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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. 26a.
- 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.

NEW MEXICO TERRITORIAL MARKINGS OF THE 1851-1861 PERIOD

As explained on page 1 of Issue No. 17, Dr. Carroll Chase has generously made available to this Unit information relating to markings Nos. 17 to 24, data for which is tabulated below. Supplemental information is also appended.

Name as in the postmark	Date establ.	Shape	Size	Color	Index	Earliest and latest seen	Fig. No.
ALBUQUERQUE N.M.	1850	circle	36mm	blk	8	Jun. 7 (1855) on 3c Nesbitt 17 env. Apr. 24 ties S2 on piece (1856 shade).	17
ALBUQUERQUE N.M. (with year date 1860)		circle	33mm	blk	9	Jan. 3, 1860 ties 10c '57 on piece.	18

<u>Name as in the postmark</u>	<u>Date establ.</u>	<u>Shape</u>	<u>Size</u>	<u>Color</u>	<u>Index</u>	<u>Earliest and latest seen</u>	<u>Fig. No.</u>
Arizona, N.M.	1859	mss			7	Mar. 9 on 3c Nesbitt also bearing "Due 7" and "via Fort Buchanan & St. Louis."	19
ARIZONA N.M.		circle	24mm	blk	9	May 18 on 10c '57 Ty V. Nov. 21 (1860) on 10c '57 Ty V inscribed "Overland Mail Route" - E.B.Jessup.	20
FERNANDO DE TAOS N.M.	1853	circle	31mm	blk	10	Sep. 20, 1860 with S5.	21
FERNANDO DE TAOS N.M.		circle	25mm	blk	8	Oct. 18, 1860 with two S5; Apr. 29, 1861 with S5.	22
FORT BUCHANAN N.M.	1857	circle	34 $\frac{1}{2}$ mm	blk	9	Jul. 17, 1860 with S5; Sept. 30, 1860.	23
FORT CRAIG N.M.	1855	circle	32 $\frac{1}{2}$ mm	blk	7	Aug. 1 (year?) with 3c '61. Oct. 23, 1861 inscribed "Free Official Business." Listed because might be found used in period of S5.	24
Fort Defiance N.M.	1857	mss			7	Sep. 12 with S2; also used with S2 of 1856 color, date unknown.	26
FORT DEFIANCE N.M.		circle	33 $\frac{1}{2}$ mm	blk	10	June 3 with S4 (probably 1858 or 1859).	25
Fort Fillmore, N.M.	1853	mss			8	Nov. 20, 1852, stampless inscribed "5".	27
FORT FILLMORE N.M.		circle	32mm	blk	10	Aug. 29 (probably 1858 or 1859) with S4.	28
Fort Union N.M.	1853	mss			5	Feb. 3, 1852 with S1; Sep. 3, 1852 with S2 inscribed "via Independence Mo." Also used in 1861-65 period.	29
FORT UNION NEW MEX		circle	29mm	blk	8	Jan. 4 (1856) with S2; Aug. 4 on 3c Nesbitt.	30
FORT UNION N.M.		circle	31mm	blue blk	9	In blk with S5, Apr. 17, 1860 (probably). Sep. 1861 with S5.	31
Las Vegas N.M.	1850	mss			8	Feb. 15, 1861 on 3c Nesbitt	33

Note: As this issue is being prepared comes word from Dr. S. H. Dike that he has LAS VEGAS N.M. in blue double circle, used Oct. 24, 1860. Details and tracing are being requested for showing in next issue.

Santa Fe N.M.	1849	mss			6	Sept. 1, 1851 -- Nov. 1, 1851, both stampless with "5"	34
SANTA FE NEW MEXICO		circle	33 $\frac{1}{2}$ mm	blk	9	Mar. 1 with 5c '47, and stampless, Mar. 1851. Perhaps used in '51-'61 period.	32
SANTA FE N.M.		circle	31mm	blk	9	Stampless with "X", Aug. 1, 1852.	35
SANTA FE N.M. including framed "V"		circle	36mm	blk	10	Apr. 17 stampless, year unknown, but surely before 1861.	36

Name as in the postmark	Date establ.	Shape	Size	Color	Index	Earliest and latest seen	Fig: No.
SANTA FE N.M. including "5cts"		circle	35 $\frac{1}{2}$ mm	blk	8	Sep. 11, 1854, stampless Dec. 1, year unknown.	37
SANTA FE N. MEX.		circle	32mm	blk	6	Sep. 1855 (stamp removed); Jun. 24, 1861 with S5.	38
SANTA FE N.M.		circle	35mm	blk	7	June 7 (1855) on 3c Nesbitt; Dec. 1858 with 10c Ty III, also in '61-'65 period.	39
SANTA FE N.M.		circle	35 $\frac{1}{2}$ mm	blk	9	Aug. 15 (1857) on 3c Nesbitt.	40
SANTA FE N.M.		circle	30 $\frac{1}{2}$ mm	blk	7	Mar. 1 -- Dec. 1 -- all stampless, year unknown. Used with encircled "5" or "10" to Wash. City, D.C.	41
SANTA FE N.M. also known with year date 1860		circle	26mm	blk	6	Jan. 9, 1860 with S2; Aug. 26, 1861 with S5.	42
Tubac N.M.	1858	mss			8	Mar. 31, 1860, stampless inscribed "Paid 6"	43
TUCSON N.M.	1857	circle	31mm	blk	7	Mar. 6 on 3c Nesbitt (E. B. Jessup). Nov. 17 on 3c Nesbitt. Also used with S3 and S5, and on 3c Nesbitt of Apr. 10, 1859.	44

Notes: The indicated year of use is taken from the marking itself or from inscription on envelope or on letter enclosed. If year is shown in parentheses (), it is taken from pencil memo on cover or from other probable but not certain evidence.

The numbers under "Index" refer to the Chase-Cabeen coefficients of rarity, from 1 to 10 in order of increasing rarity.

The date of establishment of post office is the probable year based on U.S. postal guides and registers of Officers and Agents in the Service of the U.S.

In addition to the towns above listed as having known postal markings, the postal guides and registers of Officers and Agents also list the following post offices. Those that appear in a previous year are not repeated:

- 1851 -- Frontero, San Elizaro, and Socorro (all in Socorro County)
- 1853 -- Barclay's Fork, LaCanada, Las Cruces, Tecolata
- 1855 -- Dona Ana, Fort Thorn
- 1857 -- Algodones, Bernalillo, Bringham's, Fort Stanton, Los Luceros,
Los Lunas
- 1859 -- Gila City, Mesilla, San Miguel
- 1861 -- Casa Blanca, Pimo Village, Pine Forest

Limited geographical information is as follows -- for places not on current maps:
 Fort Defiance -- northwest of Gallup, N.M.
 Fort Union -- northeast of Las Vegas, N.M.
 Fort Craig -- on Rio Grande, south of Socorro, N.M.
 Fort Thorn -- on Rio Grande, north of Los Cruces (now Los Cruces)

Fort Fillmore -- between Los Cruces and El Paso

Fort Stanton -- southeast of Carrizozo, N.M.

Fort Buchanan -- northeast of Nogales, Ariz.

Tobac (Tubac) -- north of Nogales, Ariz.

Arizona (Arizonia, Arizonac) -- near Nogales, Ariz.

It should be remembered that the Territory of New Mexico of the period considered comprised the present States of Arizona and New Mexico. The Gadsden Purchase area, however, was only annexed in 1854.

DAKOTA TERRITORIAL MARKINGS OF THE 1851-'61 PERIOD

Supplementing data in Issue No. 17, Dr. Carroll Chase sends the following list of post offices from the Sept. 30, 1861, Register of Officers and Agents in the Service of the U.S.: Elk Point, Fort Abercrombie, Fort Randall, James River, Vermillion, Yanckon (sic).

Another official list dated July 1, 1862, gives the following which are in addition to those listed above: Bonhomme, Brule Creek, Greenwood, Lakeport, Pembina, Poncas Agency, Saint Joseph, Sioux Falls City, Willow.

As noted in Issue No. 17, only Sioux Falls City and Greenwood have been seen as townmarks on covers bearing S5. There is a possibility that covers from others of the above-listed towns may come to light.

RAILROAD-STATION MARKINGS

by C. W. Remele R.A. #55

Chronicle #2, page 4, refers to the use of "railroad station" handstamps. It quotes Elliott Perry as stating that he believes in these cases the postmaster was perhaps also the ticket agent or station master, and for some reason used his "ticket chopper" as a postmark. Mr. Perry says: "I do not recall having seen ordinary postmarks from any of these places at the same date and think it would be interesting to find them - if they exist."

There is at least one case in which an ordinary town mark was used during the same period. At Midway, Ky., a station on the Lexington & Frankfort R.R., a railroad handstamp reading LOU. & FRAN. & LEX. & FRAN. R. R. MIDWAY was sometimes used. But in my collection there is a 3¢ 1853 stamped envelope (U9) with a regular circular town mark reading MIDWAY, KY., and I have seen another similar marking tying an S-5. Dr. Charles Roser tells me this town mark was used all through the fifties.

Of greater interest however is a case in support of Mr. Perry's theory - that of Middlebury, Vt. An oval station marking reading MIDDLEBURY - R. & B. R. R. is known postally used, tying an S-5 to a cover addressed to Brandon, Vt. (see No. 2). The railroad was the Rutland & Burlington. Now Clarence Warne Wilson, of Detroit, has nine covers from a correspondence addressed to H. L. Sheldon, at Middlebury. Four of these covers have this same oval marking stamped on either the front or the back - and five of them have a similar marking reading MIDDLEBURY, VT. H. L. SHELDON (see No. 3).

On these particular covers, the markings have no postal significance as they were no doubt applied after the covers were received. What is important to our problem however is that one of the letters is addressed to H. L. Sheldon, P.M. and another

to H. L. Sheldon, Station Agt. There seems no reason to doubt that he held both positions at the same time as the letters are dated within a short period.

NEW RAILROAD ROUTE-AGENT MARKING

Mr. C. W. Remele reports No. 4 BALTIMORE & (?) WASHINGTON R.R. in black on stampless cover with "5" on letter addressed to Baltimore, year of use unknown. He advises that Mr. Michael Miller reports that the "5" was used in red in 1850 and 1851, and thereafter in black -- for a couple of years. This would place the marking in the early 1850's -- before the 5ct stampless rate was discontinued. Further information concerning this route and marking is requested.

OTHER DATA ON RAILROAD MARKINGS

The small LEBANON VALLEY R.R. tying S2 shown as No. 5 was described in Issue No. 16, page 7. The tracing was received from Mr. C. W. Remele too late for inclusion in that issue.

Also from Mr. Remele we quote: "Page 6 of Issue No. 15 reports Mr. H. A. Meyer as saying that inscribed routing instructions in connection with railroad covers are most unusual. My list of these is as follows:

- 1) "Mail via Jackson R.R." on S5 cover, Vicksburg to New Orleans.
- 2) "Via M.C.R.R." (Miss. Central) on S5 cover, Middleton, Miss., to New Orleans.
- 3) "Via Canal R.R." on S5 cover, New Haven, Ct., to Southwick, Mass.
- 4) "Via Rail Road" on S5 cover, Memphis to New Orleans.
- 5) "Via New Haven-Canal R.R." -- Montgomery, Ala., to Southwick, Mass.
- 6) "Please forward via Quincy R.R." on S5 cover, Hannibal, Mo., to Oswego, Ill.
- 7) "VIA RAILROAD" printed in u.l. corner -- to Princeton, Indiana.
- 8) "With R.R. Speed" on S2 cover, Benton, (N.Y.?) to East Randolph, Mass."

Mr. Remele also reports a cover bearing two railroad route-agent markings, something most unlikely to happen -- and he has never seen another one. The cover has S2 tied with INDIANAPOLIS & RICHMOND R.R. Additionally on the cover is MADISON & INDIANA R.R. There is no evidence of origin and the cover bears no other postal markings. Mr. Remele writes, "The only explanation seems to be that the M & I agent got it first but failed to hit the stamp, so the I & R agent did so. This cover is owned by Mr. C. W. Towle."

ORIGINAL RAILROAD ROUTE-AGENT MARKINGS WANTED FOR TRACING FOR PERMANENT RECORD

As Unit members know, Mr. C. W. Remele is at work on the project of securing a tracing of each known railroad marking in its exact proportions. From cooperation of members he has so far secured covers on a loan basis that have permitted him to trace 83% of the listed markings used prior to Sept. 1861. He still is lacking tracings of the following listed markings. If any member has any of these, or if he knows where one may be seen, will he please get in touch with Mr. Remele so arrangements can be made for a tracing, or a full-size photo.

ALBANY, CAST? & RUTLAND R. R.
 ALBY. & RUTLAND R. R.
 (some doubt about this one)
 BALTIMORE MD. R. R. (SL)

CHICAGO & MISS. R. R. (SL)
 CHICAGO & ROCK Id. R. R. Ill.
 CLEVELAND & SANDUSKY R. R.
 DETROIT & MILKE. R. R.

DETROIT & TOLEDO R(AIL?) R.
 GREENVILLE & MIAMI R. R.
 HOUSATONIC RAIL ROAD 5 (28mm. only)
 HOUSATONIC RAIL ROAD 10
 ILLS CENTRAL R. R.
 ILLINOIS CENTRAL R. R. EA. BR.
 ILL. CENTRAL R. R. E. B.
 IND. PITTS. & CLEV. R. R.
 JEFFERSONVILLE & COLUMBUS R. R.
 LACROSSE & MILWK. R. R.
 L. I. RAIL ROAD N. Y. 10
 MICHIGAN SOUTHERN R. R.
 N. O. J. & G. N. R. R.
 NORTH EASTERN R. R. (36mm.)
 OHIO & PA. R. R. (33mm. not 32 mm.)
 NASHV. & CHATA. R. R. Ten.
 N. O. JACKSON & G. NO. R. R.
 N. YORK & ERIE R. ROAD
 (some doubt about this one)

N. YORK & N. HAVEN R. R. (33mm. with
 year date)
 N. YORK & PHILA R. R. (31 $\frac{1}{2}$ mm. only)
 NORTH CENTRAL R. R.
 PEORIA O. & BUR. R. R.
 PETERSBURG & ROANOKE R. R.
 PHILADA RAIL ROAD (in circle with Rail
 Road clockwise)
 PHILADA RAIL Rd.
 PHA. & POTTSVILLE
 PHILADELPHIA RAIL ROAD
 RALEIGH & GASTON R. R. (31 $\frac{1}{2}$ mm. only)
 RUTLAND & WASHTN. R. R.
 SOUTHERN MISS. R. R.
 SYRA. & BINGHAMPN. R. R.
 TER. HAUTE & ALTON R. R.
 WESTN. & ATLANTIC R. R. (2 similar types
 of this, both with WESTN.)
 WILMINGTON & MANCHESTER R. R.

ANOTHER FIRST-DAY COVER

The L. J. Shaughnessy list of authenticated covers showing S1 used on July 1, 1851 (see Issue No. 7) has been amended by reports in later issues to show additional uses as follows:

Chillicothe, Ohio	Issues No. 11 and No. 12
An additional Hartford, Ct.	Issue No. 14
Louisville & Cincinnati Mail Line	Issue No. 15

So it is an event of importance to be able to record another first-day cover submitted by Dr. A. R. Davis, illustrated as No. 9, with townmark of New Bedford, Mass. The S1 (60L1(e)) was used to forward a stampless letter that was rated at the 1847 rate. Cover was mailed June 19, 1851 at Grafton, Ill., addressed to New Bedford, rated "10" for distance greater than 300 miles. It was forwarded to Boston on July 1, 1851, by use of the 3ct stamp.

Including Dr. Davis' cover, the list now shows 24 identified covers plus three "unrecorded" as to town of origin -- some of which might be in the identified list.

Dr. Davis' splendid cover was shown at CENEX along with many first-day stampless covers that showed the new prepaid 3ct rate of July 1, 1851. To our regret, the stamped cover noted above was not reported at the time, though the exhibit of stampless first-days was described.

FIRST-WEEK COVERS

Supplementing reports in previous issues, Mr. J. E. Minor reports S1 on folded letter obliterated with cross-hatched grid, of BROOKLINE, MASS. in oval, dated July 2. All markings are in red. The letter is dated July 1, 1851.

HAWAII-UNITED STATES PASTE-OVER COVER

From Dr. G. B. Smith comes the interesting cover shown as No. 1. The cover was mailed from Honolulu, March 27, 1854, probably on S.S. Restless, arriving in San Francisco where it was placed in the U.S. Mails, Apr. 16, 1854. A pair of S2 was pasted over a pen cancelled Hawaiian red 13ct stamp, Scott's No. 6. The illustration shows the pair of S2s purposely displaced from its original location so as to show the Hawaiian stamp underneath. The postmark is red "HONOLULU U. S. Postage Paid."

Why was the Hawaiian stamp concealed? The answer is perhaps that the ship's officer who mailed the letter thought he could avoid paying the 2ct ship fee to the San Francisco post office (and apparently did so) by having the letter appear as a domestic letter bearing 6ct in stamps for transit from San Francisco to Massachusetts. Of the 13 cts collected by the Honolulu postmaster, 8 cts was presumably given to the ship's captain for prepayment of the 2ct ship fee and the domestic 6 ct rate at San Francisco. Of course the ship fee might have been paid in cash, but there is no evidence on the cover of such payment. It is hard to believe that the San Francisco post office was not aware of this absence of ship fee because the Honolulu postmark clearly identifies origin.

SAN FRANCISCO "TOO LATE"

Supplementing reference to this subject in Issue No. 17, page 3, Mr. E. B. Jessup reports a similar TOO LATE used July 1, 1850, at San Francisco on letter with red "40" going to Boston. The TOO LATE and the San Francisco townmark are orange. On the cover is also a red Boston townmark dated Aug. 27, containing "5cts" for forwarding the letter to Long Meadow, Mass. This is the earliest TOO LATE in the E. B. Jessup collection, and the earliest U. S. marking of this type known to Ye Editor.

STRAIGHT-LINE TOWNMARKS

Issue No. 16, illustration 25, CONCORD, N.C., shows an unidentifiable year date. Another cover having similar marking shows use in 1856, which is to be expected from the listing of this marking in Dr. Chase's book, 2nd edition, page 250.

No. 6 LAPORTE ties S5 on a cover from LaPorte, Calif., that is in the Wiltsee collection of Western covers on permanent display in the Western Historical Exhibit at Wells Fargo Bank and Union Trust Company, San Francisco. The marking is also repeated elsewhere on the cover. The Wiltsee collection also has a stampless cover rated FREE with the same marking, but it is in the form: LAPORTE over W. YOULEN. Perhaps Youlen was the postmaster, and also perhaps the townmark was made from the combination handstamp after the word "W. YOULEN" had been removed.

NEW WATERWAYS ROUTE-AGENT MARKINGS

G. D. D. & MIN. PAKT. CO., illustrated as No. 7, traced from photo by Mr. H. A. Meyer, ties S5 in black on cover that recently sold for \$137 in a Costales' Sale. So far as known this is unique; the two other known markings from the Galena, Dubuque, Dunleith & Minnesota Packet Co. are as shown in Issue No. 2. All are rare.

Commenting on this route, Mr. H. S. Poole writes: "I am enclosing a letter written in 1856 bearing letterhead 'Galena, Dunleith & Minnesota Packet Co.' You will note that 'Dubuque' was not then included in the corporate name. There were three Captain Harris's associated with this route, all brothers. All were outstanding river men. Capt. R. S. Harris (many of whose effects are in the Galena, Ill., museum) came to Dubuque in the 1860's and died there 25 years later. He was one of Dubuque's wealthy men."

It has been reported that a postal handstamp of this waterways route is in the Galena museum. Thinking it would be of interest to know which one of the three known types was in this exhibit, Mr. H. S. Poole visited Galena for the express purpose of identifying the handstamp. He reports that it is not a postal-marking handstamp; it is corporate seal -- an old brass seal, much like those used by notaries, containing the words GALENA, DUNLEITH & MINNESOTA PACKET CO. around the periphery inside of a dotted circle.

Mr. H. A. Meyer's excellent article in SPA Journal, Sept. 1953, illustrates a stampless cover bearing circular KEOKUK & RK. ISL. R.M., owned by Mr. H. S. Poole, date unknown. A cover with same marking on cover tying 3ct 1861 stamp was auctioned last year. So far as known the marking has not been seen associated with S2 or S5 or '53 Nesbitt envelopes. However, it may sometime be seen with this usage because, according to Mr. Meyer's article, the PMG's report of 1857 states that the Keokuk-Rock Island route was contracted as Route 9436, distance 140 miles each way, 6 round trips per week.

Another marking that perhaps someday may appear on covers of the '51-'61 period is the rectangular LOUISVILLE & CINCINNATI MAIL LINE, 46 x 17 mm, reported in Dr. Chase's book as in red used in the 1847 period. Mr. Meyer reports this as used on stampless, May 30, 1851, owned by Mr. R. M. Wilkinson, so its use may have extended beyond July 1, 1851. This marking was not included in the list of extra scarce waterways route-agent markings in Ye Editor's article in American Philatelist, Aug. 1953, because the list in that article was confined to known cases of markings on covers bearing 3c '51-'57 stamps or on Nesbitt '53 envelopes.

WHAT STEAMBOATS CARRIED ROUTE AGENTS WITH ROUTE HANDSTAMPS

Continuing from previous issues, Mr. W. H. Semsrott reports the shield type LOUISVILLE & ST. LOUIS MAIL ROUTE in blue on letter of June 22, 1852, inscribed "100 miles downstream from Louisville ... on board Steamer Fashion." He also has a companion piece from the same correspondence having the red LOU & CIN S.B. MAIL LINE on letter of June 24, 1852, inscribed "10 miles above Louisville ... on board Steamer Telegraph." Both covers bear S2; the former is tied with the 16-section rosette obliterator, and the latter with the route marking.

Mr. Semsrott also owns the circular LOUISVILLE & ST. LOUIS MAIL ROUTE and the similar LOUISVILLE & ST. LOUIS MAIL LINE covers shown as Nos. 40 and 41 of Issue No. 7. The former bears S2 tied by heavy black PAID and in manuscript "per A. L. Shotwell" (is this a steamboat name?). The latter has S2 tied by penmark, but no other markings.

On this subject, the article in Issue No. 13 that reported on Mr. D. A. Somdal's research indicated that on the Lower Mississippi certain markings are definitely associated with particular steamboats or their summer-time alternates (during over-haul). As to the practice on the Upper Mississippi and the Ohio River, Mr. H. A. Meyer writes interestingly as follows:

"Frequently a boat was pulled off a run and another boat put on. Sometimes it was a substitution for repairs, but often it was a permanent change -- "permanent" being a relative term. The Louisville & Cincinnati Mail Line pulled boats of the Louisville-Cincinnati run and changed them to the Louisville-St. Louis run, or vice versa. So it is pretty much a hopeless task to try to identify marks with boats on any except the New Orleans-Vicksburg route, where the boats had a longer tenure and where the custom of inscribing the boat name on the envelope was rather general."

NAME-OF-PACKET MARKINGS

In Issue No. 17, top of page 7, reference was made to the scarcity of covers that bear a name-of-packet marking and also a waterways route-agent marking. Aside from the Str. Natchez markings used with Route 7309 and Route 8165 markings, only one case has previously been noted: Mr. E. B. Jessup's cover, described in Issue 17, that shows STEAMER LADY PIKE on cover with LOU. & CIN. S.B. MAIL LINE. Now from Mr. H. A. Meyer comes word that he has STEAMBOAT SOUTHERN BELLE in large oval on Nesbitt envelope that also bears the large fat oval ROUTE 7309, ordinarily associated with Str. Natchez. Apparently the Southern Belle was an alternate of the Natchez while the latter was being overhauled; the route-agent took the ROUTE 7309 handstamp with him. Mr. Meyer mentions numerous other examples, but not of the '51-'61 period.

Also in Issue No. 17, top of page 8, the question was asked as to the town of origin of the STEAM on the PACKET JEANNY BEALE cover. Mr. Meyer reports that this exactly matches the STEAM regularly used at Mobile. Except for a few cases, the uses noted of name-of-packet markings on the Alabama waterways in association with 3c stamps appear to indicate special conditions, quite the opposite of what prevailed on the lower Mississippi and tributaries when for a considerable period the majority of the non-contract boats appear to have applied their name-of-packet mark on letters delivered to the post office for entry into the mails.

THIS PUZZLING SUBJECT OF COLOR

Those who do not have a selection of stamps for use as color samples will find it to advantage to obtain a set of such samples identified as to color by Dr. Chase. To aid this project, as announced in the last Chairman's Chatter, Dr. Chase has arranged to have stamps submitted to him compared and matched with his master color samples at a nominal price of 25cts per stamp. Whether the stamp is in fine or poor condition is not important for color-sample purposes unless the samples are to be exhibited. However, it is important that it be clearly printed, not smudged or plate wiped too little or too much; also it should be cancelled in black (pen cancel is okay).

It is Ye Editor's observation that the most frequent color error is in regard to the clarets. Some insist on calling stamps that are brownish-carmine as claret. Some go so far as to call any deeply printed stamp as claret. A brownish carmine stamp, according to the Dr. Chase color samples, is a beautiful deep rich color -- and it deserves a prime spot in any collection; but it is not a claret or a brownish claret. Dr. Chase's samples of claret stand out distinctly because they have the appearance of having a slight admixture of blue. The color is distinct and once recognized is not likely to be forgotten.

For best matching of colors with those "colorized" by Dr. Chase, place the various known samples on a white background along with the unknown sample. View them not

in direct sunlight but in bright north light; that is, adjacent to plenty of outdoor daylight --preferably midday. Do not use artificial light or daylight when the sun is well down. Then place the unknown successively alongside of the samples of known color and the matching will be relatively easy.

As Dr. Chase writes, "The colors run one into another so it is sometimes difficult to obtain an exact matching. This is not remarkable when we stop to think that they probably made a new batch of ink every day or so for some six years of the imperi stamp and four years of the perf stamp."

In connection with developing his new color chart, Dr. Chase reports that "plum" does not appear in S4 or S5, though his book mentions this color as applying to stamps printed in their period. Correction should be made in the priced schedule P-5 of Issue No. 15, as noted in the Corrigenda of this issue.

OUR ILLUSTRATIONS

Those not elsewhere described in this issue are as follows: No. 11, CONQUEST, N.Y. is reported by Dr. A. R. Davis as on cover with S5 used in 1858. It is the largest unframed circular marking he has seen.

No. 10, COILA, N.Y. with ornamental lines, on S2; No. 12 odd obliterator on S4 of Springfield, O., in blue; and No. 13 target on S5 of Putnam, Ct., are reported by Mr. A. S. Wardwell who also sends the odd ADV 1 CENT (No. 14) in red on cover with S2. This was apparently applied at Providence, R.I. Mr. Wardwell also reports S4 on patriotic cover (38R10(L)) from Hudson, Ohio -- a very late use of S4 and the first he has seen of the new Scott's 26a on patriotic cover.

No. 15 PAID THREE Cts. in black on stampless of Ludlow Vt. is sent by Mr. A. I. Dumas who writes that this might be a postmaster's provisional cover because the marking is embossed negatively on the back of the envelope -- an indication that the envelope was empty at the time the marking was applied. Mr. Dumas also sends a stampless cover of Berlin, Mass., bearing No. 16, the smallest PAID he has seen.

No. 8, PHILADELPHIA PA. 3 CTS PAID in circle with date is reported by Mr. L. L. Downing on stampless from Philadelphia to Bangor, Me., used in 1855 in red. This is interesting as typifying usage during the period from April 1, 1855 to Jan. 1, 1856 when a stampless letter could go only prepaid. This marking is also illustrated in the Stanley B. Ashbrook book on the 1ct stamp, vol. 2, page 133. The Dr. Carroll Chase book on the 3ct stamp, Fig. 194, illustrates a similar marking except as to the "A" of "PA." It is noted as having been seen in blue on cover with S2.

SCARCITY OF CERTAIN IMPRINT COPIES OF S5

The catalog compilation P-12 in this issue relating to imprints contains new information as to the relative scarcity of imprints from the S5 plates, as recently received from Dr. Carroll Chase. He writes that over the years he has kept a record of imprint copies seen, and that some of them are exceedingly scarce. Their relative rarity is reflected by the different premium values listed in P-12. For example, Dr. Chase reports having seen only six imprint copies from plate 12, 12 copies from plate 14, ten copies from plate 21, and eight copies from plate 22. Of the unidentified imprints that apparently come from plates 13 and 17, the numbers of which have not yet been seen, and from one other pane (perhaps 12R), Dr. Chase

reports having seen only five copies from each of panes "J" and "L", three from pane "I", and two from pane "K".

This information as to scarcity of copies from plates 21 and 22 will be news to many of us who have long held the belief that plates numbered 20 and later are comparatively common.

SUGGESTED "CATALOG" PRICES FOR 3ct '51-'57 STAMPS

Continuing the project started in Issue No. 15, the sections herein relate to collectible items as stated in the titles of the respective sections. The preliminary remarks on page 9 of Issue No. 15 apply.

P-12 PREMIUM FOR EXTRA PLATE MARKINGS -- IMPRINTS, CENTER LINES, PLATE NUMBERS
When Stamps Are in Fine (2+) Condition as Defined in Schedule D-1
(see CHRONICLE, Issue No. 14).

The premium is to be added to the value of the stamp itself as shown by Schedules P-1 to P-5 (incl.) after adding the premium for plate variety, if any, as shown in Schedules P-6 to P-11 (incl.). These schedules are in CHRONICLE Issues 15, 16, and 17.

If stamp is in any other condition than Fine (2+), apply M-3 multiplying factors, as below (when determining condition, off-center in a direction to improve showing of plate marking is not a defect). If stamp is Very Fine (1-) or better, multiply listed premium by 1.6; if Good (2), by 0.8; if Average (2-), by 0.6; if Fair (3+), by 0.4; if Poor (3), by 0.2. See Schedule D-1, Issue No. 14, for definitions of condition.

IMPRINTS (not showing plate number):

NOTE: The listed premium applies in the case of imperf stamps only if full height of imprint lettering shows. Reduce premium applying to imperf stamps in proportion to reduction of area of imprint when only part of it shows. However, as perforations normally cut away imprint of perforated stamps, the listed premium applies without reduction for loss of part of the height of lettering, provided enough shows to enable recognition and plating. In the exceptional case where full imprint shows on perforated stamps, increase listed premium by one-half.

Variety	Premium if stamp is fine (2+)	Variety	Premium if stamp is fine (2+)
(1) Plate 0, 1(i), 2(e) left, 5(e)	10.00	(5) Plates 1(L), 2(L), 3, 4	1.00
(2) Right imprint of 2(e) to prove different from 2(L)	20.00	(6) Plates 5(L), 6, 7, 8	2.00
(3) Sufficient margin to prove absence of imprint on 1(e)	75.00	(7) Plates 10 or 11	3.00
(4) Imprint with enough margin to show absence of number on 2(e), 5(e), and 0	75.00	(8) Plates 10 or 11 with trace of Casilear	5.00
		(9) Plates 24, 25, 26	1.00
		(10) Plates 15, 20, 28	1.50
		(11) Plates 9, 16, 23, 27	3.50
		(12) Plate 18	5.00

(13) Plate 19	10.00	(18) Short transfer "Cincin"	
(14) Plates 14, 21	17.50	40 R 15	15.00
(15) Plates 12, 22	22.50	(19) Double transfer "Toppan"	
(16) Unidentified pane H	10.00	60 R 26	10.00
(17) Unidentified panes I, J, K, L	25.00	(20) Double transfer "Carpenterar" (or rr)	5.00

Note: The unidentified panes
are believed to be from
plates 13, 17, and 12R.

CENTER LINES:

NOTE: The listed premium applies to full showing of line. If line only partly shows, reduce premium in proportion to reduction of length. Top- or bottom-row copies that show termination of line command double premium. Imperf stamps showing center line and part of stamp of adjacent pane (straddle copies) as well as S3 and S4 stamps command three times listed premium. Straddle copies of S5 stamps command double premium. However, unusual straddle copies (showing over lmm of adjacent stamp) command more.

Variety	Premium if stamp is fine (2+)	Variety	Premium if stamp is fine (2+)
(21) Plates 0, 1(e), 1(i), 5(e)	3.00	(29) Plate 8	1.75
(22) Plate 1(L)	.75	(30) Plates 10 or 11	.75
(23) Plate 2(e) single line	4.00	(31) No center line where one should be--two positions of Plate 11(L)	5.00
(24) Same, doubled	3.00	(32) Plates 9, 12-28 incl.	.20*
(25) Plate 2(L) single line	1.25		
(26) Same, doubled	.75		
(27) Plates 3 or 4	2.50		
(28) Plates 5(L), 6, and 7	1.00		

* If identifiable from plates 12,
16, 19, 21, or 22, premium is 3.00.

PLATE NUMBERS with Imprints:

NOTE: Listed premiums apply if number is completely shown. If the designation "No." is also completely shown add 25%. If only part of the numeral shows, but sufficient to identify it, deduct 30%. If numeral does not show, but designation "No." shows, deduct 90%.

Variety	Premium if stamp is fine (2+)	Variety	Premium if stamp is fine (2+)
(33) Plate Nos. 1	40.00	(42) Plate No. 12	100.00
(34) Plate No. 2 or 3	35.00	(43) Plate No. 14	40.00
(35) Plate No. 4 (normal)	40.00	(44) Plate No. 15	35.00
(36) Plate No. 4 (reversed 4)	50.00	(45) Plate No. 16	100.00
(37) Plate No. 5	40.00	(46) Plate No. 18	35.00
(38) Plate No. 6	40.00	(47) Plate No. 19	100.00
(39) Plate No. 7	120.00	(48) Plate No. 20	30.00
(40) Plate No. 8	80.00	(49) Plate No. 21 or 22	100.00
(41) Plate Nos. 9, 10, or 11	40.00	(50) Plate Nos. 23 to 28 incl.	15.00

Plate Nos. 13, 17, 12R, or 22L have not yet been reported (Nov. 1953).

P-13 PREMIUM FOR SPECIAL FEATURES - PAPER - UNOFFICIAL PERFORATION -
IMPRESSION , ETC.

The premium is to be added to the value of the stamp itself as shown by Schedules P-1 to P-5 (incl.) after adding the premium for plate variety, if any, as shown in Schedules P-6 to P-11 (incl.). These schedules are in CHRONICLE Issues 15, 16, and 17. If stamp is in any other condition than Fine (2+), apply M-3 multiplying factors as listed under Schedule P-12.

The premiums herein for "impression" apply to stamps especially selected in order to show typical conditions of printing. Under other schedules many of these detract from value, but for the purpose herein, they command a premium.

	(a)	(b)	(c)	(d)	(e)
Stamp No.	S1	S2	S3	S4	S5
(1) Worn Plate - extreme examples from Pl. 1(L)		.50			
(2) Dirty Plate - middle of year 1855		none			
(3) Dry Paper, very fine examples	.30	.10	.50	.25	.05
(4) Smears, very fine examples	1.00	.50	1.00	.25	.25
(5) Blurred because of paper moving	2.00	1.00	1.00	1.00	1.00
(6) Plate wiped too much, but impression good	1.00	.50	.50	.25	.15
(7) Perfect impression; i.e., as good as routine stamp production will allow	3.00	2.00	1.00	.25	.15
(8) Plate wiped more on one portion than on another, very fine example	3.00	2.00	2.00	1.00	1.00
(9) Part of plate not reinked after previous impression		20.00			20.00
(10) Offset on back of stamp, very clear example	2.00	2.00	1.00	1.00	1.00
(11) Double impression (printed twice) - two or three copies recorded		500.00			500.00
(12) Thick paper (.004" or over)	1.00	1.00	.50	.25	.25
(13) Thin paper (.002")	1.00	1.00	.50	.25	.25
(14) Part India Pl. 1(e) only	20.00				
(15) Stitch watermark	1.00	1.00	2.00	2.00	2.00
(16) Rouletted $7\frac{1}{2}$ horizontally. Official trial (never issued)		25.00			
(17) Rouletted 5 to 7 (Newbern, N.C.)		10.00			
(18) Perforated $12\frac{1}{2}$ (Chicago) (perhaps official)			30.00		
(19) Double perforation (horiz. or vertical)			1.00	1.00	.50
(20) Paper folded prior to printing	1.00 to 3.00	depending on width of fold			

P-14 VALUE OF SINGLE STAMPS IF UNCANCELLED.

Note: This is not a "Premium" Schedule.

An unused stamp, with or without gum, commands a premium, but it is difficult to assess a value when the stamp has plate varieties or is from the rarer shades. Furthermore, unused stamps that are in Average (2-) condition or worse appear to have no greater value than used stamps.

The most satisfactory way of appraising unused stamps is to evaluate them at a proportionate increase over their price when used. Applying this principle, we have, if stamp is Good (2) or better:

Value Used	For stamps without original gum, multiply "used" value by
	for No. S1 (a)
	for Nos. S2, S3, S4, S5 (b)
(1) Below 50 cents	-
(2) .51 to 1.00	8
(3) 1.01 to 2.00	8
(4) 2.01 to 4.00	8
(5) 4.01 to 8.00	7
(6) 8.01 to 16.00	6
(7) 16.01 to 32.00	5
(8) Over 32.00	4
(9) If stamp has original gum, with only minor hinge mark at top, increase above multiplying factors by 1.	

The above multipliers do not apply to multiple pieces (pairs, blocks, etc.). Applying the above scale gives values for certain stamps that are quite a bit below what they are catalogued by others, but the values, nevertheless, are believed to reflect trade conditions.

P-15 PLATING AND COLOR-IDENTIFICATION COST.

After the item has been appraised completely, a plating charge is added if the plate position is known. Of course, a plating charge is not added in cases where the position is known without its being necessary to obtain the position by comparison with the stamps of a reconstructed plate. For example, the appearance of the three cracks, 74, 84 and 94 L5L, is known from illustrations in Dr. Chase's book so plating charge would not be added in this instance. Also where the position is clearly identified in Mr. Cabeen's monographs, no plating charge can be added.

These charges do not reflect the actual time value for doing the work, particularly in difficult cases. They do, however, represent the costs of such work done by those who handle it as an incidental service in connection with the sale of these stamps.

It is not customary to add the cost of color identification to the appraised value of the stamp because price schedules P-1 to P-5, Issue No. 15, assume correct identification of color. Ordinarily a single stamp properly identified as to color serves to identify all stamps of the same color in a collection, so it would unduly pad values if every stamp were increased in value by the amount of cost of color identification.

Plating:

(a) S1 stamps	0.50 each
(b) S2 from plates 1(L), 2(L), and 3	0.25 "
(c) S2 from plates 4, 5(L), 6, 7, and 8	0.35 "
(d) S3, S4, and S5 such as can be plated	0.50 "
(e) Verifying plating of others	0.10 "

If incorrectly plated, above charges apply.

Color Identification:

(f) Determining color from comparison with basic color chart of the issue	0.25 each
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ADDENDA AND CORRIGENDA

Issue No. 17:

page 10, item (6) -- change 2nd line to read "rosettes, both labels, and oval, horiz, line"

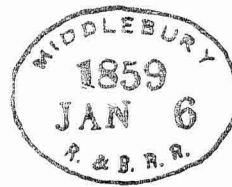
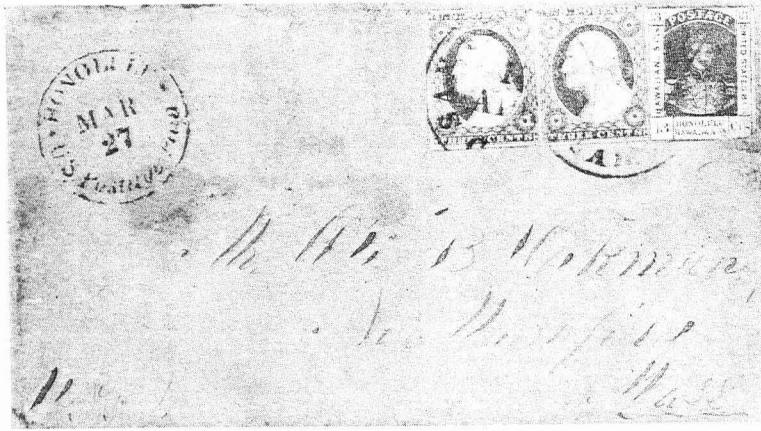
page 10, item (10)-- add "99L"

Issue No. 15:

page 12 -- omit "plum" from the P-5 list, as Dr. Chase reports S5 not found in this color. Substitute "garnet brown," and place dash (-) under "E"

Issue No. 12:

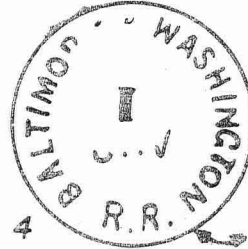
page 10 -- 4th para. The encircled star of Charlottesville, Va. is in blue.



2

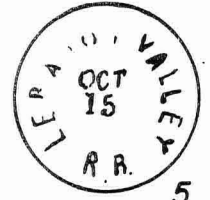


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4

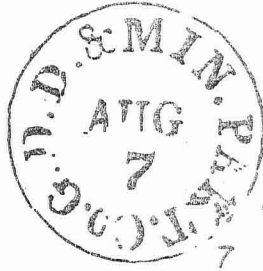
5



5

LA PORTE

6



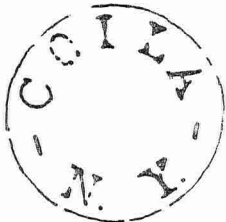
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8



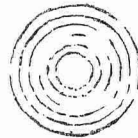
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10



12



13



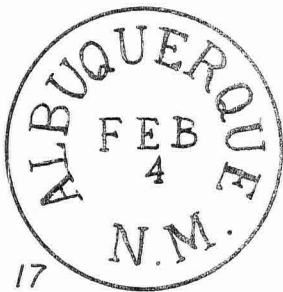
14



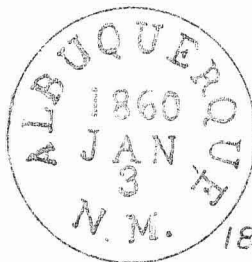
15

PAID

16



17



18

*Arizona N.M.
March 9,
Due 7*

19



20



21



22



23



24



25

*Fort Defiance N.M.
Sept 12 -*
26

*Fort Fillmore, N.M.
Nov 20, 1852*
27



28

*Fort Union N.M.
Sept 3 1852*

29



30



31



32

*Las Vegas N.M.
July 5/6*
33

*Santa Fe, N.M.
Nov. 12 -*
34



35



36



37



38



39

*Tubac N.M.
Mar. 31*
43



40



41



42



44