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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. 10.
- 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.

NOTES ON THE 3c 1857 TYPE II

By Carroll Chase

Recently considerable time has been spent with these stamps and some progress has been made. If more material could be found for study, progress would continue. I have done about what I can with the material I have on hand myself so I am making an earnest plea for the loan of certain varieties.

First as to the plate numbers. There were twenty plates, as we all know, numbered from 9 to 28 inclusive. No plate number from either pane of Plates No. 13 and 17 has been seen, while I am still looking for numbers of the four following single panes:- L21, L22, R12 and R16. This makes a grand total of eight. Possibly some member of the Unit has at least one of these and will be willing to let me see it on inspection. Prompt returns and postage and registration both ways offered.

Another subject on which I have been working is that of the repaired transfer-roll relief break on the top row stamps. It now seems reasonably certain that 8 1/2

plates (plus one stamp from another plate, 1L24) - a total of 171 positions - exist. These are from:- A plate which is almost surely No. 9; Plate 10 (right pane only); Plates 11, 15, 20 and 25; plus three further plates. To complicate matters to a decided degree, Plates 10 and 11 exist in three states each, while the plate I suppose is No. 9, as well as one other plate, exist in two states each. If separate states are counted as separate plates, we then have a total of 271 positions.

We know that Plates 10 (left pane only), 23, 24 (except 1L24), 26, 27, and 28 show no repair of the break. This leaves six other plates, making a total of 11 1/2 with no repair.

To return to the repaired reliefs. Of the 171 positions mentioned above, I have identified with fair certainty about 165. It seems very probable had another plate with repair existed (which would make a total of 191 positions) that I would have been able to identify more than 171. This is what makes me believe that there were 8 1/2 plates only thus repaired. The top rows of Plates 15, 20 and 24 are completely reconstructed while Plate (9?) is well advanced. However, to complete or advance the other reconstructions I am very badly in need of multiple pieces - that is pairs, strips and blocks - showing the repair. May I not request members of the Unit to loan me such items? As with the plate numbers, prompt returns with postage and registration both ways is promised.

It may be added that the repairing (retouching with a hand engraving tool) varies decidedly from very faint to very heavy. At least three positions (8R20, 9R20 and one stamp from an unidentified plate) exist with repair of the second small white area at the right of the main one. Some of the recutting is done in an unusual manner. For example, 7R20 shows a line defining the left edge of the big break and then running down almost to the bottom of the S.W. rosette.

May I add that I also am anxious to see complete panes or upper half panes of any except the following numbers:- 10R, 20L, 20R, 23L, 23R, 24L, 24R, 25L, 25R and 28R.

Editor's Note: Dr. Chase's reference in the preceding article to the fact that another plate of S5, aside from Plate 9 (?), exists in two states will be news to most students of the issue. After submitting the article Dr. Chase wrote that the existence of this second S5 plate that is in two states came to notice as a result of matching all top-row copies among his duplicates from which it was noticed that many more than 20 top row plate 9-12 group stamps existed in two states. This check was made rather recently, writes Dr. Chase, and his preceding article is believed to be the first published notice of this discovery.

By coincidence, shortly before Dr. Chase's article was received, Mr. T. K. Webster wrote regarding his discovery of S5 with plate number 16P (left pane). This was reported to Dr. Chase, and it will be noted from his article that 16P (right pane) is now the only missing number from that plate.

ROUTE-AGENT MARKINGS OF THE LOWER MISSISSIPPI

In response to an inquiry regarding relative scarcity of route-agent markings on domestic waterways mail, Mr. D. A. Somdal, noted specialist in these markings, had the kindness to respond at length from which the following valuable information is abstracted for the benefit of members:

"Several years ago I made a find of a large number of folded letters carried by river boat between New Orleans and a plantation on the Mississippi in Northern

Louisiana. The material was almost completely chronological for several years in the 1850's and early '60's. There were no stampless covers with these route-agent markings. Perhaps a hundred of these covers bore 3c '51 or '57. Route 7309 operated from the fall of 1854 to 1858 on a four year contract. The same contract was extended to the same operators from 1858 onwards (until interrupted by the war) so that the same Tuesday, Thursday, and Saturday boats continued to carry the mail as before. In the '54-'58 period the oval ROUTE 7309 was used; the 'Natchez' (the Saturday boat) always used the 34 x 27 mm marking; the "Princess" used the long flat oval, 37 x 18 mm, generally in green or blue. The third run was generally the 'R. W. McRae' or the 'C. D. Jr.' which both used the 33 x 19 mm marking. Of the three, the 33 x 19 mm in red is the rarest.

"When the route number was changed in 1858 to ROUTE 8165, the boats changed cancelers, and the 'Natchez' also changed from blue to black ink."

Editor's Note: The ROUTE 8165 marking combines in a single circular handstamp the route number and the steamboat name "NATCHEZ" with other wording (see Chase book, 2nd edition, page 298). As this marking was used as a canceler on way mail delivered to the boat, and was applied by the route agent, it qualifies as a domestic waterways route-agent marking instead of as a name-of-boat packet marking. The inclusion of the name of boat was incidental and to avoid the practice of having to apply two handstamps - one for the route number and one for the name of boat, as was the practice on the "Natchez" during the time the route number was 7309.

Continuing, Mr. Somdal writes, "I have one cover bearing the 34 x 27 mm ROUTE 7309 with the separate U.S.MAIL PACKET NATCHEZ in black; it was used in April, 1858, on a 3c '57. Also an unusual combination is the same black oval U.S. MAIL PACKET NATCHEZ with the circular ROUTE 8165 (also with steamboat name, etc.) tying the stamp, an S5 of Dec. 1859.

"The most unusual cover I have of this group is one with a 12c '57 tied with green N.O. & VICKSBURG R.M., dated Apr. 29, (1858).

"Of the various ROUTE 7309 markings, I believe the 33 x 19 mm is the rarest. The ROUTE 8165 and the various circular N.O. & VICKSBURG(H) with R.M., R.R., or RIV. M. (or MAIL) are scarcer than the ROUTE 7309's because of their comparatively short duration (from the fall of 1858 to the end of 1860)."

Editor's Note: From noting the frequency of the various forms of the New Orleans & Vicksburgh River Mail markings at CENEX, and from subsequent correspondence, it appears that the following rating as to comparative rarity is justified; the rarest marking is first: N.O. & VICKS RIV. M., N. O. & VICKSBURGH RIV. M., N.O. & VICKSBURGH R.R., and N.O. & VICKSBURG R.M. The third of these markings appears in a washed-out ultramarine, at least as frequently as it does in black or blue.

Much interesting information regarding these markings (a great deal of it originating with Mr. Somdal) appears in Chapter 7 of The Great Mail, by Huber and Wagner, published by the American Philatelic Society.

STRAIGHT-LINE, ODD-SHAPED, AND OVAL TOWNMARKS ON COVERS WITH STAMPS

We nominate for Find of the Year the wonderful lot of covers of the '50's and '60's found in a Western Kentucky old slave cabin as a result of inquiry and search by Dr. C. L. Roser. He reports not only on the straight-line and odd-shaped markings

but says that the lot includes a large number of embossed corner cards, packet markings, etc. Three types of straight-lines, one oval, and one odd-shaped (horseshoe), all reading CLOVER PORT, KY, are illustrated: No. 1 in black with lettering 34 x 3 mm in box 50 x 18 mm with mss date Aug. 20 (1856) on cover with S2. It appears that in this marking the town name is a single word. No. 2 in blue with lettering 46 x 4 mm with mss date Aug. 10 (1860) on cover with S5. No. 3 in blue with lettering 45 x 3½ mm in box 56 x 15 mm with mss date Nov. 2 (1860) on cover with S5. No. 4 in black oval 45 x 30 mm with mss date Aug. 20 (1858) on cover with S5. No. 4 in black oval 45 x 30 mm with mss date Aug. 20 (1858) on cover with S5. No. 5 in green horseshoe design on cover with mss date Dec. 10 (1860). Several circular CLOVER PORTs. were also found (see Addenda, page 14).

The illustrations are from sketches supplied by Dr. Roser who writes, "I've been over thousands of Kentucky covers and have never before seen these postmarks." The Konwiser U.S. Stampless Cover catalog lists a 40 x 35 mm oval from this town but it contains no reference to straight-lines. From dates of use indicated by Dr. Roser's examples these handstamps may not have been made during the stampless period (prior to Jan. 1, 1856).

Illustration No. 3 of Issue No. 12, KINGSTON, PA., oval townmark has now been clarified by submission of the cover by Mr. A. Rubel, Jr., and illustrated as No. 6. The date is not Apr. 10 as indicated in Issue No. 12, but is probably Apr. 5 or 15. The marking ties S2 of an 1856 letter that has corner card of the Wyoming Seminary.

No. 7 of HARWINTON Ct is mentioned as "on 3c 1851" in the column of Mr. Lee H. Cornell in Postal Markings of Oct. 1941 (see Corrigenda, page 14).

Issue No. 12 hinted that perhaps the long-missing HEUVELTON N.Y. marking might have resulted from a confused reading of the HOYLETON N.Y. mark (No. 9 of Issue No. 12). Not so, writes Mr. L. C. Brown. He advises that Heuvelton is located 7 miles north of Ogdensburg; that it had slightly less than 300 people in 1858; and that at one time he had a cover with this townmark in a moderate-sized black oval. The Dr. Chase book on the 3c stamp lists this as in red of the 1851 period.

In commenting on the HOYLETON N.Y. marking, this well-known specialist on New York State markings writes, "I had quite a time authenticating HOYLETON. The town was not listed in the N.Y. State Legislator's Manual for 1856, nor in my N.Y. Gazetteer for 1860. But finally through Mr. Hugh McClellan of Champlain, N.Y. (once a collector of 3c '51s) I got my HOYLETON okayed, for he had one like it."

Editor's Note: Ye Editor had the pleasure of viewing the HOYLETON N.Y. from which No. 9 of Issue 12 was traced at the home of its owner, Dr. G. B. Smith, in Woodburn, Ore. Dr. Smith has clippings from a local newspaper (or a paper in a nearby town) that authenticates the existence of this town unmistakably.

CIRCULAR TOWNMARKS, ETC.

The grist is short for this issue, but the two shown are extremely interesting. No. 8 CHERAW S.C. from Mr. A. R. Rowell is on cover with S2. It is one of the few that has the wavy line. No. 9 EVERGREEN LA. POST OFFICE is without date in the townmark, but cover evidence shows it to be 1857. The cover bears S2, and was submitted by Mr. A. Rubel, Jr. The only other similar marking known to Ye Editor is the larger

circular marking having POST OFFICE NATCHEZ, MISS and date, exhibited by Mr. A. R. Rowell at CENEX, and illustrated on page 111 of the Ashbrook book on the lot stamp, Vol. 2.

Mr. E. N. Sampson reports a variety of CENTRAL COLLEGE O similar to No. 48 of Issue No. 3, except that it has manuscript date and the color is bluish green, appearing more green than it really is because of being mostly on a buff envelope. This marking ties S2.

Mr. W. S. Parker mentions owning a vertical strip of four on legal cover with green townmark HERNANDO, MISS., and also that he has a single with BOWLING GREEN, KY., and he also has seen one from GREENVILLE, MO. These do not appear on the well-known list of green townmarks compiled by the late Dr. R. W. Payne (see Ashbrook book on lot stamp, Vol. II, pages 103 and 104).

Mr. Parker makes the timely suggestion that somebody be delegated to continue the Dr. Payne listing and make periodic reports as to discoveries for this CHRONICLE. Who better is qualified to do this than Mr. Parker, say we?

Mr. Parker also refers to a pair on cover from COVINGTON, TENN tied with what appears to be red paint that matches the red sealing wax on the back of the cover. Who has seen sealing wax used as cancellation "ink?"

In the Harmer-Rooke Shapleigh Auction, an S2 tied with circular "townmark" reading NEXT WEDNESDAY and date of DEC 5 brought \$190. The marking is in black. An illustration of this unusual item appears in a recent issue of Stamps magazine. Who can shed light on this odd marking. Was the postal clerk "spoofing" somebody?

Mr. L. J. Shaughnessy reports No. 10, an 1855 year date new to him. From the portion of the marking he has (on S2) it appears to be from CAMBRIDGE, MASS.

N. ORLEANS & CAIRO RIV. MAIL

Thanks to the painstaking study on the part of Mr. Henry A. Meyer, the domestic waterways route-agent marking that contains "CAIRO RIV. MAIL" (see Issue 12, illustration No. 64) now has been identified as N. ORLEANS & CAIRO RIV. MAIL (not MEMPHIS or ST. LOUIS as heretofore supposed). But let Mr. Meyer tell his own story:

"Sometime last fall the cover popped up in an auction, so I sent for it for inspection. I found the mark was struck in that false brown created by a handstamp struck on both the red and black pad. Study with a glass was not very conclusive, so I tried photography. The marking was on a 3c embossed '53 envelope so it was pretty hard to separate by filters the red of the handstamp ink from the red of the embossing. All that would register on the negative was the faint black component. To make it worse, the part in controversy is very faintly struck. But I did get this much: that the letter just ahead of S is not I, but N. This seems to make it either EVANS (for Evansville), or NEW ORLEANS. Studying the faint traces of letters, and the amount of space available for letters, gives the result that it must have been N. ORLEANS & CAIRO. *** Later, I had a chance to study the marking at greater leisure, and I still come out with the same verdict."

Editor's Note: Further support for Mr. Meyer's conclusion rests in the fact that Route 7809 is listed in the annual reports of the Postmaster General as established Dec. 1, 1856 and expiring June 30, 1858. This is described as the "Great Through

Mail No. 7809 from New Orleans to Cairo." This information is gleaned from the Stanley B. Ashbrook book on the 1ct stamp, Vol. II, pages 231 and 232. So far as Ye Editor knows, the copy examined by Mr. Meyer is the only one known, from which it appears that it is not yet a marking that collectors of the adhesive stamp can hope to secure, as the subject copy is on '53 embossed envelope. Mr. Meyer had the kindness to send a photo print with his letter, from which it is not only certain that the last two letters are NS, but it is almost certain that the last three letters are ANS.

IMITATORS OF THE BOSTON-PAID OBLITERATOR

In Issue 1, illustration No. 14a showed tracing of the marking of Turner, Me., on 3c 1853 envelope. By courtesy of Mr. M. C. Blake, No. 11 is a more accurate tracing. The marking ties U 10 stamped envelope which also bears the red TURNER ME. townmark dated Aug. 24. Letter is addressed to Rev. James P. Weston, Stevens Plains, Maine. When submitting the cover Mr. Blake remarked that he believed there was a horizontal line directly above PAID that matches the similar line below. Traces of this upper line are directly above ID. He also suggests that the marker was originally more nearly circular instead of apparently bashed in on the right-hand side. Please notify Ye Editor of any other examples of this marking.

A clarification of the Bradford, N.H. marking (No. 4 of Issue No. 1) is also shown as No. 12, submitted on single S2 by Dr. W. S. Polland. The marking is exceptionally clear, from which it is apparent that illustration No. 4 of Issue 1 (made from a faint copy on cover) is incorrect in that it does not show the bars extending into the outer circle. Mr. Polland's copy also identifies No. 10 of Issue No. 3 as definitely being a Bradford, N.H. (the latter submitted by Mr. Willard W. Davis).

PHILADELPHIA RECEIVING MARKS

The fancy framed Philadelphia receiving mark reading in two lines REC'D over month and day is scarce (see page 138 of the Ashbrook book on 1ct stamp, Vol. 2). Those seen by Ye Editor are associated with the advertised-letter section. An earlier variant is No. 13 submitted by Mr. A. Rubel, Jr. on cover with S2 which originated at Albany, N.Y. Feb. 18, 1855 and was addressed to Philadelphia without street address. The mark was applied March 5th though the letter bears no evidence of having been advertised. Though the lefthand letters appear to read HLOP, they are most certainly RECD, with the final D small in size and placed above a dot. In fact, close examination with a glass shows the latter to be true.

This marking, like the fancy framed one, appears on the face of letters infrequently at Philadelphia. It is to be noted that Dr. Chase's book on the 3ct stamp, 2nd edition, page 250, refers to a similar marking dated July 14, 1854, as being one of only two known markings that show an 1854 year date. Further information regarding this subject is sought.

PROPAGANDA, OR CORNER CARD

A printed embellishment that contains an address is properly classified as a corner card, even though it extends all over the envelope. Sometimes, though, there is no evidence of an address - and in such cases the cover apparently is properly classified as a propaganda cover - for the illustration and embellishment serves no other purpose than to convey an idea.

Ye Editor had the good fortune to obtain a cover bearing S5 tied with townmark of WILLIAMSTOWN VT with manuscript date. A large part of the lefthand part of the cover bears an engraving of the shield and ribbon banner of Delta Kappa Epsilon surmounted by the name of the fraternity in Old English letters. There is no evidence of address of the chapter house sponsoring this cover, nor is there a DKE chapter at the town where mailed. The letter is addressed to Henry A. Eaton, Middlebury, Vt., where there has long been a DKE chapter. Checking the addressee in the DKE catalog, we find that he was a member of the class of 1862 of Middlebury College, and that he died in 1864 at Petersburg, Va., a Lt. Colonel of the U.S. Army. He was indeed cut down in his extreme youth, so had little opportunity during his all-too-brief span to enjoy the comradeship so well touched upon by the Greek wording of the ribbon banner beneath the shield, which translated reads "Friends Ever from the Heart."

EARLIEST KNOWN DATES OF USE OF 3ct

In commenting on Issue No. 12, Dr. Carroll Chase had the kindness to send some additional information regarding early dates, as follows:

Plate 1(i): Mr. A. R. Davis has a very fine one of July 12, 1851 (82L1(i)) which antedates by one day the one listed in Issue No. 12, page 3. On this Dr. Chase comments, "This makes it seem almost certain that all 1(e) stamps were printed before July 1st, 1851. It hardly seems possible that the plate could have been re-entered, printed from, and the stamps gotten to New York (the place of use of Prof. Davis' copy) in time for sale by the 12th.

Plate "O": Mr. A. S. Wardwell has two off-cover copies (very early impressions) dated Sept. 4th and 6th, so possibly 1851.

3ct RECONSTRUCTED PLATES

On page 4 of Issue No. 12 is reference to certain plate reconstructions owned by Unit members but not exhibited at CENEX. With regret we mention that the excellent plates owned by Mr. W. W. Hicks were incompletely reported. He has all plates of S2 completely reconstructed; and of these there are two reconstructions of plate 1(L), three of plate 3, and two of plate 2(L) with a third one of the late shades not yet complete. These duplicated reconstructions are each in uniform characteristic shades - one reconstruction each in the rich dark 1852 shade, one each in a middle-year shades, and the third of plates 2(L) and 3 in the 1857 shades, mostly claret.

We learn from Mr. Hicks that Mr. C. W. Wilson is the fortunate owner of plate 3 complete with each stamp on cover, and that he similarly has plate 2(L) on cover, and also plate 1(L) on cover except for a very few positions.

3ct PLATE NUMBERS

In addition to the plate numbers listed as shown at CENEX in Issue No. 12, Mr. W. W. Hicks reports that he is the owner of a Plate Number 8, and that he understands that Mr. R McP. Cabeen also owns a No. 8 (see Addenda, page 14).

JULY 2, 1851, AND FIRST WEEK OF USE

Mr. L. L. Downing submits the following interesting and valuable suggestion:

"It might be almost as interesting to obtain a record of the July 2nd, 1851, covers as of the first-day covers. We know that first-day covers are very scarce and few can hope to have one, but the number must increase as one gets into the first week. I have the 2nd and 3rd (the 3rd is a multiple piece), and Dr. J. A. Rockwell has the 4th, 5th, and 6th - and I tag along with the 7th."

Such an inventory will be published in this CHRONICLE as submitted. Ye Editor knows that Dr. G. B. Smith and some others have all July dates. In his own collection from the first week are July 1 and 4 from Cincinnati, July 3 and 5 from New York, and July 3 and 5 from Boston (all on covers with S1 from plate 1(e), of course). References to some other July 2 uses are in Issue No. 12.

HANDMADE PAPER "WITH STITCH WATERMARK"

From Mr. H. B. Young comes the pertinent observation that it is incorrect to refer to stitch watermarks as associated with handmade papers. The stitch watermark is the impression in the paper made by the stitching that places the cover on the roller of the machine upon which the paper was made, so obviously handmade paper cannot have a stitch watermark.

IMPERFORATE S4

In the course of an interesting and technically correct article on the 3c '57 Type II stamp in Mekeel's of Jan. 25, 1952, Mr. P. H. Ward, Jr. refers to the discovery of a 3c Type II (our S4) from plate 10(e) in imperforate condition, nicely tied by a black circular postmark of "Millville, N.Y. Aug. 1(1857)." The stamp is described as having very large margins at top and both sides and substantial margin at bottom. "Dr. Chase plated it as 8R10(e), hence not a corner copy." The Ward article further states that Dr. Chase wrote, "This appears to be an imperforate stamp. It is not from the left or right margin of the pane."

The P. H. Ward, Jr. articles on early U.S. stamps in Mekeel's are worth far more than the modest subscription price of that excellent publication. His references to the 3c stamp of our period are in line with the latest research applying to the stamp - a pleasant variant from the pipe-dreams that we sometimes see in the stampic magazines about this stamp and issue.

FURTHER COMMENTS ON CENEX EXHIBITS

From Mr. H. A. Meyer come the following comments - significant items that he noticed but that Ye Editor either did not see, or neglected to get into his notes.

"You mention Mechanicsburgh, Ind., with an h in the Postal Guide, but no h in the marking. There were two periods in the history of our P.O.D. when that institution in Washington tried to force an h on all towns ending in burg, even though local usage had no h. One time was during the 50's, and the other during the 80's, if I remember correctly. Petersburg, Ind., near here, never had an h locally; but certain years of the P.G. have it thus. Likewise Huntingburg, Ind., also near here.

There, the mark in the 80's had it; but I don't believe the residents ever used it. I seriously doubt whether Vicksburg ever had an h in local usage.

"Another funny quirk of the P.O.D. was running two-word names into one word, even though the word thus coined was absurd. Two examples occur to me, both towns in our S.W. Indiana area being studied by our local Postal History Committee: Santa Claus, Ind., and Mariah Hill, Ind. I believe it was in the first decade of this century that the P.O.D. had this fad, and made these two Santaclaus and Mariahhill. Silly, isn't it? We had other examples in our area, but I happen to remember these two because I know the towns quite well. Imagine the all-wise fathers in Washington telling the poor benighted citizens of the whole country how to spell the names of the towns in which they lived.

"In straight-line markings did you notice my 'U.S. U.S.' on a 3c Nesbitt envelope also bearing a 3c 1857? In writing of Miss Katherine Matthies's 12c's, I was surprised that you did not mention her cover with two 12c and one 3c 1851, used to Germany, postmarked LVILLE & CINTI MAIL LINE. That cover is believed to be unique in two respects: it is the only one I have heard of with a 12c postmarked by a steamboat route agent, and it is the only one I ever heard of postmarked by a steamboat route agent and going overseas.

"I have been studying the sub-types of the three marks U.S. EXPRESS MAIL N. YORK, same ALBANY, same BOSTON; also HUDSON RIV. MAIL and N.Y. & BOSTON STMB. & R.R.R. A chance remark at Cenex by Mr. S. C. Lyon, about one of the marks, 'There are two types of that mark,' started me off. I now have two of all of them identified, except of the N. YORK I have four."

RAILROAD ROUTE-AGENT MARKINGS

From Mr. C. W. Remele come tracings of covers from the William Wyer collection not heretofore reported: No. 14 BURLINGTON & MO.R.R.R., 35 mm, tying S5; the R.R.R. undoubtedly refers to "River R.R." No. 15 CHICAGO & ROCK ISLAND R.R. in red, 31½ mm, tying S5 to small piece. No. 16 PHIL^A & COLUMBIA R.R. in blue, 32½ mm, tying S2. The first one is new to the railroad route-agent marking list; the other two are new types.

Mr. Remele also submits No. 17 INDIANAPOLIS & PERU R.R. which is noted in the A. M. Hall list as 30 mm diam. and "illustration wanted." This marking is in the William Wyer collection but is seen to be 31½ mm diam. Perhaps there were two types. Another also from the William Wyer collection is No. 18 M. R. & L. E. R.R. which ties S2 on cover addressed to Cambridge, Mass. This has not previously been reported; it refers to the Mad River & Lake Erie R.R.

Mr. Remele also reports No. 19 submitted by Mr. W. W. Hicks, CHICAGO & (?) R.R., that does not appear to match known tracings. It ties S2 on cover of Feb. 16, 1855. Mr. Remele suggests that the missing word may be MISS. If anybody can identify this marking, will he please communicate with Mr. Remele who will write it up for this CHRONICLE.

Although these columns are ordinarily limited to the '51 - mid '61 period, occasionally for the light it sheds on mail service of that period some reference is made to markings not found used in our period. A case in point is the small Old English style RAIL ROAD shown as No. 20 submitted by Mr. H. A. Dunsmoor and traced by Mr. Remele. This is on cover dated Nov. 2, 1837 and is said to be the earliest

known R.R. marking. No. 21 is submitted by Mr. Remele as on a folded letter from New York to Providence April 21, 1846. Mr. Remele states that the STEAM BOAT is the one used at Providence. He also reports noting a stampless cover having the three markings RAIL R., STEAM BOAT, and PAID 5, all handstamped. Here, again, the STEAM BOAT appears to be the one used at Providence. Mr. Remele says he has a theory regarding these markings but before stating it will appreciate hearing from members on the subject.

The following specific inquiry is also made by Mr. Remele:

In the course of correspondence with Mr. H. A. Meyer, a question has come up as to whether or not the well-known RAIL R. marking may not have been used in Providence postoffice instead of by a route agent. There seems to be considerable evidence in support of this theory although there are some circumstances that are not entirely consistent with it. I would therefore like to receive all data available from Unit members as an aid in answering this question. Will any member having a cover with the RAIL R. marking please either send it to me for inspection or write a description of all markings, date, place of origin and address, etc. All covers loaned will be returned within 48 hours of receipt, fully insured. Address C. W. Remele, 14 E. Carrillo St., Santa Barbara, Calif. (see Addenda, page 14).

SHIP LETTERS PARTIALLY PREPAID WITH 3CT STAMP -- BEARING "SHIP 2" OR "DUE 2"

An anomaly of the postal rates of our period, at least until Feb. 27, 1861, was that a ship letter, prepaid or unpaid, addressed to the port of entry was rated at 6 cents, whereas a prepaid ship letter addressed to as much as up to 3000 miles beyond the port of entry was only rated at 5 cents! The applicable section of the P.L. & R. is (from 1859 edition, Sec. 168): "All ship letters *** are to be charged with postage of six cents each, when delivered from the office at which they are first received; when forwarded in the mail to other offices, with two cents, in addition to the ordinary rates of postage. They should be marked Ship at time of receiving them. This applies to all letters and packets brought by vessels from foreign countries, as well as those conveyed from one port to another in the United States, over routes not declared post roads."

From usage on covers seen it appears that if the ship letter bore a 3ct stamp, it was considered as prepaid and only the ship portion of the rate was collected from the addressee.

At CENEX two of these 5ct rate SHIP covers were noted bearing S2 tied with Boston markings. These bore SHIP 2 for collection of the ship rate at an inland point to which the letters were addressed. Two similar covers were also noted in which NEWPORT, R.I. was the port of entry (as the S2 was tied with the Newport townmark) (No. 22). Adding to this list Mr. L. J. Shaughnessy reports a cover with S2 from plate 8 tied with townmark of NEW LONDON, CT. with SHIP 2 on cover, and also "Due" in manuscript (No. 23). He also reports a similar cover bearing S2 from plate 3 which passed through the New York port of entry. On this cover the stamp is tied with the circular NEW YORK SHIP marking, and the cover is also handstamped "DUE 2" (No. 24) for collection of the ship-to-shore fee. Both of Mr. Shaughnessy's covers are addressed to Stockton, Me., and are in the same handwriting.

Such partially prepaid ship letters are scarcer than might be imagined because in the first place nearly all coastwise routes were considered as post roads (the ones

from California, for example), and secondly very little ship mail was prepaid by stamps, even partially. As is known, such mail to this day does not require prepayment.

MISCELLANY -- A "WAY 2" ON S2, AND OTHERS

No. 25, FORWARDED 3 in black on cover with S2 (1854 shade) is submitted by Mr. L. J. Shaughnessy as used at New Haven, Ct. He advises that this is new to him. Ye Editor has this on cover forwarded from New Haven in Sept. 1858. No. 26 is odd numeral "5" in greenish black on S2 (1852 shade) used as obliterator at Bordentown, N.J. This was submitted by Dr. W. S. Pollard.

No. 27, WAY over "2" is on cover and repeated tying the stamp (S2); cover is post-marked CARROLLTON LA. and is addressed to Messrs Buchanan Carroll & Co., New Orleans. A photo of the cover from which this tracing was made was furnished by Mr. Stanley B. Ashbrook. As the P.L. & R. of the period (at least through 1859) contained the provision that the postmaster was to pay the mail carrier one cent, if demanded, for each Way letter received, and to add that cent to the ordinary postage, it is most unusual to find a WAY 2. This is believed explainable by the following extract from the P.L. & R. of 1855, Sec. 116: When pre-paid, the master of the vessel *** if not under contract with the Department [may receive] two cents (Way) from the postmaster in whose office he deposits them; "and they should be delivered to their address without any charge beyond the amount prepaid."

In spite of this admonition not to charge the addressee, a number of instances are known where such a 2ct charge was made (notably at Baltimore on covers marked STEAMBOAT bearing S5, used prior to March, 1861 (when such a collect 2ct charge was authorized)). It is possible, therefore, that this WAY 2 charge is the result of a similar misinterpretation of the P.L. & R.

SCOTT'S U.S. STAMP CATALOG SPECIALIZED -- 1952 EDITION

Those interested in early U.S. are extending congratulations to the Scott Company for having given the old No. 11b a major number (10) so as to emphasize the importance of this variety (our S1) and to provide space for listing its plate varieties and postal uses. The pricing of the new No. 10 appears to reflect market for unplated fine copies, as distinguished from very fine or superb (a "fine" copy may have outer line (but not design) cut off as much as one-fourth of one side, or this amount distributed among the sides - the stamp otherwise moderately cancelled and well printed).

The listing of No. 10 perhaps would be clarified for the non-specialist if it is explained that it applies to stamps issued until late in Dec. 1851, comprising all those from the early and intermediate states of plate 1, the early states of plates 2 and 5, and from the unnumbered plate 0 - the color a distinct orange brown. It might also be added that this orange brown ink is also known to have been used to a limited extent for an early printing from plate 1 (late) and for what appear to be early experimental printings from plate 2 (late) and 3, though instances of these latter two are rare.

The listing of postal usage markings applying to Nos. 10 and 11 has been greatly improved. Exception, however, must still be taken to "packet" as embracing (1) domestic waterways route-agent markings, (2) name-of-steamboat markings, and (3)

ocean-transit exchange packet markings. These three kinds do not resemble one another in the slightest, and the mail services they indicate differ as black from white. Their relative scarcity (for the least expensive kinds of each) is probably of the order of 100 to 60 to 15. For brevity it has been suggested that these be listed as (1) domestic waterways route, (2) name of boat, (3) ocean packet, and that the prefatory "Information for Collectors" be revised accordingly.

With regard to the latter, the explanation of packet markings is not all that can be desired, and this also is true as to the explanations of steam, steamboat, and way markings, though somewhat less so with reference to the latter.

For example it is stated: "River Packet Marking. Used by vessels under contract to carry river mail." Then follows: "Packet Marking. A packet boat is literally a boat under contract to carry the mails. Many Mississippi River boats had packet markings."

Perhaps according to European usage (paquebot) these statements apply, but they do not agree with U.S. collecting terminology. Of the many hundreds of "packet" markings listed in the Klein book, very few are handstamps of boats that carried mail under contract with the Post Office Dept. Explicit descriptions of what these various classes of markings indicate are given in the Postal Laws and Regulations, and in the writings of Messrs. Stanley B. Ashbrook, Carroll Chase, Henry A. Meyer and others.

Briefly, domestic waterways route markings were applied by the route agent (a postal employee) to mail given into his care by persons bringing the letters to steamboat landings or writing them on board. When his handstamp was applied the letters entered the mails. This service on contract-mail steamboats was the same as that rendered by route agents on railroads when the typical railroad route-agent marking was applied. Name-of-boat markings, on the other hand, were not generally applied by a postal employee, but by the captain or steamboat clerk. The markings have no U.S. postal significance. They do, however, identify method of carriage for at least a part of the route. Such mail was more often carried on boats not under contract to carry mail than the reverse. The mail was either carried to a distant point for delivery to the U.S. mails or it may have been delivered to the boat landing of the addressee, in which case the carriage was entirely out-of-the-mail (legal if in embossed stamped envelopes from 1853). In a very few cases, both a domestic waterways route agent marking and a name-of-boat marking was applied.

The third group - ocean packet - is the only one of the three that contains the name "packet" (usually abbreviated as Pkt). It applies to ocean transit routes according to mail treaties (Br. Pkt., Am. Pkt., Bremen Pk., etc.). These markings also usually include the treaty exchange debit or credit to indicate the distribution of the total postage, collect or prepaid.

No changes have been made in listings of stamps Nos. 25 and 26 (our S3, S4, and S5). As outlined in Issue No. 3, it is believed the interests of U.S. collectors will be served if S4 (Scott's No. 26 with discontinuous vertical side lines) is assigned major listing - not necessarily a full number, but designated in some such manner as are Nos. 8, 8A, 21, and 22 so that space can be provided for its plate varieties and postal uses.

This stamp is easily recognizable by the novice, for at least one of the four line-ends is nearly always visible to prove lack of continuity. This stamp comprised the entire printings from plates 10 and 11 - every stamp on the plate. It has a

large complement of double transfers and interesting plate flaws (even a triple transfer). These plates appeared in three states (each re-entered twice). The stamp is not the result of some slight difference of burnishing between transfer-roll positions or burnishing on the finished plate. It is a purposely made distinct stamp, differing in an essential and significant respect from the other Type II stamps which were made from plates 9 - 12 to 28, incl.

Fully as valuable results will accrue to the fraternity of U.S. collectors if major listing can be applied to this stamp as occurred when the new No. 10 was introduced, and it is submitted that a specialized catalog of U.S. stamps will better reflect the history of stamp production if a favorable decision is reached with regard to this matter - instead of leaving the stamp as it is, merely an unnumbered minor variety of No. 26.

It is hoped that these comments will be taken as constructive and not with the thought of detracting in the slightest from the merits of the excellent Scott Specialized to which we all look forward so eagerly each year. The field encompassed by this catalog is all-embracing, and the editing task is obviously tremendous. The Scott editors have already proved their willingness to lean greatly on the specialist groups for information in the respective fields. This places on us the burden of submitting only well thought out suggestions, and even these sparingly.

CALENDAR -- JULY 1, 1851 TO JUNE 30, 1861

We are greatly indebted to Mr. L. L. Downing for the calendar appearing on plate 2 hereof. This calendar was delineated personally by Mr. Downing, and it should be most welcome for matching a month-day with the day of the week. Particularly is this helpful in determining the year in which any letter was mailed that was sent via steamship to Panama to New York, or from San Francisco. In such cases the steamer sailed on a definite date unless that date happened to be Sunday, and so on. From this calendar we see that July 4 fell on Sunday in 1852 and 1858, for example. What a date rarity that would be! Christmas fell on Sunday in 1853 and 1859 - another tough date to find, say we.

NEW YORK CIRCULAR GRID OBLITERATOR IN RED

The 7-bar grid in circle is known used at New York as an obliterator of stamps used on covers addressed to California in 1851, but not many of these have been seen. Ye Editor has seen several in black but does not recall noting it in red.

This grid is not to be confused with the square New York grid or with the small circular grid that was a part of one of the forms of the New York-to-California ocean-mail marking.

Mr. L. J. Shaughnessy reports the circular red grid used in 1855 along with the NEW PAID YORK dated townmark as illustrated by No. 28, except there are four red grids which obliterate a vertical strip of three S2's from plate 1(L) and a 1ct Type IV. The grid appears to be very slightly smaller than the black grid used in 1851, and the bars appear to be somewhat narrower. These differences, however, may be caused by difference in striking pressure and inking.

The townmark is also in red; it appears to be the same as the one illustrated at top of page 245, Vol. II of the Ashbrook book on the 1ct stamp, except that the latter example shows "10" directly below the word PAID.

These markings appear on a letter addressed to Mr. Willard S. Fisher, San Francisco, Calif. - care of Capt. McDaugan, U.S. Ship "Warren," Mare Island Navy Yard.

This is a most unusual cover because typical New York-to-San Francisco mail of the period (1855) had stamps cancelled by the grid-in-townmark ocean-mail marking.

STOCKBRIDGE, MASS., SPLIT GRID

No. 29 traced by Mr. L. L. Downing from the collection of Mr. John Ayer is the Stockbridge, Mass., split grid in red. The usage is 1852 on S2. This large grid is most unusual. For comparison Mr. Ayer also sends No. 30, in black from Duxbury, Mass. This is likewise an 1852 usage, but is on S1.

ADDENDA

After stencils were cut for the preceding pages came word from Mr. L. J. Shaughnessy that his exhibit at CENEX included both of the No. 8 plate numbers; that is, one from each right and left pane. Ye Editor regrets his failure to note these significant items. This brings to four the No. 8 plate numbers so far recorded; doubtless there are more.

Also, Dr. C. L. Roser, whose outstanding find of Cloverport, Ky., straight-line and oval townmarks is described elsewhere in this issue, sent for inspection the types of circular townmarks that were turned up in this find. Four styles - all single-line circles - were found. None of them tie or obliterate the stamp, which is usually pen-cancelled, except in the 1852 usage which is stampless.

<u>Date of Use</u>	<u>Diam.</u>	<u>Letter Height</u>	<u>Serif or Sanserif</u>	<u>Date Mark</u>
1852	30 mm	3 mm	serif	mo. in type, day in mss.
1855	30 $\frac{1}{2}$ mm	3 mm	serif	mss.
1856	35 mm	5 mm	sanserif	mss.
1861	30 $\frac{1}{2}$ mm	2 mm	serif	type

The letters in the fourth line are of same style as those illustrated in the oval and horseshoe marks (Nos. 4 and 5).

Mr. C. W. Remele writes, also, that the RAIL R. marking that is the subject of his request for information was used on the Long Island R.R.

CORRIGENDA

Issue No. 12: Page 8, 2nd para., top line, read: Miss K. Matthies.
 Page 10: Illustration No. 11 was submitted by Dr. G. B. Smith.
 Page 10: Illustration No. 33 is from Mr. L. J. Shaughnessy.
 Page 12: Mr. Abt's middle initial is E; not A.
 Page 13: Mr. Anthony's middle initial is S; not C.

This issue: After this issue had been made up, it was noted that the Harwinton, Ct., odd-shaped mark - shown as No. 7 - has already been illustrated in Issue No. 6, from the copy owned by Dr. Gerald B. Smith. It is apparent from the latter illustration that the letters have thick strokes, quite the opposite of what is shown in No. 7 of this issue.

CLOVERPORT. KY
20 Aug

CLOVERPORT KY
Aug 10 2

CLOVERPORT K.
2 Nov

OVERPORT
20 Aug
KY

OVERPORT
Dec
KY

KINGSBON
IP 5

HARWINTON
APR 22
CT.

CHESTER
MAR 10
S.C.

EVERGREEN
LA
POST OFFICE.

4 31
1855
MASS.

PAID

PAID

HELCPHILAP O. March 5 185

LINGTON
32
MAY
R.R.

CHICAGO & ROCK ISLAND
AUG 6
R.R.

PHILADELPHIA
DEC 18
R.R.

INDIANAPOLIS
APR 9
R.R.

M.R. & L.E.
SEP 3
R.R.

CHICAGO &
F.B.
R.R.

STEAM BOAT
&
Rail Road
5

SHIP 2

Due
SHIP 2

Due 2

FORWARDED 3

5
WAY
2
26 27

NEW YORK
PAID
JUN 5

PAID

PAID

PAID

28 29 30

