

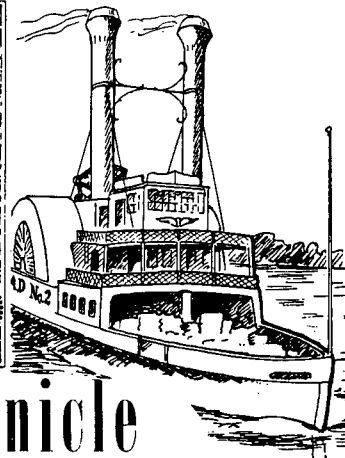
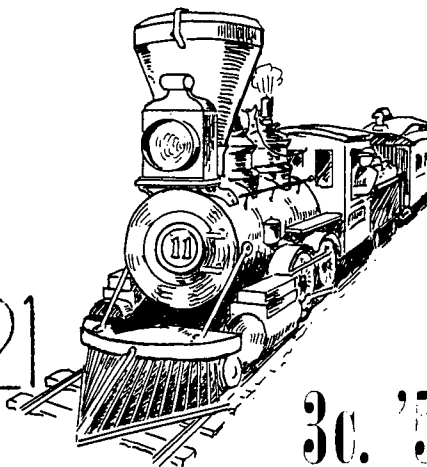
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3c. '51-'57 Chronicle

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VARIETIES AND SYMBOLS

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

- S1 The imperforate orange-brown stamp with four outer frame-lines; Scott's No. 10.
- S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines; Scott's Nos. 11 and 11a.
- S3 The perforated stamp with four outer frame-lines; Scott's No. 25.
- S4 The perforated stamp with outer frame-lines at sides only, discontinuous between stamps; Scott's No. 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.

Editor's Note: The extra size of this issue and its emphasis on Western items reflects the interest aroused by the Convention Exhibit of the American Philatelic Society, held in San Francisco in September.

3c 1851-to-1861 STAMPS AND THEIR USAGE EXHIBITED AT A.P.S. SEPT. CONVENTION

The next best thing to having been there is to read about it -- and this review is purposely slanted to emphasize the part that the stamp of our studies played in the exhibit. Minor reference is also made to other stamps exhibited by Unit members.

Sec. F--Specialized Subjects: EARL OAKLEY won first prize with description of plating by use of color charts, exemplifying his system by showing the plating of both panes of 1c 1851 imperf, Ty IV. A reconstruction of both panes was shown.

MRS. RUTH GOODMAN won Honorable Mention for a beautiful showing of early valentines. Among them was noted S2 on non-embossed highly decorative valentine (black on blue gray) with S2 of Toledo; also embossed superb ones from Detroit (with S2) and from Painesville, Ohio (with S2).

C. W. REMELE won the 3c '51-'57 Unit trophy for a selection from his albums of Railroad Route-Agent Markings, each page showing map of route and col-lateral information. His showing included: S5, BEAVER MEADOWS R.R. (unique); S5, BOSTON & PROVIDENCE; S5, CENTRAL R.R.; S2, CLEVELAND & PITTS-BH R.R.; S5, CLEV ZANSV & CINCI R.R.; S2, HARLEM R.R. N.Y.; S5, IRON MOUNTAIN R.R.; 3-S5 and 1c, LOU. & FRAN. & LEX. & FRAN. R.R.; S2 MANASSAS GAP R.R.; S4, MILWK & HORICON R.R. (one of two known); S5, NO. W. VIRGINIA R.R.; S5, PENOBSCOT & KEN R.R. with FREE; S2, SANDY & NEWK R.R. (unique); S5, WILMINGTON & RALEIGH R.R. and Honour's City Post stamp.

T. W. SIMPSON won second 3c '51-'57 Unit award for an exhibit of Boston PAID markings used in association with Boston townmarks of various kinds. The exhibit also included 23 imitations of the Boston PAID (in grid) from other towns, two of which are still unidentified as to town. The Boston portion of the exhibit was annotated by postal-marking numbers from the Blake-Davis book. It comprised stamped covers from the plain grid through the small red Boston Paid, the small black one, and the various larger ones, and their successors of later years of the period -- all with townmarks of all sorts, some containing 3, 3cts, 6cts, 10 cts, overprinted townmarks, usage to Canada, etc.

Sec. G--WESTERN COVERS (California Postal History): J. D. BAKER won first prize with his exhibit of Mail Routes California to East. Noted were a bisect S2 used with three others to make 10c rate; pair S2 GRASS VALLEY tied with odd obliterator; two fine NOISY CARRIER's, one from Sacramento; strip of 4, S2, on cover with red HONOLULU U.S. Postage Paid for 10c rate plus 2c ship fee; pair S2 with NEW YORK SHIP and panel-type VIA NICARAGUA FROM NOISY CARRIERS, etc.; pair S2 with oval VIA NICARAGUA IN ADVANCE OF THE MAILS -SULLIVAN, also N.Y. SHIP; pair S2 with rectangular panel WELLS FARGO & CO, EXPRESS, SAN FRANCISCO; S5 with JONES & RUSSELL; S5 with Overland stage coach (two styles).

Sec. G-2--WESTERN COVERS (Territorial Covers): D. C. ROSSELOT won second award with Selected Pages of his New Mexico Territorial Collection. Noted were ALBUQUERQUE/1859/SEP/19/N.M. on cover with S2, also a double-circled SANTA FE, N.M. with S5, and a pair of S5 with FERNANDO DE TAOS.

H. PARKER JOHNSON won third award with his showing of Gold Rush Covers and Early Colorado Mail (the exhibit's material was tops). S5, LEAVENWORTH CITY & PIKES PEAK; S5, JONES & RUSSELL PIKES PEAK with Leavenworth City marking Jan. 13, 1860; S5, CENTRAL OVERLAND & PP EXP CO of Denver City, K.T., May 24, 1860, and another of June 5; HINCKLEY & CO, Denver City, Dec. 10, 1860 with S5, and another of Aug. 28, 1860; S5, DENVER CITY, KAS Apr. 29, 1861, double circle type, in use after Colo Territory was organized; S5, FORT KEARNEY, N.T., addressed to Jefferson Territory; Pair 1c

Ty V CORAVILLE, K.T.; S5 patriotic BRECKENRIDGE C.T.; S5, Fort Wise, C.T. in mss, Dec. 6/61.

J. M. CLARY won Honorable Mention. His exhibit included: S5, LEAVENWORTH CITY K.T. Apr. 24, 1858; S5, PALERMO, KAN; S5, NEBRASKA CITY, NEB, Dec 20, 1860; S5, HASTINGS, M.T.; S5, CHATFIELD, M.T.; S5, CAMP FLOYD, U.T. in mss, Dec 3, 1858.

DR. G. B. SMITH showed pair S1 with PAID and PORTLAND, O.T.; another pair of same without the PAID; PAIR S2, Portland, O.T.; pair S2, Wascopum, O.T. in mss; pair S2, OLYMPIA, Ogn; 3-S2 and 1c mss Port Townsend, W.T., Jan. 27, 1858, and another with S2 of June 12, 1858; S5, first type DENVER CITY arc of Aug. 1860; S2, OMAHA CITY N.T.; S5, NEBRASKA CITY, N.T.; S2, ST. PAUL, M.T.; S5, SHAKOPEE, M.T.; S2, SALT LAKE CITY, UTAH T.; S5, SANTA FE, NEW MEX.

LT. COL. E. B. MURPHY (Ret) won first award with a beautifully illustrated and organized exhibit of the postal markings of Gilpin County in the Gold Region of Colorado during the territorial period. He showed S5, Mountain City K.T. in mss; S5, MOUNTAIN CITY C.T. double circle type Sep. 16, 1861; S5, Philadelphia to Mountain City, J.T. (Jefferson Territory); S5, NEVADA COL. TERR. (the big balloon); S5, Nevada City, C.T. in mss.

Sec. G-3--WESTERN COVERS (Western Express Covers): The exhibits in this section comprised mostly covers with Western Express franks, so the small showing of 3c '51-'57 stamps described herein gives no idea of the extensive character of these remarkable exhibits:

DR. S. H. GOODMAN won Honorable Mention. His outstanding postal cover was one with two 1ct, one S5, and one 10ct tied with double circled SMITHS RANCH CAL, and also carrying handstamp of REIERKING'S COAST EXPRESS in oval. He also showed cover with S2 bearing two Wells Fargo oval handstamp markings of San Francisco.

H. H. CLIFFORD won third award with exhibit of California Gold Rush Express covers. Noted was an S2 on cover with corner card of R.E. RAIMOND, FORWARDERS, also a pair of S2 with Sacramento townmark and oval W.H. ROBINSON/EXPRESS AGENT/SACRAMENTO.

DR. A. J. HERTZ won first award. He showed pair of S2, Janes Ville, Wis. to Marysville with EVERTS & COS/EXPRESS/FEATHER RIVER; S5 with Green St. Joseph, Mo townmark and DENVER CITY, K.T. CENTRAL OVERLAND handstamp, and another similar with black St. Joe marking; pair of S2 with oval rimless FORBESTOWN/APR/12/CAL with picture of Mining Scene (ex Knapp); pair S2, NEW YORK SHIP and oval STMR SIERRA NEVADA/ VIA NICARAGUE/ ADVANCE OF THE MAILS; another similar but with arch type FORWARDED VIA NICARAGUA FROM NOISY CARRIERS, etc.; S5, LEAVENWORTH CITY & PIKES PEAK EXPRESS, May 2, 1859, and Leavenworth City townmark of May 22; S5, JONES & RUSSELL OF DENVER CITY of Mar. 22, 1860 with Leavenworth City, K.T. townmark.

G. M. HACKETT won Honorable Mention. He showed S5 with Williamsport, Pa. townmark on cover struck twice with the oval TRACY & CO/EXPRESS/WALLA WALLA and an oval COLLECT/50 cts.; S2, with oval Wells Fargo San Francisco handstamp; S5, on 3c star die both tied with oval Wells Fargo VICTORIA (Vancouver Id) with another oval of POST OFFICE VICTORIA; also S2 with LANGTONS/DOWNIEVILLE/PIONEER EXPRESS.

M. C. NATHAN won the Dr. W. S. Pollard Award for Best Research in Western Express Covers. Noted was S2 tied with oval LANGTON'S/JUN 17/DOWNIEVILLE; S2 tied by Marysville, Cal. blue blocks and with PAID BY STAMPS townmark and oval PACIFIC EXPRESS CO/OCT.26/MARYSVILLE, and also straight line LANGTON'S/PIONEER EXPRESS/MINNESOTA. (Yes, Minnesota!)

J. D. BAKER won the Edgar B. Jessup Trophy for Best in Western Covers with his exhibit of Wells Fargo Express and Connecting Expresses. He showed S2 tied with scroll-framed WELLS FARGO STEAMBOAT also having oval WELLS FARGO of SONOMA; S2 tied with the inset-framed WELLS FARGO STEAMBOAT; pair of S2 precancelled W F & CO with oval WELLS FARGO of San Francisco; pair S2 with San Francisco townmark and oval WELLS FARGO of BEAR VALLEY; pair S2 with WELLS FARGO shield of San Francisco; two S2 with F. RUMRILL oval; S2 tied with red WELLS FARGO oval of SACRAMENTO repeated on cover of PENNY POST CO "PENNY POSTAGE PAID 5."

Sec. G-4--WESTERN COVERS (Western Postmarks): E. R. PAYNE won 2nd Award with exhibit of Oregon Postal History. Noted was corner sheet pair of S2, SALEM, Ogn; pair S2 and SCOTTSBURG, O.T.; S1 with mss Olympia, O.T.; four S5 with WASCOPUM, Or.; S5 with ROSEBURG, O.T.; S5 patriotic with STARR'S POINT, O.T.; S5 and U10 tied with small LEAVENWORTH CITY KAS. and CENTRAL OVERLAND C & PP oval of DENVER CITY, K.T. (Noted several cases where an O.T. marking was used long after statehood.)

W. R. PARKER won Honorable Mention with a showing of Western rarities. Included were S2 with San Francisco townmark and oval of J.BUTTS EXPRESS DIAMOND SPRINGS; S5 with oval of WM. T. GIBBS/PAID/EXPRESS; S5, JONES & RUSSELL of May 3, 1860 (DENVER CITY) and a second J & R cancelled Apr. 26; S5, tied with Sutter Creek townmark on PUTTS OVERLAND ENVELOPE; S5 on SAMMY'S PACIFIC MULE ENVELOPE.

NAT LEVY won first award with his California Ghost Towns -- embellished with photos of how they appear today. Noted were S5, MICHIGAN BAR, CAL; pair S2 Spanish Flat, Cal. in mss; S2, BIDWELLS BAR, CAL. tied with odd bar 33 mm long; S4, BENEZIA, CAL.; S2 mss Drytown, Cal.; S2, DIAMOND SPRINGS double oval; S2, ELDORADO, CAL.; 3-S2 and 1c, GREENWOOD, CAL. oval; S2, MICHIGAN BAR, CAL. (double lined); S5, MICHIGAN BLUFF, CAL.; S5, mss Oakland, Cal. July 25, 1859; S2, mss Rough & Ready, Cal, Jan 26, 1856.

Sec. H--19th CENTURY U.S.: F. BARNETT won Honorable Mention with exhibit of Philadelphia Registered Mail markings "R". Noted were S2 from Altoona; S2 from Williamsport; and S2 from Lewistown with 3 PAID - all from Pennsylvania. All known forms of the "R" were shown in profusion.

H. J. BAKER, JR. won 2nd Award for exhibit of unusual cancellations on early U.S. Noted were four S5 with painted-in Downieville stars and townmark May 17, 1859; three S5 with handstamped Downieville stars and townmark of Aug. 16, 1860; S5 with JERSEY SHORE, PA. star; S3, with BONDS VILLAGE, MASS star including PAID; S2, NEW ALSTEAD, N.H. star; S5, odd double star of Glendale, Ms; S2, NEWARK VALLEY flag; S5, WEST HAVEN, CT. flag; S5, tied with UNION of Chester, Ct.; S5, Canton odd fellows links; S5, Canton reverse PAID 3; several S5 with Canton lyre; S1, J.CHILES in shield of Eutah, Ala. (Chiles was the postmaster).

B. G. HINDES won First Award for 19th Century mint, among which were noted horizontal block of 10 from plate 15, vertical block of 10 from same plate; and block of 16 from plate 26 -- all S5, of course.

DR. G. B. SMITH won a 3c '51-'57 Unit Award for selected showings of those stamps. Noted were strip of 6, plate 10L(i); strip of 8, R3; strip of 5 plate 5(e); only known plate No. 21P; reconstructed crack 74-94L5(L) on covers and singles; S2 with encircled Clappville PAID above 3; S2 pair N.Y. Ocean Mail; S2 and U10 with oval WELLS FARGO AUBURN and FREE; S2, Steamboat SOUTHERN BELLE; S5, Mobile STEAM 5; four S2 tied with small double circle ADAMS EXPRESS CO; S2, str line HOYLETON, N.Y. SEP.3; pair S2 and HAWAII red 13 ct with red Honolulu U.S. Postage Paid marking, also various propaganda covers.

T. W. SIMPSON won the Oakland Philatelic Society Award for Best Research for Postal History Outside of Western Covers with an exhibit of Domestic Waterways Mail of the 1851-61 Period, emphasizing Waterways Route-Agent markings, STEAMBOAT, STEAM, WAY, and SHIP markings. The waterways route-agent classification had every route except two represented, and in each case nearly all of the known kinds of markings. Included were S2 with MEMPHIS & NAPOLEON RIV. MAIL (perhaps unique); N. ORLEANS & CAIRO RIV. MAIL on S2 (believed unique); N.O. & VICKS RIV. M. (also perhaps unique); the shield type LOUISVILLE & ST. LOUIS MAIL ROUTE, and the two types of the Wheeling & Parkersburg Route. The Steamboat Group comprised fifteen examples from representative ports, including the boxed TROY & NEW YORK. Included in the Way's were three uses of 1ct stamp for prepayment of the way fee. The Ship group included a few partially prepaid ship letters in which 2cts extra was collected above the 3c paid by stamp, a VIA NICARAGUA, a block of 4 of S2 paying 2c ship fee plus 10ct postage Honolulu to the East through San Francisco, etc.

COURT OF HONOR (by invitation; not for competition): E. B. JESSUP exhibited anonymously 60 choice covers under heading of "Philatelic Californiana." Those carrying three's (all S2's) were: five covers with various styles of VIA NICARAGUA AHEAD OF MAILS, including one with block of 4 and another pair with pair of 12c to London; two covers with INDEPENDENT LINE markings, one of them a FORWARDED BY NOISY CARRIERS and another the oval of UNCLE SAM and YANKEE BLADE VIA PANAMA; cover with FORWARDED VIA NICARAGUA AHEAD OF MAILS FROM NOISY CARRIERS; cover with three S2 and 1ct and the small scroll NOISY CARRIERS; cover with the LELAND carrier marking; and the cover illustrated in Issue 5, having red Wells Fargo, New York, shield containing BANKERS & EXPRESS FORWARDERS.

DR. G. B. SMITH exhibited six first day covers with S1 from the towns named elsewhere herein in the list of first-day covers as belonging to him, as well as covers with S1 from each day of the first week of use; from July 2 to July 7, incl. Much other collateral first-day material was included such as first-day stampless rates of various kinds.

T. W. SIMPSON showed reconstruction of the S1 plates; viz., 1(e), 1(i), 2(e), 5(e), and O. Also were shown block of 12 of S2 on cover and block of 19 of S5 and cover from the back of which it was removed.

CORAVILLE K.T. -- DENVER'S FIRST POSTOFFICE -- 1859

The small straight-line townmark CORAVILLE K.T. was only a few years ago reported by the late Emerson N. Barker as being in a part of what is now Denver, Colo. Extensive reference to this marking is in Issue 12, page 9. One example on cover with S5 was in the Stephen D. Brown Sale of 1939. Another on cover with two 1c Type V's was in the exhibit of Mr. H. Parker Johnson at APS Convention in September. A third 1c Type V has apparently been removed from the cover. The marking ties the stamps and is also separately applied to the cover.

New information concerning this marking appeared in the extensive descriptive caption under the cover on Mr. Johnson's album page. By his courtesy, we reproduce his write-up in its entirety:

"This postoffice was operated by and housed in the station of Jones & Russell's 'Leavenworth & Pikes Peak Express Co.' in Denver. It was established Mar. 22, 1859, with Mathias Snyder as postmaster and discontinued June 25, 1859, thus in existence only three months. The cover exhibited is actually a L & PP express cover carried in error as regular U. S. mail. It is the rarest of the L & PP covers. Only one other is known to exist.

"The chief function of the Coraville P.O. was to hold letters undeliverable by the L & PP Express Co in official U. S. Postal hands so as to advertise such letters in the usual way according to U.S. postal regulations. In order to obtain a letter from the postoffice the addressee was obliged to pay the express company charge of 25 cents plus an advertising cost of 5 cents. After the Hockaday Salt Lake City mail contract was purchased by L & PP in June, 1859, the Denver agent concluded (in error) that the mails originating in the Pikes Peak area could be sent from Denver at the regular 3c postal rate. Three such mails were dispatched to Leavenworth City K.T. in coaches of the L & PP as regular U. S. mail without the customary 25c express fee before the misunderstanding was corrected. The Coraville office assumed the full functions of a postoffice during this short period, and letters originating in the Denver area were postmarked CORAVILLE K.T."

PAN. & SAN. FRAN. S.S. and RELATED MARKINGS

The circular dated postmark reading PAN. & SAN. FRAN. S.S. is classifiable as a domestic waterways route agent marking because it was used by U. S. postoffice route agents on the U.S. mail route between Panama and San Francisco in the years 1850-1851-1852. This marking and its history has been written up authoritatively by Mr. Stanley B. Ashbrook in Vol. II of his book on the 1ct stamp, in STAMP SPECIALIST White Book (No. 15), and in STAMPS magazine, Mar. 24, 1945. In the last reference, Mr. Ashbrook refers to the book The Panama Route 1848-1869 by J. H. Kemble (Univ. of California Press, Berkeley, Calif.) and suggests this book as follow-up. A reading of the book discloses interesting data as to the route agents, as follows (Kemble book, page 204):

"The through mails from coast to coast were placed in charge of the mail agents appointed by the P.O. Dept. Under the contracts, the agents were carried free of charge on the steamers, and it was their duty to care for the mail on board ship, accompany it across the Isthmus, and deliver it to the postmaster at destination ... The key to the mail room was in their care and they were

expected to sort the letters en route ... These positions were often given to political favorites, and the conduct of some of the agents aroused a great deal of criticism ... Criticism was so loud, and the mail agents seemingly so needless, that in 1853 the system was altered. Resident agents were stationed at Aspinwall and Panama to arrange for transshipment, and the ship's purser was put in charge of the mails at sea."

The PAN. & SAN. FRAN. S.S. marking (known in two types) was undoubtedly applied by the route agents of this short-lived service to way mail given into their care en route. Only one example is known on cover with 3ct stamps (collection of Mr. E. B. Jessup), but about ten are known stampless.

The quoted reference sheds light on Pacific mail steamer covers of later period marked PURSER. The purser doubtless acted exactly as the former route agents, and the marking probably should be considered to be a subclass of route-agent marking.

Akin to these are also the oval markings: STEAM PANAMA, STEAM ACAPULCO, STEAM MAZATLAN, and STEAM MANZANILLO. These apparently indicate that the letter was given into the care of the steamer (perhaps an independent line) at the port named and turned in at the end of the route, Panama or San Francisco, as STEAM mail. The reason for indicating the town of origin was doubtless that the rate from Mexican and Central American ports was 10 cts if under 2500 miles and 20 cts if over that distance. Hence it was necessary to know the point of origin in order properly to rate the letter when it entered the U.S. mails.

CENTRAL OVERLAND CALIFORNI & PIKES PEAK EXPRESS COMPANY -- LOCAL USAGE

No. 20 is Lot 216 of the J. A. Fox Sale of Sept. 16. The catalog pictured only the upper part of the cover, thus not disclosing its exceptional feature; namely, that it is addressed to one of the two Missouri River terminals of the route (the other being St. Joseph, Mo.). Although the cover is addressed to "Kansas," it was mailed 7 months before it became a State.

The Leavenworth City terminal was doubtless used principally for transfer with Missouri River boats and the St. Joseph, Mo. terminal for transfer with the railroad. Mail for the East and from the East was almost entirely sent through St. Joseph. However, some mail is known to have gone through Leavenworth City.

It was the practice of the COC & PP Co. to have the stamps on covers uncanceled when eastbound in its possession; the stamp was then cancelled when the cover was turned over to the U.S. Mails, if eastbound. Hence the large majority of the covers for the East show the St. Joseph, Mo. townmark. It is noticed that the cover illustrated has no townmark, but the S5 is tied with a rimless oval grid. Was this applied at the Leavenworth City postoffice? It appears that it was, because reference to the Chase-Cabeen book on territorial markings shows this oval rimless grid associated with Leavenworth City K.T. townmarks.

Why was not the Leavenworth City townmark applied on this cover? The answer is probably for the same reason that townmarks were not applied to drop letters at many other towns in the country -- because the postmaster thought there was no reason to apply a townmark to a drop letter because the letter was not going out of town.

Note also the odd spelling CALIFORNI. This was characteristic of the Denver handstamp; the St. Joseph handstamp had the word properly spelled.

Inquiry of one of our leading specialists in Rocky Mountain express covers brings the reply that this usage -- being entirely on the lines of the express company -- is most unusual; in fact, the first such usage to come to his notice.

ADDITIONS TO TERRITORIAL TOWNMARK LISTS

The following additions to the illustrated and tabulated lists in the Chase-Cabeen book on territorial postmarks are indicated by reason of exhibits at A.P.S. Convention in San Francisco (Sept. 1954), or of items shown there by visitors:

MOUNT VERNON N.T. (see No. 6) on cover tying S5, shown by Mr. J. A. Fox, on cover to Radnor, Ohio.
 HAMILTON/AUG 11/C.T. on cover with S5, exhibited by Mr. W. P. Johnson. The marking is a resetting of HAMILTON K.T. (Fig. 342 of Chase-Cabeen book),
 Wascopum, O.T. in mss on cover with pair S2, exhibited by Dr. G. B. Smith.

The following additions to the lists in Issue 18 are shown in suitable form for insertion as addenda:

	Shape	Size	Color	Index	Seen	Fig. No.
Albuquerque N.M./Sep 26	mss			9	Cover with pair S2, 1852	--
ALBUQUERQUE N.M. (with year date 1859)	circle	33mm	blk	9	Cover with S2	18(Issue 18)
SANTA FE N.M. including 3 PAID	circle	30 $\frac{1}{2}$ mm	blk	10	Cover with S2	5(Issue 21)

Of the above three, the first and second were exhibited by Mr. D. G. Rosselot; and the third was shown by Mr. C. Corwith Wagner, thus verifying the item reported in Issue 19 on page 6 (Illustration No. 18 of that issue).

Other new territorial markings may also have been exhibited, but Ye Editor noted only the ones having 3ct stamps of our period.

FIRST-DAY COVERS -- 3ct RATE

Two July 1, 1851 covers are now known postmarked Philadelphia addressed to the same addressee (a bank) at Columbia, Pa.; one bears 10L1(e) and the other 22L1(e), and both are owned by Dr. G. B. Smith. This case indicates that it is not enough to identify a cover by the name of addressee and point of origin.

Another first-day of Lancaster, Pa. was shown at the APS Convention by a collector who does not wish ownership revealed. The S1 is cancelled with a round grid but not tied. However, the cover shows no rating mark, either on face of cover or apparently beneath the stamp so the cover is undoubtedly authentic. The stamp is the early shade. The year is established by the date on the inside of cover -- an invoice. The cover is addressed to Samuel Shock, Esq., Cashier, Columbia, Pa. An exactly similar cover from the same correspondence dated July 3 with stamp nicely tied supports the authenticity of this cover.

A recap of first-day covers to date appears to be as follows (with latest ownership, so far as known):

- 3 Baltimore: 36R1(e) Shaughnessy collection; 80R1(e) Willard W. Davis.
- 2 Boston: To Wheeling (see Ashbrook Vol. I, p. 121); 2L1(e) L. L. Downing.
- 2 Chicago: 45L1(e) G. B. Smith; 21L1(e) E. S. Bingham, Jr.
- 1 Chillicothe, O.: 51R1(e) Rubel collection.
- 2 Cincinnati: 92R1(e) T. W. Simpson; 95R1(e) W. W. Hicks.
- 1 Cumberland, Md.: 32R1(e) G. B. Smith.
- 1 Geneva, N.Y.: 69R1(e) R. C. Burleigh.
- 3 Hartford, Ct.: 91L1(e) R. McP. Cabeen; 31L1(e) G. B. Smith; 1R1(e) Shaughnessy Collection.

- 1 Lancaster, Pa.: (see above)
- 1 Lowell, Mass.: Jeffries Collection, Franklin Institute, Philadelphia.
- 1 Mobile, Ala.: Folded letter cancelled Mobile, Ala. July 1 in red, C. A. Weiant.
- 1 New Bedford, Mass.: 60L1(e) A. R. Davis.
- 1 New London, Ct.: 21R1(e) G. B. Smith.
- 1 New London, N. H.: 97L1(e) A. R. Rowell.
- 1 New York: Has 13-bar red square grid proving date is 1851, E. B. Jessup.
- 4 Philadelphia: 10L1(e) G. B. Smith; 22L1(e) G. B. Smith; To Whitinsville, Mass., M. L. Neinken; To Elkton Md. Wm West Sale Lot 344.
- 1 South Wilbraham, Mass.: Stamp has centerline at left, Sloane Sale Jan. 1929.
- 1 Louisville & Cincinnati Mail Line: See CHRONICLE Issue 15, G. B. Smith.

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The South Wilbraham has been out of sight for many years. Who knows its present whereabouts?

Mr. C. W. Remele reports a FIRST-WEEK cover of July 6 -- 56L1(e) of Pittsfield, N.H. The letter says, "I have just purchased a dozen of the new stamps, one of which I shall place upon this. A great convenience it is." July 6th was on Sunday, and First-Week collectors find it to be the most difficult date of all -- because most postoffices were not cancelling mail on that day.

COULD ROUTE AGENTS ACCEPT STAMPLESS MAIL PREPAID IN COIN FROM 1852 TO JAN. 1, 1856?

The contracts with the route agents on the 1840's (see Issue 15, page 6) provided that all classes of mail could be received by the route agents "after the mail is closed" and he could "receive the postage on prepaid letters and collect it when not prepaid when delivered ... to the person addressed where desired and practicable." He also accounted for moneys received weekly.

However, the PL&R of 1852, Sec. 200, outlines the duties of the route agent in a modified manner. All reference to delivery to "the person addressed" was eliminated as was also reference to collecting amounts due on collect-stampless letters. Furthermore, the PL&R of 1852 states as his first duty, "To receive letters written after the mail has closed, and way letters unpaid or pre-paid by stamps" (underlining ours).

Now though by strict rules of punctuation the preceding quotation still admits of receiving prepaid stampless letters written after the mail has closed, the mail usage from inspection of many cases discloses after 1852 no instance known to Ye Editor of mail handled by a route agent that is prepaid stampless; that is, mail without stamps and having a route-agent handstamp, or the word WAY, along with a PAID 3 marking or equivalent. Apparently the route agents were not permitted to handle money. The PL&R of 1859 states in Sec. 105, "Letters mailed in the cars can be prepaid only by using postage stamps or stamped envelopes ... no route agent

being permitted to receive prepayment in money." Although this reference antedates Jan. 1, 1856, it may have appeared in earlier editions; Ye Editor cannot be sure as he has no PL&R's between 1852 and 1859.

Unless some of our experts on postal rates can prove otherwise, it looks very much as if all tabulations of such rates should make it clear that the prepaid stampless rate from at least 1852 to Jan. 1, 1856 did not apply to mail accepted by the route agents.

Doubtless many route agents, especially those on steamboats, got around this Regulation by buying a few postage stamps and selling them for the convenience of those not having stamps available, but officially, apparently, they were not permitted to accept coin and handstamp the letter with PAID 3, or equivalent, as could a postmaster.

2ct "STEAMBOAT" FEE COLLECTED FROM ADDRESSEE

Difficult to explain is No. 4, STEAMBOAT "2" on cover with S2 (1855 shade) tied with CHARLESTON S.C. townmark. Obviously 2cts was collected from the addressee, but why? The PL&R of 1852 (Sec. 110) states, "Upon letters or packets received from the masters of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland." That is, no extra 2cts was chargeable. Sec. 111 has the further provision that "letters brought by steamboats should be marked 'Steamboat' at the time of receiving them." Thus, in line with these regulations almost all mail marked STEAMBOAT of between 1852 and March, 1861 (when a 2cts charge became allowable) shows no evidence of any extra fee having been collected.

It is believed the answer posed by No. 4 lies in Sec. 106 of PL&R of 1852 which provides that "mail conveyed from one port to another in the United States over routes not declared post roads" shall be marked 'Ship' at time of receiving them and two cents collected in addition to the ordinary postage. It is thus likely that No. 4 was actually an instance of SHIP mail received from a foreign port or from another U.S. port over a non-post route.

If so, why did the postoffice apply STEAMBOAT instead of SHIP? Here the answer lies in the previously quoted Sec. 111 that states without qualification, "letters brought by steamboats should be marked 'Steamboat' at time of receiving them." True, a close study of context indicates this sentence refers only to steamboat letters from waters deemed post roads, but the Charleston postmaster was clearly within his rights to read the sentence as if it stood alone. The PL&R's through their various editions made additions or deletions without completely re-editing other applicable sections. As a result they are full of contradictions and often incomprehensible wording, as is well brought out in many of the published studies of Mr. H. A. Meyer.

Akin to this Charleston STEAMBOAT "2" are a few covers with S5 postmarked Baltimore that carry the words STEAMBOAT and DUE 2cts, used in the late 1850's, but well before Feb. 27, 1861. These are thought to be the same as the Charleston instance cited; viz., marked STEAMBOAT erroneously instead of SHIP. However, as stated, no postmaster could have been blamed for marking them STEAMBOAT for the reason above mentioned.

Such covers are exceptionally scarce, not only because an erroneous use of a marking is scarce, but because very little domestic waterways mail came over waterways

not declared to be post roads (but the story of what is a post road and what is not is not pertinent to this discussion).

HAMPDEN SIDNEY COLLEGE, VA and HAMPDEN SIDNEY, VA

In Ye Editor's collection is the first of the above two markings on Nesbitt envelope, dated Mr. 18, 1861, and the second marking on cover with stamps dated Mar. 17, 1857. The two markings do not resemble each other; the one with COLLEGE is 36 mm diam with name between circles; the other is 31mm diam and a single circle. A much smaller one, apparently 26mm diam. reading HAMP SIDNEY COLLEGE VA is also known (see Issue No. 3).

The question naturally arises, were these used concurrently, and were there two postoffices, one at the "town" of Hampden Sidney, if any, and one at the College? The subject was discussed in Issue No. 3. Inspection of postoffice lists of 1852, 1859, and Official Registers of 1853, 1857, and 1861 disclose no Hampden Sidney postoffice, but all show a Hampden Sidney College postoffice.

Particularly interesting therefore are the comments of Dr. W. F. Amonette who writes as follows (very slightly edited):

"I am especially interested because I attended this fine old (1776) school. To begin with, the name of the college is properly spelled Hampden-Sydney, and not Sidney as the cancellation read. For some unknown reason the spelling was changed to 'Sidney' although the original charter read 'Sydney.' This error was corrected about 20 or 25 years ago. As far as I can find out, there were never two postoffices at H.S. at any time during the 1851-60 period. There was a postoffice at Prince Edward Court House only $1\frac{1}{2}$ miles away, and it would be unlikely to have another one so close, and even more unlikely considering the small size of the town, consisting now of the postoffice and college -- not even a general store and service station. I have a cover with mss HS College Va with an S1 stamp pencancelled."

This still leaves us with the two types of markings unexplained. The Dietz catalog also shows another HAMPDEN SIDNEY VA in large single circle with letters having serifs. However, the earliest forms of the markings read HAMPDEN SIDNEY VA and the later forms included the word COLLEGE -- even though both kinds were used during the Confederacy. Could it be that the early forms were erroneously supplied, yet were not destroyed? Strong evidence is the fact that the postoffice lists show only one postoffice: Hampden Sidney College.

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

No. 1, CORNWALL CONN. in double oval ties S5. The marking is reported in the Dr. Chase book as in black and red. Cornwall, Ct. used a regular circular marking during the period of S2, and perhaps it was used later. Has anybody information on this subject? This Cornwall oval is apparently very scarce. In the search for it over many years this one is the first seen by Ye Editor on cover with stamps.

No. 2, HECKTOWN, PA., submitted by Mr. W. W. Hicks, is in double oval with mss day date, on cover with S2, 1857 claret shade, letter dated in 1857. This is another scarce one on cover with stamps (the Hecktown postmaster's compensation was only \$31.19 for year ending June 30, 1857). The marking is listed in the Konwiser U.S. Stampless Cover Catalog as used in 1848.

No. 3, PHILADELPHIA, N.Y. in oval with mss date and scroll ornaments was in the L. J. Shaughnessy collection. It ties S2 of 1856 shade. This example is the only one seen by Ye Editor. In the Konwiser catalog dimensions are given as 33 x 25 mm, much shorter than this example.

No. 20 of Issue No. 20, HEUVELTON N.Y. is as closely as possible an exact tracing of a partially impressed marking. It looks as if the second letter is "U" instead of what it should be, "E", according to the spelling of the town name in the post-office lists. Has anybody a clearer copy of this marking so as to determine the true reading of the marking?

Mr. L. C. Brown writes that in his former collection of New York State covers the following straight lines and ovals were included, but he cannot say which ones were on cover with stamps -- so they are not added to our list of Issue No. 20 until further information is received. Will members please advise if they know which of these, if any, are on stamped covers:

NEW SWEDEN N.Y. 44x3 mm str line; ROCKTON N.Y. 22 x 9 mm str line; MASONVILLE N.Y. 41x2 $\frac{1}{2}$ mm str line; GREEN POINT N.Y. 33x3 mm str line; EAST PAINTED POST N.Y. small oval; ROSE N.Y. 35x25 mm oval.

All these are listed in the Konwiser catalog as on stampless.

PREPAYMENT AND/OR RATING MARKINGS

No. 9, sent by Mr. L. L. Downing shows PAID evenly alongside of grid on S1 of Leominster, Mass., used in December, 1851. The PAID is so evenly placed with reference to the grid as to raise the question of their both being on the same handstamp. The Boston postoffice was setting the style of PAID in association with a grid. Is this a similar case? Has anyone seen another?

Mr. A. I. Dumas sends No. 11 in blue of Bath, N.H., on cover with S5 -- an exceptionally large encircled PAID over 3. From Mr. C. Corwith Wagner comes No. 12, "P. 3c." in square frame, tying S2 on cover of Stittville, N.Y. From the Lehman Sale of Mr. J. A. Fox are noted No. 13, encircled PAID and bars on S5, and No. 14 in blue tying S2 -- PAID over 3 with line between -- on cover of Vershire, Vt.

RAILROAD STATION-AGENT MARKING -- H. L. SHELDON, MIDDLEBURY, VT.

Referring to No. 3 of Issue 18 and to article on page 6 of Issue 19, Mr. C. W. Remele sends additional information: "H. L. Sheldon was a clerk in the Middlebury postoffice from 1841 to 1844, and again from 1853 to 1855. He was one of the first route agents on the run between Boston and Burlington, starting in 1850 and continuing for about three years. In 1857 he became station agent for the Rutland & Burlington R.R. at Middlebury, holding that job about six years."

It is thus evident that the marking, No. 3 of Issue 18, is a railroad station-agent marking at a time when Middlebury had a postoffice with another marking. In that respect it differs from most markings of its class -- in the case of which the station agent was also the postmaster. It is an exceptional kind of station-agent marking because it contains the name of the station agent as well as the town.

No. 21 is a fragment of a B. & O. R.R. station-agent's marking on S5 owned by Dr. G. B. Smith. The tracing was made by Mr. C. W. Remele who says this marking has been reported on the 3c '61 but not heretofore on S5.

GREEN TOWNMARKS -- AND OTHER ILLUSTRATED MARKINGS

Mr. L. C. Brown reports the following as formerly in his collection of New York State covers -- all having green markings on covers with S1 to S5: BORODINO, CHAMPLAIN (dull green), EVANS MILLS, HICKORY CORNERS (dark green), POMPEY, SILVER CREEK (bluish green). None of these is in the Dr. R. W. Payne list (see pages 103-4, of the Stanley B. Ashbrook book on let stamp, Vol. II).

Mr. L. L. Downing sends No. 8, encircled ADVERTISED 1, applied at Bangor, Me., on cover with S2, probably in 1852.

The exceptionally interesting No. 7, UNION-VILLE S.C. townmark was sent by Mr. C. Corwith Wagner; it is certainly unusual to see MARCH spelled out. This marking is on cover with S2.

Nos. 18 and 19 are two county-name townmarks that have not been illustrated in the usual available sources. They are from Dr. Chase's notes. See catalog listing herein.

NEW OBLITERATORS

No. 10 -- Astonishingly large encircled grid, 32mm diam., of Bloomingburgh, O.; it ties S5. This is perhaps the largest circular grid used during the period. Has anyone seen a larger? This item is in the collection of Mr. Don Grieve, and is reported by Mr. Stanley B. Ashbrook.

No. 15 -- Shield of Ballston, N.Y., ties S2 (1856 shade). It is exceptional to find a stars-and-stripes motif used so long before the War Between the States. The cover bearing this marking was sent by Mr. C. Corwith Wagner.

No. 16 -- This curious grid of Richmond, Ky., is on cover tying pair of S2. The outlining of the grid sections is not believed to have been intentional; the effect is produced by dry-ink ridges along the edges of the handstamp design -- just as is often seen in the so-called "outlined" letters of certain townmarks, caused by lack of cleaning of the handstamp. On the cover, the townmark also shows the same outlined-letter effect. Mr. DeVere Card sent this interesting item.

No. 17 is from Mr. S. C. Paige on S5 on cover from Salt Sulphur Spring, Va. It is not apparent what the design is supposed to represent. Can it be from a sealing-wax crest handstamp? Who has seen another?

CONTINUATION OF CATALOG OF PREMIUM VALUES OF POSTAL MARKINGS

The material for List R-2 -- CIRCULAR TOWNMARKS WITH ORNAMENTS AND OTHER UNUSUAL CHARACTERISTICS is not as yet ready. However, lists R-3 and R-4 are given. The notation of pages 8 and 9 of Issue 20 applies. Additional abbreviations are as follows: DLC-double-lined circle; DC - Two circles (name of town between); (*) Asterisk on value factor indicates additional value because of other premium

feature, such as odd shape, etc. Valuation in such cases is made by adding one-half premium of the lower-priced feature to the full value of the higher-priced; BX - Refer to Billig's Philatelic Handbook, Vol. X; K - Refer to the Komwiser Stampless Cover Catalog.

R-3 TOWNMARKS CONTAINING NAME OF COUNTY -- ON COVERS WITH STAMPS (OR NESBITT ENVELOPES) OF THE 1851-1861 PERIOD

<u>California</u>		<u>New York</u>	
ALLEGHANY/CAL/SIERRA COUNTY DLO		CLINTON POINT/DUTCHESS CO/D/N.Y.	
38x20 Ch20	10*	C-39 CC	10
		FARNHAM/D/ERIE CO/N.Y. O 35x25 Ch3	8*
<u>Connecticut</u>		MORINGVILLE P.O./WESTCHESTER CO. N.Y.	
CAMPBELL'S MILLS/WINDHAM CO. CON.		D-SL 51x12, also boxed CC	8*
C-40 (data desired)	10	WEST FALLS/msD/ERIE Co. N.Y.	
		DO 32x24 Ch3	7*
<u>Georgia</u>		<u>Ohio</u>	
BOND'S MILLS/BAKER CO GEO		FRANKLIN SQUARE/COLUMBIANA CO. O	
(data desired)	10	C-26 CC (data desired)	8
WAYMANVILLE/D/UPSON CO GEO C-38		LOUISVILLE/STARK CO/D/O. C-29 Ch21	7
surrounded by advertising CC	9	WEST RUSHVILLE/FAIRFIELD CO/D/O	
		C-39 Ch5	9
<u>Illinois</u>		<u>Oregon (and Territory)</u>	
ILLINOISTOWN/D/St.Clair Co. ILLS		HILLSBOROUGH/WASH/D/CO/OREGON	
B-SL 45x21 Ch14	10*	C-38 ChCab	10
SHABBONA GROVE/D/DE KALB CO/			
ILLINOIS F(shield) 33x26 CC	8*		
<u>Indiana</u>		<u>Pennsylvania</u>	
COLUMBIA CITY Ia WHITLEY CO SL Ch5		ETNA ALLEGHENY CO./D/PA C-31 BX	8
(data desired)	10*	JERSEY SHORE/LYCOMING CO/D/Pa C-30	
		BX	5
<u>Kentucky</u>		WEST MANCHESTER/ALLEGHENY CO/D/Pa	
LODGE FULTON CO KY C-36 BX		C-37 BX	7
(data desired)	8	WILCOX/D/ELK CO. PA. C-32 Ch5	10
<u>Maryland</u>		<u>Tennessee</u>	
ALBERTON/HOWARD CO./D/Md C-35 K	7	HIWASSEE COPPER/MINES/D/POLK CO.	
CRUMPTON/QUEEN ANNE CO/D/Md C-38 BX	8	TENN. C-34 Ch14	10
PLEASANT GROVE/ALLEGHANY CO/D/Md		COPPER MINES./D/POLK CO. TENN.	
C-37 BX	10	C-34 CC	6
<u>Michigan</u>		<u>Texas</u>	
MINNESOTA MINE/ONTONAGON CO/D/MICH		WHEELOCK/ROBERTSON/D/TEXAS C-37	
C-37 BX	6	Ch20	8
<u>New Jersey</u>		<u>Virginia</u>	
GREENSBURG /MERCER CO/D/N.J. C-40		MOSSY CREEK/AUGUSTA CO/D/Va C-37	
(data desired)	9	Ch21	9

PREMIUM SCHEDULE: The premium to be added because of the postal marking, provided stamp is fine, marking is a good strike, and cover is in good condition (as these terms are defined in D-1, D-2, and D-3, respectively, of Issue 14) is as follows:

Rarity No.	Premium	Rarity No.	Premium
1	--	6	20.00
2	--	7	25.00
3	--	8	34.00
4	--	9	45.00
5	15.00	10	60.00

R-4 TOWNMARKS CONTAINING NAME OF UNIVERSITY, COLLEGE, INSTITUTE, ACADEMY, OR SEMINARY ON COVERS WITH STAMPS (OR NESBITT ENVELOPES) OF 1851-1861 PERIOD

The notations of Issue 20, pages 8 and 9, apply as also those of R-3.

<u>Kentucky</u>		<u>Tennessee</u>	
MILITARY INSTITUTE/D/KY. C-34	9	Hiwassee College Ten in mss Ch5	8
		IRVING COLLEGE/D/TEN (data desired)	9
<u>Maryland</u>		<u>Virginia</u>	
COLLEGE OF ST. JAMES/D/Md C-33	7	HAMPDEN-SIDNEY COLLEGE/D/VA. DC-36	9
MARY'D AGRI. COLLEGE/D/MD	9	HAMP SIDNEY COLLEGE/D C-26 Ch3	8
		H.S.College Va (in mss)	6
<u>Mississippi</u>		RANDOLPH MACON COLLEGE/D/VA C-35	9
OAKLAND COLLEGE/D/MISS C-31	8	Ch3	9
		RAPPAHANNOCK ACADEMY/D/VA. DO	10
<u>North Carolina</u>		32x20 Ch30	7
CAROLINA FEMALE COLLEGE/D/N.C.	9	THEO. SEMINARY/D/Va C-31	8
DAVIDSON COLLEGE/D/N.C. C-32	8	THEO. SEMINARY/D/Va C-26	2
NORMAL COLLEGE/D/N.C. C-38 Ch3	9	UNIVERSITY OF VIRGINIA/D/VA DC-26	3
TRINITY COLLEGE/D/N.C. C-26 Ch3	9	UNIVERSITY OF Va. C-32	
<u>Ohio</u>			
CENTRAL COLLEGE/msD/O/ C-29 Ch3	10		

PREMIUM SCHEDULE: The premium to be added because of the postal marking, provided stamp is fine, marking is a good strike, and cover is in good condition (as these terms are defined in D-1, D-2, and D-3, respectively, of Issue 14) is as follows:

Rarity No.	Premium	Rarity No.	Premium
1	--	6	20.00
2	3.00	7	25.00
3	5.00	8	30.00
4	10.00	9	40.00
5	15.00	10	50.00

ADDENDA AND CORRIGENDA

Issue 20, page 8, 5th line -- Change "M-1" to "R-1", because it is desired to have the M-series of tables relate to condition multipliers.

page 4, 6th line -- Change "Salzar" to "Salzer."

page 9 -- Append to "CORNWALL/CONN" -- 25x35 Ch21

page 10-- Append to "HEUVELTON N.Y." -- Ch20

-- Add PHILADELPHIA/msD/N.Y. O 39x24 Ch21 10

page 11-- Add HECKTOWN PA/D DO 39x25 Ch21 10



1



2



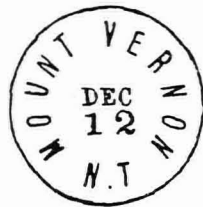
3



STEAM-BOAT 4



5



6



7



8



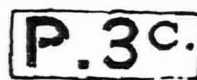
9



10



11



12



↑ 13

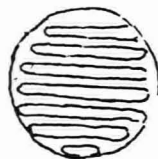
Approximate; not traced



↑ 14



15



16



17



↑ 18

Traced from tracings



↑ 19

↓ 20



21



22

