

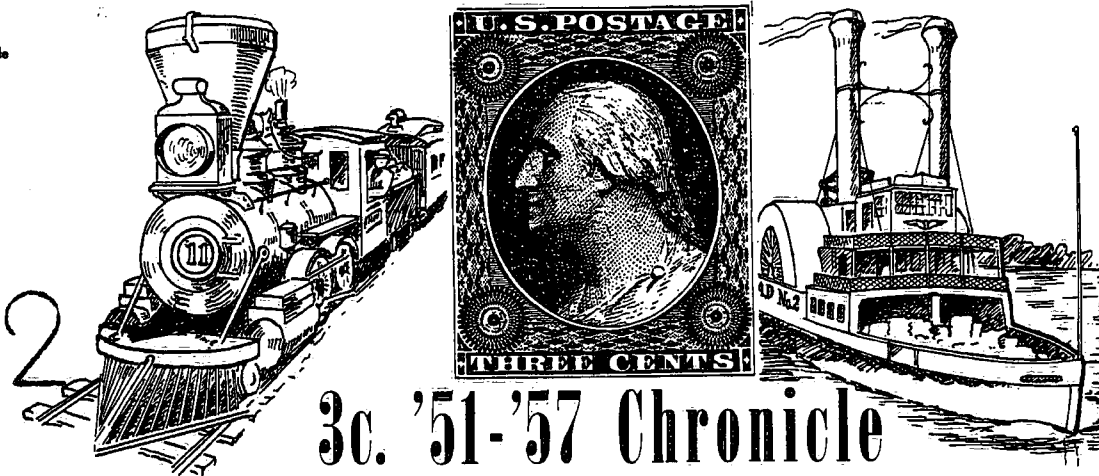
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3c. '51-'57 Chronicle

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NO. 11

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VARIETIES AND SYMBOLS

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

- S1 The imperforate orange-brown stamp with four outer frame-lines; Scott's No. 11b.
- S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines; Scott's Nos. 11 and 11a.
- S3 The perforated stamp with four outer frame-lines; Scott's No. 25.
- S4 The perforated stamp with outer frame-lines at sides only, discontinuous between stamps; Scott's No. 26 "with discontinuous side lines" (later: 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 Plates indicate black color unless otherwise stated.

TARGET OBLITERATIONS ON S4 AND S5 By Towner K. Webster RA #29

Target cancellations on the 3¢ 1857 stamp are not common in spite of the fact that this type of cancellation is one of the most common of the issue of the 1861. A very high percentage of the target cancellations on Scott's #26 were used in 1861 and the latter part of 1860.

Of the ten definitely different targets (illustrated on Plate 1) which I have seen so far, one of them shown as No. 1 consists of 4 concentric circles and has an outside diameter of 3/4"; it is very much the most common. I believe I have seen more of this particular cancellation than of all the others put together, all of which indicates that along the latter part of 1860, a pretty good selling job was done on the various postmasters in getting them to purchase this standard target cancellation No. 1.

Since a great many of the target cancellations were hand-made, it is natural that there are a great variety of minute differences. The ten that are illustrated (Nos. 1 to 10) are different enough to be clearly identified. Most of these cancellations are in black. Blue is the next most common, then green. Red is very rare.

The following list shows cities using target cancellations which have been identified on cover so far:

Target Cancellations on Scott's No. 26 (our S4 and S5)

Noted by the Author:

Afton, Ill.; Altoona, Penn.; Bethel, Me.; Caledonia, Minn.; Charlestown, N. H.; Excelsior, Minn.; Farmington, N. H.; Garnaville, Ia.; Hartford, Conn.; Hartford, Ky.; Holyoke, Mass.; Janesville, Wisc.; Johnstown, Penn.; Killingly, Conn.; Little Rock, Ark.; Lookout Mountain, Tenn.; Marengo, Ia.; McGregor, Ia.; Mullica Hill, N. J.; Norfolk, Va.; Plover, Wisc.; Rockford, Ill.; Rondout, N. Y.; Runford, N. H.; Stamford, Conn.; St. Charles City, Ia.; St. Paul, Minn.; Sodus Point, N. Y.; Wauseon, Ohio; Westerly, R. I.

Noted by Mr. Chas. Meroni, Chicago, Ill.:

Centralia, Ill.; McHenry, Ill.

Noted by Mr. R. McP. Cabeen, Chicago, Ill.:

Bellows Falls, Vt.; Charlottesville, Va.; Farmington, N. Y.; Harpers Ferry, Va.; Harwinton, Conn.; Jonesboro, Tenn.; Kenosha, Wisc.; Rancocas, N. J.; Rectortown, Va.; Washington, Conn.; West Haven, Conn.; Woolwich, Maine.

Noted by Mr. C. W. Wilson, Detroit:

Springfield, Ohio; Waukesha, Wisc.

Noted by Mr. M. H. Judd, Dalton, Ga.:

Marion, Mass.; North Abington, Mass.; Rectortown Station, Va.; Vicksburg, Miss.; Wetumpka, Ala.

Noted by Mr. J. W. Fox, Benton, Pa.:

Beaver Valley, Penn.; Smithport, Penn.; Treverton, Penn.; Williamsport, Penn.; Wyoming, Penn.

Noted by Mr. T. W. Simpson, Berkeley, Calif.:

Anamosa, Iowa (No. 9); Holmes Hole, Mass. (No. 2).

THE VALUE OF THE ORANGE-BROWN 3c. '51 (S1)

By D. A. Grant RA #12

The 1949 edition of Scott's catalog lists:-

No. 11	-- Dull Red	- \$.35
No. 11b	-- Orange Brown	- 3.00

Even a non-student of the 3c. 1851 issue would deduce from the above that the Orange Brown is scarcer than the Dull Red and therefore must be worth more, possibly 8.6 times as scarce since that is the ratio of \$3.00 to 35¢.

But does that mean that a 3c. 1851 stamp has the higher valuation merely because of its color?

This question is raised because 3c. 1851 stamps are often offered for sale -- both in Society circuits and dealer stocks -- which are priced as Orange Brown when the item is actually the common variety. Often these cases are obvious errors due to cataloging by someone who hasn't the slightest knowledge of the true Orange Brown color.

Sometimes such an error is augmented by chemical changes which have converted an ordinary Dull Red into a shade that might be labeled Orange Brown if enough imagination is used and if the stamp is kept out of contact with Hydrogen Peroxide.

In other cases the stamp actually may be one of those off-shade Orange Browns which even among experts can often start a good argument: "Is it or isn't it?"

What then really makes an Orange Brown entitled to the \$3.00 catalog value? Let's take a look at Page 85 of Dr. Chase's revised book from which is taken the following data:

<u>ORANGE BROWN</u>		<u>NOT ORANGE BROWN</u>	
Plate	Issued	Plate	Issued
1 ^e	2,267,800	1 ^l	61,695,000
1 ⁱ	4,050,200	2 ^l	85,246,200
2 ^e	4,169,800	3	77,877,600
5 ^e	5,093,600	4	37,596,600
0	4,361,800	5 ^l	20,569,800
		6	21,211,000
		7	21,211,000
		8	16,921,800
	<u>19,943,200</u>		<u>342,329,000</u>

There is the real answer to the higher valuation -- that a total of only 19,943,200 stamps was issued from Plates 1(e), 1(i), 2(e), 5(e) and 0 as compared to 342,329,000 from all the other plates which were printed in various shades of Red.

Therefore, if Scott's No. 11b, instead of being listed merely as Orange Brown, were shown as "Orange Brown, Plates 1(e), 1(i), 2(e), 5(e) and 0" there would be a sound basis for defining an Orange Brown of the \$3.00 valuation.

A questionable Orange Brown would not be entitled to the higher valuation unless it came from one of the five Orange-Brown plates. On the other hand, even if it didn't appear to be an Orange Brown, it would still be worth the higher valuation if it came from one of the five scarce plates.

If Scott's listing of No. 11b were changed there would still be differences of opinion as to the shade of a particular stamp but the proper valuation, based on scarcity, could easily and definitely be proved by plating.

The above premise does not take into consideration those unusual items from the Not-Orange-Brown plates which were printed in a shade of Orange Brown, such as some from Plate 1(L). Those items are of interest mostly to the specialist, and they are in such a minority that they would have little bearing on the above general premise.

Scott catalogs Orange Browns at 8.6 times a Dull Red. Dr. Chase shows there were 17.15 times as many Not Orange Browns issued as Orange Browns. On that basis the latter is undervalued at \$3.00 if the former is correctly priced at 35%.

WAY, STEAM, STEAMBOAT, RAILROAD, ETC.

Supplementing the information appearing in Issue No. 1 under this subject is the following valuable data supplied by courtesy of Mr. Elliott Perry, Westfield, N. J., noted authority on the matters he discusses (and on many other philatelic subjects, also).

RAILROAD ROUTE: Mr. Perry believes the point should be emphasized that a railroad marking that shows the corporate name of the railroad does so merely because the P. O. Dept. made the railroad's name its official designation for a mail route. He points out that many collectors have considered such markings to be railroad markings applied by railroad employes whereas in nearly all cases they are postal markings, and applied by P. O. Dept. employes.

The exceptions are the few instances where the railroad-station handstamp, used by the station agent for dating tickets, etc., was used - such as at a few towns on the Housatonic R.R., the B. & O. R.R., etc. For these cases, he states it to be his belief that the post office was in the railroad station, that the postmaster was also the ticket agent or station master, and that for one reason or another his ticket-chopper (dating stamp) was used as a postmark. He writes further, "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."

With regard to the type of service rendered by the route agents, Mr. Perry states, "In some instances 'closed mail pouches' were opened only at post offices at terminals of mail routes. In other instances, the pouches were opened by route agents en route and the mail was 'worked' (distributed) after the manner of railway post-offices of today."

Of course the route agent's handstamp was applied only to mail that was handed to him without a post-office marking. Ordinarily this would constitute only a small part of the total mail handled.

EXPRESS-MAIL: Mr. Perry suggests that the opening statement in this section that refers to the hold-over markings of an extra fast mail service (in 1836-1839) would be clarified if it was mentioned that a triple rate was charged for such service and that "extra speed" was obtained by horseback riders presumably traveling day and night, as distinct from the slower stage coaches.

He further states, "Some U. S. Express Mail markings on the New York-Boston run show westbound with New York and/or eastbound with Boston. The reason is a matter of conjecture. They were succeeded by the N.Y. & Boston Stmb. & R.R.R. marking (see PAT PARAGRAPHS No. 32) hence the Express-Mail markings can be considered as a combination of Inland Waterways and Railroad markings as much as can the N.Y. & Boston Stmb. & R.R.R. This route was always by water (Long Island Sound steamers) until the rail line was joined between New London and Stonington *****. However, there had been through rail service via New Haven, Hartford, Springfield and Worcester from about 1849 **** (but) I have found no evidence that the U. S. Express Mail ever used the Springfield route."

As to its service via Worcester and Norwich, he states, "There was no through rail route via Norwich until 1860. Apparently the main U. S. EXPRESS MAIL route **** was via Providence and Stonington, but the alternative route via Worcester and Norwich was always available. Evidence that it was used continuously is not available."

FORWARDERS: Mr. Perry does not believe that mail bearing stamps cancelled only by forwarder's markings implies that the post office regarded the marking as sufficient obliteration. He inclines to the second thought as expressed in Issue No. 1; viz., that the forwarder sent the letter privately to destination. As Mr. Perry says, "Any letter which went through a post office became mail and would be postmarked. Hence if it did not bear a P. O. marking it did not go via any government mail service."

STRAIGHT-LINE, ODD-SHAPED, AND UNFRAMED OVALS ON COVERS BEARING STAMPS

Of the 30,000 or so post offices of the '51-'57 period, about a hundred used a hand-stamped townmark in other than the circular shape. Most of these are hold-overs from the pre-'51 period but some originated later. Some were superseded by the circular townmark before the close of the period. The framed ovals will be covered in a future issue.

Dr. Carroll Chase's book and Vol. II of Mr. S. B. Ashbrook's book on the 1 c. '51 show a number of these markings; the Chase-Cabeen articles on territorial markings, now appearing in the American Philatelist, show a few more. As these sources are generally available, the markings shown in them are not reproduced herein. However, all markings covered by the title that have come to Ye Ed's attention are included, other than the above mentioned.

Some markings are known only on stampless. These are not shown; however, a few known only on 3c. 1853 envelopes are illustrated. The few marked "sketched, not traced," are as close to size as may be judged by the eye, but they are not tracings, as are also a few of the others. All colors are black unless otherwise stated.

No.	Seen on	No.	Seen on	No.	Seen on	No.	Seen on
12	S2 (blue)	23	3c. '53 env	33	S5	44	S5
13	S1	24	S5	34	3c. '53 env	45	S2 (yellow)
14	S2	25	S5	35	S2	46	S5
15	S5	26	S2	36	S2 (blue)	47	S4
16	S1	27	S5	37	S2 (blue)	48	S2 (red)
17	S2 (blue)	28	S2 (red)	38	S3	49	S2 (red)
18	S2 (blue)	29	S2	39	S2 (blue)	50	S5
19	S2	30	S1	40	S2 (blue)	51	S2
20	S5	31	S5	41	S5	52	S5
21	S2	(State is Miss.)		42	S1 (blue)	53	S2
22	S2	32	S2	43	S5	54	S2
						57	S1

The markings may be known in association with other stamps than those indicated. A check of Dr. Chase's lists in his book doubtless will show such cases.

No. 21 may be NORTH BROOKS or SOUTH BROOKS, both of which are known. Who will identify it and also send tracing of these markings? No. 50 has been thought to be from

Illinois. However, Ye Editor's cover bears "IND" in pencil, perhaps some collector's marking. The '59 P.L. & R. shows WENONA, Ind., and WENONA STATION, Ill. Who can help on this? No. 45 perhaps may have a faint oval frame. The CAMP FLOYD U.T. listed in Dr. Chase's book as a curved-line marking is now known to be a large-diameter and most unusual circular marking. It is illustrated in the Brookman 19th Century, Vol. I in the chapter on the 3c. '57.

Nos. 19, 20, 21 and 36 are reported by Mr. A. R. Rowell; Nos. 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34 and 35 are from Dr. Chase's Notes; No. 33 by Mr. John A. Fox; No. 54 by Mr. W. W. Davis; No. 57 by Mr. Ezra D. Cole. No. 53 is from the Knapp 2nd Sale. The balance are from Ye Editor's collection.

It is seen that the published list of such markings is considerably amplified by the information contained herein.

ADDITIONAL NOTES APPLYING TO DR. CARROLL CHASE'S BOOK

Considering the wealth of information and listed plate positions in Dr. Chase's monumental work on our stamp, few misprints crept through the two editions. Those noted by Dr. Chase, and certain other information supplied by his courtesy, are listed below:

- Page 88 - 3rd line from top, at extreme left --
Change 87R1(e) to 86L1(e).
- Page 95 - 7th line from top --
Change 46L2(e) to 47L2(e).
- Page 99 - 14th line from top --
Note that the recut in lower right triangle of 89L0 touches right frame line.
- Page 102 - 20th line from bottom --
Change 83R3 to 83L3.
- Page 105 - 22nd line from bottom --
Change "pust" to "just."
- Page 121 - The heading of the page is obviously in error.
- Page 132 - 3rd and 6th lines from bottom --
Transpose the words "Right" and "Left."
- Page 140 - Omit "?" after all positions bearing a number followed by "?."
Also, the Type G recut is 17R15.

Additional information is given below:

- Page 38 - Earliest date of use of P1.1(i) is July 12, 1851 (owned by Mr. A. R. Davis).
- Page 90 - Plate No. 1 stamp showing the numeral "1" has been noted on cover dated Dec. 31, 1851.
- Page 91 - 25th line from bottom --
Add 94R1(L). Sometimes the left inner line instead of running up too far to join the NW triangle recutting is broken between them.
- Page 95 - Plate 2(L) is now known to exist in a clearly distinct orange brown. The earliest date of use on proved cover containing dated letter and reconciling postmark is Jan. 12, 1852. It is in orange-brown shade.
- Page 136 - Plate 9(e) is known used Oct. 9, 1857; plate 18 is known used Nov. 19, 1857.
- Page 137 - 14L and 18R plate numbers have been seen.

When submitting the above, Dr. Chase asks that he be informed of any plate numbers that his book states as not having been seen.

MORE IMITATION BOSTON PAIDS

Supplementing data in Issue No. 1, markings have been reported as follows:

- No. 55 by A. S. Wardwell, from Yantic, Ct., in blue on S2.
- No. 56 by A. S. Wardwell, from Centre Sandwich, N. H., in blue on S1.
(Though this does not have circular outline, it is perhaps includible in this group.)
- No. 59 by L. C. Rove, from Haverhill, Mass. on S2 - an extraordinary cover with error IDPA instead of PAID.
- No. 60 by A. R. Davis, from East Sanbornton, N. H., on S5 - another unusual error with PAID in reverse (cf. No. 5 of Norwich Ct. from Issue No. 1).

INLAND-WATERWAYS-ROUTE MARKINGS

Mr. S. B. Ashbrook's Vol. II on the 1 c. '51 illustrates most of the known markings of this group found on S1 to S5, incl. A few not heretofore pictured, at least in sources generally available, are as follows:

- No. 61 by H. A. Meyer, on S5.
- No. 62 by H. A. Meyer, in blue on S5. The date may be Jun. 8th or 9th.
- No. 63 from Dr. Carroll Chase's Notes, on S2.
- No. 64 from Dr. Carroll Chase's Notes, in red on 3c. '53 env. It is not known whether the indistinct word is MEMPHIS or ST. LOUIS (later: it is now known to be NEW ORLEANS).

UNUSUAL LOUISVILLE OBLITERATION

Mr. S. B. Ashbrook sends tracing No. 11 saying it is new to him. The marking obliterates S2 on cover postmarked Louisville, Ky.

THE NEW STANLEY GIBBONS (LONDON) PRICE LIST

Referring to Mr. D. A. Grant's article on another page, those who despair of buying well printed S2, with margins sufficient to clear, at anywhere near Scott's catalog price for non-variety copies will have further evidence of market values if they note the catalog prices in the new Stanley Gibbons (London) catalog section on U. S., 1948 edition. Its prices, used, for S1 and S2, are as follows - based on 20 cents per shilling:

	Used
Copper red (SG's designation for S1)	4.00
Brownish carmine	.70
Pale brown red	.60
Pale red	.60
Orange red	.90
Light claret	1.50
Deep claret	2.00

WELLS, FARGO & CO. BANKERS & EXPRESS FORWARDERS 82 BROADWAY N. Y.

No. 58 illustrates a Wells Fargo handstamp not listed in the Berthold handbook or in the Konwiser-Mason listings, either among the Independent Mail Routes or among the Forwarders.

The example shown, in red, cancels a pair of S2, Plate 4, of the 1855 dul rose-red shade. It was recently turned up by Dr. Carroll Chase who reports also that another exactly similar marking has passed through his hands.

Handstamped markings were infrequently used to cancel adhesive stamps on letters carried by Wells Fargo out of the mail. At time of use of this pair, postal regulations provided that only stamped envelopes were to be used for such purpose, but sometimes envelopes bearing adhesive stamps were used instead, or adhesive stamps were placed on a stamped envelope to reflect an increase of postage rate, there being no stamped envelope on hand of the required value.

Wells Fargo's address in New York was 82 Broadway at the time. One other shield-shaped handstamped bearing this address, but of different wording and style, is listed by Berthold and Konwiser. A marking similar to the one illustrated is also known bearing the Boston address, but the wording in the body of the marking is different.

METHOD OF ENTRY OF RELIEFS IN PLATE 10

In Issue No. 1, Ye Editor ventured a suggestion as to how the huge double transferred "E" of 61 and 98 R (i and L) might have occurred - twice on this plate and never again in the entire group of plates. In his reference to Mr. Elliott Perry's theory of applying the relief, he gave the generalized form of the theory: viz., that the end embossed transfer was lightly inserted as a guide in the recess formed by the last position entered in that vertical row.

Though this description perhaps applies exactly to the forming of the body positions of the imperf. plates, obvious modification is necessary for forming the bottom row and the top row of such plates, and also for applying the six-relief roller when making plates for S4 and S5. In the latter cases, for example, either the second-from-end embossed transfer was set in the last formed entry or else the first embossed transfer was set in the next-to-last former entry. These modifications are necessary to conform to the arrangement of the reliefs on the finished plates.

Thanks to Mr. Perry for calling attention to this point.

PLATING COSTS

It is surprising that so many 3's in top collections are unplated, thus denying to the owner the pleasure of complete identification of his treasures. From plating, the existence of unexpected varieties is often established; also the owner is enabled to study the characteristics of the respective plates so he may buy more selectively.

Contrary to many opinions, plating costs are low. Our UNIT has two members listed as "PA" (Plating Authority). Their charges are modest and service is fast.

As an example of the usual schedule, that of Dr. Chase is as follows:

3c. '51 Orange Brown (our S1), except those from Plate 1(L)	50 cents each
" " from plates 4, 5(L), 6, 7 and 8 (our S2)	35 " "
" " from plates 1(L), 2(L), and 3 (our S2)	25 " "
" '57 perforated with outer line (Scott's No. 25; our S3)	50 " "
" " " without outer line (Scott's No. 26; our S4 and S5)	50 " "
(such as can be plated)	
Checking stamps already correctly plated	10 " "
Pairs, strips and blocks count as one stamp.	

We do not have Mr. Shaughnessy's schedule of charges at hand but understand they are equally modest.

PLATE NUMBERS ON S2, AND OTHER "CENSUS" INFORMATION

Mr. Leo J. Shaughnessy is compiling a census of the number of stamps in collections throughout the country that show the plate number in the margin - the actual numeral. As he last reported, these were in order of increasing rarity somewhat as follows: 3, 2, 5, 1, 4, 6, 8, and 7.

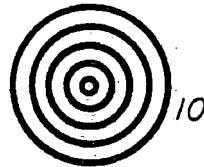
To start the ball rolling, Ye Editor reports 1, 2, 3, and 4. Mr. A. R. Rowell has No. 5, at least. A check of auction catalogs over a considerable period shows one No. 3 and two No. 4's to have been sold. Will members please write to Mr. Shaughnessy on this subject.

Mr. Shaughnessy also would like to receive information on the following subjects:

- (a) Detailed information as to known first-day covers stating whether folded letter or envelope, description of postmark and obliteration, and plate position of the stamp.
- (b) Multiple pieces - pairs or better - showing the major cracks of Pl. 5(L) and Pl. 18.
- (c) Large used or unused blocks, including the largest pieces from each plate.

Information received will be used as a basis for future articles for the CHRONICLE.

* *
*



PATTEN, Me
DEC. 29 12

Holiday's Cove, Va.
23 Dec 13

Prospect Ferry, Me
Oct 20 14

LAWRENCEVILLE N.J.
NOV 8 16

IRVIN
JUNE
PA. 17

HAMPTON
MAR. 7 18
CT

WINFIELD IOA
MAY 1 61 15

LISBON, WIS. APRIL. 6
19

INGRAHAM PRAIRIE. ILL.
Dec 4 20

BOOKS, Me 21
3

ONTGOMERY
SEP
13 22

Jordans Valley
July 4. 23

NORTHEVANS NY.
AUG
16 24

Spring Mountain. O
25
4/10

MITCHELL
FE
19
IOWA 26

Charlotte Centre
N.Y.
Jan 25th 27

SWIFT CREEK BRIDGE Me
Dec 2 28

Collinsville.
Conn. 29
Jan 30.

New Germantown. N.Y.
Sept 24 30

DUKE
31

TRIANGLE
N Y.
SEPT
21 32

COMING CITY
NOV. // 33
N.T.
Sketched, not traced.

Jordans Valley 34

TOLLAND
FER 28 35
MAS

ATHEENS.
OCT. 6 1857
L L S.
36

JERICHO
CENT-3
March 13 VT. 37

SOUTH UNION
SEPT 15
KENTUCKY

38

NEW
BOSTON
Dec 4
MASS

39

STONY CREEK
JULY
31
CONN

40

SCARSDALE N.Y.

41

NAHANT

July 16 42

MASS

MACHIAS PORT ME.

Sept 16

44

SOUTHDOVER, ME. 43

June 28

Bucktooth, N.Y. 46

Feb 22

St. Charles City. Mo 47
Nov 17

Willington, Ct.

Dec 30, 48

COLUMBIA, CAL

Dec 26 4 51

WENONA

Aug 2 1858

50

HADDAM CT
JUL 3

49

WINCHESTER
DEC 4
CT
CENTRE

52

DOWNIEVILLE 53

Sketched; not traced

DRFORDVILLE, N.Y.
Mar 2 54

PAID

55

PAID

56

BANKERS & CO
EXPRESS
FORWARDERS
82 BR

58

GEORGETOWN
SEP 4
DEL.

57

Sketched, not traced.

IDPA

59

IAI

60

ST. LOUIS & MEMPHIS
MAR 9
R.M. S.

61

MIN. PK. CO. AL.
JUN 9
DUB. MIN. & N.Y.

62

D.D. & MIN.
AUG 9
P.C. CO.

63

ROBINV. MAIL
JAN 4
W. MISS & CARO.

64