

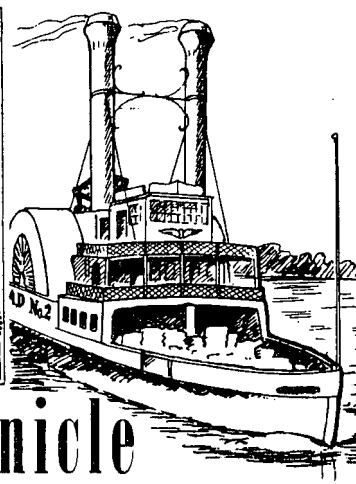
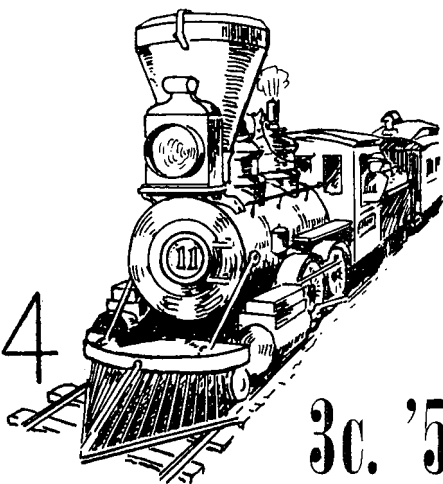
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VARIETIES AND SYMBOLS

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 Plate indicate black color unless otherwise stated.

YEARS OF USE OF S4 AND S5 PLATES

From Dr. Carroll Chase comes the following heretofore unpublished information as to years in which various plates were probably in use. This when used in connection with his published data as to colors current in the various years is helpful in identifying copies as from particular plates, and it also provides information as to the extent of use, and hence rarity, of some plates.

- 1857 All plates to and including No. 18, except 9(L), 10(i&L), and 11(i&L)
- 1858 All plates to and including No. 20, except 9(L), 10(e&L), and 11(e&L)
- 1859 All plates to and including No. 27, except 9(e), 10(e&i), and 11(e&i)
- 1860)
- 1861) All plates to and including No. 28, except 9(e), 10 and 11(all states)

Plate 15 evidently was used almost straight through all years. The plates (except 15) up to 20 were probably not used much, if any, after 1859, and some perhaps not after 1858. Some early plates -- and he advises he is not sure which -- are extremely rare, so were probably used but a short time.

STAMPS SHOWING PLATE NUMBERS

Supplementing Dr. Chase's article in Issue No. 13, page 1, he reports that plate No. 16R has been found; also that Dr. G. B. Smith has found 21L. This leaves only 12R, 13L&R, 17L&R, and 22L to be discovered.

FIRST-WEEK COVERS -- JULY 1 TO 7, 1851

Supplementing the reports of Mr. L. L. Downing and others in Issue No. 13, the following have been sent by members.

Mr. R. C. Burleigh owns a doubtless unique cover -- a "first and second day." It was listed in Issue No. 7, page 2, and also shown at CENEX (and how Ye Editor overlooked reporting this remarkable cover passes belief). The cover bears 69R1(e) with blue GENEVA N.Y. JUL. 1. It was addressed to Rochester, N.Y. from which it was forwarded to Litchfield, Ct.; it bears the ROCHESTER N.Y. JUL. 2 marking. Confirmation that 81's were on sale in Rochester on June 30 was reported in Issue No. 12, page 2, so it is not surprising that stamps were available in nearby Geneva on July 1.

Mr. R. McP. Cabeen reports:

- Jul.1, Hartford Ct., magenta on cover with 91L1(e), black grid
- Jul 2, Baltimore, Md., blue on cover with 15L1(e), black grid
- Jul. 2, Pittsburgh, Pa, red on cover with ?R1(e), red grid
- Jul.3, New York, N.Y., red on cover with 79L1(e), red square grid (13-bar)
- Jul. 3, Duncannon, Pa., olive green on cover with 40L1(e), olive green killer
- Jul.4, Cincinnati, O., red on cover with 55-56R1(e), red grid
- Jul.5, Petersburg, Va., red on cover with 48R1(e), mss killer
- Jul.5, Philadelphia, Pa., blue on cover with 99R1(e), blue grid
- Jul.6, Baltimore, Md., blue on cover with 69 and 70L1(e), black grid
- Jul.7, Baltimore, Md., blue on cover with 17-18L1(e) and 27L1(e), blue grid
(this cover also has 1ct; it is addressed to Nova Scotia)

Mr. Cabeen also sends the complete list of his July markings. He has all dates except July 20, 21, 22, and 27; in some cases he has several of each.

Mr. Willard W. Davis reports:

- Jul.1, Baltimore, Md., on cover with 58R1(e), addressed to New York City
- Jul.2, Baltimore, Md., on cover with 80R1(e), addressed to New York City
- Jul.3, Columbus, O., on cover with 64R1(e), addressed to Urbana, O.

Mr. Cabeen's first-day cover was not reported in the Leo J. Shaughnessy list in Issue No. 5, as was Mr. Davis' cover.

NEW DOMESTIC-WATERWAYS ROUTE-AGENT MARKING -- LOUISVILLE & CAIRO S.B.

This heretofore unreported marking (No. 1) was submitted by Mr. A. S. Wardwell as on back of cover addressed to New Albany, Ind.; the color of the marking is greenish blue. The face of cover bears S5 tied with the usual Louisville blue dated townmark and also HELD FOR POSTAGE (No. 2). Probably the cover was delivered unstamped to the contract-mail steamboat. Noting that it was without stamp, the route agent followed instructions of PL&R Sec. 176 (1859) edition) and placed it in the Louisville office for handling as unpaid mail. Twenty-six days elapsed before postage was sent to permit completion of its journey, only a few miles down the river.

Although use of route agent's handstamp as a transit mark on back of cover is unorthodox -- though to be expected under the circumstances -- the marking is clearly one that would have tied the stamp in the usual way if the letter had had a stamp when placed on board the boat. Surely there must be other known uses of this marking, perhaps in the 1861-65 period. Further information is requested.

COUNTY NAMES IN TOWNMARKS

Supplementing listing in Issue No. 5, page 6, should be noted No. 32, HIWASSEE COPPER MINES, POLK CO., TENN, in brown. The stamp is from plate 2(L) of a shade that might be 1853 or 1856. The central and lower parts exactly match the COPPER MINES, POLK CO. TENN., listed on page 253 of the Dr. Chase book. Our illustration was "filled-out" from that shown on page 158 of Dr. Thompson's list of County Postmarks (Billig's Handbook, Vol. X). See also No. 10, ILLINOISTOWN, ST. CLAIR CO., ILLS described elsewhere herein.

CIRCULAR TOWNMARKS WITH ORNAMENTS

Several of these have been illustrated in former issues. Many are holdovers from the 1847 period, but some are not. Mr. R. C. Burleigh reports No. 25 in blue on S2; it is also known on S5. Mr. E. H. Kent reports No. 26 in blue on S3 (also reported by Mr. Burleigh on stampless); Mr. Kent also reports No. 29 on S2. Ye Editor reports No. 27 in brown on S5, No. 28 on S2, No. 30 on S3, No. 31 on S1 (resembles a British type), and No. 35 on S5 with pencilled date. Several more have minor ornamentation other than those shown in the Dr. Chase book, page 254. Among these are noted: ROCKTON, ILL., red with stars; SHIRLEYSBURG, PENN, in red with lines; MIDDLETOWN, PA., in blue with triple lines; SO. WILBRAHAM, MASS, in red with short dashes; SAVANNAH, GEO. with stars. Some oval and odd-shaped townmarks are also heavily ornamented, but they are otherwise classified.

RATE MARKINGS

Mr. A. Dumas reports Nos. 22 and 23, the former from Madison, Ga., in orange, and the latter from Wellsboro, Pa., in blue, both stampless. Mr. Dumas believes that these represent the largest and smallest 3's he has seen. From Mr. A. S. Wardwell come No. 14 on S5 of Nantucket, Mass., and No. 15 on S5 (origin unknown). Mr. M. S. Blake sends No. 19 in black tying S5 from Boston on cover with red townmark 922 (see Blake-Davis book on Boston Postal Markings). An encircled "15" of Boston, evidently erroneously applied, is a new one for the Boston list. The cover is addressed to Mansfield, Ms., forwarded to Brookline. The date is probably Aug. 1861, writes Mr. Blake. A closely similar encircled "15" with PAID, both in red, has been noted from the opposite side of the country -- on a cover from Columbia, Cal., to Canada, bearing S5 along with other stamps to make the 15ct rate from California to Canada.

Mr. Blake also sends No. 20 on S5; it appears to be the Leominster, Ms. "3", but in this case it was used at Conway, Ms. This again brings up the question of whether the Leominster "3" was a precancel because they always seem to be centered on the stamp. If such was the case, the stamp could have been purchased at Leominster and posted at Conway -- and okayed by the Conway postmaster. Some support for this supposition rests in the fact that the letter is addressed to Leominster, suggesting that the writer may have come from that city. No. 21 is another of Mr. Blake's submissions; a "30" centered on S5 on letter from Concord to Franklin, N.H., obviously erroneously used.

OBLITERATORS

From Mr. A. S. Wardwell come the following interesting obliterations: No. 11 on S5 of Tarriffville, Ct. (note colorless circle in grid); No. 12 on S5 of Tuscaloosa, Ala.; No. 13 on S5 of Chelsea, Ms. (compare Fig. 197 of the Dr. Chase book which reports one closely similar as Danbury, Ct. Ye Editor has long felt that this might not be Danbury); No. 16 on S5 in blue of Clappville, Ms. Mr. A. Rubel, Jr. reports No. 17 on S2 in gray blue of Charlestown, N.H. (Oct. 1852). Mr. Rubel believes this is supposed to represent a flag.

SPECIAL SERVICE MARKINGS

No. 8 shows an S5 covering up most of an extremely small HELD FOR POSTAGE (2 x 29 mm). This was applied at Bridgeport, Ct. Mr. Wardwell who submits this marking writes that this is the smallest he has seen. No. 9, also from Mr. Wardwell, was applied at Erie, Pa., on letter with S5 mailed from Washington, Iowa. No. 33 of Plymouth, Ms., was noted in the collection of Mr. E. W. Phippen by Mr. L. L. Downing who made the tracing. The date of use is 1859. It resembles No. 34 of Issue No. 12 but is without rectangle.

A COVER WITH STAMPS CANCELLED "U S"

No. 18 is a "U S" struck twice as an obliterator on a U10 cover that also bears S5. The townmark is manuscript, indistinctly written, but the first two letters appear to be "Ca" and the ending is "hill." The State initial appears to be "O". A search of the 1859 post office list fails to identify the town. The letter is addressed to Summit, Ohio. This curious and interesting cover was shown by Mr. H. A. Meyer at CENEX.

RAILROAD ROUTE-AGENT MARKINGS -- TWO NEW RAILROADS

Mr. C. W. Remele has assembled his usual assortment of unreported railroad markings and news (how he keeps it up is beyond our ken). This time the lead-off is a route-agent marking of a railroad not heretofore believed to have had such marking in the '50's; it is No. 3, COLUMBUS PIQUA & IND^A R.R. on cover with S2. The cover is owned by Mr. O. H. Wolcott. No. 4, BALTO & OHIO R.R. in blue is on S2, from the collection of Mr. W. W. Hicks. Although this resembles a listed marking, the latter is 33mm diam. and has "R.R." at bottom instead of at side. No. 5, PHILA & COLUMBIA R.R., an unreported type, was in the Mar. 21, 1952 Sale of Mr. S. C. Paige. The marking is blue and ties S2, in 1854 shade.

No. 6 is also a railroad not heretofore reported as having a route-agent handstamp, BEAVER MEADOWS R.R. (in Penna.) used on S5. The year of use was 1861.

From Mr. E. S. Wardwell comes No. 7, a station-marking backstamp on letter bearing S5 with regular Wooster, O., townmark on face. From Mr. D. B. Battles of Wooster who was in California when this item was submitted it is learned that this is a station-agent stamp of the Ohio & Pa. R.R. Probably it is without postal significance.

Also reported by Mr. Remele is No. 34, NORTH CAROLINA R.R. straight line, owned by Mr. O. H. Wolcott. It cancels a U10 envelope addressed to Lexington, N.C. There are no markings on the cover. It might be an out-of-mail letter (legal with U10)

or the route agent may have misplaced the regular handstamp and used what appears to be the railroad's marker instead.

Issue No. 5 refers to the oval Merwinsville station postmark of the Housatonic R.R., a marking first reported from the Heyliger deWindt collection. In a book on early New England railroads, Mr. Remele noted the following:

"which reminds us of that little town in a lovely spot on the Housatonic where two men named Gaylord and Merwin were rivals for the agency job and took it away from each other time and again, changing the name of station each time from Gaylordsville to Merwinsville and back again, until the map makers were so driven to despair that we have seen a map on which the name of the town is given as 'Gaylordsville(Merwinsville).' Gaylord finally triumphed."

Editor's Note: On a 1936 map both are found; Merwinsville as the railroad stop for Gaylordsville about a mile away.

Also from Mr. Remele comes new light on the supposed NORTHERN "A" R.R. N.Y. marking described in Issue No. 7, page 6. He writes that the railroad was long known as the Northern (Ogdensburgh) R.R. and some of its early time tables show this wording, doubtless to distinguish it from the Northern R.R. of New Hampshire. The subject townmark exactly matches one of the known markings of NORTHERN "O" R.R. N.Y., from which it appears that the letter thought to be "A" is a smeared "O."

ENCIRCLED WAY over 6 of LYNCHBURG, VA. -- (CANAL-BOAT LETTERS?)

For years the search has been on for postal markings associated with canal boats. Much mail was carried by them but no official postal markings appear to have been related to this service, though a few in the stampless period do indicate some association with this method of transit.

Doubly interesting, therefore, was the discovery that three recently reported covers marked by No. 24 -- WAY over 6 -- each bearing S1 or S2, and all addressed to Lynchburg, Va., indicate or suggest that they arrived at Lynchburg on canal boats of the James River & Kanawha Canal. One cover contains a canal-boat bill of lading; another is similar but shows a different boat, shipper, and consignee; and the third contains a letter written by an officer of the canal company having to do with purchase of slaves needed to maintain the canal in good condition. The covers show no other markings except the WAY over 6.

Mr. H. A. Meyer and Dr. W. S. Polland have written about these covers. Dr. Polland's letter includes an abstract of a report of Mr. Stanley B. Ashbrook on this case from which it appears that the WAY 6 was probably used on unpaid way mail brought by canal boat as a rating mark (5cts collect plus 1ct way), and it was also used for convenience on such few letters prepaid by stamps that came from the same source, solely as a killer. If the Lynchburg mail clerk had followed PL&R he should also have added the townmark -- but in many cases in other towns, the townmark was often omitted when the letter was addressed to the town in which it was received into the mails. Probably Lynchburg received way mail from other sources than the canal, so one cannot be certain that all mail with the WAY 6 relates to the canal.

FIRST-DAY STAMPED COVER FROM CALIFORNIA

It has been thought that Oct. 1 (1851) was the earliest California postmark on cover with S1 because the stamps did not arrive there until shortly before the S.S. "Oregon" was ready to sail, leaving San Francisco Oct. 1. One of the known Oct. 1 San Francisco covers is addressed to Christopher Heiser, Esq., Castle Gardens, N.Y. Another is addressed to J. G. Weld, Esq., Boston, Mass. Each bears a pair of S1 obliterated with small grids. Townmarks read SAN FRANCISCO CAL. OCT. 1 in orange. The stamps on the Heiser cover plate as 65-66L2(e).

Now comes Dr. W. S. Polland with cover having a pair of S1 tied by SACRAMENTO CITY CAL 30 SEP. in red. The stamps are obliterated also with penmarks. The letter is addressed to South Coventry, Conn. The pair has center guide line and plates as 79-80L5(e). Dr. Polland reports that Mr. Stanley B. Ashbrook has written him that postage stamps were advertised for sale in the "Sacramento Union" of Sept. 26, 1851 which stated that the stamps had arrived,

It is interesting to note that the first shipment to California included stamps from at least plates 2(e) and 5(e).

MISSISSIPPI RIVER -- CALIFORNIA 3ct RATE

From the opening of the Overland Mail Route until the rate was withdrawn July 1, 1861, a letter could travel between California and certain mid-west points for 3cts because the distance was less than 3000 miles; that is, provided the letter was routed via Overland Mail. Much notice was taken of this 3ct rate in the affected communities, but in spite of this, such covers are scarce. Ye Editor has (1) St. Louis to San Francisco, (2) New Orleans to Shasta, Calif., (3) San Francisco to St. Louis -- a double weight letter having two S5's, addressed to General E. A. Hitchcock.

Dr. W. S. Polland now reports an extraordinary cover that traveled partially by this route. It is also a San Francisco-to-St. Louis and is also addressed to Gen. Hitchcock. However, a second S5 was applied for forwarding to New York. We thus have a 6ct cover from San Francisco to New York during a time when the through rate was 10 cts. This cover is also noteworthy because it has the corner card of stage coach with four horses and imprint OVERLAND MAIL STAGE, VIA LOS ANGELES.

EARLIEST USE "NEW 10 YORK" TOWNMARK

Issue No. 12, page 15, referred to cover addressed to San Francisco, shown at CENEX by Dr. G. B. Smith, having the black NEW 10 YORK dated townmark. The "10" of this townmark is 9 mm high so is very prominent. This cover also has the Princeton, N.J., townmark tying S1. There is also a "Due 5" in mss. Date of the Princeton marking is Dec. 27 (1851) and of the NEW 10 YORK marking is Jan. 9 (1852) which was the day that S.S. "Empire City" sailed. The NEW 10 YORK marking was ordinarily used on collect stampless mail to California for the 10cts-collect rate (the prepaid rate was 6cts). The marking is scarce even on stampless and to find it on cover with S1 or S2 is most unusual -- only thought to be possible in cases of underpayment or of forwarding a stampless letter.

The date of Dr. Smith's cover is believed to be the earliest known to those who have been studying these covers. The former earliest date of use was Mar. 9, 1852. Several explanations have been offered for the inclusion of both a "Due 5" and a NEW 10 YORK (both collect rating marks) on this cover. Because the latter marking covers most of the "Due 5" it is reasonable to suppose that it was applied after the "Due 5." If this were not the case, surely the "Due 5" would have been placed somewhere else on the cover and the NEW 10 YORK crossed off. Because it brings up a point regarding part-paid markings, we submit what appears to be a likely explanation: the "Due 5" was applied by the Princeton postmaster who considered the stamp to prepay "one rate," so per PL&R he added "Due 5" for the second "rate." The PL&R stated "If the postage stamps affixed be not adequate ... the postmaster ... will admit the pre-payment of as many rates as the stamps on it represent, and charge the excess at the unpaid rates...."

However, when the letter reached New York, the rating clerk took another view of it; viz., that a 3c. stamp does not prepay one rate on a letter to Calif. because the single rate for such a letter is 6c., not 3c. Thus, he did not credit the sender with any prepayment, and overstamped the "Due 5" with the NEW 10 YORK.

Later, or about that time, this matter seems to have been clarified -- but apparently without change of the PL&R -- so that the supposed viewpoint of the Princeton postmaster prevailed; that is, although a single rate prepaid to California was 6c. it was okay to mark the letter "Due 5" if it bore a 3c. stamp, although such interpretation is not strictly in accord with the wording of the PL&R (1852 edition). It was not until after the collect rate was abolished that the PL&R was changed to provide that any letter partially paid could be transmitted at the paid rate with full credit allowed for whatever amount of postage was on the letter. The PL&R of 1852 adequately provided for the case when a letter was underpaid because of being overweight, but it was not specific about a half-oz. letter (a one-rate letter) that had less than the proper amount prepaid, so it is not surprising that there would be a difference of viewpoint.

STRAIGHT-LINE, OVAL AND ODD-SHAPED TOWNMARKS

Referring to Issue No. 13, page 4, as to the Harwinton, Ct. marking (see also illustration No. 1 of Issue No. 6), a cover has been submitted by Mr. A. S. Wardwell that clearly shows this marking to be substantially as it appears in Issue No. 6, instead of as in Issue No. 13. No. 36 on S2, CLERMONT, N.Y., dated 1854, was submitted by Mr. A. Rubel, Jr.

From Dr. Carroll Chase, who writes from Paris, comes No. 10, ILLINOISTOWN, St. Clair Co. ILL^S as used in 1856 on stamped letter to France. This marking is listed in the Konwiser Catalog of U.S. Stampless Covers but is not believed heretofore listed on cover with stamps. This marking is doubly interesting because it includes the name of county, and also shows a curious mixture of type faces.

BOOK NOTES

These are not to be considered as reviews. The Huber & Wagner book is in all respects a splendid and creditable production, and the slight errors noted do not in any way detract from the quality of the book.

THE GREAT MAIL by L. V. Huber and C. A. Wagner: Those who use this book as source material should note the following errors -- doubtless typographical because most printers would think that if the final h was dropped from Vicksburgh in one case, it should be dropped in all.

- Page 62: 3rd line from bottom: read "N.O. & Vicksburgh R.R."
 2nd line from bottom: read "N.O. & Vicksburgh Riv. M."
 Page 63: 2nd line of caption of Fig. 41: read "Vicksburgh R.R."
 Page 169: The strengthened tracing of the middle postmark of top row of Fig. 118 should read "R.R."; not "R.M." The tracing is evidently from the cover shown at top of page 63. It is the well-known 33 mm marking of Str. "Charmer."

FANCY CANCELLATIONS ON 19TH CENTURY U.S. POSTAGE STAMPS by M. Zereski:

It is not believed this book should be used for album write-ups of markings of the 1851-60 period without verification from other sources. The tracings are excellent, as a rule, but the supporting data seem to be badly mixed in many cases. Time and facilities are not available for a complete check. A few examples: (1) the table of postal rates has significant errors in four of the eight groups; (2) the story about WAY mail on page 104 does not reconcile well with the PL&R of the period; (3) the New York carrier markings are noted as "on stampless" when the majority of the known supply is on covers with lct. stamps; (4) the group of PAIDS pictured on page 257 et seq. does not correspond in several cases to the known towns of use; i.e., the Glendale, Mass. PAID with dots is listed as from San Francisco, the Clappville "3" with superposed PAID in circle is listed as from Bucksport, Me., and the similar Westborough, Ms., oval is listed as from West Middletown, O. Perhaps it can be shown that these were used at such places, but if so it is new to Ye Editor; (5) the map of the Overland mail route requires obvious revision. As to values, how would one like to buy a PAN & SAN FRAN cover at \$15, or a MEMPHIS & NAPOLEON RIV. MAIL for \$7 to \$10 -- even stampless? We'd say that ten or twenty times these amounts would be a bargain. This book also repeats on page 91 the error of page 169 of the Huber-Wagner book noted in the preceding article. Another date was drawn in, however.

WAY over 2 -- CARROLLTON, MISS.

Due to errors for which Ye Editor's filing system is solely responsible, the reference to this marking in Issue No. 13, page 11, requires drastic revision. First, the photo was not sent by Mr. Ashbrook; he writes that he never saw it, and is sure he did not make it. Second, another closely similar cover submitted by Mr. H. A. Meyer shows the state as MISS., not LA. The photo showed a short blurb which did not appear as if it could have been anything but "LA" of the various states that had a "Carrollton."

Mr. Meyer's cover has S5 in the 1858 brownish shade, whereas the subject cover has S2 from plate 6 or 7, so both could have been used almost concurrently. Mr. Meyer's cover also bears a pencil notation, "Fake," and he writes that he does not recall the source of the cover nor does he know who marked it a fake. Inspection by Mr. Stanley B. Ashbrook of Mr. Meyer's cover and of the subject photo elicits the comment: "I know of no Way fee of 2cts that would apply to a letter such as this. In addition the marking has a very "queer" look ... I firmly believe the marking to be fraudulent."

Mr. Ashbrook's judgment is so excellent and he is so experienced in these matters that Ye Editor accepts the belief that Mr. Ashbrook presents. However, the possibility is suggested that perhaps the marking is merely erroneous and unofficial and that it might have been applied to these letters somewhere in their transit. Is it not extraordinary that a faker would select two covers from apparently the same correspondence from the same up-country obscure post office as a subject for

his handiwork, and these two covers are so far as known the only ones so far to be noted? Also the stamp on one of the covers rates only fair, and fakers ordinarily do not bother to doctor such covers. Certainly it is true that 1ct Way was the official rate; also it is true that when the letters were mailed the New Orleans post office did not collect any Way fee on Way letters received by it from contract-mail steamboats landing at New Orleans, and it also may not have collected any Way fee on letters postbilled to it from inland offices that paid such a Way fee and added it to the postage, per PL&R. Also Carrollton, Miss. is 18 miles from the Yazoo River so not on a navigable waterway unless Big Sandy Creek on which the town is located could have been used for light traffic in those days, so the attempted explanation in Issue No. 13 loses some weight.

It is noted that both covers indicate a charge to a box number. Might this not be a clue in this case? Suppose the postmaster, doubtless also a storekeeper, had some arrangement for paying a 2c Way fee. Could he have marked the letters Way 2 as a bookkeeping mark to support a charge to the sender of 3cts for the stamp and an extra 1ct for the part of the Way fee that he could not postbill to New Orleans (or charge to his Way-letter account)?

It is speculations of this sort that make these cases interesting. Ye Editor is happy to accept Mr. Ashbrook's viewpoint that these are fake covers. Time usually solves these riddles. Has any member further information about this case?

ALABAMA RIVER MAIL

Mr. J. H. Scruggs, Jr. is the author of a noteworthy series of articles on this subject that is appearing at intervals in Weekly Philatelic Gossip. These articles represent philatelic research of a high order and deserve the attention of all members.

3ct MULTIPLE PIECES

Supplementing the CENEX list in Issue No. 12, page 4, a block of 19 of S5 is reported as on the back of a cover from Warrenton, N.C. sent via Prussian Closed Mail thru Aachen to Naples. The block plates as 56 to 99L15, less No. 96. It is so large that the edges of 56-66-76-86 and of 59-69-79-89-99 extended over the envelope so they were so badly mangled that the present owner trimmed off the frayed edges, hence calling the item a superb block of 10 with super-giant parts of 9 adjacent stamps. This block is thought to be the largest known used multiple piece from S5. It bears the Warrenton townmark, some foreign markings, and stamps not touched by any of these are cancelled with pen marks.

STAMPLESS LETTERS MAILED AFTER JAN. 1, 1856

Although all letters after Jan. 1, 1856 were supposed to have been prepaid with stamps, examples are known where the letters were sent stampless. The following extract from the Santa Barbara (Calif.) Gazette of March 13, 1856 was sent by Mr. C. W. Remele as shedding light on this subject:

IMPORTANT TO POSTMASTERS. Our attention has been called to the fact that some postmasters are in the habit of sending back to the mailing office letters that reach them for delivery, because they were not prepaid by stamps but by money. This is wrong, and arises from a misapprehension of the law. In no case, indeed,

should a letter, after it has reached the office of delivery, be returned for postage, much less should it be returned because the postage was not paid by stamps. It is the general duty of postmasters to see that letters are prepaid by stamps, but when (having been prepaid in cash, either through ignorance of the law, or inadvertence, or want of stamps on the part of the mailing postmasters) they reach their destination, it is the duty of the postmaster to deliver them the same as though prepaid by stamps. It will necessarily happen, in the introduction of the stamp prepayment system, that supplies of stamps will fail to reach all of the small and remote offices at the proper time, and it would be doing violence to the citizens of these localities to return, and thus delay their correspondence, because of a circumstance so unavoidable. Entertaining this view of the subject, the department has instructed postmasters, not having stamps, to forward letters as heretofore when prepaid by money. If an unpaid letter, from any cause, gets into the mail and reaches its destination, it should be delivered on payment of postage at the prepaid rate. (Washington Union.)

D-1 DEFINITIONS OF CONDITION OF SINGLES -- S1 TO S5, INCL.

Dr. Carroll Chase has long used a method of grading single stamps by numbers (1+, 1, 1-, 2+, 2, 2-, 3+, 3, 3-). In Ye Editor's 1944 catalog of plate varieties photos were shown of typical stamps selected by Dr. Chase as meeting these grades (a few catalogs still available, price 50 cts.). From use of this catalog slight modifications of the definitions of these grades is advisable as outlined herein. The name of grade 2 has also been altered to "good," and that of grade 2- to "average." As most catalogs specify prices applying to the "fine" grade, care has been taken to define this (the 2+ grade) as reflecting the kind of stamp that ordinarily can be bought unplate for about "catalog" price. This leads to a definition with which not all may agree because it specifies that "fine" for this stamp permits the frame line to be cut away for a distance equal to 1/4 length of one side, though the body of the design must not be cut into. In support of this it is submitted that S1 and S2 are spaced apart vertically by only about 0.6 mm. Compare this with the British penny black, which has 1.2 mm spacing.

The definitions are subject to interpretation by the supplemental notes that follow them.

1+ PERFECTION: Everything that can be desired plus some extra feature such as large part of adjacent stamp, large corner or sheet margin, remarkably clear cameo impression. Cancellation light and not extending over Washington's face. On S3-S5 perf throats must not cut frame line or design.

1 SUPERB: On S1 and S2 shows 4 frame lines, guide dots, plate varieties. Three margins average 1/2 width between stamps; other margin 1/3 mm. Impression clear, clean, not smudged. Paper sound, clean both sides. Cancellation light and does not extend over Washington's face. On S3 perf throats may cut into top and bottom frame lines but not into side frame lines. On S4 and S5 perf throats must not cut in anywhere.

1- VERY FINE: On S1 and S2 shows 4 frame lines, guide dots, plate varieties. Three margins average 1/4 mm; fourth frame line touched or grazed full length but not cut through. Impression not over-inked or dry-paper, nor smudgy. Paper sound and unstained on face. Cancellation medium and extends over but does not obscure Washington's face. On S3, 4, and 5 perf throats cut through outer lines

but not into design. One perf tooth missing. On S4 a clear end of one frame line, other than caused by top or bottom row, must show.

2+ FINE (the "catalog" condition): On S1 and S2 shows some margin outside of $3\text{-}3/4$ frame lines, or 4 frame lines touched full length but not cut through. Design intact. Plate varieties show unless disregarded in pricing. Guide dots outside of frame line cut away. Impression dull or slightly over-inked. Paper sound but stained. Cancellation medium-heavy and may obscure but not obliterate Washington's face. On S3, 4, and 5 perf throats cut through frame lines and $1/2$ mm into design on 2 sides. Two teeth missing. S4 shows clear end of one frame line, other than caused by top or bottom row, unless plated as S4.

2 GOOD: On S1 and S2 shows $3\text{-}1/4$ frame lines. Design is touched "a trace" for $1/4$ length of one side. Impression shows over-inking or slightly dry-paper effect, and may be somewhat smudgy. Paper sound but with natural crease (from paper shrinkage after printing). Cancellation heavy but not such as to obliterate Washington's face. On S3, 4, and 5, design cut into 1 mm on 2 sides. Three teeth missing.

2- AVERAGE: On S1 and S2 shows $2\text{-}3/4$ frame lines. Design cut away 1 mm depth for $1/4$ length of side. Impression is smudgy or dry-paper effect. S3, 4, and 5 perf throats cut into design $1\text{-}1/2$ mm on 2 sides.

3+ FAIR: On S1 and S2 shows two frame lines. Design cut away 1 mm for length of one side. On S3, 4, and 5 perf throats cut into design 2 mm on 3 sides.

3 POOR: On S1 and S2, one frame line shows. On S3 and S5 perf throats cut in any amount. S4 ordinarily unidentifiable in this grade.

3- BAD: Worse than No. 3 -- used mostly for color-matching samples and as catch-all grade because of defects mentioned in Note 5.

NOTES APPLYING TO DEFINITIONS D-1

1) Definitions are minimums; stamp is assigned to next lower grade if minimum not met. A defect admissible in one grade is admissible in all lower grades. The principle of averaging may be applied except that a stamp cannot be admitted to a grade if its frame-line cut-in or its depth of perf cut-in exceeds the minimum for the grade. However, design cut-away may be on an area basis; that is, if a grade admits 1 mm depth of design cut-away for $1/4$ length of side, it admits $1/2$ mm cut-away for $1/2$ length of side. By "averaging" is meant that a stamp better than minimum in, say, cancellation may be worse than minimum in, say, impression without losing its grade, etc.

2) The word "design" refers to the body of stamp inside the frame lines.

3) Stamps graded "very fine" or better must show all plating characteristics; i.e., the cancellation may cover but not obscure the corners and space between lines and design. Stamps graded "fine" may have two corners obscured by cancellation but the trend of the recut lines should be visible even though parts of lines are obscured.

4) The amount that frame lines and design may be cut away need not be entirely in one spot; thus, if cut-off of frame line to $1/2$ length of one side is permitted, the lines may be cut at several places for a total length that equals $1/2$ of one side. The vertical side may be used in estimating length.

5) The effect of certain unspecified defects is as follows:

Pen Cancellation: May not be on No. 1+ or No. 1 grade. In other cases it reduces grade by one step; thus, a 1- stamp with pen cancellation is graded as No. 2+.

Creases: A short corner crease or light long crease not showing on face reduces one step. A medium crease showing on face reduces three steps; a heavy crease reduces by four. Natural crease from before or after printing reduces by one step.

Thin Spots: Tiny, not over 2 mm diam. not showing on face, down one step; medium, not over 4 mm diam. not showing on face, down 3 steps; large, but not showing on face, down 4 steps. A thin spot visible on face (a hole) reduces to No. 3+ or worse.

Closed Tears or Cuts: Tiny, not over 2 mm into design, down 2 steps; medium, not over 4 mm into design, down 3 steps; larger, down 4 steps. Cuts in margin are expected in imperf stamps so not regarded as defect except as reducing average width of margin.

Faded Color: Badly faded stamps have little value; reduce by one to five steps.

Sulphuretted stamps reduce one step (usually may be eliminated by H₂O₂).

6) If a perf stamp exemplifies a plate variety close to margin, centering toward opposite side is not a defect; that is, perf cut in on such opposite side does not reduce grade. If perf stamp cut apart with scissors, excess margin on one side offsets loss of perf projections on others, provided outer line and design not cut into more than minimum for the grade.

7) If cancellation is a collectible variety and stamp is priced to reflect this, then cancellation requirements of any grade may admit cancellations as heavy as "fine strike." In such case, the guide dot, and plate variety of the grade may be obscured but not obliterated by the cancellation.

8) A stamp collected to show a variety of impression or paper fold is not degraded because of such characteristic, but only one such is allowed with respect to a single stamp.

D-2 THE "STRIKE" OF A POSTAL MARKING

This refers to grading of strike as to legibility, inking, etc. It does not refer to completeness; i.e., the proportion of the full marking shown. Thus, these definitions apply to items as singles, on cover, or on piece.

A: FINE STRIKE: At least 7/8 of marking that shows must be clearly legible and uniformly struck with recognizable lettering or design, and with medium to strong, generally uniform inking.

B: GOOD STRIKE: At least 2/3 of marking that shows must be legible, but there may be lack of uniformity of inking. One fourth of letters, if any, may be over-inked so as to be hard to recognize, but readable because of association with others. If a "design," it must be readily distinguished for what it is.

C: FAIR STRIKE: At least 1/2 of marking that shows must be legible and recognizable. Ink may be faint or somewhat smeared but a glass should not be required for identification.

D: POOR STRIKE: Very faint or badly smeared markings, recognizable only with glass or by conformation of outline with known markings.

A strike somewhat worse than as specified in one respect does not lose its grade provided some other feature is better than what is specified for the grade.

D-3 CONDITION OF COVER -- APPLYING TO "ON COVER" OR "ON FACE"

(a) FINE: Clean, sound cover. Back flap may be missing or torn, but remainder of back must be intact. Not more than 5% of area of front may be cut away (if opened on end). Up to 1/4" of closed tears may be on edges of front.

(b) GOOD: Edges may be refolded to reduce size and create fresh edge. Not over 10% of area may be trimmed away (if opened at end). Closed tears on front may aggregate 1" length. Back same as (a).

(c) FAIR: Flap and 50% of remainder of back may be missing. Not over 15% of area may be trimmed away (if opened at end). Closed tears may total 1-1/2" length. A poor cover well restored makes this grade.

(d) POOR: Worse than fair.

NOTES: (1) A normal amount of writing including file references is assumed. If disfigured by excessive writing reduce one grade unless writing has historical or philatelic significance. (2) Sign of aging is not a defect. Dirty covers, however, or those badly stained are reduced one grade. Such covers often may be improved by cleaning. (3) The condition of a "face of cover" is defined the same as above (except as to condition of back). However, any such item must be described as a "face of cover" instead of as a "cover."

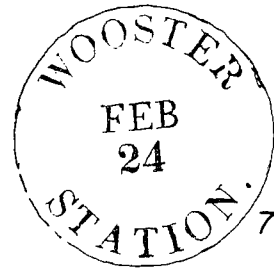
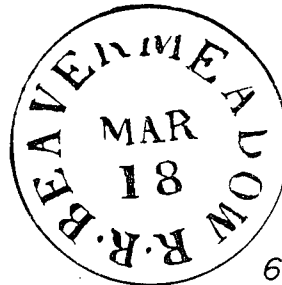
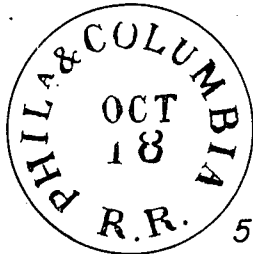
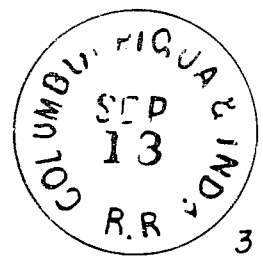
N. ORLEANS & CAIRO RIV. MAIL

The announcement in Issue No. 13, page 5, that the domestic waterways route-agent marking of Issue No. 2, illustration No. 64 is probably as titled receives almost certain corroboration from a single S2 (1R4) of late 1856 shade found by Mr. W. W. Hicks. The single shows "V.MAIL N." with only the lower portion of the "V" showing. This item has been compared with all known markings that contain "RIV. MAIL" and it does not check as to dimensions in any respect with any of these markings except that of Issue No. 2, illustration No. 64, and here the check is perfect so far as "V. MAIL" is concerned and as to the diameter of the circle and the position of the date. Furthermore, when a tracing of this marking (on the single S2) is laid over illustration No. 64, Issue No. 2, there is ample space for the letters ORLEA -- which are necessary to complete the missing word ("NS" is identified from a photograph submitted by Mr. Henry Meyer from which the comment in Issue No. 13 was written).

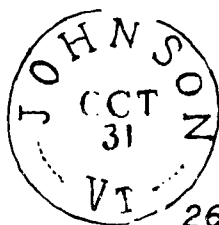
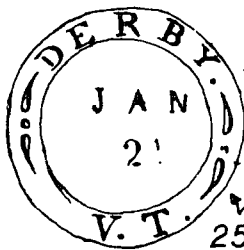
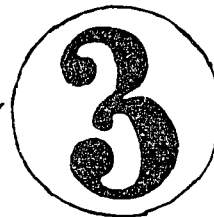
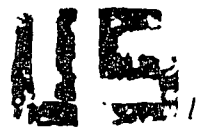
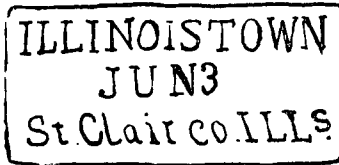
This notice would have been placed toward the front of this issue, but it did not come to hand until after cutting of stencils had started. This confirmation of Mr. Meyer's research will be most gratifying to all who study these markings and who are aware of the painstaking manner in which Mr. Meyer tackles problems such as these.

CORRIGENDA

Issue No. 13, page 5, first parag. of article on N. ORLEANS & CAIRO RIV. MAIL:
Change "Issue No. 12" to read "Issue No. 2."



Adv. Sept 1-1ct



CLERMONT. N.Y.



North Carolina R.F. August 25 1860.

