

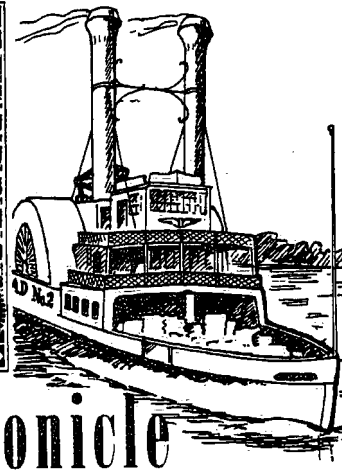
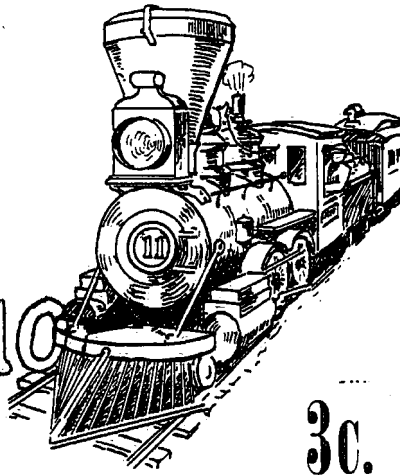
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T. W. SIMPSON  
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R. McP. CABEEN  
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3c. '51-'57 Chronicle

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#### VARIETIES AND SYMBOLS

As more fully set forth in Issue No. 1, the following symbols are used:

- S1 The imperforate orange-brown stamp with four outer frame-lines; Scott's No. 11b.
- S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines; Scott's Nos. 11 and 11a.
- S3 The perforated stamp with four outer frame-lines; Scott's No. 25.
- S4 The perforated stamp with outer frame-lines at sides only, discontinuous between stamps; Scott's No. 26 "with discontinuous side lines."
- S5 The perforated stamp with outer frame-lines at sides only, continuous between stamps; Scott's No. 26.

The subvarieties of each, designated as types, are described in Issue No. 1. Descriptions of the markings illustrated on the Plates indicate black color unless otherwise stated.

"VIA M. & I. R.R."  
by Mr. C. W. Remele, RA #55

This handstamped railroad marking appears in Dr. Carroll Chase's List of Railroad Postmarks on page 270 of the 2nd edition of his book; it is listed as a 36 x 5 mm straight-line marking in black without date, used in the "1851" period, as applying to the Madison & Indianapolis R.R. This marking imposes a problem as to its use which has been the subject of discussion between Dr. Chase, Mr. Stanley B. Ashbrook, Dr. W. Scott Pollard and myself. Perhaps what is known about it so far may be of interest to Unit members who also may be able to throw additional light on the subject.

It is well known that in the 1851-1857 period the usual railroad postal marking was applied by a route agent, an employee of the Post Office Department who took care of the mail on the R.R. route to which he was assigned. He ordinarily applied his handstamp only to mail which came to him directly, without its first passing through a regular postoffice. There are occasional exceptions to this rule as genuine covers are known with both a town mark and a R.R. marking.

However, the marking "Via M. & I. R.R." presents a different case. All the covers with this marking, I believe, bear also the Madison, Ind. town mark. They all appear on letters from a correspondence, discovered in Indianapolis years ago by a Cincinnati collector, in which all the letters were sent by the Madison branch of the State Bank of Indiana to Thos. H. Sharpe, Cashier, Indianapolis. Some of the covers from this correspondence bear the regular R.R. marking "Madison & Indnpls. R.R." with, of course, no town mark.

The question that arises is, "Who applied the 'Via' marking and why?" There seem to be only three possibilities - the bank, the postoffice or the route agent. Clues are scarce. One cover shows a portion of the marking struck on the postage stamp, proving that in this case the stamp was affixed to the letter before the marking was applied. The ink of the town mark seems to match that of the R.R. mark, though there is at least one cover that has a red town mark but the same black R.R. marking.

Whoever applied the marking presumably had some reason for doing so. The obvious reason in the case of either the bank or the postoffice would be the existence of an alternate route. Mr. Ashbrook finds no evidence of any other single mail route, by stage or otherwise, though he says there may have been two or more stage routes which could have furnished a connection. Mail by the railroad left Madison daily at 8:00 a.m. and arrived at Indianapolis at 2:00 p.m. the same day, so that a letter mailed after 8:00 a.m. would not arrive until the next afternoon. Perhaps a roundabout stage route, leaving later in the day, could still have reached Indianapolis the following morning, but this seems to be a remote possibility. Only a very few of the letters in this correspondence bear the marking, yet if there were a practical alternate route it seems as though many letters would have been so marked.

Why, on the other hand, should the route agent have applied the marking - and would he have had an opportunity to do so? Mr. Elliott Perry, in Chronicle No. 2, page 4, is quoted as saying that in some instances closed mail pouches "were opened by route agents en route and the mail was 'worked' [distributed] after the manner of railway postoffices today." It also seems possible that an occasional letter, arriving at the postoffice just after the pouch was sealed, may have been handstamped and taken along to the train without being pouched.

As to why the route agent would apply this marking - if he did - I think we can only conjecture. It may have been an individual idea of the agent on this route, or just possibly of this particular railroad and one other (the New Orleans, Jackson and Great Northern which had a similar handstamp) - and not anything provided for in P. L. & R. Possibly, if the letter was unpouched, the agent thought he should indicate that he had handled it, but he didn't think he should use his regular circular stamp. Then again he may have just been proud of his railroad and anxious to advertise it.

As was said in the beginning, no definite answer has been obtained - but the probabilities seem to indicate the route agent as the guilty party. The latest word from Dr. Chase is - "I guess the best guess on the 'Via M. & I. R.R.' is that the route agent put it on" - and a guess seems to be about all anyone can make.

#### COLORLESS "PAID" IN "3"

Continuing from issues Nos. 5, 7 and 9, illustration No. 1 is from North Berwick, Me., in black tying S2 from Dr. B. R. Tilden. No. 2 is Walpole, N.H., in blue on stampless from Mr. W. C. Bennett. The Brattleboro, Vt., marking (Fig. 117 of Dr.

Chase's book) is now known on S2 in red. It was acquired by Mr. A. Rubel at the Moody Sale. The summary of these markings now known to be on stamps is as follows:

a) North Berwick, Me.	Black on S2	Chronicle Issue 10, No. 1
b) Brattleboro, Vt.	Red on S2	Fig. 117, Dr. Chase's book (seen by Ye Editor)
c) Westmoreland Depot, Vt.	Black on S2	Chronicle Issue 7, No. 37.
d) Unknown origin	Black on S1	Ashbrook, Vol. 2, p. 120, also Chronicle Issue 5, No. 33
e) Unknown origin	Black on 1ct. imperf Type II	

Further information on "c," "d," and "e" is awaited.

#### IMITATIONS OF THE BOSTON-PAID OBLITERATOR

Two more are shown as Nos. 3 and 27. The former is in blue tying S2 from Wells River, Vt., reported by Dr. W. S. Pollard. No. 27 is in blue on S5, reported by Mr. Wilbur W. Davis, origin unknown. Twenty-eight such markings have been reported and illustrated

#### STRAIGHT-LINE, ODD-SHAPED AND OVAL TOWN MARKS ON COVERS WITH STAMPS

Continuing from previous issues, No. 47 in blue and in black on cover with S2, CAMPELLO, MASS., is reported by Dr. Carroll Chase. The type-set date of Oct. 31 is overlaid by mss Nov. 1.

Sometimes markings of this type are questioned unless the stamp is tied. The test for this is to see if no rate marking appears on the cover or underneath the stamp. It was a requirement of stampless mail that a rate marking be shown, sometimes in combination with PAID. If no marking is shown, the evidence is almost conclusive that the marking was properly used on a stamped cover, even though the stamp is not tied.

#### NUMERAL "3"

Strange to say, stamps obliterated with numeral "3" are scarcer than those obliterated "5." The reason appears to be that a numeral obliteration (except for Leominster, Ms) was accidental, and the postoffices generally had more 5's than 3's. Prior to April 1, 1855 the "5" was used for rating collect stampless mail and for indicating amounts due on collect forward mail. True a "3" was sometimes used to indicate the rate of a prepaid stampless letter, but more often PAID 3 was used. The single "3" did not come into general use until after April 1, 1855 when it was used for postage due on forwarded letters. In this connection it is noted that the group of handstamps available for postmasters shown in Fig. 123 of Dr. Chase's book shows no "3." It shows a "5" and a PAID 3, however.

Leominster, Ms., as stated, appears regularly to have used the "3" as per illustration No. 14, for obliterating the stamp. The numeral is well formed and has a distinct downward hook in the central bar. Did the Leominster postmaster think the stamps were incomplete because they bore no number designating value? Could be.

The illustrations show a large group of 3's most of which obliterate the stamp; No. 4, South Hadley, Ms. red S1; No. 5, Freeport, Ill., S1; No. 6, Lake Providence, La., S2; No. 7, Springvale, Me., S5; No. 8, Hiram, Ohio, S2; No. 9 believed applied

at Keene, N.H. on letter forwarded to that point, blue, S2; No. 10, Milford, Ms., blue S2; No. 11, South Berwick, Me., S2; No. 12, W. Randolph, Vt., S2; No. 12, Bordentown, N.J., S2; No. 14, Leominster, Ms., S2; Rindge, N.H., blue S2; Keene, N.H., blue S2 (compare No. 9).

The town of origin of the remainder of the 3's is unknown. Will members please identify, if possible: No. 17, red S2; No. 18, blue S2; No. 19, S2; No. 20, blue S2; No. 22, red S2; No. 23, blue S2; No. 24, S2; No. 25, S2; No. 26, blue S2.

Mr. A. R. Rowell submitted No. 5. Dr. W. S. Pollard sent Nos. 4 and 16. Ye Editor's are Nos. 13, 14, 15 and 17. All the rest are from Mr. Wilbur W. Davis.

#### ODD-SHAPED OBLITERATORS

Mr. Wilbur W. Davis submits an extensive group of these markings from which a selection was made for this issue, Nos. 28 to 45, inclusive. No. 28 is Marysville, California. No. 46 is St. Marys, Ohio. The origin of the others is unknown. Who can help? Nos. 28, 29, 30, 44 (blue) and 46 (blue) are on S2. The balance are on S4 or S5, all in black except Nos. 40 and 42 which are in blue.

Dr. C. L. Roser submits No. 48 in blue tying S1 in blue, used at Louisville, Ky., August 15, 1851. Compare No. 11 of Issue No. 2 on S2 from Louisville.

#### SUNBURST "PAID 3"

Mr. A. Rubel, Jr. submits No. 51 in black on stampless cover from St. Louis to Wheeling, Va. (now W. Va.) forwarded to Philadelphia. The United States Stampless Cover Catalog illustrates this sunburst as from Wheeling. It is not believed that the marking is known used on cover bearing stamps unless perhaps a forwarded cover.

#### MORE TARGETS

Supplementing previous lists Mr. E. B. Jessup reports Woodside, Calif. on S5. Dr. C. L. Roser reports Columbus, O. on S1, of July 3, 1851. Ye Editor reports Holmes Hole, Mass. on S5 (the No. 2 type -- see Issue No. 2, article by Mr. Towner K. Webster).

#### GROVELAND, MASS. 3 CTS

No. 50 was submitted by Mr. Wilbur W. Davis in black on cover with S2. The markings have been seen in several collections but not known to have been illustrated.

#### A BOSTON-POSTMARK MYSTERY

The two known first-day covers from Boston use the town mark containing "3cts" at bottom, the numeral being approximately 6 mm high. However, all other Boston, July 1851 covers with stamps known to Ye Editor carry the town mark with an 8 mm numeral "3" at bottom, provided they are single-rate letters. In Ye Editor's collection are July 3, two July 5's, July 18 and July 25, all showing the 8 mm "3". In the Goerner Sale were July 8, July 18 and July 23, also all with the 8 mm "3", not with the "3cts."

Will members in and around Boston please comment. What happened to the handstamp bearing 6 mm "3cts" after July 1? Of course, it later came back into use on stamped covers, but how early?

While on the subject of Boston markings, please change the reference in Issue No. 9, page 4 to the unframed PAID, No. 527, so it applies to Plate No. 33 of the Blake-Davis book instead of to Plate No. 35 as stated. Mr. M. C. Blake kindly calls attention to this error.

#### ARRIVED NEW YORK XXXX O'CLK

The Max Pool auction of Oct. 24 contained a strip of three of S5 on small piece alongside of star-die stamped envelope U26. Extending from the leftmost S5 clear across and over U26 is a large blue marking, our No. 52, which is sketched from the auction picture so is approximately to scale. The catalog describes this as "ARRIVED NEW YORK ... 12.0 CL'K." Apparently there is a month date at the left of the bottom line.

Is this a U.S. postal marking? That it appears on U26 suggests that the letter might have been carried legally out of the mail, in which case the marking might have been applied by a private carrier, such as an express company. In any case it is a most interesting marking. Who has seen it before?

#### WELLS, FARGO OVAL ON STAMP WITH WELLS, FARGO PRECANCEL

Mr. R. W. Rex reports No. 49 showing the typical Wells, Fargo & Co. blue oval of San Francisco tying S2 that was precancelled W.F. & CO. in blue. Letter was dated Feb. 6, 1855 from San Francisco to Sacramento; also carries "Collect 25" in mss. This is an exceptional item in that the W.F. & CO. precancel, if used, is ordinarily the only marking on the stamp, though a Wells, Fargo town mark usually appears elsewhere on the cover.

#### MASON, MASON VILLAGE, N.H.

Mr. R. W. Rex also sends No. 53 of MASON, N.H. on S5 because of its unusual double-circled town mark with ornaments. The inclusion of ornaments in the town mark was not unusual in the pre-1851 period but quite exceptional later. It is especially scarce during the '57-'61 period as by that time nearly all towns had settled down to the use of one of the standardized forms. Similar, but without ornaments, is MASON VILLAGE, N.H., also on S5. They do not represent the same postoffice, though at first glance they appear to do so. The two towns are (or were) in Hillsborough County, N.H. and each is listed separately in the 1859 postoffice directory, each with its own postmaster.

One has to be familiar with the New England township to understand why two towns of such similar names exist (or did exist). The "town" covered a large area, and the localities in it often had their respective postoffices. If the original central business area was not near the railroad station after the railroad came, another business area often grew near the station; each had its own postoffice. Hence we have such postoffices as Canton and Canton Centre, East Windsor, East Windsor Hill, Manchester, Manchester Station, Windsor, Windsorville and Windsor Locks -- to mention a few in Hartford County, Ct.

Ye Editor remembers as a boy at the turn of the century Wilton Center, North Wilton, South Wilton and East Wilton postoffices -- all in Wilton township, Ct. All of these postoffices were in mercantile stores. In the South it was sometimes customary to name the postoffice after the store; examples, Conrad's Store, Va., McLaughlin's Store, Pa. Among the curious names is "Old Stand," as in McKean's Old Stand and Weaver's Old Stand, both in Westmoreland Co., Pa. Who can shed light on "Old Stand?" What does it mean?

#### HOW DID THE 3ct FARE IN THE MOODY III SALE?

The usual report of auction prices ordinarily mentions a few of the top prices obtained, but often a closer examination of the auction catalog discloses that prices on the average were not such as to indicate any special trend. Not so, however, in the case of the recent Schenck, Brigham and Moody III Sales. The prices obtained for the lots in the 3ct group were so much higher than anybody had expected that it is evident a genuine trend has set in, establishing much higher prices for singles, multiple pieces and covers than had heretofore been thought possible -- particularly at auction.

It was noteworthy in the case of all sales that only a moderate quantity of 3c '51-'57 items were sold -- not too many to pull down the demand because of bidders' having spent all of their money. The usual objection to selling a specialized collection of 3's at auction thus did not prevail in these sales. Ye Editor's feeling as expressed in Issue No. 8 as to the unwisdom of selling a large, specialized collection of 3's at auction still holds.

We examine in particular the Moody III Sale. Most of the 3's were in Session No. 1, but those on Western covers and associated with carrier stamps appeared in Session No. 3. The Sales for both sessions comprised a total of 236 lots, divided as follows:

	S1	S2	S3	S4 and S5	Total
Off cover	17	46	7	26	96
On cover	<u>35</u>	<u>63</u>	<u>8</u>	<u>34</u>	<u>140</u>
	52	109	15	60	236

Only a few of the lots contained more than one item, though some were multiple pieces (blocks, etc.). The 236 lots brought \$11,248.00.

It is noteworthy that so many of the lots were off cover because the principal auction demand is generally understood to be for covers.

From the moderate number of lots it is apparent that they did not represent a specialized collection of the 3's. It was merely a portion of a general collection of early U. S. and Confederates gathered by a wealthy collector who was clearly a good judge of values, or he was expertly advised. There were no first-day covers, no showings of straight-line or oval town marks, no plate numbers, no 1851-52 or 53 year dates, and the showing of many other classifications was extremely meager.

An observer who is in position to know the ultimate destination of many lots wrote that most items went to collectors of early U. S. as distinct from the 3c specialist or even the 1851-issue specialist. This is further indication of a long-observed trend; namely, that many U. S. collectors have woefully neglected their 3c '51-'57 section in favor of other interesting stamps. At last they are awake to the fact that they should no longer delay in bringing their 3c section to parity with the balance of their collection.

Although the items sold were generally in fine to superb condition it is noted that the cutting off of a portion of the outer line of a 3c imperf stamp did not overly depress the value provided the cover to which it was applied had a postmark with a good strike. Similarly the "grazing" of the outer line -- or trimming it off in part -- did not produce anywhere near the loss of value in the case of interesting singles or multiple pieces as we have been accustomed to expect. Cutting of the inner edges of the perfs of S3, S4 and S5 -- as is to be expected -- also did not greatly affect value when the stamps were on cover and only slightly less so in the case of off-cover items.

A complete price review of all 3c '51-'57 items of the Moody III Sale is given in the following, classified by kinds of markings, etc. These prices have only to be compared with those listed in Scott's U. S. Specialized Catalog for 1951, just received, for one to realize that he had better buy as many items at "full catalog" as he can possibly afford before the situation is reflected in changed catalog prices (see Issue No. 8 -- which applies equally to the new 1951 Specialized as to the 1950 edition - though in justice to the Scott firm, our Issue No. 8 did not reach its editors in time for any changes to be made in the 1951 edition).

Singles and Multiples Off Cover Without Significant Postal Markings:

S-1 (orange-browns): The low price for a used single was \$11.50 for two stamps. A pair cut into at top was \$7; a superb coppery shade, \$32; a part-India paper superb, \$87.50; another with tiny tear and only three margins, \$20; an unused part o.g. creased and top line mostly cut into, \$29.

S-2: An o.g. corner blk of 6 from left pane plate 8 (cataloged as plate 6) line mostly cut off at bottom, \$120; an o.g. superb single, \$14; two o.g. fine and very fine, dull red and claret, \$6.50; an o.g. brownish carmine with sheet margin and center line v.f., \$14; a v.f. o.g. pair, \$24; an o.g. blk of 4 from plate 5(L) showing crack 9R5(L), v.f., \$195; an o.g. blk of 21, 7 x 3, with full sheet margin showing 74-84-94 crack of 5(L), \$800. The cracks sold as used singles from \$24 to \$33. Ordinary used copies v.f. to superb sold in groups at \$1.75 to \$2 each; a corner copy, \$11.50; a corner pair with center line, \$26; strip of 3 slightly cut into, \$20; vertical blk o.g. 6, bottom stamps cut into, \$46; three pairs canc. blk, blue and red, respectively, fine to superb, \$30.

S-3: O.g. dull red, v.f., \$42; same, claret, \$42; same, rose-red but only fine, \$29. Used S3's without significant markings in average fine condition were weak -- as low as \$2 per copy. Two 48R7's brought \$36 and \$40, respectively (these show the rosette crack).

S-4 or S-5 (the sale did not distinguish between these): O.g. blk of 4, \$6.50; same with pl. no. 25, \$12.50; o.g. blk of 30 fine to v.f., \$30; blk of 4 used on piece, \$14.50. A 72L18 crack brought \$35.

Singles and Multiples on Cover without Significant Postal Markings:

The S1 covers were \$10 and up if v.f. The S2 covers in deep shade sold for about \$2 each in groups, though anything out of the ordinary brought much more. A corner copy superb 1852 shade, \$34 and a dull red pair with gutter center line and portion of stamp on other pane, \$52.

A vertical blk of 10 of S4 or S5 to France, \$48; a horizontal strip of 3 imperf vertically, one stamp torn, \$725.

Odd-Design Obliterators:

In S1 singles, a blue star, \$13.50; a Phila. red star, \$15; a greenish black cog, \$17. In S1 covers, a NY black square grid, \$12; a Huntsville star "5" on forwarded cover, \$110; numeral 5's brought \$18, \$22 and \$30.

In S2 singles, numerals "3" or "5" averaged \$6 each; Roman III in circle, \$42.50; Chicopee star v.f., \$15.50; I. Field P.M. fine, \$14; floral design, \$26. In S2 covers a running stag brought \$62.50; Newark Valley red flag, \$80; Canton, Miss. odd fellows' links, \$240.

In S4 and S5 singles, "cts," \$7.50; 5-point star with small star in center, \$22; Portland, Ct. star in circle, \$20; Chicopee star, good, \$3.50, v.f., \$16; two with simple stars, \$7; In covers, a Canton, Miss. star in ring, \$32.50; large triangle, \$14; lyre, \$32. Mason, Ohio man in moon, \$41.

PAID Markings, Plain and Fancy, on Cover (unless otherwise noted):

S1: Single, plain green PAID, superb, \$48; Lowell 3cts PAID, \$21; red plain PAID, \$10; Black Boston small PAID in grid, singles, two for \$12.50.

In S2, two plain PAID on singles, one blk, one green, \$11; two singles PAID 3 in circle, one blk, one red, \$8; Honolulu U.S. POSTAGE PAID with strip of 4, \$65; Canaan, N.H. blue PAID, \$16; Saybrook, Ct. PAID, \$8.50; Russell, Mass. brown PAID, \$23; one PAID and one PAID 3 in circle, \$5.50; Clapville fancy PAID 3 in circle, \$67.50; Brattlesboro fancy colorless PAID in red "3", \$52.50; PAID F A DENTZEL AGT P.O.N.O. in circle, \$65.

In S4 and S5, PAID 12 in circle single, \$21; four v.g. to v.f. plain or encircled PAID, \$9; blue PAID, \$6 and \$10; Bond's Village P.A.I.D. in corners of star, \$75.

WAY Markings on Cover (unless otherwise noted):

In S1, WAY 5 in two lines on single v.f., \$30; WAY 6 in circle v.f. single, \$42; WAY postmarked New York, \$19 and \$20; Mobile DUE WAY 1c (illustrated in Ashbrook book), \$100; WAY over "1" in red, New Orleans, \$20. With 1c Type II for payment of way rate, \$34; another similar with S2, \$55.

STEAM, STEAMBOAT, STEAMSHIP (without other significant markings on cover unless otherwise noted):

With S1, STEAMBOAT in blue, good, \$20. With S2, STEAM over SHIP on pair not on cover, \$16 and \$18; STEAM single, \$10; STEAMBOAT in blue, \$16; NEW YORK STEAM on pair, not on cover, \$22. With S3, STEAM over BOAT (Albany), \$34; STEAMBOAT (Detroit), \$42.50. With S4 or S5, STEAM BOAT on pair, not on cover, \$18; two STEAMBOAT, \$8.50.

RAILROAD ROUTE-AGENT Markings (on cover unless otherwise noted):

With S1, red LONG ISLAND R.R., \$36; blue MAD RIV & LAK ERIE R.R. with blue FREE, \$31; WILMINGTON & RALEIGH RAILROAD, \$52.50. With S2, TROY & RUTLAND R.R. to Calif. pair, \$42. With S4 or S5, NO. W. VIRGINIA R.R., \$18; BALTIMORE R.R. on two stamps, \$22.

DOMESTIC WATERWAYS ROUTE-AGENT Markings (on cover unless otherwise noted):

With S2, ST. LS. & K (K STEAMERS) single, \$17; LOUISVILLE & CINCINNATI MAIL LINE (cover in Ashbrook book, Vol. 2, page 226), \$100; another equally fine, \$95; LOU & CIN S.B. MAIL LINE in red, \$44. With S4 or S5, N.Y. & BOSTON STMB. & R.R.R. on piece, \$18; L'VILLE & CINTI MAIL LINE blue, \$40.



DOMESTIC WATERWAYS PACKET NAMES (all but one are covers, some with STEAM, all for arrivals at New Orleans):

With S1, STEAMER REINDEER red oval, \$105. With S2, FROM RED RIVER PACKET W.A. ANDREW in oval, \$95; STEAMER P.E. KILBALL in red oval, \$65; INDEPENDENT LINE STR. GRANADA R.P. CRUMP MASTER red oval, \$65; PACKET EMPRESS oval, \$95; STEAMER SOUTHERN BELLE red oval, \$85; STEAMER LATONA octagon frame also WAY 6, \$62.50; U.S. MAIL PACKET NATCHEZ in blue oval on single, as much as can be shown, \$38. With S4 or S5, OAUCHITA PACKET - CATAHOULA J.O. WALKER MASTER blue oval, \$125; STEAMER MORNING LIGHT, CAPT. WM. DILLON in ultramarine oval, \$105; same as previous but with repaired stamp, \$40.

U. S. CARRIER SERVICE (covers):

With S1, N.O.U.S. CITY POST (shovel) and CAR 2 in oval, both in green v.f., \$170; With S2, PAID U.S. MAIL CITY DELIVERY "2" in red ties stamp, \$95.

UNUSUAL TOWN MARKS:

With S2, strip of three not on cover FORT DESMOINES, IA circular town mark, \$52.50; CHOCTAW AGENCY, Miss., \$90. S3, STONEHAM, MASS, town mark with ornamentation, \$67.50.

COLLEGE TOWN MARKS (covers):

S1, RAPPAHANNOCK ACADEMY VA in red oval, \$18; UNIVERSITY OF VA., \$10 (cover has two stamps); same with S4 or S5, \$5.50; S5, MARYLAND AGRICULTURE COLLEGE, also "5" in circle on stamp, \$27.

OTHERS (covers):

S2, strip of 7 and U9 to Hanover via Boston Br. Pkt., \$70; S5, Lincoln Railsplitter as illustrated in Chase book, \$100; S5, three stamps ADAMS EXPRESS through Louisville, northbound, \$175; S1, 2nd day of issue from Harrisburg, \$62.50.

WESTERNS (on cover unless otherwise stated):

S2, vert. pair tied NEW YORK, cover pictures San Francisco City Hall, also small oval NICARAGUA LINE IN ADVANCE OF THE MAIL, claimed the only known eastbound cover with this marking, \$450; S2, horizontal pair tied NEW YORK, also blue oval STMR. SIERRA NEVADA VIA NICARAGUA IN ADVANCE OF THE MAILS, \$210; S2, vertical pair tied STEAM over SHIP, also rectangular VIA NICARAGUA, AHEAD OF THE MAILS in red, \$150.

S2, horizontal pair tied NEW YORK, also oval INDEPENDENT LINE, AHEAD OF THE MAILS, UNCLE SAM AND NORTH STAR, VIA PANAMA, \$230; S2, horizontal pair tied SAN FRANCISCO, also fancy framed FROM NOISY CARRIERS MAIL, 77 LONG WHARF S.F. CAL. in blue, \$140.

S5, tied by small faint SAINT JOSEPH, MO., also black oval THE CENTRAL OVERLAND CALIFORNIA AND PIKES PEAK EXPRESS CO. DENVER CITY, K.T. and green oval ST. JOSEPH, MO, \$210; a similar one somewhat fainter, but with green town mark, \$150.

S2, single, not on cover, line mostly cut off at bottom, with green PAID in double-lined oval, said to be W.F. & Co. of British Columbia, \$300; S2, horizontal pair, not on cover, right-hand stamp cut into, with W.F. & Co.'s PAID in double lined oval, blue, \$32.50; S2, vertical pair, not on cover, bottom badly cut into, with principal part of blue WF.Co. shield, reading WELLS, FARGO & CO. EXPRESS SAN FRANCISCO, \$150; S2, tied by blue fancy framed WELLS, FARGO & CO. EXPRESS STEAMBOAT, cover also bears WELLS, FARGO EXPRESS SONOMA in oval, \$680; S3, tied by not strong double circle WELLS, FARGO & CO EXPRESS, S. FRCO., \$55; S5, same as before but

better strike, \$75. S5, perfs clipped, on Type V W.F. Co. printed frank with blue W. F. & Co. SAC. CITY in double oval, \$35.

S2, horizontal pair conc. CHINESE, CAL. in double circle, \$37.50; S5, with red circular RED WING, M.T., \$8.50.

WITH SEMI-OFFICIAL CARRIERS on cover:

S5, defective with 1LB7 cut into, \$38; S5, with 1LB8, \$18 and \$26; two similar covers stamps fair to defective, \$7.75 and \$7.25; S5, with 1LB9 cut into one side, \$16; another similar, \$15; S2, with 31LB3, very fine, \$36.

WITH LOCALS on cover:

S2, with 28L5, very fine, \$52.50.

THE A. G. HALL ILLUSTRATED LIST OF RAILROAD-ROUTE POSTMARKS

Continued from Issues Nos. 6, 7 and 9 and from former issues of "Postal Markings" magazine, the group herewith is recorded only if used in the 1851-1861 period. The numbering of Mr. Hall's illustrations conforms to his listing that was started in "Postal Markings." Those who wish to obtain previous illustrations and listings may do so by following the procedure outlined in the preface of Issue No. 6 of this CHRONICLE. The illustrations are hand-drawn and indicate the circle size, letter arrangement and height of letters and whether or not the letters have serifs. The strokes of the letters may be somewhat thicker in the actual markings than as shown in the illustrations.

No.	Postmark Reads	Route Agent Service Started	Postmark used in period indicated by color of postmark		Notes
			Diam. in mm.	1851 to 1857	
236	NEW YORK & PHILA <sup>A</sup>	#	32	blk blk	
237	N. CAROLINA R.R.	1855	34	blk	
238	NO <sup>H</sup> CARA <sup>A</sup> R.R. N.C.	1855	29	blk	
239	NORTH CENTRAL R.R.	1855	26	blk	
240	NORTH PA. R.R.	1857	24	blk	
241	NORTHERN R.R.	#	32	red	
				bl blk	
242	NORTHERN R.R.	#	33	blue	Similar to 241
243	NORTHERN R.R. N.Y.	#	33	blk	
244	NORTHERN O.R.R. MAIL-N.Y.-	#	28	red	Also suspicion of A in place of O (see p.6, Issue No. 7)
245	NORTHEASTERN R.R.	1858	36	blk	On 3ct 1851
246	NORWICH & WORCESTER R.R.	#	33	blk	
247	OHIO & IND <sup>A</sup> R.R.	1854-56	32	blk	
248	OHIO & INDIANA R.R.	1854-56	30	blk	No copy of this postmark
249	OHIO & INDIANA R.R. O.	1854-56	30	blk	See Issue No. 9, Pl. 2, No.5
250	OHIO & MISS R.R.	1855	32	blue	Two similar postmarks
251	OHIO & PA <sup>A</sup> R.R.	1852-54	32&33	blk	Two similar postmarks
252	PACIFIC RAILROAD	1857	35	blk	
253	PENNSYLVANIA R.R.	#	34	blue	
			36	blue	Reported by W. W. Hicks

No.	Postmark Reads	Route Agent Service Started	Postmark used in period indicated by color of postmark			Notes
			Diam. in mm.	1851 to 1857	1857 to 1861	
	The numbers refer to tracings on Plate 2, hereof					
254	PENNSYLVANIA R.R.	#	32	blk		
255	PENOBSCOT & KEN R.R.	1856	34	blk	blk	
256	PEORIA O & BUR. R.R.	1859	36		blk	Questionable abbreviation "O" for Oquawka
257	PHILAD <sup>A</sup> RAILROAD	#	57x3 $\frac{1}{2}$	red	blk	
258	PHILAD <sup>A</sup> RAIL RD	#	29 $\frac{1}{2}$	blk		

# Route-Agent Service started before 1851.

#### ADDITIONS TO DR. CARROLL CHASE'S LIST OF RAILROAD POSTMARKS

Largely from tracings made by Mr. C. W. Remele, the numbered illustrations on Plates 1 and 2 represent markings apparently heretofore not illustrated. Similar groups appear in Issues Nos. 7 and 9. Unless otherwise noted they are reported by Mr. C. W. Remele.

Name	Dia. mm.	Trac- ing No.	Period Used		Notes
			1851	1857	
MILWK. & HORICON R.R.	34	55		blk	Mentioned but not illustrated in A. G. Hall List, Cf. No. 201 of Issue No. 7.
TOLEDO NORWALK & CLEVELAND R.R.	33	56	blue		Letters R.R. very small. From Mr. W. W. Hicks
ATLANTIC & ST. LAWRENCE R.R.	32	57	blk		From Mr. A. Rubel, Jr.
MOBILE & OHIO R.R.	33	58		blk	On U9 env. Probably '57 period. From Dr. G. B. Smith.
--- AGO UNION	32	59	blk		Probably GALENA & CHICAGO UNION R.R. From Dr. C. B. Smith.
PACIFIC RAILROAD	33.5	60		blk	On U9 env. of A. G. Hall List No. 252 this issue. From Mr. W. H. Semsrott.
NO. W. VIRGINIA R.R.	34	61		blk	ex Moody III Sale.
MAD RIVER & L.ERIE R.R.	35	62	blk		From Mr. W. W. Hicks (previous listings show "LAK").
Reading R.R.	mms	63	blk		From Mr. W. W. Hicks (used in 1852).
P. & W. R.R.	14x2 $\frac{1}{2}$	64	(Sep.30,1949)		From M. C. Blake. The smallest handstamped R.R. marking. Possibly may have been used later.
HOUSATONIC R.R.	34	--	grn		Reported by Mr. W. W. Hicks

BOOK REVIEW: "The First Hundred Years of United States Territorial Postmarks" by Dr. Carroll Chase and Mr. Richard McP. Cabeen

The sections of the Chase-Cabeen work on U. S. territorial postmarks that have been appearing serially in the "American Philatelist" since 1941 have now been published as a part of the APS Handbook Series in a well printed and bound 341-page book that deserves a place in the library of every student of territorial history or postal markings.

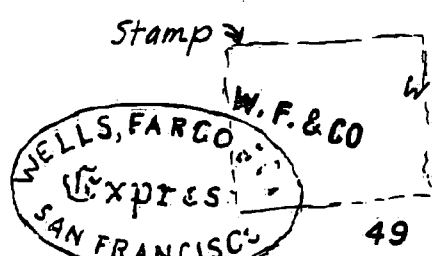
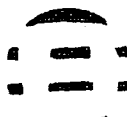
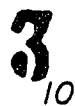
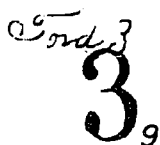
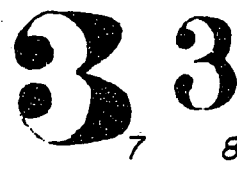
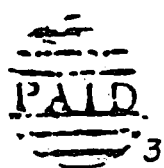
Aside from its philatelic interest the book contains an immense amount of geographical and historical material in the form of maps and descriptions of boundaries of the growing territorial empire of the United States. We learn, for example, that Fort Laramie, Wyo. (not to be confused with the city of Laramie) was successively a part of the unorganized "Missouri Country" (during a part of which time it was attached for postal administrative purposes to Oregon Territory). Later it became a part of Nebraska Territory, Idaho Territory, Dakota Territory, Wyoming Territory and finally of the State of Wyoming. The book is replete with such interesting facts.

Students of '51-'61 postmarks particularly will be interested in the tracings and descriptive listings of the postmarks of Colorado, Oregon, Nevada, Minnesota, Kansas, Nebraska and Washington territories, as well as those relating to the pre-state markings of California, some of which carried over to these years. Typical of the thoroughness of illustrating and listing of these markings, it is noted that 48 Oregon territorial markings are listed, together with an estimate of relative scarcity, and all not in manuscript are illustrated. Oregon is selected for noting because it became a state in the '51-'61 period, so all of its markings are of interest to members of our Unit.

The work throughout again exemplifies the painstaking thoroughness that characterizes the writings of its authors. It is another outstanding example of the type of philatelic research for which they are justly famous.

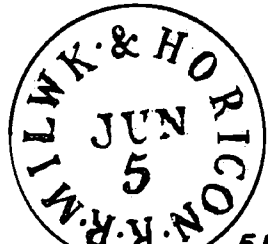
Members of our Unit will note with regret the omission of sections on Utah, New Mexico and Dakota Territories, and those studying the next period will similarly observe that Arizona, Idaho, Montana and Wyoming Territories are not covered. None of these omitted sections, however, have been the subjects of articles in the "American Philatelist."

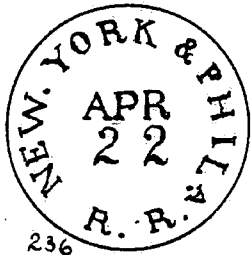
Inquiry shows there was an excellent reason for publishing the book in partially completed form, but there is no reason why the title and preface (not written by the authors) should have failed to reflect the fact that the book is not complete in accordance with its title and introductory chapter. Our inquiry further discloses that the authors were in no way responsible for this circumstance.



ARRIVED NEW YORK

FF = 2 O'CLK 52  
Sketched - only roughly to scale

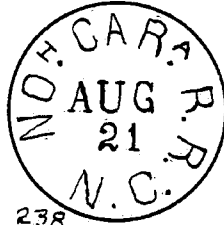




236



237



238



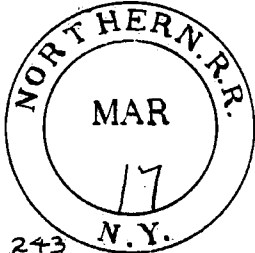
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240



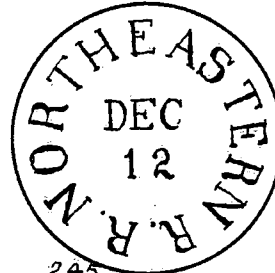
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243



244



245



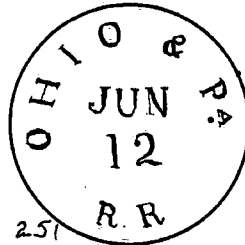
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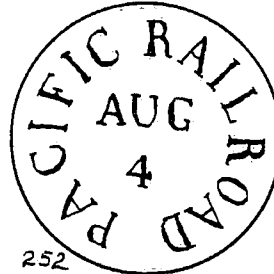
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250



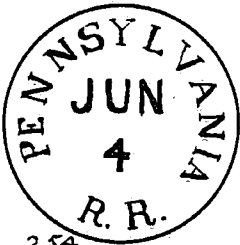
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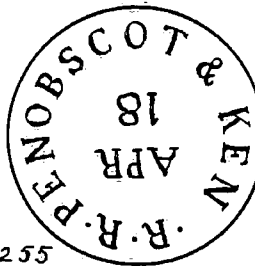
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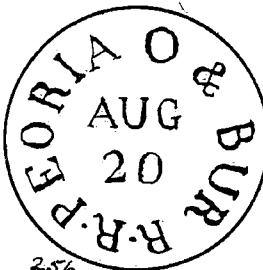
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254



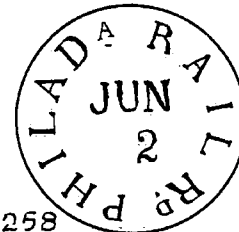
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256

PHILADELPHIA RAIL ROAD

257



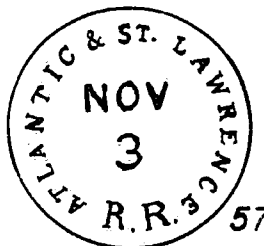
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60



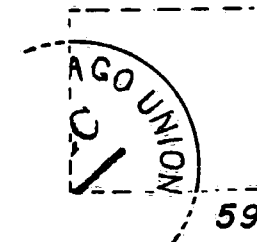
56



57



58



59



19



62

*Reading R.R. July 12*

63

P&W.R.R.OCT. 2

64

