

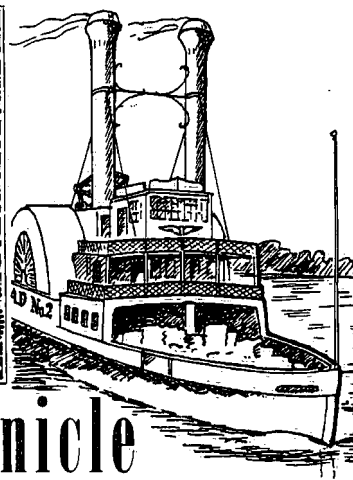
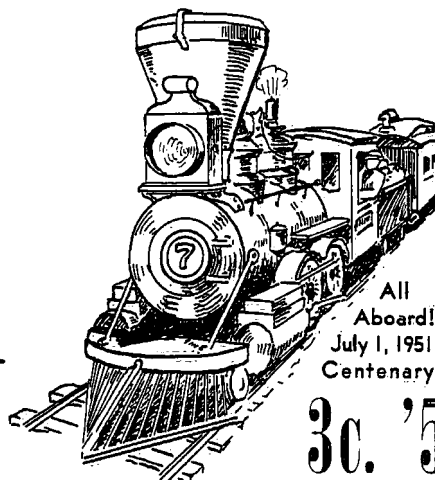
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Aboard!
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EDITOR'S NOTE

The purpose of this CHRONICLE is to record matters of interest concerning the varieties and uses of the stamp to which it is dedicated.

It is edited from the viewpoint that its readers are familiar with Dr. Carroll Chase's classic book, the second edition of which is still available. Preferably, also, readers should have Mr. R. McP. Cabeen's two monographs on the plate varieties of the imperforate and perforated stamps, respectively, that appeared in the STAMP SPECIALIST, vols. 2 and 4. (Why not reprint those fine articles, Mr. Lindquist?) MR. S. B. Ashbrook's great work on the one-cent stamp of the same issue, particularly vol. 2, is also invaluable, as are Mr. L. J. Shaughnessy's plating charts for plates 1(L), 2(L) and 3. Mr. T. K. Webster's material applying to the '57 issue in the Brookman 19th Century book is also most helpful. Ye Editor's 1944 catalog of plate varieties may also be useful.

To get this issue into work, Ye Editor just sat down and wrote it. For the future, however, we hope the material will come from members. Contributions are earnestly solicited from them, as well as from non-members. Space limitations may require some editing of submitted material but nothing signed by a contributor will be published until the final form has been approved by him.

The philatelic press is invited to reproduce anything herein provided an acknowledgment appears reading, "Reprinted by permission of the 3c. '51-'57 UNIT from an article appearing in issue No. ___ of its CHRONICLE."

IMPORTANT VARIETIES AND SYMBOLS

Our stamp differs from many in that its design was only partially finished when the die was engraved. Intentionally or not, the significant alterations on the transfer rolls and plates - made at specific dates or thereabouts - caused such a difference in appearance that varieties worthy of separate listing were produced. Then too, the distinctive orange-brown color used for most of the first six months, coupled with the fact that stamps in this color are almost entirely from different plates (or states of plates), creates another major variety.

For these reasons, Ye Editor submits the following schedule of principal varieties, and will use the symbols as space-savers in this publication:

VARIETIES

- No. S1 The imperforate orange-brown stamp with four outer frame-lines, from plates O, 1(e), 1(i), 2(e) and 5(e); Types I, I-A, I-B and I-C, Scott's No. 11 b.
- No. S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines, from plates 1(L), 2(L), 3, 4, 5(L), 6, 7 and 8; Types I, I-B, and I-C; Scott's No. 11 and 11a.
- No. S3 The perforated stamp with four outer frame lines, from plates 2(L), 3, 4, 5(L), 6, 7 and 8; Types I, I-B and I-C; Scott's No. 25 with those from plates 2(L), 3 and 5(L) being listed in Scott's as with recut inner lines.
- No. S4 The perforated stamp with outer frame lines at sides only, discontinuous between stamps, from plates 10 and 11 (three states each); Types I-A, I-B and I-C; Scott's No. 26 "with discontinuous side lines."
- No. S5 The perforated stamp with outer frame lines at sides only, continuous between stamps, from plates 9 (two states) and 12 to 28 inclusive; Types I-B, and I-C; Scott's No. 26.

TYPES

- Type I: With vertical recut inner lines on both sides.
 Type I-A: With vertical recut inner line only on left side.
 Type I-B: With vertical recut inner line only on right side.
 Type I-C: Without vertical recut inner lines.

Though the legitimacy of Types I and I-C is doubtless apparent to all students of the issue, Types I-A and I-B are probably accidental. It doubtless was intended that stamps showing these types of S1, S2 and S3 should have been Type I (yet much of a whole pane of plate 1(e) is Type I-C), and those of S4 and S5 should have been Type I-C. However, if Types I and I-C are listed, it is surely inconsistent not to list I-A and I-B similarly.

The numerous other plate varieties are either accidental or they arose from an effort to touch up the design to offset manufacturing difficulties. These all warrant listing, perhaps somewhat as in Ye Editor's catalog of 1944, but as they do not imply intentional alterations of appearance they are believed to be more properly classified as sub-varieties and types.

W & P RIVER MAIL

This marking in black (Illustration No. 16) is mentioned in both editions of Dr. Carroll Chase's book as found on S2. Much comment has been going the rounds as to its probable origin, but it remained for Mr. Henry A. Meyer, Evansville, Ind., well-known student of river-route markings (and many other subjects) recently to identify it as applying to the Wheeling & Parkersburg river-mail route.

For years, no hint of its origin appeared. Then, Mr. L. J. Shaughnessy turned up a cover bearing the marking tying S2. It contained a letter headed "Woodstock, Md." mailed to an addressee in a small New England town. The mystery appeared solved,

for is not Woodstock, Md. on the Patapsco River? The late Eugene Klein also thought this was a fair conclusion because he, too, had found a stampless cover with the marking. It was addressed to the same person as was the Shaughnessy cover and though it did not contain evidence of origin, the small batch of correspondence of which it was a part all showed origin at Woodstock, Md.

This was just about the clincher so Ye Editor lettered his S2 with the marking as "probably a Woodstock & Patapsco river route."

A few years later, however, a small correspondence was found showing the marking of Illustration No. 17 in blue on S5, all markings being badly smeared. As the letters were addressed to a small southeast Ohio town and showed origin between Wheeling and Parkersburg, it looked as if somebody was wrong because here was a "W & P" pair of cities.

There the matter stood until Mr. Meyer turned up a cover that confirmed the supposition that No. 17 and No. 16 represented the same mail route. For good measure, he even showed a cover bearing it in manuscript (Illustration No. 18).

His covers are as follows: Same as Illustration No. 16 except dated June 1 (letter shows 1855), tying S2 from Pl. 1(L). Address is Mrs. Ruth Wilson, Jolly, Ohio, Care of H. Semon, New Metamoras. The letter was written from Marietta. Those familiar with the locale will agree that this can be nothing other than the fore-runner of No. 17. Mr. Meyer's other cover (Illustration No. 18) is addressed to Mr. Walter Keller, No. 3 Nassau St., New York. Mr. Meyer writes with respect to this marking: "The manuscript W & P is a true route marking, not in the handwriting of the writer, therefore presumably in the handwriting of the route agent."

What then about the Woodstock, Md. letters that misled us for so long? The only conclusion that seems to fit the facts is that the resident of Woodstock, Md. did some traveling in the "far west" and wrote his friend in New England, posting the letter aboard the steamboat somewhere on its route between Wheeling and Parkersburg. He doubtless headed it as from Woodstock because that was his permanent address.

The U. S. Stampless catalog lists No. 16 in red and black and No. 17 in blue and black. Has anyone further information? How many of these markings associated with our stamp are extant?

HUGE DOUBLE TRANSFER IN S4 -- MISPLACED 21 mm.

Dr. Carroll Chase has solved mystery of the "E" in 61 and 98 R 10 (i and L)

The curious markings in the central portion of the lower left and right rosettes of 61R and 98R 10 (i and L) have not heretofore been satisfactorily explained. The one in the right rosette has by many properly been called the top of an outlined letter "E" but it remained for Dr. Carroll Chase recently to show that it actually is a double transfer of the "E" that appears in POSTAGE of the top label. At first sight this seems impossible because the portion of the outlined "E" that appears in the rosette is quite apparently larger than the "E" in POSTAGE.

However, if one examines closely - and takes measurements - it will be found that the inside portion of the outlined "E" in the rosette is the same size as the "E" of POSTAGE. That the outlined "E" in the rosette seems larger is because we see the "E" as an outlined letter and do not view its interior portion as an isolated letter.

Further evidence that this is the correct explanation is the fact that not only does the "E" of POSTAGE appear as a double transfer in the new position, but much of the upper right rosette that is below the "E" of POSTAGE also appears double-transferred to the lower right rosette in proper space relation to the misplaced "E." Fig. 15 is from an enlargement of 61R 10(i). It shows the misplaced center of the upper right rosette to lie directly on the bottom frame line. Numerous rosette-rays radiate from this, as can be seen. In proper relation above this rosette center is the top of the "E."

The reason POSTAGE does not appear in the upper label in outlined letters is because, most likely, the letter outlines were first "dug out" of the die, and then the background was recessed - but not quite to the depth of the letter outlines. Such procedure is customary in hand engraving of this sort.

In the lower left rosette will similarly be seen traces of the upper part of the "U" of "U.S.," likewise a double transfer from the upper label.

No. 98R 10(i and L) show an almost exactly similar double transfer but it does not show the double-transferred rosette center though many of the rays of the misplaced rosette do show in the new position.

Here we have two almost identical double transfers, displaced downward by 21 mm., by far the largest displacement of any double transfer of the stamp. How can this be explained? Furthermore, how can one explain the coincidence that the same thing occurred on two stamps of the same plate and never again in the issue?

In submitting the information above (with a request that Ye Editor publicize it), Dr. Chase did not go so far as to answer these questions, though doubtless he has the answer. Can any member shed light on it? Ye Editor's hypothesis is as follows:

Plate 10 was probably the first plate made from the new six-relief transfer roll. If we adopt Elliott Perry's theory that in making the plates the roller was positioned by allowing the end embossed transfer to be lightly inserted in the recess formed by the last position rolled in that vertical row (Pat Paragraphs No. 35), it is evident that there must have been some edge markings on the transfer roll to enable the plate-maker properly to insert the end transfer of the roll in the recess formed by the last-rolled position in that vertical row.

Now we know that the highest part of the transfer (and deepest part of the die) was the center of the rosette. We know this because the rosette center is the most prominent part of any of the general double transfers - and the last to remain after an erasure. Is it not reasonable to suppose, then, that edge markings on the transfer roll to aid in positioning the roller were placed in such a way as to indicate the high point of the roll (the rosette center)? Is it also not reasonable to suppose that similar edge markings were placed on the roll to indicate the top and bottom extreme limits of the stamp itself?

If we admit the probability of the existence of these edge markings, then these curious double transfers are explained by saying that the plate maker merely became confused and thought he was positioning the roll in the last made recess with the aid of, say, the marking that shows the upper rosette center when he intended to use the marking that showed the bottom of the stamp, or vice versa.

This could explain how two identical double transfers occurred. That they were not repeated shows that Mr. Plate-Maker "got wise to himself" or possibly altered the edge markings on the roll so no further confusion could result.

Though the above hypothesis does not require adherence to Elliott Perry's theory as to the manner of rolling-in the designs, Ye Editor mentions it because he is impressed by the soundness of the theory for a reason not believed to have been mentioned by Mr. Perry; viz., "How else can the astonishingly accurate vertical spacing of the stamps, both perforated and imperforate, be explained?" The guide dots in the body of the plate are not spaced vertically with anywhere near the precision of the stamps themselves! This remarkable vertical precision of spacing is such that if the top stamp of a vertical row is, say, 1/5 mm. above its neighbor at the right, the bottom stamp of the same vertical row likewise will be about that distance above its neighbor at the right! No such accuracy of spacing appears in the horizontal spacing, as all students know.

IMITATIONS OF THE BOSTON "PAID"

Several postmasters in small towns evidently thought their Boston associate had a good idea when he included the word PAID in a grid. No doubt the idea was to use the same marker for obliterating stamps as for indicating PAID on prepaid stampless mail (prior to Jan. 1, 1856). Does any member know of examples of the latter use, for either Boston PAID or its imitations?

Illustrations are as follows: No. 1 - Beverly, Mass. on S2 and S5; No. 2 - Saco, Me. on S5; No. 3 - New Ipswich, N. H. on S2; No. 4 - Bradford, N. H. on S2; Nos. 5 and 6 in blue - Norwich, Ct. on S2; No. 7 in red - North Cohasset, Mass. on S2; No. 8 - Town unknown, on 1852-shade S2; No. 9 - Clayton, N. Y. on S5; No. 10 in blue - East Winthrop, Me. on S2; No. 11 - Dedham, Mass. on S2 and S5; No. 12 - Ashburnham, Mass. on S2; No. 13 in blue - Jewett City, Ct. on S2; No. 14 - Jamaica, Vt. on S5; No. 14a - Turner, Me. on 3c. 1853 envelope (from Dr. Carroll Chase). Nos. 4, 5, and 14 are from Mr. L. J. Shaughnessy's collection.

MORE ON BOSTON

In the period of S5, at least one handstamp maker introduced the encircled PAID but only Providence and Boston used it, among the larger cities. The Boston marking apparently arrived with part of the circle broken away. Illustration No. 19 shows it used Oct. 20, 1858. The break continued progressively worse; No. 20 shows it used Nov. 25, 1860. Only this marker appears to have been used, concurrently with several other types.

No. 21 is an interesting and little known red Boston townmark called to Ye Editor's attention some years ago by Mrs. Heyliger deWindt. It is on S5, and has the unique characteristic of using upper and lower case letters for the designation of month. MASS is also omitted. An earlier marking on S1 and S2, of much larger size, omits designation of State, but small-diameter townmarks of the period generally show MASS.

THE NEW YORK 1851 SLUG

Between the period of use of the 11-bar square grid and the townmark containing four bars - though there is some overlapping of dates of use - one of the New York townmark handstamps contained a large slug (Nos. 22 and 23). On Aug. 15, at least, the slug was above the date. As neither of these markings appear in quite a large collection of New York markings, it must be scarce. The usage appears confined to only a part of August, 1851. Information as to actual dates of use is requested. The marking is doubtless the forerunner of the above mentioned four-bar marking.

The marking is not to be confused with the one having a somewhat longer and thinner single bar, used on S2 in 1856.

YEAR DATES

As we go "to press" comes a note from Mr. L. J. Shaughnessy saying he finds manuscript year dates prior to 1856 to be very scarce. It thus appears that the supposition is true that prior to about the middle of 1855 postmasters were instructed not to show the year. How else can it be explained that the year was omitted even when handwritten - when Mr. Postmaster had complete freedom of action?

Mr. Shaughnessy also reports JANESVILLE, WIS. SEP. 4 1853, circular townmark on S2 of the 1852 shade. A feature is that the 1853 is inverted. Several fakes of 1853 year-dates have appeared recently but the Shaughnessy copy is the real McCoy - not "something new has been added." Has anybody seen another JANESVILLE 1853?

TERRITORIAL MANUSCRIPT TOWNMARKS

No. 24 is unlisted so far as Ye Editor knows. It is on cover with S5 addressed to Minneola, N. Y. As the Chase-Cabeen list states that the early name for Centropolis, K. T. was Minneola, it appears the letter was sent to the town for which Centropolis was first named.

Colorado, Dakota, and Nevada territories were organized in the Spring of 1861 so their markings on covers with S5 are rare; in fact N. T. for Nevada territory is unknown to Ye Ed. No. 25 is one of few from Dakota territory on S5.

Strange to say, SIOUX FALLS CITY D.T. in oval handstamp is known used on S5 in August 1859 - about a year and a half before there was any Dakota territory. For the story of this, see the early part of the Chase-Cabeen work in the American Philatelist.

WAY, STEAM, STEAMBOAT, RAILROAD, ETC.

Though the section in Scott's Specialized, "Information for Collectors," is excellent in most things, it does not in some respects fully reflect the research of recent students. For example, the illustration of the circular LOUISVILLE & CIN S.B. dated townmark-type marking is entitled "Steamboat," though such a marking does not conform to the definition of a Steamboat marking that is to be implied from the Postal Laws & Regulations. True, the initials "S.B." mean "Steamboat," but such a designation is secondary; the marking is believed to be more properly classified as an Inland Waterways Route, an origin marking closely akin to the Railroad markings of the period.

As one of the activities of this Unit is to bring to the attention of our leading cataloger such information as can bear its stamp of approval with the hope that he may wish to incorporate it in future editions, the review submitted herewith is a first draft of a report prepared for this purpose. Will members please write their views in order that a solid front may be presented to our good friend Mr. Harmer by a later issuance of the report or its amending after digesting all recommendations received.

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

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

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

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

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

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

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

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

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

Though it is possible that STEAM also may have been applied at a post-office to which a railroad conductor (or route agent, if he did not have his handstamp) could take a letter given him en route, this appears to be unlikely. The P.L. & R. contains no provision

for payment to a non-contract railroad carrier. Furthermore, if a railroad contract-route agent did not have a route handstamp, such letters as he picked up en route and deposited in a post-office would more likely have been marked WAY, as this was the official P.L. & R. designation to be applied at the receiving post-office to mail received by a contract carrier "on his way between post-offices."

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

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

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

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

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

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

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

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

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

In the 1851-60 period, the marking was used on certain mail in place of a railroad-route marking on the New York-Boston run. The marking differs from the regular

railroad-route markings as to usage only in the respect that it shows the direction of travel; i.e., mail picked up on eastbound trains was stamped U.S. EXPRESS-MAIL N. YORK N.Y. and westbound similarly with BOSTON, MASS. This appears to be the prevailing usage.

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

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

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

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

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

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

Examples of the latter are U.S. MAIL PACKET NATCHEZ and ROUTE 7309 on different handstamps, and U.S. MAIL SATURDAY EVENING PACKET STR. NATCHEZ ROUTE 8165 on the same handstamp. If the POTOMAC STEAMBOAT

marking refers to a specific steamboat, it falls within this group; more probably, it is an Inland Waterways Route marking indicating mail picked up at landings on the contract Potomac River mail route.

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

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

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

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

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

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

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

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

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

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

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

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

Definite information is lacking.

WHO HAS WHAT? -- IN POSTAL MARKINGS

As source material for future issues of the CHRONICLE, please send Ye Editor a list of what is in your collection of the following classifications:

Inland Waterways Route Markings (as defined in article herein)

Imitations of the Boston PAID Marking (see article herein)

Towmarks in Other Than Circular Shape (this includes the straight-lines, ovals, odd-shaped markings, etc.)

Specify whether the marking is on cover or merely on stamp or piece, and also whether it is used with S1, S2, S3, S4 or S5. To all who reply Ye Editor will send his own list of the above, compiled from his collection.

This plan is the nearest thing to looking at each other's collections. Furthermore, valuable information for the good of all can come from such an exchange. Calls for data applying to other groups will follow. Urge any non-members to submit what they have or ask the privilege of compiling it for them. All information received from this survey will become available to all members, but "who has what" will remain locked in the files.

OUR ILLUSTRATIONS

Unless otherwise stated, all illustrations are full size and the color of the markings is black. In this issue Ye Editor's markings mostly appear, but we hope this will not be the case in future issues. Please make careful pencil tracings preferably on vellum tracing paper when submitting markings for illustration. Do not send the actual stamps. Photos should also be accompanied by the pencil tracings unless photos are actual size.

ANNOUNCEMENT - DR. CARROLL CHASE'S NOTES

Just as this issue was being "put to bed," as the printers say, a big registered envelope arrived containing genuine treasure for members of the Unit. It contained a large lot of data relating to postal markings of the issue that Dr. Carroll Chase has accumulated over many years. Though some of it was used in the preparation of the second edition of his classic book, much of it is heretofore unpublished information.

As an example, there was included a tracing of marking No. 14a, heretofore unknown to Ye Editor who has been collecting imitation Boston PAIDS for years (see article on page 5).

Dr. Chase has offered this valuable material for the benefit of the Unit as a basis for future articles in its CHRONICLE.

By Dr. Chase's most gracious contribution, our Unit is placed in the fortunate position of being the means whereby his indispensable book on our stamp may be kept up to date for the benefit of our readers by data from none other than "The Master" himself.

In behalf of the membership, Ye Editor extends our warm thanks for this most generous act by our highly esteemed Honorary Member, Dr. Carroll Chase.

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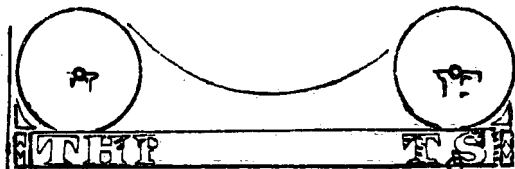
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14



14a



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16



17

*W & P. River Mail
Feb'y 23. 1852*

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J



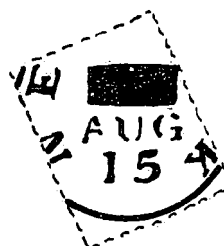
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*Centropolis K.Y.
Sept. 3*

24

*Greenwood D.C.
May 30, 1861*

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14