

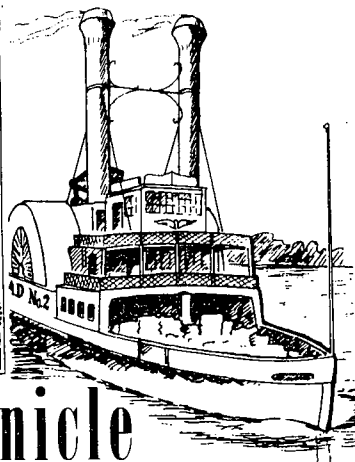
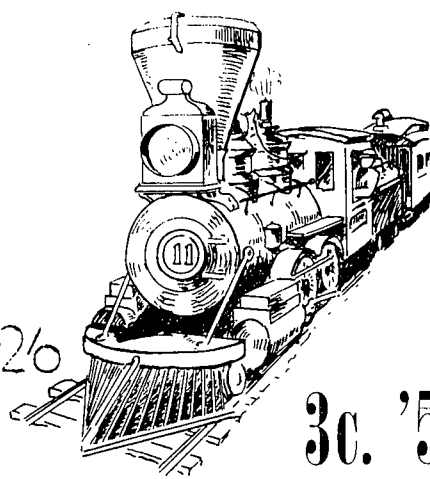
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Every Once in a While

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PHILATELIC SOCIETY

Issue No. 26



3c. '51-'57 Chronicle

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OF
THE 3c. '51-'57 UNIT

NO. 11
AMERICAN PHILATELIC SOCIETY

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Note: To enable some already-printed masthead pages to be used for this issue, the officer list above has not been amended to show that Mr. David Lidman is the new Scribe, succeeding Mr. P. E. Baker, who did not wish to continue as Scribe.

Publication date of Issue No. 26, Nov. 19, 1956; one copy free to members; extra copies to members, 40 cents; price to non-members, 50 cents. All net income above out-of-pocket cost accrues to the Unit. Ye Editor and contributors serve without pay. The philatelic press may copy articles herein, provided proper credit is given. Members are invited to send unreported items for noting. While in the Publisher's possession they will be cared for as if they were his own, but no liability because of loss is assumed by the Publisher or this Unit. The Publisher will return such items with insurance coupons under his mailing-insurance policy at member's stated value or at Publisher's appraisal if no value is given.

SPECIAL NOTE: All back issues are at present available in limited quantity. An application to the publisher. Some have asked for separate sets of illustration sheets for binding separately as a quick-reference to what has been published. A full set of 24 litho sheets (some printed both sides) will be mailed postpaid for \$2.00 (issues Nos. 4 and 8 had no such sheets).

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.

S4 PLATE VARIETY (See List on Page 7, Issue 23)

Dr. Carroll Chase reports that double transfer "02" has now been identified as surely 40R11(L). He also requests that any multiple piece that presumably might contain 28R11 in any state be forwarded to him for inspection.

PLATE FLAW - POSITIONS 53L19 and 54L19

Nos. 1 and 2 illustrate an extensive flaw or scratch on these positions, noted by Dr. Carroll Chase in a block of 20 with plate number (10 horiz. x 2 vert.). A faint thin horizontal line of color extends through nearly all letters of THREE CENTS. The line does not extend into 52 or 55L19. Dr. Chase advises that the variety is consistent and has been seen on several singles of 1858 usage.

The line is much thinner than those associated with double transfers, and a glass is ordinarily necessary to detect it. Perhaps it was caused by a bit of lint or sliver of metal adhering to the plate at time of transfer entry.

PLATE PROOF OF S5

Mr. Dard Hunter Jr. reports a plate proof on india paper in normal color, 55R20. The Scott catalog lists only "26P, 3c red Type II (plate 24)." Thus a similar proof from plate 20 is new to the record.

SERIAL IN AMERICAN PHILATELIST - "RAILROAD POSTMARKS, 1837 to 1861"
BY THE LATE CHARLES W. REMELE

by W. W. Hicks, R.A. No. 3

When the C. W. Remele book on railroad markings and data finally is published, we predict tremendous interest in it among U.S. postal history students and R.R. cancellation collectors. The articles now appearing serially in the AP supply the best information on railroad markings ever published. Unfortunately, the AP's rate of publication of the installments tends to diminish interest in its contents as in 17 months (the 1st installment appearing in the May, 1955 issue) only 5 installments have so far been published. We all hope the AP will either speed up its installments, or permit publication of the book in advance of its complete serialization. (N.B. We happily note in the Oct. 1956 issue the largest installment yet published at one time, and hope this indicates faster action!)

A very valuable feature of the series is the author's estimate of comparative rarity, which will be the guide to the RR Committee assisting our Editor in supplying estimates of value of covers with railroad postmarks as a part of the cataloging project of our Unit. The Remele serial uses code words to indicate relative rarity, as stated in the first installment of the serial. These code words and their meanings are repeated below, along with a suggestion for corresponding "rarity numbers" of the kind used in the postal-marking catalog listings in our CHRONICLE.

| Code Words | Mr. Remele's Estimate of Number believed to exist. | Rarity No. of Major Route Type for use in Chronicle Catalog of RR Markings. |
|-------------------------|--|---|
| Extremely rare | 1 (probably unique) | 10 |
| Very rare | 2- 5 | 9 |
| Rare | 6- 10 | 8 |
| Scarce | 11- 20 | 7 |
| Not particularly scarce | 21- 40 | 6 |
| Fairly common | 41-100 | 5 |
| Common | 100 plus | 4 to 1 depending on type. |

Since the Remele estimates included markings known on stampless covers, the CHRONICLE in a few instances will probably "up" his rarity rating to reflect the scarcity of some markings not as common on stamps or Nesbitt's as on stampless covers. For instance, an Alby

& Buffalo RR is designated "fairly common," altho actually most of those recorded by Mr. Remele were on stampless covers. Another similar case would be the circular types Baltimore Railrd and Baltimore Railroad also common only on stampless covers. Fortunately, Mr. Remele's notes are extensive, so adjustments of this kind can readily be made.

The Scott catalogue price for a RR marking evidently reflects the current market price for a "common" type in fine condition such as "New York & Phila" or an "Eastern R.R." Current auction prices attained for less common RRs when fine or better make the Scott catalogue price look very low. Even the "common" types when exceptionally nice go way over catalogue.

What a unique or very rare RR marking is worth is something not yet determined. It seems certain that when collectors realize how scarce some RR markings really are, it will not take much increased activity among buyers to boost current top prices for the better items. We know that a Central Overland marking, for instance, of which several hundred are known, readily sells in the \$150-\$200 range for a fairly nice strike on a fine stamp. It must be remembered that an extremely small percentage of the mail handled by a Route Agent required or received his RR postmark, whereas all mail of the Central Overland received that marking.

Another problem in trying to set a fair price on a unique or rare RR marking involves the distinction between a rare major type and a perhaps unique variation of a normally quite common or scarce marking. For instance, the recently discovered circular "Macon & Montgomery RR" (Issue 24, No. 2), believed to be unique, would readily sell, we believe, for several times more than, for instance, a "Northern R.R." in red (also believed to be unique), which marking normally came in blue or black ink. The absolute rarity is the same in both cases, but it seems to us that more collectors will be interested and pay more for a scarce route than for an equally scarce variety of a commoner route.

LETTERING THE COLLECTION

Supplementing article in Issue 25, page 8, the following is received from Mr. J. McDougall. A sample of his album lettering is shown as No. 9.

"I spent years trying every possible method of printing my own album pages before arriving at a happy solution, so I question the statement that the Leroy is believed to be superior to anything of a similar nature. I have used the Leroy and Wrico guides, but it wasn't until I got a set of the British-made UNO guides that I found how superior they are to others that have come to my attention. They are advertised in Stanley Gibbons Ltd. of London in their book, "How to Arrange and Write-up a Stamp Collection." (They are also advertised in the Gibbons British Empire catalog: Ye Editor.) They are offered in a range of styles, but I stayed with their recommended "architectural" style, only adding two sizes to their kit. I found the best pens to use with the UNO guides are Wricos #6 and 7."

Editor's Note: Mr. McDougall's comment is all in the interest of better album pages. Ye Editor's use of Leroy started 20 years ago after seeing the prize-winning album pages of Arthur D. Leach, a fellow citizen of Mr. McDougall's at Portland, Ore. Since preparing the story for Issue 25, it has been found that there is now on the market a new-style Wrico template -- patterned closely after the Leroy, and as satisfactory results should be obtained from it as from the Leroy.

FIRST DAY COVERS

Mr. S. C. Lyon reports a folded letter with S1 (76R1(e)) untied, bearing red 31 mm townmark CLAPPVILLE, Mass., JUL. 1. The letter is headed "Clappville, July 1, 1851" and

is also docketed "Charles Barnes, Clappville, July 1, 1851." The addressee is Moses Foster Jr. Esq., Andover, Mass. Stamp is canceled with black "X" entirely on the stamp. There is no evidence of an additional rate marking or of a PAID either on cover or under the stamp, which can be lifted enough to see most of the back.

Examination of this cover by Dr. Chase elicits the reply that the back of the stamp has a slight offset which has peeled a bit on the cover, and the comment, "In my opinion this is a genuine 3c '51 first day cover."

Adding this to the list in Issue 21, as amended, brings the total of authenticated first-days with 3ct stamp to 29.

Mr. M. Fortgang reports a stampless first day cover bearing red straight-line PAID and red Boston townmark with date 1/JUL and the 6mm "3cts" at bottom, addressed to Perley Dodge Esq., Amherst, N.H. The markings are the same as shown in Fig. 15V, Vol. I, page 121 of the Ashbrook book on the 1ct stamp. Mr. Fortgang also reports a stampless first-day 10ct rate on letter dated June 28, 1851, with circular black SAN FRANCISCO /1/JUL./CAL. and separate black "10" on cover to Samuel Houghton, Esq., Sterling, Mass. The letter undoubtedly was on SS. Panama that left San Francisco on July 2, 1851.

3ct MULTIPLE PIECES

The strip of 10, S2, canceled STEAM, on cover was exhibited by Mr. Willard W. Davis at CENEX (Issue 12, page 24). Another strip of 10 of S2 on cover was in the William West Sale (Philip H. Ward Jr.), and later in the J. A. Fox Sale on Oct. 24, 1954. It was described as from Washington D.C. Oct. 21, 1855. Mr. H. M. Thomas Jr. writes that examination shows date of use as "Sept." instead of "Oct." -- an important detail of identification of such a super-rare item.

Mr. P. H. Ward Jr. reports a v.f. unused plate-number block of 8 from 11L(i), and also an unused block of 25 from plate 19R showing portion of plate number.

PLATE 2(LATE) -- ORANGE BROWN

Mr. D. A. Card reports 28R2(L) single in orange brown, clearly dated JAN. 4 in blue. The color is the same as one of the orange browns used for plate 1(late) late in 1851. Mr. Card writes that Dr. Chase checked the copy with the report: "as fine an example of plate 2(late) orange brown as I have seen."

There is always the possibility that such a stamp may have been held over one year after printing before it was used, but this is unlikely. The earliest known dated plate 2(L), authenticated by Dr. Chase, is also orange brown - bright, clear impression - on cover containing letter dated Jan. 12, 1852. These cases and a few others supplement the data on page 145 of the Dr. Carroll Chase book, 2nd edition, with reference to use of orange brown for plate 2(L) stamps.

POST OFFICE DEPT. DRAFTS

Supplementing the report in Issue 25, page 3, No. 16 illustrates a later form of draft in reduced size; actually 4.0 x 8.7 inches. Presumably the new form was prepared because of change in method that no longer required personal signature of the Postmaster General, but permitted it to be signed by the 3rd Asst. Postmaster General; in this case the well-known A. N. Zevely, whose autograph is on this draft.

The draft is also interesting because of use of the postoffice townmark (and the PAID) to cancel the draft. Check with the Federal Register identifies several of the payees of

these drafts as Route Agents; hence it is probable that such agents were normally paid by drafts of this kind.

The pictured draft, along with several others of the two designs, was submitted by Mr. M. Fortgang.

"SEMI-OFFICIAL" CARRIERS

The following timely comment is extracted from a letter received from Mr. Elliott Perry concerning the term "semi-official" as so often applied to carrier stamps:

"The catalog calls the Baltimore carrier stamps "semi-official," but it is not easy to understand how an act performed by a legally appointed and bonded employee of the U.S. government in the performance of the duty for which he was responsible could be semi-official. I don't understand how half of such job can be "official" and the other half something else. The so-called "official" and "semi-official" stamps were sometimes used in the same postoffice by the same people and for exactly the same purpose. I have yet to see any proof that one was more official than the other. I don't think that payment for services by fees instead of by salary makes any difference."

I. FIELD, P.M., HARRISON SQUARE, MASS.

Mr. M. Fortgang reports a cover with the Harrison Square townmark that shows on reverse side a large outlined shield containing the words "Isaac Field/Grocer/Harrison Square/Mass" The letter is a FREE, franked by I. Field, himself. This backstamp adds interest to the well-known I. FIELD P.M. marking shown on page 339 of the Dr. Chase book, 2nd edition. See also Prof. A. R. Davis' article, Issue 19, page 6, which mentions Field as owning a store.

DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

Mr. W. O. Bilden reports another blue 19 x 33 mm ROUTE 7309 on cover with the blue oval STEAM BOAT SOUTHERN BELLE similar to the cover described in Issue 25, page 6. The Bilden cover is a U3 Nesbitt, addressed to Washington D.C., postmarked black NEW ORLEANS LA. FEB/7. The two blue markings are of identical color, and the black townmark was impressed over the ROUTE 7309. Curiously, this cover also has the underlined New Orleans WAY canceling the Nesbitt. Inasmuch as a "way" fee was not paid to a steamboat that had a route agent (a postal employee), possibly the route agent was not on this "run" and the purser or clerk collected the fee from the postoffice because the "boat" was entitled to it under the circumstances. The ROUTE 7309, if such was the case, was doubtless applied by the clerk from the handstamp left on board in the route agent's absence.

EARLY MINNESOTA TERRITORIAL WITH S1

Mr. W. O. Bilden reports S1 - 34L1(e) - cancelled three penstrokes, untied on folded letter with red townmark SAINT PAUL/AUG 13/Min. Ter. (34mm). The letter is dated 1851. This is the earliest reported use of this townmark and also the earliest reported use of a 3c stamp in M.T. Mr. Bilden writes that he knows of only two other covers with stamps from M.T. used in the period 1851-53, both S1's and both to same addressee -- probably used in 1852. He believes that in these three cases the stamps were brought in by the sender. "Stamps did not begin to be used in St. Paul generally until 1854," writes Mr. Bilden.

IMITATIONS OF THE BOSTON "PAID" OBLITERATOR

Mr. J. A. Farrington Jr. reports No. 11 of Saco, Me., on cover tying S5. It has eight bars. The usual Saco has four bars (No. 2 of Issue 1). The marking from which the tracing was made is a bit lop-sided, probably because of side-swipe of the handstamp. The diameter and size of letters appears identical with the four-bar type. Will Maine specialists please report on the relative rarity of the two markings. Ye Editor has been following this group of markings for years, and the eight-bar type is new to him.

CANADIAN EXCHANGE MARKINGS

No. 6, U.STATES in arc, is from Mr. Ezra D. Cole - exchange mark applied at the U.S. post-office in Detroit on letters for Canada, circa 1852. As mentioned in Issue 25, a fine research project would be for somebody to undertake the classification of these markings in detail - for identification of the exchange office at which each was used. Mr. Cole suggests that such a project could be jointly sponsored with the B.N.A. Society. Mr. Cole writes, "Besides the philatelic research and good this would do in enabling us to know more about our covers, I think it is a well worthwhile project in the realm of International Philately and co-operation." Will not some member who is acquainted with the B.N.A. group undertake such a project. These exchange markings are most frequently found on covers with 10ct greens. One of our Unit members has a considerable number of these and is willing to have his covers traced, provided someone else will perform the study-work and write-up. The Boggs book, CANADA, Vol. I, touches on the subject at some length - but only in a few instances is a marking identified with a particular exchange office.

MISCELLANEOUS MARKINGS

No. 5, colorless PAID in "3" of Westmoreland, N.H., is an accurate tracing from cover reported by Mr. S. C. Lyon. Compare it with No. 6 (Issue 23) and No. 25 (Issue 11). No. 3, COTTON GIN PORT Mi(ssissippi) is reported by Mr. L. L. Downing in red on cover with S2 used about 1853-4. The PM's compensation for 1853 was \$40.01 at this postoffice. Mr. Downing also reports having covers with S2 from OLD CHURCH, Va., and HICKORY FORK, Va. Ye Editor recently acquired MULBERRY CORNERS, O. on cover with S5. Nice covers with these "rural" markings carry one back a century in mind's eye and add interest to the album page.

No. 4, encircled WAY, is reported by Mr. W. W. Hicks tying S2 (1853 shade) on cover addressed to Wilmington, Del., and it is backstamped with the WILMINGTON townmark. No townmark appears on the face. This WAY appears to be the same as the one assigned to Baltimore in the H. A. Meyer list (S.P.A. Journal Nov. 1949), so this letter may have entered the mails at Baltimore. Further information is requested.

No. 10, circular negative PAID smacks on the nose an 1856-shade copy of S2 - 71R5(L). This item was in the Siegel Sale of Oct. 11, 1856. Town identification is desired.

Mr. W. B. Sabin Jr. reports No. 13, STRAWBERRY POINT, IOWA, tying S2 (5(L) claret), an unusual balloon double-circle townmark. The envelope has a pencil inscription "58," hence one can assume 1858 usage.

No. 7 on S5 of Lordsbridge, Ct., is reported by Mr. S. C. Paige; No. 8, a cross grid ties S2 from Bethel, Vt., submitted by Mr. L. L. Downing. These cross grids (waffles) sometimes result from double application of a single grid. This marking, however, appears to be the real thing. Will New England collectors please check.

Nos. 14 and 15 are reported on stampless by Mr. L. L. Downing, the former from Lancaster, Pa., and the latter from Canandaigua, N.Y. They will be catalogued when and if found on cover with stamp or on Nesbitt.

LITERATURE

Mr. D. A. Card has noted, Steamboat Directory and Disasters on the Western Waters by James T. Lloyd, Cincinnati, 1856. It lists 386 steamboats "afloat on Western rivers," place and date built, and tonnage. An extract relating to a few well-known boats is as follows:

| <u>Name</u> | <u>Place Built</u> | <u>Year</u> | <u>Tonnage</u> |
|-------------|--------------------|-------------|----------------|
| Natchez | Cincinnati | 1853 | 699 |
| Princess | " | 1855 | 716 |
| R. W. McRae | Louisville | 1853 | 323 |
| C. D. Jr. | " | 1853 | 347 |

(Editor's Note: Care must be taken to distinguish between the various boats of same name - that followed each other as the boats met disaster, or were designated "No. 2," "No. 3," etc.)

Other data comprise history, maps, landing distances, etc., for the Ohio, Mississippi, Missouri, Tennessee, Cumberland, Kentucky, Green, Illinois, Arkansas, White, Red, and Yazoo Rivers, etc.

Mr. Card also reports Horn's U. S. Railroad Gazette No. 28, Vol. 3, dated Aug. 23, 1851, that contains timetables. It is a newspaper-size sheet. Much steamboat data is included, as well as interesting Americana. The best available work on 1851 railroads is believed to be American Railway Guide of 1851 (edition printed probably in December, 1851). A litho reprint is available from Kalmbach Publishing Company, Milwaukee 3, Wis., for \$2. This is a necessity for any serious student of early U.S. Mail, and fortunately at a low price. The Kalmbach firm is the publisher of the well-known Trains magazine.

Another "must" is Mail by Rail, A Study of the Postal Transportation Service, by Bryant A. Long and William J. Dennis, obtainable for a moderate price from Simmons-Boardman Publishing Corporation, 30 Church St., New York 7. Although principally covering R.P.O. lore, it is replete with early history of the service - the route agents, etc. Among interesting items in this book is the suggestion that the several straight-line railroad markings (PHILA RAIL ROAD, BALTIMORE R.R.) are distributing-office markings instead of route-agent markings. Another source for this book is Owen Davies, Bookseller, 1214 No. LaSalle St., Chicago 10.

HUDSON RIVER MAIL N.Y.

Mr. Elliott Perry in Pat Paragraphs No. 23 suggested that this marking (No. 12 - shown with associated grid) was in the railroad-route category because the only cover he had noted was from the Emerson Sale, described as to Ft. Edward Institute N.Y. on 3c Nesbitt dated JUN 1, hence necessarily 1854 or later, at which time there was no waterways contract mail route for the New York-Troy route.

Recently Mr. H. A. Meyer turned up a stampless folded letter with this marking in red, date OCT. 29, with clear written date on letter of Oct. 29, 1850 - origin Saugerties, N.Y., destination Philadelphia. This proves that the marking was prepared for and used as a waterways route-agent marking. However, as Mr. Perry suggests, the stamper was doubtless carried over into the railroad route-agent service where it was eventually succeeded by the HUDSON RIVER R.R. marking.

It is always a possibility - and an interesting speculation - that the marking still may have remained on a boat as part of an associated service for caring for west-shore towns (the railroad was on the east shore), so until the exact provisions of the mail contract are known, one must consider this as a possibility. The strong probability is, however, that it did go into use on the railroad just as Mr. Perry suggested.

The covers with this marking known to the writer in addition to the two described above are as follows:

SEP. 24 in blue on cover having S2 tied with two strikes of the odd blue grid shown as a part of illustration No. 12 - origin Guilford, Conn., Sep. 23, 1852; addressee Caldwell & Ghriskey, Philadelphia (how did it ever get from Guilford to be entered into the mails on the Hudson River boat or railroad?)

OCT. 16 in blue on cover having S2 not tied with two overlapped strikes of the same odd blue grid - origin Fishkill Landing, Oct. 15, 1852 (a bit indefinite as to the "2" but surely it - as also proved by shade and plate of stamp); addressee Chas. M. Dupuy, Esq., Rondout, N.Y.

DEC. 14 in blue on cover with S2 not tied with two overlapped strikes of the odd blue grid - origin Sing Sing, N.Y., Dec. 13, 1852; addressee Hon. Wm. Nelson, Peekskill, N.Y.

From Dr. Chase's notes it is also known that one with red marking tying S2 exists, but its whereabouts is unknown to the writer. It was originally reported by Mr. George Habbert. Often reports of this marking appear in auction catalogs, but check shows them to be the commoner HUDSON RIV. MAIL N.Y.

Curiously, none of the uses reported exemplify the most usual source of a route-agent cover; viz., mail brought to the boat or railroad at New York after closing of the mails. Many of the predecessor HUDSON RIV. MAIL N.Y. markings were from that source.

As to whether it is a railroad or waterways cover, the safe method is to consider it in both categories - waterways for a time, then railroad.

Acknowledgment is made to Dr. Carroll Chase and Messrs. Stanley B. Ashbrook and Henry A. Meyer for help in compiling this list.

STEAMBOAT CONTRACT-MAIL ROUTES ON OHIO RIVER AND TRIBUTARIES 1851 to 1861

This listing is compiled from microfilms of Annual Reports of Postmaster General and is not guaranteed free of errors. Reference to, say, "1852 list" indicates the list of routes under contract on Oct. 1 (or Sept. 30) of 1852, and similarly for the other years. Routes are sometimes listed as "during navigation" and sometimes for less than one year. Slight changes of distance may occur in the successive lists. Such minor matters are omitted. The few comments as to route-agent postmarks apply only to the 1851-61 period. Unless otherwise stated, route agent marks have not been reported.

Wheeling to Parkersburg: In 1851 list as Route 2576, 96 mi., thrice weekly. This listing is unchanged until 1855 when the number becomes 5088. Then in 1859 the number is changed again to 4593, which continues thru 1861. The 1861 list shows 6 trips weekly instead of three. Two route-agent markings are known (Nos. 16 and 17 of Issue 1).

Parkersburg to Pomeroy: In 1858 list as Route 5325, 60 mi., 6 trips weekly. This route is not listed after 1858.

Cincinnati to Maysville: In 1851 list as Route 2240, 64 mi., 6 trips weekly. The number is changed to 10270 in 1852, and so continues until 1856 when it was again changed to 9309 and thence thru 1861.

Portsmouth to Cincinnati: The 1852 list shows Route 10340, 123 mi., thrice weekly. In 1856 the number is changed to 9232, and changed again in 1860 to 9230, continuing thru 1861.

Cincinnati to Cattelletsburg: The 1861 list shows Route 9503a, 156 mi., twice weekly, thus overlapping the Portsmouth-Cincinnati and the Cincinnati-Maysville routes. From its number, 9503a, it was apparently an extension with the same contractor as Route 9503, applying to the important Louisville-Cincinnati route.

Louisville to Cincinnati: In 1851 list as Route 5101, 142 mi., 7 trips weekly, continuing thus until 1854 when number was changed to 8201. In 1858 the number was again changed to 9503, remaining so thru 1861. Five types of route-agent markings were used, but only two appear to have continued after 1854. The rectangular type is known used on stampless cover May 30, 1851, so probably it may some day be found on cover with an 1851-issue stamp.

Louisville to Cairo: The 1851 and 1852 lists show Route 5102, Louisville to New Orleans, 1448 miles, 7 times weekly (by the trip). It also shows Route 5103, Louisville to St. Louis, 650 miles 3 times weekly with extra service twice weekly, Louisville to Cairo. The 1853 and '54 lists do not mention the extra service to Cairo, but the weekly trips to St. Louis are increased from 3 to 7. The 1855 list omits reference to the Louisville-St. Louis route, but continues to list Route 5102, Louisville to New Orleans. The 1856 and 1857 lists omit any route extending from Louisville to Cairo or beyond. Apparently the railroads took over Louisville-St. Louis mail before the 1855 list was compiled.

The 1858 list shows reinstatement of service as Route 9501, Louisville to Cairo, 376 miles, thrice weekly, and continues thus thru 1859. The 1860 list shows this route reduced to terminate at Paducah, and a new Route 9702 shown, Paducah to Cairo, 50 mi., 7 times weekly. The 1861 list reinstates Route 9501, Louisville to Cairo, but refers to 201 miles thrice weekly and 196 miles twice weekly, the significance of which is not clear.

Route-agent postmarks before 1855 could be any of the five types of Louisville & St. Louis markings. The recently discovered Louisville & Cairo S.B. was probably prepared for Route 9501 (see Issue 14, illustration No. 1).

Paducah to Cairo: The 1856 list shows Route 8388, 50 miles, 7 times weekly, which listing is repeated in 1857. The number was changed to 9702 in 1858, and so continued thru 1860. There is no 1861 listing.

Paducah to Evansville: The 1858 list shows Route 9703, 140 mi., thrice weekly, and so continues thru 1861.

Hawsville to Camelton: This cross-the-river route first appears in the 1858 list as Route 9672, 2 mi., 7 trips weekly, and so continuing thru 1861.

Paducah to Iuka (on Tennessee River): The 1857 list shows Route 8411, 277 mi., thrice weekly. The 1858 list shows number changed to 9704, which continues thru 1859 and 1860 but with number of trips reduced to one.

Bowling Green to Evansville (Ohio and Green Rivers): First appears in the 1861 list as Route 9738, 225 mi., twice weekly.

R-13 PREMIUM SCHEDULE FOR COLORED MARKINGS, NOT OTHERWISE LISTED, AND FOR COVERS WITH ORDINARY (NON-PREMIUM) BLACK MARKINGS.

NOTE: If the marking appears in other lists as in a specified color, do not use the premiums below.

Use of many of the premium schedules for postal markings heretofore issued is somewhat handicapped because they do not reflect the added premium because of color. Also nowhere is there any statement of the premium to be added merely because the stamp is on a cover

that has an ordinary non-premium black postal marking. The listing below attempts to supply this missing information.

The values apply to stamps in fine condition, marking a good strike, and cover (if any) in good condition, as these terms are defined in Issue No. 14, D-1, D-2, and D-3, respectively. Add the color premium to the premium value for the marking (as elsewhere obtained), and then apply M-6, Issue 24, if condition differs from D-1, D-2, and D-3 standards. If cover has several colors, use premium for the most prominent color, and then add 1/2 premium for each of the other colors.

| Stamp | Single or On-Piece | | | | | On Cover or On-Face | | | | |
|-------------|--------------------|-------|-------|------|------|---------------------|-------|-------|------|------|
| | S1 | S2 | S3 | S4 | S5 | S1 | S2 | S3 | S4 | S5 |
| Color: | | | | | | | | | | |
| Black | - | - | - | - | - | \$1.50 | .50 | 1.50 | .50 | .20 |
| Blue* | \$.50 | - | .50 | .20 | - | 2.00 | .50 | 2.00 | .70 | .30 |
| Red* | 3.50 | 1.00 | 2.00 | 2.50 | 1.00 | 5.00 | 1.50 | 4.00 | 3.00 | 1.50 |
| Orange | 7.00 | 4.00 | 6.00 | 4.00 | 3.00 | 8.50 | 4.50 | 8.00 | 4.50 | 3.50 |
| Brown | 7.00 | 3.50 | 3.00 | 1.00 | 1.00 | 8.50 | 4.00 | 5.00 | 1.50 | 1.50 |
| Ultramarine | 10.00 | 5.00 | 5.00 | 3.00 | 1.50 | 12.00 | 6.00 | 7.00 | 3.50 | 2.00 |
| Green | 10.00 | 4.00 | 10.00 | 5.00 | 3.50 | 12.00 | 5.00 | 12.00 | 5.00 | 4.00 |
| Violet | 10.00 | 7.00 | | 5.00 | 3.50 | 12.00 | 7.00 | | 5.00 | 4.00 |
| Magenta | 10.00 | 3.50 | | | | | 4.00 | | | |
| Purple | | 8.00 | | | | | 8.00 | | | |
| Yellow | | 20.00 | | | | | 25.00 | | | |
| Olive | | 9.00 | | | | | 10.00 | | | |

*Because Baltimore, Cincinnati and Philadelphia used blue regularly for long periods, use the "black" listing for premium for on-cover or on-face from those cities. Also because Boston regularly used red for long periods, use the "black" listing for premium for on-cover or on-face. However, if a Boston townmark is in black, when it normally should be in red, a premium corresponding to the "brown" listing may be applied. Use caution in applying this last rule because the late Boston townmarks appear in both red and black with about equal frequency.

ADDENDA AND CORRIGENDA

Issue No. 25 -- Page 5, 1st line under PAID AND/OR RATE MARKINGS
Change "S1" to "S2".

Page 6, 4th para -- Quotes should surround "MAIL LINE" only.
Page 9, 3rd para., 4th line, should read "12.3 x 9.4 inches"
Page 10, 2nd para. from bottom, line 3, Change "37" to "39".
Page 11, insert in right-hand column:
Leeds, N.Y.

M6 - PAID, octagon frame Ch12(29) 6
Page 12, left-hand column, change under Maine as follows:
SACO M7-19(4 bars) Ch1(2) 3
SACO M7-19(8 bars) Ch26(11) 5
Page 14, add under New Hampshire (reported by Mr. J. E. Minor)
WARNER, M14 red (on S5) 7

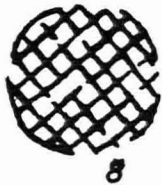
Issue No. 5 -- Illustration No. 4, large grid, is of Harveyville, Pa.



1829

10¢ plus 1¢ private ship Rate

Way



16

Post Office Department.

No. 5779

Postmaster Newark, N.J.

Pay to James Spangenburg

Twelve Dollars

Feb 25 1861

Thos M Tate
Auditor, Post Office Department.

A. J. ...
3d. Ass't Postmaster General.

TRANSPORTATION OF THE MAILS.

PAID

AMERICAN BANK NOTE COMPANY.