1914. Sherwoods was just a small settlement on the road from Auburn, New York to Ithaca, New York."

[June 29, 1968]

This cover, description of which is on the previous page, may be the only U.S. 1847 cover with a stencil type postmark.



1847 Use Tabulation XI
In Collaboration With C. C. Hart and Frank Levi, Jr.

Boyd Stutler of Charleston, West Virginia, reports to your editors on a 5¢ use from Charlestown, Virginia, now Charles Town, West Virginia. He wondered if he had missed the Virginia listing. No, Mr. Stutler, you have not missed Virginia because we have been proceeding through the states alphabetically. But since 19 states have yet to be reported first before Virginia, we dedicate this column to Virginia uses.

Elliott Perry reports in *Pat Paragraph* No. 7, p. 142, that 21 Virginia post offices received 54,800 5¢ 1847 stamps and 20 post offices received 17,780 10¢ stamps. Uses of the 5¢ have been recorded from Richmond (30,300), Norfolk (9200), Wheeling (now West Virginia, 3400), Charlestown (2500), Petersburgh (1500), Lynchburg (800), University of Virginia (400), Fredericksburg (200), and Alexandria, Clarksville and Fincastle which received none. Twelve towns, namely Cabell Court House (200), Clarksburg (200), Farmville (200), Guyandotte (200), Harpers Ferry (600), Kanawha Court House (1100), Martinsburgh (200), Portsmouth (600), Smithfield (200), Staunton (400), Theological Seminary (300), Wellsburgh (800), and Winchester (1500) are yet to be recorded.

As to the 10¢ we have uses from Richmond (11,200), Norfolk (2800), Wheeling (1300), Petersburgh (500), Portsmouth (100), Kanawha Court House (600), University of Virginia (200), Charlestown (50), and Orwell (0). Yet to be reported are: Cabell Court House (30), Clarksburg (50), Farmville (50), Guyandotte (50), Harpers Ferry (50), Lynchburg (100), Martinsburgh (100), Smithfield (50), Staunton (50), Theological Seminary (100), Wellsburgh (100), Winchester (100).

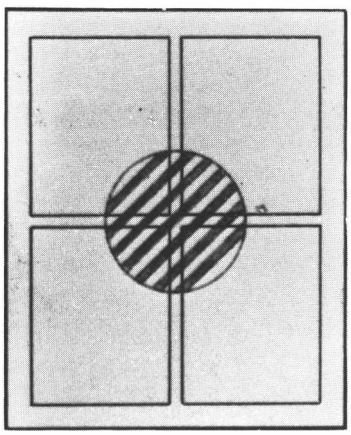
No single correspondence has furnished more than one or two of these covers.

Elliott Perry comments, "In 1850 the population of Virginia was 1,421,661, of which about 900,000 were white and 50,000 were free colored. The supply of 1847 stamps, 72,580 was proportionately much less than in Vermont, where 60,475 stamps were on sale at 24 offices for a population of 314,120. The comparison may indicate less letter mail per capita in Virginia, or a higher proportion of prepaid, stamped mail from Vermont."

[September 14, 1968]

At right: One of but two recorded covers bearing a 5¢ 1847 stamp with the Wheeling, Va. red "control" grid. The "PAID" handstamp just tying the stamp and the Wheeling postmark of January 22 (1848) are both in blue.

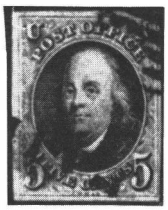


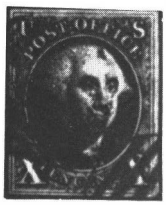


The Wheeling control mark or "precancel" was made by neatly handstamping a circular red seven bar grid precisely at the center of each block of four in the sheets before they were cut apart (see drawing at left).

Since these stamps, on most of the few covers known, have additional cancellations, the red grids are considered to be control marks rather than precancels.

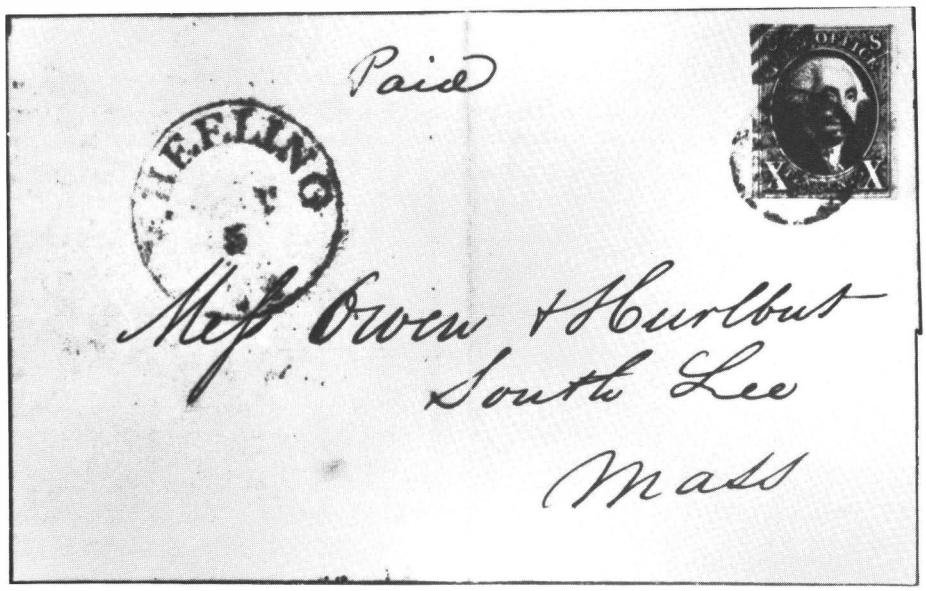
These control grids were in use from as early as September, 1847 until at least March, 1848.





At left: These two stamps, bearing the Wheeling red grid and other postmarks, are recognized as being with the Wheeling type control grid because of the precision of the strikes, the somewhat distinctive shade of red ink, and the presence of the other postal markings on the stamps.

At right: One of the four known recorded covers bearing the 10¢ 1847 stamp with the red Wheeling grid (together with other postmarks). The full grid cancel tying the stamp to the cover is in blue.



1847 Issue XII
In Collaboration With C. C. Hart and Frank Levi, Jr.

This week it is Massachusetts, the sixth most populous state, 994,514 in 1850. The ratio of usage of stamps, if all had been sold, was the highest of all states. Boston accounted for 77% of the entire supply, so covers from Boston are available.

Now for a tabulation from Elliott Perry's *Pat Paragraphs* No. 25, p. 630 of town supplied stamps.

( ) = number of covers recorded; none if none shown:

Town	5¢	10¢	Town	5¢	10¢
Amesbury	400	50	New Bedford	5,400(4)	100(1)
Bernardstown	300	—	Newburyport	400(1)	—
Boston	401,000(162)	41,000(83)	Newton Centre	—(1)	—
Brewster	200	—	Northampton	15,000(4)	—
Bridgewater	—(1)	—	North Brookfield	1,100(1)	100
Cambridge	2,900(5)	400(1)	Northfield	400	100
Cambridge-port	600(1)	—	Norton	500	—
Charlestown	1,800	200	Oxford	900	50
Chicopee	1,000(1)	100	Pittsfield	5,500(1)	50
Chelsea	600	50	Plymouth	400	100
Concord	500	—	Quincy	—	—(1)
East Abington	400	—	Roxbury	1,200	100(1)
East Brookfield	—(1)	—	Salem	—(1)	—(1)
Easthampton	—(5)	—	Southampton	—(1)	—
Edgartown	300	100	Southbridge	600	—
Fall River	—(3)	—	South Reading	200	50
Fitchburg	—(1)	—	South Weymouth	400	—
Great Barrington	4,200	500	Springfield	24,000(3)	400(1)
Greenfield	4,000	100	Taunton	500(1)	100(1)
Groton	600	—	Waltham	1,000	—
Harvard	300	—	West Boylston	500	\50
Kingston	—(2)	—	West Brookfield	—(1)	—
Lawrence	2,000(1)	500	Westfield	600	200
Lee	2,700	100	West Fitchburg	—(1)	—
Leominster	500	—	West Stockbridge	—(1)	—(1)
Lowell	3,000	—	Wilbraham	400	—
Marblehead	300	100	Winchendon	600	—
Medfield	200	—	Worcester	34,200(3)	400
Middle-borough	1,000	50	TOTAL	523,800(209)	45,200(91)
Millbury	400(1)	50			
Nantucket	600(1)	100			
Natick	—(1)	—			

Here is a real opportunity for Massachusetts collectors to add to our listings. Please let us hear from you.

[October 5, 1968]

We Hear From Our Readers
Massachusetts

After our column on 1847 uses from Massachusetts, we heard from H. Morgan Ryther of Belchertown, Massachusetts who reports that his collection was sold by Sam Paige in April 1960. It contained two uses of 5¢ and one 10¢ from Northampton. The 10¢ is the first 10¢ 1847 use recorded by us. *(from Northampton, that is!)*

Also reported and not previously recorded by us, are uses of 5¢ 1847 from Amherst and Ware. A Boston and Albany 1849 use not tied from Chester Village to Hartford, Connecticut.

Mr. Ryther called our attention to two 5¢ Springfield, Massachusetts covers sold on October 22, 1968, at a Siegel auction.

M. Abbott Chase of Granby, Connecticut, reports a 5¢ 1847 use from West Stockbridge, Massachusetts on October 12, (?) to East Haddam, Ct.

[November 23, 1968]

1847 Issue XIII
In Collaboration With C. C. Hart and Frank Levi, Jr.

Michigan is next on our list. The last article on the subject to our knowledge is C. C. Hart's in Issue No. 47 June, 1964 of *The Chronicle* of the U. S. Philatelic Classics Society.

The following listing of towns receiving 1847 stamps was published in the June 1933 No. 15 Issue of *Pat Paragraphs* by Elliott Perry. The numbers in ( ) represent recorded covers:

Town	5¢	10¢	Town	5¢	10¢
Adrian	600	100	Marshall	1,800(1)	600
Ann Arbor	1,900(8)	350	Monroe	1,700	900(3)
Battle Creek	1,000(2)	400	Mount		
Bellevue	200	50	Clemens	400	100
Clinton	—(1)	—	Paw Paw	500	100
Coldwater	300(1)	200	Pontiac	1,000	400(1)
Detroit	24,500(15)	12,000(8)	Port Huron	600(1)	200
Eagle River	—(1)	—	Romeo	700	150
Grand Rapids	200	50	Tecumseh	400	—
Jackson	1,600(1)	200	Trenton	200	50
Kalamazoo	1,400(2)	200(1)?	Union City	600	200
Lansing	600	200	Ypsilanti	—(1)	—(1)
			TOTAL	40,200(34)	16,450(14)

The Kalamazoo 10¢ cover has been questioned because it bears a square grid cancel similar to the well-known New York cancel; a cancel not similar to that on either of the other known Kalamazoo covers. *This cover has been proven to be faked, and the stamp removed.*

There is an unusual August 15, 1848 cover from Detroit addressed to a destination under 300 miles which bears a 5¢ and a 10¢ 1847 stamp to pay the 15¢ triple rate which was formerly in the Schmalzriedt Collection.

Are there any additions which can be made?

[October 19, 1968]

We Hear From Our Readers
Michigan

About Michigan, we have heard from Keokuk, Iowa. Carl Menke reports a 10¢ 1847 with December 24, Marshall, Michigan postmark on piece.

Theron Wierenga of Holland, Michigan writes that he has 5¢ 1847 cover postmarked on April 16, 1851, at Adrian, Michigan.

The 5¢ from Adrian is the first use for us to record. The 10¢ piece will not be

recorded as we only keep records of covers or complete cover fronts.

Your editors appreciate your letters and the interesting information they contain. We are sorry that we do not have the time to acknowledge your letters individually.

[November 23, 1968]

1847 Issue XIV
In Collaboration With C. C. Hart and Frank Levi, Jr.

Mississippi is distinguished from the other states discussed in that to date no 5¢ covers have been recorded.

Pat Paragraphs No. 12, June 1932, by Elliott Perry lists stamps received at the following post offices. ( ) indicates number of covers recorded:

The Port Gibson reported usage has not been confirmed and is now believed to be erroneous.

Town	5¢	10¢	Town	5¢	10¢
Aberdeen	1,000	100	Natchez	4,000	2,050(3)
Columbus	300	150	Port Gibson	—	—(1)
Jackson	1,400	800(1)	Rodney	800	550
Lexington	200	100	Vicksburg	1,400	900(2)
Marion	200	50	Woodville	400	100
Monticello	200	50	Yazoo City	600	300
			TOTAL	10,500	5,150(7)

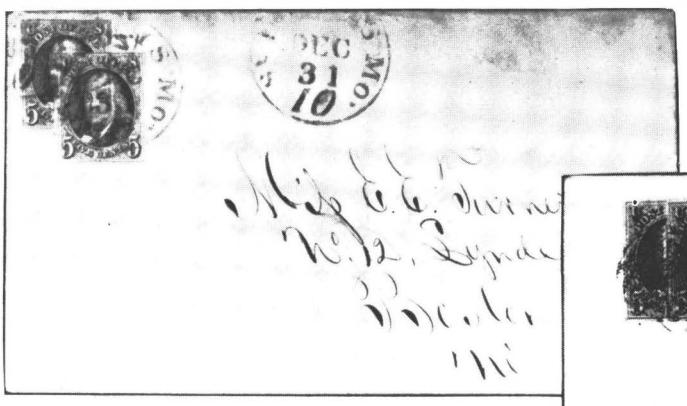
In 1850 Mississippi had a population of 606,555, about 60 percent of the population of Massachusetts, but only about half were free whites.

Is there some information that can be added?

For more details on 1847 covers used from Missouri, see an article by Creighton C. Hart in the "Chronicle" for May, 1971 (No. 70).

The Missouri post offices receiving 1847 Stamps are listed in *Pat Paragraphs* No. 19, April 1934:

Town	5¢	10¢
Columbia	400	100
Jefferson City	—	—(1)
Lexington	800	200
Rocheport	400	100
Savannah	400	100
Union	300	50
St. Louis	45,400(18)	30,300(59)
TOTAL	47,700(18)	30,850(60)



At left: A "Turner" cover with overlapping 5¢ 1847 stamps, a happy characteristic of this correspondence. The "St. Louis" postmark indicates the cover was sent prior to 1850, as a new postmark reading "Saint Louis" appeared in November, 1850.

At right: Another Turner cover with a pair of overlapping 5¢ 1847 stamps prepaying the postage to Boston. The "Saint Louis" postmark indicates the cover was sent April 21 of 1851.



Two correspondences have provided the great bulk of covers from St. Louis; The Miss E. E. Turner to South Boston, Massachusetts, bearing pairs of 5¢ stamps and single 10¢ and the business correspondence to Charnley & Whelen in Philadelphia using singles and pairs of the 10¢.

Two covers posted in July 1848 are addressed to Edwin Harrison at Namur, Belgium.

The St. Louis town mark appears most frequently as the canceller and makes a beautiful cover when it appears in red.

[November 2, 1968]

1847 Issue XV
In Collaboration With C. C. Hart and Frank Levi, Jr.

In Issue No. 13, September 1932 of *Pat Paragraphs*, Elliott Perry lists the towns in New Hampshire receiving 5¢ and 10¢ 1847 stamps.

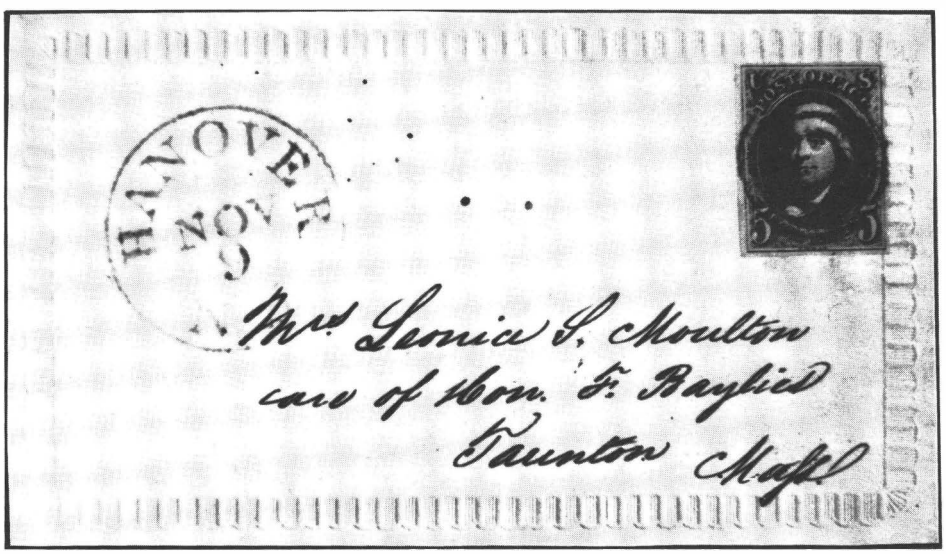
Creighton Hart wrote in the November 1967 *The Chronicle* of the U. S. Philatelic Classics Society on these covers.

For a detailed run-down on 1847 covers from New Hampshire, see article by Creighton C. Hart in the "Chronicle" for November, 1967 (No 56).

( ) lists numbers of recorded covers:

Town	5¢	10¢	Town	5¢	10¢
Bath	—(1)	—	Lebanon	800(1)	50
Charlestown	—(2)	—	Manchester	2,100(3)	—
Claremont	500(2)	50	Nashua	—	—(1)
Concord	4,200(8)	400(7)	New Ipswich	400(1)	50
Dover	2,600(2)	450	Norwich	—(1)	—
Exeter	1,400(1)	100	Nottingham	—(1)	—
Fisherville	200	—	Ossipee	—(1)	—
Hanover	2,200(3)	—	Portsmouth	4,300(8)	500(2)
Haverhill	200	—	Salmon Falls	800(1)	50
Keene	—(3)	—(1)	Walpole	3,200(16)	150
Lancaster	800	—	West Lebanon	400(1)	—
			TOTALS	24,100(55)	1,800(11)

The 10¢ table above includes six 10¢ covers bearing bisected stamps from the Miss Mary Stilphin correspondence from Concord, and two from Portsmouth



Red target and matching Hanover postmark on a 5¢ 1847 cover to Taunton, Massachusetts from Hanover, N.H. on 9 November, 1850.

See page 153 for a 10¢ 1847 cover from New Hampshire.

out of the 62 bisects recorded. The need for 10¢ stamps in New Hampshire was apparently quite limited.

The largest single New Hampshire correspondence known to me is the Knapp correspondence of 13 covers addressed to Brookline, Massachusetts, twelve of which are in the Arthur Beane collection.

[November 9, 1968]

* * * * * * * * * * * *

At Garfield-Perry (Cleveland) Stamp Club's 75th Anniversary "March Party" —see column of May 8, 1965 (page 10).

Some interesting 1847 covers showed up, two bearing 5¢ 1847's with Philadelphia R. R., one each with Baltimore R. R., Mad River and Michigan Central R. R. There were also several other uses of the 10¢ on covers.

[May 8, 1965]

* * * * * * * * * * * *

From "Items from a Departed Collection," III.

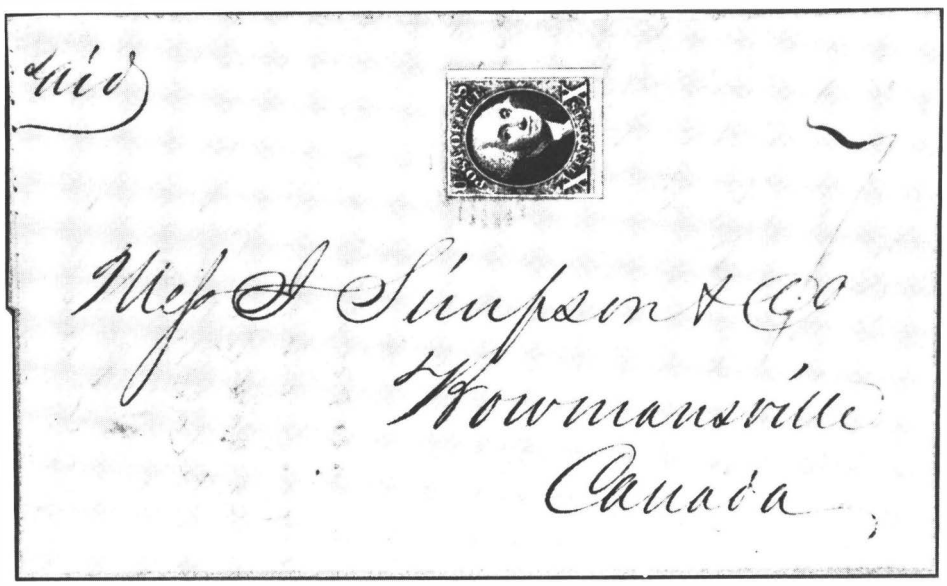


There were two 1847 covers from the United States to Canada. One folded letter bore two single 5¢ 1847's, postmarked September 26 at New York, addressed to Messrs. J. Simpson & Co., Bowmanville, Darlington, Canada West. It was exchanged at "Queenston U. C. Sept. 28, 1850," and was received at Bowmanville, October 4th.

The second is a 10¢ 1847 folded letter postmarked New York October 22nd, bearing manuscript "Via Oswego" where it was carried by boat to "Kingston Oct. 25" (per exchange hand stamp) addressed to "J. D. Macrider, Esq. Belleville C. West." The stamp in the upper left corner has a plate margin at left.

On both covers the stamps paid 10¢ rate over 300 miles from New York City to the border. A "4" manuscript Canadian mark indicates 4d sterling Canadian rate for under 60 miles. Covers to Canada are not too unusual, but not many were addressed to Bowmanville and Belleville.

[October 12, 1968]



Another "Simpson" cover as that discussed above, but sent in May, 1850 to Bowmanville, Upper Canada. The cover was exchanged at Queenston, U.C. as per the faint black postmark dated May 20, 1850 (see tracing, above).

An even fainter red "STEAM/BOAT" (also traced, above) was applied at Albany, N.Y. where the cover entered the mails after being brought by a non-contract steamboat from New York City.

The 10¢ U.S. 1847 stamp thus prepaid the postage for all the distance (over 300 miles) the letter was carried, both inside and outside the U.S. mails, to the Canadian line.

The manuscript "7" represents 7 pence due from the addressee in Canada, being the Canadian postage for carriage from 60 to 100 miles from Queenston to Bowmanville, Canada West. A blue "Darlington" backstamp reflects the fact the town name wasn't officially changed from Darlington to Bowmanville until 1854.

1847 Covers With Christmas Postmarks
Creighton C. Hart, Guest Editor

There are no Christmas cards bearing stamps of the first United States issue. Valentine covers with 1847 stamps are well known and several of these covers

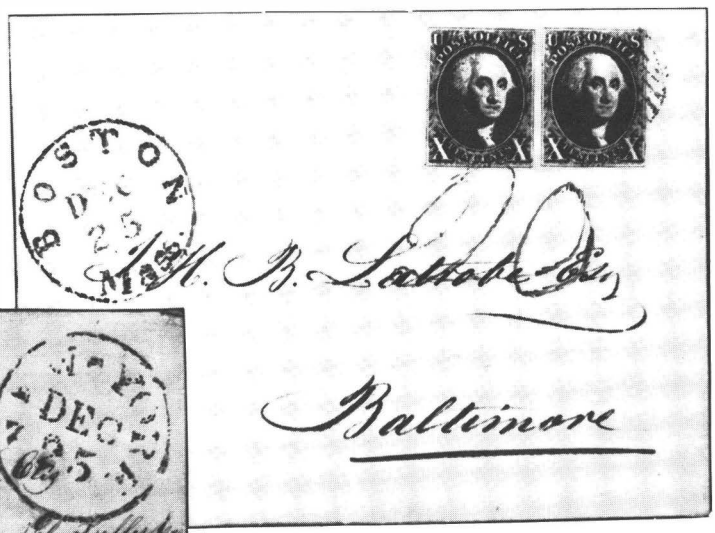
still have their original valentines. Except for valentines, no 1847 greeting card cover whatsoever is known.

Covers with 1847 stamps, postmarked December 25th, are unusual enough to attract attention and may appropriately be mounted with a selection of our recent Christmas commemorative stamps. On my list of '47 covers are four 5¢ and three 10¢ covers with Christmas postmarks. Two of the fives are from New York: one going to New Haven, the other to Peekskill. The other two are from Cincinnati to Cleveland, and from St. Louis to So. Boston.

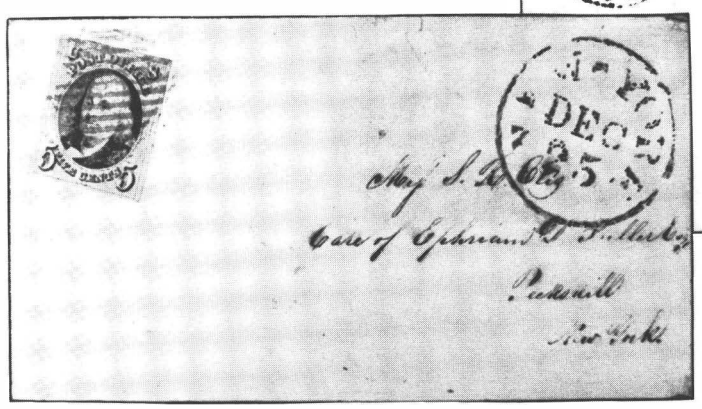
The three tens were posted in 1847, the *first* Christmas our *first* issue of stamps was available. One cover is from Baltimore to Cadiz, Ohio: another from Boston to Baltimore; and the third from New York City with the destination unknown to me. A fourth cover with a pair of tens from Washington to Philadelphia is a fake. The May 1966 issue of the *Chronicle*, published by the U. S. Philatelics Classics Society, describes this cover. The stamps have since been removed and the cover destroyed.

New York, Boston, Cincinnati, and St. Louis were among our largest post offices of that period. Philadelphia and New Orleans were also large enough to be open on Christmas Day. Does anyone have another '47 cover postmarked December 25th especially from a small town or village? If so, I'd appreciate having you write to me.

[December 21, 1968]



At right: This folded letter sheet is datelined 1847, so the cover was mailed on the first Christmas Day that 1847 stamps were available in Boston. The pair of 10¢ 1847 stamps paid for a double weight letter sent over 300 miles. All markings are in red.



At left: Mailed from New York City to Peekskill, New York, this 5¢ 1847 cover was mailed on Christmas Day, perhaps in 1850. The cover is an .envelope, which weren't used much prior to 1850, except for personal mail. *(See page 177.)*

More Beautiful U. S. Embalmed

Those viewing the exhibit of U. S. Classics of Christian Hirtzel of Geneva, Switzerland, at the International Exhibition WIPA at Vienna in June 1965, saw a remarkable display of multiples of 5¢ and 10¢ 1847 and 1869 issues off cover and beautiful uses of all issues on cover (19 frames of 16 pages).

These same pages, with some new additions, were presented in 24 frames at SIPEX. Although the catalog lists this as an entry of Christian Hirtzel, it notes "The collection is now in possession of the Swiss PTT Museum" (at Berne).

We were sorry to learn that Mr. Hirtzel passed away last February. It is said that on the day prior to his death he directed his secretary to hand-carry his collection to the Museum as a gift.

What have we lost? 1847 Issue: Two Binghamton covers with Herringbone cancels; rare uses of Princeton, New Jersey; Geneva, New York; Portland, Maine; Jackson, Tennessee; Windsor, Vermont; 5¢ and 10¢ uses from Tallahassee, Florida; 10¢ uses from Hopkinsville, Kentucky; Lockhaven, Pennsylvania; Roswell, Georgia; Wilmington, North Carolina; Montgomery, Alabama; Pittsburgh, Pennsylvania; and the Troy and New York Steamboat.

For a complete run-down on covers with the Binghampton. N.Y. "herringbone" cancels, including the known colors, see an article by Creighton C. Hart in the "Chronicle" for August, 1977 (No. 95), pages 156-160.

At least four 10¢ bisects, including one vertical bisect, a matching pair from Gardiner, Maine, dated May 23 and May 26, and another as I recall from Concord, New Hampshire. The Gardiner, Maine matching pair is new to my records, the fourth recorded and the latest date of use. The earliest date was April 28th and thereafter a set occurs each week, May 5th and May 12th. It is possible that yet another unrecorded set exists with dates around May 19th.

The 3 September, 1847 use from Montreal is now considered to be a fake.

Two uses from Canada are included, both with 10¢ 1847 and addressed to D. S. Kennedy, one a 3 September 1847 use from Montreal and the other a 25 August 1850 use from Quebec.

Three blocks of the 5¢ 1847, one unused of 8 (3 x 3 with a corner stamp missing), another unused lower right corner block of six, and a used vertical block of 8 (2 x 4), not to mention a used block of 4 of the 10¢.

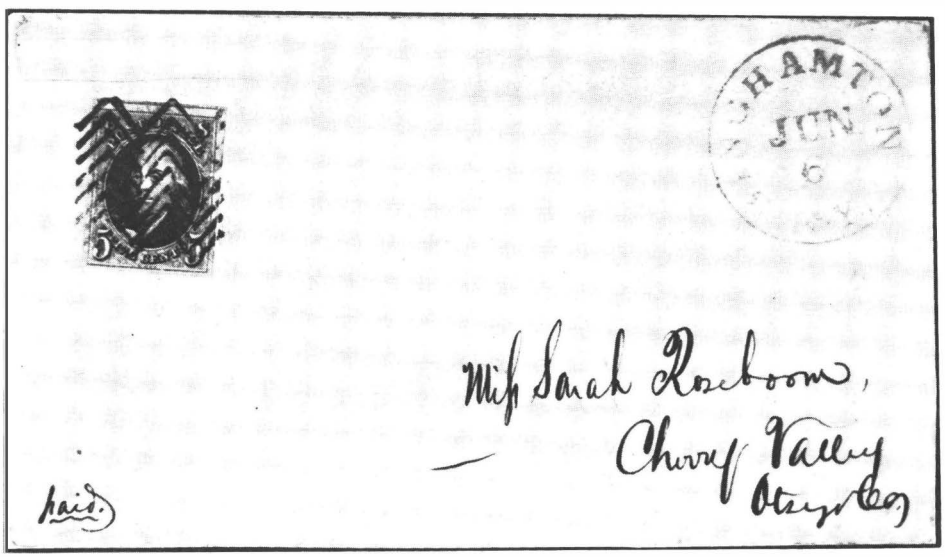
1847 covers used from Indiana towns seem to be hard to find; a 10¢ use from Lafayette, Indiana, dated December 2 (?) from the Porter correspondence to Philadelphia is in the collection.

The famous two largest strips of the 10¢ stamp, one from the Bandholz find, are a part of this collection.

This column also offered an index of the first four years of "Bakers' U.S. Classics."

Don't start drying your eyes yet because in future columns I will tell you of more beautiful items going behind closed doors.

[July 16, 1966]



A typical 5¢ 1847 cover of the Roseboom correspondence bearing the Binghamton "herringbone" grid. These are known struck in several different colors on covers with 5¢ 1847 stamps. A large number of fake covers with this cancellation (nearly all in black) on both 5¢ and 10¢ 1847 covers have been recorded by expert committees.

10¢ 1847 Bisects

Robert Siegel's latest "Rarities of the World" sale offered one 10¢ 1847 bisect. The 10¢ 1847 upper left-hand bisect on a letter from New York addressed to the Honorable E. D. Morgan at Albany is listed as cover No. 40 on page 71 of Brookman's *The 19th Century Postage Stamps of the United States*. This cover brought $93.00 at the Worthington Sale. It brought $1,250 in the Siegel sale.

Of the forty-five items listed by Brookman, six are on piece of cover and thirty-nine are covers, to which I've recorded sixteen additional covers, or a total of fifty-five covers and six pieces.

These break down into the following catergories as to the way the stamp is bisected: 1—Upper horizontal half; 1—Lower horizontal half; 7—Upper left diagonal half; 13—Upper right diagonal half; 11—Lower left diagonal half; 8—Lower right diagonal half; 12—Right vertical half; 4—Left vertical half.

Of those we have listed here, one upper left diagonal half, two lower right diagonal halves, and two right vertical are on piece.

Those of you who are mathematically inclined have added up my figures and found that the totals are not complete. You are correct, because there is one listed on piece, but not described, one listed as diagonal, one listed as left diagonal, and one listed as vertical, which are also necessary to make the totals correct.

There is one correspondence to Miss Mary Stilphin which accounts for nine listings in Brookman and possibly one of my own, making a total of ten covers. The more recent Evans Correspondence to Brattleborough, Vermont accounts for three matching pairs of bisects and one single, making a total of seven covers. These correspondences account for 30% of the recorded bisects. Where were these bisected covers used?

See page 142 for an illustration of a Stilphin bisect 1847 cover.

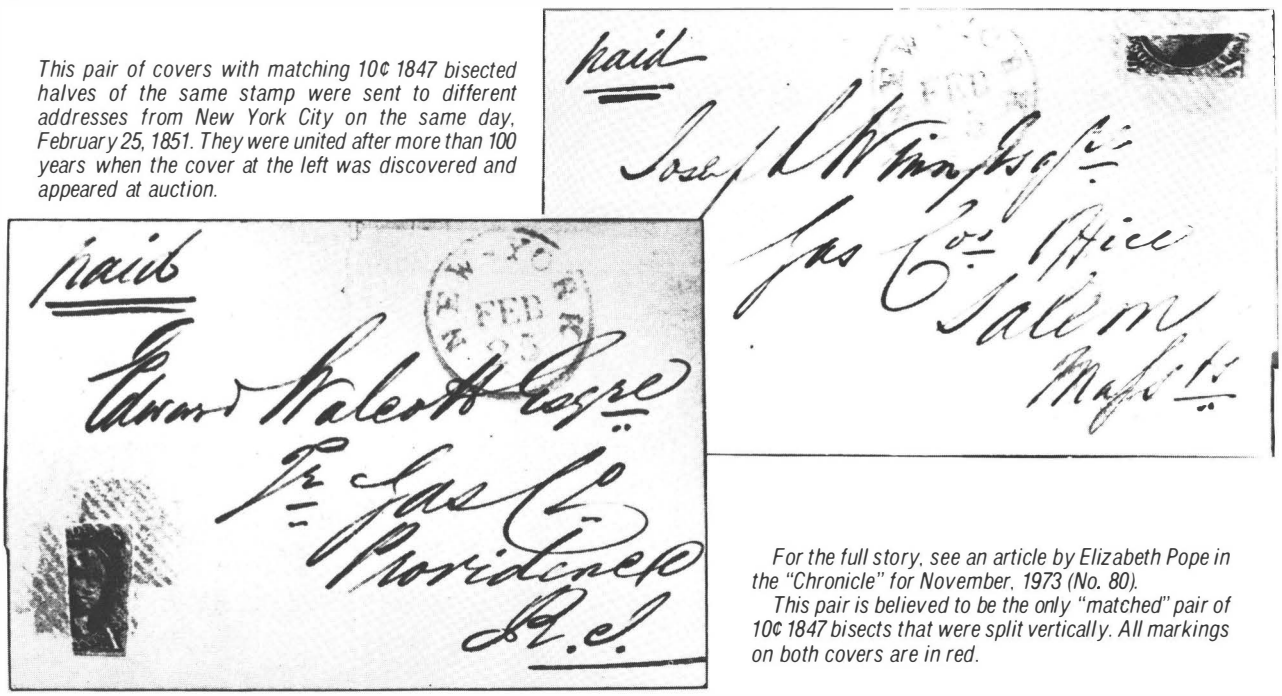
The "Stilphin" 1847 bisects were reviewed by Susan M. McDonald in the "Chronicle" for August, 1982 (No. 115) with a follow-up in the February, 1983 (No. 117) issue.

1—Hartford, Connecticut; 8—New Haven, Connecticut; 7—Gardiner, Maine; 1—Portland, Maine; 1—Baltimore, Maryland; 3—Ballard Vale, Massachusetts; 2—Boston, Massachusetts; 1—Roxbury, Massachusetts; 8—Concord, New Hampshire; 2—Portsmouth, New Hampshire; 8—New York City; 3—Philadelphia, Pennsylvania; 1—Providence, Rhode Island; 1—Bennington, Vermont; 1—Mineral Point, Wisconsin; 1—Dodgeville, Wisconsin; 2—Northern Railroad; 1—Lake Champlain, S.B. #2; 1—Potomac Steamboat; 1—U.S. Express Mail, New York; 6—Illegible.

Isn't it unusual that Wisconsin is the only state using bisects other than the New England states and New York and Pennsylvania?

Your reports of listings other than those in this column would be appreciated.

[April 2, 1966]



This pair of covers with matching 10¢ 1847 bisected halves of the same stamp were sent to different addresses from New York City on the same day, February 25, 1851. They were united after more than 100 years when the cover at the left was discovered and appeared at auction.

For the full story, see an article by Elizabeth Pope in the "Chronicle" for November, 1973 (No. 80).

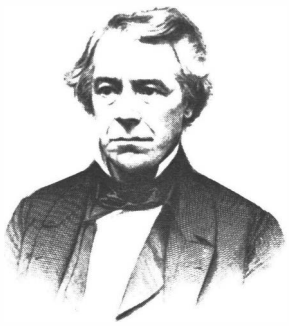
This pair is believed to be the only "matched" pair of 10¢ 1847 bisects that were split vertically. All markings on both covers are in red.



A matched pair (halves of the same stamp) of 10¢ 1847 bisects used on two covers of the George Evans correspondence four days apart in April-May, 1851. The upper cover is postmarked April 28 and the lower, May 2nd, both being sent from Gardiner, Maine.

This pair of matched 10¢ 1847 bisects is but one of four similar matched pairs from this correspondence. The sender, George Evans, (below) was a Member of Congress from Maine, 1829-41 and a U.S. Senator from that state, 1841-47.

Compare the addresses on the covers with George Evans' signature, included with his picture, below.



Geo. Evans.

More on the 1847 Bisects

Your editors are always interested in sharing interesting background information with our readers. Now comes at least part of the story of the find of Gardiner, Maine bisects. We are indebted to Ezra Cole of Nyack, New York, not only for the story but his permission to share it with you.

Sometime in the 1930's Mr. Cole wanted to vacation with his family in Vermont. Ezra rented a farm in West Brattleboro, Vermont for the summer. A friend — Mr. Dana Stafford — had a farm about two miles away. Mr. Stafford, now deceased, was a member of the Brattleboro Stamp Club and invited Mr. Cole to attend some of their meetings that summer with him. At one of them Mr. Cole was surprised to see the late H. A. Robinette, the Washington, D. C., stamp dealer in attendance. Shortly afterward and before Mr. Robinette left Vermont he called on Mr. Cole and showed him a package of covers. There were twenty-eight covers, all from Gardiner, Maine, and to the best of Mr. Cole's recollection, all were addressed to Mrs. George Evans of Brattleborough, Vermont.

Each had 10¢ 1847 bisected stamps used to pay the postage rate of five cents, and the lot contained a number of matching halves. Some six or seven of the bisects were damaged, and Mr. Robinette is thought to have destroyed these. He never disclosed precisely where or from whom he acquired them but Vermont was the locale.

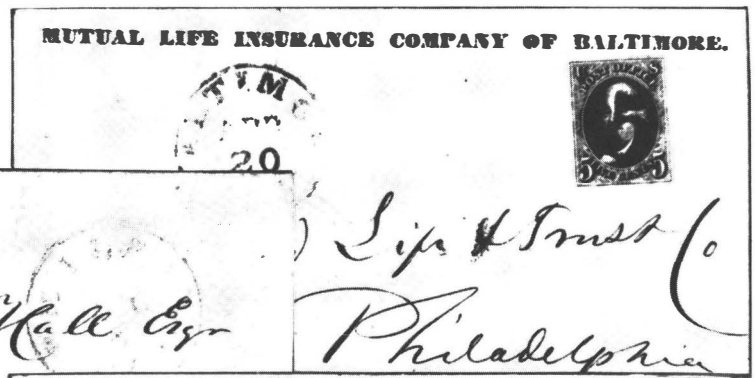
We now have a record of thirteen of the twenty-one or twenty-two covers preserved from this "find." Who can help us complete the list, after thirty years or more, of the remaining eight or nine covers now unlisted? May we hear from you other unknown and anonymous but very fortunate possessors of these missing gems?

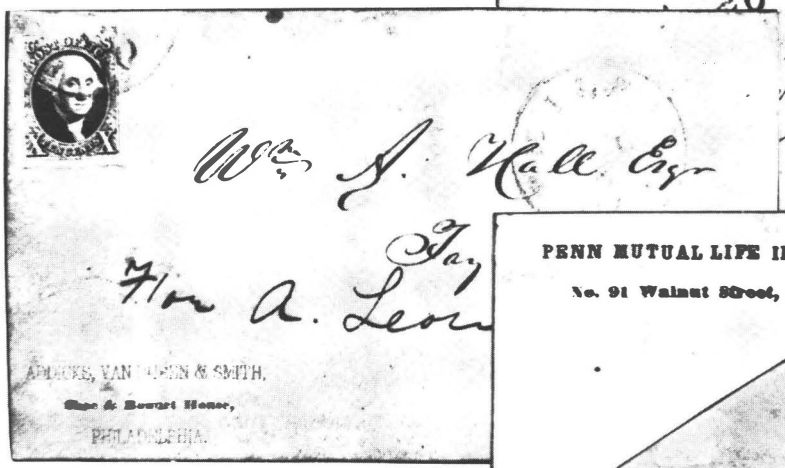
[June 10, 1967]

See articles by Susan M. McDonald in the "Chronicle" of November, 1969 (No. 64) and also of August, 1975 (No 87) regarding these bisects. As of 1983, 14 of these covers have been recorded.

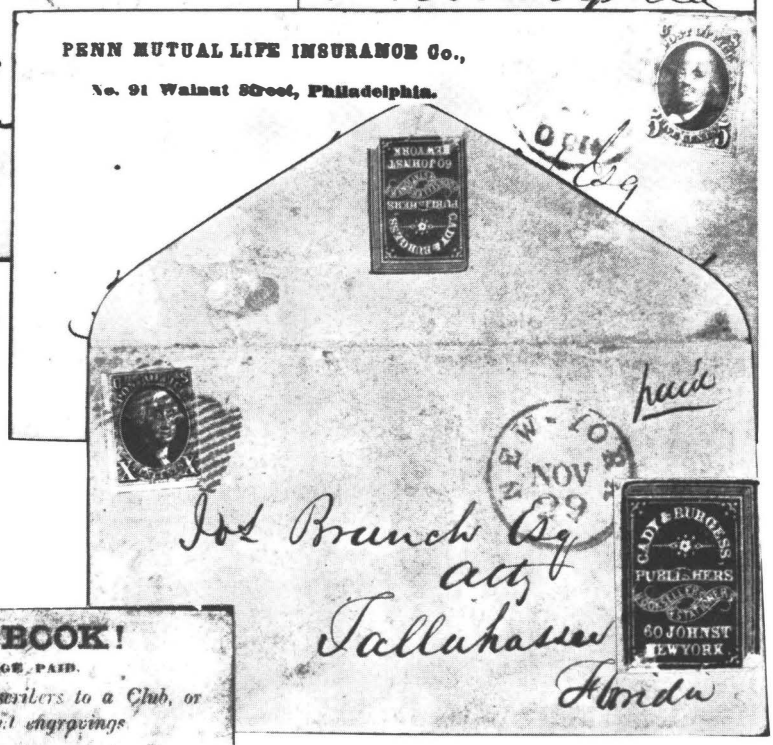
At right: An insurance company imprint on an envelope with a 5¢ 1847 stamp, sent from Baltimore to Philadelphia, year not known.

Below: A Philadelphia shoe merchant's corner card in blue on a buff envelope to Missouri with postage paid by a 10¢ 1847 stamp.



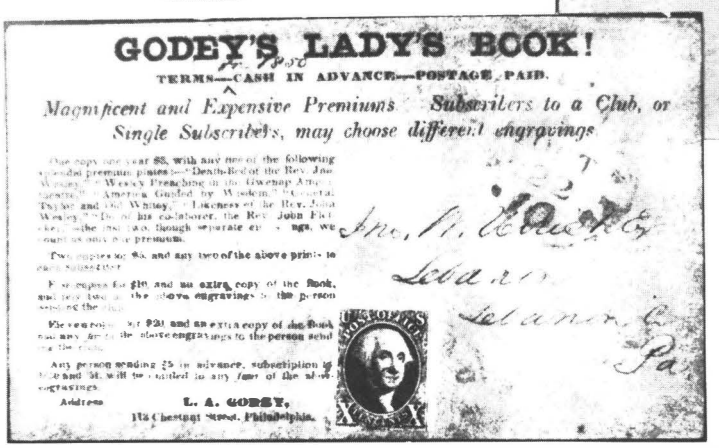


At right: Corner card of the Penn Mutual Life Insurance Company of Philadelphia to Virginia, with postage paid by a 5¢ 1847 stamp.



Below: Handstamped cachets are sometimes confused with printed corner cards.





Above: An advertising card printed on the back flap of a 10¢ 1847 cover from New York to Tallahassee, Florida.

At left: A 10¢ 1847 stamp on an envelope from Philadelphia, Oct. 22, 1850, to Lebanon, Pennsylvania, less than 300 miles, hence this is a double rate cover—possibly stuffed with advertising or containing a manuscript.

The overall "Godey Lady's Book" cover front is matched by a similar mass of advertising on the back.

1847 Advertising Covers

Printed advertising corner cards in color, on covers bearing either denomination of the 1847 issue, are hard to find.

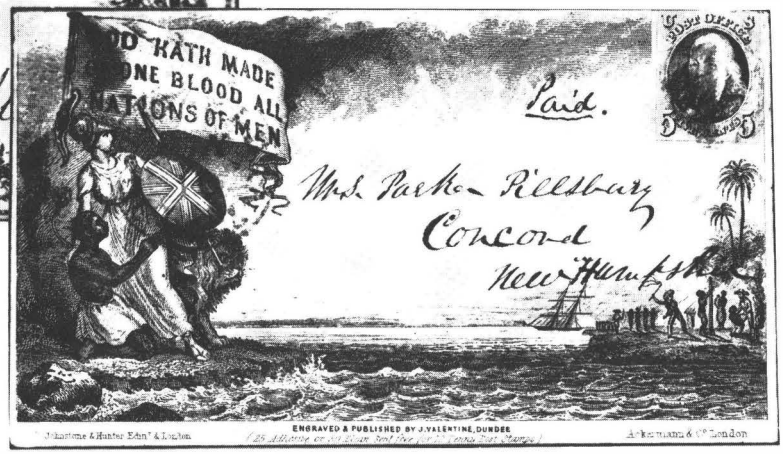
At a recent meeting of the Garfield-Perry Stamp Club of Cleveland, we were privileged to see a cover bearing a 10-cent 1847 with a dark blue business card.

How many of our readers have in their collections, or have seen, covers with color printed corner cards bearing 10-cent 1847 stamps?

[October 13, 1962]



At left: An illustrated design in greenish-bronze on an envelope sent from St. Louis to Carthage, Illinois. Considering the February 6 date and address to a Miss Owen, the cover probably contained a valentine. From the "ST. LOUIS" postmark, this 5¢ 1847 cover could have been sent in any of the years 1848-50.



At right: An English anti-slavery propaganda envelope with a 5¢ 1847 stamp, mailed with the route agent on the Boston & Albany Railroad in 1848. This cover originated in England and was "bootlegged" across the Atlantic, being correspondence from an American in England home to his wife.

Envelopes

Let's examine some of the attempts at increased Post Office efficiency 125 years ago. A Postal Reform Act was passed in England in September, 1839. This Act provided for substantial prizes for useful ideas for handling prepayment of postage, but from 2,600 entries few useful ideas were obtained.

Stamped paper in the form of the now famous Mulready envelopes with the postage imprinted along lower edge of the decorated face of the envelope and wrappers was one solution adopted. The envelopes were too small for bulky enclosures so adhesive stamps which could be applied to all letters and packets were put into production and first used on May 6, 1840, in England. The first use of envelopes undoubtedly sent a cold chill into the wax and sealing device industry of the period.

The U. S. Postal Act of March 3, 1799 is the first which specifically defined a single letter as a letter "composed of a single sheet of paper." This definition remained in effect until the Act of March 3, 1845, effective July 1, 1845, with which a single letter became a letter or parcel not exceeding one half ounce in weight.

Since the use of an envelope cost one rate of postage until 1845, there was no incentive to use or manufacture them. Has anyone seen a domestic letter carried in the U. S. mails prior to July 1845 enclosed in an envelope?

Groliers Encyclopedia reports the gross sales of the envelope industry in the United States at $45,000 in 1849.

Envelopes appear frequently in the later part of the 1847 period but are rarely found with printed colored corner cards or advertising. We have seen a few on envelopes with 5¢ 1847 stamps, but only one on a 10¢ 1847 cover.

The discovery of gold in California gave the use of envelopes a great lift. Much mail in the California gold fields and along the Pacific coast was carried privately by express companies. On this mail the government received no revenue until government stamped envelopes, manufactured by George F. Nesbitt & Co., appeared in the summer of 1853. The Post Office required all mail carried privately to be carried in government stamped envelopes at the proper Post Office mail rate.

Do you have in your collection an envelope with the corner card advertise-

ment printed on the right side of the envelope instead of the left where we are accustomed to seeing it? Some overstruck western franks can be found, but I am referring to printed corner cards.

[October 9, 1965]

Envelopes and the 1847 Issue

Our good friend Ezra Cole chides us a bit and enlightens us. "Your paragraph on the 1847 issue on envelopes is a little indefinite. The stamps used on envelopes in 1847 are scarce. However, along in the later periods, 1849 and 1850, they are scarce but not rare. I can think of two finds, all on envelopes — the Saltenstal covers find, all on yellow envelopes, and all of the Turner covers used from St. Louis. These mostly had 10¢ 1847s on them. I just had a 10¢ 1847 on an envelope used to Nova Scotia. Uncommon, perhaps scarce, but not necessarily rare would be my comment on these stamps used on envelopes."

This item appeared with a multi-subject column entitled "Philatelic Reminiscences of the Year, 1866," the remainder of which appears in other parts of this book by subject. See pages 262, 308 and 329.

The name "Saltenstal" may have been more correctly spelled "Saltonstal."

[February 19, 1966]

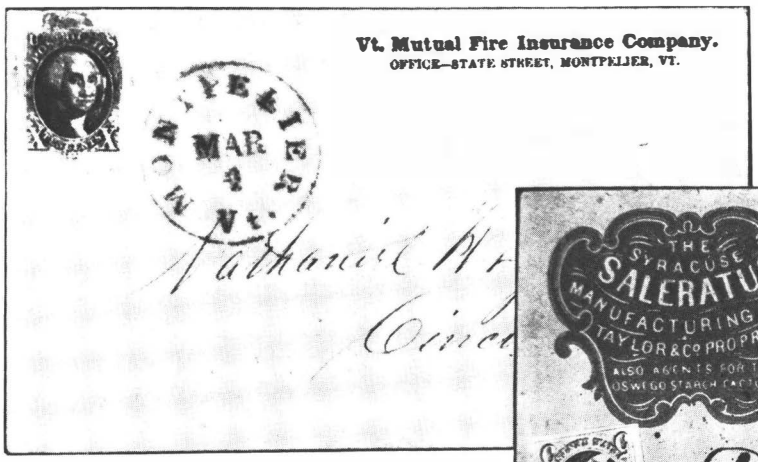
Corner Cards Printed On Right Side Of Envelope

A column over a year ago asked about these covers. George Slawson of Craftsbury Common, Vermont, sent me three covers, two from the Vt. Mutual Insurance Co. and one from the Bardwell House, Rutland. He comments, "The Vt. Mutual used no less than four different forms of corner card, all in the upper right corner. They are among the more common corner cards from Montpelier in the pre-Civil War days."

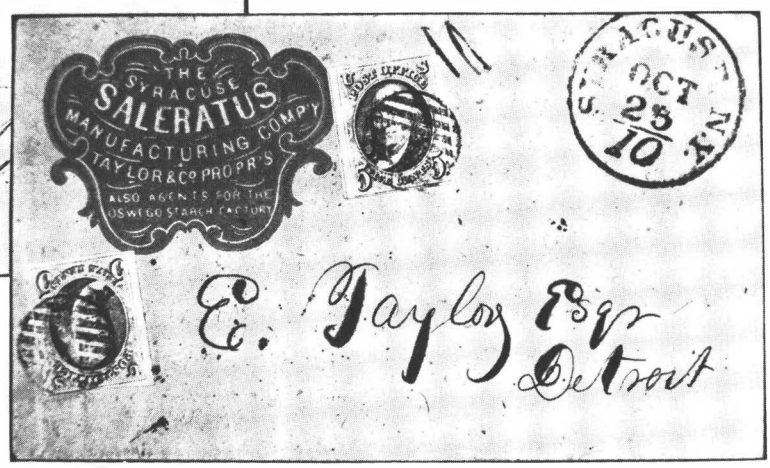
"What is so rare about corner cards in the upper right corner? Unusual, yes; but rare????"

All but one (see below) of the covers discussed here are with later stamps than the 1847 issue.

[May 6, 1967]



At left: A 10¢ 1847 cover with a corner card at the upper right side of the envelope—possibly the only such 1847 cover. From Montpelier, Vt. to Cincinnati, year unknown.



At right: Two 5¢ 1847 stamps (one the dot in the "S" variety) on an envelope with a large red printed advertising corner card, as described below.

* * * * * * * * * * * *

One of the items shown was a 5¢ 1847 cover with an advertising corner card printed in red. The cover had been posted in Syracuse, New York with two single 5¢ stamps addressed to Detroit. The cover advertised The Syracuse Saleratus Manufacturing Company, Agents for the Oswego Starch Company, Taylor & Co. Proprietors, 5¢ 1847 covers with printed corner cards are not easily found. Who has one?

This was shown at the 1968 Garfield-Perry (Cleveland) "March Party." See page 11.

Charles Orgel, the genial General Chairman of the Garfield-Perry exhibition, was carrying in his pocket the only 10¢ 1847 cover I have ever seen with an embossed advertising corner card. The oval blue advertising reads "Addicks, Van Dusen & Smith - Shoes, Hats and Straw Goods, 159 Market Street, Philadelphia." The letter was posted in Philadelphia May 9th, 1851 and was addressed to David Roser at Burlington, Iowa.

Another Addicks, Van Dusen & Smith cover, without the blue oval, is shown on page 175.

Can anyone report another or remember seeing another?

[May 11, 1968]

More About 1847 Advertising Covers

I should have been more specific in speaking of corner cards in an earlier column. I was specifically referring to advertising corner cards. Some of our readers report as follows:

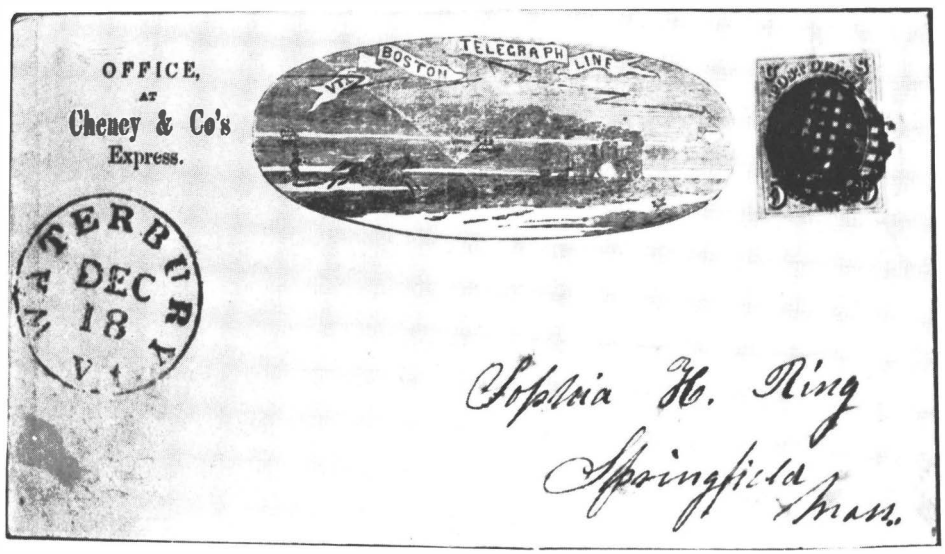
George C. Slawson, Craftsbury Common, Vermont 05827 writes, "In reply to your query in *Stamps* issue of May 11, 1968, I have two (1847 covers) from Vermont—a really fancy 5¢ of the Vt. & Boston Telegraph Line, with office at Cheney & Co's Express, postmarked Waterbury, Vt., and a 10¢ Vt. Mutual Fire Insurance Company from Montpelier, Vt., with the corner card on the upper right (which you also once reported as almost unknown on anything).

The Vermont Mutual Fire Insurance Co. cover is shown on the previous page; the Cheney & Co.'s Express cover is shown below.

"I, also, know the whereabouts of a 5¢ Vt. cover with an embossed corner card. This has a green background, with the shape (an ornamental rectangular outline) with negative lettering reading, 'Bishop, Smith & Co. South Wharf Burlington, Vt.'

"While I admit that 1847 covers with corner cards are not too easily found, I somehow cannot help but think that they are hardly as rare as your inquiry would lead one to believe." (When you limit the subject to advertising corner cards, and particularly those colored ones, I still maintain they are not easily found — the Editor).

William K. Herzog, 915 Cass Street, Saginaw, Michigan 48602 writes about Lot 5 in the May 31, 1968 auction catalog from Lambert W. Gerber, which was described as follows: "Cover 10¢ black; tied by square red grid, N.Y. to Fla.; fine copy with 3 excellent margins; back flap has blue publishing house advt. 1847 issues on advertising covers are very rare." (This is only the second one in color



A 5¢ 1847 cover from Waterbury, Vt. with a spectacular telegraph company corner card. The postal markings are in blue, with the two strikes of the grid being at right angles to create a "waffle" appearance.

The illustration, in a pale brown, shows moving objects, with the telegraph, as symbolized by the lightning stroke, outspeeding all. The moving objects are a sailing ship, a steamboat, a railroad train, a running man, a galloping horse,—and a tortoise (at lower right)!

that I have either seen or heard of. — The Editor).

Lowell S. Stanley, 800 Post Boy Court, Towson, Maryland 21204, writes, "A check of my forty odd 1847 covers confirms what you wrote about printed corner cards. It had never occurred to me how scarce they were. The closest I could come was an embossed 'Thursday' surrounded by rays of the sun on a cover from Brattleboro, Vt., to Hartford County, Conn. The stamp is a pale red-brown but there is no indication of the year. The only other remotely similar cover is a handstamped "From United States Hotel, Boston" in a red oval with an 1848 year date on the enclosed letter."

Can you attribute any significance to the wording "Thursday" on the embossed cover? Was it possibly one of a set that contained all the days of the week?

Can any of our readers help answer Mr. Stanley's question?

[June 29, 1968]

1847 Transatlantic Covers I

This column is repeated (with a second column on 1847 covers carried under the U.S.-British treaty of 1848) in the Foreign Mails section (pages 290-291).

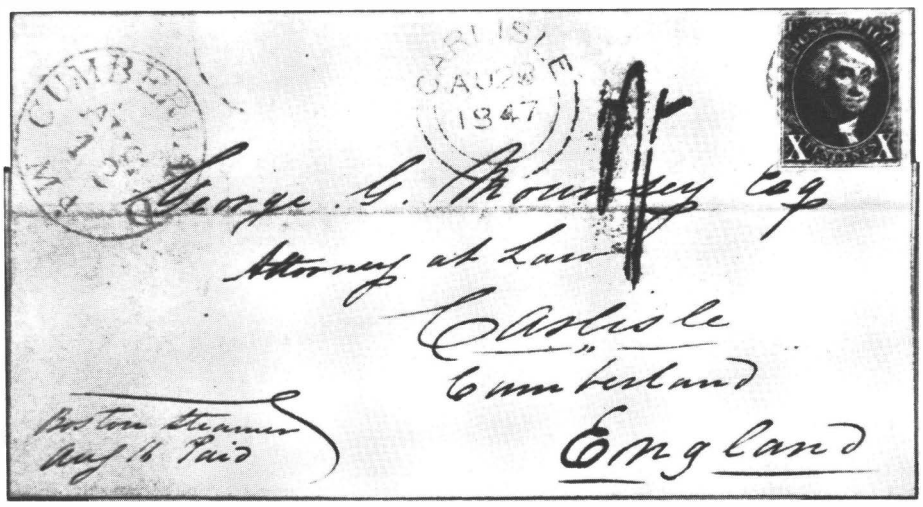
Creighton Hart wrote on this subject in the February 1968 issue of *The Chronicle* of the U.S. Philatelic Classics Society.

He divided these covers into the three categories; the first, prior to June 1848, "the pre-retaliatory rate" covers; the second, June 1848 through December 1848, the "retaliatory rate" period. During this period both the U.S. and England charged 24¢ or 1 shilling on letters carried by contract transatlantic ships of the other country. The third, all covers after December 1848.

I read this article before I started on my first column about covers in my recently stolen collection. *See pages 2-4.*

In the collection was a 10¢ 1847 cover postmarked Cumberland, Maryland, August 12, 1847, carried on the Cunarder *Hibernia* from Boston on August 16th to Liverpool and Carlisle, England. The 10¢ stamp paid the rate over 300 miles from Cumberland to Boston. On the face of the cover is the 1 shilling due mark.

A second cover purchased in the Meroni sale was an April 4th 1848 combination cover postmarked Michigan Central RR, addressed to Heidelberg, Germany. A 10¢ and five 5¢ 1847 stamps prepaid the letter to Bremen. The 10¢ paid the postage to New York and the 25¢ overpaid the 24¢ rate across the Atlantic to *See page 290.*



From Cumberland, Maryland to Carlisle, England in 1847, as described above.

The Cumberland markings are in blue and the 10¢ stamp is a four-margin copy in intense black.

Bremen by American Packet.

The Ocean Steam Navigation Company performed this service with the S.S. *Washington* and S.S. *Hermann.* The cover is addressed to Monsieur Lyman D. Norris and was handstamped "PAID PART" in black and "American Uber Bremen" and "1-1/3" in red and a manuscript "16" in black.

There was none during the "retaliatory" rate period. This was on my "wanted" list. There were three covers in the later period. One of these bore two 5¢ singles which paid the double inland rate on a Philadelphia cover to Coln, Germany March 19, 1849 "per Liverpool Steamer" "via Ostende", addressed to Carl Godel. A black rectangular handstamp "AMERICA via ENGLAND", and "2/10" in manuscript indicated British charges for Atlantic, cross channel and carriage to destination.

The other two traveled the Atlantic on the same Steamer in 1850. More about these in a future column.

[March 16, 1968]

Demonetization of The 1847 Issue

See pages 221-226.

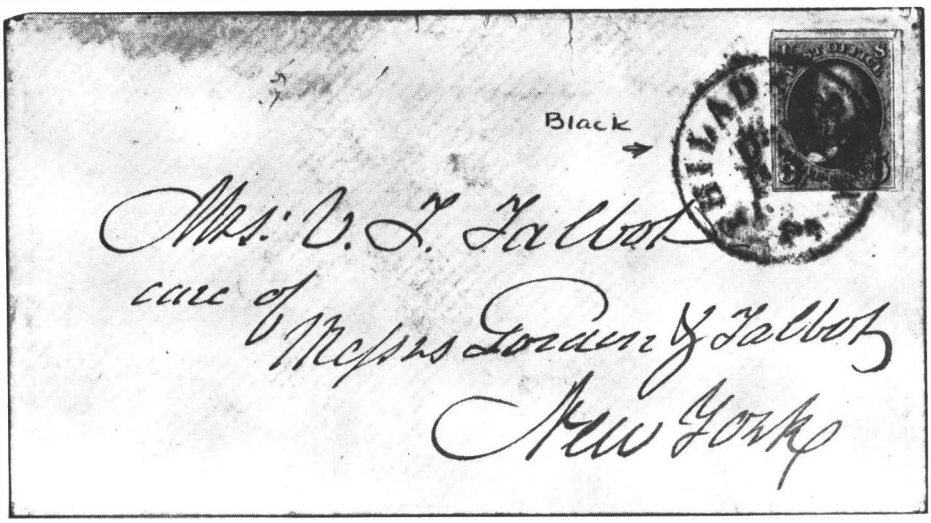
We have previously discussed the problems of demonetizing the 1851 issue, problems principally caused by the urgency of the Civil War. In spite of this urgency, the total period of demonetization ran nationally—not in any particular city—from August 17 to January 1, 1862, a period of four and a half months.

With this in mind, let's look further into the past. The Post Office Department issued the following notice June 11, 1851.

"The five and ten-cent postage stamps issued by this Department under the provisions of the eleventh section of the Act of March 3, 1847. . .will not be received in prepayment of postage after the 30th of the present month. Therefore, persons holding any such will, as soon as practicable after that date, and *before the 30th day of September next,* present them for redemption to the Postmaster of whom they were purchased, or to the nearest Postmaster who has been authorized to sell stamps."

Three months were required to complete the demonetization of the 1847 issue.

Not all Postmasters were authorized to redeem stamps!



The black Philadelphia postmark is evidence of usage after the 1847 stamps were no longer good for postage. Philadelphia used blue inks for postmarks during the period the 1847's were current.

"Postmasters who have heretofore *received stamps* for sale *directly from the Department*, and *such Postmasters only*, are directed to pay cash for all genuine postage stamps, of the denomination of five and ten cents. . .which shall be presented to them for redemption between the 1st of July and the 30th of September of the present year."

Postmasters in small post offices who purchased small quantities of the five or ten-cent stamps from a neighboring larger post office could not send their stamps or their customers' stamps to Washington for refund, but to the same larger post office which initially supplied the stamps.

In June 1851 stamps were not required to prepay domestic postage, nor were any great quantities of stamps issued to post offices west of the Mississippi.

Although in 1861 the 1851 and 1861 issues could be used legally together for brief periods, no 1847 could be used legally with the 1¢, 3¢ or 12¢ 1851 stamps. Covers which show attempts to use them together are rare indeed. Who has one?

As in 1861, the new 1851 issue was produced by a new firm of engravers and printers. Rawdon, Wright, Hatch & Edson produced the 1847 issue; Toppan, Carpenter, Casilear & Company the 1851 issue, while the National Bank Note Company produced the 1861 issue.

[May 25, 1963]

Multiple Issues on Cover

The first opportunity for stamps of two issues to be used on a cover was July 1, 1851. Although the 1847 issue was demonetized and illegal for postage after July 1, 1851, C. C. Hart has recorded a number of uses after demonetization; several of these are with stamps of the 1851 Issue.

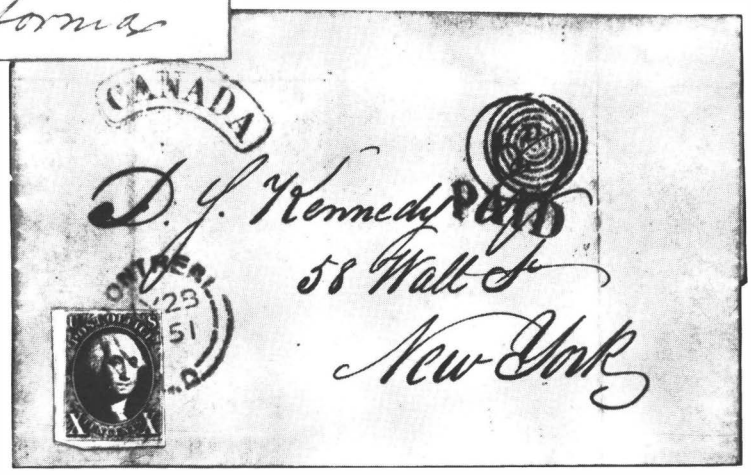
See page 144 for a more complete discussion of this subject. Also, see an article by Creighton C. Hart in the "Chronicle" for February, 1971. (No. 69) on "Combo Covers."

[January 23, 1965]



At left: A 5¢ 1847 stamp used on January 4, year uncertain, from Exeter, N.Y. in combination with two 1¢ and a 3¢ 1851 stamp. As this combination was intended to pay the 10¢ rate to California, which didn't go into effect until April, 1855, the cover had to have been sent after that, probably in 1856.

The 5¢ 1847 stamp was accepted for postage. According to C.C. Hart, of 43 such attempts known to him (in 1973) only two were rejected because the 1847 stamps had been demonetized by a Post Office Department order in 1851.



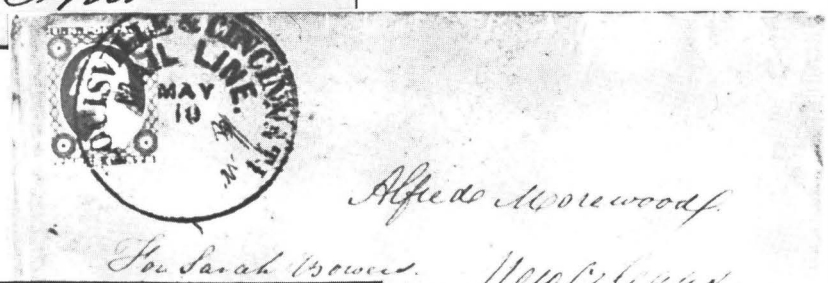
At right: This cover with a 10¢ 1847 stamp was mailed in Canada on 28 July, 1851, twenty-eight days after the 1847 issue had been demonetized and three months after the new U.S.-Canadian postal agreement of 1851.

The Canadian Post Office first rated the letter as due 6 pence and then obliterated the rate mark with a target killer, apparently deciding to let the U.S. post office decide to accept or reject the attempted prepayment.

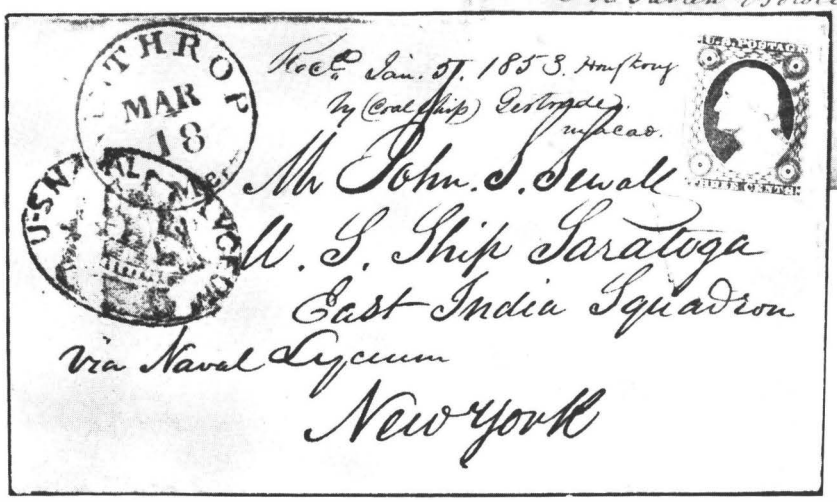
The New York Post Office evidently accepted the letter as fully prepaid, per the curved "PAID" handstamp.



At left: A 1¢ blue type IV of 1852 used on a Barnabas Bates cheap postage propaganda cover sent from New York to Ohio. The cover illustrates a "choo-choo" and also a Cunard or Collins type transatlantic sidewheel steamship.



At right: A 3¢ orange brown stamp of 1851 tied on a cover to New Orleans by the marking of a route agent aboard a steamboat on the Louisville and Cincinnati Mail Line.



At left: A 3¢ brown carmine stamp on a cover from Winthrop, Maine (March, 1852) forwarded by the U.S. Naval Lyceum in the Brooklyn Navy Yard to John Sewall aboard the U.S.S. "Saratoga" of the East India Squadron. The cover was eight months in transit before it was picked up at Hong Kong, having been sent aboard a contract coal ship.

Sewall was the "Captain's Clerk" of the "Saratoga" on Perry's Japan expedition.



At right: Strips of six and four of the 12¢ type I stamp of 1857 prepaying the quadruple rate of $1.20 to Austria by Prussian Closed Mail in 1860. Sent from St. Louis on June 5, the cover went by American Packet from New York with a manuscript 28¢ credit to Prussia.

* * * * * * * * * * * *

One of the most important changes in the period of the classics was the issuance of the 1851 stamps in the denominations of 1¢, 3¢, and 12¢.

The 1851 issue of postage stamps was also significant for the reason that it resulted from the second really big cut in postal rates. Six years before, the postal rate structure had been drastically modified by a reduction in the number of postal zones from five to two: over and under 300 miles. The Act of March 3, 1851, continued this trend by decreasing the basic postal rates and enlarging the distance of carriage by ten times to 3,000 miles for the new minimum rate of 3¢ a one-half ounce. Too, it significantly provided a built-in penalty for mail sent collect. In other words, 3¢ prepaid would carry a letter up to 3,000 miles in the United States, but the same letter sent collect would cost the recipient 5¢. This would eventually lead to a complete change in the customs and habits of the writing public. For years the bulk of the mail had been sent collect, and that mode had been accepted in the commercial world as the way to ensure delivery.

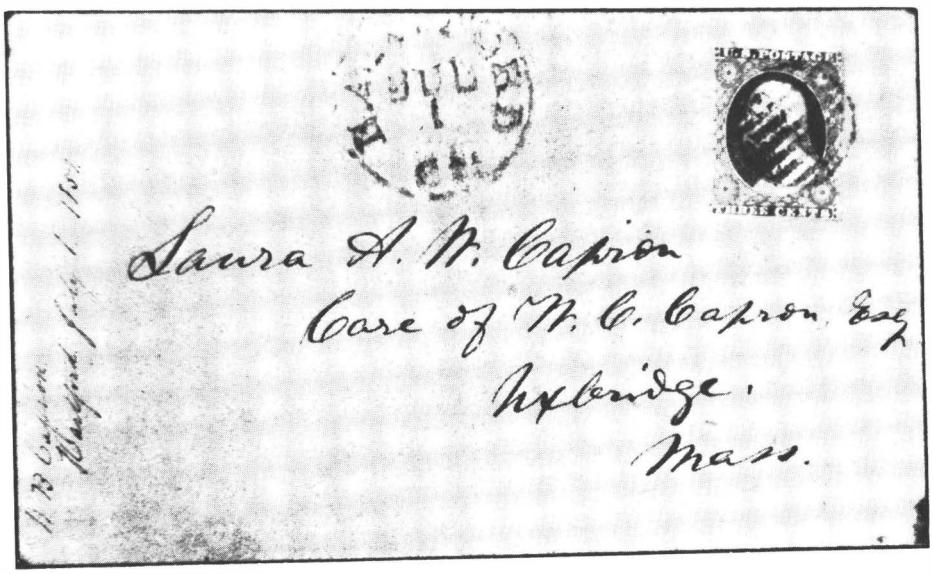
Now this would change, and rapidly. For example a wholesale house in Cincinnati, Ohio, took special care to print a slip, which was evidently enclosed in all its "first class" mail, calling the attention of its correspondents to the fact that "By the new Postage Law, Postage prepaid is three cents, and if not prepaid, five cents on each letter." The firm went on to announce that from July 1, 1851, it would prepay all its letters and respectfully requested its correspondents to do the same.

The rate for drop letters, those deposited in a post office for delivery to an addressee at that office, was cut in half—from 2¢ to 1¢.

The rates for unsealed printed circulars to be carried under 500 miles was established at 1¢ for each circular under 1 oz. in weight on which the postage was prepaid; and for greater distances the prepaid rate was: 500-1500 miles, 2¢; 1500-2500 miles, 3¢; 2500-3500 miles, 4¢; and over 3500 miles, 5¢. As with letter mail, if through inattention of Postmasters or otherwise, circulars were not prepaid they were to be charged with double the postage.

The Act of March 3, 1851, by its terms, made the new rates effective July first of the same year. A contract for the production of three denominations of postage stamps, to match the new rates which the 5¢ and 10¢ of the 1847 issue would not

The Baker Column of June 30, 1962 made several corrections of previous columns. To avoid confusion, those changes have been made in the original columns (including this one).



A first day use of the 3¢ orange brown, from Hartford, Connecticut, July 1, 1851, as verified by the docketing. The markings on the cover are in the well-known Hartford "magenta" ink.



do, was entered into with a different printing firm, Toppan, Carpenter, Casilear, & Company of Philadelphia. The contract was entered into on June 10, 1851 and stamps in the denominations of 1¢, 3¢ and 12¢ were produced and at least some of the 1¢ and 3¢ were printed and delivered to some post offices by July 1, 1851 as a few first day covers bearing 1¢ and 3¢ stamps are known.

[April 28, 1962]

* * * * * * * * * * * *

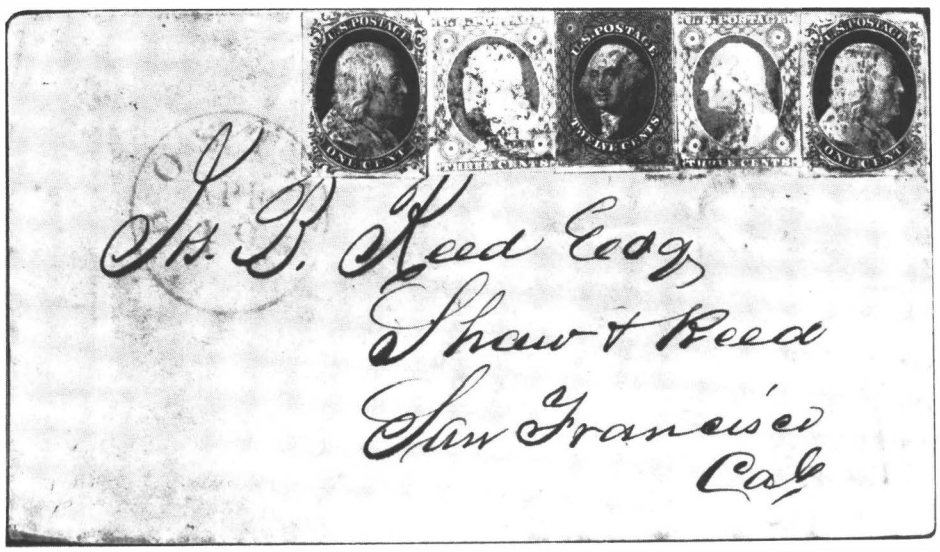
Question: What U.S. Philatelic "firsts" occurred during the 1851 to 60 decade?

[April 28, 1962]

Answer to last week's query: These issues provide many items of interest and a number of firsts in U.S. postal history. (1) First time 1¢, 3¢, 12¢, 24¢, 30¢ and 90¢ denominations were printed and sold. (2) Perforated stamps were first provided. The 1¢, 3¢, 5¢, 10¢ and 12¢ denominations were issued, both unperforated and perforated, the 24¢, 30¢ and 90¢ perforated only. (3) From July 1, 1851 to April 1st, 1855 domestic postage was cheaper if paid by stamps or cash. This was the only time in U.S. postal history when this was true. (4) For the first time mail other than drop letters and circulars had to be prepaid—first by stamps or cash beginning April 1, 1855 and then by stamps only beginning January 1, 1856. (5) The first imperforate between varieties appeared in the 3¢ perforated stamp of the 1857 issue. (6) The quantity of stamps required was so large that more than one plate was required to print the 1¢, 3¢, 5¢, 10¢ and 12¢ denominations. (7) For the first time a single rate of postage would carry a letter up to 3,000 miles or to all of the United States except the Pacific coast states. (8) For the first time the year date appeared frequently in towns with canceling devices. (9) Stamped government envelopes first were issued starting in 1853 and were required to be used by expresses to prepay government postage whether the letter entered the mails or not. (10) First time that postage stamps were used to serve as receipts for payment of the carrier delivery fee in cities having carrier service. (11) The postmasters were first prohibited from using the town mark to cancel the stamp after July 23, 1860. (12) Drop letters were required to be prepaid by stamps by the act

Actually, a few foreign rates had required prepayment before this.





This cover shows the entire 1851 issue of United States stamps on one cover, paying double the ten cents rate for over 3000 miles effective April 1, 1855, the cover being sent from Boston to San Francisco, year unknown, but 1855 or later.

The neat "pyramidal" arrangement by value, with the 12¢ stamp in the center, the two 3¢ stamps on each side and the two 1¢ on the ends, as provided by the sender in Boston, adds to the interest of the cover.

of February 27, 1861. (13) Carrier service provided delivery to homes and offices in cities having carrier service for the 1¢ drop rate after April 3, 1860.

[May 5, 1962]

* * * * * * * * * * * *

Question: What firm of bank note engravers held the contract for the printing of the 1851 issues?

[May 12, 1962]

Answer to last week's query: Toppan, Carpenter, Casilear & Co., a Philadelphia firm held the contract for the printing of all of the 1851 stamps in use from July 1, 1851 until their demonetization in 1861. The original contract was for a term of six years from June 10, 1851 and was extended for a further term of four years in 1857.

[May 19, 1962]

The 1¢ Stamps of 1851 and 1857

At the time the first postage stamps were provided in the United States in 1847 there were no 1¢ rates, but the 2¢ rates on printed circulars and drop letters could have been paid by multiples. Only 5¢ and 10¢ stamps were issued previous to July 1st, 1851 when the 1¢, 3¢ and 12¢ denominations were ordered to provide the public with stamps to fit the reduced rates of postage.

Had any 1¢ stamps been available then, that is!

The number of 1¢ stamps issued was approximately 26,800,000 from 1851 to 1855; and 44,430,000 for 1859; 50,723,000 for 1860; and 53,894,000 for 1861. Assuming 40,000,000 for 1858; 35,000,000 for 1857; and 30,000,000 for 1856 (first year domestic mail had to be prepaid by stamps) we arrive at the staggering total of 241 million.

This paragraph incorporates corrections made in the column of June 30, 1962.

These stamps were printed from twelve plates. However, plate 1 was reworked early in 1852, and is known as "Plate 1 Early" prior to June, 1852, and "Plate 1 Late" thereafter. A second plate did not appear until 1855, so "Plate 1 Early" and "Late" produced approximately 25 million stamps. At this rate, twelve plates should produce 300 million stamps.

Plate 3 developed cracks soon after it was first used in 1856, and was laid aside. Because of this, plate 2, which had developed a major crack, was continued in use until 1857. Plate 4 was used only in 1857 because the lack of clearance between stamps made it preferable to use the new plates 5, 6 (maybe), 7, and 8 which had larger margins for perforating.

No new plates were put to press until 1859, when plate 9 appeared. Plates 10, 11, and 12 were printed in 1860, although no proof has yet turned up that stamps from plates 11 and 12 were issued prior to January, 1861.

[May 5, 1962]

Perforating U.S. Stamps

The first perforated stamps (earliest recorded use is February 28, 1857) were perforated on a machine purchased from Bemrose & Son, Derby, England. This machine perforated by means of matching wheels, one containing projecting pins which fitted into holes in the matching wheel punching the paper as the wheels revolved. This machine perforated 15-gauge and required the sheet to be passed through the machine twice, once vertical and after wheels were reset, once horizontal.

The earliest use now known of a perforated 3¢ stamp of this issue is from Portland, Maine on February 19, 1857.

In May 1858 Toppan, Carpenter & Co. became part of the American Bank Note Company, which Company quickly ordered a perforating machine for sheets of 100. This machine was not used to perforate U.S. stamps. However, the

perforating machines of the National Bank Note Co., the printers of the 1861, 1869 and 1870 issues, were similar and probably were made by the same manufacturer.

Also see pages 252-3 for additional comments on perforating the 1861 stamps.

Further information on this subject can be found in the Collectors Club handbook, *Early American Perforating Machines and Perforations, 1857-67*, by Winthrop Boggs.

[March 6, 1965]

Scott's #5—1-Cent Type I

How can any one stamp, of an issue of which there were almost 27 million issued, catalog over $1,000 in used condition?

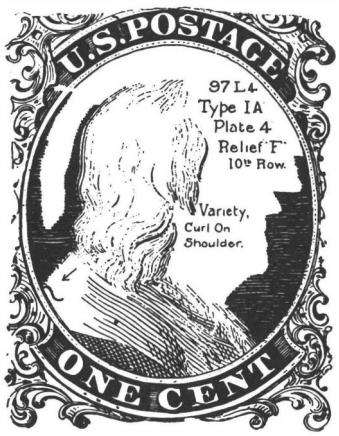
First of all, what stamp are we talking about? The 1-cent Type I, position 7 on the right pane of a plate of 200 positions first issued July 1, 1851. Of the five plates, including two states of Plate 1, used to print these stamps, only one position ever showed the complete design of the stamp.



1875 die proof of the 1¢ 1851 stamp.

When the designs were first transferred, it was soon apparent that there was not enough space available vertically on the plate for the complete design to be transferred to the plate ten times and be able to print complete stamps in the top and bottom rows. So the design was shortened, some entries at the top, others at the bottom. The result of all of this was that only one position came up as complete as the die proof illustrated here.

This stamp 7R1 occurred once on every sheet printed from plate 1 (early). Certain lines on the stamps printed from plate 1 (early) became faint or disappeared as the designs were not transferred as deeply as on succeeding plates. In May 1852, 199 of the 200 positions were either reentered or recut and the plate became known as Plate 1 (late). Position 7R1 became recut once at the bottom. Only position 4R1 (early), a Type II stamp remained untouched.



Type Ia, Scott # 6.

Assuming about 6,500,000 stamps printed from plate 1 about 32,500 copies of 7R1 (early) existed. An inspection of the auction catalogs of well known sales of the last twenty years has disclosed only seven covers bearing the 7R1 (early) alone or as part of a multiple, and only twelve copies off cover. Undoubtedly there are others, perhaps again as many, but even then a very limited supply exists.

[May 19, 1962]

Types of the 1851-57 One Cent Stamps

In an earlier column we discussed Scott's #5, the 1-cent Type I of the U.S. 1851 issue. We now wish to discuss the variations of Type I: Scott's #6, Type Ia, #5B Type Ib; and the unlisted Type Ic. This week we will deal with Type Ia, and the following week, Types Ib and Ic.

As you will recall, the design was complete for the Type I. The Type Ia must have the bottom design complete, that is, the scroll must be complete, while the top of the design is not complete. Type Ia stamps come only from 18 positions from the bottom row of Plate 4. Plate 4 was not used until April 8, 1857. The first printing produced the imperforate stamps, Scott's #6. Three and one-half months later, the stamps in this plate were perforated, starting July 26, 1857, and therefore we have Scott's #19, a perforated Type Ia.

[September 15, 1962]

Types of the 1851-57 One Cent Stamps

Last week we discussed Type Ia, Scott's #6; this week we take up Type Ib and Ic, Scott's #5A.

Scott's #5A, the 1¢ Type Ib, must have the top of the design complete, while the bottom scroll is slightly indistinct, or partially missing. Type Ib stamps come only from positions, 3, 4, 5, 6, 8 and 9 of the right pane of plate one, early. Since this plate was recut and re-used as plate one, late in 1852, Type Ib stamps can only be found imperforate.

[September 22, 1962]



Type I, Scott # 5.



Type Ib, Scott #5A.

As noted in the column of November 24, 1962, following, an illustration of the 1¢ Type I stamp was run in error in place of the intended cut of the Type Ib. A corrected cut of Type Ib was run with the column of November 24, 1962.

The Type I cut is at left and the Type IB at the right, both correctly identified.

The Scott catalog number for Type Ib, which was changed since the column was written, has been revised in both the text and illustrations on these pages to avoid further confusion.

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We have been particularly impressed ever since we assumed the editorial podium of this column with the sincerity and interest of our constant readers. Our mail bag has been most interesting as witness this column.

We have never intentionally misled our public, but the gremlins have crept in. So here are some corrections.

Herewith is the cut which should have appeared to illustrate Type Ib, Scott #5A, in our column of September 22, 1962. A number of our readers have pointed out that the cut which appeared to illustrate the Type Ib is the rare Type I stamp. *See note, above.*

[November 24, 1962]

* * * * * * * * * * * *

Stanley Ashbrook defined a Type Ic, although this type is not listed in Scott's catalog. In stamps of this type both parts of the top and bottom design are missing, although both frame lines (top and bottom) are complete. This type appears in eight positions of plate 4: 47L, 49R, 83L, 81R, 82R, 89R, 91R, and 96R. They differ from Type Ia in that the right full plume and right ball in the bottom part of the design are somewhat incomplete.



Type Ic.

[September 22, 1962]

Types of the 1851-57 One Cent Stamps

Having discussed the variations of Type I of the U.S. 1851-57 one cent in our columns of September 15 and 22, we now return to Type II.

Scott's #7, a 1-cent Type II stamp, is imperforate. It is also known perforated as Scott's #20. There are three varieties of the Type II stamps. Most of them have the design complete at the top, and nearly complete at the bottom, except that the plumes have been cut off, and part of the scrolls have been shortened. How-

ever, one variety of the Type II has the top ornament, as well as the bottom ornament shortened (see Figure 2).

These Type II stamps come from plates 1 early, 1 late, 2, and 3, all imperforate only: plate 4, perforate and imperforate, and plates 11 and 12, perforated only.

[September 29, 1962]



Figure 1. The Type II stamp in a normal variety.



Figure 2. Type II with both top and bottom ornaments shortened.

Multiples of the 1-cent 1851 Imperforate Type I

Previous columns have described the 4 imperforate Type I types; namely I, Ia, Ib, & Ic. Types I and Ib imperforate appear on Plate 1 early, which was in use approximately ten months before it was recut and became Plate 1 late in April or May 1852.

Frank Levi of Larchmont, New York had recorded the following multiples of Type I (Scott #5), and Type Ib (Scott #5A) and the other types in Plate 1 (early).

Combinations with Type I	Horiz.	Vert.
I & Ib	3	-
Ib & I	1	-
I & III	-	1
I & Ib & Ib	2	-
Ib & Ib & I	1	-
I & IIIa & II	-	2
Total	7	3

Combinations with Type Ib	Horiz.	Vert.
Ib & Ib	3	-
II & Ib	3	-
Ib & IIIa	-	1
Ib & Ib & Ib	3	-
II & Ib & Ib	1	-
Ib & Ib & II	1	-
Ib & II & II	-	1
II & II & Ib & Ib & Ib & Ib	1	-
Total	12	2

All of the imperforate Type Ia and Ic stamps came from Plate 4. This plate was only used three or four months in 1857 prior to perforating.

Combinations with Type Ia	Horiz.	Vert.
Ia & Ia	4	-
III & Ia	-	1
Ia & Ia & Ia	7	-
Ia & Ic & Ic	1	-
Total	12	1

Combinations with Type Ic	Horiz.	Vert.
Ic & Ic	1	-
Ic & III	1	-
III & Ic	1	-
Ic & III & Ic	1	-
III & Ic & IIIa	1	-
IIIa & IIIa & Ic	1	-
Total	6	0

These tabulations show the much greater use of 1-cent stamps after the law requiring stamps to prepay postage after January 1, 1856 on all domestic mail.

Nineteen multiples of Types Ia and Ic are recorded from Plate 4 used after 1856 in a short 3 or 4 month period while only twenty-four were recorded for Type I & Ib used during almost 10 months in 1851 and 1852 prior to the prepayment requirement.

[June 29, 1963]

One Cent 1851-57 Types

This week we continue our discussion of the U.S. 1851-57 one cent stamps with Types III and IIIa.

Scott's #8, Type III comes from plates 1 early and 2, imperforate, and plate 4, both perforate and imperforate. All Type III stamps must have both the bottom and top curved lines broken. They must have the ornaments complete on both sides. The only Type III on Plate 2 is position 99R2, which is the best known example of Type III. There are 36 or more Type III positions on Plate 4.

Scott's #8A, Type IIIa, found imperforate only on Plate 1 early and plate 3; perforate and imperforate on Plates 2 and 4, perforate only on Plate II. Perforate Type IIIa stamps are Scott's #22. They differ from Type III, in that there is a break either in the top or bottom curved line, while on Type III, both the top and bottom curved lines have been broken. The best examples are those stamps showing large breaks.

[October 6, 1962]

* * * * * * * * * * * *

Mortimer L. Neinken writes to correct a statement in the column of October 6, 1962, the first sentence of the third paragraph should have read as follows:

"Scott's #8a, Type IIIa, are found imperforate on Plate 1 early; perforate and imperforate on Plates 2 and 4; and perforate only on Plate 11."

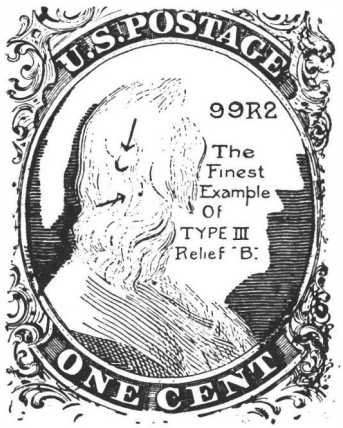
[November 24, 1962]

Multiples of 1¢ Types III and IIIA Imperforate

As of this writing, 1¢ Type III stamps come from one position, 99R, on Plate 2 and thirty-six positions on Plate 4. Plate 2 came into use in December 1855, but only one position was Type III, so most multiples had to come from Plate 4 during the short period in 1857 when Plate 4 was issued imperforate.

Frank Levi, Jr. has recorded these as follows:

Combination	Horizontal	Vertical	Combination	Horizontal	Vertical
III & III	9	1	II & III & II	1	-
III & IIIa	8	1	II & III & IIIa	2	-
IIIa & III	4	-	III & IIIa & IIIa	2	-
II & III	1	-	IIIa & III & IIIa	2	-
II & II & III	3	-	IIIa & IIIa & III	1	-
			Total	33	2



Type III

Type IIIa comes from 29 positions Plate 1 early, position 100R on Plate 2, and 118 positions on Plate 4.

Combination	Horizontal	Vertical	Combination	Horizontal	Vertical
IIIa & IIIa	19	1	IIIa & II & IIIa	1	-
IIIa & II	9	1	II & IIIa & II	3	5
II & IIIa	4	3	IIIa & II & II	9	1
IIIa & IIIa & IIIa	9	-	II & II & IIIa	-	2
IIIa & IIIa & II	4	-	II & IIIa & IIIa & II & IIIa & II	1	-
II & IIIa & IIIa	4	-	Total	63	13



Type IIIa

The number of horizontal pieces recorded to vertical in these tables is 96 to 15 or about 6½ to one.

Overall for all the 1¢ Types; 133 horizontal pieces and 21 vertical pieces for a ratio of 6½ to 1 on the nose.

This is approximately the same ratio as found for the 10¢ imperforate stamp.

The records of Mr. Levi were made from items in his own collection and auction catalogs over a period of time. Naturally, it is impossible to make such a record complete, but a large enough sample of the total is listed to generalize from his findings. We are greatly indebted to Mr. Levi for sharing this information with us.

[October 5, 1963]

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Question: Which 1¢ stamps are the most common and which are the hardest to find?

[May 5, 1962]

Answer to last week's query: The Type I of the 1851 issue is by far the hardest 1¢ stamp to come by. The easiest to acquire are the Type V stamps of the 1857 issue.

[May 12, 1962]

Perforate 99R2

One of the lessons a columnist learns is to be specific. For example, one of our questions was, "What 1-cent stamps are the most common and which are the hardest to find?"

One of our well-informed readers, thinking in terms of position rather than types, called our attention to the fact that no 1-cent stamp exceeds the rarity of Scott's No. 21, the perforated type III 1-cent stamp from position 99R2. He is quite right when positions are considered. The first stamps from plate 2 in the imperforate state appeared as early as December 5, 1855, but these stamps perforate first appeared July 26, 1857, after only approximately eighteen months of use imperforate. However, plates 1 late, 2, and 4 were retired prior to the end of 1857 after less than six months use. Perforate stamps from these plates are quite scarce. Perhaps ten copies of 99R2 perforated could be located after a most diligent search, while some fifty copies of the 7R1 early, the Type I, are known. Your editors have a list of over twenty from the auction sales of just the last fifteen years.

Confirmed by Mr. Mortimer L. Neinken in 1982.

Our answer was the Type I, meaning stamps from position 7R early. This answer was correct if the "type" of 1-cent stamp had been used in the questions, as it was our intention to do, because 99R2 is a Type III stamp. Type III occurs in the one position from plate 2 and in a number of positions from plate 4. Therefore, a sizable number of Type III stamps exist.

Position 33L2, a Type II stamp, is listed in the catalogs with the crack, but not without it. See next page and the following columns.

All this brings to mind that there is another stamp from plate 2 which is quite rare. It is 33L2 without the crack, the last stamp of the famous plate 2 crack. The crack lengthened slowly finally reaching the top of position 33L2 shortly before the stamps from plate 2 were perforated.

To quote from Stanley Ashbrook's *The Types and Plates of the U.S. One Cent 1851-'57:* "No copies of the cracked positions are known to the writer which do not show the cracks, though I have always had in mind the possibility that the plate might have been used for a short period before the damage of the dropped relief caused the crack to gradually develop. What are evidently very early impressions show the crack but faintly running thru 2L, 12L, 13L, and into 23L.

Later printings show the crack getting heavier and extending into 33L2. So the rarest condition must be 33L2 without the crack."

[June 23, 1962]

* * * * * * * * * * * *

Query: Who has a copy of a 1-cent 33L2 without the crack?

[June 23, 1962]

Answer to last week's query: Neither of the authors have seen a 1-cent 33L2 without the crack. Only time and the mails will provide an answer.

[June 30, 1962]

33L2 Without Crack

Mortimer Neinken writes in answer to our query of June 23rd that he has an imperforate pair 33-34L2 on a cover mailed to France April 2, 1856, without a crack, and adds that 33L2 "could also occur perforated (without the crack), because I have found many perforated copies from Plate 2, which are earlier impressions than some of the imperforates...they probably stacked the sheets as they were printed and some of the very early impressions remained at the bottom of the pile and were perforated at the very end, after the plate was discarded."

Mr. Neinken also comments about the 99R2 perforated. "You can repeat that this stamp is much more scarce than the (Type I) 7R1 early. In the many years I have been collecting...I have only noted eight copies perforated off cover, and two examples on cover. The only mint copy I have ever seen was in a block of 9 sold in Caspary sale January, 1956, bringing $8,250.00."

Mr. Neinken asks: "Has anyone seen a mint 99R2 perforated, other than the one mentioned above?"

Apparently, this is still the only unused example of 99R2 (1982).

[August 25, 1962]

The 1857 Issue

Mortimer Neinken illustrated his presentation at NAPEX with colored slides. Stanley Ashbrook had been his teacher and Morris Fortgang collaborated in much of his work on the 1¢ stamp.

Reports are from the U.S. Philatelic Classics Society workshops at NAPEX in Washington, D.C. in 1964. See page 9 for details.

Mr. Neinken reported thus on the status of plating the 1¢ perforated plates: Plate 4—a complete left pane is owned by Mr. Neinken; Plate 5—all but 3 positions are plated; Plate 6—nothing is known about this plate; Plate 7—all but two positions are plated; Plate 8—full sheets of both panes exist; Plate 9—full sheets of both panes exist, Plate 10—full sheets of both panes exist; Plate 11—will never be plated because of insufficient material. An unplated triple transfer from this plate exists; Plate 12—a block of 82 from left pane which is still not completely plated. No large known blocks exist from the right pane.

[December 5, 1964]

Report From Napex III

More from Mortimer Neinken's talk at the Saturday Workshop of the U.S. Philatelic Classics Society:

A very fine copy of the 1¢ 1857, Type 4, the recut stamp, is very difficult to find because the perforations quite often cut into the design.

The 1¢ Type Ic which is not cataloged, but was first described by Stanley Ashbrook occurs perforated on Plate 4. The Type Ic stamp has the lower left scroll and ornaments complete, while the lower right scroll and ornaments are only partially complete. This stamp is extremely rare because perforations in this area at the bottom of the stamp frequently destroy the identifying features.

See illustration on page 186. The "mark" is actually in relief.

The 1¢ Type Ia comes from the bottom row of Plate 4. You look for the little mark across the frame under "U" as a help to identify this type.

The deep shade of blue occasionally found on a 1¢ 1857 stamp is only found on stamps printed from Plate 5. A left pane block of 21 exists from Plate 5. Morris Fortgang believed that either two separate transfer rolls were used in making this plate or one of the rolls was altered while the plate was being transferred.

The left six vertical rows on the left pane of Plate 5 are type V. The right four vertical rows of the same pane are Type Va. Position 60L5 is the "ON" curl.

Positions 51-54R7, and 60L7 all show the "O" curl. An "EYE" curl, left of the eye, occurs in positions from 3 in the left pane across the top row to 3 in the right pane of Plate 7.

The 1¢ 1857 Plate 9 has a very heavy center line dividing the left and right panes, while Plate 10 has no center line, but have short lines at the top and bottom of the sheet. There are no perforations between the stamp and the sheet margin between the left and right panes of Plate 10.

There is a dot in the lower left ornament in the "B" relief of Plate 7. The curl in the hair is position 23L7, a "C" relief. In the "D" relief there is a dot under the "O" in the white area. 81R7 and eight other positions show a shoulder blister. The "F" relief shows white in the blue label over "Postage" at the top of the stamp.

[January 16, 1965]

* * * * * * * * * * * *

Question: How many Type I stamps of the 1-cent of the perforated issue of 1857 are found on Plate 12?

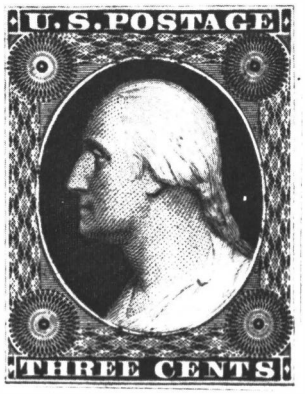
[May 19, 1962]

Answer to last week's query: Plate 12, which was used late in 1860, produced 99 Type I of the 1-cent perforated stamps (Scott's No. 18) from each sheet of 200 stamps. All of these stamps have a dot in the left white border surrounding the medallion.

[May 26, 1962]

The 3 Cent Stamp of 1851 and 1857

Until the Postal Act of March 13, 1851 established 3 cents per one-half ounce as the single domestic postal rate up to 3,000 miles, there was no need for a stamp of the 3-cent denomination. As of July 1, 1851, 3 cents would carry a single letter ten times as far as 5 cents would during the six previous years. Six cents would carry a letter to the Pacific Coast, whereas formerly it cost 40 cents.



A large die proof of the 3¢ 1851 stamp.

The requirements for 3-cent stamps for the period were tremendous, slowly expanding from 48 million the first year to 62 million in 1855, then jumping to 91 million in 1856 when prepayment by stamps were required.

A total of approximately 1,020,896,000 stamps were issued. A total of 29 plates were used. Plates 1, 10, and 11 are known in three states; early, intermediate, and late, while plates 2, 5, and 9 are known in two states; early and late. The states of a plate are important only in that the reconditioning (re-entering and strengthening lines of the design) allowed plates ready to be discarded to be continued in use.

Only plates 0 through 8 in all their states produced imperforate stamps. All 29 plates except 0 and 1 produced perforated stamps though the quantities printed from the plates 8 and below were limited.

All the orange-brown stamps (Scott's No. 10) are from plates 0, 1 (early), 1 (intermediate), 2 (early) and 5 (early) which were sent to press in June, July and

August, 1851.

Only one plate, plate 1 (late), first used to print stamps in October 1851, produced both orange-brown (Scott's No. 10) and brown-carmine (Scott's No. 11).

[May 26, 1962]



A December, 1851 use of a 3¢ orange brown stamp on the New Haven & Greenfield R.R. See tracing of marking, below. Thus, this cover combines the two main interests of the late "Bill" Hicks, who collected both 3¢ 1851-60 stamps and railroad covers avidly.

The manuscript origin name and "Paid 3" may have been written by the sender before sending the cover to the railroad by messenger to purchase a stamp and hand to the route agent aboard the cars.



The 1851 "Experimental" Orange Brown Shades

By W. W. Hicks
Guest Editor

For the past five years, at least, Dr. W. F. Amonette and myself with the active help of the late Dr. Carroll Chase had been trying to complete Plate 1 late in these "experimental" shades of the late 1851. Dr. Amonette's set is now complete, missing maybe one or two positions, while my set is over 50 percent complete. In our experience the majority of these Plate 1 late copies put out in 1851 are in a delicate shade, much better described as a "dull" orange-brown, which does not exactly match any other orange-brown shade from any other orange-brown plate, although as Mr. Tracy Simpson states, a percentage of these "experimental" colors also come in a shade definitely the usual orange-brown, and also in a shade close to the final 1852 brownish-carmine shade adopted for all plates used in 1852.

Both Plates 1, Late and 2, Late, had very early printings in orange brown shades. These printings were not in the "experimental" shade that came later.

The reasons behind the color experiments, carried on in late 1851 by the printers, should be interesting to all students of the "colors" of Scott #10 and #11. From the beginning the orange-brown plates had given the printers all kinds of trouble. Plate 1 in its earliest state did not print satisfactorily, and was only in use for about two weeks when the plate was taken out of production and "reworked" to try and improve its printing qualities, thus giving us Plate 1 intermediate. The reworking of Plate 1 intermediate was also more or less of a failure, as copies from this state of Plate 1 did not print as well as the copies from the early state.

In the meantime the printers were also having trouble with two other plates, Plate 0 and Plate 5 early. The only plate not seriously affected by the orange-brown inks was Plate 2 early. Plate 0 was finally discarded completely and never revived, while Plate 5 early, although starting in 1851 to show signs of serious cracking and taken out of production for this reason, was later revived in 1855 in

Also see the column of April 15, 1967, page 18, for more detail about W.W. Hicks and his collections of 3¢ 1851-57 stamps and early railroad route agent covers.

spite of its damaged condition.

Hence in early October 1851, the printers having successfully deepened the engraved lines of Plate 1 to form Plate 1, late state, started experimenting with the inks to try and find an ink formula that would not affect the plates. These experiments were evidently successful as the printers had no further plate trouble except normal wear from then on.

[January 4, 1964]

A New Listing In Scott's Specialized U.S. Catalog?

Recently one of our columns, written by W. W. Hicks, was entitled "The 1851 Experimental Orange-Brown." The letter from which the column was compiled also stated that: "Many of us have felt for some time that Scott (U.S. Specialized Catalog) should give a separate listing for these "experimental" shades used by the printers in late 1851. Our suggestion would be a designation of #10-a. The shades in most cases are definitely recognizable, and Plate 1 late has definite differences from other orange-brown plates to any moderately experienced specialist. Incidentally, a rare and small quantity of copies in these experimental shades are known from Plate 2 late state and Plate 3."

Dr. Bill Ammonette, who operates the U. S. 1851-60 Unit Sales circuits, and owns Dr. Chase's comprehensive color chart, and does color expertizing, expresses himself as to a new listing:

"I think the plate 1 experimental (orange-brown) should be listed separately as it is a distinct shade just as the OB, clarets etc. It is rarer than the true OB as it was only printed about 2½ months. I have often gone into a dealer's shop and found a cover used in late 1851 being sold as a true OB, but it is actually an experimental OB and I have never been able to explain this to them since it isn't listed in Scott's catalog."

He further mentions experimental OB's from other plates. 'I do not class the experimental OB from plates 2L and 3 with the plate 1L as these must be accidental '52 shades rather than a true experimental OB, and they can't resemble the Plate 1L experimental OB, the few that I've seen. There are some early 5L shades from plates 2L and 3 that are very close to the true OB, and Dr. Chase called these experimental OB's, but I don't know how to classify them."

The recommendation for a new listing of these stamps as "10a Experimental orange-brown" would show an earliest date of use of October 12, 1851. Under these circumstances what would the earliest date of use of No. 11 become? Tracy Simpson stated in a previous column: "I have some plate 1 (late) stamps used in December 1851 that are in the so-called 1852 shade . . ." Therefore a date in December 1851 would probably be established by further study by students of these stamps.

If those interested in this proposal will write in, we can determine the extent of interest in the new catalog listing.

[May 23, 1964]

Earliest Use Scott's No. 11—3¢ 1851

F. R. Dunkavy of Savannah, Georgia, comments:

"I can find nothing in Chase or my other reference books as to when it (Scott's No. 11, 3¢ 1851) was first printed, first issued to the post offices, and the first known date of use. It would seem to me a little doubtful that the change in color was printed in late '51 and apparently it was not put in use in '51 from the catalog. Scott lists '52 and subsequent years and yet, incidentally, in parenthesis opposite the numbers they only show it as being printed '53, '54 and '55."

Who is more qualified to answer than Tracy Simpson, the 1851-60 Section Editor of the *Chronicle*? He replies:

"It was always his (Carroll Chase's) belief that the Scott No. 10 stamp should be considered as any that came from the following plates: 0, 1(e), 1(i), 2(e), and 5(e).

"The first Scott No. 11 was what came from plate 1 in its late state. The earliest recorded cover known from that plate in the late state bears date of Oct. 12, 1851. Hence, according to Dr. Chase's viewpoint (with which all of the 3¢ collectors that I know of agree), that is the first day of use of Scott's No. 11.

"Chase has said that the shade of ink was slightly changed at the same time and that the plate 1 stamps in the late state that were printed in October and November, 1851, were in an "experimental orange-brown." Actually it is most difficult for me to detect the difference between this "experimental shade" and one of the so-called regular orange-brown shades of Scott No. 10.

"The color very quickly was changed to the typical 1852 brownish-carmine. I have some plate 1 (late) stamps used in Dec. 1851 that are in the so-called 1852 shade as described.

"The whole question hinges on what you define as a No. 11. If it is defined as any stamp not issued in orange-brown, then we are faced with a quandary, and nobody knows exactly when the ink for plate 1 (late) was changed from the experimental orange-brown to the deeper brownish-carmine. I do know that those plate 1 (late) stamps in experimental orange-brown color don't command a price in the market that is as high as the Scott No. 10. They might bring about twice as much as stamps from the same state of plate in the 1852 color.

"I feel sure that Dr. Chase's views should be followed by all of us; viz, Scott No. 10 does not include stamps from the late state of Plate 1 even though their color closely resembles an orange-brown. The first known date of use of Scott's No. 11 is thus Oct. 12, 1851."

October 4, 1851 is (in 1985) the earliest known reported use of Plate 1, Late. However, this stamp is a true orange brown and is therefore Scott No. 10, not No. 11.

While the earliest use of a Scott No. 11 color from Plate 1, Late isn't known, it was probably sometime in December, 1851.

[November 2, 1963]

* * * * * * * * * * * *

Recently I heard that #26, the 3¢ Type II, had been found used on cover dated July 11, 1857, two days earlier than the date listed in the Scott catalog. It just shows that close scrutiny of dates pays great dividends.

The earliest known date of use of a No. 26, Type II is September 15, 1857 from Plate 9, Early. Only Type IIa stamps with discontinuous frame lines have been found used as early as July, 1857. Since July 11, 1857 is the earliest known use of Type IIa (from Plate 10, Early), this must have been the cover reported in this column and the catalog number, 26, and designation, Type II, was probably an error in reporting.

[February 11, 1967]

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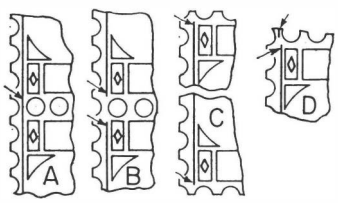
This week's column is written by Tracy W. Simpson, who is the editor of the U.S. 1851-60 *Chronicle*. Mr. Simpson is also a prominent collector and student of the 3-cent 1851-57 issue of United States stamps.

How to Identify Type IIa, Scott's #26a, U. S. 3¢ 1857
By Tracy W. Simpson

All Type II stamps (Scott's No. 26) came from plates 9, and 12 to 28, inclusive. The vertical recut lines at sides of Type II stamps were drawn as a single continuous line from top to bottom of the plate (see A of illustration).

All Type IIa stamps (Scott's No. 26a) came from plates 10 and 11 (each in three states: early, intermediate, and late). The vertical recut lines at sides of Type IIa stamps were drawn individually adjacent to each stamp, hence are not continuous between stamps of vertical pairs or strips (see B).

One can be sure that he has a Type IIa stamp if there is a break between the top end of one or both recut side lines and the paper edge at top of stamp and that on the same stamp there is a similar break between either recut side line and the paper edge at bottom of the stamp (see C). However, if there is enough margin to show the break between the lines at either top or bottom, the stamp is also a Type IIa (see D).





These rules require obvious modification if the stamp is from top or bottom row of the plate because these show a break between end of line and paper margin on both Types II and IIa. It is easy to spot a top-row copy because there is a triangular white space above the lower left rosette (or this space shows retouching by dots or dashes (see E). Also nearly all top-row stamps have a guide dot at top of right-hand recut side line or closely adjacent to it.

Unless more than 1.1 millimeter of bottom margin shows, bottom-row copies cannot be identified except by noting minor differences (see issue 9, *U.S. 1851-'60 Chronicle*).

In doubtful cases the identification usually can be made by obtaining the plate position of the stamp (if it is Type IIa) from specialists. The following hints are also useful: (1). The recut side lines of most Type IIa stamps are slightly curved. A very few Type II stamps also show crooked side lines; (2) If the side lines are thick and fat, the stamp is not Type IIa (all Type IIa's were lightly recut and are faint in the late states); (3). If the side recut line cuts into a corner diamond block at top or bottom, or is less than 0.1 millimeter away from it, the stamp is not Type IIa.

Caution: Some catalog listings imply that if the side lines extend beyond the top or bottom design limit of the stamp it is Type II. This is incorrect; many Type IIa stamp have the lines extending somewhat beyond the design limit. Also remember that some Type II stamps show extra side lines that do not extend between the stamps. There is always one line, however, that is continuous.

[January 19, 1963]

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We assume that many readers of our column also read Phil Ward's column in *Mekeel's*. Mr. Ward keeps asking a number of questions about used or unused blocks of U.S. Classics. Recently he asked about the 3¢ Type II and IIa of the 1857 issue.

At one time we purchased from Carroll Chase an unused copy of a 3¢ IIa from plate 11, position 25R11 late. It is mounted on a card on which is written "To the best of my recollection and as far as my records go, this is the only unused copy I have ever seen from this very rare plate—11 (late state), Carroll Chase." To confirm the rarity of stamps from Plate 11 late, Carroll Chase was able to record only four imprint copies from the left pane and none from the right pane in the many years he studied this stamp.

For the record, a collection of 3¢ Type II and IIa imprints exists which contains the following imprint blocks: Plate 10 late right (8), plate 15 left (8), plate 21 right (9), plate 23 left (6), plate 23 right (8), plate 24 left (8), plate 24 right (8), and plate 26 left (12), plate 27 left (12), plate 27 right (8) and plate 28 right (8). All these blocks are unused. The Plate 26 block is one Mr. Ward is seeking.

He is also looking for blocks from Plates 12, 13, 14, 16, 17, 21 and 22. Carroll Chase found six panes from these plates whose plate numbers were unidentified. Three of these were left panes which he lettered "H", "I", and "J", and three right panes "K", "L", and "M". "K" is believed to be the right pane of Plate 12. "H" and "L" are believed to be the left and right panes of the same plate, either 13 or 17. "I" is believed to be the left pane of Plate 22 and "J" and "M" are believed to be the left and right pane of the same plate, either 13 or 17. Since no plate numbers have been discovered from plates 13 and 17, it is at present impossible to produce blocks from these plates with positive identification, if any exist. The chances of finding blocks from Plates 12 and 22 is at least reduced by half for the same reason.

A complete imprint is known from both panes of Plate 16, but only 5 imprint

copies have been noted from the right pane of Plate 14. Perhaps blocks do exist but where are they?

A slight typographical error crept into Mr. Ward's column where he states, "We have yet to learn of blocks from Plate 9 early and intermediate . . ." Of the Type IIa plates, only plates 10 and 11 had intermediate states. Blocks from Plate 10 intermediate must be fairly common as I have two in my collection. Perhaps Mr. Ward intended plate 9 late or plate 11 intermediate; with neither can we be of assistance.

[April 20, 1963]

A Philatelic Calendar

Why not build yourself a philatelic calendar? Any issue of stamps will do, but we recommend the 3¢ Issue of 1851 imperforate or perforated.

How do you do it? Using an 8½x11 sheet of paper or any standard album page, draw a month's calendar. You will need 12 of these for the year, one for each month. Now you are ready.

Start looking for a 3¢ 1851 or 1857 stamps postmarked with dates, placing them on the proper page for the month and space for day of the month. Certain dates are hard to find; such as December 25th and February 29th. They are available, though.

Certain members of the 1851-60 unit have a number of calendars. They started with one without regard to the color of the cancellations or color of the stamp and completed it first. Then they proceeded to build a calendar with red postmarks, blue postmarks and black (the most common). Some even built a calendar of orange-brown stamps only—this for the plutocrat. But no matter whatever your tastes in issues and pocketbook, there is an issue to meet your need.

[June 30, 1962]

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Question: Do you have examples of Scott's Nos. 11 and 26 in your collection?

[May 26, 1962]

Answer to last week's query: If your answer was "no" then you should consider acquiring examples of these 3-cent stamps (Scott's Nos. 11 and 26), as they are relatively inexpensive, and represent the first period of cheap postage in the United States.

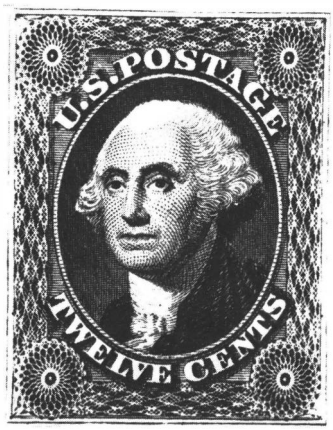
[June 2, 1962]

The 12-Cent Stamp of 1851 and 1857

The 12-cent stamp was third and last of the new denominations issued July 1, 1851. There were no 12-cent single rates so the stamp was issued to pay multiple rates. It paid the quadruple (4x) single rate under 3,000 miles (1½ to 2 oz.) or the double (2x) (½ or 1 oz.) rate over 3,000 miles or the triple (3x) (2 ozs. to 3 ozs.) rate for unsealed printed circulars from 2,500 to 3,500 miles.

Considering prepayment of foreign rates, two 12-cent stamps would prepay the rate to England, or one 12-cent and three 3-cent stamps would prepay the 21-cent open mail rate via U.S. Packet to England. Much foreign mail to countries beyond England carried this rate.

The limited need for the stamp explains why only 860,800 copies were delivered to the post office department from the start of the issue to June 30, 1855. There were no deliveries for years 1853 and 1855. About this time all domestic mail had to be prepaid so the demand increased. Records show Toppan, Carpenter,



Design of the 12¢ 1851-57 stamp, from an 1875 card proof.

Casilear & Co. delivered 1,053,900 to the post office department in 1861 when the stamp was discontinued. Other records show that in 1859, 1,429,700 and in 1860, 1,653,500 were issued by the Post Office Department to postmasters. Guessing a use of 1,200,000 in 1858, 1,000,000 in 1857 and 800,000 in 1856, we arrive at an approximate total of 8,000,000 which were printed.

One plate was adequate to print the stamps until the problem of spacing for perforations arose. Some speculation has arisen that there actually was a plate 2 which may have been made in late 1856 or early 1857 but which may have suffered from the same problem of surface cracks as the 1-cent Plate 3 which was quickly retired. The demand for stamps was not urgent, as Plate 1 continued to be used until stamps were printed from Plate 3 in April or May of 1860.

A prominent eastern collector has purchased the plating information which Stanley Ashbrook and Col. Tracy assembled, much of which was published in pamphlet form by The Scott Stamps & Coin Co. in 1926. Something new should appear in print in the next few years. Plate 3 has not been plated, although considerable remainders were left when the issue was demonetized in 1861.

[June 2, 1962]

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Query: What are the Scott catalog numbers for the 12-cent stamps of this issue?

[June 2, 1962]

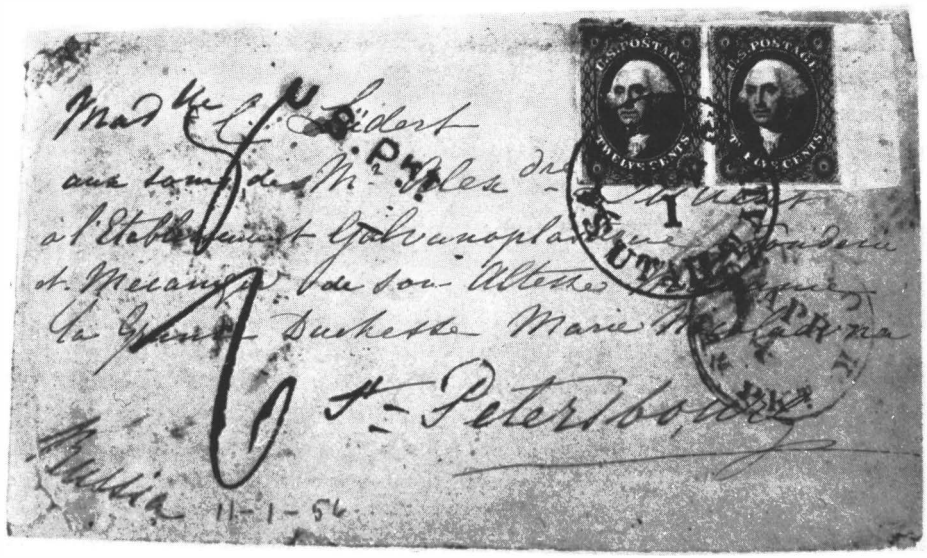
Answer to last week's query: Scott's number for the 12-cent imperforate is 17 and for the 12-cent perforate, 36.

[June 9, 1962]

Multiples of 12¢ 1851

Again we are indebted to Frank Levi, Jr., of Larchmont, New York, for the statistical information in this column.

The 12¢ stamp was issued July 1, 1851, and all imperforate stamps were printed from Plate 1. The six years of use of this stamp produced many multiples because it was the highest denomination available for these six years to pay large postal rates. It was used primarily to pay the 24¢ and multiple rates to England.



Cover front, from Salt Lake City, Utah Territory, 1 November, 1856, to "Mad'lle" LUdert at the Establishment Galvanoplastique, etc. at St. Petersburg, Russia; a somewhat improbable combination of origin and destination in the 1850's.

Routed by British Open Mail, via American Packet, so 21¢ was sufficient to carry the cover to the British frontier and 3¢ was wasted. The rest of the postage was presumably due in Russia, but the unavailability of backstamps make that part of the story obscure.

	Horizontal	Vertical
Pairs	283	26
Strips of 3	19	0
Strips of 4	27	0
Strips of 5	5	1
Strips of 10	1	-
TOTAL	335 (92½%)	27 (7½%)

Here the ratio of horizontals to verticals is 12.4 to 1, a wide variation from the 6½ to 1 for 1¢ and 10¢ denominations.

I am recording all covers I can find from 1851 to 1869 having three or more values of stamps on the cover. Seven covers have been recorded with 12¢ imperforate stamps. Only two of these, one to Venezuela, and the other to Cape of Good Hope have multiples of the 12¢ stamp pairs. Both are uses in 1856.

[October 12, 1963]

12¢ 1851 Bisects

The 12¢ bisects appear in many of the larger sales of U.S. material. From these catalogs, I have been able to tabulate about 61 of these covers. They differ in some respects from the 10¢ 1847 bisects discussed in an earlier column. For instance, I have not recorded an upper or lower horizontal bisect nor a left or right vertical bisect. The unique item of the 12¢ seems to be a quarter sect, a one quarter section of a 12¢ stamp used on 3¢ government envelope to pay a 6¢ rate. This was from Canton, Mississippi, famous for postal markings on 3¢ stamps of this same issue.

See the "Chronicle" for August, 1972 (No. 75) for a listing of bisected 12¢ 1851-57 stamps on cover.

Actually, the 12¢ quadrasect use was in a "find" that also included three 12¢ bisects on cover, all used from Canton, Mississippi.

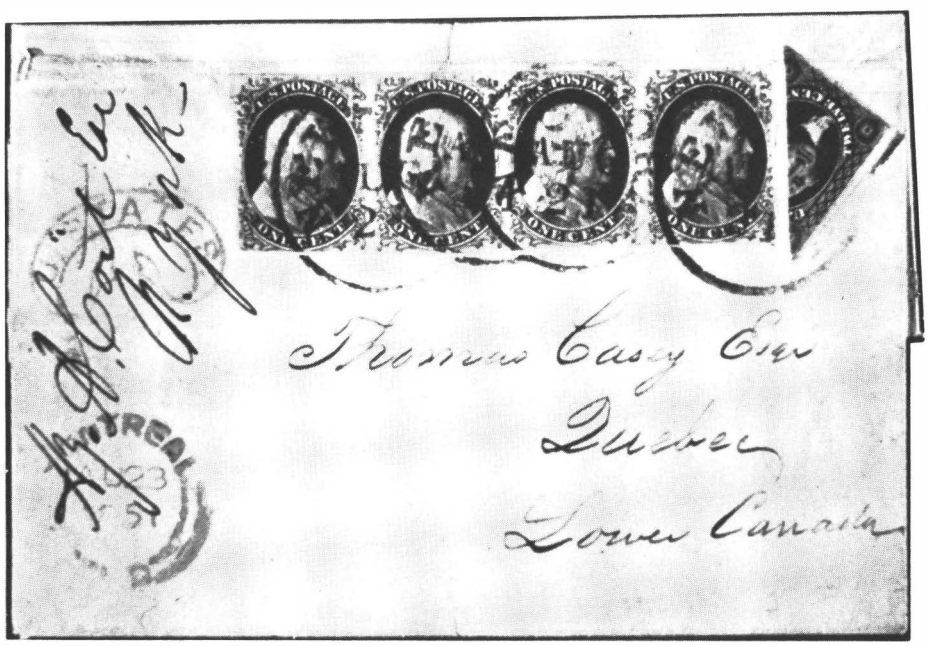
See note on next page.

We do find the following positions, however: 18 upper left diagonals, 11 upper right diagonals, 18 lower left diagonals, 12 lower right diagonals.

I have no record of the type of bisect on one of the covers I have recorded.

The bisecting of stamps was outlawed in the fall of 1853.

The towns of use are very different for the 12¢ bisect in comparison with those towns which used the 10¢ bisect. These covers come from the following places: 1 from Honolulu, Hawaii, 2 from Sacramento City, California, 37 from San Francisco, California, 6 from Sonora, California, 1 from Russellville, Kentucky, 1



Four 1¢ 1851 Type II stamps and half a 12¢ 1851 prepaying the 10¢ rate from New York to Quebec in August, 1851.

The similar cover bearing the other half of the 12¢ stamp also exists and is also postmarked at New York on August 21st. Both covers originated in Cuba and were carried to New York to be mailed. Although the New York post office should have had 3¢ stamps (but a few bisected 12¢ are known from there) the sender of these covers in Cuba did not.

There were at least three Canton bisect covers and one "quadrasect" in the find, as reported in an article in the "Philatelic Gazette" of October, 1913.

from Trenton, New Jersey, 2 from New York City, 1 from Canton, Mississippi, 5 with New York Express Mail, 2 with New York; 7 Philadelphia Railroad, 1 with "Steamboat".

Seven of those used from San Francisco bear New York ship cancels since they were used on mail "via Nicaragua" and did not enter the U.S. Mails until placed in a New York post office. The law required that letters which traveled "out of the mail" carry sufficient postage for the total route as if it were in the mail for the entire route.

The Nicaragua route was 700 miles shorter than the regular mail route via Panama and usually required one or two days less time.

But see the cover illustrated on the previous page, not then known to Mr. Baker as being one of a matched pair.

The two bisects used in Honolulu were placed on the same envelope, although they were not cut from the same stamp. I have never detected any matching sets of the 12¢ bisects, but there is no reason why they should not exist.

[April 16, 1966]

More About 12¢ 1851 Bisects

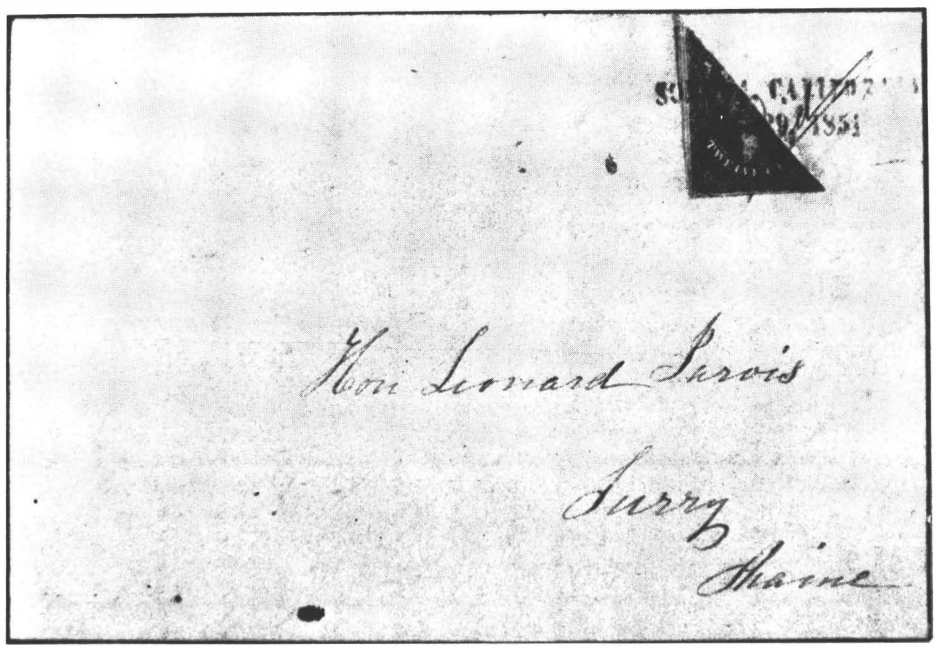
Of six covers from Sonora, California with 12¢ 1851 bisects, five have straight-line cancels.

The 12¢ bisects could be a part of a strip or used with other denominations of stamps. This is different than a 10¢ 1847 bisect, none of which I have recorded as used with a 5¢ denomination. Of course, no other denominations except the 5¢ were available at that time. One of the bisects used from San Francisco has a pair of 12¢ attached. Another bisect used from Sacramento City has a single 12¢ attached.

Four of these covers were addressed to Canada. Two of these were strips of four of the 1¢ stamp plus the 12¢ bisect, valued at 6¢, addressed to Quebec. The other two were postmarked U.S. Express Mail, New York and addressed to St. Johns, New Brunswick. Each of these covers has a 1¢ and 3¢ plus the bisect to make the 10¢ rate.

Three of the other covers have a single 3¢ stamp in addition to the bisect making a triple rate of 9¢. These three covers were postmarked New York Express Mail, Trenton, New Jersey, and New York & Philadelphia Railroad.

One of the San Francisco covers has an additional pair of 3¢ stamps making



A 12¢ 1851 bisect used on a cover from Sonora, California to Maine, as shown by the blue straight-line SONORA, CALIFORNIA/DEC 29, 1851 postmark. The bisected stamp was recognized for full postage. This is one of three lower left bisects used on this correspondence (with but one matching upper right diagonal bisect recorded).

SONORA, CALIFORNIA.
DEC. 29,1851

the double rate prepaid from California.

It is interesting to speculate what percentage these 61 tabulated covers represent in the total bisects of the 12¢ covers that still exist. Perhaps someone would like to make a guess.

[April 30, 1966]

Use of Bisects From Hawaii

Use of 12-cent bisects, from Hawaii is reported in *The Stamps of Hawaii*, by Meyer, Harris and others. Two pieces of covers are illustrated, one 12-cent bisect bearing September 1, 1853, San Francisco postmark, a legal use.

The second is very interesting because two bisected halves were pieced together and used on a letter carried by the bark *Fanny Major* from Honolulu, January 21, 1857. The bark arrived in San Francisco February 6, but the letter was postmarked February 20, the contract mail steamer sailing date. The two bisected halves of the stamp are different shades,but were used together to pay the 10-cent U.S. rate, plus the 2-cent ship fee then in effect. Perhaps two wrongs make a right, as the two bisects were accepted at the San Francisco Post Office long after bisects became illegal in November 1853.

[November 3, 1962]

U.S. Classics in Switzerland

A previous column (16 July 1966) described the 1847 items exhibited at SIPEX in the Christian Hirtzel exhibit, now in the possession of the Swiss PTT Museum at Berne.

A number of the 12¢ 1851 bisects were exhibited, including the famous Caspary Cover where the bisect was one of a strip of three overpaying by 1¢ the 29¢ rate from San Francisco to Liverpool. Another was an upper right bisect of September 1, from San Francisco to New York, from the B. A. Mumford correspondence, tied with a "10" in a circle. Several other covers bearing bisects, all from San Francisco, were included.

[July 30, 1966]

The 10-Cent Stamp of 1855

The 10-cent stamp was the fourth denomination of the 1851 Issue to appear. Under the new rates of 1851 no 10-cent or multiples appeared for domestic use other than in the "collect" column. The only major use on foreign mail was to England by open mail via American Packet, the twice the 5 cent inland rate to England by open mail via British Packet, or the 10-cent and 15-cent rates to Canada and Cuba.

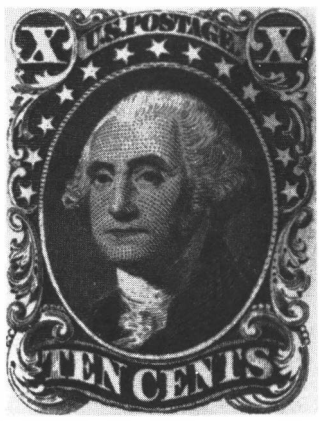
Actually, the 5¢ inland rate was through England to other foreign destinations by British mails.

The Postal Act of March 3, 1855, effective April 1, 1855, eliminated all collect rates and required payment by cash or stamps during 1855 and by stamps only beginning January 1, 1856. The rates over 3,000 miles were kept at the former collect rates which were 10-cent single and multiples for each ½ oz. additional.

The reasons for the issue are therefore quite clear. The earliest known use was May 19, 1855. Only Plate 1 was used to print the imperforate stamp. This plate continued in use after stamps were perforated until early 1859 when it was retired by Plate 2.

The stamps from Plate 1 have been classified into four distinct types and there are three different reliefs. All of these are known both perforate and imperforate. While all of the stamps from Plate 2 are classified as Type V, there are six different reliefs and several very interesting minor varieties which can be secured.

For those who would like to pursue the further study of this stamp the editors recommend the purchase of a copy of *The United States Ten Cent Stamps of 1855-1859*, by Mortimer L. Neinken.



This proof shows the full design of the 10¢ stamp of 1855, but all the types differ, none being entirely complete.

[June 9, 1962]

Pairs of the 10-Cent 1855 and 1857

Recently we have had correspondence discussing how pairs of the various types of the 10-cent 1855 Plate 1 stamp should be listed in the *Scott United States Specialized Catalog*. The table below shows the number of pairs of each type or combination of types which can be obtained from Plate 1:

TYPE	HORIZONTAL PAIR	VERTICAL PAIR
I	18	0
I & III	0	19
I & IV	0	1
II	79	17
II & III	1	134
II & IV	5	2
III	68	0
III & IV	3	4
IV	2	4



This beautiful imprint copy of the 1855 10¢ type II stamp is tied by a New York "ocean mail" killer postmark to a cover to San Francisco. This represents the most common use of the 10¢ stamp of 1855.

The table reveals some interesting facts: (1.) There are no vertical pairs of the Type I and of the Type III stamps. (2.) The rarest pairs consist of a vertical pair of Types I & IV, and a horizontal pair of Types II & III.

All of the combinations we have listed are scarce except for the horizontal pairs of Type II and Type III and the vertical pair of Type II & Type III. At present the catalog shows the listing of "pair" under each type. Under Type II, a pair calling for a combination of Type II and Type III is separately listed. It would seem that there should be two listings with a price for a horizontal pair of this combination and a price for a vertical pair of this combination which occurs more often than any other combination. It would also seem proper that under the Type I stamp there should be listed and priced a pair consisting of Type I and Type III.

Also, under Type IV, additional listings should be made for a vertical pair of Type I and Type IV, and for combinations of Type II and Type IV, and Type III and Type IV both as vertical and as horizontal pairs. Since all of these listings under Type IV are quite scarce, perhaps they should be listed under one heading showing the several different types of combinations.

We suggest that many collectors are unaware that the scarcest horizontal pair is a combination of the two most common types on the plate, Types II and III. What do our readers think?

[February 2, 1963]

Pairs of the 10-cent 1855

In the same mail as we received our copy of *Stamps* of February 2nd containing the column about the 10-cent pairs, we received a letter from Frank Levi, Jr. of Larchmont, New York.

Mr. Levi called to our attention that neither of the Bakers get A in arithmetic. How can you have 176 horizontal and 181 vertical pairs on the same two panes of 100 stamps? You can't, so you will find the corrections made in the table below.

Quoting from Mr. Levi's letter "there is no doubt in my mind that any pair in any combination in a vertical condition is a good deal rarer than any horizontal pair of seemingly similar scarcity." From various auctions and pairs in his collection, Mr. Levi has tabulated the types of 349 pairs. He continues "of the 349 pairs, only 49 are vertical while 300 are horizontal. If strips were to be included—I believe the same thing would show up...Vertical is beyond a doubt a... lot harder to find than horizontal. Therefore, although your table shows that a vertical pair of the Type II and III should be the most common, it is quite evident that this is not the case."

	Horizontal		Vertical	
Type	Plate 1	Levi	Plate 1	Levi
I and IV	0	0	1	2
II and III	1	0	133	31
II and IV	8	15	2	2
IV	2	5	4	0
III and IV	4	9	4	3
II	79	121	17	5
I	18	40	0	0
I and III	0	0	19	6
III	68	110	0	0
Total	180	300	180	49

It always takes an exception to prove a rule. The first two items in Mr. Levi's table above are the two pairs, type I and IV vertical, and type II and III horizontal which only occur once on the two panes. In the 349 pairs, he has recorded two vertical pairs type I and type IV and no horizontal pairs type II and type III! However, all other combinations uphold Mr. Levi's contention.

Our thanks to Mr. Levi for his interest in eliminating errors from our column and the additional information he has furnished us.

[March 9, 1963]

More About the 10¢ 1855 Issue

Earlier this year we reported some statistics concerning the horizontal and vertical pairs of this issue, compiled by Frank S. Levi, Jr. Subsequently, Mr. Levi has furnished us additional information concerning strips of three, which we report herewith.

There are sixteen different combinations in horizontal strips of three of the 10¢ 1855, while only twelve different occur in the vertical strips of three. Only three of the combinations are common to both the vertical and the horizontal! In the following we give first the Type, then the number of horizontal strips of three which are possible, and finally, Levi records. (The starred items (*) are common to both vertical and horizontal):

	Numbers of strips of three			Numbers of strips of three	
Types	Possible	Levi Records	Types	Possible	Levi Records
I + I + I	16	11	III + III + IV	2	5
II + II + II	66	37	*III + IV + IV	1	3
II + II + IV	3	3	III + IV + III	1	2
II + IV + II	3	3	IV + II + II	3	1
II + IV + IV	1	1	*IV + IV + II	1	1
III + III + III	57	34	IV + II + IV	1	0
III + III + II	1	3	*IV + IV + III	1	1
III + II + II	1	0	IV + III + III	2	1
			TOTALS	160	106

Total of 160 horizontal strips of three possible; total of 106, Levi records.

Following the same procedure we give in the following the vertical strips of three:

	Numbers of strips of three			Numbers of strips of three	
Types	Possible	Levi Records	Types	Possible	Levi Records
II + II + III	17	1	IV + IV + IV	1	1
II + III + II	55	7	IV + II + III	2	0
II + III + IV	3	0	*IV + IV + II	1	0
II + III + I	18	4	IV + III + I	1	0
III + II + III	57	6	IV + IV + I	1	0
*III + IV + IV	3	0	*IV + IV + III	1	0
			TOTALS	160	19

Total of 160 vertical strips of three possible; total of 19, Levi records.

An analysis of this shows that the relationship of horizontal to vertical in strips of three is not quite up to the 6+ to 1 that showed up for pairs, but it is close enough to call it 6- to 1. Adding the pairs and the strips of three together, we get 406 horizontals as against 68 verticals, just a hair under six to one.

All of the foregoing is quoted from Mr. Levi, as is the following:

Checking one step further I have looked up all strips larger than three and with no regard to types or combinations I came up with these figures:

	Numbers of Strips	
Strips of:	Horizontal	Vertical
Four	29	1
Five	7	0
Six	2	0
Eight	2	0
TOTAL	40	1

Summary: Pairs, horizontal 300; vertical 49. Strips of three, horizontal 106, vertical 19. Strips of 4 to 8, 40 horizontal, 1 vertical. Total, 446 horizontal, 69 vertical.

Thus, of the 515 multiple pieces reported, you will find that 86.6 percent are horizontal while only 13.4 percent are vertical, a ratio of nearly 6½ to 1.

[August 17, 1963]

The 5-Cent Stamp of 1856



The 5¢ stamp of 1856.

After 15 February, 1849, when the U.S.—British mail treaty went into effect, the U.S. inland rate was 5¢ per half ounce regardless of whether the distance the letter was carried in the United States was more than 300 miles, except to the west coast.

Until July 1, 1851, mail from the west coast to be sent by British mail was charged an inland rate of 40¢.

After July 1, 1851 and until July 1, 1863, an extra 5¢ was added to letters originating on the west coast to be sent by British mails to Europe.

The 5-cent red-brown (Scott's No. 12) became the fifth denomination of the 1851 issue to be printed. Its earliest recorded use is March 24, 1856, a beautiful single postmarked "Philadelphia, Pa. March 24" on a cover to Nova Scotia.

All the imperforate stamps were printed from plate 1 which was also used to print the perforate stamps until 1860.

Unlike the 1-cent, 3-cent, and 12-cent stamps, all attempts at plating this stamp have failed from inability to obtain enough copies and the lack of guide dots and other plating marks on the stamps. Henry Hill's book, *The United States Five Cent Stamps of 1856,* illustrates a reconstructed block of eleven, the largest block known and a number of outstanding copies of singles, panes, strips, and uses on cover.

Why a 5-cent denomination in 1856 and not 1851? The 5-cent stamp was needed in 1851 to pay the 5-cent "inland rate" on mail to destinations beyond England carried by British packets. This rate prevailed prior to 1851 but more than five-cents were required if the letter was mailed over 300 miles from the port. So until March 1856, the 5-cent inland rate was paid by a pair of 1-cent stamps and a 3-cent stamp.

Most covers bearing the 5-cent imperforate are addressed to foreign lands: France, Italy and Germany. Domestic uses were most uncommon: a pair to pay the 10¢ rate to California or vice versa, a single to pay the 2-cent ship fee and 3-cent regular postage, or a strip of three to pay the 5 times rate (over 2 oz. to 2½ oz.).

The short eighteen months use of the 5-cent imperforate, along with the fact that only approximately 150,000 were issued, encourages some "altering" of the perforated stamps to make them appear to be imperforate. Color is important in helping uncover these fakes. The imperforate comes only in red-brown and dark red-brown, colors not duplicated in the perforated issues although officially described as being in the same colors.

[June 16, 1962]

* * * * * * * * * * * *

Several readers have questioned our designation of the cut of the 5-cent Jefferson stamp which appeared in our column on June 15, 1962, as a die proof of the 1856 stamp. We must have nodded on the editorial pedestal for the cut is most certainly that of a proof of the Type II stamp which did not appear until 1860.



Die proof of the 5¢ Type II stamp of 1860. (This cut was originally used in error with the column of June 16, 1962 on the previous page.)

[November 24, 1962]

Multiples of 5¢ 1856

Again we are indebted to Frank Levi, Jr., of Larchmont, New York, for the statistical information in this column.

* * * * * * * * * * * *

The 5¢ imperforate multiples show an interesting variation in that the ratio of horizontal to vertical multiples is only 2½ to 1. Since a great portion of the covers bearing 5¢ stamps originated in New Orleans, perhaps this indicates a characteristic of the French!

	Horizontal	Vertical
Pairs	77	28
Strips of 3	31	20
Strips of 4	5	0
Strips of 6	2	0
TOTAL	115 (70%)	48 (30%)

Of the seven 5¢ combination covers, I have recorded only two with multiples, one an eight times (over 3½ oz.) domestic use from New York to Philadelphia and the other two horizontal pairs on an 1857 cover from New Brunswick to Glasgow.

Many 5¢ multiples were used to pay the 15¢ rate to France. Other uses were to pay the 10¢ rate to California, or 30¢ rate via Prussian closed mail to Germany.

[October 12, 1963]

5¢-1856

It is quite a coincidence that about a month before the June 1964 copy of *The American Philatelist* arrived containing Norton York's artide, "Why the 1856 5-Cent Jefferson", Frank Levi, Jr., sent me his listing of covers bearing this stamp.

Frank Levi, Jr. reports: "I have a record of 188 covers using the imperf 5¢ stamp, 1856...of these, 115 (61%) are postmarked out of New Orleans! This is how they line up:"

to France	98
to Italy	8
to Switzerland	2
to Holland	1
to Mexico	1
to Sardinia	1
to Alabama	1
to ?	3
	115

This tabulation emphasizes the large concentration of French population in New Orleans. Many of these letters were to French merchants, which may be why they were preserved and remain today. It also seconds Mr. York's theory that the 5¢ inland rate prompted the issue of the 5¢ stamp.

As seen in the foregoing, all the uses to European countries were beyond

Letters could also be sent stampless, prepaid in cash.

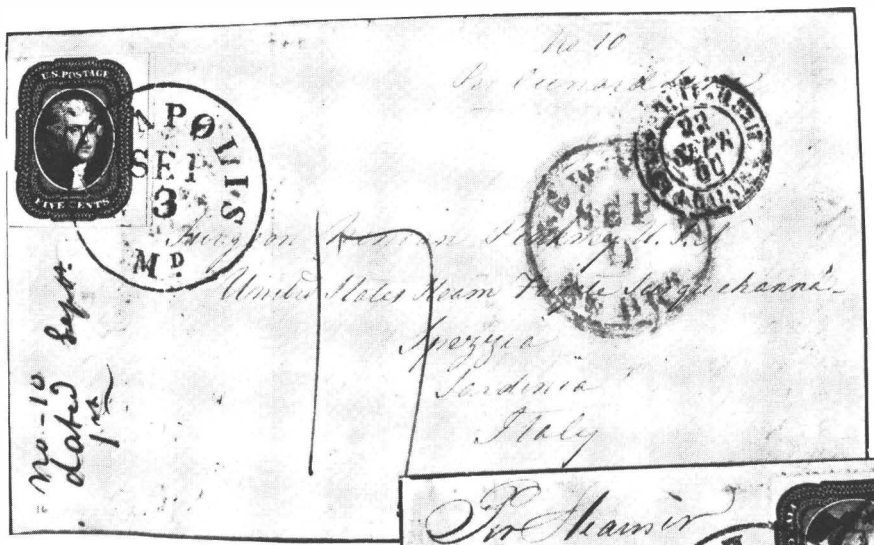
England, and prior to April 1, 1857, the letters traveled Open Mail, by British Packet, via England, which required 5¢ prepayment by cash or stamps. After April 1, 1857, mail to France under the new French Treaty had to be prepaid by stamps which required a strip of three, or some combination of stamps totaling 15¢ per ¼ ounce, or be sent totally unpaid.

Letters to France from February 15, 1849 to June 30, 1851, could bear a 5¢ 1847 to pay the inland rate for the single rate. Do you have such a cover? From July 1, 1851, to April 1, 1857, the rate could be paid by a pair of 1¢ and a 3¢ stamp, or the most rare use of five 1¢ stamps, and after March 1856, the 5¢ stamp.

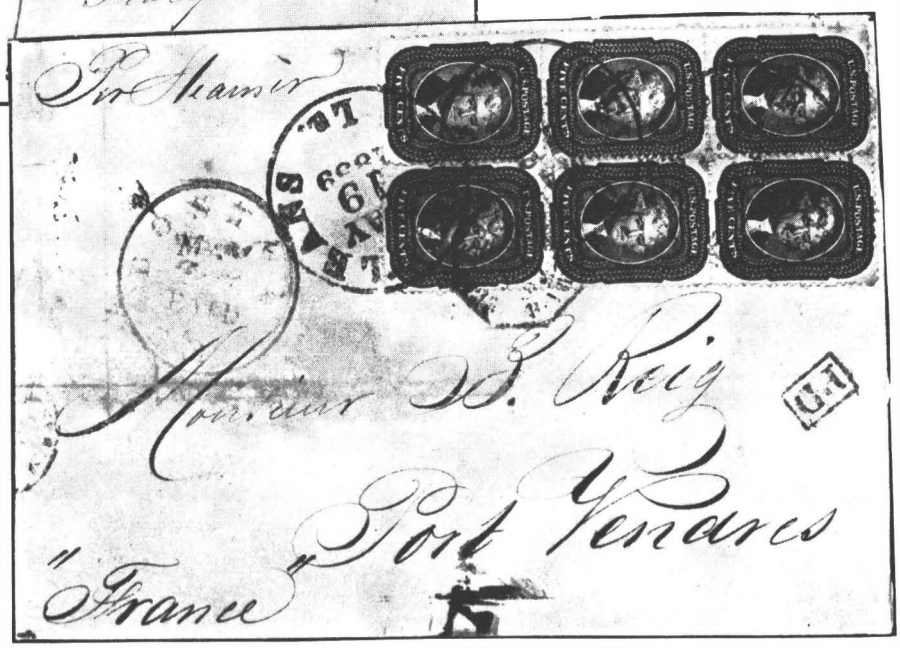
Letters to England could only bear a 5¢ 1856 as a part of a combination of stamps paying the 24¢ rate to that country.

Apparently, the volume of letters traveling via British Open Mail in the middle 1850's increased considerably so that the 5¢ stamp was needed. In addition, negotiations for the Anglo-French Treaty, signed September 24, 1856, pointed toward a U.S.—French Treaty, and included provisions which made it possible. The new 15¢ per ¼ oz. prepaid rate was determined at that time and was well known the the Post Office Department, which may have prepared the 5¢ stamp in anticipation of this coming event.

[September 5, 1964]



The 5¢ red brown of 1856 paying the open mail rate via England on a cover sent from Annapolis, Md. in September, 1856 to a U.S. Navy surgeon aboard a steam frigate in the Mediterranean. The cover was sent from England via France to Italy where it was handled by the U.S. Naval storekeeper at La Spezzia, Sardinia.



At right: The 5¢ Indian red, type I stamp of 1858 in two vertical strips of three forming a block; prepaying the double rate by the U.S.—French mail convention of 1857 on a cover sent from New Orleans to Port Vendres, France in May, 1859. At 15¢ per ¼ ounce, the 30¢ prepaid a letter weighing ½ ounce or less.

Town Listing for 5¢ 1856

The following is a listing by Frank Levi, Jr., of the towns from which 5¢ 1856 covers are known. If you have a cover from a town not listed below, will you please report it to the authors of this column?

California	Todds Valley	1	New York	Albany	4
Connecticut	Bridgeport	1		Buffalo	2
	Hartford	2		New York	4
	New Haven	1		Orient	1
	Norwich	2		Palmyra	1
Delaware	Wilmington	1		Troy	1
D. C.	Washington	1	Ohio	Barnesville	2
Illinois	Aurora	1	Pennsylvania	Bethlehem	1
	Freeport	1		Philadelphia	4
	Pekin	1		Wellsboro	1
	Peoria	1	Rhode Island	Providence	2
	Portland	1	South Carolina	Charleston	1
	Sainte Marie	1		Georgetown	1
Iowa	Davenport	1	Texas	Galveston	1
	Washington	1	Virginia	Richmond	1
Louisiana	Donaldsonville	2	Wisconsin	Mineral Point	1
	New Orleans	115	Colonial Express		
Maine	Calais	1	Mail		1
Maryland	Annapolis	4	Unknown		
	Baltimore	2	(illegible)		6
Massachusetts	Boston	11	(none of these could no N.O.)		___
New Hampshire	Portsmouth	1	TOTAL		189
New Jersey	Trenton	1			

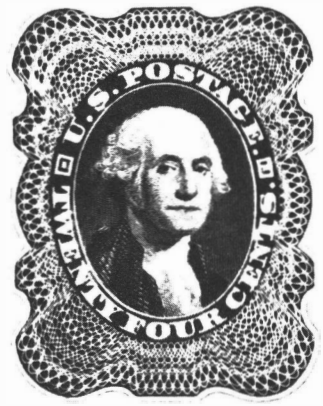
"I think this distribution is quite interesting. Of the seventy-three covers that were not posted from New Orleans, a very few (perhaps a half-dozen) were directed to France! Looks like everyone with a French connection lived in New Orleans," says Mr. Levi.

[September 12, 1964]



An immaculate strip of three, with center line at left and huge margins, of the 5¢ red brown of 1856 used from New Orleans to Nantes, France by American packet under the then-recent U.S.—French mail convention.

While, as per Mr. Levi's table above, a strip of three used from New Orleans is by far the most common use of the 5¢ stamp of 1856, this cover, the famous "Consul Klep" cover (after a previous owner) is a marvellous example.



Die proof of the 24¢ 1860 stamp.

Our First 24-Cent Stamp

In the late 1850's, two or three years after it became mandatory to use postage stamps to prepay postage on all domestic mail, individuals and business firms who also preferred to prepay the postage on their foreign letters demanded higher denominations of postage stamps.

Some of our knowledge of the higher denomination stamps comes from correspondence between the Post Office Department and Toppan, Carpenter & Company, as published in *Steinmetz Miscellany*, a pamphlet distributed at the International Philatelic Exhibition held in New York in October 1913.

A letter of May 30th from A. N. Zevely, Third Assistant Postmaster General, to Toppan, Carpenter & Company, states:

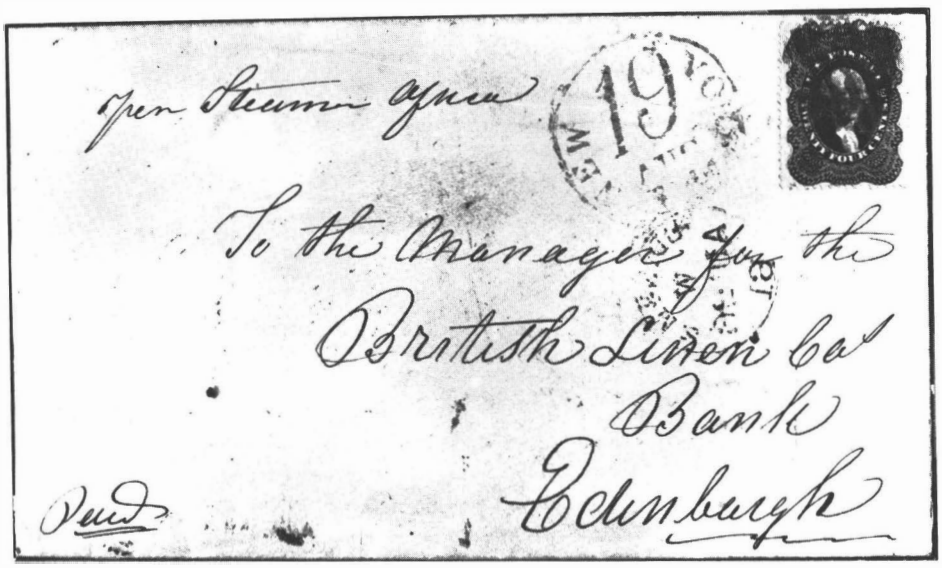
"Having understood that there is on hand a plate for this denomination (24-cent), I supposed you might be able to prepare stamps on much shorter notice. (They promised three weeks.) There is urgent necessity for a speedy supply, especially in the larger cities, growing out of recent orders to pay all postages in stamps. What the actual demand will be I cannot foretell, but suppose it will in a short time amount to ten million (10,000,000)."

Another letter, dated June 1, 1860, speaks of receiving samples of 24¢ postage stamps: "The lilac shade (no. 4) seems the best, although it is scarcely distinctive enough when compared with the Five-Cent stamps now in use. The Postmaster General wishes you to furnish such stamps at the earliest day possible, taking care to preserve the most marked difference between the tints of the lilac and those of the Five-Cent Stamps."

A later letter, of June 8th, states that, "my estimate as to the probable demand for the Twenty-Four Cent stamps was rather high, as it is hoped to reduce the British postage rate." (Actually, the British rate was not reduced until six and one-half years later.)

A letter dated June 13th from the printer to the Post Office Department reports: "We are happy to say that three hundred ninety thousand (390,000) stamps of the Twenty-Four Cent rate will be ready next Friday, 15th inst."

Apparently two to three weeks were required to distribute the stamps to the various post offices, as the earliest known use of a 24-cent stamp up to this time is July 7, 1860.



The use for which the 24¢ stamp of 1860 was intended—to prepay the postage to England.

The New York marking with the 19¢ credit to England (see pages 283-4) for carriage by British mails is in a brilliant carmine, as is the cancel on the stamp.

Carried by the Cunarder "Africa" from New York, August 1861, the cover has an Edinburgh backstamp showing arrival on August 30, 1861. The backstamp also shows as an offset from the back of another cover on the face of this cover.

It is estimated that 750,000 of the 24-cent stamps were issued. The number of these which were returned and destroyed at the time of demonetization (approximately September 1861) is unknown.

[August 4, 1962]

* * * * * * * * * * * *

Question: What postage rate to a foreign land was the 24-cent stamp specifically issued to pay?

[August 4, 1962]

Answer to last week's question: The 24-cent stamp paid the single letter rate per one-half ounce to England. Established by the first British postal treaty effective February 18, 1849, and continuing to December 31, 1867.

[August 11, 1962]

The First 30-Cent Stamp

The need for a 30-cent stamp was the same as for the 24-cent, explained in an earlier column. A letter from Mr. Zevely, Third Assistant Postmaster General, dated June 8, 1860, to Toppan, Carpenter and Co. requests: "Please alter the 'Carrier' stamps, with the head of Franklin by inserting the words—'Thirty-Cents. U.S. Postage', with 'various little changes' as proposed by you. Submit specimens of the impression in the buff color which you recommend, and the Postmaster General will then decide whether the stamp will answer."

A letter of June 12th acknowledges receipt of the new design for the 30-cent postage stamp, and comments: "The Postmaster General approves the design and requests you execute it and furnish specimen impressions at the earliest practical moment, the demand for the same being urgent."

The specimen was submitted on the 26th of June and on the 27th Mr. Zevely wrote: "I have submitted the new stamp to the Postmaster General and have the pleasure to state that it meets with his approval. Please notify me when you will be ready to fill orders."



Die proof of the 30¢ 1860 stamp.



Two singles of the 30¢ orange stamp of 1860 with a pair of 12¢ type III's paying 84¢ postage to Hong Kong on a double rate "Augustine Heard" cover from Boston in March, 1861. The "74" in red is a credit to England for double the 28¢ per half ounce British share plus 6¢ per quarter ounce for French transit via Marseilles. Thus, the weight was more than a half ounce but not exceeding three-fourths ounces. The "2d" on the cover is the Hong Kong local charge, also double.

Apparently black was chosen as the original color because, on July 11th, the printers wrote the Post Office Department: "We are reluctantly obliged to stop printing the Thirty-Cent stamp until further advice from the Postmaster General. We find that the objection to black arises from the difficulty of canceling the stamp, is likely to prove more serious than at first apprehended; and in order to give you a definite idea of this difficulty we enclose a half sheet of the denomination specified. The body of color is deeper and more generally diffused than is advantageous for cancellation. We believe that the enclosed buff tint could be more advantageously printed than any hue of yellow, and canceling such a stamp would be easy and thorough. We have printed already a large number in black but we will readily submit to the loss in case the Postmaster General sees proper to order the buff color in its place."

Since the stamp was actually printed in orange, or shades of orange, it is apparent that the Postmaster General agreed with the printer. The earliest recorded use as reported in the *Collectors Club Philatelist* of January 1958 is August 8, 1860.

It is interesting that the largest used block known (53 stamps) paid the postage on a bag of gold dust mailed from Sacramento City, California, to Boston, Massachusetts.

[August 11, 1962]

* * * * * * * * * * * *

Question: What specific foreign rate was the 30-Cent stamp issued to pay?

[August 11, 1962]

Also, although few covers are known, the 30¢ was also the most appropriate for the double rate to France, in view of the ¼ ounce single rate weight limitation.

Answer to last week's question: Our first postal treaty with Prussia became effective October 16, 1852 and continued nine years to October 16, 1861. This treaty provided for 30 cents prepaid postage rate for any letter from the United States to any city within the Prussian Postal Union. At the time of renewal of this treaty the prepaid rate was reduced to 28 cents.

[August 18, 1962]

The 90-Cent Stamp of 1860

The comment regarding "that particular rate of postage" refers to the amount and not a specific rate. There was no 90¢ single rate at the time and only a few exact double or other multiple rates.

Reprinted in the *Steinmetz Miscellany* is a letter of June 12, 1860, addressed to Messers. Toppan, Carpenter and Company from A. N. Zevely, Third Assistant Postmaster General, which says, "It is also considered necessary to have a stamp in the denomination of Ninety Cents—not only to suit that particular rate of postage, but to prepay packages, to the amount, sometimes, of several dollars. With this stamp the Postmaster General desires the head of Washington and I need not suggest to you the importance of expending upon it all the talent you can command in respect to designing, engraving and coloring."



Proof of the 90¢ 1860 stamp.

A letter in reply, dated June 13, comments, "We have now, as you are aware, three distinct heads of Washington on the Three, Twelve and Twenty-four Cent denominations. Trumbull's picture of Washington is probably the best we can now obtain...".

Apparently the Postmaster General did not approve the design prepared because, in a letter of July 12th from the printer to Mr. Zevely, a lengthy explanation is given for selecting the design. Some of the reasons were as follows:—

"The Head of Washington is copied most accurately from Trumbull's celebrated picture; when we inform you that the portrait is first reduced by the daguerreotype process and then engraved, you will at once understand that it is impossible to obtain a more perfect facsimile of the original than we have made... There is probably no portrait of this illustrious man more generally known and copied thru the country than this by Trumbull... We assure the Post-

master General most emphatically that we were principally induced to select this design in consequence of it being, not only an authentic likeness but one very familiar to the public at large. We suggest respectfully that the head on the Three Cent stamps owes its wide-spread recognition to the immense circulation which the stamp itself has throughout the country."

Joseph Holt of Kentucky was Postmaster General, 14 March, 1859 to 1 January, 1861.

Apparently the Postmaster General preferred to see the picture of Washington framed in the same manner as the Three Cent stamps. "We think the Postmaster General, upon examining the Three Cent stamp, will immediately perceive the palpable incongruity, nay, the impossibility, of adding the 'dress' of the Ninety Cent design...to a mere profile, medallion view of Washington."

On August 1st the printer submitted nine samples of colors of the original design on stamp paper. Two of these were pink, others light red and one of them which they described as "the handsomest of them all" was blue.

As we know, this blue was accepted very shortly after this recommendation was made, because the stamps are reported to have been used as early as August 13, 1860. However, Stanley Ashbrook in his long period of study was never able to locate a cover showing a use prior to September 11, 1860.

Undoubtedly most of the stamps actually used were on packages, and therefore were not saved on the piece but soaked off. There is a handful of letters known which bear the ninety cent stamp in combination with others. Those we have record of were addressed to Port Elizabeth, Cape of Good Hope, Barcelona, Spain, Calcutta, India, Shanghai, China, and Grand Canary Islands.

It is believed that about 29,000 were issued. However, a number of these were returned and destroyed at the time of demonetization in August and September 1861.

[August 18, 1962]

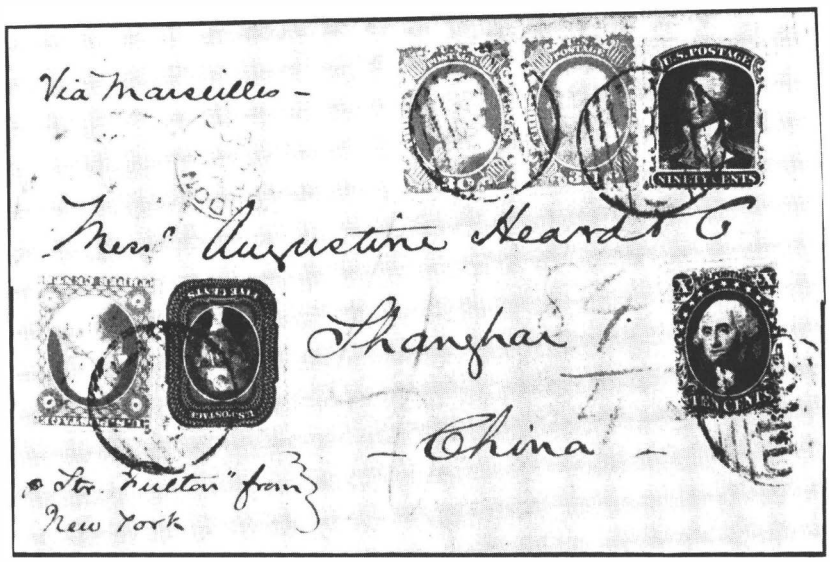
* * * * * * * * * * * *

Question: Scott's catalog listing of this stamp reveals a most unusual fact about the 90 cent stamp. What is this fact?

[August 18, 1962]

Answer to last week's question: This stamp is more valuable genuinely used than in the unused condition.

[August 25, 1962]



A 90¢ 1860, with two 30¢, a 10¢, a 5¢ and a 3¢ of the 1857-1860 issue of U.S. stamps, making up a $1.68 rate to Augustine Heard & Co. at Shanghai. Mailed from Boston, November 23, 1860.

The rate is for a letter weighing between 1¼ and 1½ ounces, by British and French mails, via Marseilles. The cover went to England by American Packet, and the credit, in red, of "84(¢)/4" was shared by the British (48¢) and the French (36¢).

The cover was backstamped at Hong Kong in January, 1861.

U.S. Classics in Switzerland

(See page 171)

A previous column (16 July 1966) described the 1847 items exhibited at SIPEX in the Christian Hirtzel exhibit, now in the possession of the Swiss PTT Museum at Berne.

The use of the 90¢ 1860 on cover is one of the great rarities, there being five covers known, one with the 90¢ stamp added. The Hirtzel collection contained a cover with a pair of 1¢ plus 24¢ plus 90¢ postmarked May 11, 1861, at New York, addressed to Mr. Wood at the Grand Canary Islands. (Can this rate be explained?)

Another 90¢ 1860 cover, perhaps the most beautiful of those known, was shown in the Court of Honor by the Weill Brothers. This cover bears a pair of 1¢ plus a 10¢ plus 30¢ plus 90¢ postmarked Boston, July 1861, to Edwin Howland, Port Elizabeth, Cape of Good Hope. The $1.32 postage pays the four times 33¢ rate with $1.12 credit to England.

[July 30, 1966]

Rates on 90¢—1860 and 1861 Covers

This cover is now believed to have been extensively altered and the 90¢ 1860 stamp fraudulently added.

Our 30 July, 1966 column described two covers and asked about the rates. A cover to Grand Canary Islands postmarked 11 May, 1861 to New York bearing a pair of 1¢ plus 24¢ plus 90¢ equals $1.16 or two times 58¢. The published rate was 65¢ per ½ oz. This cover is considered good. The explanation may be in the preceding article!

In this column, Mr. Baker discussed both 1860 and 1861 covers bearing 90¢ stamps.

This cover is described on page 252, as it bears a 90¢ 1861 stamp.

The other is the second earliest recorded use of the 90¢, November 27, 1861. The cover bears a 3¢ plus 5¢ plus 10¢ (Aug.) plus 90¢ equals $1.08. The rate is double times 45¢ per ½ oz. (90¢) plus triple 6¢ per ¼ oz. rate via Marseilles (18¢) equals $1.08. This cover weighed over 22-½ grammes (¾ oz. approximately) but less than 1 oz.

[May 6, 1967]

The 1875 Reissue of 1857 Stamps
By Frank S. Levi, Jr.
Guest Editor

Here are the figures on the 1875 reissue set of the 1857 stamps (Scott's Nos. 40-47). If we assume that the issued figures are correct we can come up with some interesting observations.

I'm going to further assume that all stated issued stamps still exist (it seems reasonable that those in museums are most likely in sets—thus those in collections and on the market must be pretty close to the same relative totals as that claimed to have been issued.) Now if we multiply the number issued by the catalog value we note some odd things.

			1935	
1¢	#40	(3846)	6.00	$23,076.00
3¢	#41	(479)	40.00	19,160.00
5¢	#42	(878)	15.00	13,170.00
10¢	#43	(516)	27.50	14,190.00
12¢	#44	(489)	30.00	14,670.00
24¢	#45	(479)	32.50	15,567.50
30¢	#46	(480)	32.50	15,600.00
90¢	#47	(454)	40.00	18,160.00

Starting in 1935 we find that the 5¢ through the 30¢ are pretty well in balance. The 3¢ and 90¢ are fairly close, while the 1¢ is way out of proportion. Could the 1¢ be more in demand because of Ashbrook? But that much in demand? Or is it the fact that it is the least costly that makes it so much in demand? Can we

explain the 3¢ in a similar manner by Chase's work on the 1851-57's? But why the 90¢?

			1968	
1¢	#40	(3846)	110.00	$423,280.00
3¢	#41	(479)	425.00	203,575.00
5¢	#42	(878)	150.00	131,700.00
10¢	#43	(516)	285.00	147,060.00
12¢	#44	(489)	325.00	158,925.00
24¢	#45	(479)	375.00	179,625.00
30¢	#46	(480)	525.00	252,000.00
90¢	#47	(454)	600.00	272,400.00

Now we come all the way to 1968...either set of figures the 1¢ is still way out of line. The 90¢, 30¢, and 3¢ are on the high side while the 5¢ through 24¢ are pretty much in line, but not too good. Rated as before, the set now stacks up as follows: 1¢, 90¢, 30¢, 3¢, 24¢, 12¢, 10¢ and 5¢. Strange!

Look now at the individual values covering a span of 34 years.

...the 1¢ either stayed the same or increased every year except for 1950. By 1963 (29 years) it increased ten-fold!

...the 3¢ fell badly in 1943 and slipped once again in 1950. It took 34 years (to 1968) to register a ten-fold increase.

...the 5¢ fell only once, in 1951...again the ten-fold increase took the full 34 years.

...the 10¢ has never fallen back...a steady increase or stayed the same during the entire period...34 years to hit the ten-fold increase.

...the 12¢ also has never slipped...also 34 years to increase ten-fold.

...the 24¢ fell in 1951 but otherwise was steady or advanced. It nearly increased ten-fold in 33 years.

...the 30¢ fell only once (1950)...by 1966 (32 years) it had increased more than ten-fold.

...the 90¢ never fell back...by 1966 (32 years) it had increased more than ten-fold.

This is a strange set indeed.

[December 9, 1967]

* * * * * * * * * * * *

Query: Approximately how many U.S. post offices were in existence on June 30, 1855?

[June 9, 1962]

Answer to last week's query: The U.S. Postmaster General's report of December 1, 1855, says there were 24,410 post offices in existence on June 30, 1855.

[June 16, 1962]

1851 Imperforate Combination Covers

Why are covers showing three or four denominations during the 1851 period hard to find? They are the most difficult to locate for the period July 1, 1851, to July 5, 1853, period one, because only the 1¢, 3¢, and 12¢ denominations were available. Who has a use during this period of these three stamps on a cover or folded letter?

With the introduction of government stamped envelopes of 3¢ value July 6, 1853, and 6¢ value July 31, 1853, (earliest uses presently known) comes the first opportunity for a combination of four counting the 3¢ stamped envelope as different from the 3¢ stamp. We will call this period two. Combination covers

from July 6, 1853, to April 25, 1855, are the next hardest to find. Who has one or more?

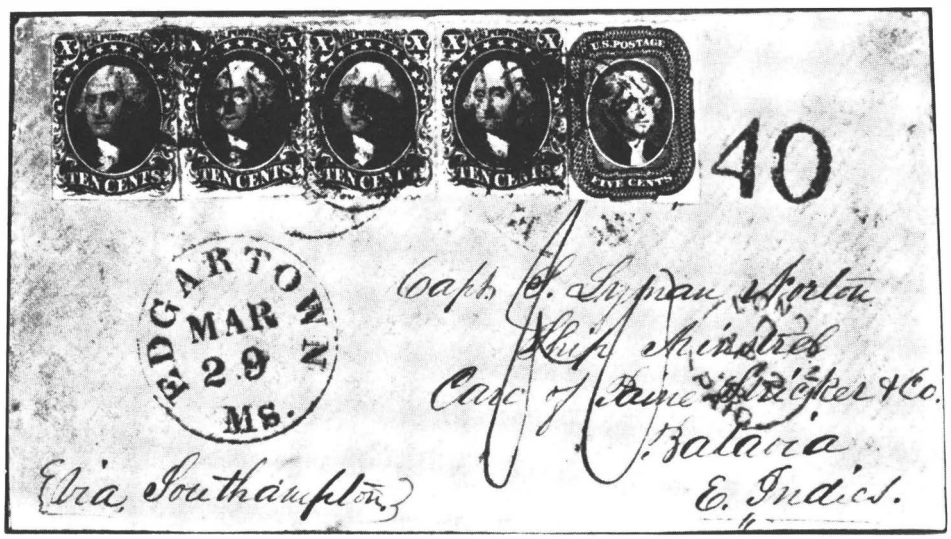
The earliest known date of use of the 10¢ envelope, April 25, 1855, precedes the earliest known date for the stamp (May 19, 1855) by 24 days. The addition of a new denomination in two forms increases the probability of use of three or more values on a cover during this third period. The addition of the new 10¢ rate to California helps as a 1¢ plus 3¢ and 6¢ stamped envelope or a 1¢ plus two 3¢ and 3¢ government envelope will make this rate. Also the 24¢ to England could be paid by a 1¢ plus 3¢ plus two 10¢ stamps. This third period extends from April 25, 1855, to May 24, 1856.

The fourth period starts with the earliest known use of the new 5¢ stamp May 24, 1856, and extends to February 28, 1857. At this time, five values of stamps and three values of stamped envelopes were available. This period concludes the time when combination covers could only be found with imperforate stamps. The final date of this period is flexible because covers of this nature could be found at later dates. All such covers should be included in the fourth period.

A tabulation of existing combination covers of three or more values might be of sufficient interest to Tracy Simpson that he would want to include it in the U.S. 1851-'60 *Chronicle*. So send your list to us to compile—list stamps on each cover, postmark date and year, post office mailed and destination. Note: We are not considering different types of a value as a second value.

The February 28, 1857, date is the earliest recorded use of government perforated postage stamps. This is the first date that combination covers could include an imperforate and perforated stamp of the same value on a cover and, therefore, was chosen as the proper date to formally close the fourth period.

[June 22, 1963]



A mixed franking of 1851-57 stamps;—i.e., with and without perforations. This cover has its 45¢ rate to Batavia, East Indies paid by two each of the 10¢ imperforate 1856 and 1857 perforated stamps, with a 5¢ 1856 imperforate, via British mails.

See the above column.

1857 Perforated Combination Covers

In an earlier column we divided into four periods, the time from July 1, 1851 to February 28, 1857, for imperforate covers. Since the perforated stamps are, so to speak, a part of the same issue, we will start the first perforate period as number five.

Period five will have two types of covers; those combining imperforate and

perforate stamps of the same value, and those bearing all perforated stamps. We will list each separately, but both are period five. This period extends some three years until July 7, 1860, the advent of the new 24¢ stamp.

Period six is a short month interval from July 7th to August 8th, 1860 when six values of stamps and three values government envelopes were available to make combinations.

Period seven is only one day longer—August 8th to September 11th, 1860 when the 7th value, the 30¢ stamp was added. Period eight is the three month period from September 11th to December 11th when the 90¢, the 8th and last value of stamp, was added to the issue. Period nine is the last. The 3¢, 6¢ and 10¢ star die envelopes appeared, but added no new values. However, on December 11th, 1860, the new 1¢ and 1¢ and 3¢ combination envelopes became available making a total of 8 denominations of stamps and 5 denominations of stamped envelopes. This period continues until demonetization during and following August 1861.

Period five will include the early covers in the famous Augustine Heard correspondence. Will anyone guess how many combination covers will be recorded from this correspondence?

Period nine will include covers from the famous Crosby correspondence to Guatemala, the Payen correspondence to France, and the Howland correspondence to the Cape of Good Hope.

The increase in prepaid foreign mail during this period may show up in increased covers remaining today. All domestic mail had to be prepaid after April 1, 1855. However, we will find the bulk of the combination covers to be single or multiple rated covers to foreign lands.

Many more prepaid rates to foreign destinations are listed in the 1857 rate tables than in the 1851 and 1852 tables. Business mail tended to be prepaid, while personal mail was sent collect. Usually the writer was struggling in America while relations back home across the water were more prosperous and anxious to hear about America. Also collect mail seemed to be delivered more promptly!

[July 13, 1963]

More About 1851 Combination Covers

In previous columns a combination cover was defined as one bearing 3 or more denominations of stamps. During the past three months a tabulation of these covers has been made for both the 1851 and the 1861 issues.

Naturally, the first recorded were in my own collection (haven't checked Hugh's collection yet). Then I turned to the auction catalogs of well-known collections: Gibson, Brown, Knapp, West, Moody, Caspary, Meroni, Krug, Waterhouse, Gore, Shierson, and other recent U.S. sales. The Gibson, Krug and Caspary sales contained items of great interest. It is interesting to trace the lineage of these items. Many have been in two or more collections. Additional covers have been recorded from Ashbrook's *Special Service* and Ashbrook, Hill, and Neinken's books on the stamps of the 1851 issue. Certain individuals, who have become interested, are also reporting combinations they see, have in their collections, or stocks.

We invite all to report. Please include the following information; list all stamps and entires by Scott numbers, total rate, origin or port of departure, if origin is unknown, date including year, destination, and individual addressed. Dates and years of use are important.

My first general tabulation show: five covers with three values used in 1855; seven covers with three values used in 1857; six covers with three values used in 1858: five covers with three values and one cover used with four values in 1859;

sixteen with three values and one cover used with four values in 1860; thirty-one with three values and two covers used with four values in 1861. The total of covers with three values is seventy while those with four values total only four in number. In addition, twelve covers with three values and one cover with four have been noted where the year of use is uncertain.

Notice that no cover has been definitely established as used prior to 1855. Over half of the covers were used during 1860 and 1861. Only five covers of the eighty-seven recorded bore four values, a seventeen to one ratio.

[August 24, 1963]

Items From A Departed Collection (V)

See the notes on page 101, bottom, and the columns and notes on pages 2, 3 and 4 for the explanation of this column heading.

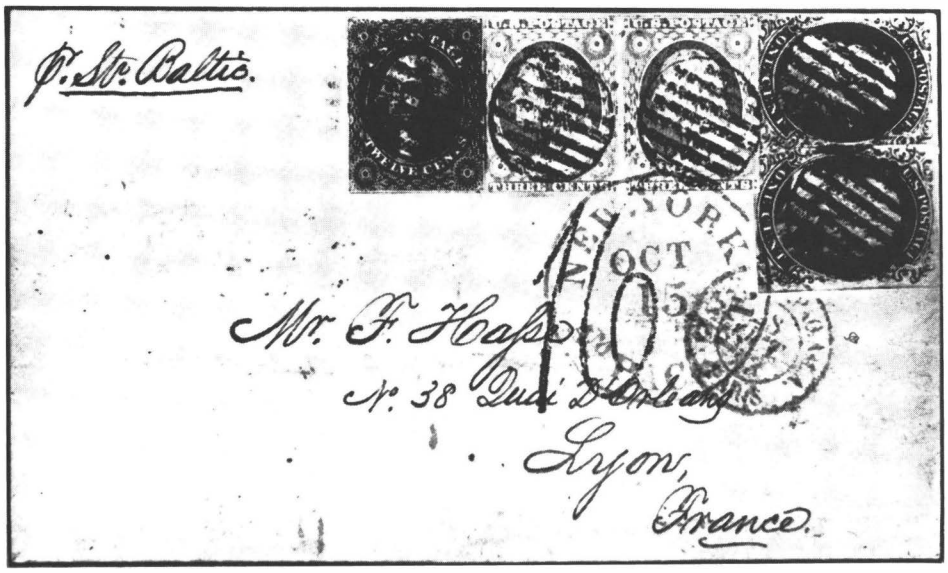
We have a buff cover with a 1¢ 1851 Type II margin pair vertical at left, topped by a 1¢ Type II strip of 5 and single 3¢ 1851 to prepay the 10¢ rate from Rochester, New York to Quebec, Canada in December 1851. It is addressed to George Alvord, Esq. The 1¢ stamps are 41 to 47R from Plate 1 early. We have never seen another cover with this combination.

Here is a cover that leaves us laughing because for years we have been asking "Who has seen a cover with all three 1¢, 3¢, and 12¢ values of 1851 issue used prior to May 19, 1855, the earliest known use of the 10¢ 1855?" Right here is such a cover! It originated in New York City October 15, 1853, addressed to Mr. F. Haase, No 38 Quai D'Orleans, Lyon, France bearing a pair of 1¢ Type IV, a pair of 3¢, and a single 12¢ to pay the 20¢ rate direct to France. Instead, the cover was sent via England with a 1¢ underpayment or a 1¢ payment in cash without a stamp being applied. The "16" (16 decimes) indicates a double rate, over 15 grammes, due in France, but only a single rate, up to ½ ounce, in the U.S. This letter was enroute fourteen days.

Please let us hear from those who have a combination cover with 1¢, 3¢, and 12¢ 1851 stamps used prior to May 19, 1855.

Now for the next cover we turn to our neighbors to the south, Mexico. This letter originated at Parrala, Chihuahua, Mexico, and bore both a Mexican stamp overprinted Chihuahua and a U.S. 10¢ 1855. It was directed "Via Vera Cruz" and was brought to New York by a non-contract ship whose purser took it to the

This is the cover described above. The New York American Packet and French receiving mark are in red; the French due marking, "16" is in black.



New York post office. The post office handstamped it 5¢ due thereby, not recognizing the 10¢ U.S. stamp. The 5¢ due paid 3¢ U.S. postage to Mr. John Macdonald, West Chester, Penna., and 2¢ to the ship captain. The letter was enroute from November 17, 1855 to February 4th, 1856, seventy-nine days. This cover is illustrated on Page 262, Volume II, *The United States One Cent Stamp of 1851-57* by Stanley Ashbrook.

[November 16, 1968]

Multiple Issues on Cover

Since the catalog describes the perforated stamps of the 1851 Issue as the 1857 Issue, this permits us to include uses of imperforate and perforated 1851 stamps in this category. Such a cover could not exist prior to February 28, 1857, the present earliest recorded date of use of an officially issued perforated stamp.

See the cover illustrated in page 214 for such an 1851-57 combination.

Recently Frank Salichs of Miami, Florida, sent us a photograph of an extremely rare and attractive folded letter from New York to Havana with the 20¢ postage paid by a pair of 5¢ imperforate (1851) and a pair of 5¢ perforated (1851).

Although Mr. Baker was discussing these stamps in the sense of their all being a part of the "1851" issue, the 5¢ imperforate first appeared in 1856 and the perforated 5¢ the following year.

The three examples in your editor's collection all happened to be on covers addressed abroad, one to England and two to Germany. Although we haven't made a record of this type of cover, we have not seen many. Do you have one in your collection?

[January 23, 1965]

1851-57 Combination Covers

Having tabulated a number of covers bearing three values or more of the 1851 and 1857 issues, we were curious about what rates these stamps paid and to what destinations. You might find the following of interest: 10¢—1¢ overpay triple domestic rate; carrier plus 3x domestic rate; to Bermuda; to Canada; double U.S. inland to France via England. 11¢—Carrier on letter to California after 7/1/60. 15¢—To Bremen, Germany; Hamburg, Germany; Paris, France; California to Canada. 16¢—Carrier to Hamburg via Bremen. 18¢—Six times domestic rate.

20¢—Double rate to or from California after 4/1/55; double rate to Bremen; via Havre Line to France prior to 1/1/57; double rate over 2500 miles to Mexico. 21¢—Open Mail via England to France; Italy, India and Switzerland; to Spain



Four different stamps of the U.S. 1857 issue used on a cover to make up a double rate to Ireland in 1860. A 24¢ 1860 stamp paid half the rate; the other 24¢ was paid by two 10¢ 1859 Type V stamps, a 3¢ red 1857 stamp and a 1¢ blue Type V 1857 stamp.

The New York exchange marking, crediting England with 38¢ of the 48¢ total postage for sea transit by Cunarder, is in red as are the grid tying the stamps to one another and to the cover.

Mr. Baker meant here that such a cover with 22¢ paid in stamps exists. The cover would thus represent a short payment by 2¢ being accepted.

via French Mail. 22¢—Post Office error for 4x domestic California rate prior to 2/1/55. 24¢—Eight times domestic rates; to England; over pay 21¢ Rate to France prior to 1/1/57; over pay 15¢ rate to France after 4/1/57.

25¢—to Holstein, Germany via Bremen. 26¢—California to France via British Open mail. 30¢—5¢ underpay to Switzerland via Prussian Closed Mail; single rate to Germany via P.C.M., double rate to France via Havre Line. 35¢—to Denmark, to Switzerland, and Rome, Italy via P.C.M. 37¢—to Russia and to Finland via P.C.M. 38¢—to Hong Kong and Calcutta via P.C.M. via Trieste. 39¢—to Aden, Calcutta, and Hong Kong via British Mail via Marseilles. 42¢—double rate via French Mail to Switzerland and Italy. 44¢—San Francisco to Guatemala and Venezuela; to Cape of Good Hope, 1856.

45¢—Triple rate to Paris, France; to Australia and Shanghai via British mail via Marseilles; to Grand Canary via British Mail. 60¢—triple rate to Wurttemberg, Germany in 1855. 65¢—to India via British mail via Marseilles in 1855. 70¢—Double rate to Switzerland via P.C.M. 75¢—Five times rate to France via Havre Line.

84¢—to Australia (over ½ oz. under ¾ ozs.) via British Mail via Marseilles; double rate to Sweden via P.C.M. 90¢—double rate to Hong Kong via British Mail via Marseilles. $1.05—five times British open mail rate to Spain. $1.32—Four times rate via British mail to Cape of Good Hope. $1.68—rate not over 1½ oz. to Shanghai via British mail via Marseilles.

[March 21, 1964]

* * * * * * * * * * * *

Query: What general work, still in print, would provide many answers to basic questions on the operations of the post office department and the stamps of the period 1851-1861?

[June 16, 1962]

Now, "Simpson's U.S. Postal Markings, 1851-61," by Thomas J. Alexander. This is a revised edition published in 1979.

Answer to last week's query: United States Postal Markings & Related Mail Servies 1851-1861 by Tracy W. Simpson.

[June 23, 1962]

Unusual U.S. Rates and Due Markings

The period from July 1, 1851, to April 1, 1855, was the only time the U.S. postal rates were different for paid and unpaid domestic letters. The postal rates, at that time, were 3¢ per ½ oz. prepaid, 5¢ per ½ oz. collect for distances less than 3,000 miles; 6¢ per ½ oz. prepaid, and 10¢ per ½ oz. collect for distances over 3,000 miles. Double or triple rate letters were two or three times these rates.

Do you have in your collection, or have you seen an 8¢ rate cover of this period? This would be a double-rate letter with a single rate prepaid by cash or stamps, and the second rate collect.

Have you in your collection, or seen, a 16¢ rate cover? A letter to or from the Pacific coast might carry this rate. This is the single 6¢ prepaid and the additional unpaid rate, 10¢ collect. These rates occur on covers from the Pacific coast because a number of letters traveled by express agent outside of the mails to New York before being posted. It was not always known prior to being posted that the letter weighed more than the single rate and therefore not more than the single rate of postage was applied by the writer.

Covers bearing the bisected 12¢ stamp, used mainly in 1853 from San Francisco, provide an interesting study in rates. First let's consider the covers where the "6¢" bisected 12¢ stamp was recognized. If this letter required an additional rate because of weight, the 6¢ stamp paid the first rate and 10¢ due for the second rate would make this a 16¢ rate cover.

Late in 1853 these bisected stamps were no longer recognized, and therefore were not accepted for the payment of any postage. In this case, a single rate cover posted at San Francisco would show a "due 10," or the straight 10¢ unpaid rate. However, the same cover carried outside of the mails by an express agent, either via Nicaragua or via Panama, would be marked "due 7" when posted at the New York post office to pay the single collect rate of 5¢ plus the 2¢ ship fee. An unpaid double-rate letter, posted at San Francisco, would carry a due 20¢ or the double 10¢ unpaid rate, or if posted at New York, it would carry a "due 12¢" or the double 5¢ collect rate under 3,000 miles plus 2¢ ship fee.

[February 23, 1963]

Unusual U.S. Rates and Due Markings After April 1, 1855

It has always been the rule of our Post Office Department that all postage applied on domestic letters be used to pay all or part of the rate, and where insufficient, the balance is to be collected on delivery. We find stampless covers, 1847 covers, and even letters today where this is true. Some unusual examples of this have turned up.

Have you ever seen a due 9¢ cover bearing 1851 stamps? One was posted in San Francisco after April 1855, addressed to New Hampshire with a 1¢ 1851 stamp applied. The rate after April 1, 1855, was 10¢ prepaid by stamps or cash for distances over 3,000 miles. Hence, the 10¢ rate minus the 1¢ paid by stamps leaves the 9 cents due on delivery.

A due 4¢ cover to or from the Pacific coast is found for a period of time shortly after the rate change on April 1, 1855. However, a cover has shown up due 7¢, posted June 5, 1856, in San Francisco and addressed to St. Louis. The writer applied a 3¢ and a 10¢ stamp to pay the old 12¢ double rate. However, the new 20¢ double rate applied so the due 7 plus the 13¢ postage paid the rate. It so happens that the San Francisco post office had a "due 7" handstamp because this was the amount due on a collect ship letter under 3,000 miles from July 1851 to April 1855. An interesting observation about this cover is that if it had been posted after the opening of the Overland via Los Angeles mail route in September 1858, it would have had sufficient postage to be delivered in St. Louis, since St. Louis was less than 3,000 miles from San Francisco by this route. However, if it had been routed by Panama, it would have required the 20¢ rate.

This brings to mind an unusual occurrence in April 1855. The mail bags carried by the Pacific mail steamer *Golden Age*, which left San Francisco April 16th, contained letters with both the old 6¢ rate and the new 10¢ rate to the east coast. How come? One such cover with a 6¢ rate was posted in Honolulu March 27, 1855, prior to the rate change, and was carried by the *Lady Jane* to San Francisco, arriving April 12th, prior to the mail steamer sailing April 16th (the 15th fell on Sunday). This cover traveled with another posted at San Francisco bearing a pair of 3¢ stamps and due 4¢.

What unusual rates or due markings do you have on covers in the domestic mail during this period?

[March 2, 1963]

Garfield-Perry Show of 1965

The Postal History exhibitions of Dr. Nicholas Johnson and Charles Orgel contained some very interesting items.

Some students have been wondering whether the Chicago Supplementary Mail handstamp was used only on mail to the East. The two covers appearing in the Cleveland exhibition bearing this handstamp went west: One to St. Peter, Minnesota, and the other to Gainsville, Iowa.

See page 11 for the full column in which this comment was made.

[May 8, 1965]

Patent Cancels

For additional material on patent cancels, see pages 257-259.

Patent cancels were first used in 1860 or 1861 and were discontinued about 1866, with the advent of grilled stamps. Only two have been seen on 1867 grilled stamps and none on the 1869 issues.

The use of town handstamps and dates during the 1851-57 period was unsatisfactory, mainly because the stamps were not sufficiently defaced to prevent cleaning and reuse. The Postmaster General of the United States issued an order on July 23, 1860, prohibiting the cancellation of stamps by the dating or the postmarking device. This order necessitated the use of two separate and distinct devices, as well as two operations, in order to date the letter and cancel the stamp. As a result many postmasters adopted a killer that would break the fibers of the stamps, thereby permitting the ink to permeate the stamp in such a manner that it would effectually prevent cleaning. By common usage these cancellations are referred to as "patent cancellations".

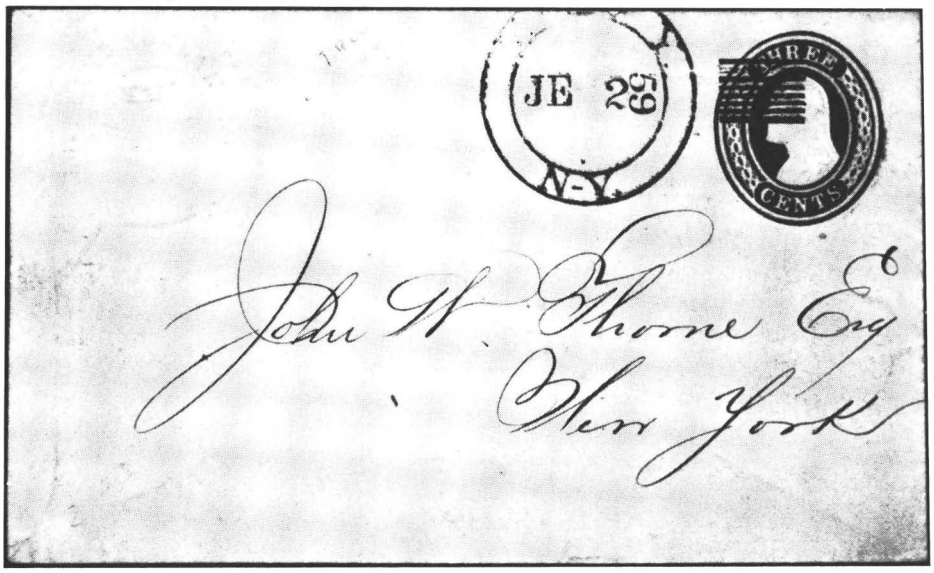
Actually, the use of patent cancels was far more prevalent in the 1861 stamp era than prior to that. After the Postmaster General's order of July 23, 1860, the use of the duplex device, with postmark and killer combined so that both could be applied with a single stroke was speedily adopted.

The Norton patent actually covered an integral date "dial" so that dates could be speedily changed, combined with a duplexed scarifying "patent blotter."

An experimental trial run was made at Troy, N.Y. for three months after May 4, 1859, and the cover shown was postmarked at this time. A somewhat similar marking was used later at New York City, but without the scarifying feature of the killer. The salient characteristic of both markings is the "lazy" year date which lies on its side.

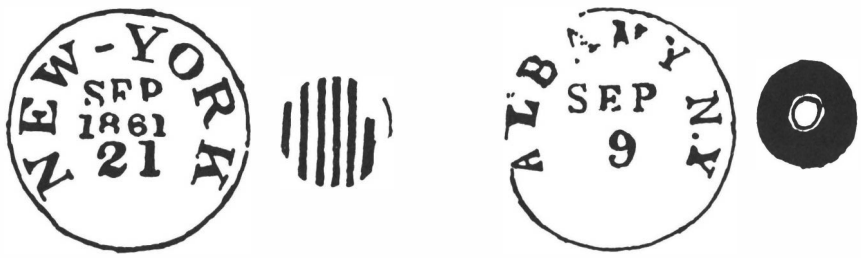
The earliest patent, No. 25036, was issued to Marcus P. Norton of Troy, New York, on August 9, 1859, with later improvements. This likely covered the Albany, Buffalo, and Rochester cancels. (See Albany example in accompanying illustration).

[June 20, 1964]



The New York duplex postmark used in 1860-61, together with an Albany "patent" duplex used only on the 1861 stamps.

See page 257-9 for further data.



Why the 1861 Issue?

A Postmaster General report of December 1861 answers the above question as follows:

"The contract having expired on the 10th of June, 1861, a new one was entered into with the National Bank Note Company, of New York. . .from which will result an annual saving of more than thirty percent in cost of the stamps.

". . .to prevent the fraudulent use of the large quantity of stamps remaining unaccounted for in the hands of postmasters in the disloyal States, it was deemed advisable to change the design and the color of those manufactured. . .also to modify the stamp upon the stamped envelopes. . . It was the design of the department that the distribution of the new stamps and envelopes should commence the first of August.

"The number of postage stamps of the new style issued up to the 9th of November was 77,117,520 and the number of new stamped envelopes 8,939,650. All post offices in the loyal states, with the exception of certain offices in Kentucky and Missouri have been supplied therewith. . . The old stamps on hand, and such as were received by exchange. . .have been to a great extent counted and destroyed, and those at the smaller offices returned to the Department. . . Although the enumeration and destruction of the old stamps and envelopes is not yet completed, there is ample evidence that few received in exchange were sent from disloyal States."

A letter from J. L. Riddell, postmaster at New Orleans during 1860 and 1861, to Major General B. F. Butler, who reoccupied New Orleans, May 1, 1862, tells what happened to the old stamps at New Orleans:

"I found myself in charge of the office when the Confederates took possession June 1, 1861 . . . I have never formally resigned the U. S. Appointment. I have sent my last account to the Postoffice at Washington on the 27th of August, 1861: If I remember right, the Department gave me credit for a satisfactory settlement, I have paid drafts for the Department in final liquidation as late as the middle of August, amounting to near $150,000 after seizure of the mint on January, 1861.

"I have kept so far in safety, some twelve or fourteen thousand dollars worth of U. S. stamps and stamped envelopes. . .as they are all of the old and, as I understand, repudiated pattern and therefore, useless. . .or perhaps you may think preferable to have them enumerated and destroyed by a commission of your own appointing."

This quotation from Riddell's letter is greatly abridged, but is quoted at somewhat greater length on page 231. Also see the note on that page.

Since the advertisements for proposals on this new issue of stamps were first printed in the New York Daily Tribune on March 30, 1861, the preparation of essays, their appraisal and approval by the Department, followed by die and plate preparation and printing had to be done in just four months to meet the August 1st target date. Actually the first deliveries were only fifteen days later.

[November 17, 1962]

Multiple Issues on Cover

Again at the end of the 1857 Issue in 1861, we have a demonetized issue. The demands for numbers of stamps had increased tremendously since the last similar situation in July 1851. The requirement that all domestic mail be prepaid by stamps after January 1856 was a big factor and the increase in population another.

Less time was allowed to print the stamps before the exchange was attempted. The time of demonetization extended over several months with each post office giving a notice for a five-day exchange period prior to demonetization.

Actually, the Post Office Department's instructions state the exchange period was to be "six days from the date of the notice."

During the notice period, the 1857 and 1861 Issues could both be used legally; uses thereafter would be illegal. New York City provides the largest number of covers of this nature because the notice period occurred several times but the post

office did not declare the use of the 1857 stamps illegal until sometime in 1862. Many collectors should have an example of this type of cover in their collections.

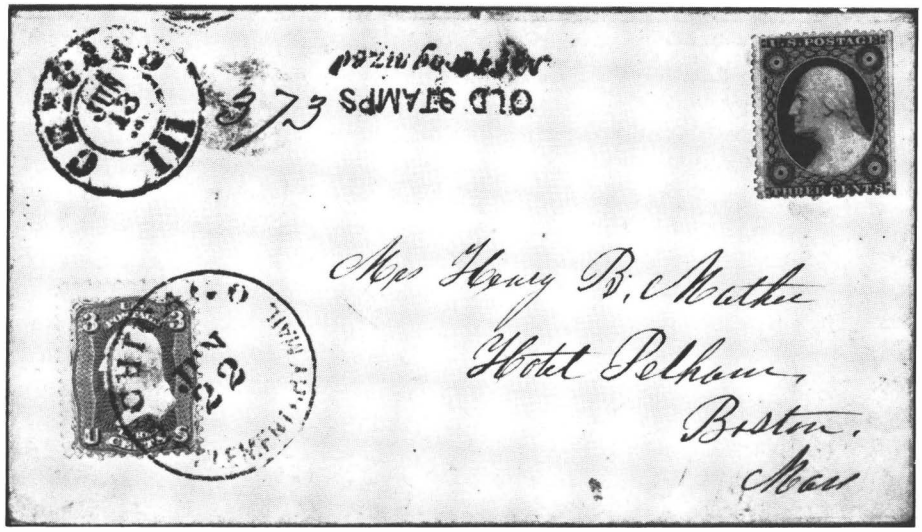
Since demonetization was not a factor in 1869 or 1870, covers showing uses of both issues should be found more easily. What has been your experience?

[January 23, 1965]

The Chicago "Old Stamps Not Recognized" marking used on a cover mailed June 13, 1862 or later. Since the 1857 stamp was no longer valid, it wasn't canceled and a backstamp "Held For Postage" (see below) was applied, plus a file number, "373" under which the letter was held for postage. Either the addressee was notified to send such, or postage was supplied in response to a local notice, as the letter was remailed with a 3¢ 1861 stamp using a Chicago Supplementary Mail postmark on June 22nd, following.



On back flap



Legal Use of Two Issues on Cover in 1861

After August 17, 1861, and continuing for a number of months, occasions arose where stamps of the old 1857 issue and the new 1861 issue could appear used together legally on the same cover.

The official procedure of exchange in any city started with the receipt of the new stamps and envelopes at the post office. The next step was a newspaper advertisement announcing that stamps of the old issue would be exchanged for the new issue for the next six days, after which the old issue would no longer be recognized at this post office. Once a letter was accepted with old stamps by a post office in the federal system it was accepted in all other post offices even though the old stamps were not accepted on mail originating at the office of receipt.

From this it follows that there are at least two types of covers found with both issues used legally. First, uses from the period when the old 1857 stamps were being exchanged for new 1861 stamps and, second, when letters, posted prior to the illegal date, were forwarded from a city where only new stamps were available or where only they were legal.

Three denominations of Government stamped envelopes were also included in the demonetization, namely: the 3¢, 6¢ and 10¢. These included all envelopes of these denominations whether the first issue or the later star die. The 1¢ star die envelope was not demonetized, having not been issued in quantity to southern post offices. A use of the 1¢ star die envelope with an 1861 stamp does not fall under the classification of the subject of this paragraph.

According to my records, Boston became the first post office to recognize only the new stamps on August 21st, 1861, closely followed by Baltimore, August 22nd, Louisville, August 24th and Philadelphia, Detroit and Cleveland on August 26th.

In cities when the Government stamped envelopes were not received at the

It is now believed that Baltimore, Md. received the first 1861 stamps, since a 1¢ loose stamp, with a year dated postmark of Aug. 17, 1861 and a 3¢ 1861 stamp on a cover dated the same day are known (see "Chronicle" No. 82, May 1974).

Mr. Baker's Boston date may refer to the announcement on the stamped envelopes, and the Louisville post office announced a three day rather than a six day exchange period on August 22, 1861.



Legal use of both the 1857 and 1861 issues on the same cover. Mailed from Emmitsburgh, Md. on Aug. 17, 1861 with a 3¢ 1857 stamp, this cover was addressed to Philadelphia. The addressee had left for Harrisburgh, and someone at Philadelphia applied a 3¢ 1861 stamp and forwarded the letter on to Harrisburg, remailing it on August 19. This was the first day the 1861 stamps were advertised for exchange at Philadelphia.

same time as the new stamps, stamped envelopes and stamps were demonetized on different dates. St. Louis is an example; the envelopes were not recognized after August 21st while the stamps were not recognized after August 28th, a week later.

While the exchange of old for new issues occurred earliest in the largest cities east of the Mississippi, the dates set for the country post offices served from the larger post offices were considerably later. For example, the date set for the country post offices out from both Baltimore and Detroit was September 17th. From this it would seem that many examples of the old and new stamps used together should be found from small post offices. However those covers I have seen are all from large post offices, New York, St. Louis and San Francisco.

Do you have a cover bearing both issues in your collection?

[March 16, 1963]

U.S. Mail & P.O. Assistant, August 1861

The following is from the *United States Mail & Post Office Assistant* of August, 1861, titled "Important Instructions".

"Introduction of new styles of government envelopes and postage stamps, has rendered new instructions to postmasters necessary, respecting the disposition of such of the old issues as remain on hand.

"These instructions required, that as soon as a supply of the new stamps or envelopes are received by a postmaster, he is to give immediate notice through the newspapers and otherwise, that he is prepared to exchange them for an equivalent amount of the old issue, during a period of six days from the date of the notice, and that after the expiration of the six days, the old stamps and envelopes will not be received in payment of postage on letters sent from his office.

"When there is reason to believe that quantities of the stamps or envelopes so offered for exchange, have been sent from any of the disloyal States, they are not to be received without due investigation. The Circular referred to, which is from the finance office of the Department, further instructs postmasters as follows:

"Immediately after the expiration of the above period of six days, you will return to the Third Assistant Postmaster General all stamped envelopes of the old style in your possession, including such as you may obtain by exchange,

placing them in a secure package which must be carefully registered in the manner prescribed by Chapter (39) of the Regulations of this Department.

"Be careful also to write legibly the name of your office, as well as that of your County and State.

"A strict compliance with foregoing instructions is absolutely necessary, that you may not fail to obtain credit for the amount of envelopes returned.

"Instead of sending the old envelopes to the Department, you can, if convenient, exchange them for new ones at some city post office, where large supplies are to be found.

"It being impossible to supply all offices with the new envelopes at once, you will deliver letters received from Kentucky, Missouri, Illinois, Indiana, Ohio, Maryland, and Pennsylvania, under cover of the old issue, until September 10; those from other loyal states east of the Rocky Mountains, until the first of October; and from the Territories of New Mexico, Utah, and Washington, until the first of November 1861."

"The instructions to the larger class of post offices vary somewhat. They are directed to exchange new for old stamps and the envelopes, on application from the smaller offices. They will also retain all the old styles in their possession, until a Special Agent calls to count and destroy them, and furnishes a certificate of the quantity so disposed of."

[March 5, 1966]

More About Demonetization of 1857 Issue

Wm. B. Taylor, then Postmaster of New York, N.Y., published notice in the newspapers giving final dates of use of the old stamps as September 15th then again on September 23rd, and finally on October 2nd. However, Stanley Ashbrook once remarked that he had never seen a cover noted illegal stamp from New York during 1861. Have you ever seen such a cover?

The extension of dates was the result of pressure exerted by the New York newspapers through editorials claiming that insufficient supplies of the stamps had reached New York to make possible the exchange of old stamps by all who wanted to make the exchange.

The following is a portion of an official Post Office Department notice issued to Postmasters during August, 1861:

But a Post Office Department notice, dated September, 1861, indicated this feature of demonetization had been abandoned as unworkable.

"It being impossible to supply all offices with new stamps at once, you will deliver letters received from Kentucky, Missouri, Illinois, Indiana, Ohio, Maryland and Pennsylvania, prepaid by stamps of the old issue until September 10th; those from the loyal states east of the Rocky Mountains until October 1st and those from the States of California and Oregon and from the territories of New Mexico, Utah and Washington until November 1st, 1861."

The following comments appeared in September 1861 in a post periodical:

This column quotes from the "U.S. Mail & Post Office Assistant" for August and September, 1861.

"There is. . .confusion in many post offices, growing out of the recent change. . .of postage stamps. The instructions require that on the receipt. . .of the new stamps, they are to be exchanged for the old ones, for one week, after which the old ones are not to be recognized. . .at that office. In some cases, the supply of new stamps are very soon exhausted, owing to the exchanges with neighboring postmasters as well as individuals. In such cases the question arises, can letters be prepaid in money, or shall the postmaster return to the sale of old stamps.

". . .we will venture to advise that as a temporary necessity, the old ones be used, as the prepayment in money is an absolute violation of the law, while the requirement to cease the employment of the former issue of stamps. . .is a regulation of the Department.

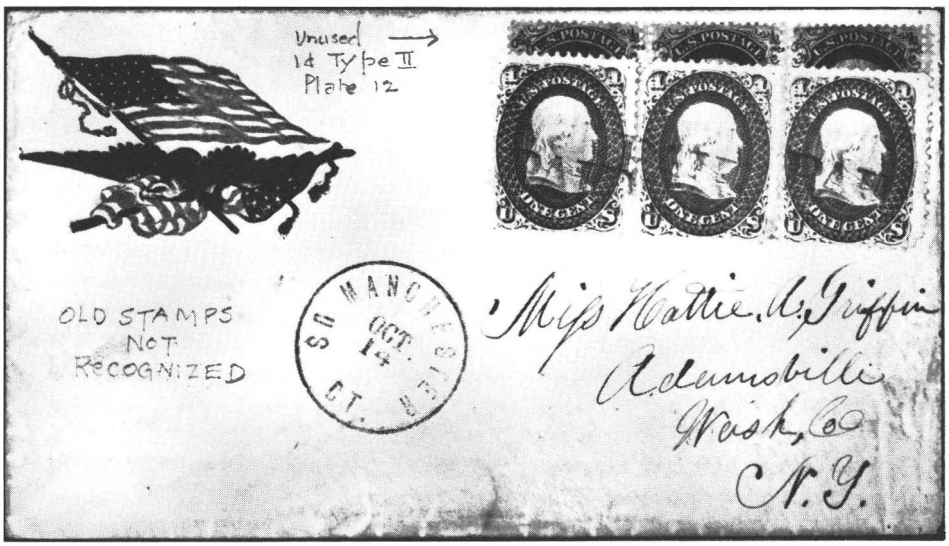
"As the stamp contractors are filling the orders at as rapid a rate as possible. . . all these difficulties will soon be remedied. Post offices of the smaller class should not exchange the new issues for the old, with other offices, but with

individuals only."

The previous comments explain why the Department changed the dates set out in the original August notice from September 10th to November 1st; from October 1st to December 1st; from November 1st to January 1, 1862.

What covers do you have showing early dates of use of the 1861 issue from the areas mentioned in the post office notice?

[March 23, 1963]

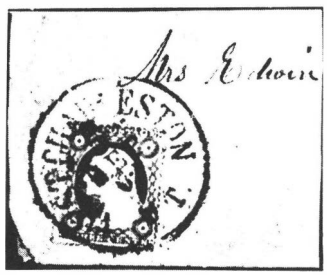


A strip of three 1861 1¢ stamps affixed over a strip of three 1857 type II stamps, used on a patriotic cover from South Manchester, Connecticut on Oct. 14, year not known.

Presumably, this cover was taken to the post office to mail after the exchange period was ended. The sender, learning this, bought and affixed the 1861 stamps over those of 1857 before mailing the letter.

Demonetization Dates a la Vermont
by George C. Slawson, Guest Editor

It is well known that the 1847 issue of stamps was demonetized July 1, 1851, and that the 1851 and 1857 issues (imperforate and perforate) were demonetized at varying dates in the latter part of 1861, usually five days after each office had received a supply of the 1861 issue stamps. By late 1861 these issues were demonetized everywhere, except New York City, and numerous covers are recorded bearing various notations about old stamps being no longer valid for postage. And although Vermont post offices were selling the new 1861 issue of stamps, sundry individuals still had old issues on hand, which they continued to use as long as their supplies lasted, without the slightest regard for demonetization orders.



Use of a 3¢ 1857 stamp from West Charleston, Vermont, September 5, 1862.

Vermont, an independent country during the Revolutionary War, ignored all claims by New York, New Hampshire, King, or Congress. Instead, it walked a political tightrope, attempting to convince both sides it was pro this-or-that, depending on which side the discussions were with at the moment, while in reality what they wanted was independence from all. Even after becoming the fourteenth state, Vermont retained its independent thinking for many years and this carried over to demonetization orders. Few Vermont post offices stocked the 1847 issue stamps, so few were available after demonetization. Even fewer were the dated items. The latest provable cancel encountered is on an inter-Vermont cover dated July 18, 1851. However, the latest cancel on an 1857 issue stamp that has come to the attention of the author is dated in September 1862, nearly a year after demonetization, also on an inter-Vermont cover. This attitude of "if a customer has paid out money for a stamp he is entitled to postal service" regardless of demonetization dates, is somewhat incomprehensible to a non-Vermon-

Mr. Slawson presumably refers here to 1847 covers which can be year-dated.

ter. For a long time the writer did not believe this attitude really existed.

However, in conversation with the late Sprague Drenan, I found he did not hesitate to advance the theory that Vermonters were inclined to waive regulations on demonetization when applicable to inter-Vermont mail. He had never seen an exception and believed they were non-extant. He stated, "If you can ever find any evidence any Vermont postmaster turned down a Vermont mailed cover for using old stamps, I will change my mind—but not until then." This was six or seven years ago, but the writer has never been able to disprove this theory, which is therefore, reluctantly accepted until disproved.

[August 28, 1965]

From the United States Mail and Post Office Assistant, September 1861, Distribution of the Stamps

"The work of furnishing new stamps and envelopes is being pushed by the Post Office Department as rapidly as circumstances will permit. Many postmasters having seen notices with reference to an exchange during six days in certain offices, jump at the conclusion that at the expiration of that time the old stamps will be valueless. It should be born in mind that such instructions govern those offices only which may receive them, and at all others the old style remains in use, as heretofore, until they receive supplies of the new. We apprehend the Department would be saved much trouble, and postmasters much anxiety, if this fact was generally known. For this reason, we mention the fact, and request our contemporaries to copy the substance of this paragraph.

"We learn from the Department that the 3¢ stamp is not quite satisfactory, or what was required of the Contractors. It is understood that they will experiment until they get a good, decided carmine, or dark pink — similar to the color of the stamp on the new white envelopes. On the buff envelopes, the color shows imperfectly."

[April 23, 1966]

U.S.M. & P.O.A; — Sept., 1861: Legal Penalties - Private Expresses

"For establishing a private express for conveying letters out of the mail, a fine of $150.00 is imposed. Fifty dollars fine against owners of stagecoches, railroads, steam boats etc., that knowingly permit persons to carry letters illegally over their routes by their conveyances.

"Letters contained in 'Government Envelopes' with the stamp printed thereon, can go in or out of the mail by any person or conveyance. But the same must be clearly addressed in ink, and the date of sending written or printed thereon.

[April 23, 1966]

From the United States Mail and Post Office Assistant, September 1861; Prepayment of Letters by Money

There is a growing neglect of the requirements of Chapter IX, Section 90 of the Regulations, in reference to the forwarding of letters prepaid by money. For the benefit of our readers a copy of this section is quoted here in its entirety.

"The law requires postage on all letters, except those to foreign countries and to officers of the Government having the franking privilege and on official business, to be prepaid by stamps or stamped envelopes, *prepayment in money being prohibited.*"

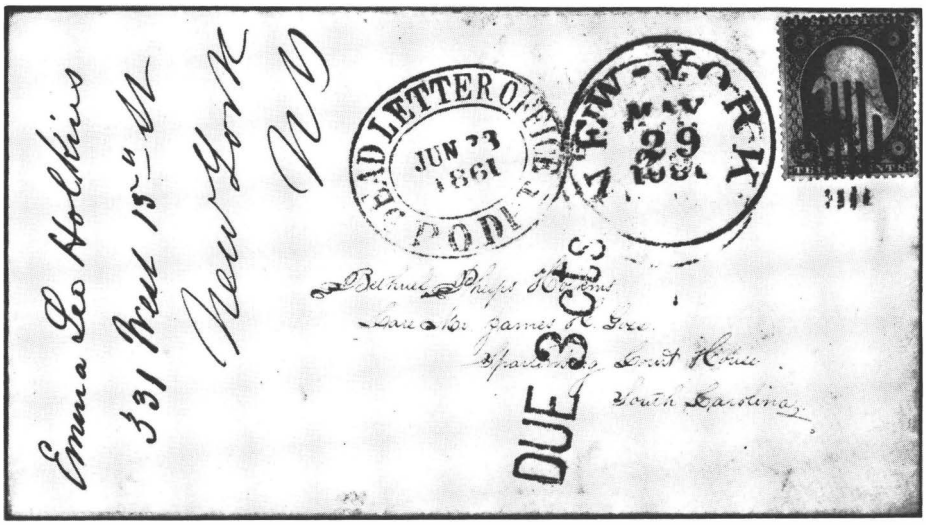
As giving a construction to the latter clause, we add the material part of a letter written by the Department in answer to inquiries of a postmaster:

"All letters received at your office marked *Paid,* but having no postage stamp fixed, are to be treated as unpaid, and the postage due thereon is to be collected of the party to whom the letter is addressed."

"It is apparent that this construction is the only one which will effectively carry out the object of the law, which is to secure prepayment by stamps alone. Postmasters owe it, therefore, to their communities to keep a supply of postage stamps constantly on hand.

"There doubtless are cases where an individual finds it impossible to procure a stamp in season, the post office supply having been exhausted, it would seem to be a hard case to refuse to receive a letter under such circumstances. The law says, all domestic letters must be prepaid by stamps, and yet it would seem that the Department, in the above instructions, anticipates it will now and then be violated. There is seldom a good excuse for a postmaster being entirely out of postage stamps. If he fails to receive a supply from the Department as promptly as he expects, he could easily borrow of a neighboring office for a short time, or an individual having a surplus on hand."

[April 9, 1966]



Sent from New York on May 29, 1861 and addressed to Spartanburg, S.C., this cover could not be transmitted south because of the suspension of the Federal postal system in the South by Postmaster General Montgomery Blair's order of May 27, 1861.

The cover was sent to the Dead Letter Office, opened there and the sender's name and location determined and endorsed on the cover. It was then returned to the sender's post office who were asked to return it to the sender on June 23, 1861, with 3¢ postage due.

"North-South Mail Ends"

We hope all our readers read this article by Richard Graham in the November, 1963, *S.P.A. Journal.* In the article is a Montgomery Blair directive of May 27, 1862 which reads "All Postal Service in the State of----South Carolina will be suspended from and after the 31st instant. Letters for offices temporarily closed by the order will be sent to the Dead Letter Office."

The original order enumerated the states that had seceded, excepting Western Virginia.

For some years brother Hugh has had a "Dead Letter Office" cover in his collection which he never closely examined. It is postmarked New York May 29, 1861 and addressed to Bethuel Phelps Holkins, Spartanberg Court House, South Carolina. The letter was never forwarded but instead was sent to the Dead Letter Office on June 23rd, and later upon payment of "Due 3 cts" was returned to Emma Lee Holkins. Why wasn't the letter forwarded?

Another cover with the same use but a different D.L.O. postmark is shown on page 76.

The route to South Carolina by sea was closed by the attack on Fort Sumter. In May 1861 the Confederate Congress voted to move to Richmond, Virginia. Several days later, on May 23rd, Virginia voted to join the Confederacy.

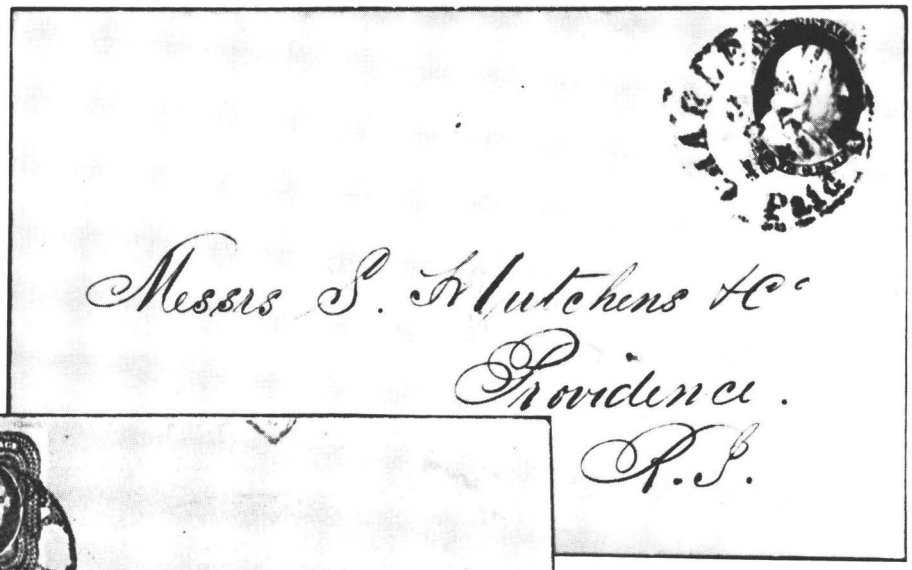
This letter would have probably travelled to Washington on its way south and would not have passed through prior to May 31st, hence it was not sent forward. Who can report other covers not forwarded prior to June 1, 1861?

[December 21, 1963]

At right: A 1¢ circular rate cover, prepaid by a 1¢ 1857 stamp, carried this "Mercury Prices Current" to Providence, R.I. from Charleston, S.C. in January, 1861. An Independent State usage.

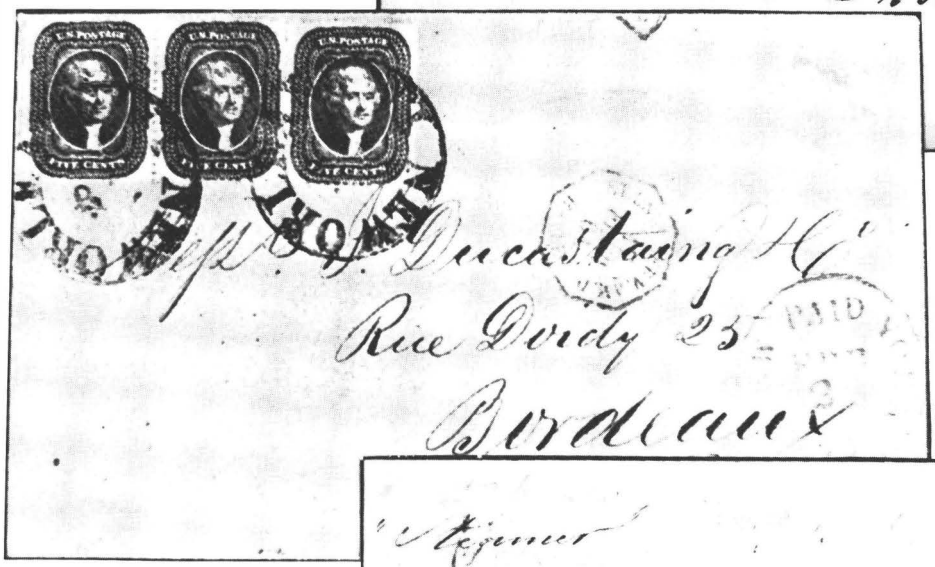
(Reduced)



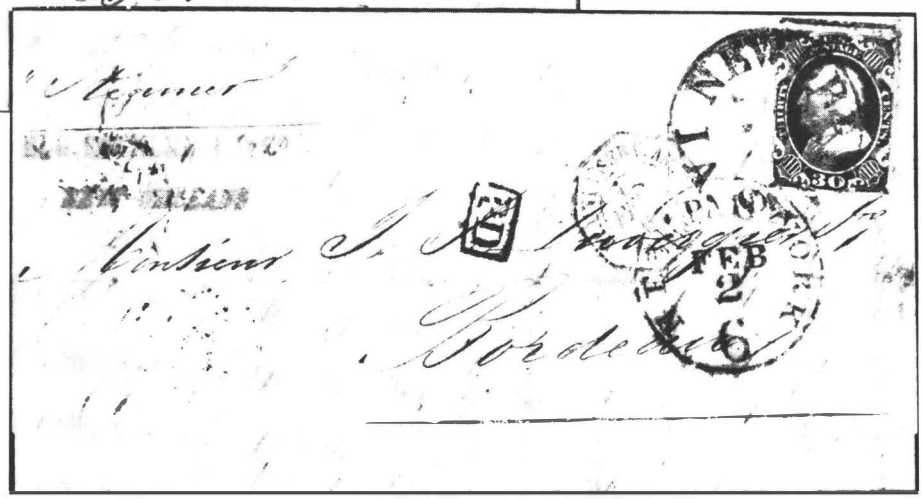


At left: A pair and single of the 5¢ type II deep orange brown stamp of 1861, prepaying the single rate to France via New York from New Orleans on Jan. 28, 1861.

This was during the period when Louisiana was an Independent State, Jan. 26 through Feb. 3, 1861.



At right: This cover to France, prepaid double rate by a 30¢ U.S. stamp of 1860, was mailed at New Orleans (possibly on Jan. 26, the day Louisiana seceded) and went by U.S.—French mails via New York prepaid to Bordeaux.



Use of United States Stamps By Independent States

An interesting collection can be made of covers used from ten of eleven Confederate states after they had seceded from the Union and before they joined the Confederacy. The eleventh state, Tennessee, seceded from the Union after June 1, 1861, the date when the Confederate postal system started. Beginning June 1, 1861, no U. S. postage stamps used on Southern mail were accepted in payment of the postage.

Since the relative scarcity of covers of independent states would depend upon the number of days the state remained independent, how long were these ten states independent? North Carolina seceded May 21 and joined the Confederacy on the same day, an independent state less than one day, Louisiana seceded Jan.

26, and joined the Confederacy nine days later, on February 4. Arkansas seceded May 6, and joined the Confederacy twelve days later, on May 18.

Most authorities consider Georgia as having seceded on January 18, 1861.

Georgia seceded January 19. It remained an independent state seventeen days, from January 19 to February 4, while Virginia remained independent twenty days, from April 17 to May 7. Alabama was independent twenty-four days, from January 11 to February 4.

Florida seceded January 10, and twenty-five days later joined the Confederacy, on February 4. Mississippi seceded January 9 and joined the Confederacy twenty-six days later on February 4. Texas seceded February 1, but was unable to reach the convention in time to be admitted February 4 and was finally admitted on March 6, thirty-four days after secession.

South Carolina was the first state to secede and the only state to secede in the year 1860. South Carolina was an independent state forty-six days, from December 20, 1860 to February 4, 1861.

Six states, as you can see from the foregoing: Alabama, Florida, Georgia, Louisiana, Mississippi and South Carolina were charter members of the Confederacy when it was organized on February 4. Jefferson Davis was elected president of the Confederacy on February 9, and was inaugurated on February 18th. Texas joined March 6, followed by Virginia on May 7, Arkansas on May 18, North Carolina on May 21st, and Tennessee on June 8, 1861.

[December 28, 1963]

A Correction

Thanks to Earl Antrim, we want to correct statements in two of our columns. In the second paragraph of the column of December 28, 1964, entitled "Use of United States Stamps By Independent States" our comment regarding the state of North Carolina was in error.

Earl Antrim says "North Carolina seceded May 21st but did not join the Confederacy until May 27. . .1959 Dietz *Confederate States Catalogue and Hand-Book*, page 46. This date was taken from a news item published in North Carolina on May 28, 1861, stating that North Carolina had been admitted to the Confederacy the day before. . .(May 27, 1861). Van Dyk Mac Bride, Co-Chairman of the Editorial Board, made the change with the knowledge of (Laurence) Shenfield, (Earl) Weatherly and myself."

This information necessitates a correction in the next to the last paragraph in the column of January 11th, 1964: "Use of U.S. Stamps by Confederate States." It should read "The shortest use was five days by North Carolina from May 27 to May 31."

[March 7, 1964]

A Correction of a Correction

My chemistry professor in college said, "Chem is try, try, try." Apparently, trying to report the correct facts about the date of North Carolina and the Confederacy is the same, as the following letter from A. Earl Weatherly of Greensboro, North Carolina reveals.

"I have read with interest the item in your column in *Stamps*, issue of March 7, captioned "A Correction." It related to the secession and admission dates of North Carolina pertaining to the Southern Confederacy. I regret to advise that an error still exists.

"If you will turn to page 251 in the 1959 Dietz Handbook, you will find a table that shows that North Carolina seceded on May 20, 1861, and joined the Confederacy May 27, 1861. These dates are correct and are confirmed by original newspapers still on file in North Carolina and by original documents and broadsides and in histories written by qualified historians.

"Now turn to page 46 and observe that dates given are: Secession, May 21,

1861, and admission, May 27, 1861. So there was an oversight in not changing the date of Secession to May 20, 1861 (on page 46) thus causing the trouble in this instance.

"May 21 covers are really last day covers, and have been since the Convention held in Raleigh, North Carolina, on May 20, 1861, at which time the Ordinance of Secession was passed and the State seceded immediately thereafter on the same day.

"Why would it not be a good idea for each possessor of the 1959 (Dietz) Handbook to turn to page 46 and change the Secession date from May 21 to May 20, 1861?"

I did, why don't you? Our thanks to Earl Weatherly for his comments and interest in keeping the records straight.

[May 16, 1964]

Use of U. S. Stamps by Confederate States

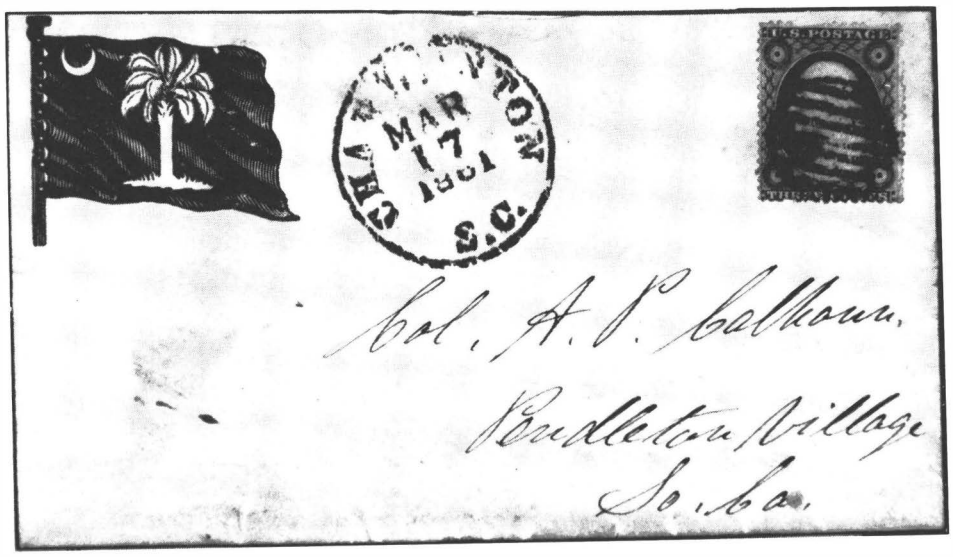
Mail communication between the North and the South continued after the formation of the Confederacy, February 4, 1861. The *Louisville Daily Journal* of May 25th commented:

"Postmaster General Blair receives a huge number of protests from the Free States against his course in continuing to carry the mails in the Seceded States, but for many excellent reasons, he does not suspend them, except in case of interference by the Rebels.

"One important reason is the Government makes good use of the Southern mails to gain information it needs.

"Few people know, or ever will know, how much valuable information came from the rebellious states through the mails to the War Department. In many cases, such letters have been opened, but then they were written with such an expectation, and their language such as to insure their transmission. Yet the facts embodied in the letters were understood here and raked out from beneath the load of violent secession language. The language was a mere cover to certain facts.

"Another reason why the mails have not been discontinued is the dislike of the government to embarrass the really loyal man in the slave states, for there are



A U.S. 3¢ 1857 stamp on a "Palmetto Flag" South Carolina patriotic design, used from Charleston March 17, 1861, after South Carolina joined the Confederacy. The flag is printed in blue on a white envelope, and a note on the flap gives Sullivan's Island as the origin.

many such at this day in all the Seceded States unless we except South Carolina."

However, on June 1 the Journal reported: "By order of the Postmaster General, all letters intended for Seceding States (except Tennessee and West Virginia) will hereafter be sent to the Dead Letter Office. Letters for Post Offices in West Virginia will be forwarded for distribution." This resulted from an order issued May 31, 1861, that all mail communication with the Confederacy be stopped. At this time all the post offices in the South were notified to return their stamps, stamped envelopes, and money for stamps to the Post Office Department in Washington. A few postmasters complied. After the conclusion of the war, the government attempted to find those postmasters who still had open accounts and collect them.

Actually, the order was issued May 27, 1861, to become effective May 31st. However, most of the larger offices evidently started holding up northern mails directed to the seceded states as early as May 28, 1861.

The period of time which the various Confederate states used U. S. postage stamps officially varied with the time they joined the Confederacy.

The shortest use was ten days by North Carolina, from May 21 to May 31; twenty-three days from Arkansas, from May 9 to May 31; and twenty-five days for Virginia, from May 7 to May 31. Texas used these stamps legally eighty-six days, from March 6 to May 31.

South Carolina, Mississippi, Florida, Alabama, Georgia, and Louisiana all used the stamps legally for 116 days, from February 4, the date of the formation of the Confederacy, to May 31, 1861.

[January 11, 1964]

Dr. John Riddell And The New Orleans Post Office

Some of the postmasters who were appointed prior to the war continued in their posts in the Southern states after the formation of the Confederacy. Dr. John Riddell, the postmaster at New Orleans, was appointed in August 1860, and continued under the Confederacy until 1862, when the Union forces again occupied New Orleans and the post office came under federal government control.

Dr. Riddell is one of the few Southern postmasters who settled his accounts with Washington. He explained his action in a letter to Major General B. F. Butler, who occupied New Orleans on May 1, 1862, attempting to continue his service as postmaster. The letter written May 3rd explains:

Although this quotes the same letter of former New Orleans Postmaster Riddell as the part given on page 221, it was apparently taken from a different source. This still does not quote the letter in full as given in Huber and Wagner's "The Great Mail," pages 151-3 (American Philatelic Society, State College, Pa., 1949).

"I was appointed postmaster of New Orleans in August 1860 by President Buchanan. I found myself in charge of the office when the Confederates took possession June 1, 1861. They shortly afterwards appointed J. M. Reed, postmaster, who was not confirmed. After six weeks, they appointed and confirmed Lionel Berthe as New Orleans Postmaster, but he failed to take possession of the office. I have never formally resigned the U. S. appointment. I have sent my last account to the Post Office at Washington on the 27th day of August 1861. If I remember right, the Department gave me great credit for a satisfactory settlement, I having paid drafts for the Department in final liquidation as late as the middle of August, amounting to near $150,000 after the seizure of the mint on January, 1861. . .

"I have kept so far in safety some twelve or fourteen thousand dollars worth of U. S. postage stamps and stamped envelopes, and I would ask you if practicable to point out some opportunity for their return to the Post Office Department, Washington City, as they are all of the old and, as I understand, repudiated pattern and therefore useless, except as vouchers or perhaps you may think it preferable to have them enumerated and destroyed by commission of your own appointing."

Dr. Riddell's letter was too late. Actually, John M. Parker, who had served as postmaster to the expedition at Ship Island, had already been appointed on May 2nd to serve as acting postmaster at New Orleans. He received the permanent Federal appointment February 10, 1863.

[January 18. 1964]

U. S. Stamps Used by Independent States in the Confederacy Prior to May 31, 1861

Zaven M. Seron, M.D. of Santa Paula, California, writes that he found a 24¢ 1857 off cover cancelled with a Mobile, Alabama, February 19, 1861. He writes "Alabama seceded January 11, 1861 and was admitted to the Confederacy February 4, 1861, which places this copy in a category of the U. S. stamp used in seceded states, in this case, Alabama.

"The use of a 24¢ 1857 from a Confederate state must be unusual. It probably franked a piece of foreign mail (true, a letter to England). I wonder if any of your readers can furnish further information on this item, or is it unique?"

Perhaps some of the readers of this column know of tabulations of the use of the 24¢ or 30¢ on independent state covers, or covers used from the Confederacy prior to May 31, 1861. Certainly, covers bearing 10¢, 12¢, 24¢, or 30¢ stamps of this nature must be rather limited in number and it would be interesting to either discover a listing already in existence or create a listing with the help of our readers.

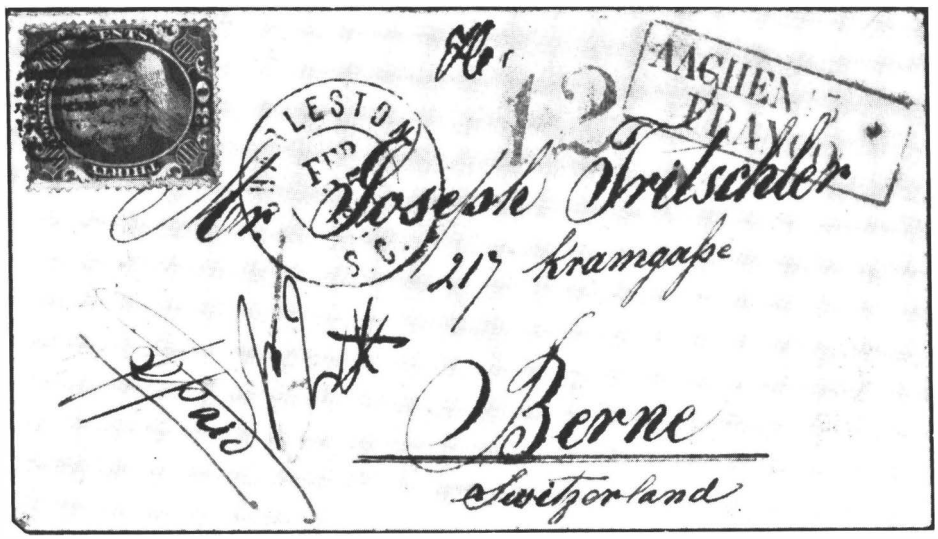
Louisiana seceded on Jan. 26, 1861 and was admitted to the Confederacy on February 4th.

Your editors will start the list off with the use of a 30¢ 1857 on a New Orleans cover dated March 8th, 1861 addressed to Bordeaux, France.

[July 1, 1967]

From Charleston, S.C. by Prussian Closed Mail to Switzerland, Feb. 25, 1861, after South Carolina joined the Confederacy.

The 30¢ U.S. stamp of 1860 prepaid the postage only to Prussia, this being optional, and the postage from there to Switzerland was collect. The fully prepaid rate by P.C.M. at that time was 35¢.



Independent State or Confederate Usage

Our column of 1, July 1967 stated that we were starting a listing of Independent State or Confederate usages of 1857 stamps other than the common 3¢ 1857.

Some of our readers were moved to write, several being quite active in the Confederate Stamp Alliance. One member invited us to join not knowing we had previously taken all the solemn oaths and paid our dues.

M. Clinton McGee of University, Alabama, tells of a letter in his collection which originated in New York City but was carried outside the mail and posted 31, March 1861 at New Orleans. It bore a 10¢ 1857 Type III stamp and the instructions "Per Tennessee via N. Orleans & Vera Cruz."

Earl Antrim of Nampa, Idaho writes that in his library, which was purchased by the New England Stamp Company, were records of uses both before and after

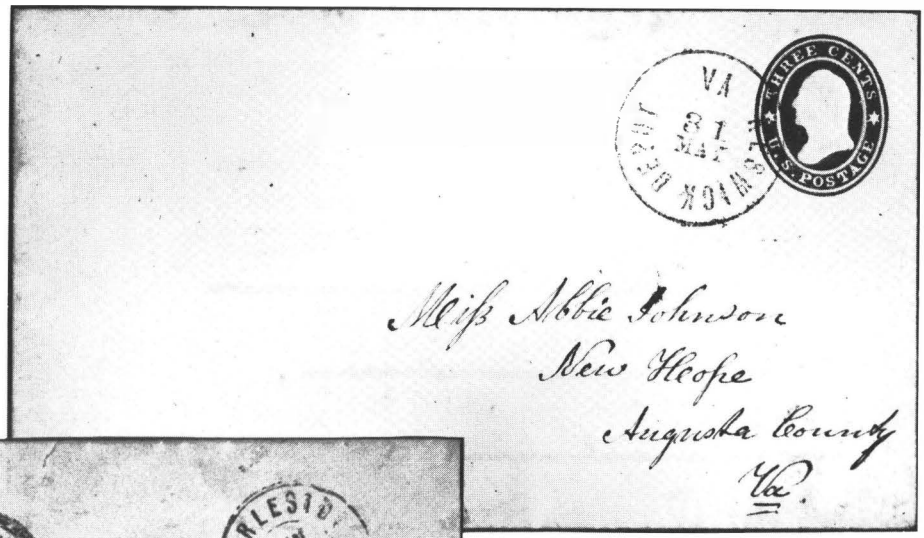
4, February 1861 (the birth date of the Confederacy) of all denominations of the 1857 issue except the 90¢.

If the fine people at the New England Stamp Company would care to share this record with us, we will be glad to report its contents and add to our lists.

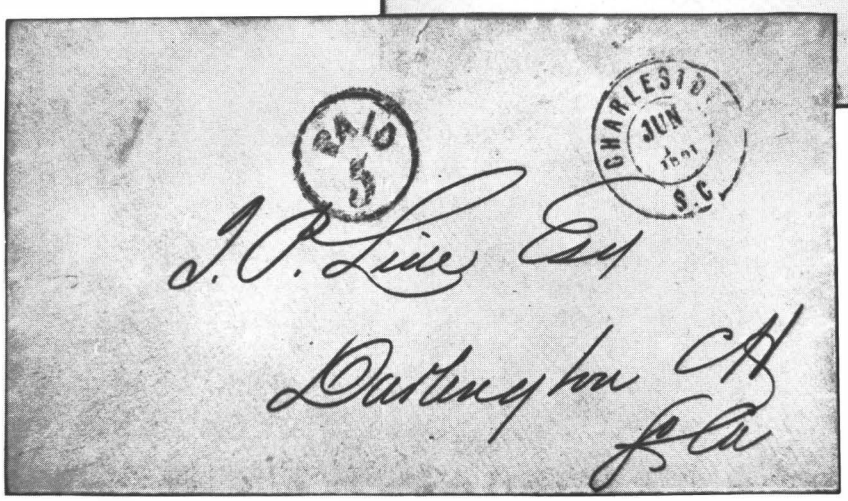
J. V. Nielsen, Jr., of Charleston, S. C. reports an off-cover copy of the 12¢ 1857 postmarked 2, April 1861, Mobile, Alabama; also, a 30¢ cover postmarked 1st January 1861, Charleston, S. C. addressed to Charles A. Pringle, Berlin, Prussia.

If you have procrastinated and put this aside for future research, let's get at it. We will continue to report. Thanks to those who have reported.

[September 2, 1967]



At right: The last day of operation of the U.S. postal service in the Confederacy, May 31, 1861! A U.S. 3¢ star die envelope sent from Keswick Depot, Va. to New Hope, Va. on that date. The Confederacy took over the mail system the next day.



At left: The first day of Confederate Postal service. "Paid 5" at Charleston, S.C., June 1, 1861, on a letter to Darlington C.H., S.C.

The marking is traced, below.





Directed to Breslau, Prussia by Prussian Closed Mail, from Donaldsville, La. on June 6, 1861, after the Confederacy had taken over their mail system, these three 10¢ 1857 stamps were intended to pay the postage to Prussia. However, the cover was sent to Louisville, where the stamps were marked "SOUTHERN LETTER/UNPAID," the Confederate "10" was obliterated, and the cover sent on as unpaid via New York and Prussian Closed Mails to destination with 30¢ due. The large "6" in green, and the other manuscript markings are due markings of the Prussian post office.

Independent State or Confederate Usage III

Our column of 2nd September 1967 asked for reports of more uses. In the interim one of your editors visited Bill Bogg at the New England Stamp Company in Boston and reviewed Earl Antrim's records. Earl Kaplan, H.P. McNeal, David Kohn, and M.L. Neinken have added to our listings.

The following is our report as of October 15, 1967.

	Independent State
1¢ Single	Apalachicola, Fla. 1/12, 1/19, 2/2
	Mobile, Ala. 1/12, 1/26
	Montgomery, Ala. 1/30
	Natchez, Miss. 1/10
1¢ Strip of 3	Montgomery, Ala. 1/30
	Savannah, Ga. 1/18
5¢ Strip of 3	New Orleans, La. 1/28 to Bordeaux
5¢ and 10¢	New Orleans, La. 2/2 to Roulliac, France
24¢ Single	Charleston, S.C. 1/23 to England
30¢ Single	Charleston, S.C. 1/1 to Berlin
	Confederate Uses
1¢ Single	Mobile, Ala. 4/27
	Canton, Miss. 5/8
	La Grange, Texas?
	Lexington, Va. 5/27 Patriotic
	Sumter, S. C. 4/11
	Charleston, S. C. 4/1
1¢ Single plus 3¢	New Orleans, La. 3/?
1¢ Strip of 3	Lexington, Va. ? (7 star patriotic)
	Sumter, S. C. 4/21
	New Orleans, La. 3/24
	Arcadia, La. 3/10
	Cotilla, La. 5/30
	Enterprise, Miss. 2/9
	Montgomery, Ala. 3/3, 3/31
	Spiers Turnout, Ga. 3/29
	Columbia, S. C. 5/24
	Jackson, Miss. 4/1
5¢ Strip of 3	New Orleans, La. 2/9, 3/? to France
5¢ Single	Atlanta, Ga. 4/12 to Georgia
	New Orleans, La. 3/8 to Spain
	New Orleans, La. 2/6, 2/16
5¢+10¢ Pair	New Iberia, La. 2/5 to England
10¢	New Orleans, La. 3/31 to Mexico
12¢	Mobile, Ala. 4/2 off cover
24¢	Off Cover 2/11, 3/19
Single	Charleston, S. C. 5/11 to London
30¢	Off Cover 4/20
Single	New Orleans, La. 3/8 to Bordeaux
30¢+5¢ II	Charleston, S. C. 2/25 to Switzerland

No 3¢ stamped covers or government envelopes uses have been tabulated being considered too numerous.

[November 25, 1967]

Civil War Soldiers' Letters

Richard B. Graham,
Guest Editor

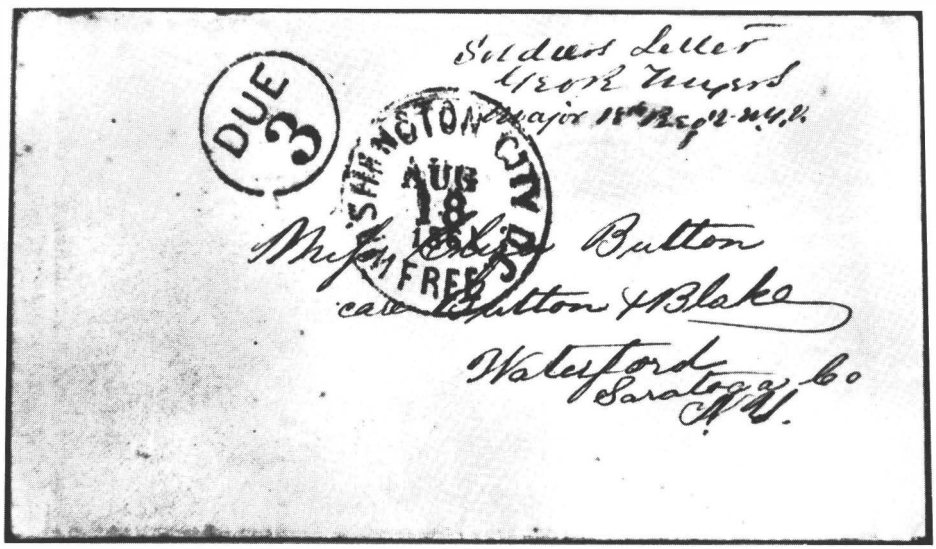
Although relatively common, Civil War soldiers' letters are often confused with the more exotic censored and franked covers of that period. By the term "soldiers' letters" we mean a class of unpaid domestic mail complying with certain postal regulations so that letters could be sent unpaid and due upon delivery. Under the postal laws existing when the Civil War started, postage of all domestic letters was to be prepaid by stamps. This requirement was soon found to be a considerable burden upon the volunteer soldiers away from home for the first time, who could often neither procure stamps nor have money to buy them, if available.

On July 22, 1861, Congress passed an act that "all letters written by soldiers in the service of the United States may be transmitted through the mails without prepayment of postage, under such regulations as the Post Office Department may provide, the postage thereon to be paid by the recipients." An exact copy of the regulations has not yet been seen. From subsequent regulations and current newspaper announcements, it appears that the following requirements were made to qualifiy a letter as a due soldier's letter: (1) Such letters were to bear the legend "Soldier's letter", together with the name of the soldier's unit. (2) The major of the regiment (or other unit) was to sign his name and rank on the cover front, thus *certifying* the letter to be as claimed. (3) The privilege did not apply to commissioned officers.

From the foregoing, then, a hypothetical soldier's letter certification might read (in four lines): Soldier's Letter/(Signed)/John Jones/Major, 25th N.H.V.I. (New Hampshire Volunteer Infantry).

The Army of the Potomac under McClellan had a setup whereby chaplains were often designated to be regimental postmasters and were also delegated the job of certifying all the unpaid letters of the regiment. Later the postal regulations were apparently somewhat liberalized to include chaplains, surgeons and other officer grades as acceptable.

The provision of the regulations barring officers' letters from the privilege was often ignored. A letter bearing the following certification of an Iowa major,



An early use of the certified soldiers' letter process to send mail collect. The signature is that of Geo. R. Myers, major, 18th reg't, N.Y. V(olunteers). and the Washington, D.C. post office mistakenly used a "free" c.d.s. of Aug. 18, 1861, along with a "Due/3" when the letter was mailed.

The earliest announcement of the collect mail privilege for soldiers was about August 1, 1861.

(the letter being addressed to his wife) explains why:

"I certify this to be a soldier's letter who has nary stamp and can't procure one for love or money." The letter was apparently accepted without question.

The signatures on soldier's letters do not indicate censorship, as none was involved. Neither are these covers franks, as the signature did not serve in lieu of postage; that was still due at destination.

[January 2, 1965]

"Soldier's Letter" and "Held For Postage"

Richard B. Graham,
Guest Editor

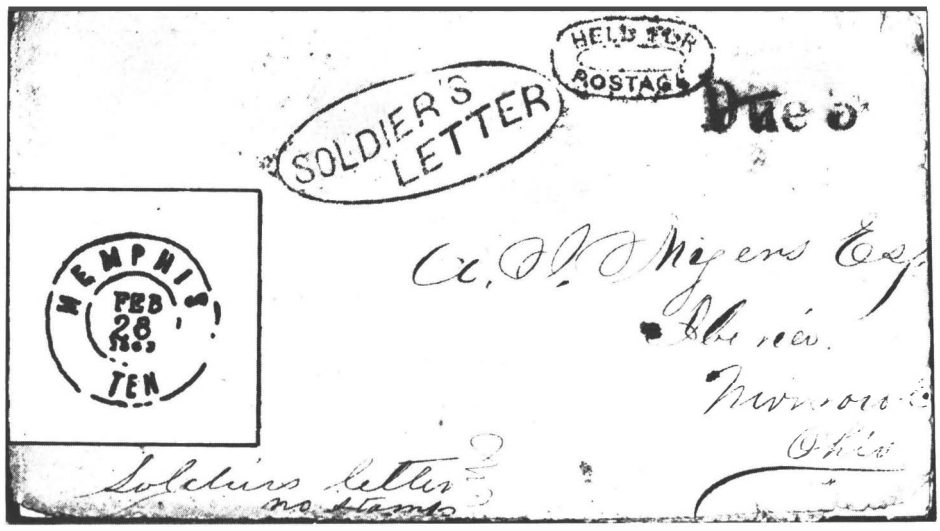


The marking illustrated is one of the "mystery" markings of the Civil War era. The status of the postal classification "Soldier's Letter" has been explained previously in this colum (*Stamps*, 2 January 1965) as an exception to the requirement that all domestic mails of the early Civil War era must be prepaid. Letters properly endorsed by a specified officer could be sent unpaid with ordinary postage due at destination.

None of the covers upon which the above marking appears bear any "soldier's letter" certification and signature of a regimental officer. Many of the covers bear additional "Held for postage" markings. All that have been seen by the writer, and which have contents, have been identified as having originated with Federal troops in the area of western Tennessee. Also, those covers containing letters and which have backstamps had been delayed in transit for some time, often three or four months. The backstamps of three different towns have been found upon various covers with this oval Soldier's Letter marking: Nashville (most common) and Memphis, Tennessee and also Washington, D. C. The latter marking is not always found as a backstamp. A few covers have been seen with the Washington marking upon the face.

See article in "Chronicles" Nos. 116 and 117, November, 1982 and February, 1983, reviewing the Civil War Soldiers' and Naval Letter usages

The date of usage of the marking was evidently the latter half of 1862 and first half of 1863. Of course, Memphis and Nashville had been occupied by Federal forces at this time, the town remaining in Northern hands throughout the remainder of the war.



Mailed in the West, probably in Tennessee by a Union soldier, who endorsed the cover "Soldier's Letter/No stamps," but failed to get an officer to provide a certifying signature, this cover was marked "Held For Postage" by the Memphis post office in Feb., 1863 and eventually sent to the Dead Letter Office. There, the letter was marked "Soldier's Letter" and "Due 3" and sent, collect, to the addressee.

This writer believes that the large oval Soldier's Letter marking was applied upon letters originating with soldiers, but not being properly certified, were first destined for the dead letter office. Later, their nature becoming obvious, they were placed in the mails with the marking and postage due, just as was done with properly certified soldier's letters. More evidence in the nature of records of covers with this marking and enclosed letters or penciled notes giving date or location of origin, etc. is needed.

Such reports should also include date, town and color of any postmark, and description of any "Held for Postage" markings. Addresses would also be of some use; nearly all the covers seen by the writer with the marking have been directed to Ohio, Indiana, Illinois, etc., including the covers with Washington markings.

Such information may be sent to Richard B. Graham, 259 E. Dominion Blvd., Columbus, Ohio 43214.

[January 29, 1966]

Civil War Naval Letters
Richard B. Graham,
Guest Editor

In the Jan. 2, 1965, column this writer discussed the Civil War soldier's letter, an official classification of mail under the regulations of the Post Office Department. In his annual report for 1861, P.M.G. Montgomery Blair noted that the privilege did not apply to the Navy and Marines, and recommended that such be done. Congress promptly on Jan. 21, 1862, enacted that "the provisions of the act of July 22, 1861, authorizing soldiers to send through the mails of the United States letters without prepayment of postage, is hereby extended to the sailors and marines in the actual service of the United States under such regulations as the Post Office Department shall provide, the postage thereon to be paid by the recipients..."

The regulations governing soldier's letters have not been seen as published by the P. O. D., but the 1862 *Naval Register* quotes the above act and contains the following regulations:

Post Office Department
Appointment Office
February 8, 1862

Under the act of Congress, approved January 21, 1862, sailors and marines in the actual service of the United States have the same privilege with soldiers of sending letters without prepayment of postage.

All postmasters are instructed to mail without prepayment of postage all such letters when certified as follows: The envelope must bear the certificate "Naval Letter" signed by the commanding officer or lieutenant on board the vessel, with the name of the vessel. Thus:

NAVAL LETTER
Richard Roe, 1st Lieutenant
U.S. Gunboat Kanawha

To John Smith
New York

The title "1st Lieutenant" was synonymous with "Ex(ecutive) Officer," which was often used.

This privilege does not extend to commissioned officers.

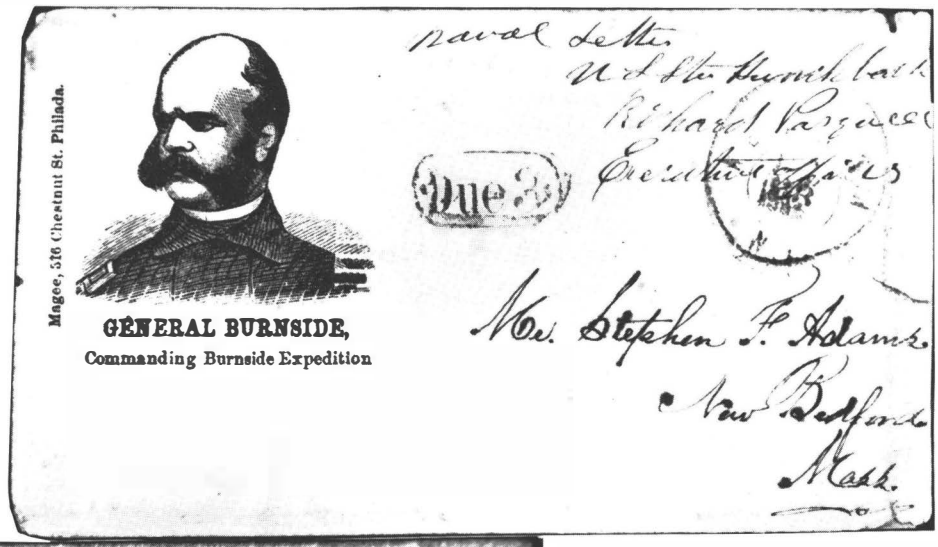
All such certified letters must be rated with postage at the mailing office, to be collected at the office of delivery. Letters addressed to such sailors and marines must be prepaid as before.

John A. Kasson
First Assistant Postmaster General

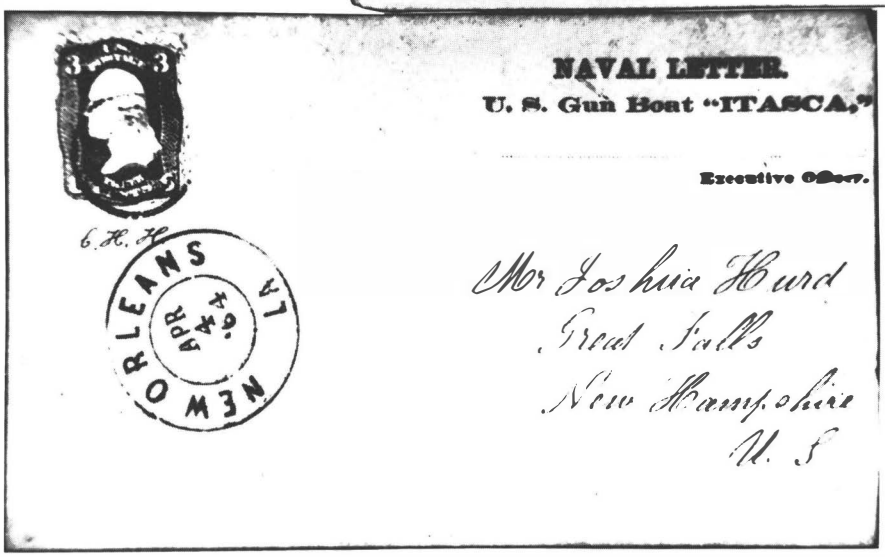
These regulations apparently parallel the Soldier's Letter Regulations. As with Soldier's Letters, Naval Letters are often confused with censored covers. Even in 1861, the first lieutenant of a warship was usually designated as "Executive Officer" and the signature with "Ex Officer" could and often has been taken to mean "Examining Officer".

While Soldier's Letters are relatively common, properly certified Naval Letters of the Civil War period are scarce.

[February 13, 1965]



At right: A certified Naval Letter, sent from the U.S.S. "Hunchback," at New Berne, N.C. in 1863. The "Hunchback" was a converted ferry boat, armed to prevent blockade running in the shallow Carolina sounds.



At left: A printed Naval Letter legend, but sent by an officer and prepaid by a stamp. The letter was mailed from New Orleans on April 4, 1864, the U.S.S. "Itasca" then blockading Mobile.

Officers were not given the certified Naval letter collect mail privilege in the Civil War.

* * * * * * * * * * * *

The following is reprinted from the *United States Mail and Post Office Assistant,* August, 1861.

"Heretofore all the Government postage stamps have been manufactured at Philadelphia, by Messrs Toppan, Carpenter and Company, who have, it is understood, executed their contract with a degree of promptness and fidelity which was originally guaranteed by the high character and standing of that well-known house. The old contract having expired, proposals were called for by the Postmaster General for the new one, and it has been awarded to the National Bank Note Company of this city; the leading members of the company are Messrs R. S. Oakley, J. McDonough, W. D. Nichols, G. H. Danforth, Filch Shepard, and Lloyd Glover.

"New dies have been prepared for all the different denominations of stamps; differing somewhat from the old styles, and presenting a marked improvement in coloring — the distinctness of the rate of each, and in some other respects. We have no doubt that the public will be well pleased with the new issue. They are now being distributed among postmasters.

"The stamps are hereafter to be manufactured in the new substantial fire-proof edifice at the corner of Nassau and Pine Street, known as Dunkin and Sherman's Building. The machinery is all new, and the most costly and approved description, and everything is in perfect keeping with the importance and magnitude of the undertaking.

"It is calculated there will be about 200 million stamps used during the coming year from August 1, 1861.

"During the year 1860, there were delivered to the P.O. Department 223,867,-270 stamps, viz: 1-cent, 55,979,385; 3-cent, 160,592,600; 5-cent, 618,180; 10-cent, 4,438,750; 12-cent, 1,616,875; 24-cent, 423,500; 30-cent, 179,820; 90-cent 18,160.

"The twenty-four cent stamps were not issued until within the second quarter, and the thirty cent and ninety cent in the third quarter of the year.

"The number issued during the two expired quarters of this year is first quarter, 57,621,799 - second quarter, 47,310,959 - ending first of July 1861.

"The average increase for a number of years passed has been about 19 million per year.

"The new stamps differ materially from the old ones in design, and they are uniform, in having the value of the stamp designated in figures in each of the upper corners, and the letters U S in the lower corners in addition to U S Postage, three cents, etc. The one cent stamp represents a profile bust of Franklin, and the three cent a profile bust of Washington. The five cent has the head of Jefferson, the ten, twelve, and twenty-four cent, the head of Washington, the thirty cent, the bust of Franklin, and the ninety cent is distinguished by Trumbull's head of Washington."

[March 19, 1966]

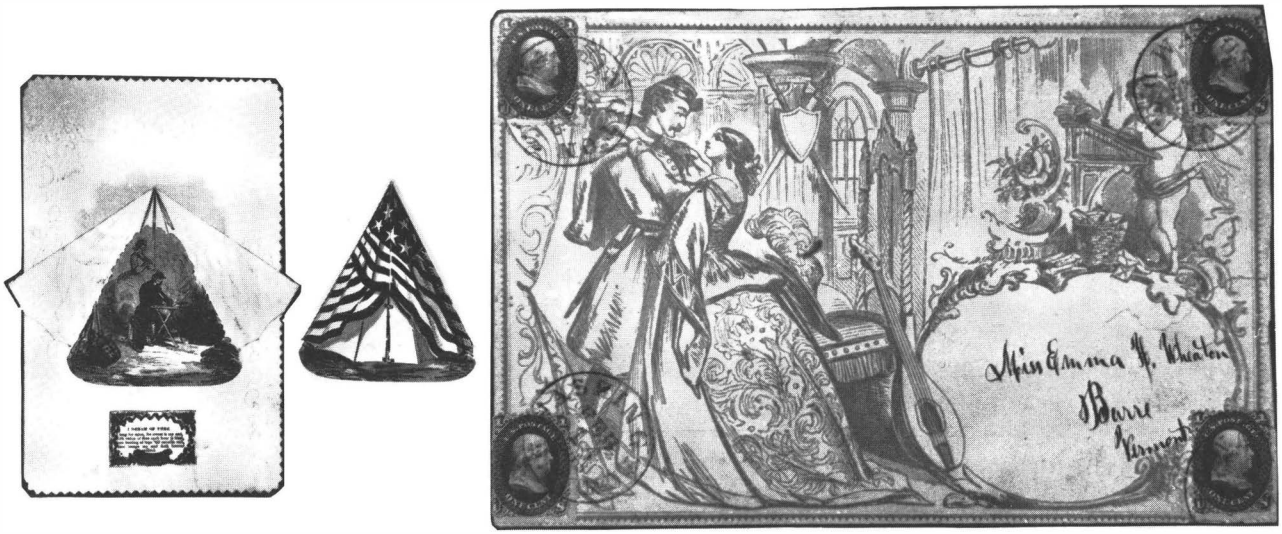
The 1¢ of the 1861 Issue

In a series of columns to follow we will picture the stamps of the 1861 issue and give related information.

The 1¢ value, not only being the first in order, was also actually the first value known used. Stamps off cover record the date of August 17th, while the earliest used on cover now recorded is August 21st, 1861.

The 1¢ stamp was illustrated with the column of March 13, 1965. See page 241. Also see article by Clifford Friend in "Chronicle" No. 82 (May, 1974) concerning the earliest known use of the 3¢.

In searching our clipping file for articles on the 1¢ stamp, very few articles were found. The most extensive group of articles were by E. Tudor Gross of Providence, Rhode Island, who, at the 1922 A.P.S. convention (Springfield, Mass.) was encouraged by Daniel Hammatt, a former Topeka (Kansas) collector, to form a specialized 1¢ collection. He reported interesting findings in *Mekeel's Weekly Stamp News* beginning April 21st and continuing through November



A Civil War patriotic valentine, the "Soldier's Farewell," with content, prepaid from Washington, D.C. in February, 1863 to Vermont. With three 1¢ 1861 stamps for postage to Vermont, another 1¢ was added in the remaining corner to pay the carrier fee to the Washington post office. The envelope is printed in gold and the content, in many colors, has a tent of stars and stripes in red and blue. Through its opened flaps, a soldier can be seen sitting at a table writing a letter.

24, 1941. Another article on carrier use appeared in March 27, 1943.

In all the years George Sloane wrote, not one column appeared on the 1¢ 1861. Calvin Christian reported on the die impressions in the August 3, 1957, issue of *Stamps*.

E. Tudor Gross raised the question: "Why is this stamp so hard to secure in fine to superb condition when supposedly 138 million copies were issued without grill from August 1861 to 1867?" This question could undoubtedly be asked about every value of the 1861 issue, as well as the preceding 1857 issue. Since the common cause of poor condition is poor-centering between perforations, a future column will be devoted to this subject.

E. Tudor Gross reported that in his search for superb used and unused copies of this stamp from dealers' approvals and accumulations, the percentage of superb copies was extremely small. He specifically referred to a lot of 1400 which provided twenty first-class copies, of which only twelve could be rated as superb.

He further observed that by 1861 envelopes had just come into general use and, unlike the folded letter bearing the address and stamp, were thrown away even though the contents of the letter might be saved.

Most of the use of 1¢ stamps was as a single stamp on drop-letters or on circulars, not in multiples of three to pay the first class letter rates, and therefore more liable to be consigned to the waste basket. This is another reason for the scarcity of superb 1¢ 1861's.

[February 20, 1965]

The 1¢ 1861 Earliest Use

This column for March 13, 1965, mentioned the earliest recorded use of the 1¢ 1861 as August 17, 1861. Warren DuBois, a Los Angeles dealer, found the stamp in a small collection in 1938.

The newspapers reported the find widely, including a very inflated $50,000 estimated value. The impression of the handstamp is very clear, making the date and year beyond question.

This stamp was exhibited at the Treasure Island Golden Gate 1939 International Exhibition. My thanks to Warren Dubois, who retired as a dealer in 1948, for the information. Anyone aspiring to own this stamp may obtain it from Mr. Dubois at a considerable discount from the estimated value previously quoted.

[June 19, 1965]



From a card from Mr. Dubois, showing the stamp, now owned by another collector.

The 1¢ 1861 Stamp

Previous columns have discussed various interesting subjects about this stamp (Scott's No. 63) or uses of it. This column will enumerate some statistics about the stamp itself.

At this writing the earliest recorded use is an off cover stamp cancelled in Baltimore with the date of August 17, 1861, while the earliest use on a cover is August 21, 1861.

This was the first issue of stamps to be printed by the National Bank Note Company of Philadelphia, therefore the plate numbers of the plates used to print it start with one for the essays. These essays are listed in Scott's catalogue as the "August" issue.

The 1¢ stamps, including the grilled issues, were printed from Plates 9, 10, 22, 25 and 27. It is estimated that about 138 million stamps without grill and an additional 7 million with grill were printed. The 1¢ stamp is known with 11x14 mm "Z" grill, the 11x13mm "E" grill and 9x13mm "F" grill.

Stamps from Plate 9 can be found with a dot in the upper portion of the left side of the "U" in the lower left corner. Other varieties include double transfers, copies printed on both sides of paper, and a pair imperforate vertically.

The color varies from a very pale blue to the beautiful dark blue and indigo shades. The indigo and ultramarine shades appear to be the hardest to find.

Only a dash of color under the extreme right top of the ornament at the right of the left figure "1" distinguishes this design from the original design known as the "August".



The 1¢ stamp design as issued.

Note: Although the original column showed a used stamp, here a card proof has been used to illustrate the design.

See next page.

[March 13, 1965]

Notes From A 1¢ 1861 Collection

By Gerald B. Smith, M.D.
Guest Editor

There is not a great deal of reference material in the literature, the main sources being the books by Luff and Brookman, Scott's specialized catalog and an article which appeared in *Mekeel's*, which probably was the most extensive description we have ever had.

The shades are numerous and interesting. It seems impossible to assign the different colors to determined years. The colors vary in depth and the shades run from one into another.

The stamps were printed from five plates; Nos. 9 and 10 which were probably made together before the stamps were printed and three other plates; Nos. 22, 25, and 27, which were evidently made at intervals as needed. Plate varieties do not seem to be numerous. There was an imprint at the top, at one side and at the bottom of each pane, but the plate number was shown at the bottom only. The imprints at the side and top differ from the imprint at the bottom. Sheet or plate numbers may be obtained, but they are rare.

The plates were seemingly laid out and rocked from either top to bottom or bottom to top for each vertical row. Some plates show two dots on top row copies and one dot on bottom row copies and two dots at the extreme right hand side, opposite each stamp. Other plates were apparently made in the opposite manner, that is, they were entered from the bottom to the top instead of from the top to the bottom, the dot arrangement being the opposite of that first mentioned.

Double transfers exist, but are very minor, except for one from the top row of one of the plates. It shows several semicircular marks above the stamps, which may be part of a double transfer or may be due to some other cause.

The well known dot in "U" seemingly occurred only on the two earliest plates or possibly only one of them. It is undoubtedly due to a tiny bit of something adhering to the transfer roll. This dot must have been in one of four places. (1).

On the original die, but against this is the fact that the dot is not always in the same position. It is seen in a high, medium, or low position. (2). On the transfer roll itself. This seems improbable because of the varying location of the dot. (3). On a pointer on an arm attached to the transfer roll so that the point was placed in the dot to the left (of the finished stamp) or at the right on the plate itself. This theory only might account for the slight variation in the position of the dot. (4). On the plate itself as a guide dot for entering the impression for the transfer roll. Perhaps this is the most likely explanation, but even this is not entirely satisfactory. Any further ideas anyone has on this would be appreciated.

In examination of over 3,000 copies, the dot in "U" ran about 240 per 3,000 copies examined. Examining 100 stamps in the original pane, the following information was recorded: only eight stamps were perfectly centered or nearly so, only twelve centered so that the perfs did not touch but were off center; while the perfs cut in on one side on seventy-one, and on both sides on nine stamps.

[May 29, 1965]

Observations of the First and Second Dies of the 1¢ 1861 Stamp
By C.W. "Bert" Christian
Guest Editor



The Die Essay.

Two of our early students of the 1861 issue, John Luff and Clarence Brazer, indicated in their writings that the original dies of this series did not prove completely satisfactory. Improvements are very apparent in the second state of some of the dies and, whether "ordered" or voluntarily executed by the engravers, go far beyond the changes listed in the catalogs.

A comparison of enlarged photos of the original Die Essay and the accepted Die Proof of the one cent value reveals that numerous refinements were made before the final plate proofs were released. These finished plates undoubtedly produced more clearly defined stamp impressions and a study of the reworked die proof would seem to indicate this was the intention.

The Scott-listed identification for the "Second Design" is the most prominent and easily found added dash of color. In addition to this a second but less prominent dash of color appears to the left and within the same oval surrounding the vignette. Also within the oval but under the upper right foliage will be found two even stronger added color lines. In the issued stamp these two lines nearly blend into the outer line of the oval and are difficult to find unless a sharply printed copy is available.

This same outer line shows evidence of rework in that it reproduces clearly even when blown up by photo as much as 8 x 10. The reverse is true in the case of the "Premiere" state of the die.



The accepted Die Proof.

Some of the curving hair lines have been made longer and others have been strengthened. The lip lines of the portrait have been sharpened and the cross-hatching in the background of the numerals and the letters "U" and "S" has been increased. Some of the existing vertical lines have been continued and a few new lines added. A general overall improvement in the lathe work surrounding the portrait is apparent, indicating a further attempt by the National Bank Note Company to improve the "samples" of their work.

Both states of the die were made into plate form and from each plate impressions were taken, both on card and on India paper. Though some of the sharpness of detail is lost between die and plate impressions a comparison of the card prints and the India prints, with the aid of a ten-power glass, will point up most of the major refinements.

[May 27, 1967]

The 1¢ 1861 Ultramarine

This stamp is cataloged with a color variety (63a, ultramarine). This subcolor can be found mentioned by Luff. Several individuals interested in color have been searching for a 1¢ stamp of this color. Can anyone furnish me with copies or a copy of a 1¢ 1861 stamp in the ultramarine shade?

The National Bank Note Company printed the 1¢ 1870 stamp in the ultramarine shade; the 1¢ 1873 Continental stamp and the 4¢ Columbian are also so listed.

There seems to be considerable question as to whether the 1¢ stamp exists in the ultramarine shade.

[June 19, 1965]

Some Comments About The 1¢ Ultramarine 1861

All copies of the 1¢ 1861 signed by authorities as being ultramarine matched, when viewed under a "north light" lamp. In the 58th edition of Scott's we find the listing:

#87	1¢	Ultramarine	35	6
#88	1¢	Blue	45	6
#89	1¢	Dark Blue	1.00	10

Ideas have changed since 1898. The ultramarine is not now rated as the most common shade unused, but is as common as any other shade in used condition. The ultramarine must have been in fairly good supply to be classified as seen above.

The problem arises: do we describe stamps by the hue or shade, or by the materials used in the ink? Lapis lazuli is a semi-precious blue mineral. Ultramarine ink made from it was so expensive ($5 per pound) that a long time ago a way was found to produce it synthetically. Curiously enough, only one fact is not known about the synthetic color: what makes it blue? It is not particularly permanent. The color of the stamp probably varies because it is not always used full strength. All colors fade or change. They age the most in the first three months. After that the change is usually very slow.

We do know that during, or about, 1870 Jos. Carpenter (successor to Butler & Carpenter) used ultramarine on many U.S. Revenue Stamps; several "General Issue" and more "Private Die." The records show two different batches of the ultramarine ink and probably more.

The 2¢ Proprietary and $15 Mortgage Revenue Stamps are a lovely deep color, which seems to be strong in violet. The 10¢ Foreign Exchange is a dull gray, which shows very little blue. The 10¢ Contract and 50¢ Conveyance and Surety Bond are more like the 10¢ Foreign Exchange, never like the 2¢ Proprietary and $15 Mortgage. If the grayer stamps were faded from the violet, "in between" copies would be found. They never are.

There were at least two batches of ultramarine ink used on the Private Die stamps, but in no case does the color match the 2¢ Proprietary or $15 Mortage.

The 1861 issue was the first to have a stamp with a color designated as "ultramarine". Each succeeding issue has a stamp designated "Ultramarine" except 1869 which has two, the 3¢ and 6¢, and the 1881 and 1890 issue, which have none. These stamps do not match when examined together. How many were printed with inks using ultramarine pigments? Do you know?

[October 23, 1965]

The One Cent 1865 Coupon Essay

The late Clarence Brazer listed four premiere gravure essays produced by the National Bank Note Company for the 1¢ design in 1861. Later they produced essays for a Mr. G. W. Bowlsky to demonstrate his patent, issued December 26, 1865. The purpose of the patent was to eliminate the necessity of cancelling the

Actually, "Bowlsby" is correct. See next page.

stamp by the removal at the Post Office of a coupon attached to the top of the stamp. These essays were printed in red or blue on white paper with and without grills. Some were perforated all around and between stamp and coupon, some were not perforated between stamp and coupon, while others were rouletted between stamp and coupon and were gummed.

See below.

These Bowlsky essays were never accepted and ordered issued for postal use. The accompanying illustration may show the only use of these coupon essays in the regular mails. This strip of three was applied to a U.S. Sanitary Commission Fair cover, the bottom half of which has been cut away.

Since the coupon instructs the postmaster to remove it, or cut it off, why was the coupon not removed? First, the coupon was not perforated at the stamp. Second, and most probably, the essays were applied with the top of the stamp about a quarter of an inch below the top edge of the envelope and the balance of the coupon folded over the top and sealed. This illustrates perfectly the impracticality of the idea. How could the postmaster remove the coupons so applied?

Have you seen a use of these essays as postage or do you have an example of this one in your collection?

This patent was but one of many ideas developed in this period to prevent the reuse of the stamp. Other ideas included grills, patent cancels which cut the stamp, envelopes designed to tear the stamp or a small webbing when the contents were removed.

[February 6, 1965]



Current thinking is that this use on part of a U.S. Sanitary Fair envelope is an experimental use which never passed through the mails.

The One Cent 1865 Coupon Essay

A letter from Falk Finkelburg concerning our column under the above title, February 6, 1965, offers some comments and criticism. The column concerned the 1861 one-cent essays with coupon attached, patented by G.W. Bowlsby, erroneously spelled "Bowlsky." Mr. Finkelburg's comments follow:

"Not having seen the item in question, it is rather difficult, if not impossible, to assay the genuineness of the cancellation or usage. The fact that the bottom half of the cover is cut away leaves some suspicion in my mind as to its originality.

"In the thirty years that I have been collecting and studying U.S. Essays, I have

not seen this item cancelled on or off cover, nor had the late Dr. Clarence Brazer, our foremost student of this most interesting phase of philately, ever mentioned that he had seen or heard of the existence of such item cancelled.

"In the period between 1861 and 1880, the Post Office Department authorized the National Bank Note Co. and later, to some extent, the Continental Bank Note Co. and the American Bank Note Co. to experiment with many patents submitted by ingenious inventors. These companies even went to the extent of producing die and plate essays. These essays never went beyond the stage of experimentation. In my collection there are a number of essays on piece with trial cancellations, but these were made for experimental purposes only. None of these were ever sold over the counter to the public for commercial use, except for the "Grill" which was adopted.

"According to Luff, 10,000 copies of Scott No. 73, 2 cent black of the 1861 series, Exp. on brown chemical paper, were sold at the Providence, R.I. post office. Of this number, some should have been preserved. Has anyone seen a cover with this experimental stamp in contemporary usage? Is there a record of a cover sold at auction over the years? If so, I would be interested to know about it."

A few examples are believed to exist, but the chemical paper has deteriorated with time.

Mr. Finkelburg expresses the hope that more interest in this fascinating phase of philately will be generated as a result of our comments and his in this column.

[January 8, 1966]

1¢ Essay 1861 Strip of Three

The item referred to is pictured and discussed in our columns of 6 February 1965, and 8 January 1966. C. W. "Bert" Christian of La Habra, California, a collector interested in proofs and essays of the 1861 issue, writes that he bid on the item in the 5 November 1953 sale of Bruce Daniels The catalog estimate was $35.00, his bid was $50.00, and it sold for $235.00. After the sale it was reported to him as only a front.

Mr. Baker refers here to the item on part of a cover pictured on the opposite page.

Actually from the way the item was pictured and described in the catalog no one could tell that it was only the top half—front and back—of an envelope.

Mr. Christian comments, "I have always though of this kind of usage as experimental and in view of the strip apparently being attached to such a small piece, it is all the more convincing."

Those desiring a better look at the piece discussed should refer to the Robert A. Siegel auction catalog for 8 March 1966 sale, lot 557, described as "1¢ Blue Coupon Essay (Brazer 63E-Bj) Horizontal strip of 3 tied by grids on top portion of Illustrated Metropolitan Fair for U.S. Sanitary Commission envelope showing wounded soldier being carried into Field Hospital." Estimated from $50 to $75. Actual sale price $150.00, probably because of the U.S. Sanitary Commission envelope.

[May 7, 1966]

Patent "Improvement"
Guest Editor, C. W. "Bert" Christian

Improvement in Postage and Revenue stamps was the essence of many of the letters patent granted through the 1864-1868 period to persons intent upon increasing the effectiveness of the postage stamp. Many and varied were the experiments of this, one of the most interesting being the results of Patent #51782 issued to G. W. Bowlsby in 1865.

The coupon essay was but one of many efforts to prevent the re-use of postage stamps, and the National Bank Note Co. spared very little in developing the experiment. The "Coupon" was added to the existing design of the 1861 one-cent value and a new die made. A study of the various die printings reveals no significant differences and it is probable the original Second Design transfer roll was utilized in producing the new die.



Perforated block of six of the coupon essay.

Die-sunk essays on India paper were printed in many colors. In this form eleven varieties are recorded and additional impressions on white card with glazed surface, called "ivory," are known in black, lilac, and blue. Fourteen different die-essays seem more than ample for a patent experiment but this policy of wide variety was maintained by the National Bank Note Co. in several of the patent printings and in submitting their bids for contract.

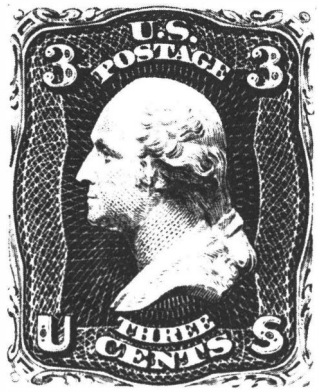
A plate was made, and in this form nine varieties are known, these being printed in red and in blue. Collectors are probably more familiar with the varieties that are perforated between or rouletted between the stamp and the coupon or the one that is partially imperforate. A little known essay in red and completely imperforate is printed on tissue paper.

The most interesting plate-essay, and an exceedingly scarce one, is printed on stamp paper, in red, imperforate and with full gum extending over both the stamp and the coupon. In addition the "C" grill (16 x 19 points) has been impressed so that half falls on the stamp and half on the coupon. The grill poses a question: from a Patent granted in 1865 for an experiment that was never accepted for use why was a sheet printed as late as 1867 to receive a grill? The grills on issued stamps first began to appear in August 1867, nearly two years after the Bowlsby Patent.

Pairs from the plate printings are occasionally available, as well as numerous singles, but in multiple pieces the writer has not recorded any larger than the block pictured.

[August 12, 1967]

The 3¢ 1861 Stamps



This refers only to the grills used with the designs of 1861-67.

Scott's catalog devotes three numbers to the 3¢ denomination of the 1861 issue. No. 66, the lake shade, would seem more properly listed with the "August" or with the trial proofs since the catalog notes that "This stamp. . .was not regularly issued. It is believed that they are trial color proofs."

Scott's No. 64, the pink; and No. 65, the 3¢ rose, pictured here was regularly issued for postage, the pink being first used on August 18th and the rose August 19th, 1861. A future column will be devoted to the problem of color. About 100,000 were believed to have been printed in the pink shade from Plate 12 only.

About 1,782,000,000 of the 3¢ stamps without grill and 306,000,000 with grill were printed from 28 plates, Nos. 11 to 14, 19 to 21, 23, 24, 32 to 37, and 42 to 49.

This is the least expensive stamp to purchase, even grilled, of all the issues prior to the 3¢ greens of the 1870's. It should be found in every collection of U.S. stamps.

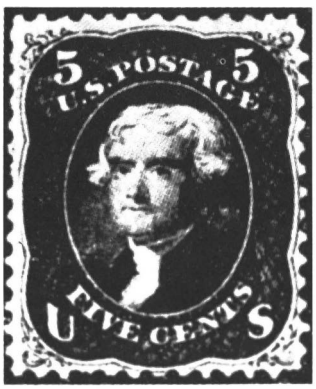
It is not surprising that all grills known to exist should be found on this stamp, namely, A, B, C, D, Z, E and F.

This is the only stamp to be issued as a substitute for coins. They were issued for a year during the Civil War as a coin substitute, but could not stand the wear and tear of pockets and pocketbooks, and were soon redeemed at post offices.

Although no copy is known to exist now, the Postmaster at Mason, Michigan, reported in October 1863 receiving letters from the southwest bearing counterfeit 3¢ stamps. A soldier reported the sutlers following the Army had these for sale.

[March 20, 1965]

The 5¢ 1861 Stamps



The 5¢ 1861 stamp.

The 5¢ design pictured herewith is listed in Scott's in three color variations: No. 67, the beautiful buff; No. 75, the red-brown and No. 76, brown.

All these stamps were printed from Plate 17. About 175,000 were printed in the various shades of buff and can be found used about ten months after August 19th, 1861, the earliest use now recorded. Covers bearing these stamps to or from

the Pacific Coast are particularly prized.

The color was darkened to red-brown (Scott's No. 75) for the second printing, first recorded used January 2, 1862. About one million were printed in this shade. Incidentally, Civil War patriotic covers bearing these stamps are hard to find.

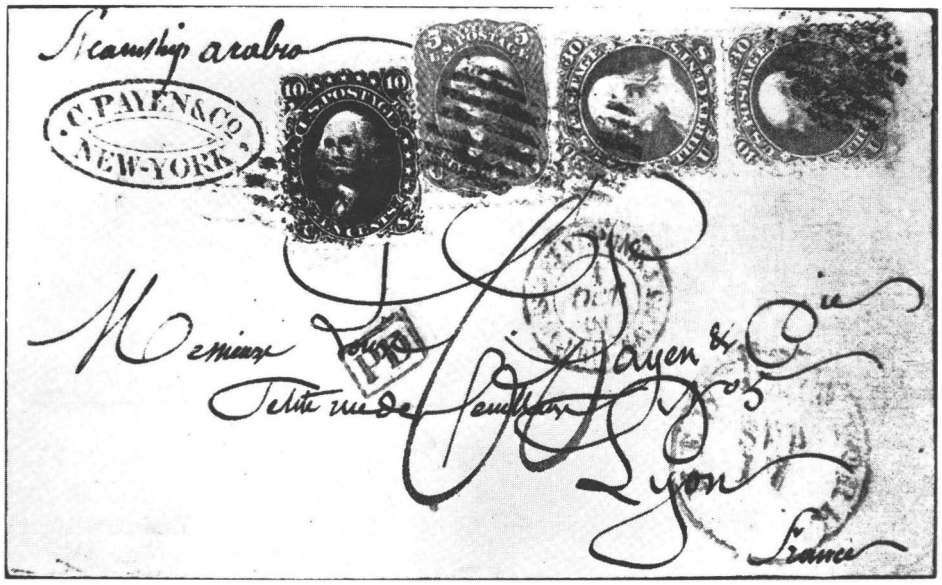
No stamps of the buff or red-brown were grilled, as this process was not started until 1867. About 680,000 of the brown, Scott's No. 76, were grilled but with just two patterns, the overall grill A and the 9 x 13 "F" grill. Either of these is very hard to find in very fine condition.

One of the covers bearing the date of February 3, 1863, the earliest recorded use of the brown, is a cover with 5¢ and 10¢ stamps paying the 15¢ rate to Hanover, Germany from Dayton, Ohio.

About 6,500,000 stamps were printed without the grill. A color variety of the brown is the very dark shade described as black brown which is found used during 1866 and 1867.

Since all of these stamps were printed from the same plate, they should all have the same plate varieties. These are a double transfer of top frame line, bottom frame line, or both top and bottom frame line.

[March 27, 1965]



A quintuple rate cover to France, sent from New York Sept. 17, 1861, this "Payen" cover shows an earliest known use of the 10¢ type I stamp of 1861.

The 75¢ rate is prepaid by the 10¢ with a 5¢ buff and two 30¢ of 1861, all postal markings being in red except the 60¢ credit to France, which is in magenta. This famous cover is one of three known uses of the 10¢ type I on September 17, 1861.

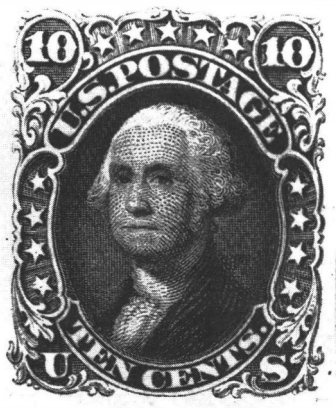
The 10¢ 1861 Stamps

The 10¢ produces the oddity of the 1861 issue. The so-called "August" is first actually known used September 17, 1861, while the "September," or regular issue, is known used as early as August 20, 1861.

The "August," Scott's No. 58, was printed from Plate 4 on thin and semi-transparent paper. About 500,000 or 2% of all 10¢ stamps are in this design (Type I). A number of these were sent to the territories and California and are found used from these areas into the year 1862.

The design pictured here is Type II, Scott's No. 68, or the regular issue printed from Plates 15 and 26. Some 27,300,000 were issued without grill and another 5,300,000 with Z, E and F Grills.

Until July 1, 1863, the 10¢ stamp was used for mail to and from California, Oregon and Washington. Three are known used on Pony Express covers, all during October, 1861. After this time it is found used alone or in combination



See article in "Chronicle" No. 85 (Feb., 1975) by William S. Weismann, "The 10¢ 1861 'Tag' Variety."

with other values to make up rates to foreign lands.

The 10¢ "September," Scott's No. 68, has a very pronounced colored marking in the "TAG" letters. These all seem to appear in stamps printed from Plate 26. Cyril dos Passos discussed the "TAG" variety in the December 1956, and March 1959 issues of the *American Philatelist*. R. J. Engle, Jr., and D. A. Dromberg added their ideas in November 1960 and August 1962 issues of the same publication.

Their discussion also raises the question as to what possibly happened to Plate 15 which caused the essay Plate No. 4 to be put into use until the problem could be remedied.

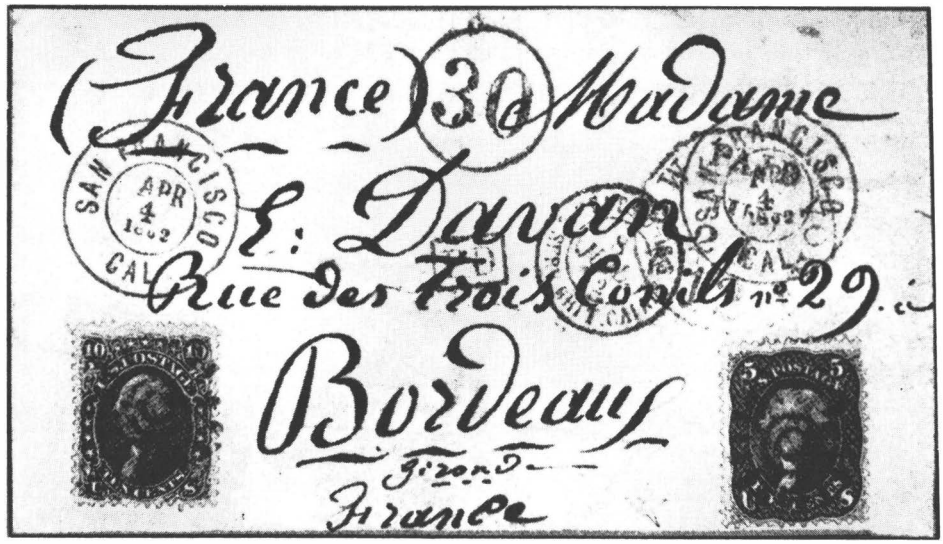
This stamp could carry a prepaid letter farther than any other denomination except the 90¢ prior to this time, because starting in August 1867, 10¢ would prepay a letter across the Pacific to Japan and China from anywhere in the U.S.

[April 3, 1965]

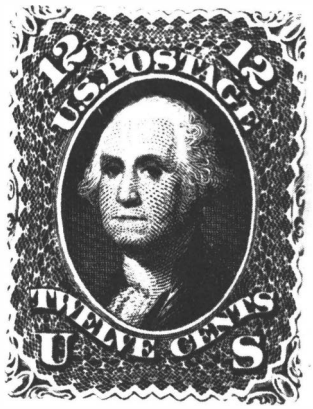
A 10¢ green type II with a 5¢ 1861 buff used at San Francisco Aug. 4 on a letter to Bordeaux. The stamps were intended to prepay the 15¢ treaty rate for letters not over ¼ ounce, but the San Francisco post office considered the letter overweight and charged double rate postage of 30¢ due, as partial payments were not recognized.

At New York, the cover was evidently reweighed and the New York exchange office accepted the 15¢ postage by marking the cover in red, "New York Paid" on June 24 with a 12¢ credit to France for transit via English steamer.

The French exchange office agreed, marking the cover with their red "P.D."



The 12¢ 1861 Stamps



Occasionally there is a stamp which is itself attractive in design, but has little of interest to tell about. This is why my clipping file for this stamp contains not a single item.

The design is pleasing. It was the most altered from the original essay, with the entire corner design outside the wavy white margin added in each corner.

All stamps, Scott's No. 69, were printed in black from Plate 16. Stanley Ashbrook recorded October 16, 1861, as the earliest known use. However, Bob Markovits of Middletown, New York, may have an earlier date.

Approximately 7,314,000 stamps without grill and 3,700,000 with grill were printed. The high percentage of grilled to the total stamps printed, one third, is most unusual and not found in any other values. Why?

The 12¢ stamp paid the quadruple domestic rate, certainly not much of a demand. It is found used with other values to pay the 15¢ rate to Bremen, Hamburg, or to France, or in pairs to pay the 24¢ rate to England prior to December 31, 1867, or alone to pay the 12¢ rate after January 1, 1868. The reduced rate to England explains the increased demand for this stamp grilled. It is found grilled in three patterns Z, E, and F.

The black color lends itself to attempts to remove cancellations so that the

stamp could be regummed and sold as unused. Collectors beware!

The varieties are double transfer, top only, bottom only, and top and bottom.

[April 10, 1965]

The 24¢ 1861 Stamps

The 24¢ of this issue is in a class by itself for two reasons: first, the essay design was unchanged, and second, the color problems. The essay of the 30¢ was also unchanged but a distinct shade change occurred immediately.

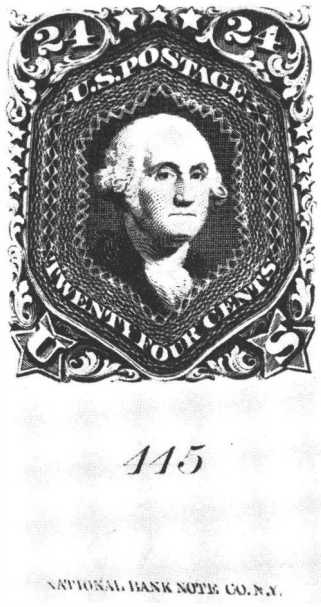
All 24¢ stamps were printed in the design shown here from Plate 6. The stamps are cataloged at present under three numbers, — 60, the essay number August 20th, 1861 (earliest date), which should cover all colors found until No. 70, the red lilac, appears January 7, 1862. If this statement were a fact, the steel blue (earliest date October 4, 1861) would be 60b instead of its illogical placement now as 70b.

Shades and tones of shades are difficult to describe. Just how are you going to distinguish the gray lilac 60a from a gray lilac 78a? If you happen to keep a file of these columns, the table in the August 29th 1964 *Stamps* may be helpful to better understand the total problem.

Now, as to quantities; hereafter are listed the approximate quantities issued by shade: No. 60, violet, 40,000; No. 70b, steel blue, 80,000; Nos. 70, and 70a, red lilac and brown lilac, 400,000; Nos. 78, 78a, lilac, gray lilac and 78b, gray, 9,620,000 issued without grill and 200,000 with the 9x13mm F grill pattern only.

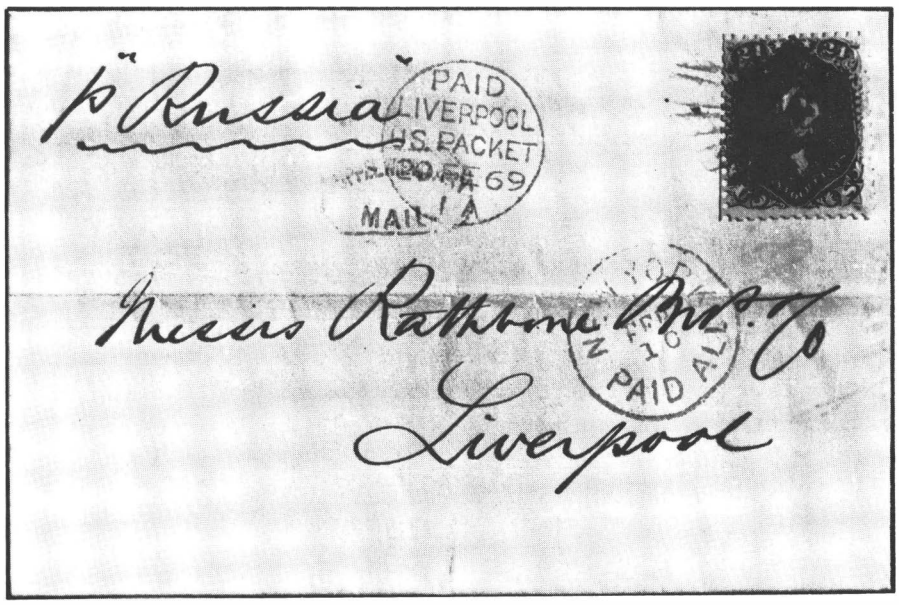
The principal use of the 24¢ was to pay the single rate to England until December 31, 1867. It also was used to multiples or with other values to pay higher rates or multiple rates to foreign lands.

A scratch under the "A" of postage is the only variety in the design. The lilac shade is known printed on both sides.



From a large die proof of the 24¢.

[April 17, 1965]



While the normal use of the 24¢ stamp was to pay the postage to England prior to 1868 when the rate was reduced to 12¢, the stamp on such mail sent later would have only been used for multiple rates. Here, the 24¢ stamp paid the regular 12¢ postage plus an extra rate for supplementary mail, the letter being mailed at dockside just before the Cunarder, "Russia," sailed.

While this fee was believed to have been usually paid in cash in earlier years to avoid confusion on treaty mail, under the 1868 treaty, the steamer lines were paid by the sending nation, so that no credit markings were needed on outgoing prepaid mail. Thus, prepayment of the supplementary mail fee by stamp on Feb. 10, 1869, would have caused no problem.

The 24¢ 1861 Color Problem

In the April 28th Siegel sale, eighteen lots of the 24¢ 1861 on cover were offered. In examining these covers and re-examining the 24¢ stamps off cover in my own collection, the considerable confusion caused by color printings and color changelings of this issue suddenly came into focus.

The 24¢ value is one whose design was not changed from the first design to the actual issue; therefore, colors and the earliest recorded dates of use of these colors become a vital factor in determining how they should be cataloged.

Here are the catalog listings in the order of earliest recorded date of use. An examination of this tabulation will point out some of the problems.

Scott #	Color	Earliest Recorded Use
60	Violet	Aug. 20, 1861
60a	Grayish-Lilac	Oct. ?, 1861
70b	Steel Blue	Oct. 4, 1861
70	Red-Lilac	Jan. 7, 1862
70a	Brown-Lilac	Feb. 11, 1862
78a	Grayish-Lilac	Oct. 3, 1862
78	Lilac	Feb. 20, 1863
78b	Gray	?
78c	Blackish-Violet	(May, 1864)

As you look at the table, you will notice that varieties of a color occur earlier than the basic colors from which the variety was derived. This situation had not been unnoticed by earlier students, one of whom was Stanley B. Ashbrook.

For a discussion of the colors of these 24¢ stamps, see Clifford L. Friend's article on pages 30-32 of "Chronicle" No. 69 (February, 1971).

Mr. Ashbrook wrote an article in the *American Philatelist,* July 1946, from which he quoted later in writing his Issue No. 9 *Special Service* (December, 1951) "I presented my belief that the 24¢ 1861 Steel Blue was not a natural color... the 24¢ stamp was never issued in that color. . .rather the Steel Blue listed in the S.U.S. as 70b was a natural color changeling of the 24¢ Violet, No. 60."

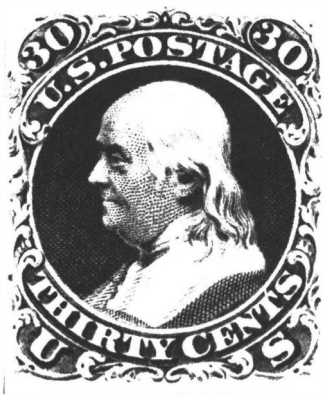
The present Scott's specialized U. S. catalog warns: "There are numerous shades of the 24¢ stamp in this, and the following issue. Color changelings of No. 78 are frequently offered as No. 70b."

Mr. Ashbrook's comment on the above statement, which has been used for a number of years, was (Page 83 *Scott's Specialized*): "This I doubt, and would state if the items referred to are 'changelings in color', —natural, of No. 60 and No. 70 the Violet and the Red-Violet, respectively. There are many stamps which are sold as No. 78 which are, in fact, color changelings of the Red-Lilac No. 70."

The U. S. Philatelic Classics Society is arranging a workshop on the 1861 and following issues during NAPEX in Washington in September 1964. A discussion of the problems presented by this column might lead to recommendations for a catalog listing which recognizes information garnered since the listings were first made.

[August 29, 1964]

The 30¢ 1861 Stamps



The 30¢ value is akin to the 12¢ in that it hasn't provoked much interest since it had a limited use and not even one variety in design has been discovered.

The essay was printed in a very definite red-orange shade. Like the 24¢ there was no change in design for the regular issue but the color of the stamp issued, Scott's No. 71, was a softer, less bright shade, described as orange.

The earliest recorded use is August 20, 1861. It is thought that about 3,000,000 stamps were issued without grill and some 282,000 with grill. A very small number of grilled all over stamps were issued, but only a very few remain today. Practically all are grilled with the 9x13mm F grill.

This stamp has one variety, a printing error, printed on both sides. This is one of the hardest stamps of the issue to find used in very fine condition. In addition to the perforations not being of the best, cancellations smudged easily, and most of those found do not appear sharp and clear.

The 30¢ stamp paid the rate via Prussian Closed Mail to Germany until the prepaid rate was reduced to 28¢ in October 1861. It paid the double rate to France

and combined to help pay rates greater than 30¢ to foreign countries.

Alone, the 30¢ doesn't show up well but there is no more beautiful cover than a 5¢ brown, a 10¢ green and a 30¢ combination cover, or uses in combinations with the 1¢ and 3¢ stamps.

[April 24, 1965]

The 90¢ 1861 Stamps



The Stockton cover bears three 90¢ and other stamps making up a $3.20 rate.

The 90¢ value of any issue is difficult to find used on letter mail. No single rate of postage even to the far corners of the earth required 90¢. Therefore all known covers using this stamp bear a multiple rate.

The design differs from the essay only by the dotted line between the two solid lines forming the peak above "U.S. Postage." You will notice that the portrait of Washington is the same as used on the 90¢ 1860 but framed in an oval.

It is hard to believe that the 90¢ Plate 18 was not printing stamps as early as the 5¢ Plate 17. The 5¢ stamp was known used August 19th, but the earliest recorded use of the 90¢ is November 27, 1861. This is an Augustine Heard cover from Boston to Hong Kong.

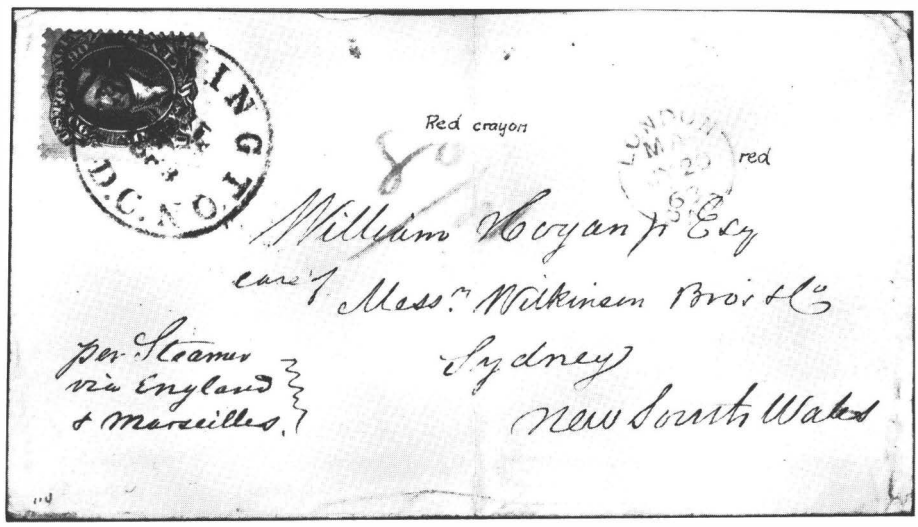
Of the 31 covers we have recorded bearing the 90¢ stamp only one is a domestic use, a cover (front only) from Stockton, Cal., to Rockport, Mass.

About 388,700 stamps were printed without grill and 30,000 with the 9x13mm "F" grill only.

There are no design or printing varieties noted for this stamp.

This value is the only stamp of this issue not known to have been used on a patriotic cover. The fact that it primarily was used on foreign covers does not eliminate the use of a patriotic cover, as a number of foreign uses of patriotics exist. Have any of our readers ever seen this stamp used on a patriotic cover?

[May 1, 1965]



Posted in Washington, D.C. July 6, 1863 and addressed to Sidney, New South Wales, this cover is endorsed to be sent "Per Steamer via England & Marseilles."

The rate via Marseilles at that time to China was 39¢ per ¼ ounce and 45¢ per ½ ounce in the complex rating combination used for British mails sent across France to Marseilles to be sent on eastward by steamer.

The 90¢ stamp thus paid a "double" rate (per the "80/2" red crayon credit to England) for a cover weighing between ¾ ounce and one ounce.

U. S. Classics in Switzerland

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Hirtzel covers of the 1861 issue were extremely outstanding. One beautiful cover was a strip of four of the 5¢ buff postmarked San Francisco. A number of uses to the Far East were displayed. Several covers bore stamps of four denominations of the issue, and one 3¢ government envelope bore four denominations of

the 1861 issue. Have you seen another?

The Swiss Collection also displayed four very interesting 90¢ 1861 covers. Two of these were new to my listings. One was a pair of 3¢ plus 10¢ plus 90¢ making the 2 x 53¢ or $1.06 via Marseilles rate on 15 November 1865 to Hong Kong from the John Middleton Jr. correspondence, and the other a pair of 3¢ plus a 90¢ or 96¢ via Prussian Closed Mail postmarked August 6, 1868, from Salem, Massachusetts to Zanzibar, East Coast of Africa, from the Alfred Goodhue correspondence.

Also included was the earliest known use of the 90¢ 1861 on a cover bearing a 3¢ plus 5¢ plus 10¢ August plus 90¢ or $1.08 double rate via Marseilles, dated November 27, 1861, from Boston to Hong Kong, from the Augustine Heard correspondence. (Who can explain this rate?) The fourth was the 2¢ plus 30¢ plus 90¢ pair making the $2.12 quadruple 53¢ rate postmarked December 24, 1863, New York to Hong Kong, the Smith, Archer & Company correspondence. About the time we completed recording these covers, it was time for a seminar and we were unable to get back and complete recording some beautiful 1869 items.

See page 212 for an explanation of the rate on this cover.

It is unfortunate that so many beautiful items would be presented to a museum in Switzerland where there is much less interest in the U.S. classics than in our own country. Whether the collection will be permanently housed in Switzerland, or whether it could be bought at quite a price by some enterprising dealer was not quite clear, as both stories were being repeated at SIPEX. I hope that some enterprising dealer will be able to bring these gems back to our country and keep them in the hands of active collectors.

[July 30, 1966]

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Carl F. Baker of Huntington, Long Island, not related except by that closest of ties, stamp collecting, sent me this clipping from the Long Islander of 14 October 1965, a Huntington, Long Island weekly:

100 Years Ago

by Estelle Scheinman

October 13, 1865

"On the arrival of the mail from San Francisco, on Friday evening last, by the steamer *Costa Rica,* the employees at the Post Office in N.Y. city were surprised on finding a "letter" on its way to Dresden, in the shape of a cylinder, which was about two and a half feet long and six inches in diameter, made of tin, on which were 136 ninety-cent postage stamps, costing $122.40 and in addition to which sum $50 had been paid, making the postage on the package $172.40 which is probably the largest amount ever received for one parcel sent by mail since the establishment of our postal system."

Mr. Baker asks, "Wonder what happened to all those 136 ninety cents stamps?"

Those 90¢ stamps are the 1861 issue. Although the stamps described may not still remain, more covers are known bearing this stamp than of the 90¢ of either the preceding or immediately following issues. Those of us who have one of these covers in their collections are fortunate to have them.

[December 17, 1966]

Perforating U. S. Stamps

An earlier column referred to the very few 1¢ 1861 stamps available in very fine condition. The practice of perforating U. S. stamps was less than five years old when the 1861 issue appeared in August 1861.

The National Bank Note Company printed stamps in sheets of 200, but divided them by hand into sheets of 100 prior to perforating. By 1871 and most

probably considerably earlier, they had four machines. Although Scott lists all the 1861, 1869, 1870 issues as perf 12, careful examination shows 11.85 or 11.95 or combinations of these two existing. This indicates the use of more than one machine.

During 1871 expert operators could perforate 7,500 sheets per day or 750,000 stamps, for which they were paid $5.00 per week. This is approximately three times as fast as the earliest machines.

All the part-perforated errors listed in Scott's for the 1861 issue (the 1¢, 3¢, 5¢ and 10¢) are horizontal, a failure probably to run the sheet through the second time. A part perforated error occurs only once in the grilled issues, the 3¢ "F" grill and is not listed as occurring at all in the 1869 or 1870 Issues.

Further information on this subject can be found in the Collectors Club handbook *Early American Perforating Machines and Perforations 1857-1867*, by Winthrop Boggs.

[March 6, 1965]

The 2¢ 1863 Stamp

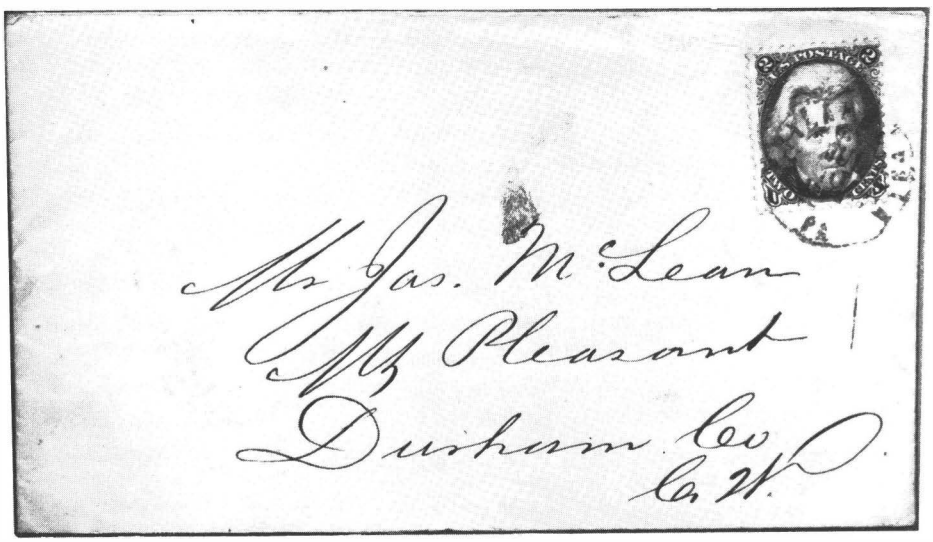


During March 1863 Congress approved a postal act abolishing carrier fees and establishing a prepaid rate of 2¢ for drop letters. This rate could be paid by two 1¢ stamps, but the large anticipated demand made the issuing of our first 2¢ postage stamp and 2¢ embossed government envelopes practical.

Phil Ward quoted in one of his columns a June 6, 1863 letter from J. Macdonough, Secretary of the National Bank Note Co. acknowledging receipt of a letter from A. N. Zevely, Third Ass't P.M.G., "instructing us to print the 2 ct. Postage Stamps in black," and continues: "The printing commences this morning and we will be prepared to supply the demand on the 1st of July."

The 2¢ was printed from seven plates: 28 to 31, 50, 51 and 53. An interesting side note here. The later printing of the 2¢ and 15¢ denominations helps us determine when certain of the fifty-three plates may have been made. The 3¢ was the only one of the original denominations for which plates were made after May 1863. Three plates, 38 to 40, never were used to print stamps. These might have been 1¢ plates, because the use of 1¢ stamps decreased greatly after July 1863.

It is estimated that 256,566,000 2¢ stamps were issued without grill and an



The earliest recorded use of the Black Jack on cover (as per "Chronicle" for Aug., 1976). Used from Philadelphia, July 10, 1863 on a circular to Canada, this is confirmed by the red Canadian backstamp, traced below.



additional 75,000,000 with grill in D, Z, E, and F patterns. The decline of demand for the 1¢ can be seen from the 10,000,000 issued grilled compared with the 75,000,000 2¢ stamps issued grilled. Plate varieties exist, such as cracked plate, double and triple transfer, and short transfer. Also the printed on both sides printing variety.

Maurice Cole has tabulated forty covers bearing bisected stamps. Although this practice was outlawed by the PMG in 1853, the practice existed during the middle 1860's, primarily for the 2¢ only. Most uses show a bisected stamp with another 2¢ stamp to pay the three-cent postage. A number of 2¢ bisected covers are known to be faked.

[July 10, 1965]

Correction on Column of July 10th on 2¢ 1863 Stamp

Incorrect: "Three plates, 38 to 40, never were used to print stamps."

Correct: Nos. 38, 39 and 40, which are missing from the (National Bank Note Co.) sequence, are those for the stamps for newspapers and periodicals, issued in 1865. Plates 56, 57, 58, 59 and 60 are the plates made for the reissue of 1875 and not for the original issue.

[November 20, 1965]

Why Jackson's Portrait on the 2¢ Black Jack?

Why should Andrew Jackson's portrait have been chosen in March 1863 to be the first President's portrait other than Washington and Jefferson to be engraved on a U.S. postage stamp?

It was probable that all Presidents other than Washington and Jefferson who had passed away prior to the date of selection were considered. The choice could be made from the two Adams, John and John Quincy, Madison, Monroe, Jackson, Van Buren, William Henry Harrison, Tyler, Polk, and Taylor.

Of the eligible Presidents only John and John Quincy Adams from Massachusetts and Martin Van Buren of New York were from states not a part of the Confederacy.

Why Andrew Jackson, a native of Tennessee, then a state of the Confederacy? Andrew Jackson's portrait had been used on a number of bank notes, issued by Tennessee banks in the 1850's. The National Bank Note Co., the printers of this stamp, had also printed a number of these bank notes.

Confederate postage stamps used the portraits of three Presidents of the United States: Thomas Jefferson on the 10¢ in November 1861, Andrew Jackson on the 2¢ in March 1862, and George Washington on the 20¢ in 1863.

Maurice Cole in his book, *The Black Jacks of 1863-67*, devotes a chapter to this question. Was this stamp, printed in black, intended as a commemorative? What was there about Andrew Jackson to commemorate? Born in South Carolina in 1767, defender of New Orleans in 1815, inaugurated in 1829, he passed away in June, 1845. This stamp was certainly not a memorial.

Some Southern congressmen had threatened seccession because of the tariff of 1828. At a Jefferson Day dinner in Washington during April, 1830 Andrew Jackson proposed a toast: "Our Federal Union; it must be preserved."

It has been observed that Jackson's portrait may have been used as a gesture to indicate the desire of the Northern States to reunite with the Confederate States and re-establish the Federal Union.

Probably government records or letters of the Post Office Department exist which answer the question raised. But as the research on this column progressed it became clear that the availability of the engraving and the Confederate use of Jackson's portrait may have prompted the decision.

[August 7, 1965]

The "Atherton" Shift

Have you ever heard of the "Atherton" shift? Stanley Ashbrook discovered and named it. He commented on it as follows in an article in the April 1946 issue of *The American Philatelist:*

"Here we have one of the most remarkable double transfers on U. S. stamps. . .I have for years classed the One Cent 1851, Type II, 89R2 as the No. 1 among remarkable examples of this variety, and this 2¢ Black Jack could rank as No. 2. Perhaps some would even rank it equal to the 1¢, 89R2."

"I first saw the (Atherton shift) in the Herbert P. Atherton collection in 1922. In addition to (a) single, off-cover copy, Mr. Atherton also had a cover with a strip of three, the lefthand stamp in the strip being this remarkable double shift."

Tony Russo, the well known Chicago dealer and collector of the 2¢ Black Jack, very recently added this cover to his collection and provided the accompanying photo of the stamp on his cover. Some years ago Stan Ashbrook sent Tony a picture of this cover which he had taken on August 28, 1922. It was sold to Brigham for $63.00 as Lot 166 in the first Emerson Sale, auctioned by Daniel F. Kelleher October 19, 1937. The back of the cover has a notation of "$175" (probably Emerson's cost); also, "only three singles known". Two single copies are illustrated on pages 211 and 212 of Brookman's *The 19th Century Postage Stamps of the United States.*

It is believed this variety came from a first condition of the plate. After discovery, the position was erased and a fresh entry made, hence possibly not many sheets containing the shift were sold. The cover was posted at Warrenton, Virginia, May 13th 1867.

[August 22, 1964]

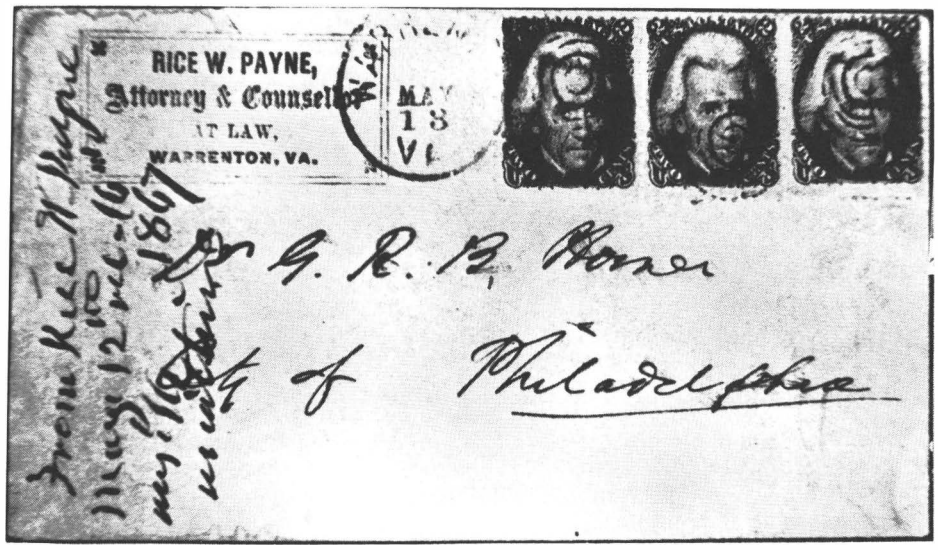


The Atherton shift. Note the extensive doubling at upper left.



The left stamp of the strip of three on the cover at left, showing the Atherton shift.

Below: The "Russo" cover, described above.



Another Remarkable 2¢ Black Jack

Since the remarkable shift pictured here was discovered by Marvin Preston, of Ferndale, Michigan, while perusing a dealer's stock in 1951, it could be rightly called the "Preston" shift.

At the recent NAPEX in Washington, D. C., Mrs. Arthur Lane, the philatelic



The original "Preston Shift."

curator for Harry F. Allen, of St. Petersburg, Florida, pointed out and explained the many unusual items in this outstanding 2¢ Black Jack exhibit.

My eyes popped out when I saw this unusual stamp, especially since it is mounted with a photograph, another print of which I had just received a week earlier from Mr. Preston.

This double transfer is certainly as remarkable as the "Atherton" shift, which appears in the upper left hand corner of the stamp. The "Preston" shift appears all along the right side of the stamp from the top to the bottom. This is not as strong a double transfer as the "Atherton."

As of August, 1982, eleven copies of the Atherton shift had been recorded.

Unlike the "Atherton," of which at least four copies are known, no other copy of the "Preston" shift has been reported to either Mr. Preston or Mr. Allen.

Stanley Ashbrook once commented to Tony Russo, a well-known collector of Black Jacks, that almost every Black Jack had a shift in it if you looked for it carefully. A tremendous quantity of these stamps were printed and the plates took hard wear; consequently, every imperfect transfer showed up sooner or later during different stages of wear on the plates.

[November 14, 1964]

Black Jack Preston Shift



The Preston shift, a second copy.

Referring back to our column of 14 November, 1964, we pictured a stamp with a large double transfer along the whole right side. This was called the "Preston" shift after Marvin Preston of Ferndale, Michigan, who picked it out of a dealer's stock in 1951.

Unlike the "Atherton" shift, of which at least four copies are known, no other copy of the "Preston" shift has been recognized until Leo Stawecki of Detroit produced the copy illustrated here, a second copy.

For those of our readers who perhaps do not have access to our earlier column we would like to repeat that at the time of the earlier column no other copy of this shift had been reported. We are delighted, therefore, to be able to report a second copy. We thank Marvin Preston for forwarding the photograph and information to us.

[June 17, 1967]

The 15¢ 1866 Stamp



The portrait of Lincoln was the fourth portrait of a President of the United States to appear on a postage stamp. This was the first 15¢ stamp to be issued by the United States. It is also a leading contender to be considered for the honor of the first commemorative stamp issued.

It has become the custom to issue a commemorative on the anniversary of the event commemorated. John Luff, therefore, assumed the issue date to be April 15, 1866, one year following Abraham Lincoln's death. However, to date the earliest recorded cover is postmarked Chicago, Illinois, July 2, (1866). Does anyone have an earlier use?

Norton York has scotched the popular belief that the 15¢ denomination was created to pay the postal registration fee. Actually the fee was 20¢ from July 1, 1863, to December 31, 1868, at which time it was reduced to 15¢ and remained so for the next five years. After June 1, 1867, this fee had to be prepaid by stamps.

Norton York suggests the 15¢ value was established to pay for newspapers and periodicals. I believe the 15¢ stamp was issued to pay the 15¢ single rate to France, which was in effect until December 31, 1869.

I have just looked through the auction catalogs for the Knapp, Moody, Caspary, Newbury, and Krug Sales and find very few covers with the 15¢ stamp. All of these are addressed to France or beyond, beyond Prussia or to the Far East. A prominent Chicago collector has in his collection 15¢ covers to over forty foreign countries.

All the 15¢ stamps were printed from Plate 41, approximately 2,139,300 without grill and 2,500,000 with grill, the only stamp in this issue to have more issued grilled than without grill. The grills are Z, a find of just a few years ago, E and F. The only plate variety is a double transfer.

[July 24, 1965]

* * * * * * * * * * * *

The Scott #77 15¢ Lincoln Derby is now going strong. Covers have been found used in June and I have reports of May covers. My article in *Stamps* several months ago discussing my discovery of a July 2, 1866 cover, which predated Ashbrook's record by more than a month, has caused a lot of people to check their material and new finds have been made.

From letter of Robert Markovits on earliest known usages. For the complete column, see page 137.

[February 11, 1967]

* * * * * * * * * * * *

Added under the 1¢ 1861 was a 1¢ plus 3¢ envelope, plus a 2¢ cover illustrating the ferriage rate to Canada and some comments about the 1¢ indigo being undervalued.

The term "ferriage," as used here, isn't really appropriate as no ferry charges were involved such as was the case for an earlier Canadian "ferriage" rate. Rather, this was a special cross border rate between exchange offices. See the "Cover Corner" in "Chronicle" No. 69 (Feb., 1971).

The 2¢ Jackson pages include a photo of the "Atherton Shift" cover and a picture of the earliest recorded cover. Also, a section on the Black Jack reissue and illustration of a large block from plate #57. A discussion of some forty known bisects, mostly from small towns, is included.

For data on Black Jack bisects, see articles by Dr. Joseph Rorke in "Chronicles" Nos. 96 (Nov., 1977) and 114 (May, 1982).

Under the 3¢ 1861, photos are included of the so-called precancelled stamp on Albany cover but which Brookman prefers to consider a control mark; two Lincoln Presidential Campaign covers; Lincoln and other patriotic covers and four Magnus covers; two Wells Fargo covers with stamps added to pay additional rates; and a block of four imperf horizontally.

The 5¢ has added illustrations with the buff and red-brown and new comments on the 5¢ reissue illustrating notch drawings and photo of plate #58.

A discussion of the 10¢ August includes illustrations of the first day of use and comments on an interesting re-entry on 94R4.

A 10¢ September issue illustrates a use on a Pony cover from the east, and Wells Fargo covers from San Francisco to Boston. Also included is a note on the registry fee paid by 10¢ stamps. A beautiful cover is pictured bearing six 10¢ stamps paying a quadruple rate to Paris. A fake 10¢ stamp is also shown.

This section refers to the issuance of the revised edition of Brookman's opus on U.S. stamps. See pages 26-27 for the full column.

These paragraphs refer to the sections on the 1861 issues. Some of these notes refer to material which has since been updated, elsewhere. Reference should be made to the Brookman work to follow Mr. Baker's discussion in detail.

The 12¢ section includes comments on the use to pay registration fee and illustrates uses to France and to Germany.

The 24¢ red-lilac illustrates a block of six from plate #6 and a 35¢ brown-lilac cover from Philadelphia to Switzerland. Also a blackish-violet use on St. Louis cover to England.

The 30¢ illustrations include a centered block of four, a cover to Cape of Good Hope, a 30¢ New York supplementary mail cover to Paris, and a use to Hong Kong.

The 90¢ section includes a picture of blocks of four and eight, the earliest known recorded use cover, and two covers showing uses to Hong Kong.

[June 24, 1967]

Patent Cancels

Patent cancels were first used in 1860 or 1861 and were discontinued about 1866, with the advent of grilled stamps. Only two have been seen on 1867 grilled stamps and none on the 1869 issues.

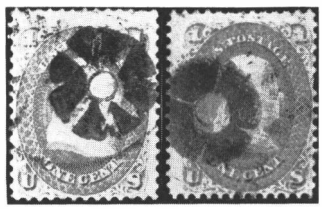
The use of town handstamps and dates during the 1851-57 period was unsatisfactory, mainly because the stamps were not sufficiently defaced to prevent cleaning and reuse. The Postmaster General of the United States issued an order

on July 23, 1860, prohibiting the cancellation of stamps by the dating or the postmarking device. This order necessitated the use of two separate and distinct devices, as well as two operations, in order to date the letter and cancel the stamp. As a result many postmasters adopted a killer that would break the fibers of the stamps, thereby permitting the ink to permeate the stamp in such a manner that it would effectually prevent cleaning. By common usage these cancellations are referred to as "patent cancellations."

Actually, the markings covered by the Norton patent of 1859 differ from these. See page 220.

The earliest patent, No. 25036, was issued to Markus P. Norton of Troy, New York, on August 9, 1859, with later improvements. This likely covered the Albany, Buffalo, and Rochester cancels. (See Albany example in accompanying illustration).

The New York City Postmaster made his own experiments and first used a target canceller, as early as October 15, 1862, and in addition a knife blade device, patented by Norton. A New York City patent cancel is shown in the accompanying illustration.



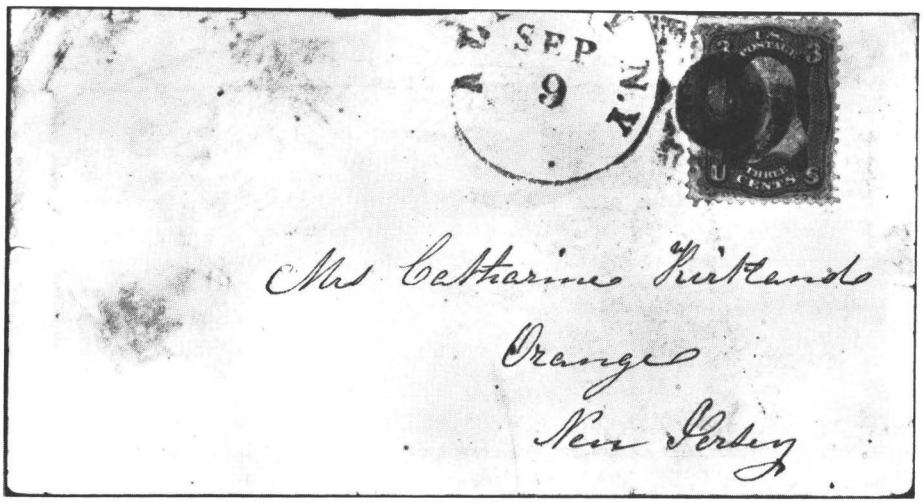
At left: New York City use; at right: Albany, N.Y.

Another patent, No. 38222, was issued to Ward Francis in New York City on April 21, 1863. This patent prevented the cutter from going deeper than the stamps, so the envelope and its contents would not be cut also.

Numerous examples of the New York patent cancels are found in October and November 1862. These knife cancels seem to be separate from the dater. A triangular punch was also used as a part of cork killers, in addition to the knife punches. The use of these punches stopped in December 1862. They are not found again until 1866.

[June 20, 1964]

The hand stamped duplex with patent killer used at Albany in the 1860's. The sharp "cookie cutter" in the center of the killer was intended to cut a circular section out of the stamp so that stamps removed for re-use would have a hole in them. This cover shows not only the ring of the cutter and the cork in which it was placed, but portions of the postmarking device which held together the two parts of the duplexed postmark.



The 1861 Patent Cancels

Mr. William Dunnavant wrote us about our June 20th column:

Here, Mr. Baker was referring to the use of specific New York patent killers as being discontinued in 1862 and renewed in 1866.

"You state that the use of (patent) cancels was discontinued about 1866. A copy of Scott No. 178 (1875) in my collection. . .is cancelled with an irregular black circle which surrounds a square, grid-like punched area. The punches in most cases completely penetrate the paper, and are edged with black ink. There

were cancels which penetrated the stamps paper (patent cancels) used late into the 1880's".

Another reader adds: "A 'twister' was used on 3¢ greens. It scraped away a circular band from the surface of the stamp. . .There was more than one type of such scarifiers."

[December 19, 1964]

Other Patent Cancels

Philadelphia, Pennsylvania, used a knife cancelling device consisting of twelve blades, arranged in circular form, and attached to the town canceller. The earliest recorded use is March 21, 1863, and only uses during March, April and the early part of May of 1863 seem to have been cut by the blades. They were never as sharp as those used in New York City (shown last week).



Illustration #1. Two Philadelphia cancels.

Covers dated late in May of 1863 and thereafter, have cancellations similar to the stamp at the right in Ill. #1, but appear as ordinary grid cancellations, possibly because the blades were never sharpened and became dull from wear.

This cancellation has been seen on the 1¢, 3¢, 10¢, 24¢ and 2¢ stamps off cover, but only on the 1¢, 3¢, 3¢ compound envelopes, and 10¢ on cover.

The Charlestown, South Carolina, killer is illustrated at the left in Ill. #2; and the Fall River, Mass., killer is shown at the right.



Illustration #2. Left: Charleston, S.C. Right: Fall River, Mass.

Other cities where patent cancels were used were Tilton, N. H.; New Brunswick, N. J.; Mansfield, Mass.; Canal Dover, Ohio; Cerro Gordo Ill.; St. Clairsville, Pa.; Youngsville, Pa.; Mt. Clemens, Mich.; Wethersfield, Conn.; and West Haven, Conn.

[June 27, 1964]

1861 Combination Covers

A previous column reported 87 combination covers bearing stamps of the 1851-57 issues. The ratio of covers bearing three values to those bearing four values was 17 to 1. What is your guess this ratio will be for the 156 covers tabulated bearing the stamps of the 1861 issue?

The tabulation is as follows: 12 covers with three values and 2 with four values used in 1861; 40 covers with three values and 3 covers with four values used in 1862; 16 covers with three values and 2 covers with four values used in 1863; 18 covers with three values and one cover with four values used in 1864; 19 covers with three values and 2 covers with four values used in 1865; 6 covers with three values used in 1866; 6 covers with three values used in 1867; 3 covers with three values used in 1868; 2 covers with three values and 2 with four values used in 1869. In addition, 22 covers were recorded, all bearing three values, where the year of use is uncertain.

The ratio was 13 to 1 for the 156 covers tabulated. How well did you guess? You will note that there are more 4-denomination covers appearing in the 1861 period.

Did you notice the sudden reduction in combination covers after 1865? A reduction from over 20 to but 6 a year. What may have caused this?

The first 15¢ stamp was issued a year after President Lincoln's death. This denomination could replace several combinations of smaller denominations of stamps used to pay large rates.

Prior to January 1, 1867, there was no contract mail service across the Pacific to Hong Kong, China and Japan. The Postal Act of February 17, 1865, provided for a service to Japan and China. On August 28th, 1865, a contract was signed with the Pacific Mail Steamship Company at $500,000 per annum for 12 round trips between San Francisco and Hong Kong touching Honolulu and Kanagawa (Yokohama), Japan going and coming. Four steamships from 3500 to 4000 tons were to be built. Service was to commence January 1867. The postal

See articles on the use of the China & Japan Steam Service markings in "Chronicles" Nos. 73, 75 and 76 (Feb., Aug. and Nov., 1972) and No. 111 (Aug., 1981).

rate became 10¢ per ½ ounce, quite a difference from 45¢ via Southampton or 53¢ per ½ ounce via Marseilles.

Actually only six trips were completed in 1867. A separate contract for Honolulu service was awarded to another line and a supplemental monthly service from Japan to Shanghai was created and permission granted to make the Japan to Hong Kong service a branch line.

Also see pages 310-311.

The last recorded trans-Atlantic cover to China was addressed to Shanghai in August 1866. This is from the Ives correspondence.

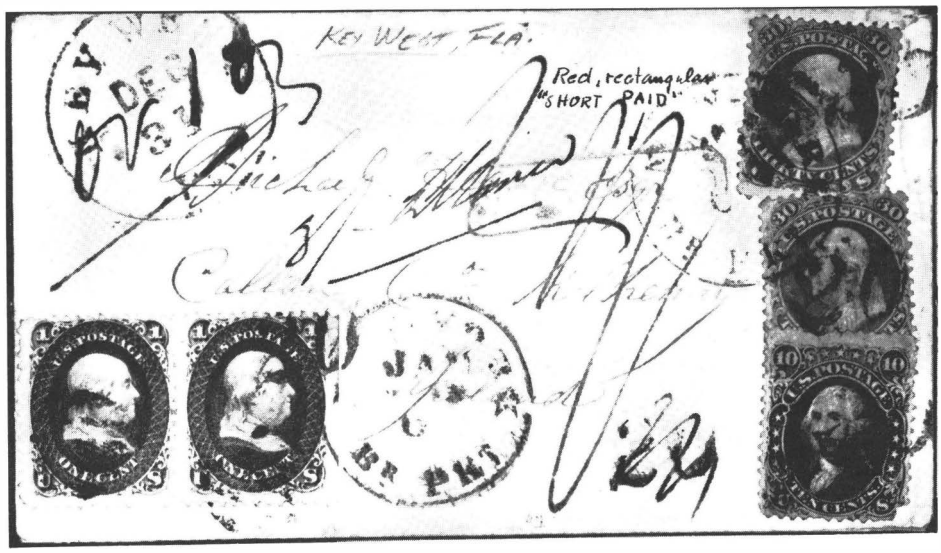
Is this sufficient explanation for the dramatic reduction in numbers of combination covers after 1865?

[September 28, 1963]

The cover at right bears two each; 30¢ and 1¢ 1861 stamps and a 10¢ for a total of 72¢. This cover appeared in the "Cover Corner" of "Chronicle" No. 49 (Feb. 1950) with the question, "Why, with 72¢ postage was the cover marked partially due and 'three allowed'?"

Posted at Key West, Fla., Dec. 31, 1862, the cover is backstamped at Callan, Ireland (to where it is addressed) on Jan. 19, 1863. It was marked "SHORT PAID" at New York and 20¢ or 5¢ per rate, debited to England, as it went by British Packet.

Per the answer in "Chronicle" No. 50, the British allowed three rates, and charged but one as due, probably because the 72¢ postage on the cover more than covered the 20¢ debited.





An 1861 combination cover with a pair of 10¢, a 3¢ and a 1¢ stamp for a total of 24¢ on a cover sent from San Francisco to Italy in Nov., 1864. The cover has "N.Y. Am Pkt" and "PAID ONLY TO ENGLAND" markings. A "Chronicle" "Cover Corner" puzzle in Nos. 56 and 57 (Nov., 1967 and Feb., 1968), the problem was to explain the rate markings.

The answer was complex but the gist is that the cover was sent to England by open mail by American packet so that 3¢ was wasted. The markings show the handling by England, France and Italy as a due letter.

(Rates on 1861 Covers)
1861 Combinations

This listing refers to various rated covers which the Messrs Baker had recorded with franking by three or more stamps of different values.

The combination cover is defined as one bearing three or more stamps of different values. In an earlier column, we reported the rates which the 1851-57 combinations paid. This will be the first of two columns reporting these rates for the 1861 Issue.

6¢ Double domestic rate
10¢ Domestic rate to the Pacific Coast prior to July 1, 1863; to Canada
11¢ To Canada, plus 1¢ U.S. Carrier or "WAY"
12¢ To Nassau in the Bahamas
14¢ 1¢ underpay of the 15¢ rate to France
15¢ Five times the domestic 3¢ rate; to Nova Scotia; to Italy by Prussian Closed Mail after April 1, 1868.
16¢ Rate to Bremen plus carrier; rate to France plus carrier
18¢ Six times the domestic 3¢ rate; and single domestic rate plus registration fee
19¢ To Switzerland via Hamburg or Bremen Packet
21¢ To Switzerland via French Mail; to Italy via England through France
24¢ To England
27¢ To Brussels, Belgium via Prussian Closed Mail
28¢ To Germany and Austria via Prussian Closed Mail; via Bremen to Rome, Italy
30¢ Double rate to France; double rate to Nova Scotia
31¢ Double rate to France, plus carrier
32¢ Double 12¢ rate plus 8¢ registration to England
34¢ To Barbados; to Ecuador via British Packet
35¢ To Russia via Prussian Closed Mail; California to Switzerland via Prussian Closed Mail; to St. Thomas—an overpay of 1¢ via Havana
37¢ To St. Petersburg, Russia via Prussian Closed Mail prior to 1866
38¢ Double rate to Italy via Prussian Closed Mail prior to April 1, 1868. California to Switzerland via Prussian Closed Mail prior to July 1, 1863; to Norway via Direct Steamer to Germany
39¢ To Arabia via Marseilles; to Australia via Marseilles
42¢ To Italy via British Open Mail
43¢ California to Italy via France
44¢ To Swatow, China—2¢ overpay, double rate via Marseilles
45¢ To Zanzibar, India, Australia, Singapore, Hong Kong and Shanghai via Marseilles; triple rate to France; to St. Catherines and Brazil via United Kingdom until October 30, 1865; to Cape of Good Hope; to Portugal via Southampton

[July 4, 1964]

Combination Covers

Where these rates do not seem to agree with published facts, it should be noted they are based upon covers seen and recorded bearing such, as comprised with three or more different stamps.

For up-to-date information on the rates, see "United States Letter Rates to Foreign Destinations," by Charles J. Starnes, published by Leonard Hartmann, Louisville, Ky., 1982.

A Combination Cover discussed in the following, is one which carries three values, or more, of the 1861 Issue. Our column of July 4th brought us to the 45¢ rate; this week's column includes those above 45¢:

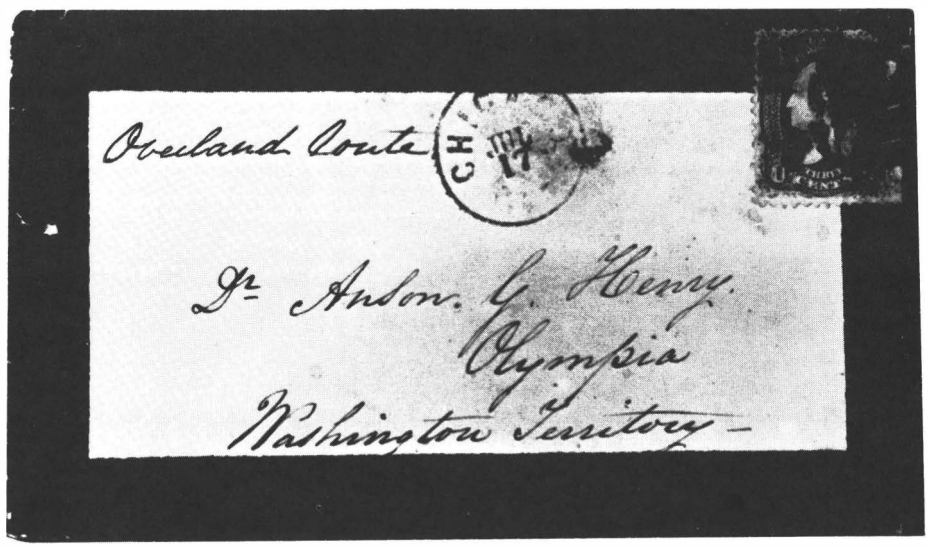
46¢ To Sidney, Australia—overpay 1¢ via Marseilles; to Norway via Prussian Closed Mail
47¢ To Shanghai—overpay 2¢ via Southampton
48¢ Double rate to England
53¢ To Amoy and Shanghai via Marseilles after July 1, 1863
56¢ To India—double 28¢ rate via Southampton; to Germany—double prepaid 28¢ rate via Prussian Closed Mail

57¢ To Singapore, Hong Kong and Shanghai via Marseilles prior to July 1, 1863
60¢ To St. Petersburg, Russia—double rate via France
63¢ To Switzerland — triple rate via France
66¢ To Cape of Good Hope — double rate via England
68¢ To Chile — double rate via British Mail
72¢ To Ireland — triple rate to Great Britain
74¢ To St. Petersburg, Russia—double rate via Prussian Closed Mail
90¢ To Brazil—double rate via United Kingdom prior to October 30, 1865
96¢ Quadruple rate to Liverpool, England
$1.02 Double single rate via Marseilles to Shanghai prior to July 1, 1863
$1.05 Seven times 15¢ rate to France
$1.06 Double 53¢ rate to Hong Kong and Shanghai after July 1, 1863
$1.08 Double 51¢ rate plus extra 6¢ French rate for over 15 grammes, less than 22½ grammes to Shanghai and Hong Kong
$1.32 To Australia—quadruple 33¢ rate in 1866
$1.35 To Amoy, China—triple 45¢ rate via Southampton
$1.44 Six times rate to London, England
$1.95 Thirteen times 15¢ rate to Bordeaux, France
$2.12 Quadruple rate to Hong Kong via Marseilles after July 1, 1863

[July 11, 1964]

* * * * * * * * * * * *

Mary Lincoln



A cover with a huge mourning band sent by Mary Lincoln to Washington Territory on July 17, 1865, before she was granted the franking privilege by Congress as the widow of President Abraham Lincoln. This was sent three months after his assassination and seven months before she was given the franking privilege.

Compare the manuscript of the address with the tracing of Mrs. Lincoln's signature above.

From "Philatelic Reminiscences of the Year, 1866." Also see pages 308 and 329.

By searching the Postal Laws we find the Act of 10 February 1866 conferring the franking privilege on Mary Lincoln, to cover all letters and packets by mail to and from her. An interesting collection might be assembled of mail to or from the widows of presidents prior to the time the franking privilege was awarded by Congressional action.

The Act of 12 June 1866, Section 1, provided for the forwarding of prepaid and free letters at request of the party addressed, from one post office to another, without additional postage and the return of dead letters to the writer free of postage.

[February 19, 1966]



A pair of the 3¢ rose of 1867 with all-over "A" grill, on a cover sent from Cleveland, Ohio to Illinois on August 13, 1867. This is the earliest known date of use of any United States grilled postage stamps.

Three other singles of the 3¢ "A" grill are known on covers postmarked this date.

The 1867 Grills

The stamps of the 1861 issue produced some firsts. They were the first U. S. stamps to be grilled to prevent removal of the cancellation and re-use. With one small exception, grills were only applied to stamps printed by the National Bank Note Company. They were used on the 1869 and 1870 issues also. Each value of the stamps of all grilled issues was grilled, but not with all patterns of grills.

Much remains to be discovered and verified about the early use of grills. W. L. Stevenson, Elliott Perry, and Lester Brookman have given these stamps much study. Robert A. Siegel made the latest discovery, a 15¢ Z grill, while examining the grilled stamps in the Newbury collection. Oddly enough, another turned up shortly thereafter.

The current authoritative reference on U.S. grills is William K. Herzog's long essay in the 44th Congress Book, pages 67-103, published by the American Philatelic Congress in 1978.

This article compiles, corrects and updates the data previously published and tabulates the number of each of the values of the grilled stamps issued as compiled from official records.

Mr. Stevenson commented many years ago:

"Z grills on the 15¢ 1867?. . .The Z grill was evidently used on issued stamps only up to about March 1868, at the latest, and possibly not after February 1868. Grilling of the 15¢ did not begin before about May 1868. It is highly improbable that anyone will find this value showing the Z grill". It took possibly fifty years to prove Stevenson wrong.

The following lists the Scott number for each of the 1867 grills. The grill points were up for A, B, and C; down for D, Z, E, and F: 1¢ value—Z (85A), E (86), F (92). 2¢ value—D (84), Z (85B), E (87), F (93). 3¢ value A (79), B (82), C (83), D (85), Z (85C), E (88), F (94). 5¢ Value—A (80), F (95). 10¢ value—Z (85D), E (89), F (96). 12¢ value— Z (85E), E (90), F (97). 15¢ value— Z (85F), E (91), F (98). 24¢ value— F (99). 30¢ value—A (81), F (100). 90¢ value—F (101).

The first sheets were grilled all over. These proved very difficult to handle. This plan was abandoned for smaller rectangular grills. They first measured 18 x 15 mm., then became slightly smaller as the experimental work continued, finally becoming 9 x 13 mm., the F grill. The earlier grills—A, B, C, D, and Z were experimental, which explains the difficulty of finding stamps with these grills on them.

[September 7, 1963]

How Many 1867 Grills?

After reference to a clipping file, Ashbrook's *Special Service,* and Brookman's *The Postage Stamps of the United States,* we comment on the 1867 Grills. The numbers of grilled stamps believed to have been issued were: 1,000 Z, 3,000,000 E and 7,000,000 F of the 1¢ value; 200,000 D, 500,000 Z, 25,000,000 E and 50,000,000 F of the 2¢ value; 50,000 A, 300,000 C, 500,000 D, 100,000 Z, 80,000,000 E and 225,000,000 F of the 3¢ value; 2,000 A and 680,000 F of the 5¢ value; 2,000 Z, 1,500,000 E and 3,800,000 F of the 10¢ value; 10,000 Z, 1,000,000 E and 3,600,000 F of the 12¢ rate; ? Z, 500,000 E and 2,000,000 F of the 15¢ value; 200,000 F of the 24¢ value; 2,000 A and 280,000 F of the 30¢ value and 30,000 F of the 90¢ value.

For specific data on numbers of grilled stamps issued, see Herzog's "Congress Book" article, cited in the note on the previous page.

Of the five rare grills, three are the 1¢, 10¢ and 15¢ Z grills. The ? Z indicates the latest find, the 15¢ Z grill of which two are now known. Robert A Siegel discovered the first 15¢ Z grill in the Newbury collection, where it had not been previously identified by the many philatelic experts who had access to Mr. Newbury's collection. This item is yet to be auctioned and will probably appear in the next Newbury sale. Oddly enough, a second copy of this stamp has since been verified by the Philatelic Foundation and is in a private collection.

As of 1983, there are one each of the 1¢ and 2¢ "Z" grilled stamps, five 10¢ "Z" grills, and the two 15¢ "Z" grills, outside the Miller collection. The Miller collection, noted in this column, is no longer on display.

The 1¢ Z grill is the next in rarity with three copies known, one copy discovered just a few years ago. Four copies are known of the 10¢ Z grill. Two of these great rarities, the 1¢ and 10¢ Z grills, are embalmed in the Miller collection in the New York Public Library, where they may be seen by anyone.

The other two rare grills are the 5¢ and 30¢ A grilled all over; five of each are known. You will notice only one or two thousand of these rare grills were produced.

Six each of the 5¢ and 30¢ "A" grills have been recorded (1983) outside the Miller collection.

The 90¢ F should be the next in rarity, if numbers distributed have a bearing. Stanley Ashbrook never was able to record a cover with the 90¢ grill. Elliott Perry advertised a 90¢ grill on cover for sale in *Pat Paragraphs* in 1938. It would appear that the 90¢ grill on cover is the rarest of all 90¢ stamps. Does anyone know where a 90¢ grill on cover is and, if sold, at what price?

The reduction in rates to England starting January 1, 1868, and the opening of the trans-pacific steamer routes to Japan and China in 1867 at reduced rates decreased the need for 90¢ stamps for letter postage.

[October 26, 1963]

* * * * * * * * * * * *

The 3¢ grilled all over, #79, earliest known use, August 13, 1867, just passed through my hands. This cover is the earliest use for any U.S. grilled stamp, which were supposed to be first delivered on August 11, according to Mr. York's article in the December *American Philatelist.*

But see the correction in column starting on page 265.

[February 11, 1967]

More About 1867 Grills

During the 1860's the Post Office Department was constantly seeking ways to make it impossible to reuse a postage stamp. A number of methods were tried: a cancellation device, which cut the stamp paper when applied; an envelope designed so the stamp would be torn when the contents were removed; and the impressing of the stamp with a waffle-like grill to expose the paper fibres so the cancellation ink would penetrate below the paper surface.

It is believed that the grills were produced in this order: A, B, C, D, Z, E, and F. The A, B, and C grills were probably made a sheet at a time. The others may have been produced this way too, but more likely were grilled up to five sheets at a time. It is easy to see why the grill would be extremely clear on some stamps and rather faint on others.

It is probable the "A" grills were a semi-official experiment and the "B" and "C" grills were official experimental trial uses. All were issued and used.

The A, B, C, D, and Z grills come in the flat "dry" shades because the procedure set out in the patent required first gumming the paper, then grilling, and finally printing the stamp. Later, the colors appear brighter because the routine was changed to first print, then gum, and finally grill. The Z grill was probably printed between January and May 1868.

As time went on, the size of the grill was reduced, and the paper made thinner for better penetration. The grill sizes started with the all over (A), then 18 x 15 mm. (B), followed by (C) 13 x 16 mm., (D) 12 x 14 mm., (Z) 11 x 14 mm., (E) 11 x 13 mm., and finally (F) 9 x 13 mm. The F grill roller was probably the E roller cut down. It appears that all grills, A through F, were issued in 1867. The government only paid for the grilling on the E and F grilled stamps at the rate of 8 cents per thousand above the regular price. The sheets experimentally grilled were put into stock and sold as regular sheets.

The current theory is that the "E" and "F" rollers were used concurrently in 1868, and that the "D," "Z," "E," and "F" grills were not in use until then.

The E and F grills must have been made first late in 1867; therefore, most of the E and F grills were made during 1868. Since large numbers of the 1¢, 2¢, and 3¢ values were required, these may have been printed early in 1869 also. The 2¢ and 3¢ values of the new 1869 issue, however, appeared in late March, 1869 and many other values in April.

The 3¢ is the only value that has all the seven types of grills. The 24¢ and 90¢ have only the F grill, while the 5¢ and 30¢ have the A and F. This makes the grills on the 5¢, 24¢, 30¢, and 90¢ very easy to identify.

For those wanting more information about the use of grills on stamps, Lester Brookman devoted some 50 pages to the subject in Volume I of his *The 19th Century Postage Stamps of the United States.*

[November 30, 1963]

* * * * * * * * * * * *

This volume includes a section on grills, a subject on which Mr. Brookman is a renowned authority. The question "Is there a genuine 18x15 grill?" is raised. Under the "A" grill is pictured a cover containing a circular announcing the series of 1869 forthcoming and an illustration of an imperf pair.

From the review of Brookman's three-volume "The United States Postage Stamps of the 19th Century," published by Lindquist Publications in 1966. See pages 26-27 for the complete columns on this subject.

A "B" grill cover bearing four stamps is illustrated with a view of the grills on the reverse side and an enlargement of the grill on one stamp. A photo of the split "D" grill is included.

The Foundation photo of the recent discovery of the second copy of a 1¢ "Z" grill is included with a story of the discovery.

The 15¢ "Z" grill photo face and reverse from the Siegel "Rarities Sale" is included.

The mint block of twelve of the 24¢ "F" grill from the Siegel December 1948 Sale is pictured.

Actually, this block of twelve is mentioned but not illustrated.

[June 24, 1967]

A Statement of Correction

The following comments refer to a statement about Scott No. 79, the 3¢ grilled all over, made in our column of 11th February 1967.

The statement: "This cover is the earliest known use (August 13th, 1867) of any U.S. grilled stamps, which were supposed to be first delivered on August 11th, according to Mr. York's article in the December *American Philatelist.*"

The correction: Mr. York's article appeared in the **November** *American Philatelist.* In it he stated that Scott's specialized catalog editors list the earliest known use of the 3¢ grilled all over stamp as August 13, 1867.

In addition, Mr. York's article states, "This early action could have legitimately taken place because on **August 11th, 1868** (Charles F.) Steel in a letter notified Postmaster General Alexander W. Randall, that he had sold to the

National Bank Note Co., the sole and exclusive right to manufacture 'embossed' stamps under his patent for the same."

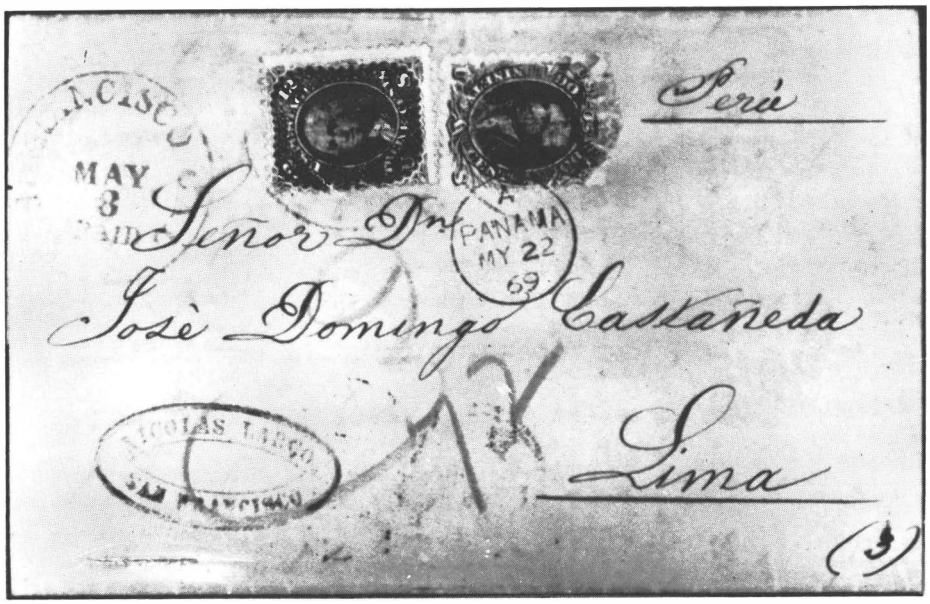
We thank Mr. York for this information and his interest in keeping the information published in this column accurate.

[April 29, 1967]

A 90¢ 1867 Grill on Cover

Earlier we mentioned the great rarity of the 90¢ 1867 grill on cover. We record our first as follows: Triple rate San Francisco, May 8, 1869 to Panama May 22 to Lima, Peru, 3 x 34¢ = $1.02 paid by the 12¢ and 90¢ F grills.

[December 21, 1963]



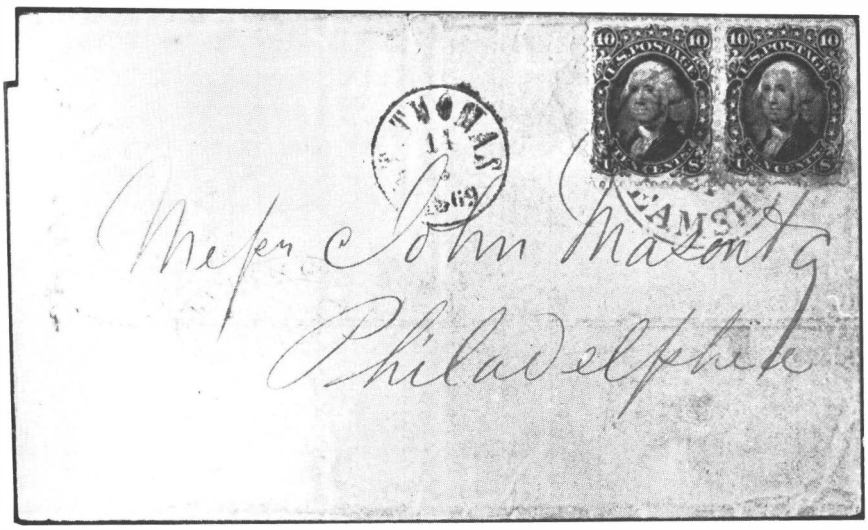
At right: The 90¢ "F" grill on cover with a 12¢ "F" grill making up the triple $1.02 (3 times 34¢) rate to Lima, Peru in 1869.

This folded letter originated at San Francisco and was exchanged with the British post office at Panama on May 22 for carriage by a British steamer of the Pacific Steam Navigation Co. down the coast of South America. The crayon "72" is a credit to the British by the U.S. San Francisco exchange office.



At left: Two 1¢ and one each of the 2¢ Black Jack; 3¢ and 5¢ "F" grills on the 3¢ stamped envelope of 1864 making up the 15¢ postal rate for mail exchanged with the North German Postal Union in closed pouches through England.

The New York "PAID ALL/BRITISH TRANSIT" with a March date is in red and the "VERVIERS/COELN" marking of the NGU traveling exchange office is also in red. These markings date this cover as from 1869 or later.



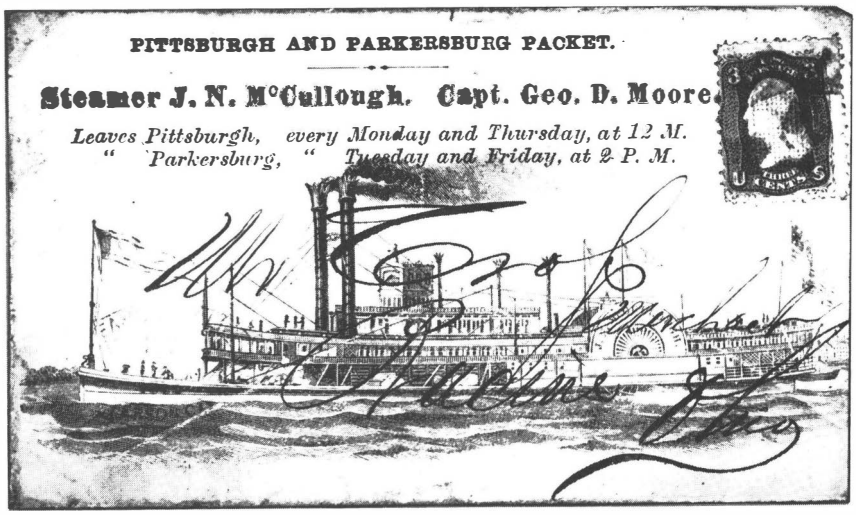
At left: A pair of 10¢ "F" grills on a cover originating in 1869 with Turnbull, Stewart & Co., Port-of-Spain, Trinidad and addressed to Philadelphia. Sent to forwarders Lamb & Co at St. Thomas, D.W.I., it was turned over to the Danish postal service there who applied their postmark on 11 June, 1869. The origin and forwarder are identified by docketing and handstamps.

The cover was sent to New York by the Brazil Line, receiving a "NEW YORK/STEAMSHIP marking on June 21, 1869. It was sent on to Philadelphia and backstamped there as "received" on June 21.

Lithographed envelope of the Ohio River steamer "J.N. McCullough" with a 3¢ "F" grill canceled with a cork and no town mark.

Addressed to Racine, Ohio, the cover bears the blue oval clerk's cachet of the steamer "Sallie V." (see tracing, below) of May 2, 1868. Since the "Sallie V." was on the Racine-Pomeroy run, extending just two Ohio counties on the river, the stamp was probably canceled when the cover reached Racine, but being for local delivery, no town postmark was applied.



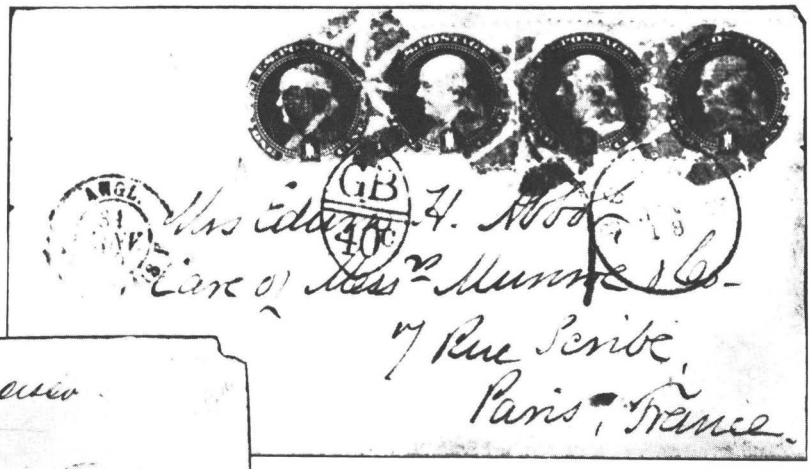


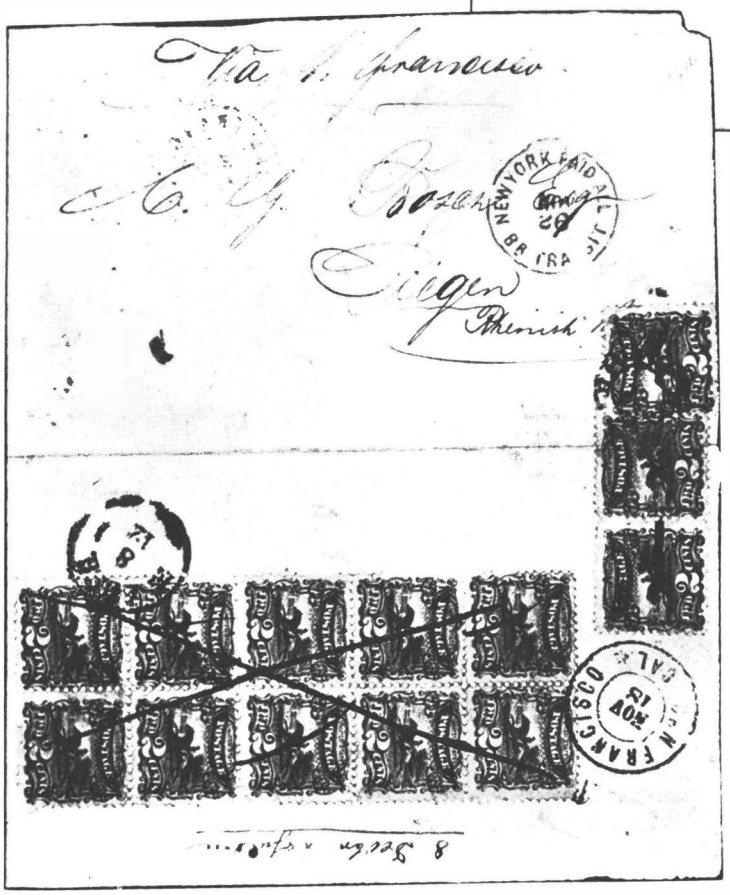


A double (twice 15¢) rate of 30¢ paid from New Orleans to France, August 28, 1869, with one rate prepaid by a 12¢ 1869 stamp on the 3¢ Nesbitt envelope of 1864. The other rate is prepaid by a 3¢ "F" grill and six "F" grill Black Jacks in the form of a block of five and a single.

It is probable the 12¢ stamp had been affixed to the 3¢ envelope before it was taken to the post office, where the additional rate was found required because the letter weighed over ¼ ounce.

At right.
With the discontinuance of the first French—U.S. mail treaty on Jan. 1. 1870. under a revised British treaty it was possible to send mail via England for 4¢ (2¢ domestic: 2¢ sea post) with postage on to France collect. The cover at right was sent in this manner from Boston on Jan. 8. 1870 with the postage paid by two pairs of the 1¢ 1869 stamp.







On upper stamp of strip of three. cover at left: shown opened out.

At left:
Sent from Hiogo (Kobe). Japan in 1870 to Rhenish Prussia. this cover bears thirteen 2¢ 1869 stamps. a block of ten and a strip of three. intended to overpay by 1¢ a presumed 25¢ rate consisting of 10¢ transpacific and 15¢ to Prussia by U.S.—North German Union mails.

The origin of the cover at Hiogo is shown by the one stamp of the strip which was on the cover front being canceled by the small double circle "HIOGO" (see traced marking); the rest of the stamps on the back are pen-canceled.

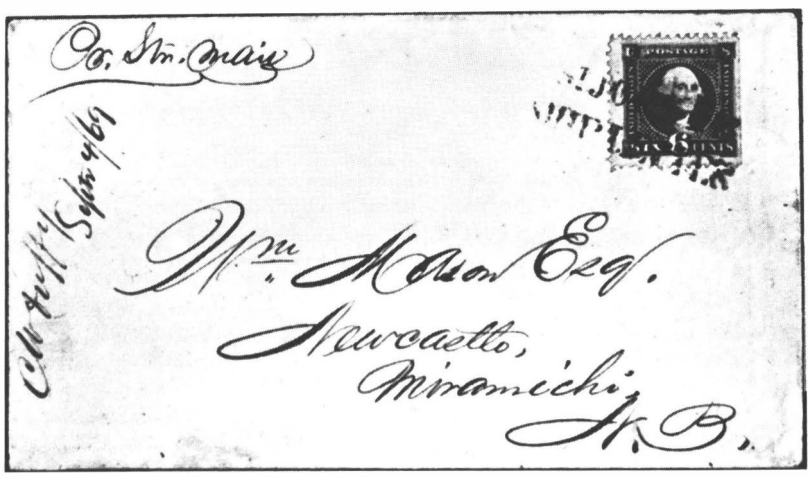
Although the cover bears no year date. the San Francisco postmark date of Nov. 18 confirms the year to have been 1870 as the Pacific Mail steamer "China" arrived there the previous day: no other date of arrival of a contract mail steamer from 1869 or later than 1870 fits.

On July 1. 1870. the rate by NGU mails to Prussia from the United States was reduced from 15¢ to 10¢. but it is not surprising the U.S. consular post office at Hiogo had not as yet received notification of this change by November. However. the cover was thus overpaid by 6¢ instead of just 1¢.

At right.

ST JOHN N·B
SHIP LETTER

At right: This cover. per its docketing. was sent in late 1869 with the correct postage to New Brunswick (became a part of Canada in 1867) paid with a 6¢ 1869 stamp. However. rather than mailing the cover. it was apparently handed aboard a St. John. N.B.-bound steamer and the stamp was eventually canceled with a Canadian two line handstamp "ST JOHN N B/SHIP LETTER." The postage to the destination (now Chatham. N.B.), near New Castle. N.B. post office. was apparently considered fully prepaid since the cover bears no due charges.



The 1869 Issue

Any initial discussion of this issue necessarily starts with a few facts about the National Bank Note Company contract to print them. The following is quoted from the report of the Postmaster General, June 30, 1870:

"To manufacture and furnish—all the postage stamps which may be required by the Postmaster General for a term of four years, to commence on the 1st day of February, (1869)"—1868 Contract. But the 1869 Issue had a short life ranging from 7 months for the 90¢ value to slightly over 12 months for the 2¢ and 3¢ values. Why?

"The stamps adopted 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 (1870), to issue new stamps of larger size, superior quality of gum and new designs."

Instead of being issued February 1st, the 2¢ and 3¢ values appeared on March 30, 1869, two months late. Each of the original submitted designs was either eliminated or altered before the stamps were approved. The 6¢ value was added and the 5¢ dropped. This chart tells the story:

	1869 Issue		1870 Issue	
Values	Scott Nos.	Earliest Use (1869)	(Grilled) Scott No.	Earliest Use (1870)
1¢	112	May 2	134	April 12
2¢	113	March 30	135	April 12
3¢	114	March 30	136	April 12*
6¢	115	April 30	137	April 11
10¢	116	April 7	139	April 12
12¢	117	April 5	140	April 18
15¢ (I)	118	April 3	141	April 12
15¢ (II)	119	May 23	—	—
24¢	120	April 7	142	?
30¢	121	May 29	143	April 12
90¢	122	Sept. 9	144	April 12

*The 3¢ Banknote without grill (#147) is known used on March 13, 1870.







For current earliest dates, consult the current specialized catalogs.

The contract continues—"all stamps shall be furnished in sheets, printed on the best paper—perfectly gummed and perforated—and also embossed like the stamps now in use."

Charles Steele, who invented the grilling process used on 1867 stamps, granted exclusive use of his patent to the National Bank Note Company, an act which virtually eliminated all competition.

[April 11, 1964]

* * * * * * * * * * * * * *

Our column of April 11, 1964, listed the earliest recorded dates of use of the 1869 Issue. Bob Markovits comments about this listing: "According to AFDCS Journal, Nov.-Dec. 1960, (the cover was later sold by Thatcher), the 1¢, 2¢ and 3¢ 1869 were issued March 27, 1869. The Philatelic Fondation issued Certificate #12178, certifying the use of these stamps on the envelope therein pictured. I recently sold the six-cent value, of the issue used on April 26, 1869. Said 1-2-3¢ cover was Lot 516 in his ninth sale (one-cent stamp missing from envelope, but was originally present). Ashbrook's 'Special Service' lists the 10¢ earliest use as April 1, 1869, on page 322; and the 30¢ on May 15, 1869, on page 257."

[July 25, 1964]









More on Earliest Dates of Use
By Robert Markovits, Guest Editor

This comment refers to the cover discussed on page 278.

Your December 17, 1966 column is at hand. With regard to the 3¢ 1869 cover, I feel it is genuine in all respects. I have purchased three covers, all from East Fishkill, New York, all with the same type of handstamp which has the pen and ink cancel inside a crude rubber stamp. One of the covers is pre-1869 and another is post-1869. In checking the 1851 Post Office Directory, I find no East Fishkill listing in Dutchess County, New York, but in the 1862 Directory, this town appears. I do not know if this town existed during the stampless cover period.

Per Kay and Smith on New York state post offices, the East Fishkill post office was established April 21, 1852.

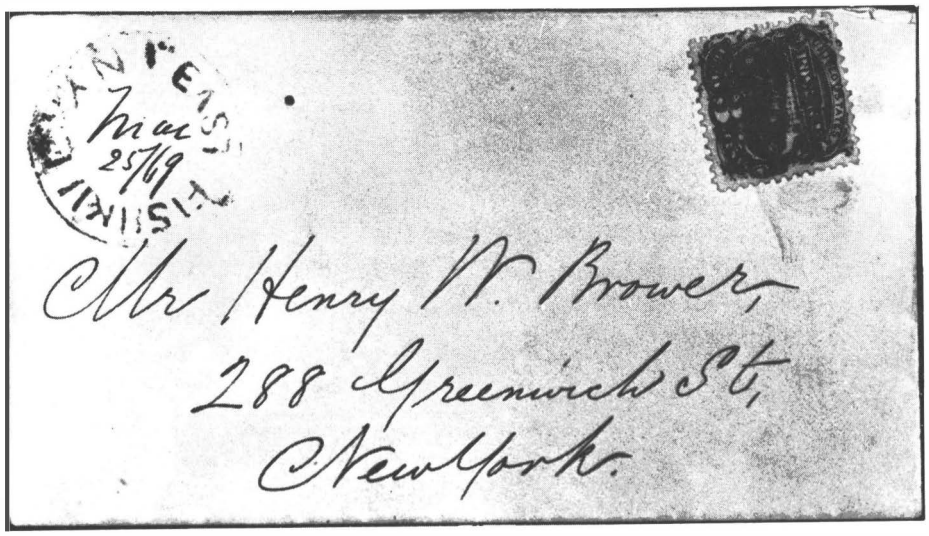
The color of the stamp is that bright blue from the first printing. Since I have owned a March 27, 1869 use and another from April 1 of the 3¢ denomination, I am fully aware of this bright shade. So far as I am concerned, this March 25, 1869 cover is the earliest known use, even though the Foundation will not express an opinion. One thing which has upset a few people about this cover, is the fact that under the stamp can be seen the word "PAID". What probably happened was that the mailer went to the post office with several letters and the Postmaster took his money, marked Paid on each of the envelopes, then put stamps on when the long line at the window had done their business. Any help from your readers on East Fishkill, N.Y. post office will be greatly appreciated.

Also see the column of Oct. 1, 1966, which discusses the then earliest known uses, the portion about the 1869's being on page 138.

For the full column of Feb. 11, 1967, see page 139.

[February 11, 1967]





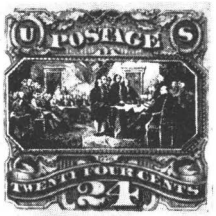
These two covers are those discussed by Mr. Markovits in the column above.

The manuscript "paid" under the 3¢ 1869 stamp has a fuzzy appearance as if the ink were not dry when the wetted gum of the stamp was applied to it.

Since the delivery of the first 1869 stamps by the National Bank Note Co. to the Post Office Department was on March 19, 1869, the "Stamp Agent" being discontinued at that time, uses as early as March 20, 1869, a Saturday, seem possible, and uses on March 22 possibly may be found.

The 1869 Issue









The instructions to postmasters about the 1869 issue gave the following instructions as to the introduction of the New Issue:

"You are required to exhaust all of the present style (1861 issue or 1867 grills) on hand, before supplying the public with the new; and in no case will you be allowed to make exchanges, for individuals, or return the stamps to the Department to be exchanged. The stamps now in use are not to be disregarded, but must be recognized in all cases equally with the new ones."

You will recall that the 1847 Issue was demonetized as of July 1, 1851; and the 1857 Issue was demonetized in a period of from a few weeks to five and a half months, except for a few values of government envelopes. The 1861 issue postage stamps became the first to continue to be good for postage years after the next issue became available and this still prevails today!

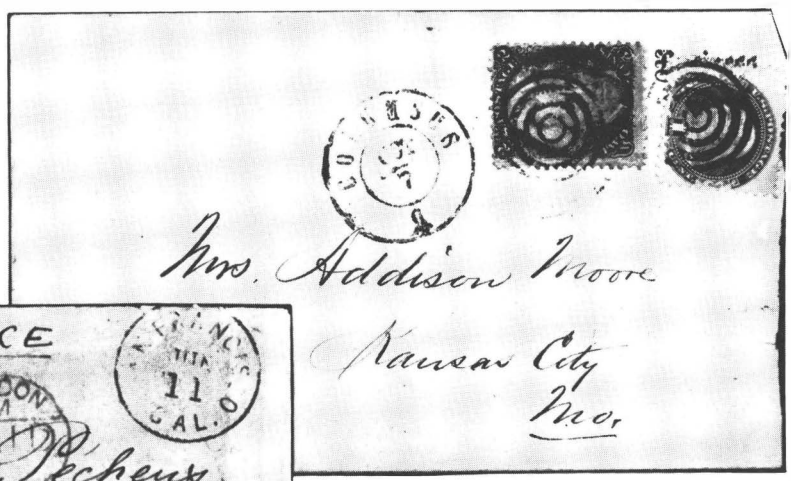
Covers showing the legal use of the 1857 and 1861 issues, used to pay the postage on the same letter, are quite hard to find. Those showing use of the 1861 and 1869 issues are more plentiful, but still require a bit of a search. They are more commonly found used with stamps of the Bank Notes issues which followed.

The contract continues: "The said stamps to be of the following designs for the fifteen-cent stamp, 'the Landing of Columbus'; for the twenty-four-cent stamp, 'the Declaration of Independence'; for the thirty-cent stamp, an 'Eagle and Shield'; and for the ninety-cent stamp, 'A Head of Lincoln'; provided that the stamps of the four last named denominations shall be printed in two colors."

Thus came into being the first United States bicolored *postage* stamps. (The $200 U. S. Internal Revenue Stamps were printed in green and red in 1864.) Also came the first opportunity for inverted centers. The problems presented must have been quite severe, because no other U. S. bicolor postage stamps were used until the 1901 Pan American Exposition issue was printed by the Bureau of Engraving and Printing.

[May 30, 1964]

A combination of a 1¢ 1869 and 2¢ Black Jack "F" grill making up the 3¢ domestic rate. Sent from Columbus, Ohio in October, 1869 to Kansas City. The violet ink used for the address adds to the display.





At left: A triple-issue combination cover, with a 10¢ 1869 stamp (note the "freak" centering!), a 5¢ "F" grill and a 2¢ National banknote stamp all used to send a cover from San Francisco to France in June, 1872. The 17¢ on this cover was a 1¢ overpayment of the prepaid non-treaty rate for letters of over a third but less than a half ounce in weight then in effect. See page 306 for the explanation.

The 1869 Issue

The 1869 Issue had a short life, but it was the first issue to use a theme for a stamp other than busts of famous citizens and deceased Presidents. No other issue used this idea until the 1893 Columbian Issue, our first true commemorative Postal issue, and the last to be printed privately for the next fifty years.

How many stamps of the 1869 Issue were distributed to the Stamp Agent? Lester Brookman used the following estimates in his book, *The Nineteenth Century Postage Stamps of the United States:*

The best current information on the quantities issued of 1869 stamps will be found in William K. Herzog's article in "Chronicle" No. 89 (February, 1976), with added data in the following issue.

The only substantial difference between Brookman's figures, quoted here, and Herzog's involves the 2¢ 1869 stamp of which 83,643,450 were issued.

1¢	16,605,150	15¢ (I)	200,000
2¢	57,387,500	15¢ (II)	1,238,940
3¢	386,475,900	24¢	235,350
6¢	4,882,750	30¢	244,110
10¢	3,299,700	90¢	47,460
12¢	3,012,950		

Our first column on the 1869 Issue showed that the 15¢ Type I was only used exclusively for a period of seven weeks. The above table of usage shows only the 90¢ had less distribution. Why were there two types of the 15¢ values?

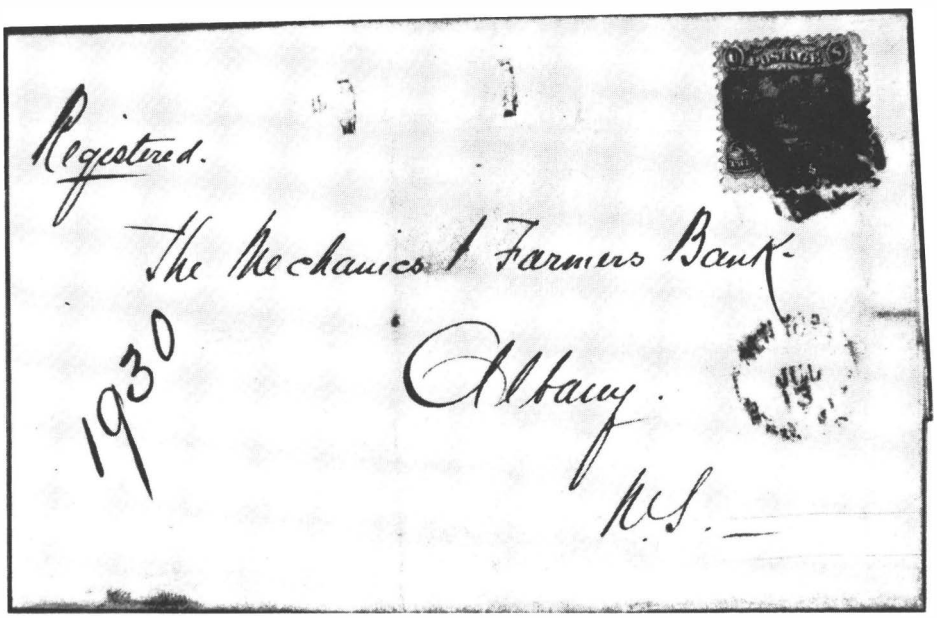
Mr. Brookman explains this quite clearly: "the extra bands of lines around the inside of the frame (on Type II) were placed there to make less noticeable any slight misplacing of the frame in relation to its proper place around the vignette."

But, see the correction, opposite.

The 6¢ value for paying double domestic rate, was substituted for the 5¢ value, which was used for the payment of U. S. inland rate and the 5¢ registration rate. Beginning with the second British Treaty, January 1, 1868, the open mail via British Packet rate was discontinued, and each country claimed the total postage collected; no more credits and debits. On June 1, 1867, the domestic registration rate was increased from five cents to fifteen cents per letter.

[June 13, 1964]

A triple domestic rate from New York City to Albany, N.Y. with a 15¢ registration fee, all neatly paid by a 24¢ 1869 stamp in July, 1870.



The 1869 Issue and Registration Fees
—A Correction—

Meyer Tuchinsky of Jamaica, New York, in a recent letter of inquiry regarding the effective dates of the registration fees in effect during the life of the 1869 issue, raised a question as to the accuracy of a statement made in our column of June 13, 1964.

We checked and found that the statement made in the last sentence of that column is most decidedly in error. There was no change in the domestic registration fee in 1867. What was changed on June 1, 1867, was the method of payment of the fee.

From July 1, 1855 to June 1, 1867, the registration fee was paid in cash. On June 1, 1867, this procedure was abolished and prepayment was required "in stamps attached to the letter and cancelled instead of in money as heretofore." The quotation is from the May 1867 issue of *The U. S. Mail and Post Office Assistant.* To those of our readers who are clipping this column, please strike out the offending sentence.

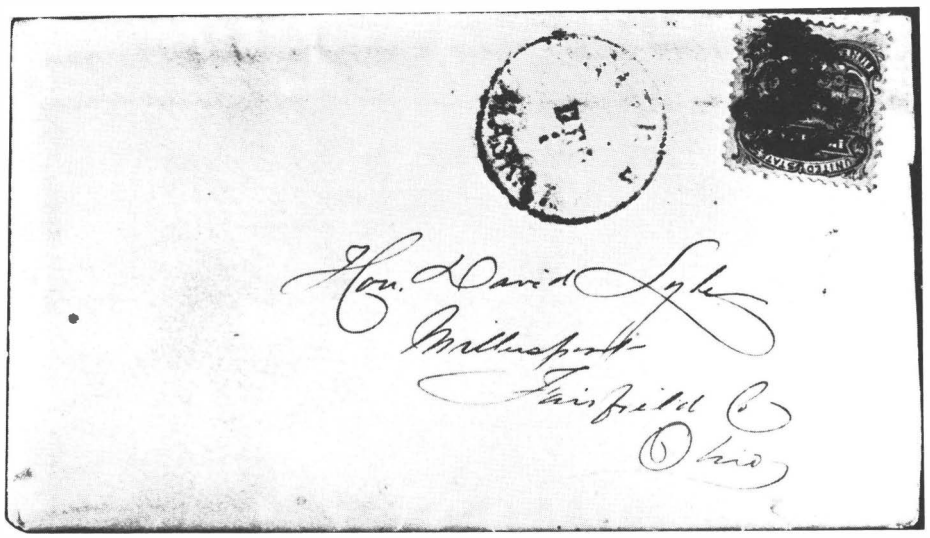
The amount of the registration fee was 5¢ until June 30, 1863, when it was raised to 20¢. It was reduced to 15¢ on Jan. 1, 1869.

[December 14, 1968]

1869 Covers I
E. D. Warshauer
Guest Editor

For many years the U. S. 1869 Issue has appealed to me for several reasons — the classic designs, unusual size of the stamps, plus the fact it was only in use about one year, to name a few. After getting together the usual specialized collection on and off cover, cancellations, proofs and essays, I decided there must be another method to complete the cycle and at the same time offer a real challenge. After due thought I decided to try and secure covers bearing the 3¢ value from every state and territory in the Union at that period (1869-70), including the District of Columbia. While, of course, the idea is not original—it has been done before with other issues (perhaps even with the 1869 issue) — I decided to give it a try and see how quickly it could be done. Now after finally completing my project (with one exception — Alaska) about four or five years later, I can only

See article discussing use of the 3¢ 1869 stamps in Alaska and other territories in "Chronicle" No. 119 (Aug., 1983)



Head Quarters, Sitka Alaska Territory,
Dec 2nd 1870

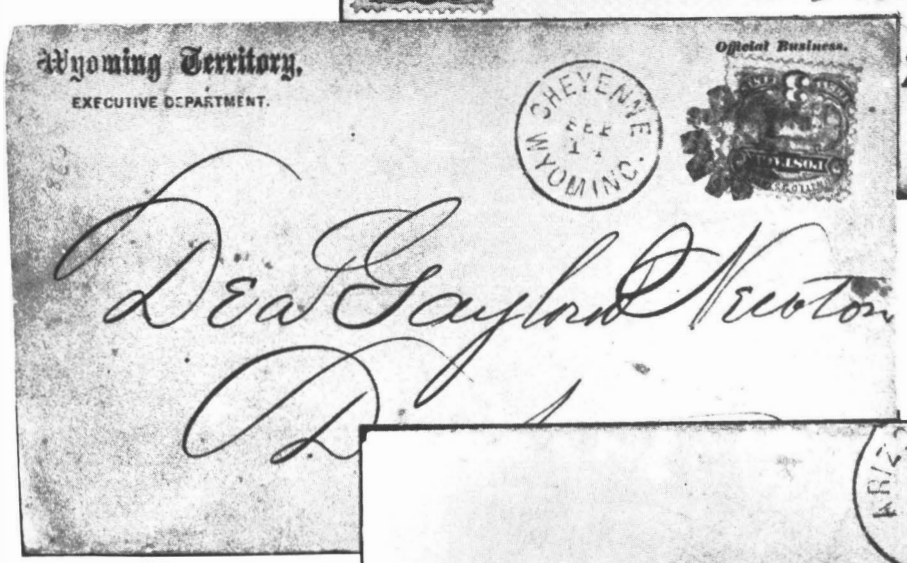
From Sitka, Alaska Territory, Dec. 3, 1870, as shown by the letter heading, (reduced) above. The enclosed letter is from an army officer temporarily in charge of the post. Note the letter is headed Dec. 2, but the postmark seems to be December 1, as traced below!





Stationery of the steamboat "Minneapolis," used from Hannibal, Missouri in July, 1870, a 3¢ 1869 stamp paying the postage.

This boat ran on the upper Mississippi from 1869 until in the 1880's. Mark Twain rode on it from Hannibal to St. Paul in May, 1882.



At left: This cover from the Wyoming Territorial governor's office carried a printed announcement to Connecticut.



At right: This 3¢ 1869 cover, sent in February, 1870 to an army officer at the military post on Alcatraz Island in San Francisco Bay, originated at a Quartermaster depot south of Arizona City (now Yuma), Arizona Territory. The postal markings are in blue.

say I have enjoyed the many contacts with fellow collectors and dealers, but don't believe I would recommend it unless one has plenty of time and patience.

Perhaps a few facts and figures would be of interest to collectors who might care to start a similar project. To begin with the states consisted of Delaware, Pennsylvania, New Jersey, Georgia, Connecticut, Massachusetts, Maryland, South Carolina, New Hampshire, Virginia, New York, North Carolina, Rhode Island, Vermont, Kentucky, Tennessee, Ohio, Louisiana, Indiana, Mississippi, Illinois, Alabama, Maine, Missouri, Arkansas, Michigan, Oregon, Florida, Texas, Iowa, Wisconsin, California, Minnesota, Kansas, West Virginia, Nevada, Nebraska and the District of Columbia, plus the ten official territories of

Colorado, Dakota, Montana, Washington, Idaho, Wyoming, Utah, New Mexico, Arizona and Alaska.

I mention official territories simply because there were several unofficial ones, such as Indian territory, and I made no attempt to collect covers from there.

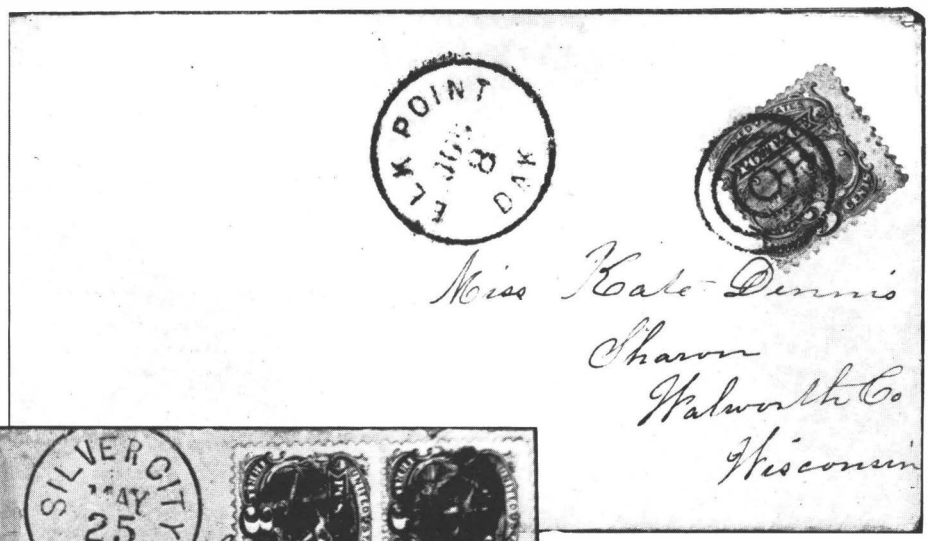
My original 1869 collection consisted of over 100 covers mostly from the prominent or populous states in the East and mid-West so I had no difficulty in completing over half the states and the District of Columbia literally at one time. The remaining states took a much longer period with Alabama, Nevada, Oregon and Texas as the most difficult. However, when you come to the territories the picture changes, and it becomes increasingly difficult to pick up early 1869 territorial covers except through auctions. This means you may have to wait a year, or even longer, until the item you want finally appears.

[October 7, 1967]

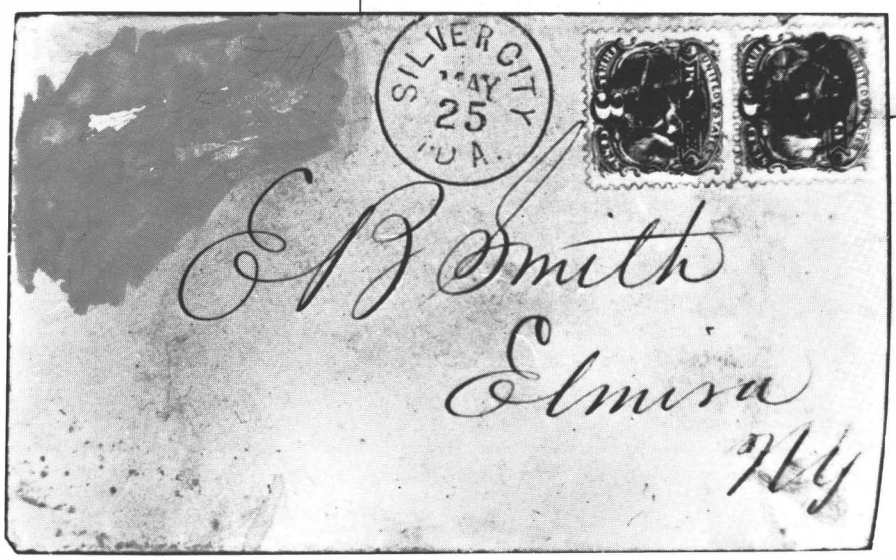
1869 Covers II

E. D. Warshauer
Wilmington, Del.
Guest Editor

In my first column on this subject I mentioned the difficulty of securing covers from the territories. Based on my collection, I would say Colorado and Washington territories were the common ones, with Alaska the rarest, followed by Dakota and Idaho, and the remaining five pretty well bunched together. I have never seen nor heard of a 3¢ 1869 cover from the unofficial Indian territory, but if



At right: From Elk Point, Dakota Territory, franked with a 3¢ 1869 stamp to Wisconsin. Elk Point is in the extreme south west corner of today's South Dakota.



At left: From Silver City, Idaho Territory, with a 3¢ 1869 stamp paying postage to Elmira, N.Y. Silver City is in Owyhee County in southwest Idaho.

At this time, it is believed that at least seven examples of covers bearing the 3¢ 1869 stamp used from Alaska are in existence.

any exist they probably would also be very scarce. Based on a study of Alaska covers bearing the 3¢ 1869, I only know of two genuine covers at the present time; one belonging to the late Frank Hollowbush, sold at auction a few years ago, and the other is the property of a mid-western collector. However, following correspondence with Mr. Hollowbush just previous to his death, he thought two or three others might also be in collectors' hands. However, there is no question of their rarity, and it is doubtful the average collector would locate one and, if so, the price would probably deter him. And here a word of caution, beware of forgeries; they exist bearing this issue from Alaska, and the buyer should always have his cover expertized. If any other genuine Alaska covers with the 3¢ 1869 exist, I would be glad to hear of them.

Finally a word about condition which appears to be so important today. If the collector is looking for immaculate covers with only well-centered stamps, don't start, because you are not going to see many, and time will run out before you finish. Naturally, we all like nice clean covers with well-centered stamps, but when making a collection of this kind, you learn to accept covers which are not 100% perfect. I do not mean you should collect torn or damaged stamps and covers, but if the stamp is off center and the cover is a bit soiled, do not pass it up, especially from the territories, as it may be a long time before you see another. We should be happy that after almost 100 years the cover is still around.

[October 21, 1967]

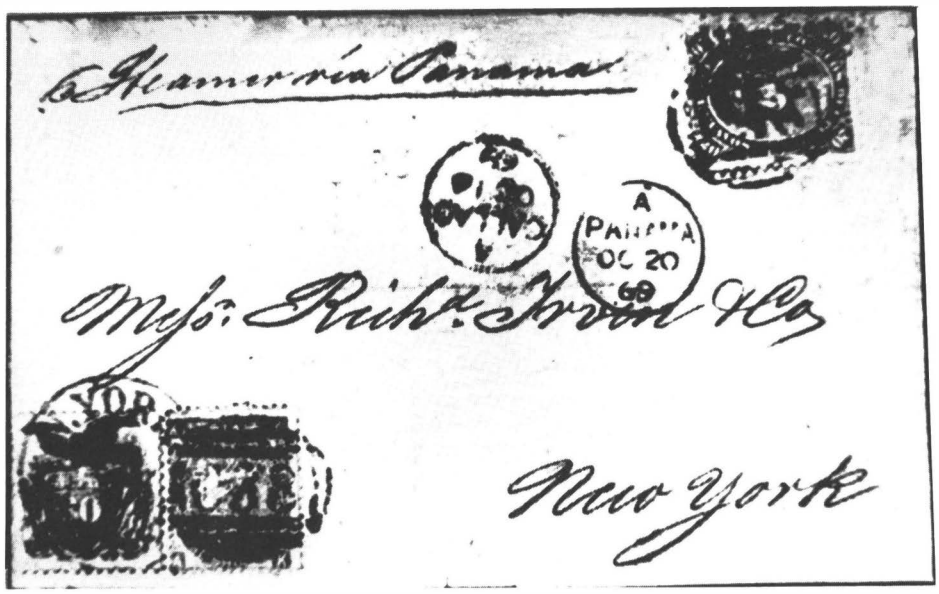
The 1869 Covers Embalmed

Earlier columns mentioned the Hirtzel collection recently presented to a Swiss museum. The portions of the collection exhibited at SIPEX were extensive and your editors failed to make notations of interesting 1869 items. Our thanks to Millard H. Mack of Cincinnati, Ohio, a specialist of the 1869 issue, who has provided us with the following list of covers.

A pair of 2¢ postmarked Hiogo, Japan to St. Etienne, France; six single 6¢ on cover to Toronto, Canada; a 6¢ and 10¢ (16¢ rate) to Portugal.

The earliest recorded use 15¢ Type 1 (Scott 118) postmarked New Orleans 2 April 1869 to Bordeaux, France.

Another cover in the Swiss postal museum, ex-Hirtzel, and possibly the cover noted at the bottom of the opposite page, is shown here. This is a triple combination of Peruvian, British and a U.S. 30¢ 1869 stamp on a cover sent from Callao, Peru to New York. The 20¢ Peruvian stamp paid the local postage; the British 1 shilling green paid postage from Callao to Panama by a Pacific Steam Navigation Co. ship, and the U.S. 30¢ stamp paid triple rate postage to New York by U.S. steamer.

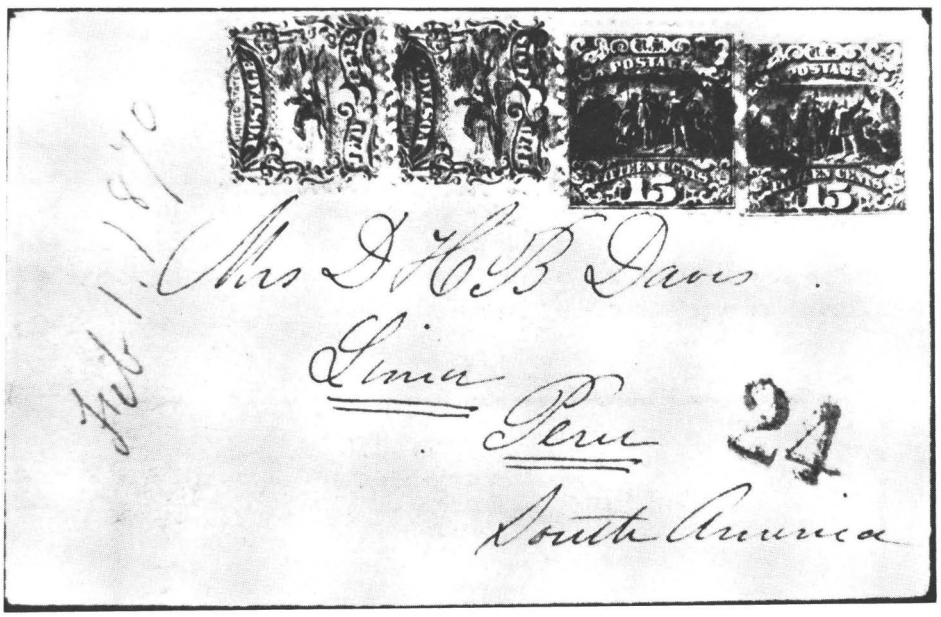




During the time the U.S. 1869 stamps were current, the rate to Lima, Peru via U.S. mails to Panama and British mails to Peru, was 34¢ per half ounce until March, 1870, when the rate was dropped to 22¢. Therefore the covers of the famous "Port Chester" find, being sent throughout this period, may be found with both rates and in multiples.

The cover shown here, as described below, was sent from Port Chester in June, 1870, and is a six times the 22¢ rate.

The postage of $1.32 was prepaid by five copies of the 24¢ and a 12¢ stamp of 1869.



Both covers shown on this page and noted below were shown in Elliott Coulter's compilation of the "Port Chester Find," which appeared in the 1982 "1869 Register," published by the U.S. 1869 Pictorial Research Associates.

This cover represents the only cover recorded to date bearing both types of the 15¢ 1869 stamps.

The cover was sent in early 1870, before the rate to Peru became 22¢, and thus the two 15¢ plus the two 2¢ 1869 stamps paid a single rate 34¢.

Exhibited were three covers from the Port Chester find: a 12¢ plus five 24¢ (6 x 22¢ rate) to Peru ($5600 at sale), a pair of 10¢ plus 24¢ (2 x 22¢ rate) to Peru ($1100 at sale) and two 2¢ plus 15¢ Type I plus 15¢ Type II (2 x 17¢ rate) to Peru. Of this last cover Mr. Mack says, "this is a gorgeous cover and the only one I know franked with both a (15¢) Type I and Type II."

A pair of 2¢ Banknotes and 24¢ postmarked Baltimore, Maryland to Barcelona, Spain (ex Richey), and finally a 10¢ plus 30¢ from Callao, Peru to New York.

But, see the caption, above.

[October 29, 1966]

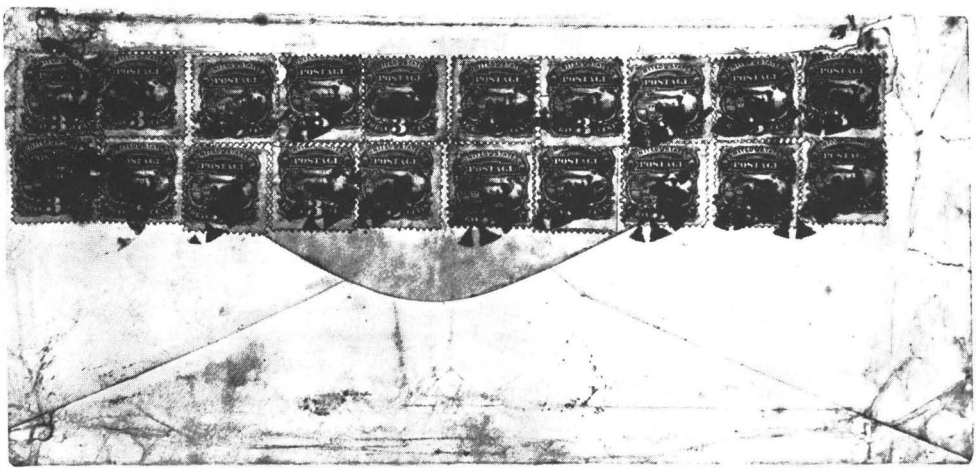
A Question for 1869 Collectors

What is the largest number of 3¢ 1869 stamps known used on a cover? James S. Leonardo of Des Moines, Iowa has a cover originating in the Pacific; carried by "Ship Swallow," postmarked San Francisco, via "Overland" addressed to Boston, Massachusetts, with twenty singles of 3¢ 1869 on reverse. Can anyone top that?

Also see comment at top of column for Feb. 11, 1967 concerning this cover, on page 268.

[October 29, 1966]





These photos show the front and back of the cover reported above, and also discussed by Mr. Leonardo in "Chronicle" No. 114 (May, 1982), pages 130-131. This cover contained a report of the captain of the clipper ship "Swallow" to his owners in Boston. The "Swallow" had just arrived at San Francisco after a passage of 109 days around Cape Horn from Boston, a very good passage.

The cover was sent overland on September 10, 1870, taking advantage of the transcontinental railroad in preference to sending the letter via Panama. It probably transmitted ship's documents and reported the "Swallow's" progress before she sailed for China on the next leg of her voyages.

* * * * * * * * * * * *

This column will be dedicated (in part) to our readers.

A recent column asked if anyone could produce a cover with more than twenty 3¢ 1869's on it. Incidentally, there have been no replies to date.

[December 17, 1966]

Brookman's *U.S. Postage Stamps of the 19th Century, Vol. II.*

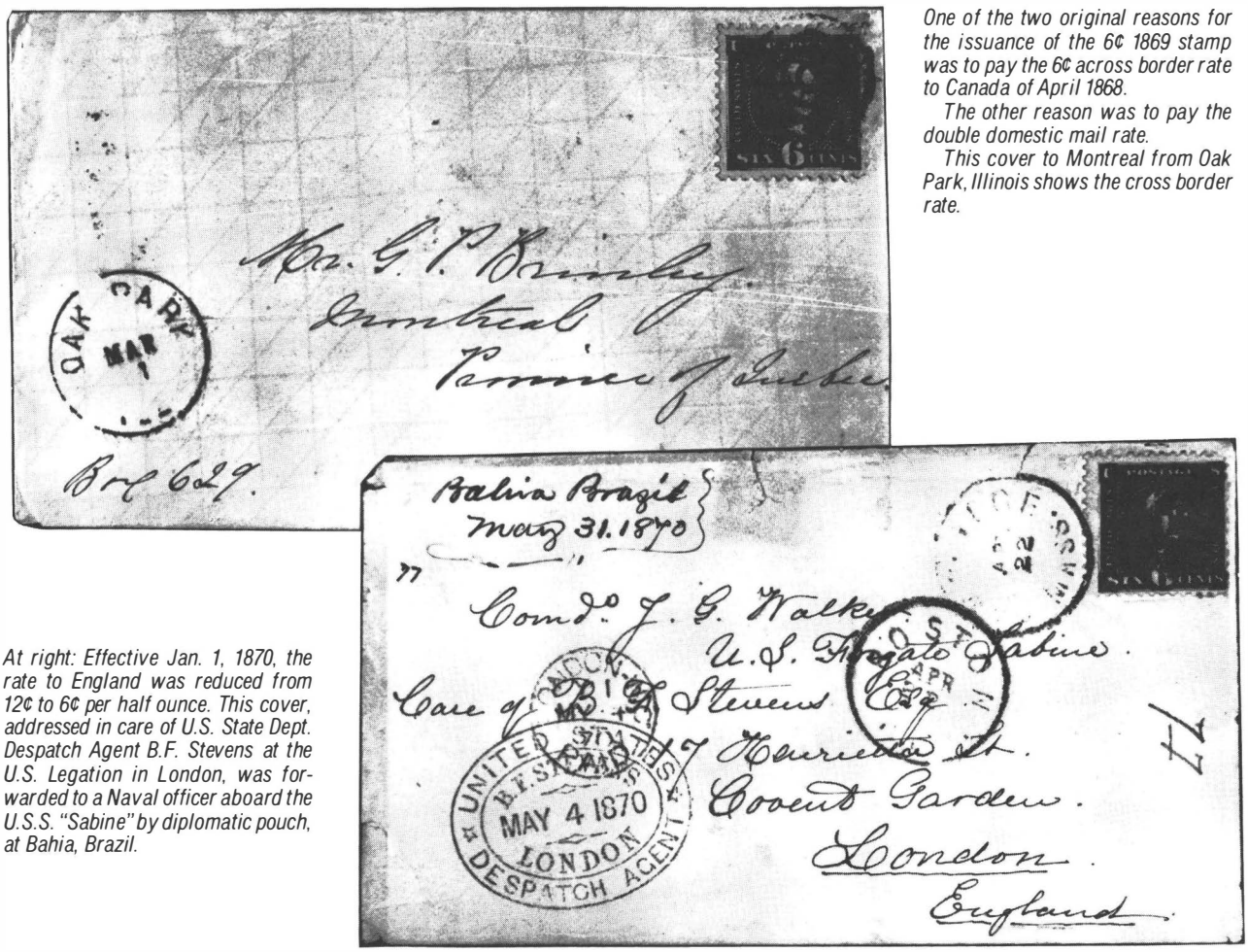
New illustrations in the 1869 section include a 1¢ and 3¢ cover to Paris, France, paying the 4¢ rate to the English frontier and a 2¢ cover paying the ferriage rate between Houlton, Maine and Woodstock, New Brunswick. A 6¢ use from Oak Park, Illinois to Montreal, and a pair of 6's on a cover to London. An early use of the 10¢ 1869 on a cover to Spain, paid only to England and a use to Germany via Bremen.

The 12¢ issue contains illustrations of two covers to England and a new early date.

The 15¢ type I section, shows a beautiful block of six and the earliest recorded use from New Orleans to France on April 2nd. Also, a faked cover to France is pictured. A 15¢ type II, shows a beautiful block of nine, and a use on cover from New Orleans to Bordeaux.

A block of nine of the 24¢ is illustrated, plus two 24¢ covers with other denominations to Peru and the Argentine in South America. An enlarged photo of a good 30¢, and an altered 30¢ stamp are illustrated. The only known 90¢ 1869 cover is, also, pictured.

[July 8, 1967]



One of the two original reasons for the issuance of the 6¢ 1869 stamp was to pay the 6¢ across border rate to Canada of April 1868.

The other reason was to pay the double domestic mail rate.

This cover to Montreal from Oak Park, Illinois shows the cross border rate.

At right: Effective Jan. 1, 1870, the rate to England was reduced from 12¢ to 6¢ per half ounce. This cover, addressed in care of U.S. State Dept. Despatch Agent B.F. Stevens at the U.S. Legation in London, was forwarded to a Naval officer aboard the U.S.S. "Sabine" by diplomatic pouch, at Bahia, Brazil.

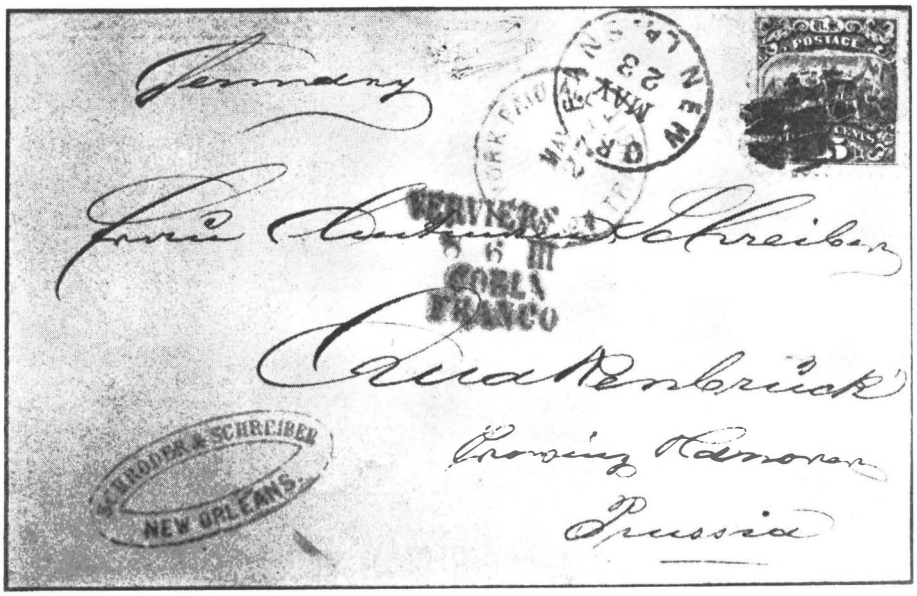


At right: Use of the 10¢ 1869 stamp from the U.S. consular post office at Shanghai, China. Sent from Shanghai June 11, 1870, the cover arrived at San Francisco aboard the Pacific Mail steamer "China" on July 13 and was postmarked the following day.



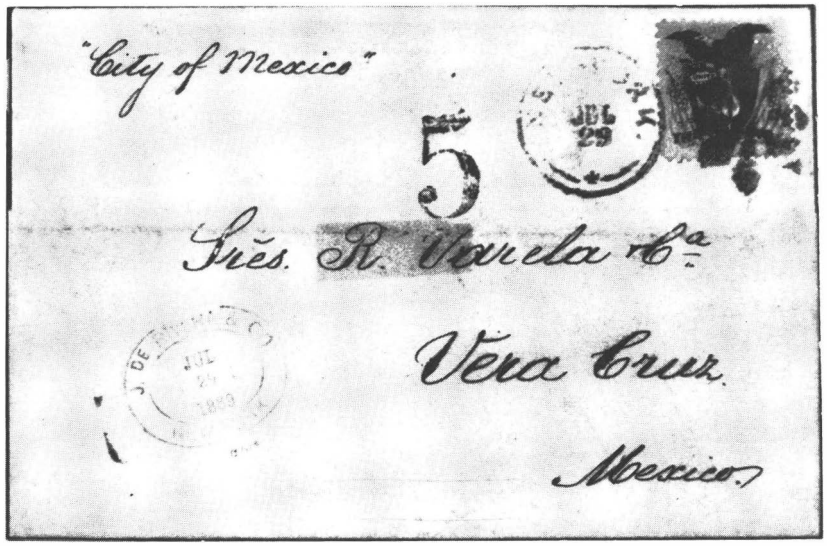
At left: Effective Jan. 1, 1868, the treaty rate to Great Britain was reduced to 12¢ from 24¢ and 12¢ 1869 stamps are often seen prepaying this rate.

This cover, addressed to an officer of the U.S.S. "Richmond," was forwarded in care of the U.S. Despatch Agent in London, who sent the cover on by diplomatic pouch to the addressee at Lisbon.



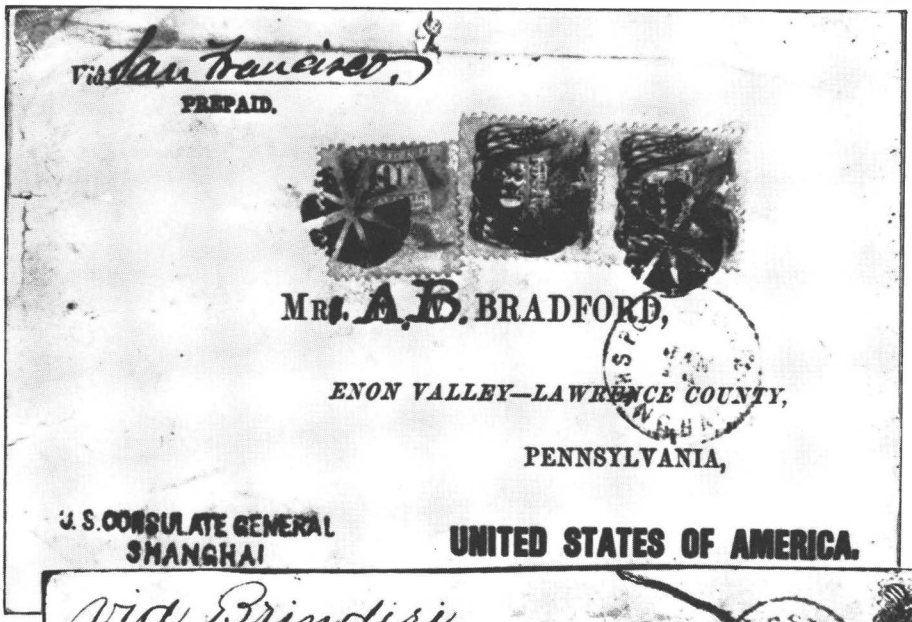
At right: The 15¢ Type I 1869 stamp prepaying the 15¢ rate to Prussia by North German Union mail from New Orleans in May of, probably, 1869. Most uses of the Type I stamp occurred within the first few months the 1869 stamps were in use.

The "VERVIERS/date/COELN/FRANCO" marking was applied aboard train by the exchange office traveling on the railroad between Verviers, Belgium and Cologne in Germany.



At right: Triple steamship rate to Mexico prepaid from New York by a 30¢ 1869 on a folded letter to Vera Cruz. The "5" represents the collect postage in Mexico.

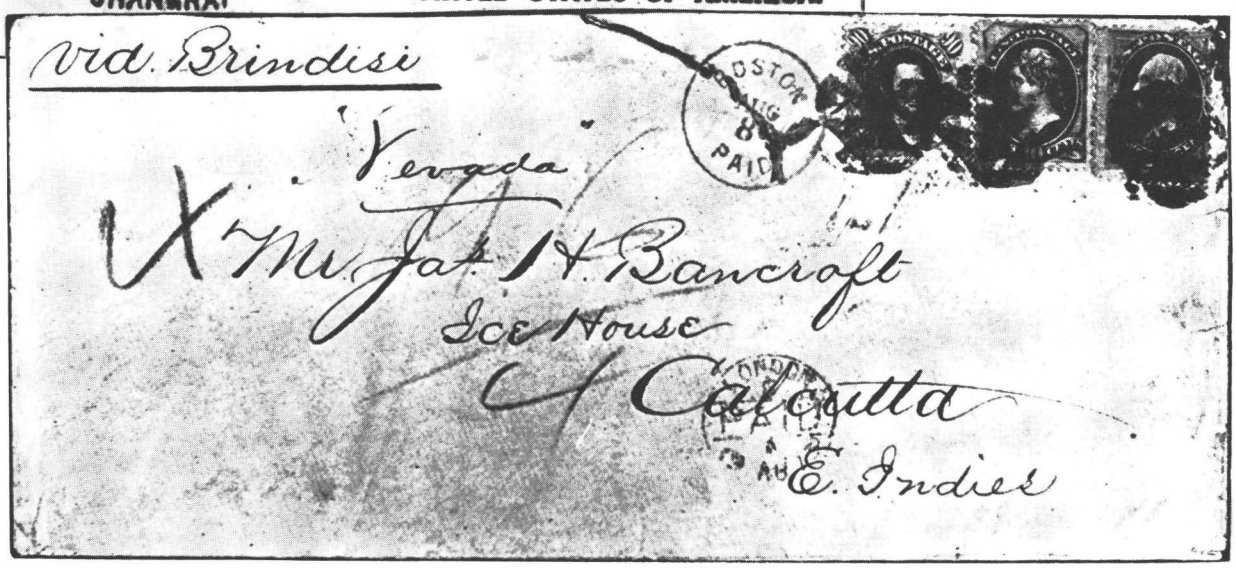
Below: A seven times the 10¢ Pacific steamship rate from the U.S. consular postoffice at Shanghai prepaid by a beautiful pair of the 30¢ and a 10¢ 1869 stamp. Sent Jan. 14, 1871 to Pennsylvania by a member of the consular staff.

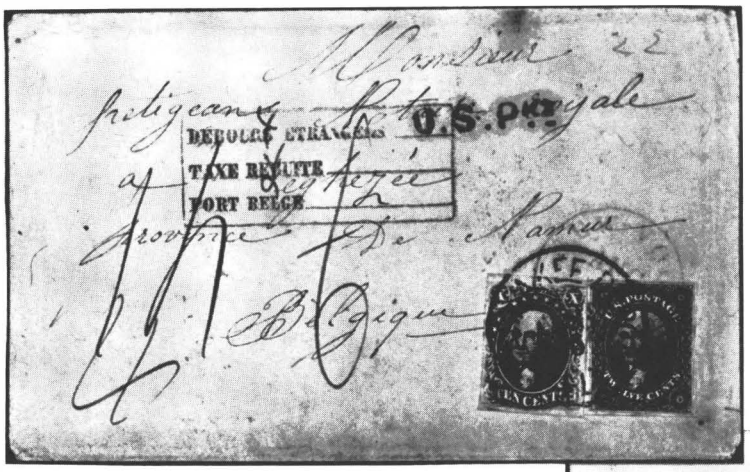


Below: Stolen from J. David Baker in 1968, this famous "Icehouse" cover has never been recorded as the only known cover showing an original use of the 90¢ stamp of 1869.

Sent from Boston, Aug. 8, 1873, the 90¢ 1869 with 12¢ and 10¢ Banknote stamps were used to pay a $1.12 quadruple rate by British mails to Calcutta, India. The cover is addressed to the "Icehouse, Calcutta East Indies."

For a more detailed story on this cover see article by Richard Searing in "Chronicle" No. 106, May 1980.





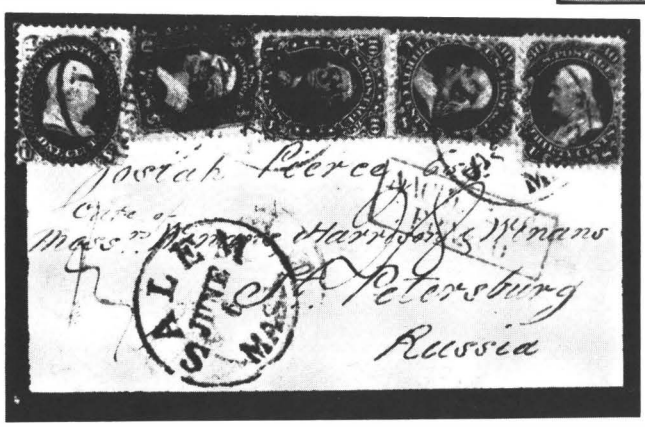
At left: 10¢ type III of 1856 and 12¢ 1851 stamps overpay the American packet rate by 1¢ on a cover sent by British open mail from Kankakee Depot, Ill. to Belgium in August, 1856.

The "U.S. PKT" shows the service and the rectangular box, applied by the Belgian exchange office, shows the debit from England and postage due in Belgium.



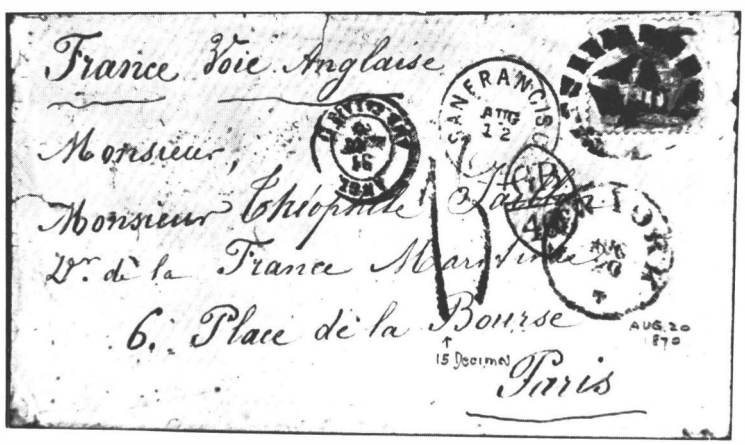
At right: Double U.S. internal rate via British open mail on a cover sent to France from New Orleans, Feb. 10, 1857.

Sent during the "three months period" just prior to the U.S.—French mail convention, postage was paid by a pair of the 1¢ type II, a 3¢ red of 1851-2 and a 5¢ red brown stamp of 1856.



At left: A mourning cover sent from Salem, Mass. to St. Petersburg, Russia. Probably sent in 1862, as the rate to Russia by Prussian Closed Mails was dropped from 37¢ to 35¢ per half ounce in May, 1863. Here, double the 37¢ rate or 74¢ has been prepaid by two 30¢, a 10¢ type II, a 3¢ and a 1¢ 1861 stamp.

Sent from San Francisco in August, 1870, the 10¢ stamp represents a 2¢ overpayment of the double rate (2 x 4¢ per ½ ounce) by open mail to England, as explained on page 304. Since such covers were only prepaid to the British frontier, the postage from England to destination was collect in France. Since the due postage was 15 decimes, at 5 decimes per 7½ grammes, or triple rate, the letter must have weighed over 15 grammes (or approximately a half ounce) and less than ¾ ounces.



This week we are pleased to present a guest editor, Prof. George E. Hargest, of Clark University, Worcester, Mass. Mr. Hargest is a postal history student, whose principal interest is United States Postal Rates to and from France and other European countries. This week's column will be followed by two others by Mr. Hargest.

—H. J. & J. D. Baker

Some Notes on Foreign Mail Rates





Do you have a cover addressed to Great Britain that has markings similar to those presented here? Such a cover should show a prepayment of 24 cents. That was the rate to Great Britain from February 15, 1849, to January 1, 1868, for a letter not exceeding one-half ounce in weight.

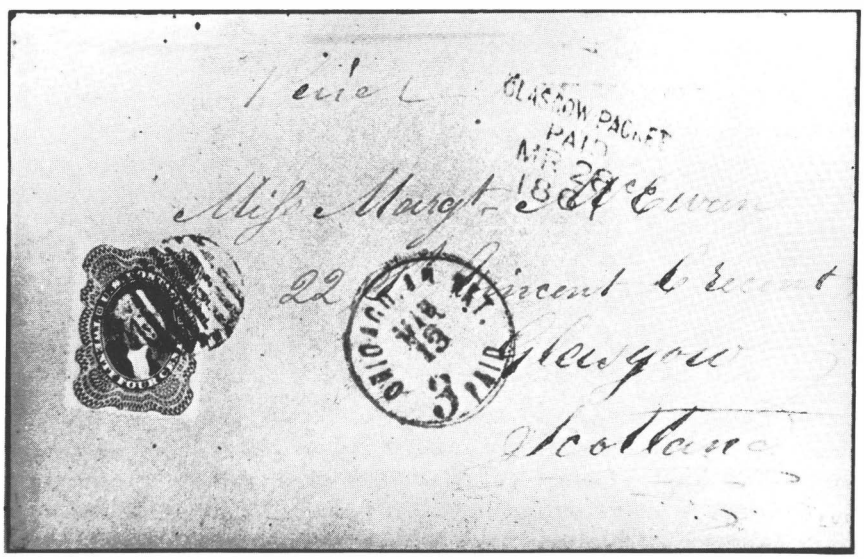
For our present consideration, the significant thing about these markings is the figure "3" or "19". These are accounting marks, and they represent the amount that the U.S. said it owed Great Britain for the letter. They are in red ink, to indicate that this amount had been credited in the accounts. During this period (when our first postal treaty with Britain prevailed), each individual letter was separately accounted for between the two countries. The 24 cents rate was, in reality, the summation of three individual rates, established by the treaty as follows: U.S. inland postage—5¢; Packet postage—16¢; British inland postage—3¢. Total postage—24¢.

The term "packet postage" referred to that part of the rate that was used to pay the ship which conveyed the letter across the Atlantic. A "packet" was a vessel of a "line" that had been awarded by a government a contract to carry the mails. By the treaty, the "packet postage" was to belong to the country that furnished the packet.

Thus, if a New Yorker placed 24 cents in stamps on a letter addressed to Great Britain and the New York post office forwarded the letter in a packet under contract to Great Britain, the letter would be marked "19" in red. This would mean that the U.S. kept its own inland postage of 5 cents, and marked the cover to show that it owed Great Britain 19 cents—16 cents for the packet which that country furnished, and 3 cents for British inland postage.

On the other hand, if the letter crossed the Atlantic in a packet of a "line" that was under contract to the U.S. (the line did not have to be of U.S. registry), the U.S. would keep its own inland postage *plus* the packet postage and mark the cover with a red "3" to show it owed Great Britain 3 cents for British inland postage.

[July 7, 1962]



The 24¢ gray lilac of 1860 used to prepay single rate postage to Scotland by closed bag from Chicago via Portland, Maine (in winter) and the Allan line steamer "Canadian (II)" to Liverpool. The rare Chicago American packet exchange marking is struck in red and the stamp canceled by a blue grid. The "Glasgow Packet/Paid/Mar. 28/1861" was applied upon receipt (still closed bag?) at Glasgow.

Some Notes on Foreign Mail Rates — Part II

The Exchange Offices

George E. Hargest
Guest Editor

The Exchange Office was the focal point of the foreign mail service. All mail addressed to a foreign country was routed to one of the exchange offices. These offices were established by treaty, or by additional articles to a treaty, and each office in the U. S. had an office or offices in the foreign country with which it would exchange mail. The exchange offices made up the mails to be dispatched. Letters addressed to a particular country, or to a particular point in a country, were tied in bundles, and the mail contained in these bundles was accompanied by a letter bill. These were printed forms (the format of which was established in the mail treaty) which the exchange office filled in. For ordinary mail it was sometimes prescribed that each letter and its weight be recorded for each class of mail; on others, merely the numbers of letters and their total weight was sufficient. Total amounts debited or credited to the other office were shown. These letter bills were directed to a particular exchange office abroad where, upon receipt, the contents were checked against the letter bill received, and an acknowledgment of receipt was sent to the dispatching office. It will be seen that the actual accounting was performed on the letter bills. Each letter, however, was marked with the appropriate debit or credit because it was often necessary to know how it had originally been accounted for. Letters were frequently missent, forwarded or returned, and once they were separated from their letter bill it was impossible to tell how they had been accounted for unless they were so marked.

Under the first British treaty exchange offices were established in the following cities:

Originally, New York and Boston. Later added: — Philadelphia, 1-1-54; Portland, Me., 1-1-59; Detroit and Chicago, 2-14-59; San Francisco, 10-19-63; Baltimore, 11-11-65. San Francisco appears to have been used as an exchange office prior to the Additional Article at the above date. (It never was an exchange office for the dispatch of mail during the life of the first British treaty.)



We illustrate with this article an example of an exchange office marking. Typically, these show the name of the office, and on prepaid letters, the word "Paid." The amount of credit may be included in the mark, but it was frequently shown as a separate figure, either by handstamp or in manuscript. Frequently, "Br. Pkt" or "Am. Pkt" is also shown.

Markings from New York and Boston are most frequently seen. Philadelphia markings are *quite scarce*, while those from Portland Maine, are *definitely scarce*. Those from Chicago, Detroit and Baltimore are rare, even in the Bank Note period. An additional 5 cents U.S. inland postage was charged on mail from the Pacific coast. San Francisco markings do not show a debit or credit, but show the total rate—to Britain, 29 cents—either in the postmark or as a separate figure. They are scarce.

[July 14, 1962]

The Transatlantic Mails

George E. Hargest
Guest Editor



The marking shown opposite was applied by the British Post Office to mail that originated in "Colonies or Countries beyond the sea" and passed in transit through England to France. Although the marking is British, its significance is of importance to collectors of United States covers. It has been held that the "Art. 12" or "Art. 13" referred to Article 12 and Article 13 of the Anglo-French treaty of

1843. This is not so. The real story is of much greater interest.

On March 31, 1844, additional articles to the Anglo-French 1843 treaty were signed. These established a new system of accounting for mail between the two countries. Complete descriptions of what was to be charged or credited to each account were written up and agreed upon by the post offices of the two countries. In order to avoid cumbersome account titles, each of these descriptions was given a number which would be referred to when a debit or credit was made. Together, these descriptions were called the "Articles in the Accounts". Prescribed letter bill forms had columns in which the weight of each letter was listed. These columns were summed, and the rate by accounting article number was applied to the total. The rate for mail from or to the United States was established by Article 52 of the treaty. By this article France paid Britain 40 pence per ounce British for letters that originated in "Colonies or Countries beyond the sea, wherever the same may be situated" for sea conveyance and British transit. Article 52 mail was first included in Accounting Article 12 for unpaid mail and 18 for paid mail. Since all Article 52 mail from the United States was forwarded by Britain to France as unpaid, only Accounting Article 12 applied to mail from the United States.

It was agreed that each letter should be marked with the number of the Article in the Accounts to which it had been charged by the dispatching office. Britain, therefore, prepared a rectangular handstamp showing in two lines, "Colonies/ &c Art 12", which was applied in orange-red ink to each letter so dispatched. "Colonies &c" means "Colonies and so forth" and refers to the phrase in treaty Article 52. "Colonies and countries beyond the sea, wherever the same may be situated". These Accounting Articles were revised, and beginning in January 1, 1846, Article 12 was replaced by Article 13. Sometime during the early months of 1851, use of the Article 13 handstamp was discontinued on mail from the United States, and by the time the stamps of the 1851 issue appeared, it had not been used for several months. It is, therefore, strange indeed to occasionally see a cover in an auction that bears a 5¢, 1856, stamp and also a "Colonies/ &c Art 13" handstamp, usually with a French due 15 marking. Those who would like to think such a 5¢ stamp was originally on the offered cover have to explain how this handstamp appears with an 1856 stamp that was issued six years after the use of the handstamp had been abandoned.

[July 21, 1962]

Our First Postal Treaty With Great Britain: The United States 5 Cents Inland Rate

George E. Hargest
Guest Editor

Our first postal treaty with Great Britain, effective on February 15, 1849, established for all of the United States (except the Pacific Coast) an inland rate of five cents per half ounce letter. This is strange, since the domestic rate was 5 cents for a distance up to 300 miles and 10 cents if the letter was conveyed a greater distance. This meant that it would cost an Englishman only 5 cents for United States inland postage to have a letter originating in Britain conveyed from Boston to New Orleans, while it would cost a resident of Boston 10 cents to send a letter to that city.

This odd situation grew out of difficulties encountered in negotiating the treaty, George Bancroft, who represented the United States in the negotiations, first proposed a simple arrangement or convention between the Post Offices of the two countries that would establish a rate that included the existing inland rate of each country. The British rejected this proposal because it would make it very difficult to account for a varying inland rate. They proposed that a uniform

George Bancroft had been Secretary of the Navy, 1845-6 and was later Minister to England. His chief claim to fame, however, was as author of a multi-volume history of the United States.

inland rate be adopted, that would be the same amount for both countries. Bancroft rejected this proposal, since the great distances in the United States would require a rate higher than the British could allow. The resulting impasse was broken by Bancroft who proposed a compromise. In a dispatch to James Buchanan, then Secretary of State, Bancroft describes his proposal:

". . .To keep just accounts under so varying rates would have been difficult. I agreed, therefore, to make an average of the inland rates in each country. . .and to adopt uniformly these average rates. In England the inland rate on a letter, if paid in advance, is one penny: if not paid in advance, as most foreign letters are not, it is two pence. Three half pence, then is a just and fair uniform British inland rate. For America, an inland letter, if received at a Post Office for delivery, and not for transmission, pays two cents: if transmitted, it pays a varying rate of five or ten cents. The average is, therefore, five and two-thirds of a cent, — less than 6 cents."

Once the uniform 5 cents inland rate was agreed upon, Bancroft sought a full-fledged treaty, rather than an agreement between the Post Offices. He felt that only a treaty, signed by the President and approved by two-thirds of the Senate, could establish an inland rate different than that set by Congress.

For more about Cave Johnson and a picture, see page 132.

When Postmaster General Cave Johnson heard of the proposal, he became irate, and wrote Bancroft:

"I can never give my consent to any arrangement which will authorize the letters of the Citizens of the United States, when conveyed in the English Mails, to be charged more than is paid by British subjects for the same service and at the same time, undertake to convey British letters in the Mails of the United States for less than the price paid by our own citizens."

And that just about summed up the situation, but Cave Johnson was going to have nothing to say about what was done. Neither did Clanricarde, British Postmaster General. Henceforth, the negotiations were carried on by Bancroft and the British Chancellor of the Exchequer, Lord Wood, and in the end the treaty was signed by Bancroft and Lord Palmerston, British Foreign Secretary.

Bancroft was to live to see the day when on November 24, 1868, the Post Offices of the two countries made a simple postal agreement that set an inland rate for the United States at one cent less than that established by Congress. Such had been the change in the concept of the treaty-making power.

[July 28, 1962]

British Open Mail
Part III
By George E. Hargest

The 24¢ rate to Great Britain, previously discussed, was an "international" rate. That means it was the rate between the two countries only. The "transit" rate was the amount paid for the conveyance of a letter over British territory when addressed to a country beyond. This was established at 1½ pence or 3¢. When the treaty was being framed, the transit rate proved to be a difficult problem. Clanricarde, British Postmaster General, wanted the United States to prepay the transit rate on each letter. This would have meant that on a letter addressed to a German state, for example, 24¢ would have had to been prepaid in the United States, which would have paid the letter *through* England. Since many of the treaties Britain had signed with foreign countries had flat, undivided rates that included British transit postage, Bancroft (who negotiated for the United States) felt the British would either be collecting double transit postage, or the accounting would become unnecessarily complicated. He, therefore, proposed that the transit postage not be prepaid in the United States. He explained his position in these words:

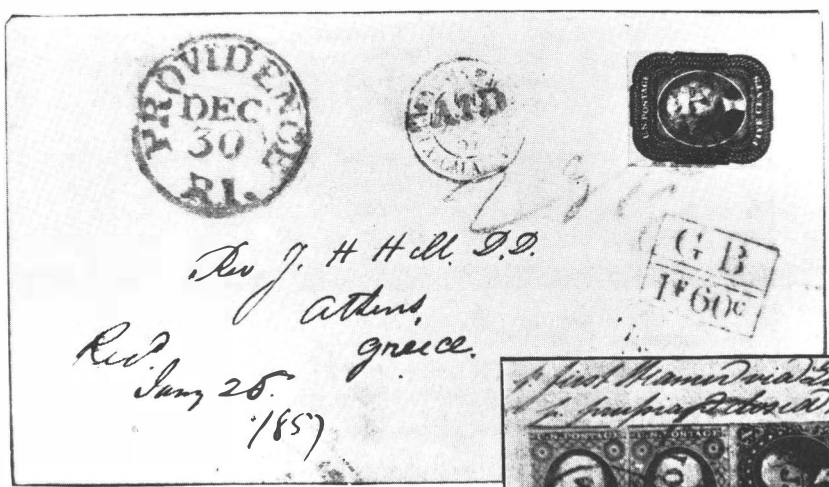
". . .I held that we should have the right to bring transit letters in our own packets to a British port, and deposit them free of British charge in the British Post Office, there to be treated as letters originating in England. . ."

Bancroft prevailed and it was thus required that the United States inland postage of 5¢ be prepaid in the United States on all transit letters to be sent in the "Open Mail", but on those conveyed across the Atlantic by an American packet, the 16¢ packet postage would also have to be prepaid. Hence, 5¢ was to be prepaid when the letter was conveyed by a British packet and 21¢ when the packet was American. This ingenious system relieved the United States of accounting for any letters dispatched in the "open mail". Britain, of course, collected her share of the postage from the country of destination, under rates established by her treaty with that country.

The term, "open mail", needs to be explained. "Open mail" was dispatched by a United States exchange office to a corresponding British exchange office whence it was forwarded from one exchange office to another on its route, each office routing it to the next. This was in contrast to "closed mail" which was dispatched in closed, sealed bags, and passed intact over British territory, and sometimes also over the territory of a country beyond Britain, to an exchange office at a distribution point abroad where the bags were opened for the first time. Closed mail bags were generally accompanied by a diplomatic or postal agent of the dispatching country while in transit over foreign territory.

The settling of the open mail rates did not solve all the problems of the treaty negotiators, since these rates could not be made to apply in all cases. There were also to be considered rates to countries with whom Britain had no postal treaty, but with whom mails were exchanged, and to those countries whose treaties with Britain required that postage to destination be prepaid. These will be discussed at a later time.

[December 1, 1962]



At left:

A 5¢ red brown stamp of 1856 paying the U.S. inland rate by British Open Mail, British Packet, on a cover addressed to Greece.

With 1F60c "Tray" marking used during the "3 months' period" prior to the beginning of the U.S.-French mail treaty of 1857.

The cover has Boston British Packet, British exchange transit and a blue Athens receiving marking on the back.



At right: Sent from New Orleans on Dec. 27, 1856 to Switzerland, this cover bears 70¢ in postage for intended transmission via Prussian Closed Mails as a double rate letter. For some unknown reason, the letter was sent instead by the American Packet "Ericcson (then sailing as a Collins line steamer)" in the British open mail, so that only 42¢ (2 x 21¢) of the postage was used.

The GB 40 tray marking was struck in error as the cover actually went via the Anglo-Prussian mails to Switzerland where it was rated 180 rappen due postage.

British Mail
Part IV
By George E. Hargest

When the British treaty was framed, Britain was exchanging mail with a number of countries with whom it had no postal convention. Since no accounting could exist between Britain and the country in question, it was necessary that Britain collect the postage on mail received as well as on mail sent. Therefore, full prepayment was required in Britain on letters posted in Britain addressed to these destinations and all letters posted in these countries addressed to Britain were sent unpaid with full postage collected from the recipient in Britain. The United States "hooked into" this system by adding 21¢ to the British rates (5¢ U.S. inland and 16¢ packet postages). On a letter to China, for example, full prepayment to Chinese frontier was required in the United States and the same amount was collected in the United States on letters received.

On mail to those countries whose treaties with Britain required full prepayment of postage, the procedure on letters sent was the same, i.e., 21¢ was added to the rate from Britain. Letters posted in a foreign country addressed to the United States were prepaid to Britain only (open mail), prepaid to the American frontier (generally) or prepaid to destination in the United States (occasionally). On mail prepaid to Britain only, the amount collect in the United States would be 5¢, if conveyed by British packet, or by American packet—21¢. Letters prepaid to the American frontier required a collection of the U.S. inland postage of 5¢ only, whether by British or American packet, but if conveyed by American packet Britain credited the United States with 16¢. On letters prepaid to a destination in the United States, Britain credited the U.S. with 5¢, if by British packet and 21¢, if conveyed by American packet. This latter arrangement does not appear to have been used until about 1861. Mail from Brazil, via England, is an example.

On prepaid letters posted in the United States addressed to these destinations, the United States, similarly, made credits to Britain according to the conveying packet. For illustration, in 1857, the rate to many points by British Mail was 33¢. This rate was made up as follows:

U. S. inland	5¢
Transatlantic	16
British	12
Rate	33¢

If transatlantic conveyance was by American packet, the United States kept the inland and packet postages of 21¢ and credited Britain with her share of 12¢. On the other hand, if the letter was conveyed by British packet, the United States retained the 5¢ inland postage and credited Britain with the 16¢ packet postage plus her share of 12¢—a total of 28¢.

Since the United States was required to give Britain the proper credit for her share of the postage, a table of these credits was made up and included in the detailed regulations to the treaty. Local postmasters were informed of the proper rates through occasional issues of the *Postal Laws and Regulations* and of the *Postal Guide,* published by D. Appleton and Co. These contained schedules of rates to foreign destinations. A better dissemination of foreign rate information began in 1860 with the publication of the *United States Mail and Post Office Assistant.* Although a private publication, it was officially recognized and schedules of foreign rates were distributed monthly to subscribing postmasters.

There were three routes by which British mail travelled to the Far East, namely, via Southampton, via Marseilles and via Brindisi. These will be discussed later.

[December 8, 1962]



An example of the 33¢ rate to a destination beyond England by British mails (see opposite page). Sent from Brunswick, Maine on Feb. 19, 1861, the cover is directed to an officer on the U.S.S. "Mohican" cruising on anti-slave ship patrol near St. Paul de Loando (Angola).

Sent to England by the Cunarder "Canada," which left Boston Feb. 20, and reached Liverpool on Mar. 3, 1861, the cover bears a London PAID marking dated the following day.

A "PAID" marking applied at Brunswick, Maine and a red crayon credit of 28¢ applied at Boston complete the story.

For an earlier cover from the same correspondence, sent in Oct. 1860 via Portland by American Packet, see page 301 of "Simpson's U.S. Postal Markings 1851-61," by T.J. Alexander.

Some Notes on Foreign Mail Rates
Part V—British Mail Routes
By George E. Hargest

At the time of the signing of the U.S.-British treaty on December 15, 1848, there were two routes by which British Mail was conveyed to the Far East. They were:

Via Southampton—Mail steamers left Southampton on the 4th and 20th of each month and travelled through Gibraltar, across the Mediterranean to Marseilles. These steamers left Marseilles on the 12th and the 28th of the month and proceeded to Alexandria, where both Britain and France maintained post offices. The mail was conveyed across the isthmus to Suez where it was placed aboard a Red Sea packet and thence conveyed to the orient. After 1869, the mail steamer could pass through the canal.

Via Marseilles—If letters were mailed in England after the 4th or the 20th of the month, they could still reach the same steamer when it touched at Marseilles, by travelling overland across France in closed mail to Marseilles. These mails were closed at London on the 10th and 26th of the month.

Two days were, therefore, allowed for the mail from London to reach Marseilles, while it required eight days for mail steamers to travel from Southampton to Marseilles. Thus, there was a saving of six days by the overland mail to Marseilles. This route was more expensive, however, since it had to bear the cost of French transit.

Via Brindisi—In answer to questions put to him in the House of Commons, the Marquess of Hartington, British Postmaster General, described the *via Brindisi* route, as follows: "Since October last (1869). . .a mail supplementary to the ordinary Indian mail. . .had been dispatched weekly to India, China and other countries, via Brindisi, and that mails had been also received weekly by that route. The mails were sent through France and delivered to the Italian Post Office, which provided for their conveyance through Italy and from Brindisi to Alexandria. . .at which point they fell into the ordinary Overland Mail. In order to make. . .payment to the Italian Government an additional charge is made of three pence for every half ounce letter. . ." (Hansard's *Parliamentary Debates*—Vol. 201, p. 1058; vol. 202 p. 492.)

Strangely, this route does not appear to have been made immediately available to mail from the United States. When the Franco-German war broke out in July, 1870, the overland mail to Marseilles and the Brindisi route through France were suspended. Instead, mail was sent to Ostend, whence it travelled through Belgium, Germany and the Brenner pass to Italy where the Italian Post Office provided for its conveyance through Italy, through Brindisi to Alexandria. This was virtually the same route used by North German Union mail. The Marseilles route was reopened to 1872, but with diminished importance, since the advantages of the Brindisi route (again passing through France) had been clearly demonstrated.

[December 29, 1962]

1847 Transatlantic Covers I

This column is repeated from pages 177-8, as it is pertinent to both the pre-treaty and post treaty periods.

Creighton Hart wrote on this subject in the February, 1968 issue of *The Chronicle* of the U. S. Philatelic Classics Society.

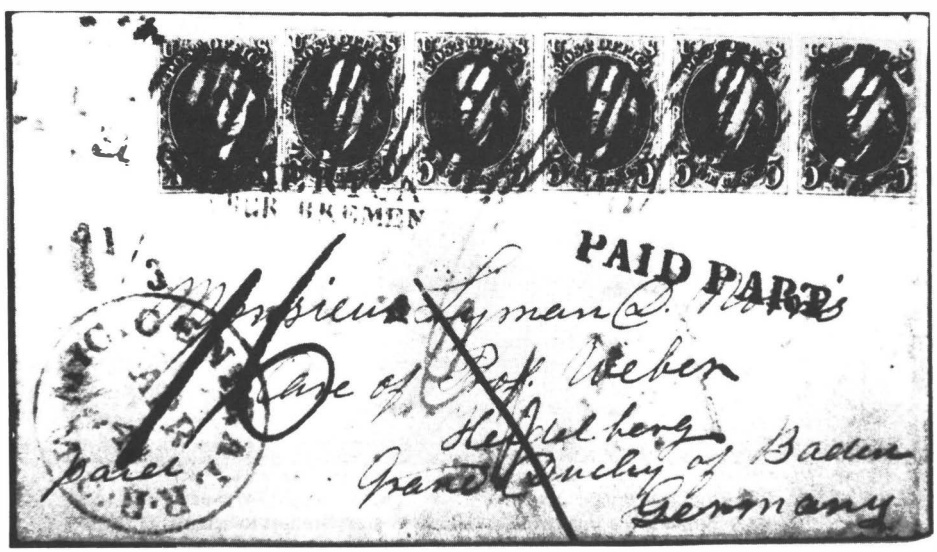
He divided these covers into three categories; the first, prior to June 1848, "the pre-retaliatory rate" covers; the second, June 1848 through December 1848, the "retaliatory rate" period. (During this period both the U. S. and England charged 24¢ or 1 shilling on letters carried by contract transatlantic ships of the other country.) The third; all covers after December, 1848.

I read this article before I started on my first column about covers in my recently stolen collection.

In the collection was a 10¢ 1847 cover postmarked Cumberland, Maryland, August 12, 1847, carried on the Cunarder *Hibernia* from Boston on August 16th to Liverpool and Carlisle, England. The 10¢ stamp paid the rate over 300 miles from Cumberland to Boston. On the face of the cover is the 1 shilling due mark.

A second cover purchased in the Meroni sale was an April 4th, 1848 combination cover postmarked Michigan Central RR, addressed to Heidelberg, Germany. A 10¢ and five 5¢ 1847 stamps prepaid the letter to Bremen. The 10¢ paid the postage to New York and the 25¢ overpaid the 24¢ rate across the Atlantic to Bremen by American Packet.

The Ocean Steam Navigation Company performed this service with the S.S. *Washington* and S.S. *Hermann*. The cover is addressed to Monsieur Lyman D.



For the rating detail of this 5¢-10¢ 1847 combination cover sent under the U.S.—Bremen postal arrangement of 1847, see above.

The strip of five 5¢ 1847 red-brown stamps are tied by red grids, matching the "MIC. CENTRAL R.R./Mic." postmark.

The "AMERICA/UBER BREMEN" and the "1-1/3" Bremen due marking are in red.

The black "PAID PART" meant the cover was prepaid only to Bremen, as explained in the column, above. The cover has black, framed Heidelberg backstamps.

Norris and was handstamped "PAID PART" in black and "American Uber Bremen" and "1-1/3" in red and a manuscript "16" in black.

There were none during the "retaliatory" rate period. This was on my "wanted" list. There were three covers in the later period. One of these bore two 5¢ singles which paid the double inland rate on a Philadelphia cover to Coln, Germany March 19, 1849 "per Liverpool Steamer" "via Ostende", addressed to Carl Godel. A black rectangular handstamp "AMERICA via ENGLAND", and "2/10" in manuscript indicated British charges for Atlantic, cross channel and carriage to destination.

The other two traveled the Atlantic on the same steamer in 1850. More about these in a future column.

[March 23, 1968]

1847 Transatlantic Covers II

By error, this column was run a week before the column above, rather than following it by a week.

In an earlier column I described three of the five covers from which I have been separated.

Only when I started these columns did I uncover the fact that these covers which bore only a 5¢ 1847, traveled together on the same transatlantic contract steamer which departed from New York June 22nd, 1850.

Both letters were posted outside of New York; one was carried to the Philadelphia post office June 18, 1850, by Blood's Dispatch. This letter arrived in New York "TOO LATE" to meet the "Steamer America" for which it was endorsed, so it went by the next steamer on June 22nd. It was addressed to Mr. Deval at Montauban (France). The letter crossed the channel at Calais, July 9th. The service was indicated by a red rectangular mark "COLONIES & ART 13" which established the rate to France. This mark was used from January 1, 1846 to December 31, 1855. Under this agreement France collected 15 decimes or 30¢ U. S. per 4 ounces on delivery from which France paid England for the service from New York to Calais.

See correction, next column.

The 5¢ stamp on the second cover posted at Hyde Park, N. Y. June 18, 1850 was unnecessary. The postmaster probably had very few letters addressed to England posted at his office. The British Treaty effective February 1849 recognized no partial payments: requiring either total prepayment or postage was collect. A black "5" in a circle cancels the stamp and indicates the debit for U. S. inland service due the United States from the "1/" (1 shilling) or 24¢ U. S. collected on delivery from Miss Maria Briner in Liverpool, England. This 24¢ rate was divided 5¢ for U. S. inland, 16¢ for sea carriage (here collected by British as the letter was carried by a British packet) and 3¢ for British inland rate.

See page 286-7 for an explanation of "open mail."

The treaty, also, provided for "open mail" to destinations beyond England. The 5¢ stamp on the cover to France paid the 5¢ U.S. inland rate required for letters carried by British packet in the "open mail".

[March 16, 1968]

Corrections

The first portion of this column is an obituary of Henry A. Meyer. See page 4.

After our remarks about the meticulous attention to facts which Henry Meyer insisted upon, it is perhaps fitting that we conclude this column with the following corrections to our column of March 16, 1968, titled "1847 Transatlantic Covers II".

The rate to France from England was quoted as being "15 decimes or 30¢ U. S. per 4 ounces". This should have read "15 decimes or 30¢ U. S. per ¼ ounce."

Lester Downing, a good friend of your editors, was nice enough to call our attention to the foregoing error, and also questioned whether the date of December 31, 1855 in the same column for the termination of the use of the British marking "Colonies & c. Art. 13" on mail from the United States was correct.

Alan Robertson, the English authority and author of *Ship Letters — The Maritime Postal History of the British Isles* on page D. 40/B states December 31, 1855 the date of last use of this marking. However, George E. Hargest, one of our guest editors, in the column on "The Transatlantic Mails" which appeared in the issue of *Stamps* for 21 July 1962 states that "Sometime during the early months of 1851, use of the Article 13 handstamps was discontinued on mail from the United States, and ****." While these two eminent philatelists would seem to be in disagreement, that is not necessarily so, as Mr. Robertson's statement is accurate in that the marking was used until the later date on mail from places other than from the United States. We hope we have not utterly confused the issue and apologize for any consternation we may have caused by not qualifying our remarks in the column of March 16, 1968.

See page 285.

[May 4, 1968]

The Extra 5¢ To California & Oregon

The first British treaty with the United States, effective in February 1849, provided a rate of 24¢ or one shilling to all of the United States except California and the Pacific Coast, which required 29¢ or one shilling, 2½ pence per half ounce. The rate was discontinued July 1, 1863, four and one-half years prior to the expiration of this treaty.

This was when the U.S. domestic rate of 10¢ for "across the Rockies" was reduced to 3¢.

Stampless covers from the Pacific coast prior to July 1, 1851, since no postage stamps were available on the Pacific Coast until after July 1851, show interesting markings on mail to England. The rates were totally prepaid "59" cents with "19" credit for British inland and sea carriage, partially prepaid "40" cents with "9½" pence collect for British inland and sea carriage, or totally unpaid "2/5" pence.

After July 1, 1851, and continuing until July 1, 1863, open mail to England or beyond via British Packet required 10¢ (5¢ U. S. Inland plus 5¢ Pacific Coast), or if by American Packet 26¢ (5¢ U. S. Inland plus 16¢ sea carriage plus 5¢ Pacific Coast). Covers fully prepaid to England would require 29¢ of postage. A cover from London to Honolulu in 1856, bearing the "1/2½", illustrates this 29¢ rate. The 2¢ ship fee was not included.

No 2¢ U.S. ship fee was required on letters sent westbound from the United States to Honolulu.

Mail to and from France, before April 1st, 1857, by British Open Mail also



From San Francisco to Bordeaux, France via British open mails and American Packet, November, 1856. Postage was 26¢, consisting of the 21¢ normal for carriage to the British frontier plus an extra 5¢ for origin on the U.S. west coast.

required the 5¢ Pacific Coast rate. Those letters required the 10¢ by British Packet and 26¢ by American Packet (explained in the previous paragraph) and are quite hard to find. The postage could be paid by cash or stamps. The new postal treaty with France, April 1, 1857, did not require the 5¢ Pacific Coast surcharge.

Mail to and from Canada, from April 6, 1851 to February 17, 1864, also required the 5¢ Pacific Coast surcharge, 9d or 15¢ per half ounce being the Pacific Coast rate, 6d or 10¢ the rate elsewhere. The 1855 Postal Law provided the rate to be 15¢ per half oz. if the distance were over 3,000 miles, 10¢ if under 3,000 miles, prepayment optional.

This law prevailed until August 1864, when a U. S. Postal order established 10¢ per half oz. as the uniform rate of letters postage to foreign countries with which no postal treaties or arrangements have been concluded. The rate table at this time exempts Canada and New Brunswick from the additional 5¢ regulation over 3,000 miles, but leaves it in effect for Nova Scotia. The rate became 10¢ from all states to Nova Scotia January 1, 1868 after they joined the Canadian Federation.

As there was a postal agreement between the United States and Canada, the change was probably made to better conform to the new U.S. uniform rate established July 1, 1863, which reduced the U.S. rate for letters sent coast to coast from 10¢ to 3¢.

[October 3, 1964]

Some Notes on Foreign Mail Rates
Part VI—Mails to France Before the Treaty
By George E. Hargest

The Anglo-French treaty of 1843 provided that France pay Britain 40 pence per ounce for sea conveyance and British transit of unpaid letters which originated in "Colonies or countries beyond the sea, wherever the same may be situated" and delivered by the British Post Office to the French Post Office. On her side, Britain was to pay France 40 decimes per 30 grammes of such mail delivered by the French Post Office to the British Post Office. Mail from the United States, of course, fell under this treaty provision.

When the U.S.-British treaty was being framed in 1848, the existence of this provision made it necessary that the 16¢ packet rate and the 3¢ British transit rate not apply to France. Therefore, France was excluded from the "open mail" provisions of the U.S.-British treaty. The arrangement that finally developed was that 5¢ inland postage be prepaid in the United States on every letter sent, via England to France. If transatlantic conveyance was by British packet, no further prepayment was necessary. The 5¢ paid the letter aboard a British packet in Boston or New York and once on board the letter immediately fell under the 40 pence per ounce rate of the Anglo-French treaty.

If France was to pay Britain, France, of course, had to collect from the recipient of the letter, and that would necessarily be done in French money on the French system of weight. The amount to be collected was set up this way: A single rate was arrived at by dividing the 40 decimes per 30 grammes by four. This resulted in a 10 decimes per 7½ grammes single rate that paid the letter to the French frontier. To this French inland postage was added.

French inland postage during this period was a complicated matter. Suffice it to say that in the period 1849-December 1, 1851, the most frequently seen rates show 5, 10, 15 etc. decimes added to the above 10, 20, 30 etc. decimes making total collections of 15 decimes, 30 decimes and 45 decimes, according to the weight of the letter.

If transatlantic service was by American packet, the packet postage of 16¢ as well as the 5¢ inland postage was required to be prepaid in the United States. In the period, 1849-December 1, 1851, there does not appear to have been a difference made in the amount collected on British packet or American packet mail. The few covers seen which show a prepayment of 21¢ or 42¢ also show collec-

tions of 15, 30 or 45 decimes. The question is still a moot one, however, since a prepayment of 21¢ does not mean that the letter actually crossed the Atlantic in an American packet.

Effective December 1, 1851, a French decree established uniform rates on mail from or to the United States for all of France. For letters conveyed by British packet and not exceeding 7½ grammes, 13 decimes were collected; not over 15 grammes, 26 decimes, etc. On American packet mail the collection was 8 decimes the single rate, 16 decimes for a double rate, etc.

The United States prepayments were for a single rate not exceeding one half ounce, while the single rate collection in France was for 7½ grammes. The treaty held an ounce to be equal to 30 grammes when it actually weighs only 28,35 grammes. The difference in the weight of a single rate and the discrepancy in equating ounces and grammes makes it possible to find interesting differences in prepayment and collection.

These last rates were in effect until January 1, 1857. The rates between January 1 and April 1, 1857, present interesting problems and these will be discussed at a later time.

[January 5, 1963]

* * * * * * * * * * * *

From "Items from a departed collection, III."

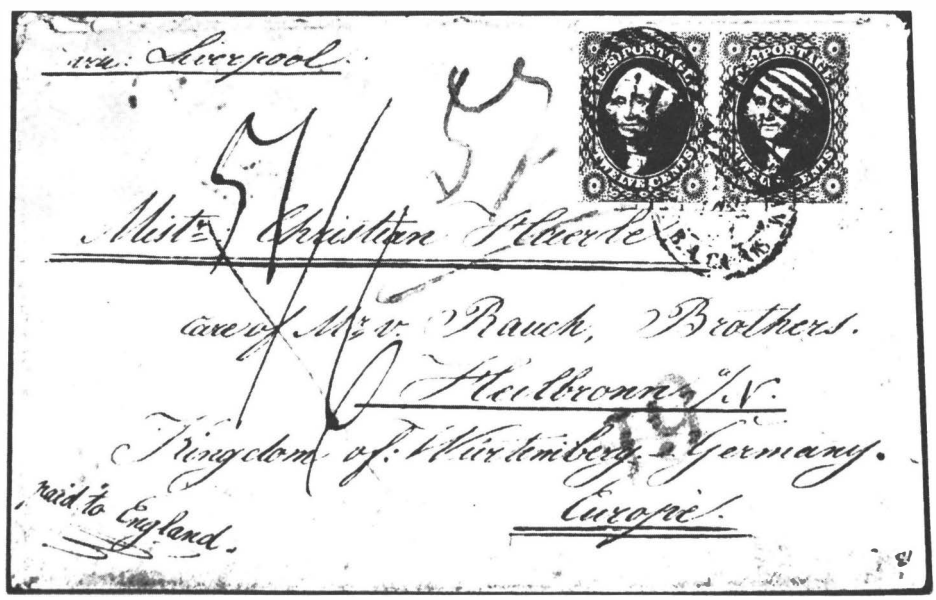
The small Boston "PAID" markings are very rare on 12¢ 1851 covers, per Ashbrook.

Our next cover bears a pair of 12¢ 1851's paying the 24¢ rate to England. However, this letter was addressed to Mister Christian Fluerle, c/o Rauch Brothers Heilbronn, Kingdom of Wurtemberg, Germany, Europe. The stamps are tied by two small black Boston "PAID" and a double circle French receiving mark, "B.A. CALAIS." The Liverpool receiving mark is dated "DEC 18", Calais Dec. 19, and Heilbronn Dec. 21, 1851. The letter crossed the channel and traveled across France by rail to Germany. The manuscript mark 51/6 in black and "57" in red are interpreted as follows:

France paid to Britain	10 decimes		20¢
French transit	3 decimes		6¢
France charged Wurtemburg	13 decimes	40 Kr.	26¢
French Wurtemburg transit		11 Kr.	6¢
Wurtemburg Inland		6 Kr.	4¢
		57 Kr.	36¢

[October 12, 1968]

This is the cover described above. It is also illustrated in Brookman's 3-volume "The United States Postage Stamps of the 19th Century," Vol. I, page 175. Brookman noted that 1851 uses of the 12¢ stamps are very rare.



5¢ Inland Rate

We have wondered how many covers exist with the 5¢ inland rate paid by either five 1¢ stamps or a pair of 1¢ and a 3¢ stamp, prior to March 24, 1856, the earliest recorded date of use of the 5¢ 1856 stamp.

Covers with five 1¢ 1851 stamps are unusual enough to be pictured in auction catalogs and therefore can be listed. On the other hand, the covers bearing the 3¢ plus a pair of ones do not have enough value to be listed and therefore are more difficult to tabulate.

Since the 5¢ rate was required on covers carried by British Packet under the British Treaty, we might suppose that the greatest number of covers went to England and those addressed beyond, to France, Germany, or Italian States are quite unusual.

The "inland rate" discussed here really should have been called the "open mail rate," by British mails and steamers. It only applied to letters addressed beyond England to countries with which England had postal treaties or conventions and not to letters addressed to England, or the British Isles. Therefore, no covers addressed to England with just 5¢ prepaid and accepted should exist.

Even the best of us slip at times!

[February 27, 1965]

Some Notes on Foreign Mail Rates
Part VII—Mails to France
January 1 to April 1, 1857
By George E. Hargest

The Anglo-French treaty of September 24, 1856, effective January 1, 1857, provided in Article XXXI, as follows:

"The British Post Office and the French Post Office shall determine, by mutual consent, the conditions upon which shall be exchanged in open mails. . .letters. . .originating in or addressed to the colonies or foreign countries which make use of the two countries as a means of communicating with each other."

Open mail rates were first established and included in the detailed regulations. France was to collect 50 centimes (5 decimes) on every letter of 7½ grammes, or fraction of 7½ grammes, dispatched to France by Britain at the transit rate of 40 centimes per 30 grammes bulk weight of such mail. On letters charged with both sea and transit postages and dispatched by Britain at the rate of 1 franc, 60 centimes, France was, similarly, to collect 80 centimes (8 decimes). These same amounts were to be collected (prepaid) in France for like letters forwarded by France to Britain.

These rates, when applied to mail from the United States, created the following total rates:

Via British Packet (charged with sea and transit postages): Required to be prepaid in the United States, letter not exceeding ½ oz., 5¢; collected in France, per 7½ grammes—8 decimes, or 15¢; total rate 20¢.

Via American Packet (charged with transit postage only): Required to be prepaid in the United States, letter not exceeding ½ oz., 21¢; collected in France, per 7½ grammes—5 decimes, or 10¢; total rate 31¢.

Because of greatly decreased American packet service, and probably also because of the difference in the total rate, only one example of the 5 decimes collection, via American packet, has come to light. Since this rate was in use for only three months, covers showing the British packet collection of 8 decimes are definitely scarce.

For a cover to Bordeaux by American packet, with 5¢ added for Pacific Coast origin, see page 292.

The detailed regulations also provided that every unpaid letter (international letters between France and England or Malta excepted) charged with transit or sea postage should bear on the address side in black ink, a stamp of prescribed shape which showed the rate at which the dispatching office had delivered the letter to the other office. Britain, therefore, applied one of the two illustrated marks (Fig. 1) to letters from the United States which it delivered to the French post office.

Note covers on pages 268, 282, 287 and 299.



Fig. 1.

The illustrations shown are two of twenty-four such marks illustrated in the detailed regulations; others were added later. The reason for having a mark of a

Fig. 2.



Note covers on pages 287 and 299.

different shape for each rate was evidently to allow postal clerks to rate letters according to the shape of the mark without necessity of reading the figures. These are often termed, "tray" or "partitioned" marks, and there are collectors who specialize in collecting them.

It should be mentioned that we had no postal treaty with France in the period from January 1, 1870, to August 1, 1874. During that period a prepayment of 4 cents paid a letter to the British frontier, whence Britain forwarded the letter to France under the same conditions that American packet mail was forwarded in this three-month period. Such letters show a collection of 5 decimes, a GB/40¢ marking in black and the marking of the traveling post office, Calais to Paris, exactly as they appeared from January 1 to April 1, 1857.

[April 27, 1963]

Part VIII—Mails Direct to France Before the Treaty

By George E. Hargest

In 1845 Postmaster General Cave Johnson invited tenders for a mail service between New York and several selected European ports. Edward Mills was finally awarded a five-year contract for a fort-nightly service between New York and Bremen, and the privilege of establishing a like service between New York and Havre. Each of these services would require two steamships, and for each ship an annual subsidy of $100,000 was awarded. Mills organized the Ocean Steam Navigation Company, which built the *Washington* and *Hermann* and put them on the lucrative immigrant run between New York and Bremen, touching at Southampton each way. By 1848 no ships had been built for the New York-Havre run, and the $200,000 annual subsidy had not been used. In 1849 the rights to this run were sold to Messrs. Fox and Livingston, who organized the New York and Havre Steam Navigation Company. Orders for two wooden-paddle steamers of 2,000 tons each were placed with Westervelt & McKay, and the first of these, the *Franklin,* left New York on October 5, 1850, with the first "direct" mail to France under this contract. The *Humboldt* made her maiden voyage on May 6th of the following year, both ships touching at Cowes on the Isle of Wight (in the Southampton Harbor Complex) each way.

Until July 1, 1851, the rate to the French frontier by this route was 24¢ for a letter not exceeding one-half ounce, to be prepaid when sent from, or collected when received in the United States. The Act of March 3, 1851, (effective, July 1) reduced this rate to 20¢. On letters addressed to the city of Havre, French inland postage of 3 decimes (30 centimes) for every 7½ grammes (about ¼ oz.), or fraction of 7 ½ grammes, was collected on delivery. Those addressed to a point in France beyond Le Havre were charged double this rate. These rates remained in effect until the French treaty came into operation on April 1, 1857.

Which is to say, such covers directed to France normally were prepaid the 21¢ per half ounce required for service by American packet via England, even though they might be sent at a lesser rate.

As was true of mail by all routes, those who wished their letters to go by the first steamer, regardless of nationality, prepaid the maximum rates, and endorsed it "By First Steamer," "By Steamer" or to a particular ship. Thus, since maximum postage was prepaid, it could go by any ship.

Covers showing Havre Line service during this period are rare. Some of the few seen show a 20¢ prepayment; others show the maximum prepayment of 21¢. The New York exchange office American Packet marking was not used until 1852 (earliest seen, September 4) and covers prior to that date do not show it. The characteristic French receiving mark is a double-circle "Outre-Mer/Le Havre" marking, with date in center, and applied in reddish-orange ink. Also, of course, a French due marking of 3, or a multiple of 3 decimes. While all "Havre Packet" covers in this period are rare, those showing prepayment by stamps are rarest, only several being noted.

Rare also are covers showing the maximum 21¢ prepayment by stamps, which were sent by British packet. American packet covers, via England, bearing seven 3¢ stamps or three 3¢ stamps, plus a 12¢ stamp, are scarce to very scarce, while those bearing two 10¢ stamps and a 1¢ stamp are rare indeed.

[May 4, 1963]

The reference to covers prepaid with 21¢ in stamps that were sent by British Packet means those covers with such postage which were actually sent by British rather than American Packet or by the Havre Line to France.



This cover was sent via the "Humboldt" of the Havre line to France from New York, 13 Dec. 1851 with the 20¢ postage prepaid by at least one each of the U.S. 1851 stamp issue then available. The cover bears a 12¢, two 3¢ red (a very early use for this color) and a pair of 1¢ type II stamps.

The cover bears a faint red French "OUTRE-MER/LE HAVRE" marking with illegible date. It apparently weighed just over 7½ grammes as it was charged double rate postage due in France, or 12 decimes, as described on the opposite page, for carriage beyond Havre to Lyon.

Part IX—Treaty Mails to France: Routes & Rates

By George E. Hargest

Our first postal treaty with France, which became effective April 1, 1857, was made possible by the Anglo-French treaty of September 24, 1856. The U.S.-French treaty established a rate of 15 cents per one-fourth ounce, or fraction of one fourth ounce in the United States and 80 centimes per 7½ grammes, or fraction of 7½ grammes for France. Letters could be sent prepaid or unpaid, but a partial payment of the whole postage was not recognized. The treaty provided for three routes by which mail could be sent between the two countries and set the total debit or credit to be made by one country to the other for mail conveyed over each route. Although the treaty did not say how much of the debit or credit was for inland, sea or transit postages, analysis shows the division to be as follows:

British packets, via London through Dover to Calais:

Postage	Rate	Prepaid (Credit)	Unpaid (Debit)
U. S. Inland	3¢		3¢
Sea	6	6¢	
Br. Transit	3	3	
French Inland	3	3	
Total	15¢	12¢ (Red)	3¢ (Black)

American packets, via London through Dover to Calais:

Postage	Rate	Prepaid (Credit)	Unpaid (Debit)
U. S. Inland	3¢		3¢
Sea	6		6
Br. Transit	3	3¢	
French Inland	3	3	—
Total	15¢	6¢	9¢
		(Red)	(Black)

Since Britain was not a party to the U.S.-French treaty, mail was forwarded through Britain under the closed mail provisions of the Anglo-French treaty of 1856. In fact, that treaty anticipated the French treaty and provided in the detailed regulations for closed mail letter bills on mail from the United States at a time when such closed mail did not exist. Therefore, the United States paid France only and France paid Britain. It also should be noted that unpaid letters by French mail do not show a "tray" marking, which they would have had to show if they had passed through Britain as ordinary or open mail.

American packets direct to Havre, or Bremen packets, via Southampton, and to Havre by Channel packets:

Postage	Rate	Prepaid (Credit)	Unpaid (Debit)
U. S. Inland	3¢		3¢
Sea	9		9
French Inland	3	3¢	—
Total	15¢	3¢	12¢
		(Red)	(Black)

The Ocean Steam Navigation Company's *Washington* and *Hermann* discontinued sailings in July, 1857 and their spot was filled by the Vanderbilt Line until July, 1861. These vessels dropped mail at Southampton for Havre as did the steamers of the North German Lloyd Line. The Havre Line's *Arago* and *Fulton* maintained sailings until 1861, when they were chartered as Union troop transports and did not reenter the service until December, 1865. During the Civil War, direct service was maintained by The North German Lloyd (Bremen) Line and the Hamburg American (Hamburg) Line which was awarded a U.S. mail contract in 1861.

Some may wonder why Liverpool is not mentioned in the routings through Britain. Liverpool was an exchange office under the U.S.-British treaties, but was *not* an exchange office under the Anglo-French treaties. Mail for France, therefore, passed through Liverpool directly to London where the closed bags were weighed in bulk, the letter bills made out whence the closed bags with their letter bills were forwarded through Dover to Calais.

[June 8, 1963]

French Mail—the Exchange Offices and Mail beyond France
By George E. Hargest

The U.S.-French treaty, effective April 1, 1857, established exchange offices in the United States at New York, Boston, Philadelphia, and San Francisco, and at Havre and the traveling post office, Calais to Paris, in France. Additional articles to the treaty, effective April 1, 1861, discontinued San Francisco as an office and added offices at Portland Me., Detroit and Chicago in the United States, and at Paris in France. Mail addressed to countries beyond France left one of the United States exchange offices in closed bags, which were not opened until they reached the particular French exchange office to which the letter bill covering the bag or bags was addressed. The French exchange office then routed the mail

to the country of destination.

In general, the rates in the United States per one-fourth ounce were 21¢ to countries bordering France, 27¢ to countries once removed, and 30 cents to countries more remote. France received additional credit above the credit normally given for the 15¢ rate to France. Proper credits can immediately be ascertained by subtracting the United States share from the total rate. Thus, if the letter was conveyed by British packet (also French packets after 1865), 3¢ is subtracted from 21¢, 27¢ or 30¢, yielding credits of 18¢, 24¢ or 27¢, respectively. If by American packet through England, 9¢ is subtracted; if by direct route 12¢. Mail to countries beyond France and showing direct service to Havre by U.S. packet is exceedingly scarce.

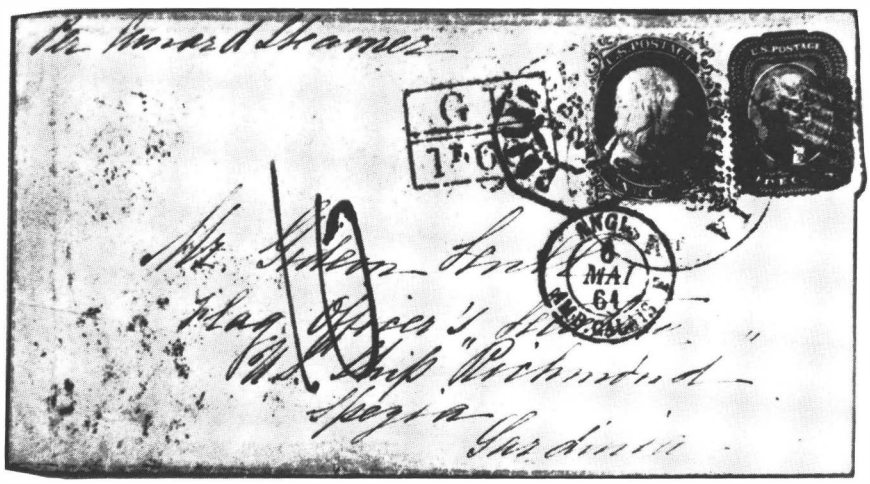
The *United States Mail* urged the public to indicate the desired route on the face of their letters and warned them as follows:

"It is important that letters addressed to Germany and other European countries, via France, where the single rate per quarter once is 21 cents, should be plainly marked to be sent via France; otherwise they may be missent in the open mail to Liverpool by United States packet, the 21 cents rate per half ounce being also chargeable on letters thus forwarded."

Some letters were missent (collectors today wish there had been more). Let us assume that a letter prepaid with 21¢ addressed to Switzerland arrived at the Liverpool office in the open mail. The normal route to Switzerland was through France. Since the U.S.-French mail passed through Liverpool in closed bags, the letter could not be included in the next French Mail passing through that office. The letter, therefore, would be forwarded to London, which was an exchange office for Anglo-French mail. London would have no alternative to forwarding it to France as an unpaid letter charged with transit postage under provision of the Anglo-French treaty. The letter would, therefore, be marked with a "tray" marking in black reading, GB/40¢. The French post office forwarded the letter to Switzerland as an unpaid letter originating in England and according to rates established by a Franco-Swiss treaty which also provided for the use of "tray" markings. Such mail was dispatched to Switzerland by France at the rate of 27 decimes per 30 grammes and an oval "tray" marking reading, F/27 was applied in black.

Similarly, covers are known that bear a 5 cents prepayment and were forwarded by London, through France, charged with sea and transit postage. These, of course, bear a GB/1f60¢ "tray" marking. Those seen were addressed to southern Germany or to Sardinia. Covers showing this route after April 1, 1857, are indeed rare.

[June 15, 1963]



Originating at Philadelphia in April, 1861, this cover has a 1¢ Type IIIA stamp of 1857 paying a carrier fee at Philadelphia to take the cover to the post office and a 5¢ red brown Type I stamp to pay U.S. inland postage by British open mail and Cunard steamer to Italy. The letter is addressed to a clerk aboard the U.S.S. "Richmond," flagship of the U.S. Navy's Mediterranean Squadron at the time.

The Navy maintained a base at Spezzia in the Sardinian States during most of the 1850's.

All postage but the U.S. internal rate was collect as indicated by the GB/1F60c tray marking, as is discussed in the above column.

Italian States

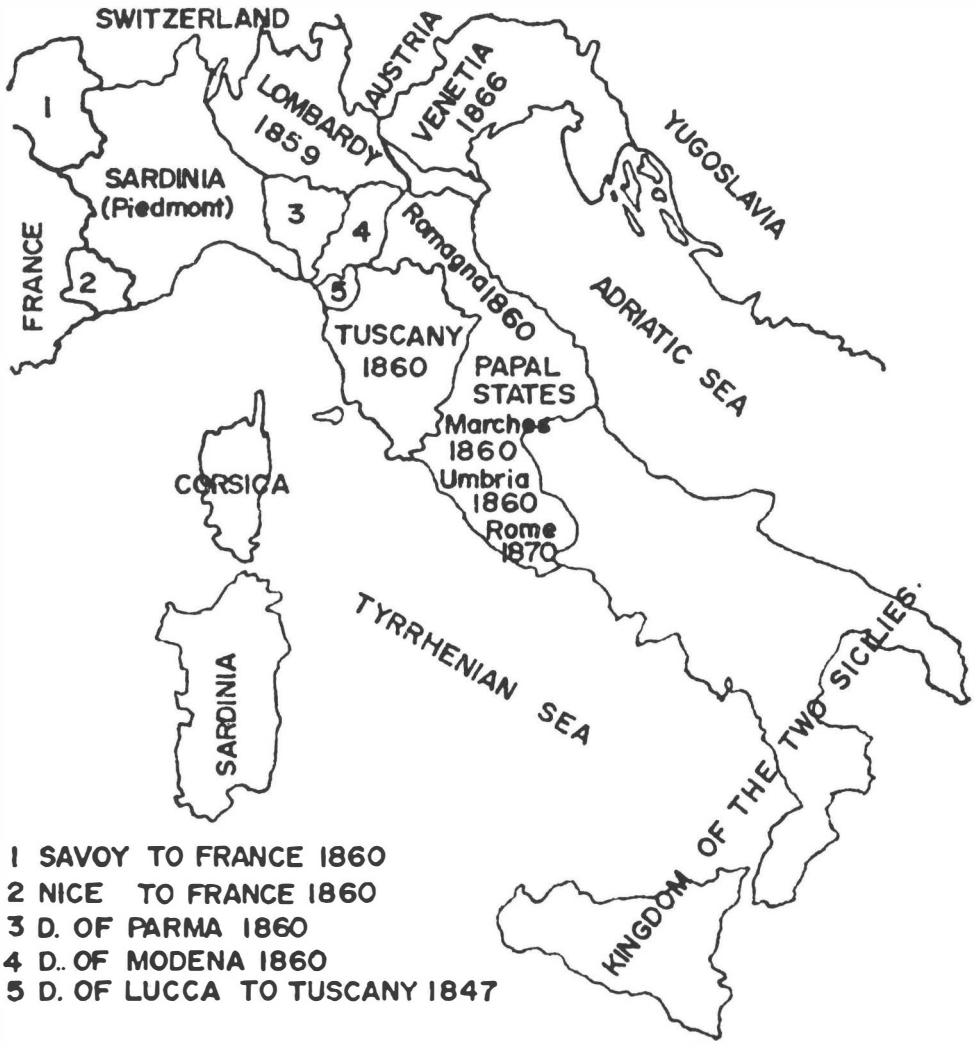
A reader has requested some information concerning the Italian States and the Kingdom of Italy.

This request sent us to Shepard's *Historical Atlas* and Webster's *Geographical Dictionary* as information sources.

In 1812, all of the states which were created after Napoleon's defeat at Waterloo were either part of the French Empire or states under Napoleonic control, except for the two islands of Sicily and Sardinia, which had remained independent.

The Congress of Vienna, in 1815, restored the states of Piedmont and Savoy to Victor Emmanuel I, King of Sardinia, with Genoa added. The Kingdom of Naples joined with the independent state of Sicily to become the Kingdom of the Two Sicilies. Lucca was taken from Napoleon's sister and awarded to a member of the Spanish Bourbon family, and later reunited with Tuscany in 1847. The Duchies of Parma, Modena, and the Grand Duchy of Tuscany were created. The states of Lombardy and Venetia were restored to Austria, and the Papal States were restored to the Papacy.

This map is enlarged from the single column size in which it originally appeared. It should be noted, however, that further changes took place after 1860.



In 1859 Lombardy was ceded to Napoleon III of France, who turned it over to Piedmont, a Sardinian State.

In 1860 the Duchies of Parma, Modena, and Tuscany, the Kingdom of the Two Sicilies, and the Papal States of Romagna, the Marches, and Umbria joined the Kingdom of Sardinia. Naples and the Kingdom of the Two Sicilies joined the Kingdom of Sardinia as a result of Garibaldi's 1860 expedition.

The states of Savoy and Nice were returned to France by Sardinia in 1860. In 1861 the Kingdom of Sardinia became the Kingdom of Italy.

The Venetian States joined the Kingdom of Italy in 1866, and Rome followed in 1870.

[November 7, 1964]

Cities in Italian States

A previous column gave a brief history of the formation of the Kingdom of Italy from the various kingdoms and duchies in 1861 and following. The cities in these states are listed below:

Kingdom of Sardinia 1815-1860—Savoy: Annecy, Chambery, to France 1860; Nice: Nice, Monaco, to France 1860; Piedmont: Genoa, Alessandria, Novara, Mortara, Cavour, Casale, Montebello, Pontrimoli, Spezia; Island of Sardinia: Sassari, Cagliari.

Lombardy 1815-1859—Magenta, Milan, Solferino, Varese, Monxa, Vigevano, Brescia, Volta, Goito.

Duchy of Parma 1815-1860—Parma, Placentia (Placenza).

Duchy of Modena: Capri, Modena, Guastalla after 1847, ruled by a member of a Napoleonic family prior to 1847.

Grand Duchy of Tuscany: Florence, Leghorn, Pisa, Island of Elba, Lucca after 1847 (Duchy of Lucca until 1847).

Papal States 1815-1860—Romagna: Ferrara, Bologna, Forli, Riminni; Marches: Pasaro, Urbino, Ancona, Castelvidardo, Macerata, Tolentino (Republic of San Marino in this area independent); Umbria: Spoleto, Rieti; Roma: 1815-1870: Civitavecchia, Mentana, Romme, Terracina, Velletri.

Kingdom of the Two Sicilies—Isernia, Gaeta (last stronghold of the Neapolitan Bourbons fell after siege in 1861), Capua, Caserta, Nola, Naples, Castellamore, Salerno, Bari, Brindisi, Taranto, Pixxo, Monteleone, Reggio.

Island of Sicily—Messina, Palermo, Milaxxo, Calatafuni, Salemi, Marsala, Girgenti, Syracuse, Cantania, Benevento under Papal control until 1860.

Venetia in Austria 1815-1866: Peschiera (Piscara), Mantua, Verna, Legnago, Custoxxa, Villafranco, Lucia, Rovigo, Venice, Treviso, Udine, Bellano.

[November 21, 1964]

Rates Which Differ From Schedules

John O. Johnson, Jr., of Waltham, Massachusetts, sent us the following excerpt from the *Postmaster General's Report* of 1862:

"International Postal Conference—Our international mail system is extremely loose and defective. There is no common standard weight for the single rate. There is no common rate for the sea transit, or for overland transit. The inland transit rate upon domestic correspondence furnishes no rule for overland transit for foreign correspondence.

"Rates upon closed mails are not uniform by distance, or by other common rule, and they vary greatly according to the route of carriage.

"The whole foreign system, as now established, is too complex to be readily understood by postmasters, and many mistakes and unfortunate delays result from its complexity. I had little hope of remedying these evils except by a general congress of postal representatives, practically acquainted with their respec-

tive systems, and predisposed to facilitate the international social, and commercial correspondence, by which national prosperity is so much affected."

[May 6, 1967]

The Guatemala Postal Treaty of 1862

The first U.S.-Guatemala Postal Treaty became effective September 1, 1862. Most now existing covers to Guatemala from the U.S. are from the correspondence of Elisha Oscar Crosby, first U.S. Minister to Guatemala, who served from May 1861 to June 1864, so the correspondence bears stamps of both the 1857 and 1861 issues.

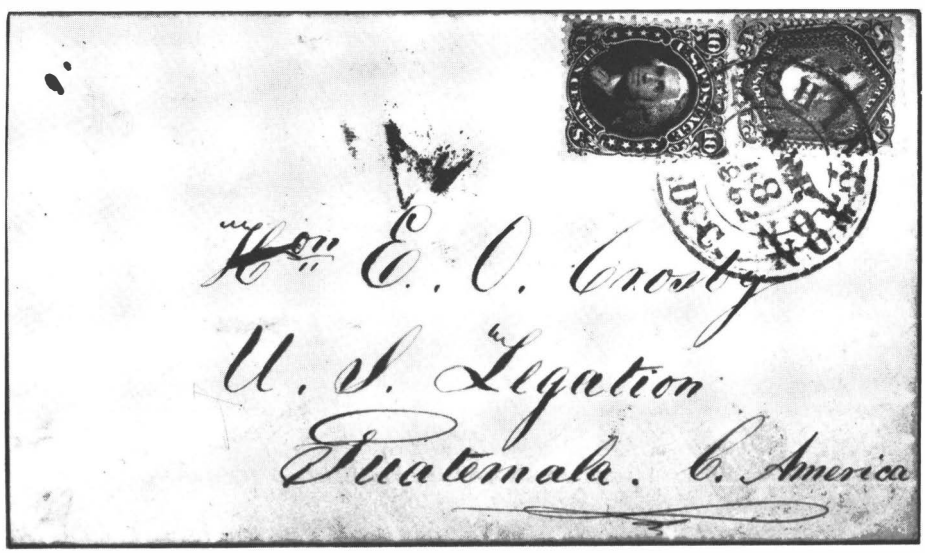
Prior to this postal treaty, letters to Guatemala had to be prepaid. Mail from Atlantic ports was carried either direct or via the West Indies by British packets, at the rate of 35¢ per half oz. (10¢ U.S.-25¢ British) from July 1, 1851, to January 15, 1853, when the rate was reduced to 34¢ after the British reduced their charge from 25¢ to 24¢.

Mail from the Pacific Coast was carried to Panama by U. S. Mail steamers and transferred to a British packet agency there, which forwarded the mail to Puerto Barrios, Guatemala's Atlantic seaport. The Pacific rates were 10¢ higher than those on the Atlantic, being 45¢ per half oz. (20¢ for over 2500 miles U.S., and 25¢ British) from July 1, 1851, to January 15, 1853, when the rate was reduced to 44¢. All mail was to be prepaid in the U.S.

Under the new postal treaty of 1862, the U.S. conveyed mail between New York and Aspinwall, and San Francisco and Panama, in sealed mail bags, at the rate of 10¢ per half oz., prepayment required. The balance of the postage, two reales, or 25¢ U.S., was at the expense of the Republic of Guatemala.

We have five covers, three posted in 1861, and two in 1862, which illustrate the old and new treaty rates. The first cover was addressed to Mr. Crosby from San Francisco, c/o a friend at Panama, and bore 20¢ U.S. postage, and 4 reales for delivery in Panama. The second cover, also from San Francisco, was addressed to Guatemala City, and bore 1¢, 3¢, and a block of 10¢ stamps to pay the 44¢ rate; also a "Four" reales due mark.

The third cover was from New York to Guatemala City, and bore 10¢ and 30¢ 1857 issue stamps, overpaying the 34¢ rate by 6¢. This cover, for some unknown



A "Crosby" cover with a 24¢ 1861 steel blue and a 10¢ type II stamp paying the 34¢ pre-treaty rate from Washington, D.C. to Guatemala in April, 1862.

This cover, although not mentioned in the accompanying column, also belonged to Mr. J. David Baker.

reason, carried a "Six" reales due marking.

The two 1862 covers from the Crosby correspondence both show rates which, at the time they were mailed, appeared incorrect. One, postmarked Wyandotte, Kansas, and addressed to Guatemala, was dated August 14, and carried a pair of the 10¢ August, 1861 issue, and a "Two" reales due mark. It was posted prior to the effective date of the treaty, yet, except for the Postmaster accepting double rate in the U.S., and single rate in Guatemala, follows the rules of the treaty.

The other cover, posted in Brooklyn, carries a 1¢, 3¢, and three 10¢ of the 1861 issue, for a total of 34¢, which was the old rate, but it was postmarked October 6; therefore; after the effective date of the new treaty. Even the clerk in the New York foreign office was confused at first, as he marked a 24¢ credit, but this was later scratched out. This cover bore the New York postmark of October 11, which was one of the three sailing dates for the Panama steamers at this time. The Kansas cover bears no New York postal marking.

[September 1, 1962]

Elisha Oscar Crosby

There are times when the correspondence of an individual or company dominates the known covers addressed to a certain city or country; a case in point is the Crosby letters to Guatemala.

Elisha Oscar Crosby, born in New York, moved to California after becoming a lawyer. In 1859-60 he visited Guatemala and met Beverly Clarke, then Minister to both British Honduras and Guatemala. Clarke died in 1860. Returning to Washington, Crosby sought and received appointment as our first Minister to Guatemala. He left Washington in mid-April 1861, sailed for and reached Guatemala City May 12th. He presented his credentials on May 28th to his old friend Rafael Parrera, President of Guatemala, who, incidentally was friendly to the U.S.

Henry Savage had unofficially represented the U.S. there for over 25 years, but was disliked by Crosby, who succeeded in having him removed. Wm. Buchanan was appointed as Savage's successor, on Crosby's recommendation, but Crosby was disappointed in him also. On January 6, 1862, he wrote Secretary of State Seward that Buchanan was using his job for personal gain, that the position was unnecessary, and should be vacated. On being informed of his removal, Buchanan wrote Seward accusing Crosby of "bigamy and open concubinage", and of sympathy with the Confederacy.

Buchanan was U.S. Consul at Guatemala City; Crosby was "Minister Resident," as listed in the "U.S. Register" for 1861. Thus Crosby was Buchanan's immediate supervisor.

It was mid-1862 before Crosby cleared himself of these charges with Seward and in Guatemala by explaining his first marriage had been annulled, and that he was living with his legal spouse. To the second charge he replied that his predecessor's widow had asked him to see some Southern Senators for her in Washington, and that he had toured the South just before its secession as a favor to President Parrera, who wanted information on cotton raising. His pleas were apparently considered satisfactory, as he was retained.

Prior to and during the early period after Crosby's arrival in Guatemala, efforts to establish a colony of "free blacks" there were unsuccessful. Intrigue for establishment of a European monarchy was ripe, but this too was thwarted. Then in 1863 came war between Guatemala and El Salvador. They were difficult times.

In April 1864 Crosby was shocked to read in a newspaper that he had been recalled the previous month; the official notice arrived June 22, 1864, the day after he had left Guatemala to return to Brooklyn, N. Y. He was succeeded by Wm. Kellogg, of Illinois, an intimate friend of President Lincoln. In the 1870's Crosby tried unsuccessfully to gain a ministerial post. He died in 1895 in Brooklyn.

Information in this piece was gleaned from the *Pacific Historical Review*, August 1955.

[September 8, 1962]

* * * * * * * * * * * *

Another item which was of interest to me was a letter written from San Francisco, addressed to E. O. Crosby, during July 1860 while he was at Washington, D.C. The Crosby correspondence had always been of interest to me since it is the only correspondence that I have been able to locate bearing U.S. postage stamps addressed to Guatemala in the late 1850's, and early 1860's. Mr. Crosby served as Minister beginning May 12, 1861, and was relieved by President Lincoln as Minister to Guatemala during April 1864.

See the previous column, which appeared 2½ years before this one.

[May 8, 1965]

Mails U.S. to France 1870-74

George E. Hargest
Guest Editor

From January 1, 1870 to August 1, 1874, there was no postal treaty between the U. S. and France. During this inter-treaty period, there were two routes by which mail was forwarded from the U. S. to France, as follows:

1.) *The direct route.* By steamers of the French line from New York to Havre or Brest; by steamers of the Hamburg-American Line from New York to Cherbourg, via Plymouth, England. A required prepayment in the U. S. of 10¢ per ½ oz., as prescribed by the Act of July 1, 1864, paid the letter to the French frontier. France collected 8 decimes per 7½ grammes until late in 1871, when the collection was reduced to 5 decimes per 10 grammes. This rate was effective throughout the inter-treaty period. Hamburg-American Line service was suspended from July 23 to October 29, 1870, and during this period, French Line service was reduced. Covers showing direct service with a French due marking of 8 decimes after July 23, 1870, are scarce. Also scarce are covers prepaid with a 10¢ "National" showing a collection of 8 decimes. It should also be noted that Brest receiving marks are not easy to find.

2.) *Via England.* By steamers of the Cunard, Inman, Guion, Allan and White Star Lines to Liverpool, often via Queenstown; by the Cunard Line, Boston to Liverpool; by steamers of the North-German Lloyd Line, New York to Southampton. By the "via England" route, mail could be sent wholly unpaid, part-paid to the English frontier or fully prepaid to destination in France.

See article by Mr. Hargest in "Chronicle" No. 76 (Nov., 1972), pages 217-19, "Some Notes on British Open Mail to France."

Paid only to England (open mail). A prepayment of 4¢ per ½ oz. in the U.S. paid the letter to England, whence it was forwarded to France as an unpaid letter. Since the prepayment of 4¢ was optional, that amount was debited by the U.S. to Britain on wholly unpaid letters. Under terms of the Anglo-French treaty of 1856, France collected 5 decimes per 7½ grammes on part-paid and 8 decimes on wholly unpaid letters. Late in 1871, after the Franco-Prussian war, there is evidence to indicate these collections were changed to five decimes per 10 grammes for part-paid and 12 decimes per 10 grammes for wholly unpaid letters. This rate became effective on January 1, 1870 and remained in force at least until January, 1875, but was not available in December of that year. Part-paid covers show a black elliptical marking, GB/40¢, which was applied by the British post office to unpaid letters charged with transit postage and was intended to show the rate per ounce, bulk weight, at which the mail containing the letter was dispatched to France. Although this rate was available at all U.S. exchange offices, only letters from the New York, Boston and Philadelphia offices have been seen.

[April 4, 1964]

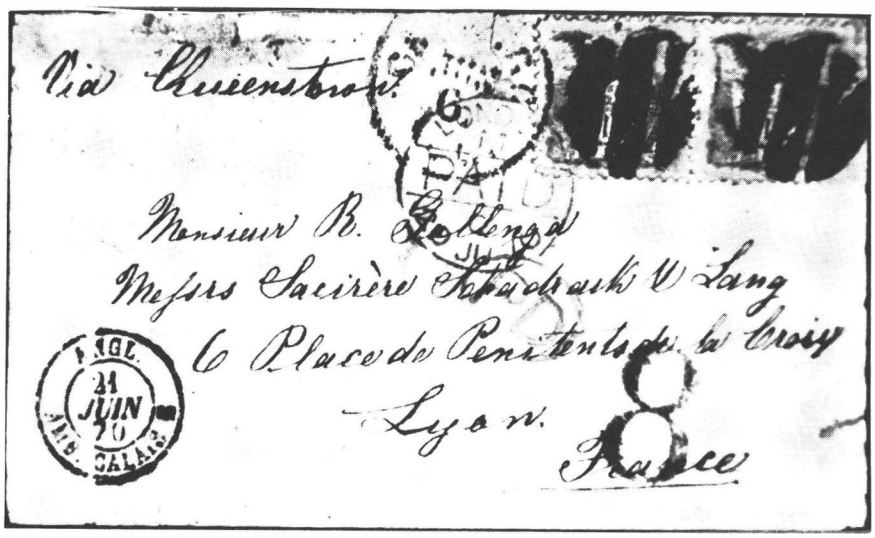
Mails U.S. to France 1870-74
The "Phantom" Rate
By George E. Hargest

Note to reader: After 1868, all U. S. postal treaties made with European countries stated the U. S. rates in grammes. These rates were then restated in ounces at 30 grammes to the ounce and disseminated to local postoffices and to the public. In order that confusion be avoided, this column states all rates as they were published in the U. S., i.e., in ounces.

Late in 1868 treaty arrangements between Great Britain and the U. S. provided for a fully prepaid rate between the U. S. and France. This was achieved by adding to the then current rate between the U. S. and the English frontier, the then current international prepaid rate between Britain and France.

On January 1, 1870, after the U. S.-French treaty expired, the rate from the U. S. to the English frontier was 4¢ per ½ oz. and the prepaid rate between Britain and France was 4 pence per ¼ oz., or 8¢. The 1868 treaty required that these two rates be combined into one whole rate per ¼ oz., prepayment of which was compulsory. With the expiration of the French treaty, therefore, a 12¢ per ¼ oz. rate which would pay a letter to destination in France, was available by treaty. This 12¢ rate was divided: 4¢ for the U. S. share (which was retained) and 8¢ for the British share (which was credited to Britain). The Postmaster General, however, did not alter regulations to allow the rate. It was not published in the *U.S. Mail & Post Office Assistant* and neither the local postoffices nor the public were aware of its existence. The New York exchange office, however, forwarded some letters to France as fully prepaid to destination by using this rate, provided they were prepaid with at least 12¢. Letters so forwarded usually show a prepayment of the old treaty rate of 15¢, or double the 10¢ direct rate and bear a credit to Britain of 8¢ or 16¢. All covers seen were sent during the months of March, April, May or June, 1870. Since this rate was used by the New York exchange office, but was never published officially, it is termed a "phantom" rate. Covers showing its use are rare.

It should be noted that after 1868 there were many rates available by treaty that were not published in the *U. S. Mail & Post Office Assistant.* It should also be



A "phantom rate" cover to France, sent from Chicago on June 6, 1870 via New York and handstamped at London as paid on June 20, 1870.

Although prepaid 20¢ with a pair of 10¢ 1869 stamps, the credit of 8¢ applied at New York and accepted by both English and French exchange offices indicates the letter didn't weigh more than a quarter ounce. Had it weighed more than a quarter ounce (or 7½ grammes) but less than a half ounce, the credit would have been 16¢. Thus, 12¢ postage would have been enough.

noted that the method here described for the development of the rate to France, applied as well to the ordinary mail rates, via England, to any country. Between January 1, 1868, and January 1, 1870, the U. S. share of a rate prepaid in the U. S. was always 10¢; from January 1, 1870 to the U.P.U., it was always 4¢. Throughout the period, the credit to Britain represented the current prepaid ordinary mail rate between Britain and the country of destination.

[April 18, 1964]

Mails U.S. to France 1870-74
10¢ Fully Prepaid Rate
By George E. Hargest

On July 1, 1870, the prepaid rate between Britain and France was reduced from 4 pence per ¼ oz. to 3 pence per 1/3 oz. A prepaid rate from the U. S. to destination in France of 10¢ per 1/3 oz. now became available by treaty. As explained in a previous column, this rate was developed by adding to the 4¢ per ½ oz. rate from the U. S. to the English frontier, the current prepaid rate between Britain and France. Since 3 pence was equal to 6¢, a 10¢ rate now resulted. Since the U. S. share progressed in units of ½ oz., while the British share increased in units of 1/3 oz., the following progression for the combined rate resulted:

Ounces Over	Ounces Not Over	U.S. Share (½ oz.)	Credit to Britain (1/3 oz.)	Total Rate
	1/3	4¢	6¢	10¢
1/3	½	4	12	16
½	2/3	8	12	20
2/3	1	8	18	26

See page 271 for an example of the 16¢ rate.

The Postmaster General did not alter regulations to allow this rate until October 28, 1871, and there was no publication of it until the November 1871 issue of the *U. S. Mail & Postoffice Assistant.* As in the case of the 12¢ rate, described in a previous column, the New York exchange office began to use the rate as soon as it became available between Britain and France. These letters, of course, were prepaid with 10¢ and were intended to go by the direct route. Because of the Franco-Prussian war, the German steamship lines suspended their services from July 23 to October 29, 1870, resulting in a curtailment of direct mail service. However, the scarcity of covers indicates that the New York office did not make wide use of the fully prepaid rate during this period. After its publication the rate should have been available to all of the U.S. exchange offices, but only covers from the New York and Boston offices have been seen.

Typical markings on covers prior to publication of the rate are a red New York/Br. Transit mark, a large red number "6", a red London/Paid marking, a double circle Angl./Amb. Calais/Date French receiving mark in black and a red PD in an oval or a circle.

Shortly after publication of the rate, New York revived the old "treaty" handstamps with credit numerals of "6", "12" or "18" and these replaced the Br. Transit and separate credit markings. The foreign markings remained the same. Early in 1873, new New York markings of smaller size replaced "treaty" handstamps.

Throughout the period, Boston made credits in red crayon.

[April 25, 1964]

Mails U.S. to France
Aug. 1, 1874 to Jan. 1, 1876
By George E. Hargest
Guest Editor

A new postal treaty between the U. S. and France became effective on August 1,

1874. This treaty established the following exchange offices and routes of transmission: (1)—By way of French mail-packets from New York to the offices of Paris, Brest or Havre. (2)—By way of packets of the Hamburg line from New York to the offices of Paris, Havre or Cherbourg. (3)—By way of England from Boston or New York to Paris or Havre, or the travelling offices from Paris to Calais or Lille to Calais. Mails by this route were closed through England. It should also be noted that the North German Lloyd line was at this time, under contract to Great Britain.

Rates were set at 9¢ per 15 grammes (½ oz.) in the U. S. and at 50 centimes per 10 grammes in France. Although prepayment was optional, a fine of 5¢ in the U. S. or 25 centimes in France was levied upon unpaid letters. Insufficiently paid letters were charged full postage plus the unpaid fine, less the amount prepaid by stamps. Since each country retained the postage it collected, no accounting marks appear on international letters.

Provision was made for the registration of letters by prepayment of postage and a registration fee of 10¢ in the U. S. or 50 centimes in France. Such letters were to be marked "Registered" or "Charge".

This rate was superseded on January 1, 1876, by the General Postal Union rate of 5¢ in the U. S. or 40 centimes in France per 15 grammes. Since the 9¢ rate was in force for only seventeen months, covers showing its use are not common. A collection of these should normally include covers by each route and markings of each of the exchange offices. An item of particular interest is a double rate cover showing a New York supplementary mail marking (type E). Interesting also are unusual combinations of stamps, such as a 7¢ plus a 2¢, or a 5¢ plus a pair of 2¢, especially when cancelled by a New York foreign mail marking.

This is the last of the series of columns dealing with mails U. S. to France. For the benefit of those who would like to read in more detail about these mail services, the following bibliography is appended:

Ashbrook, Stanley B., *United States One Cent Stamp of 1851-57*, vol. II, Chapter LVI. H. L. Lindquist, New York: 1938.

Simpson, Tracy W., *United States Postal Markings and Related Mail Services.* (Publication of this work was sponsored by the U.S. 1851-60 Unit, No. 11 of the

A revised edition was published in 1979 but is now sold out.



Sent from Los Angeles, California on Dec. 31, 1875, one day before the second U.S.—French postal convention expired and was succeeded by the GPU—UPU.

This 9¢ rated cover to France from Los Angeles was thus probably part of the last mail sent from New York under the old convention. Had the sender waited two days, postage to France would have been but 5¢.

American Philatelic Society).

Staff, Frank, *The Transatlantic Mail.* Adlard Coles, Ltd. and John De Graff, Inc., New York: 1956.

Periodicals

Simpson, Tracy W. editor, *U. S. 1851-60 Chronicle* particularly, issue No. 31. Notes and short articles, issues Nos. 32-44.

Mack, Millard H., "United States 4¢ Part Payment Rate to France 1870-74", *Collectors Club Philatelist,* vol. 38, No. 4, July, 1959, pp. 159-164.

Hargest, George E., "French Mail Rates", *Chronicle of the U. S. Classic Issues,* No. 45, pp. 27-28.

Hargest, George E., "Unpaid and Part-Paid Rates Between United States and France, 1870-74", *Postal History Journal,* Vol. VII, No. 1, June, 1963.

Hargest, George E. "United States Mails to France in 1870—The 'Phantom' and Actual Prepaid Rates", *Collectors Club Philatelist,* Vol. 42, No. 6, November, 1963, pp. 333-344.

[August 15, 1964]

Philatelic Reminiscences of the Year 1866

Other portions of this column may be found on pages 262 and 329. Also see page 177.

As New Year's Day approaches each year the editors of this column become nostalgic and begin wondering what of philatelic interest occurred 100 years ago.

The year 1866 does not shine as an outstanding one philatelically. There were no new government embossed envelopes or revenues issued, and the only new postage stamp was the 15¢ Lincoln, which rate prepaid mail to France until 31 December, 1869. Lincoln was the fourth president of the United States to be pictured on our postage stamps.

After more than seventeen years with no triple rate applicable on prepaid letters to England, a triple rate of 72¢ became effective on 1 April 1866, and continued in effect to 31 December, 1867. This is one of the real rarities of the British transatlantic mail under the first British treaty.

Another marking found on mail addressed to Navy personnel beyond England is the "B.F. Stevens—Despatch Agent" mark. Mr. Stevens became Despatch Agent on 23 June, 1866, and continued as such until his death on 5 March, 1902.

[February 19, 1966]



A triple rate use to England paid by an angle block of three gray 24¢ 1861 stamps. Postmarked at Philadelphia on June 8, 1866 and carried on the Inman liner, "City of London," which sailed from New York on June 9, the cover received a London paid marking on June 21, 1866.

Can Anyone Help?

In order to solve a question about an 1866 cover from Baltimore to Shanghai, we need to find someone with a cover which has a London handstamp of August 1st and Shanghai mark of September 26th. The Baltimore cover is designated to travel "Via Marseilles" but has insufficient postage for this route, 90¢ on a double-rate letter.

This is the cover illustrated on page 7.

If someone has a cover addressed to Shanghai with these same dates or cover with the same Shanghai date and a different (earlier or later) London date, the route actually traveled by the Baltimore cover can be determined. Please write this column giving dates and route if you have such a cover.

As far as is known, there was no response, but ship sailing dates indicate the cover was routed via Southampton.

[May 7, 1966]

A Progress Report

In an earlier column we asked our readers to look for a cover from New York to Shanghai routed Via Marseilles in 1866. It occurred to us that we could tabulate all our covers traveling from London to Hong Kong by each route and probably find our answer.

From a limited number of covers we had learned the following about travel time via Southampton (via S) and via Marseilles (via M) from London to Hong Kong, as follows:

1857 (S) 81 days; 1861 (M) 43 days; 1862 (M) 44, 45, 57 days; 1863 (S) 52 days; 1864 (S) 48 days; 1865 (S) 61 days (M) 50 days.

From London to Shanghai:

1852 (S) 80 days; 1857 (S) 82 days; 1862 (M) 65 days; 1863 (S) 53 days; 1866 (M) 56 days; 1868 (M) 55 days.

The 1866 cover of 56 days is the problem cover. Do you agree that it went Via Marseilles even though only 90¢ or the double rate Via Southampton was paid? Perhaps if you would send along London and Hong Kong dates for additional 1865 or 1866 covers, our answer could be better determined.

This again refers to the cover illustrated on page 7, again without response.

[October 1, 1966]

The Year 1867 in the Pacific I

January 1st, 1867, was the day the S.S. *Colorado* of the Pacific Mail Steamship Company inaugurated the China and Japan steam mail service sailing from San Francisco.

The ten year contract providing this new Trans-Pacific service was signed August 15, 1865, a year and a quarter earlier. It required twelve round trips annually, "between San Francisco and Hong Kong touching on the outward and homeward passages to land and receive mails at the port of Honolulu. . .and the port of Kanagawa (Yokohama) for $500,000 annually."

The Pacific Mail S.S. Co. was the sole bidder for this service. PMG Randall's 1865 Report explains: "The high reputation of this company, their experience and undoubted resources, and the zeal and energy which they have manifested in making preparations for the service, afford a guarantee of the success of this great national enterprise to extend and develop American commerce."

The contract required not less than four first-class American sea-going side wheel steamships of not less than 3,500 tons be provided. None of these new ships was available on January 1st so the S.S. *Colorado* was withdrawn from Panama service and prepared for the first trip.

The delay in construction of the new steamers was caused by the contract requirement to enter the harbor at Honolulu which had a bare twenty-one foot depth under favorable circumstances. The longer trip across the Pacific required larger ships which would require a deeper draught.

It was known at the time the contract was signed that steamers able to carry enough coal for a trip across the Pacific in reasonable time would be too large for Honolulu. It was also known the direct route to Japan went far north of Hawaii.

The first of the new steamers *The Great Republic*, was launched November 8,

1866, at New York but was not expected to be ready for service until the following May. She could negotiate twenty-one feet of water when ordinarily loaded.

The Steamship Company agreed to transport a U.S. Mail Agent, free of charge, on each steamer. The steamer was required to make not less than 200 nautical miles a day at sea. The stoppages at intermediate ports "shall not exceed the time absolutely necessary to land and receive the mails, passengers, and cargo, and receive coals. . .after the performance of the second round voyage to Hong Kong and back, to arrange and adopt a schedule with the approval of the Postmaster General." (from February 15, 1865 Act of Congress).

No letters or newspapers were to be carried outside of the U.S. Mail. There was to be no transmitting of commercial intelligence more rapidly than the mail. They could not knowingly permit aboard any private express agent without special consent of the Post Office Department.

[January 14, 1967]

The Year 1867 in The Pacific II

See next page for more on the China & Japan Steam Service.

The Pacific Mail Contract was altered on 20 March, 1867 to remove the Honolulu service and to substitute a branch line from Hong Kong to Shanghai instead. This branch service was started with the July 4th sailing of the S.S. *Colorado*.

Covers from these trips were marked "CHINA STEAM" or "STEAM CHINA" upon arrival at the San Francisco post office.

The S.S. *Colorado* made three round trips, leaving San Francisco on January 1st, April 3rd and July 4th. The time required to Yokohama 22-¾ days, to Hong Kong, 30-½ days, Yokohama to Hong Kong, six days. The return required Hong Kong to Yokohama, 7-½ days, Yokohama to San Francisco, 21-1/3 days, and total return time from Hong Kong just short of 31 days.

The S.S. *Great Republic* made her maiden voyage to China leaving San Francisco 3 September, 1867, followed by the S.S. *China* 14th October, 1867. The S.S. *Japan* joined the service in August 1868 followed by the S.S. *America* in 1869.

What were the postage rates to China at this time? By British Mail via Southampton, 45¢ per ½ oz. or 53¢ via Marseilles until 31 December, 1867. Elapsed time approximately 55 days via Marseilles. By French Mail, 30¢ per ¼ oz. with same



A horizontal pair of the 90¢ 1861 stamp, a 30¢ 1861 and a 2¢ Black Jack used to pay a $2.12 quadruple (4 x 53¢) rate from New York to Hong Kong on this Augustine Heard cover sent in 1865. The New York and London transit markings are in red; the large "4" indicating quadruple rate by British mails is in red crayon, and the $1.92 credit to England is in magenta.

The rate breakdown is 4 x 45¢ per half ounce of which the United States kept 5¢ per rate, or 20¢, and the British got the rest, 4 x 40¢ or $1.60 of the amount credited.

To this was added 8 x 4¢ per quarter ounce (or 7½ grammes) for carriage across France; this 32¢ was added to the credit to England to make the total $1.92.

approximate delivery time as per British Mail via Marseilles. By the new Trans Pacific service, 10¢ per ½ oz. in 31 days elapsed time. If you add 21 or 22 days via Panama from New York, the best total time New York to Hong Kong was about a stand-off, but the rate was quite different.

During 1867, the U.S. Pacific Service was not as frequent or dependable as the British or French Mails.

How many have 1867 covers to China? Stanley Ashbrook was never able to record a use in 1867 by the U.S. Mail.

The handling of the mail carried required the employment of four agents, two between San Francisco and Yokohama, one between Yokohama and Hong Kong, and one on the branch line between Yokohama and Shanghai. Also necessary were agents at Kanagawa and Shanghai to receive, deliver, make up and dispatch mails conveyed to and from these ports. The U.S. Consuls at Kanagawa and Shanghai supervised and paid these resident agents.

A postal convention with the British colonial government at Hong Kong effective 1st November, 1867, provided for mail handling at that port.

[January 28, 1967]

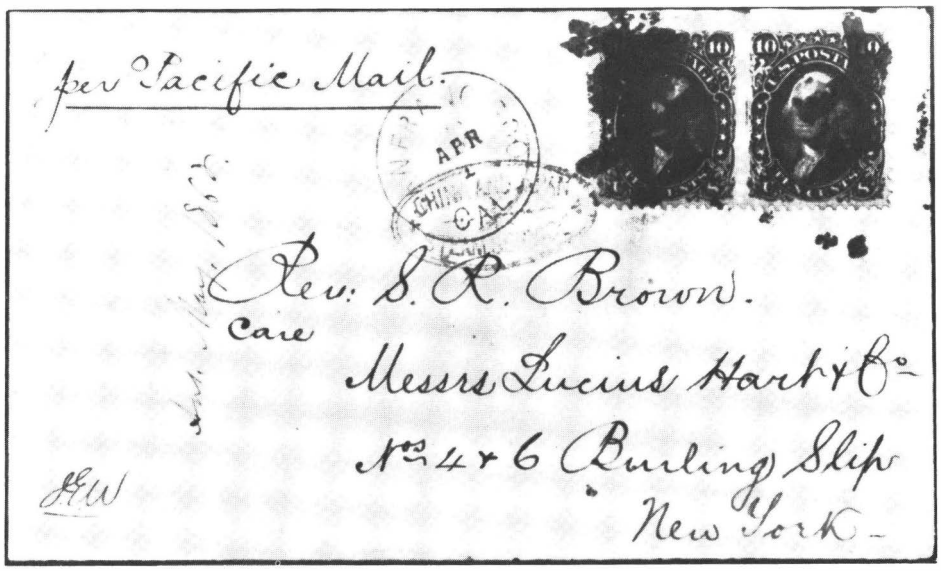
The Year 1867 in the Pacific III

The service from San Francisco to Hong Kong was changed so that the large transpacific steamers ran to Yokohama, later Osaka. A smaller steamer, the S.S. *New York*, which left New York for Hong Kong and Yokohama via Cape of Good Hope on 3 August, 1867 provided the Yokohama (Osaka)—Hong Kong service.

The postal convention with the British colonial government at Hong Kong provided postal service to the Chinese ports of Canton, Amoy, Swatow, and Foochow. Prepayment of postage was compulsory and each office retained all postage money collected. The treaty applied only to the mail carried by the new Trans-Pacific Service. The rate was 10¢ per ½ oz. in the U.S. and 8¢ (Chinese) per ½ oz. at Hong Kong.

But not placed in effect, apparently, until in mid 1868.

The red oval "China and Japan Steam Service" indicated mail carried by these steamers. The earliest recorded use known to Stanley B. Ashbrook was on a cover originating from Hong Kong on 14 January, 1868. Anyone with an earlier date?



The earliest use of this oval marking (as on the cover shown), which was applied at the San Francisco post office, was on covers received from the Pacific Mail steamer "Great Republic" on Nov. 19, 1867.

The marking was applied to mail arriving on the Pacific Mail contract steamers until near the end of 1869.

The cover shown, addressed to the American missionary-teacher, Rev. Samuel R. Brown, then home on leave in New York from his twenty years in Japan, arrived at San Francisco aboard the S.S. "China" on March 31, 1868. It was postmarked the next day, April 1, with a San Francisco duplexed postmark over the cross cancels applied at a U.S. Consular post office in Japan. The "China & Japan/Steam Service" oval is struck in dark red.

See articles in "Chronicles" Nos. 73, 74 and 76 (Feb., May and Nov., 1972), and the "Philatokio" issue, No. 111 (Aug., 1981).

Or, at least it delayed Hawaii having regular service by contract steamer. However, sailing packet service between Honolulu and San Francisco had been available for some years.

The amended contract left Hawaii without mail service. The Act of 2 March, 1867 quickly remedied the situation. A contract dated 30 July, 1867 was signed with The California, Oregon and Mexico Steamship Company, of which Ben Holladay of stage coach fame was President, to provide the needed service.

The rate of postage was 10¢ U.S. plus 5¢ Hawaiian per ½ oz. The U.S. postage paid to the Hawaiian port and 5¢ Hawaiian paid for delivery in the islands.

Prepayment of these postage rates was required on all letters posted in Hawaii. The double-lined oval "Hawaiian Steam Service" appears on covers carried by this route. This marking is really quite rare and usually poorly struck.

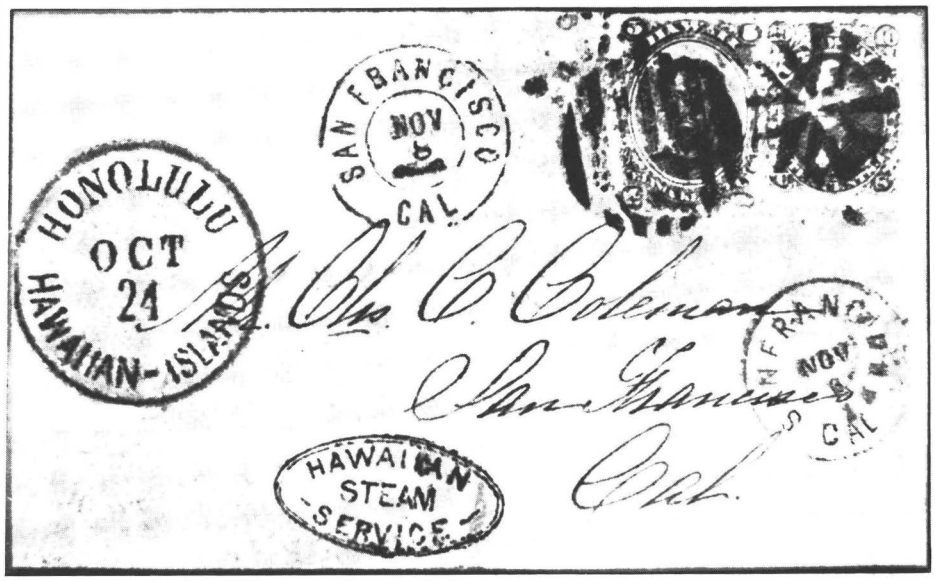
The oval "Hawaiian Steam Service" marking was applied on mail carried into San Francisco by the contract steamers. Any other mail from Hawaii would not have received the marking, which was in use from September, 1867 until September, 1869.

See articles by Kenneth D. Gilbart in the "Chronicle" for Aug., 1978 and May, 1980 (Nos. 99 and 106).

Ben Holladay was the President of all the companies which would carry the mail from Hawaii across the Pacific to San Francisco and overland by stage coach to the Missouri River. After the Golden Spike was driven in Utah in May 1869, the mail traveled by railroad east from San Francisco.

Your editors have a cover bearing the 5¢ blue King Kamehameha Hawaiian stamp (Hawaii 32) and 10¢ 1861 (No. 68) handstamped "Hawaiian Islands Oct. 24," "San Francisco Nov 8 Cal" with the "Hawaiian Steam Service" oval. We have assumed this to be an 1867 use. Can anyone confirm these dates?

[February 18, 1967]

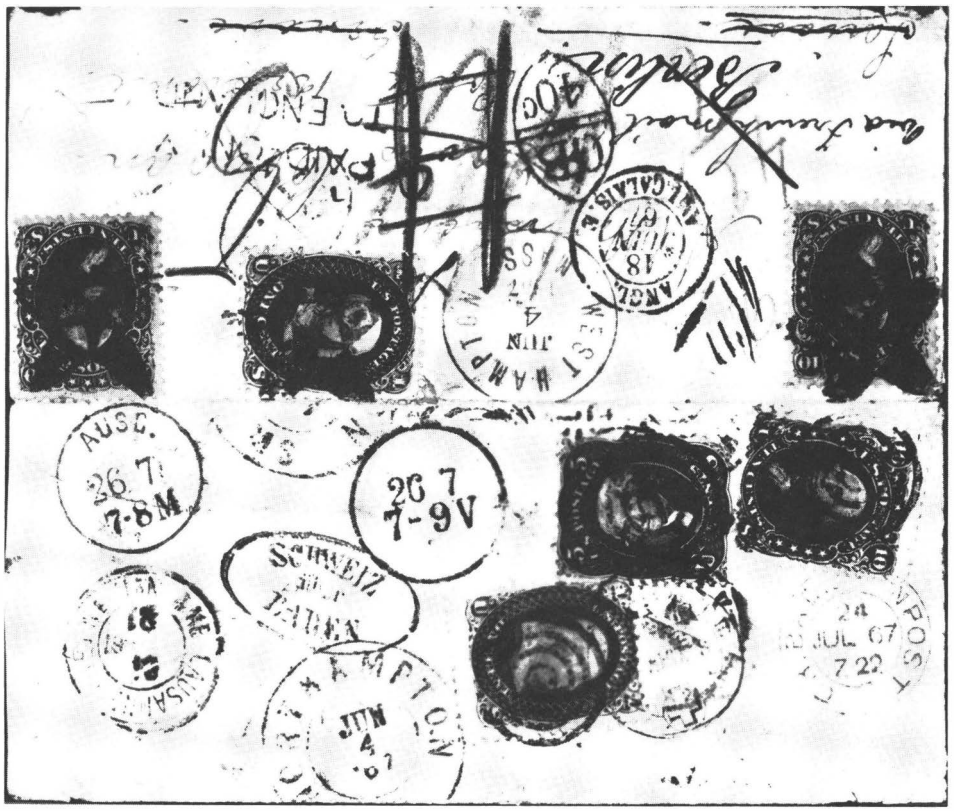


This is the cover described in the column, above.

From the tables of sailings in the articles by Gilbart, noted above, this usage was in 1868, the cover arriving aboard the S.S. "Montana." The 5¢ Hawaiian "Banknote" stamp paid the Hawaiian internal postage and the U.S. 10¢ 1861 stamp paid the transpacific and U.S. postage to destination.



At left: The U.S.S. "Lackawanna" was ordered to Honolulu, arriving there Feb. 9, 1867. Capt. Reynolds of that ship, to whom this letter was addressed, made himself obnoxious to the Hawaiian government by involving himself in politics and the "Lackawanna" was finally ordered away, leaving May 6, 1868. Reynolds left the "Lackawanna" in 1869, which dates this cover from either 1868 or 1869.



This cover, a tiny envelope opened out so that both front and back show, was presented as a "problem" cover in "Chronicle" No. 49 (Oct., 1964) and an answer presented in the next issue (Feb., 1965), Dave Baker calling it "The Great Backside Mystery."

The cover originated at West Hampton, Mass., June 4, 1867, bearing a 1¢ and two 10¢ 1861 stamps on the front and a 1¢, two 5¢ and a 10¢ 1861 on the back, all for a total of 42¢ to prepay postage to Geneva, Switzerland by French mails. The cover is so endorsed at its lower left on the front.

The stamps on the front are canceled by a fancy "star within a star" killer, but those on the back have target killers. The implication is that the stamps on the back were missed being canceled at West Hampton but were canceled later at the New York exchange office.

The problems were caused by exchange office clerks at first not noticing the stamps on the back and marking the cover "PAID ONLY TO ENGLAND" and then having to correct their work with added markings and crayon voidings. Also, the two (one is still missing) 5¢ stamps on the back later came off or nearly off and were replaced over some of the markings. However, the letter was routed to Geneva as prepaid to there.

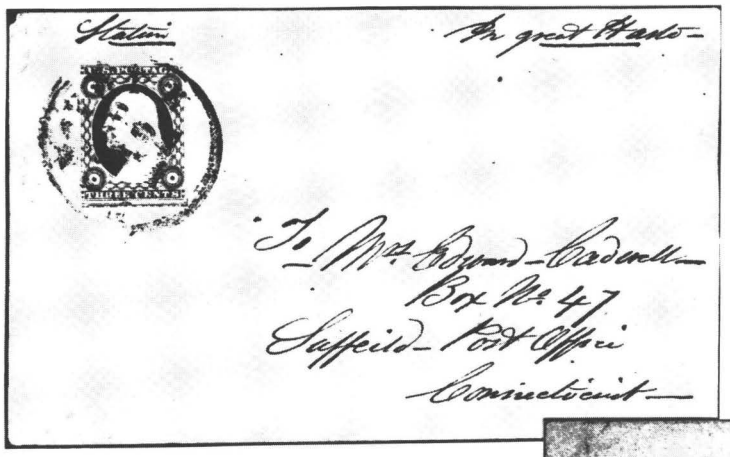
To add to the confusion, the addressee had left Geneva, so, after lying in the post office there for a month, the cover was forwarded to Berlin, collect; thus requiring additional postal markings to be applied to this tiny cover.



This cover originated at San Francisco on April 8 of, probably, 1863, although a blurry year date could nearly as easily be read for a "2" or even a "5."

Addressed to Trondheim, Norway and sent by Prussian Closed Mail, there are red manuscript markings on the cover face. The red "92" (marked out) was the rate, and a red "46" under the Aachen exchange office marking is the credit to Prussia of 2 x 23¢ for a double rate letter by American packet.

The rate by Prussian Closed Mail to Norway was 46¢ per half ounce, but was reduced to 44¢ in May, 1863, which also seems to indicate the year date was no later than 1863.

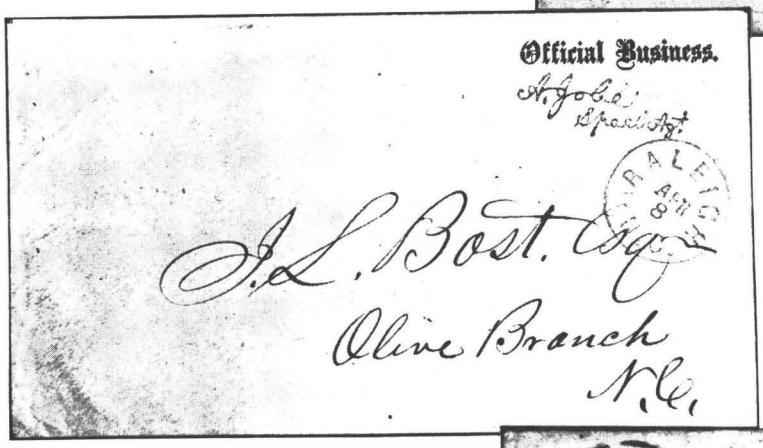


Although no proof can be obtained, the thought has been expressed that such legends as "Station" are directions of a business office to a messenger boy to take urgent letters to railroad stations for mailing.

No other answer was suggested.



At right: An identical "Wooster Station" marking is on the back. The nearest postoffice in the U.S. 1859 "List of Post Offices" was Wooster, Ohio; but this appears to be a station agent's marking. However, no Wooster, Ohio "Station" marking has been recorded in catalogs of such markings. There is some idea this marking was applied to this cover as missent, but no data on the subject has been found.



At left: Special Agent A. Jobe is listed as such in the 1869 "U.S. Register." It appears he exercised a franking privilege not necessarily granted special agents by law or regulations by applying his facsimile signature handstamp in blue.



In 1877, when this cover was mailed, the UPU rate of 5¢ was in effect on letters to England. The cover originated at Choctaw Agency, Miss. and bears a Liverpool exchange office marking that it was considered "paid."

Although there is no sign of such, a 2¢ stamp could have fallen off the cover after it was mailed and before it reached Liverpool.

Do You Like Problems?

Lowell Cooper of Newcastle, Indiana, has an eye for the unusual. At the Central State Federation of Stamp Clubs meeting at Indianapolis recently, he passed some along to your editors.

1. On some 1847 and 1851 covers postmarked "New York" you find the word "Station" written on the cover by the writer of the letter. What does "Station" mean?

Still unanswered. See opposite.

2. On an 1859 cover the postmark "Pittsburgh, March 22, 1859" cancels the stamps on a cover addressed to Providence, R.I. The cover, also, bears the circular mark "Wooster Station Mar. 22" on front and reverse. What is the "Wooster Station" marking?

See opposite.

3. A stampless cover with "official business" printed in old English style type at upper righthand corner on yellow envelope. Just below is the handstamp in script. "A. Jobe Spec'l Agt" in two lines and in same ink as circular mark "Raleigh, N.C. Apr. 8." The cover is addressed to "J.L. Bost, Olive Branch, N.C." No year date is known. Who was "A. Jobe, Special Agent?"

Although this query wasn't repeated, no answer was given to it in later columns.

See opposite.

4. A 3¢ Plimpton envelope is addressed to Liverpool, England and bears no other postage. It is postmarked at "Choctow Agency, Miss. June 25 (1877)." A red circular receiving mark "Paid Liverpool U. S. Packet 9 Jy 77 5A." How do you account for only 3¢ postage to Liverpool?

5. For you postal card specialists. In 1898 Reply Postal Cards of United States of America bearing Grant's picture and an additional 1¢ in U. S. postage were commonly used from Zanzibar and the near east. This card is postmarked "London De 8 97," "Aden, Dec. 20, 97" "Zanzibar 12 Ja 98" on reverse and on face, "Zanzibar 17 Ja 98" and "New York Feb. 24 98 Paid All". Who paid for the carriage of this mail? Why no foreign postage required?

6. Here is a 1938 cover addressed to England bearing an 8¢ stamp and a 20¢ Special Delivery stamp. What was the first date the Special Delivery service in England could be prepaid in the United States?

7. A cover from Guayaquil, Ecuador, to Paris, France, via New York two 10 (overprinted "diez") centavos stamps. Partially covering and cancelled in red is a 2¢ Trans Mississippi stamp. Why the 2¢ U. S. stamp?

A very happy and prosperous New Year is our wish for our readers.

[December 31, 1966]

A Second Call

All but one of the questions in our column of 31 December 1966 remain unanswered. Thinking that issue may have been laid aside during the Holiday Season, we are reprinting the unanswered questions and await your replies.

As may be seen from the captions on the opposite page, no positive responses to these questions were obtained.

Lowell Cooper of Newcastle, Indiana, has an eye for the unusual. At the Central States Federation of Stamp Clubs meeting at Indianapolis recently, he passed some along to your editors.

1. On some 1847 and 1851 covers postmarked "New York" you find the word "Station" written on the cover by the writer of the letter. What does "Station" mean?

2. On an 1859 cover the postmark "Pittsburgh March 22, 1859" cancels the stamps, the cover being addressed to Providence, R.I. The cover, also, bears the circular mark "Wooster Station Mar. 22" on front and reverse. What is the "Wooster Station" marking?

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[May 20, 1967]

U. S. Reply Postal Cards

Our second call for answers to questions posed by Lowell Cooper of New Castle, Indiana, has brought forth an answer to question number four (4) in the column of 20 May 1967, concerning the U. S. Reply Cards with U. S. postage stamps added which were used from foreign countries. Bradley B. Horton, of Glen Ellyn, Illinois, writes as follows:

"The Lisbon Conference of March 1885 provided for the exchange of reply postal cards among the members of the Universal Postal Union. Each half of such card was to be franked by adhesive or imprinted stamps of the nation of origin for the UPU postal card rate which in the United States was 2¢. The originating country was to retain the full postage value for both halves. The return of such cards was made obligatory. However, the issuance of reply cards was not made obligatory until the Berne Convention of 1891. On October 25, 1892, the United States complied with the regulations and issued a 1¢ plus 1¢ domestic reply card. Such a double card is known properly used to Belgium with an additional one-cent stamp cancelled on October 28, 1892. The reply half which is still attached has an additional 1¢ adhesive which was cancelled in Brussels on November 8 and was received in New York on November 18, 1892. This round trip in the month of issue is probably a record.

"On March 1, 1893, the U. S. issued a 2¢ plus 2¢ double reply card exclusively for international use. It was never popular and most small post offices did not stock it. The original printing of less than two-million cards lasted for over thirty years! Many writers simply added 1¢ stamps to each half of the domestic reply card. The following 1¢ stamps are known with foreign postmarks tying them to the first domestic reply card, Scotts UY1r: 1887, 1890, Columbian, 1894, Trans-Mississippi, and Pan-American. (It is also known without an additional stamp properly used to the USA from Canada).

"The 2¢ UPU postal card rate continued until October 1925, when it was raised to 3¢. It was raised to 4¢ in 1953, to 5¢ in 1958, to 7¢ in 1961 and to 8¢ in 1967. It is still possible and proper to have U. S. stamps cancelled in foreign countries if one attaches stamps to make the 8¢ rate on each half of a double reply card. They all make interesting collector's items and those issued before the turn of the century have a considerable value."

[July 22, 1967]

Patience Is A Virtue

This saying wins no friends in our family circle, but it is true nevertheless.

On 20th May 1967 we reprinted our 31st December 1966 column, which described an assortment of postal items about which Lowell Cooper of New Castle, Indiana wanted to know.

Bradley Horton of the Postal Stationery Society answered our question about postal reply cards.

Now John O. Johnson, Jr. writes: "Re your 5/20/67 column in *Stamps*— I had hoped that you had forgotten those puzzlers. On item 2 with the use of Remele's U. S. R.R. postmarks and other R.R. maps, it can be seen that this letter headed in the wrong direction and was caught at Wooster.

The "Wooster Station" marking would be the full name of this P.O. From a study of the *Monitor P.O. Guide* I find that there is a tendency to drop the "Station" from the name when there is a name change taking effect; i.e. Bakerboro is changed to Johnson Station. The change is thus indicated, but in the listing under J, only "Johnson" is listed (plus county, state, etc.) Then of course, some locations were known locally by two, three and even four different names or spellings. This must drive the cover collector nuts."

Item 5 was a question about Special Delivery service in England prepaid in the United States. Cyril F. dos Passos answered the question in his article "International Special Delivery Mail" in the May 1967 (Vol. 80, No. 8) issue of *The American Philatelist.*

We quote from this article, "The origin of International special delivery service is to be found in the General Postal Union adopted in 1875. This is, in fact, a convention among many nations governing international mail. Apparently it was not until Sept. 1, 1926 that reciprocal special delivery service was inaugurated, first by the United States with the Irish Free States and Germany. A month later Belgium, Denmark, France, The Netherlands, Norway and Sweden joined the ranks, followed by Great Britain and Northern Ireland. Other countries joined from time to time so that today this service is in effect among about 30 nations.

"In the United States, domestic special delivery service commenced Oct. 1, 1885, with the issue of Scott's #E1, but it was not until 1888 that a United States special delivery stamp has been found used on a foreign cover. Originally the international special delivery fee was 10 cents, except to Canada, where it was 20 cents, but the fees have since been changed several times and are not the same for all countries. For information on this subject, it is necessary to consult the United States Official Postal Guides and the monthly supplements thereto."

Maybe more patience will yield the answers to questions 1, 3, and 6.

[September 23, 1967]

Vermont Frugality
By George C. Slawson
Guest Editor

Is the lowly 3¢ green ever a classic? It really depends on the cancel.

Back in the days when the pay of postmasters of small offices was based on their stamp sales, the income, although small, was the object of eager competition. The majority of the postmasters of small post offices were primarily storekeepers, and it was early discovered that persons entering a store to obtain mail automatically became prospective merchandise customers. The Post Office Department also recognized this fact and took full advantage of it by requiring postmasters to use some of their meager salary to purchase much of the needed equipment for their offices. It was therefore, merely a routine matter for the P.O.D. to decree that postmasters were not to use their cancelling devices on the stamps, but to use a separate killer for defacing them. Postmasters either whittled their own killers, usually in cork, or purchased them in varying degrees of fanciness from firms specializing in such items. However, there were postmasters who were not adept at whittling, yet too frugal to buy a ready-made killer.

William H. Gilchrist, postmaster at McIndoes Falls, Vt. from 1870 to 1885 was such a postmaster. He was also ingenious. And like all Vermonters back in the era of mud roads, he often wore boots. Under the instep of each boot, between

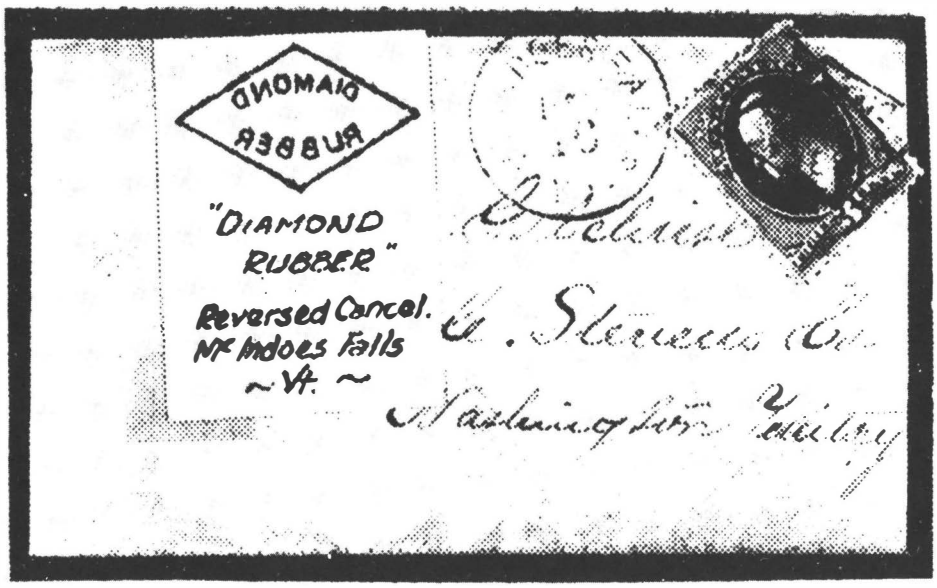
sole and heel, was vulcanized a small piece of rubber bearing the manufacturer's insignia. Sometimes this was not vulcanized to a firm weld and it then became possible to peel off the insignia. Here was a piece of rubber, otherwise pretty much unusable but excellent for applying to the business end of a killer, and decidedly cheaper than going to the bother and expense of sending away to purchase one. Shortly after this brilliant idea occurred to Mr. Gilchrist it became "Diamond Rubber" boots, as proved by the diamond shaped insignia enclosing the words "Diamond Rubber" (in reverse order, of course).

This killer came into use about 1873 but postal authorities did not get around to deciphering it for several years, at which time its use was discontinued by direct invitation of the P.O.D.

(Another Vermont postmaster, Barnum I. Austin of Johnson, had the same idea, but while the shape of the insignia is known, and the word "Rubber" can be distinguished on one side of its triangular shape, no copy has been reported that has been stamped clear enough to fully decipher.)

[September 11, 1965]

This cut is "blown up" from as it appeared single column wide in the original column, as it was submitted by Mr. Slawson, although no reference is made in the column to the illustration.



2¢ Columbian Bisect

Dr. Bernard N. Gitlin of Warren, Michigan, writes that he has in his collection a 2¢ Columbian bisected on cover, tied by a beautiful target type cancellation bearing an 1894 year date posted in and addressed to Brooklyn.

Referring to Brookman's *The 19th Century Postage Stamps of the United States*, I find the 2¢ value known for double, triple, and quadruple transfers, the best known being the "broken hat" variety. No mention is made of any bisects. Any such use was illegal, having been so declared by a post office order in the fall of 1853.

However, bisects of the 2¢ Jackson, the 2¢ 1869, and some in the banknote period exist and appear in auction sales from time to time.

Does anyone know of any other such 2¢ Columbian bisected covers? Dr. Gitlin would like to know.

[April 29, 1967]

The Confederate Postal Service's Organizational Difficulties (Guest column by Thomas M. Parks, student of Southern history).

In these days when "new" countries are emerging by the dozen all over the world, with a snowstorm of new stamps for collectors, philatelists who have heard seemingly endless criticisms of the frantic initial efforts of the Confederate States of America's postal system are probably unaware of the difference in their organizing problems.

"New" countries, such as the United States in the 1770's, the Latin-American Republics in the 1800's, and the former colonies which have become independent in the 1900's, did not have the difficulties which beset the Confederates in 1861, such as: (1) Selection of a Postmaster General; (2) Re-organization in 2½ months of a new system of 8,522 operating post offices abruptly amputated from the 28,000-odd post offices in the United States in early 1861; (3) Preparation and distribution of postage stamps in a blockaded, mostly rural, nation without adequate facilities; (4) Obtaining gold and silver coin for foreign mail settlements in frantic competition with the military services, which needed specie for war purchases, and with the diplomatic service, which expected to need it for embassies and consulates abroad; (5) The spontaneous increase in mail volume from a nation in turmoil.

In the first place, probably no new country had as much difficulty getting a Postmaster General.

Modern Americans are accustomed to the tradition that a new President appoints his campaign manager to the Postmaster Generalship, and may be surprised to learn that Jefferson Davis not only had no election campaign manager, but had to appoint as Postmaster General, a man who had vigorously opposed his election by the Confederate Congress (In his Memoirs, John H. Reagan wrote that he had favored Mr. Davis for military commander). Furthermore, Messers. George Ellet and Wirt Adams, of Mississippi, declined the Postmaster Generalship when Mr. Davis offered it to them, and John H. Reagan declined it twice before accepting.



The one advantage had by the Confederate government in duplicating the U.S. postal organization was that the latter could serve as a model. In fact, the first Confederate postal laws stated that anything not specifically mentioned was to be considered the same as the existing United States Postal Laws & Regulations.

So, he had about 2½ months in which to duplicate, in the seceded States, an organization which the United States had developed over almost two centuries.

Specialists in Confederate philately will recall that postmasters' provisional stamps or "handstamped paids" are today known from only about 900 Southern post offices, whereas, the "Report of the Postmaster General, C.S.A., Nov. 27, 1861," states that there were 8,522 post offices in the seceded States when it took control on June 1, 1861. These were mostly in scattered rural areas and did so little business that hundreds were soon discontinued. They served 5½ million white persons, not all literate (not counting 3½ million slaves and 130,000 free Negroes, presumably all illiterate). In comparison, there were 22 million inhabitants in the North, mostly literate, with about 19,500 post offices.

[October 8, 1966]

The Confederate Postal Service's Organizational Difficulties (II) By Thomas M. Parks, Guest Editor

Until the firing on Fort Sumter, the South did not expect hostilities and Postmaster General Reagan was able to recruit many key men from the Washington, D. C. Post Office Department, and got them to bring with them practically all forms, etc. then in use. Without their "know-how" and papers it is difficult to see how the Richmond Post Office Department could have been organized.

For over five months seceded States used the current United States stamps and envelopes and expected no difficulty in obtaining supplies from the large Northern engraving firms. In fact, they received sample essays from a number of them. The sudden cutting off of this expected supply resulted in inadequate

lithographs of the first year, hazardous imports from England the second, and the unparalleled achievement of Mr. Reagan's of inducing four experts in modern stamp production, Messrs. Archer, Halpin, Quinlan and Babcock, to come through the lines from the North and produce the mass of engraved stamps which carried the Confederacy through its last two years.

With regard to "specie" (gold and silver coins) for the expected foreign mail settlements, it was of course not known at the beginning that the blockade would be so effective that there would be no normal foreign mail interchange.

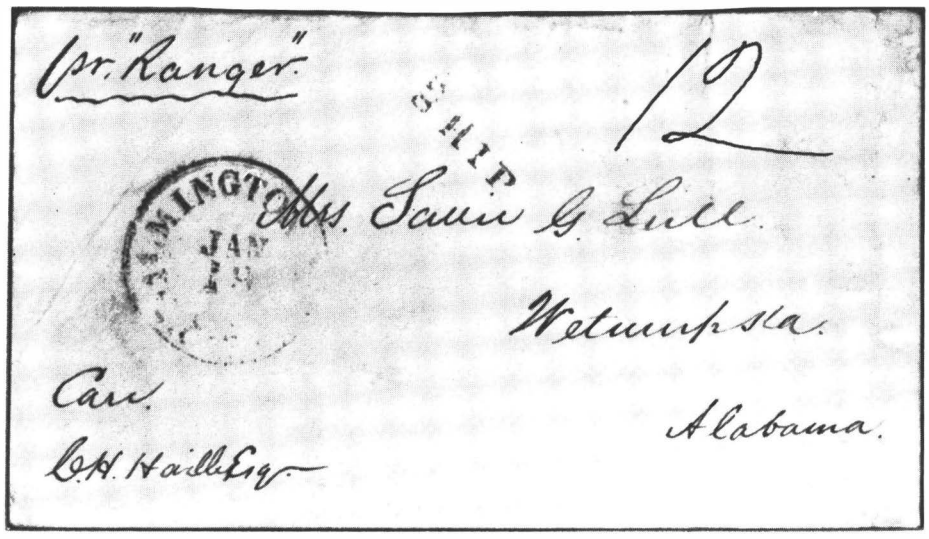
Probably the greatest error of Confederate strategy was the embargo on the exportation of cotton before the blockade became effective and the loss of the opportunity to build up credits in Europe. Theoretically the British cotton mill owners would force British intervention; actually they sold their cotton and closed their mills, to Confederate dismay.

This cutting off of foreign specie income brought about a fierce internal competition within the Government with the military services claiming the top priority and the Post Office left pretty much to its own devices. This caused the much misunderstood and complained-of policy of demanding half dimes and dimes for postage, and the early refusal of paper currency and stamps for postage due charges.

The outbreak of war resulted in a fantastic personnel situation. Clerks, postmasters, and route agents who carried mail between post offices, in large numbers either quit, fled North, or enlisted in the Army or Navy, without notice.

Altogether, search throughout the pages of history and it is doubtful that any postal service will be found which was so plagued by internal difficulties, as well as war and invasion, as was the Postal Service of the Confederate States of America.

[November 12, 1966]



A Confederate blockade cover. The blockade runner, "Ranger" sailed from Bermuda to run the blockade at Wilmington, N.C. on Jan. 6, 1864. Making a landfall below Wilmington, she landed her passengers, mail and valuables.

Attempting to run into Wilmington, a Federal blockader ran her ashore and she was burned on Jan. 11, 1864. Evidently, it took nearly a week for the "Ranger's" mail to reach Wilmington and be processed.

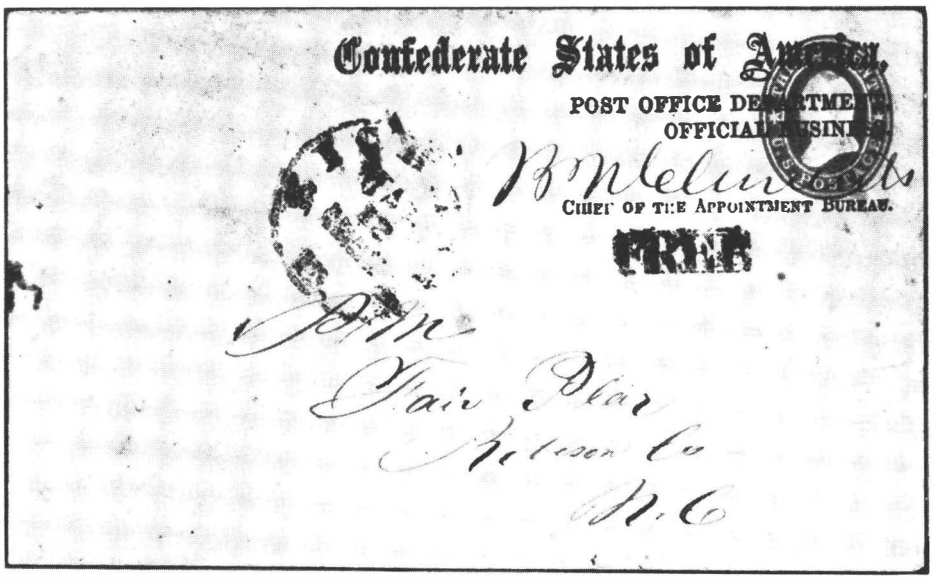
The postage was due as a Wilmington SHIP letter of 10¢ regular postage and 2¢ ship letter fee from the addressee in Alabama.

C.S.A. Due and Franked Mail
Guest Column By Leonard H. Hartmann

As any collector of classic stampless covers can attest the tradition of free-franking mail was well entrenched and exploited in the U. S. With the adoption of adhesive postage stamps and the substantial lowering of postage rates the volume of free mail decreased but was still a substantial amount and subject to much abuse. The provisional Constitution of the CSA required the Post Office Department to be self-sustaining after the 1st of March 1863. Before the war the U.S. Post Office had consistently run at a deficit and especially that portion in the Southern States thus the CSA Post Office began to economize as soon as it was established. The various and sundry forms of free and due mail were among the first to go; without exception they were either abolished completely or substantially curtailed. The CSA had only four forms of mail that were not prepaid:

(1) Due mail could be sent by any officer, musician, or private in the army providing it was endorsed with the sender's name and rank, if an officer, or the company and regiment for privates and musicians.

(2) Free-franked mail was restricted exclusively to official business of the P.O. Department and was specifically restricted to the holders of a few offices and the deputy postmasters.



Franked from Richmond, Va. on Jan. 12, 1862 by B. N. (Benjamin N.) Clements (of Tennessee) as chief of the Confederate Post Office Department's Appointment Bureau. Many official envelopes used by the Confederacy were made by overprinting United States star die stamped envelopes.

Clements, appointed to his post on March 22, 1861, had previously served as a high ranking official in the U.S. Post Office Department in Washington.

(3) Due mail could be sent by members of the CSA Congress. Such mail bears the Congressman's signature and office.

(4) Due mail relating to official business could be sent to the officers of the various state governments. Such mail was required to be endorsed by the sender with his name, title, and the nature of the contents.

Soldiers' due mail is relatively common and is generally available for less than the corresponding handstamp paids as there is less demand, though such covers have just as interesting postal markings and certainly as much if not more historical significance.

Official P.O. correspondence is relatively scarce as so few officials were authorized to free-frank mail and that from the deputy postmasters is almost as rare. Under the CSA regime the deputy postmasters did not abuse their franking privilege. Virtually all such mail went to the main P.O. in Richmond and was either destroyed with the fall of Richmond or became part of the Rebel Archives.

Due mail from members of the Confederate Congress is relatively scarce; apparently they simply didn't send much. The author has one letter written by a member of Congress as a favor to another member who was too ill to write and is addressed to a third member with the postage being prepaid. There exist today several covers that were evidently prepared to be sent due as they bear a Congressman's signature and position, but apparently at the last minute they had second thoughts, as postage is prepaid by stamps.

The final class, Official Business due mail to Government Officials, is provided for by an act of the Confederate Congress which was approved on 29, August 1861; to date the author has never seen an example. No doubt the requirement of having the subject written on the outside of the cover proved distasteful, but was thus successful in preventing this form of mail from being abused.

[March 18, 1967]

Confederate Complaints

Following are some complaints about the Confederate postal system, quoted from newspaper clippings supplied by R. H. Williamson, of Lynchburg, Va.

Few states had postal arrangements more deranged than did Tennessee in May and June of 1861.

Joining the Confederacy over a month after it took control of its postal system on June 1, 1861, most postmasters didn't know whether to use a 3¢ or a 5¢ rate prior to Tennessee's mail system being absorbed into the Confederate mail system.

Oct. 7, 1861. Item copied from the *Nashville Patriot,* entitled "Our Postal Affairs:"

"It was to be expected that a change of government would derange and confuse, to a certain extent, the postal arrangements of the South; but it was also to be expected that with proper industry and energy, this Department of the new government would soon be put in a condition to insure the prompt and regular transmission of mail matter. This expectation has, however, been disappointed. The mails are, if anything, more uncertain, irregular and dilatory than they have been at any time since the Department was organized at Montgomery. The government is certainly paying large sums for the transportation and delivery of the mails. The old routes are generally maintained and supplied with contractors, who are receiving their contract prices. This complaint is not local, but the same inefficiency seems to pervade the entire South—it is manifest in all directions alike. Somebody is grievously at fault. If the carriers of the mails are permitted to take and bring them at their own convenience, or not carry them at all, we had better abandon the system and try some other. If there are no penalties enforced, there can and will be no improvement."

Oct. 16, 1861. Quoting an item entitled "Postage Stamps" from the *Richmond Daily Examiner:*

"The sale of the new Confederate Postage Stamps will commence today at the Richmond post office. They are quite handsomely gotten up, are of green color, and are ornamented with the likeness of President Davis. They will prove a great convenience to the public." (June 1 to Oct. 1, 1861, was the "stampless period.")

[May 28, 1966]

Confederate Complaints II

The following are from newspaper clippings supplied by R. H. Williamson, Lynchburg, Va.:

Feb. 1, 1862. Post-Office Stamps: Specie Payments — "The Post Master General in his report to Congress alludes to the difficulty in procuring postage stamps in sufficient quantity to meet the demand. Every effort of the Department in this behalf has been baffled. Yet, scarce as these stamps are, the policy of the Government tends to make them more so, by forcing large quantities of them into the hands of comparatively few persons. For instance: they must be paid for in specie or in Confederate notes, the lowest denomination of which is five dollars. Now when specie commands a premium from eighteen to twenty-eight

per cent. it is easy to perceive that businessmen will purchase stamps with Confederate money. To do this, they must buy five dollars worth at a time; and have them, in this large quantity, lying in their drawers. For this reason, thousands of stamps are bought up that might otherwise lie in the Post Offices, to be sold in smaller quantities to those whose postal demands are comparatively small. Hence, a large class of postage payers are inconvenienced for want of stamps that others have in superabundance.

"We have seen the effect of this rule in many instances. To make the matter worse some Postmasters refuse, whenever they can do so, to receive postage stamps in payment of postage. We do not know whether this is a regulation of the Department, or a law of their own to increase their specie receipts; but it seems to us that if stamps were made a currency, and received in payment of postage, in all cases, the public would be accomodated and a large number of stamps would be in circulation. The stamps that would flow back to the Post Offices in this way, instead of being locked up in large counting houses, would serve for more general circulation among the masses of the people. The way the matter now stands, if a person should find a letter to his address at the Post Office, with five cents due thereon, a postage stamp would not be received as an equivalent, and his letter would have to lie there if he could not get silver to pay the postage. We have known such cases.

The mispellings of "accommodated" here and "accommodation" below were apparently part of the original article as quoted.

"Now, what good reason is there why a postage stamp should not as well be received for an unpaid letter on delivery as on account of prepaid letters? None! Take another case. Suppose one wished to send five pamphlets to different parties upon which the postage would be two cts. each. The Department has not provided two cent stamps, and therefore the exact postage on each cannot be paid in stamps. Why, in such case, may not two five cent stamps be received by the postmaster in payment of the postage? Those stamps would be worth ten cents everywhere. Yet we have been refused just such accomodation. Is not the Government thus discrediting its own institution? Is this right? And should not Postmasters be instructed to receive postage stamps in payment of postage in all cases?"

[June 11, 1966]

Confederate Complaints III

Following are some additional complaints about the Confederate postal system, quoted from newspaper clippings supplied by R. H. Williamson, Lynchburg, Va.:

Feb. 1, 1862. Post Office Stamps: Specie Payments (Continued from this column in *Stamps* of 11, June 1966).—"There is another matter which the Department should look to. Whilst it recognizes a mixed currency, allowing postmasters to receive notes as well as specie, it should be careful that these officers do not get the lion's share of the latter. Do they pay themselves in specie—thereby adding twenty to twenty-five per cent to their commissions, in the shape of premiums which the people have to pay—whilst the Government or its contractors are paid in Confederate notes? There is nothing in the law as we understand it to prevent this practice. If specie must be bought at a high rate to pay postage, the Government should have the whole benefit. It would be well to exercise a little scrutiny into this matter. Congress, however, would do the public a great service, and the Department no harm, to provide that notes of the denomination of one dollar, on good State banks, should be received in payment of stamps and postages, where necessity is not devolved on postmasters to furnish change, which ought not to be expected. We may advert to this subject again."

Feb. 20, 1862. Postage Stamps: "By a notice issued from the Postoffice Department, we perceive that in consequence of a scarcity of coloring necessary for

the manufacture of green postage stamps, of the denomination of five cents, stamps of a blue color will be substituted for the latter. The ten ct. stamps will hereafter be of red."

March 17, 1862. Postage: "Many persons are not aware that the government has made provision for the payment of newspaper and letter postage upon the deposit system. It is known that treasury notes will be received in payment of stamps which serve all the purposes of prepaid letter postage, but, unfortunately, are not received by Postmasters in payment of unpaid letters for delivery, or on account of newspaper postage. To obviate therefore, the necessity of paying these last in specie, the people have but to avail themselves of a provision of Congress which authorizes them to deposit a Confederate note with the Postmaster who is required to keep an account with them. The following is the law upon the subject, and we recommend it, in these times of scarcity of specie, to our readers:

"Section 1. The Congress of the Confederate States of America do enact, That the Provisions of 'An act to require the receipt by the Postmaster of the Confederate States, of Treasury notes, in sums of five dollars and upwards, in payment of postage stamps and stamped envelopes,' approved August 13, 1861, be, and the same are hereby so extended as to require the Postmasters of the Confederate States to receive the Treasury notes of the Confederate States in payment of postage, in sums equal to the denomination of said Treasury notes, and to receive the same on deposit for advance payment of such postage."

[June 25, 1966]

Confederate Congratulation

The following are quotations from newspaper clippings supplied by R. H. Williamson, of Lynchburg, Virginia, May 31, 1862. (Under title of "Postage Stamps and Postage.")

"We are gratified to perceive that the Post Master General has at length issued such instructions as will compel his deputies to desist from the unjust course they have pursued towards the public, in refusing to take the Government's own evidence of indebtedness, in payment of the Government's claims on account of postage. Heretofore, we have had the singular and most anamalous exhibition of the agents of the Post Office receiving the stamps of the Government in payment of one class of mail matter, whilst they refused the same stamps for another. Letters could be prepaid with stamps, but if it happened that a letter from the army which was permitted to pass without prepayment, came lacking a stamp on it, the postmaster at the delivering office refused to take that in payment of the postage, which would have been received as a full equivalent at the mailing office! Owing to this rediculous and odious discrimination, to which we called public attention months ago, soldiers and other persons for whom unpaid letters came, were compelled frequently to suffer those letters to lie in the office until they could hunt up specie enough to lift them.

"anamalous" and "rediculous," below, were so spelled in the original article, and the columnists evidently wished to retain the original language.

"Again, we express the gratification we feel that the Postmaster General has removed such an abomination. The following is the substance of his order:

" 'Postmasters will hereafter receive, at the office of delivery, postage stamps, in payment of postage on advertised letters and letters unpaid and undercharged, and for payment on newspapers and other mailable matter, and account for the same by inserting the amount of postage stamps so received immediately after the nineteenth item in the account current'."

April 12, 1862. "First known use of the London Print 5¢ greenish-blue stamp; the third version of the Confederate 5¢ stamp."

April 19, 1862. "Confederate Congress passed an Act increasing letter-rate postage from 5¢ to 10¢ per half oz., effective July 1, 1862."

[June 4, 1966]

Source of Lynchburg Newspaper Material

Our thanks to Raymond H. Williamson of Lynchburg, Virginia, who provided the Confederate historical material used in our columns of May 28, June 4, June 25 and referred to in 27 August column. He calls our attention to our omission of sufficient information concerning the source of the materials.

He writes, "all the quoted material is from the Lynchburg newspaper, *The Lynchburg Daily Virginian,* including the items they quoted from Tennessee papers. Microfilm files of this paper are in the Jones Memorial Library, 404 Rivermont Ave., Lynchburg, Virginia 24503; also I believe at the Virginia State Library in Richmond, (Virginia)."

See the next page for the last of the quotations cited here.

[October 29, 1966]

Found: The Reason For The Confederate Color Changes of 1862
Guest C.S.A. Column By M. Clinton McGee and Leonard H. Hartmann

Several years ago a series of rather provocative articles appeared in the *Confederate Philatelist* anent the reasons for the changes in color of the lithographed Confederate stamps in 1862.

Previous to that practically all writers, including Dietz, had stated that Five Cent green (No. 1) was changed to blue (No. 4) so as to avoid confusion with the appearance of the Two Cent green (No. 3), and that the Ten Cent blue (No. 2) was changed to rose (No. 5) for the same reason. But the earliest known usages show that the 5¢ green was available as early as 16, October 1861 and the 2¢ green did not appear until 21, March 1862. ("More On Overpaid Drop Letters," McGee, *Confederate Philatelist,* March 1962.) Tom Ray spotted the logical contradiction and queried, "Why didn't they leave the 5¢ green and the 10¢ blue alone, and simply issue the 2¢ in rose?"

The presumed confusion in "appearance" refers to the colors and not the designs.

To add to the confusion the earliest known usage of the 10¢ rose lithographs (No. 5) is 10, March 1862, which is several months before the earliest known usage of the 10¢ blue Paterson lithographs (No. 2) on 25, July 1862 and still before the 10¢ blue lithographs from Stone Y (No. 2), which were not used until later than this. Thus the original theory explains the first change, with some reservations, but when it is applied to the second change it contradicts itself. At the same time, starting in the Spring of 1862 through the Fall of the same year, both the 5¢ blue lithographs and the 5¢ blue typographs were being circulated along with the 10¢ rose and the 10¢ blue lithographs. If 2¢ and 5¢ stamps would be confused if issued in the same color, why wouldn't the same be true of the 5¢ and 10¢ stamps?

When it was first attempted to resolve this problem it was evident that the notion that the issuance of the 5¢ Hoyer in blue was due, primarily, to the appearance of the 2¢ green was entirely fallacious. Several other alternative theories were thus presented. First the Confederate officials may have desired, from the very beginning, that the ordinary postage stamp for letters be in a blue color, but were unable to do this at first, due to a shortage of blue ink, but changed over later on, when feasible. Second, while green may have been determined originally for the single-rate postage stamp, it was soon found necessary to change to blue, which may have been due to the scarcity of certain inks. Collectors are well aware of the difficulty of the Confederate Post Office in obtaining the necessary stamps, plates, paper and ink, both from England through the blockade, and within the Confederacy itself. Third, the arrival of the blue ink and/or the blue typographed stamps from De La Rue & Co. in London was the primary factor for printing the lithographed 5¢ stamp in blue in early March 1862, which was before the appearance of the 2¢ green. (See "The Color Changes of 1862: A Different Theory," McGee, *Confederate Philatelist,* May, 1962. Also, "A Colored Opinion," Ray, *Confederate Philatelist,* Sept., 1962.)

The recently quoted news item from a Confederate newspaper in this column for 25, June 1966, confirms (unknowingly) the second theory given above. This column has been running a series of interesting complaints about the Confederate postal system, quoted from newspaper clippings supplied by R. H. Williamson, Lynchburg, Va. The pertinent item reads: "Feb. 20, 1862. Postage Stamps: By a notice issued from the Postoffice Department, we perceive that in consequence of a scarcity of coloring necessary for the manufacture of green postage stamps, of the denomination of five cents, stamps of a blue color will be substituted for the latter. The ten ct. stamps will hereafter be of red."

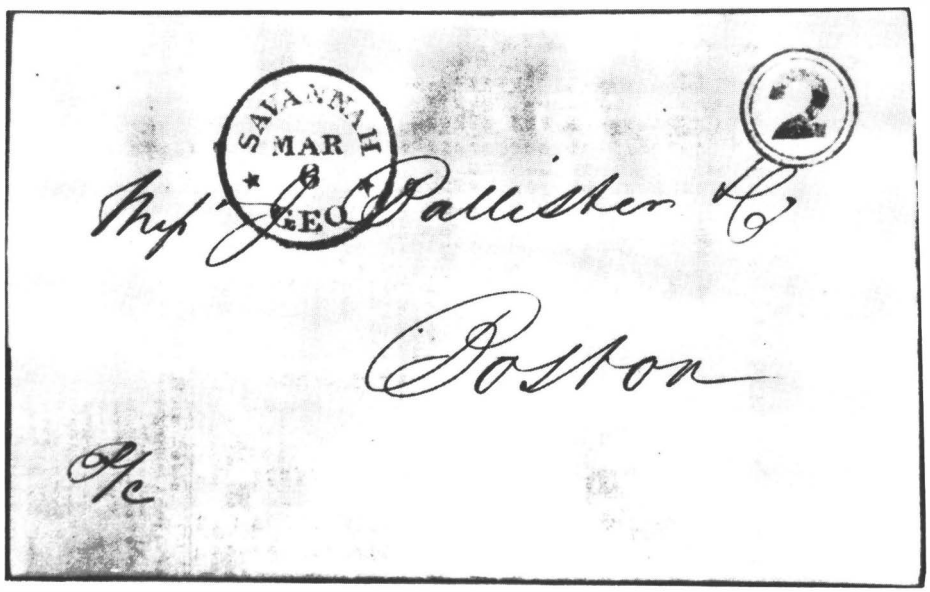
Thus, the basic, underlying, reason for the color changes of 1862 was insufficient quantities of green ink with which to continue printing the single-rate stamp, that was so very much in demand, although it was sufficient to print the 2¢ stamp, which was not needed nearly as much. There was available, however, sufficient blue ink, hence, the five cents lithographed blue (No. 4), the five cents typographed blues (Nos. 6, 7), the engraved ten cents blues (Nos. 9, 10, 11, and 12), and the reversion in mid 1862 of the 10¢ lithographs from rose back to blue for the Paterson Prints and from Stone Y. After the color change the most frequently used stamps were always printed in blue.

[August 27, 1966]

Ocean and River Mail at Savannah, Georgia
Guest C.S.A. Column by Leonard H. Hartmann

The Small Savannah Star handstamp must certainly hold some record for longevity. This little 26mm marking is listed by Konwiser as having been used as early as 1833, and it was used at least as late as 1862 by the Confederacy.

Examples of this marking on stampless covers of the 1840's and stamped ones of the 1850's are about as common as the large 30mm and 32mm Savannah markings. There are many hundreds of Confederate items bearing the large cancellations from the Independent States period through the fall of Savannah near the end of 1864 on all forms of mail. The Small Star marking is decidedly scarcer on Confederate material with only about twenty examples being known to the author. These twenty examples are all from the first portion of the war, with the latest usage being in the Summer of 1862.



A prewar example of the Savannah "star" circular postmark, with a 2¢ rate.
The enclosure is a prices current.

For the most part the prewar usages of the Small Star marking are on commercial correspondence: prices current, printed circulars, and business letters which have traditionally been taken to the Port to expedite transmission. Most of this commercial correspondence is addressed to points up the Eastern Seaboard to New York and Boston and down to New Orleans and Houston. It is often found on incoming mail that originally slipped through uncancelled. This little marking was apparently easy to overlook as a cancellation for it was occasionally again cancelled at the Port of receipt by the traditional Steam Ship markings. The vast majority of the prewar examples of this marking are on covers and folded letters that definitely suggested that they were transmitted "on waters deemed post roads."

The Confederate examples of this marking are not quite as suggestive with respect to a water route as the prewar ones; however, the ratio of the Small Star markings to the regular ones is significant in itself. With the Union Blockade cutting off coastal commerce the Port's use is essentially restricted to traffic on the Savannah River. The only known Blockade cover through the Port of Savannah is docketed with the Small Star marking. It is difficult to draw any definite conclusions from the nineteen or so other Confederate examples but approximately half of these show unusual usage of one form or another with a water route or special post office being definitely implied.

There is one other Confederate marking that is thought to have been used exclusively at a Port; the small double circle marking of New Orleans. Can any reader supply official documents to confirm or deny a special postal agent and or a separate post office at the Ports of Savannah and New Orleans?

Not to be confused with the similar Federal occupation small double circle marking first put in service in early June, 1862.

[June 18, 1966]

More on the Small Savannah Star Cancellation
By Leonard H. Hartmann, Guest Editor

At SIPEX the author saw a cover on exhibit that extended and confirmed the initial notes on the Small Savannah Star cancellation that appeared in this column on 18, June 1966. David Kohn's exhibit contained a letter from a Confederate Officer held as a Federal Prisoner of War at Fort Pulaski which is located on an island about fifteen miles below Savannah at the mouth of the Savannah River. The letter was written by Lt. W. E. Johnson on 10, November 1864, and appears to have been carried into Savannah by unofficial means, as it does not appear to have been censored. This Small Savannah Star cancellation is slightly filled in with ink but appears to read November 25th.

This cover was probably a front line, flag-of-truce exchange between the Federal forces at Fort Pulaski and the Confederate forces defending nearby Savannah. Such an exchange would normally bring such a cover to a special desk in the post office for handling.

This cover proves that the Small Savannah Star marking was used through November 1864, and again definitely suggests a port usage, perhaps at a special desk at the Savannah P.O. that catered to port mail. A special desk for port mail is quite logical, as considerable extra work was involved with computing and accounting for postage, payment for non-contract mail boats, seeing that ship sailings were met, and that the mail went by the most expedient route. Such port functions were much curtailed by the Federal Blockade, but tradition in government service dies hard.

There are two other Savannah covers in this correspondence; one quite similar to the aforementioned is in the McCary Ballard collection. The third cover is from Lt. Johnson when he was held at Morris Island, which is so located that a land route to Savannah would be most logical, and is thus docketed by a traditional large Savannah postmark. McCary Ballard also has a DUE 10 cover from a soldier on White Marsh Island near Savannah which was postmarked on 18, July 1864 by the Small Savannah Star marking.

Thanks to Thomas M. Parks, the author has found an excellent article on this Fort Pulaski correspondence by the late Van Dyk MacBride in the May 1946 issue of *The American Philatelist.*

Does any reader know of an example of the Small Savannah Star marking used after the war? Perhaps it was destroyed or lost when Sherman took Savannah on 21st Decmber 1864.

[December 10, 1966]

Foreign Diplomacy Within The Confederate States of America
(Editor's Note: This week's CSA column is by — Leonard H. Hartmann).

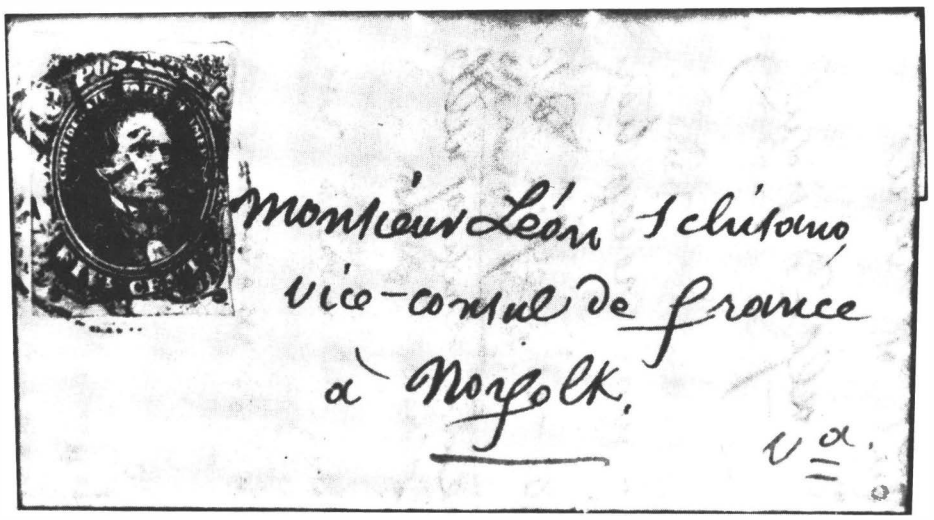
The part played by foreign agents within the Confederacy is one of the most incomplete stories of the lost cause. Considerable correspondence must have existed among the various British and French agents in the Confederacy and with their home countries; however, almost none has been preserved for collectors. Much of this material was quite likely destroyed as soon as it was received to alleviate possible diplomatic entanglements, but some must surely reside within the official archives of the respective countries and perhaps some may still lay unrecognized in collections.

Unrecognized among some moderately priced Confederate items the author recently found is an intriguing item in the stock of one of our more knowledgeable dealers. A folded letter with a French character to the address and the entire contents in French! The letter was mailed in Richmond, Virginia, by Alfred Paul and is addressed to the French Vice-Council in Norfolk, Virginia, Leon Schisano. The letter was postmarked on 12, March 1862, and franked by a single of the newly issued Confederate 5¢ Blue Lithograph to transmit a letter weighing less than ½ ounce and carried under 500 miles. The earliest established usage of this stamp is 4, March 1862. Thomas M. Parks has translated the letter thus:

Richmond, 12 March 1862

My dear Schisano,

From today forward and until new orders, recommend that you not ask for diplomatic passage for anybody, until you have received a reply from me. This is necessary to avoid very serious trouble. Plenty of people want to leave. Their right must be perfectly established before we ask for such a favor for whoever it may be. I would have been very regretful to find that the bearer of dispatches from New Orleans, who alone has the right to travel, tried to pass others. That



This is the cover discussed with this column.

would have made a real mess in Washington and I would have been held entirely responsible. Note well that I do not blame you for having done what you did. But from now on, from today, until new instructions are received from me, in the interest of everybody, take as a base of conduct what I have just written you above.

Goodbye, yours
Alfred Paul

Acknowledge to me receipt of this letter so that everything will be perfectly understood.

The concern with capture and ultimate trouble with Washington was well founded, for New Orleans fell only a month later on 24 April 1862, and Norfolk was permanently occupied by the Union only two months later, on 10 May 1862. The large population of French citizens and of French extraction in New Orleans must have plagued the French Vice-Councils for diplomatic immunity for themselves and their correspondence. Apparently, the diplomatic channels extended from New Orleans to Richmond to Norfolk and through the lines to Washington, in the early part of the war. The exact wording of the letter also indicates that some French couriers left the Confederacy at or near New Orleans, perhaps to Mexico.

While the Federal fleet passed the forts below New Orleans on the night of April 24, 1862 and arrived at New Orleans the next day, the actual occupation began when Federal army forces occupied the city on May 1, 1862.

Other examples of this correspondence must surely exist and perhaps similar ones from the British. The author would like to hear of any similar items.

[July 23, 1966]

Mobile, Alabama

On 1 September 1859 a Lloyd Bowers was appointed, who served as a federal postmaster of Mobile until 31 May 1861, when the Confederate States took over the operation of mail services in the southern states.

This column repeats a portion of the column of this date, which is given in full on pages 93-4.

It is interesting to note that on 25 July 1861 a communication from President Jefferson Davis transmitting for the advice and consent of the Confederate Provisional Conference in its third session listed Lloyd Bowers as recommended for the postmastership of Mobile, Alabama. This communication was referred to the Committee on Postal Affairs which committee reported back favorably on all of the persons named, including Lloyd Bowers, with the exception of a person named as postmaster of New Orleans, on 29 July 1861.

Thereafter, on 18 April 1862, President Davis sent another list of proposed appointments of postmasters to the Senate of the Confederate States of America in the first session of the first Congress. Included in this list was the name of Lloyd Bowers, to be postmaster of Mobile. On 19 April 1862 the Senate approved the nominations with certain exceptions, but Lloyd Bowers was again confirmed in his post.

It is interesting to note that appended to the report of Postmaster General William Dennison of 15 November 1865 is a table showing the balance due from postmasters subject to Presidential appointment at offices in the late rebellious states. The amount due from Lloyd Bowers, postmaster at Mobile, was $12,930.10. A notation indicates that this amount had been paid, and it is one of the few so noted in the report of Postmaster General Dennison.

There must be a story here which someone could and should develop.

[July 29, 1967]

From "Philatelic Reminiscences of the Year 1866." Also see pages 171, 262 and 308.

Our condolences to our good friends, the collectors of Confederate stamps and postal history items; no more centennials to be commemorated.

Actually, the reaction was "Now we can have our war to ourselves again!"

[February 19, 1966]

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