

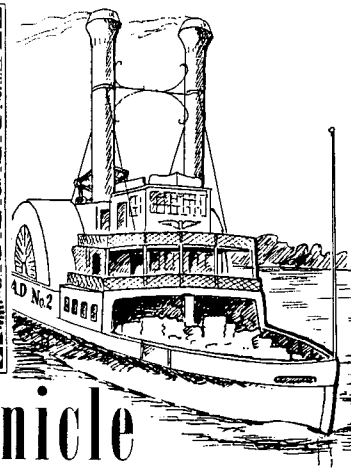
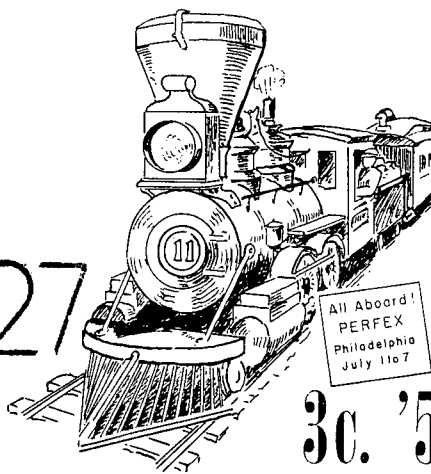
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## 3c. '51-'57 Chronicle

Publication date of Issue No. 27, Mar. 16, 1957; 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, on 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.

### MORE TARGET OBLITERATIONS

By Towner K. Webster RA #29

It is hard to believe that it was over eight years ago that the Chronicle printed some notes of mine on target cancellations on the 3ct Type II stamp, S4 and S5 (see Issue No. 2). Therein it was stated that target cancellations on the 3c 1857 stamp are not common in spite of the fact that this type of cancellation is one of the most common on the 1861 issue.

The list supplied then showed 58 different towns as using this obliteration. Since then, and as partly listed in Issue 3, 54 more towns have been noted, making a total of 112--which bears out the fact that target cancellations on this issue are relatively scarce. They are really rare on the imperforate stamp. I remember having seen only a few instances: Killingworth, Ct., Danbury, Ct., and Chelsea, Mass., are examples. The Canadian postoffice also occasionally cancelled a 3c imperforate stamp with the characteristic Canadian target (similar to Nos. 4 and 7 of Issue 2). Of the 112 towns I have 70 in my collection.

Several of our Unit members have assisted in compiling this list: D. B. Battles, R. McP. Cabeen, A. I. Dumas, M. H. Judd, C. F. Meroni, E. N. Sampson, the late L. J. Shaughnessy, T. W. Simpson, and C. W. Wilson.

The article in Issue No. 2 and its supplement in Issue No. 3 illustrated 13 distinctly different designs of targets used on S4 and S5; only one of them (No. 1 of Issue 2) appears to have been supplied commercially to the postmasters as evidenced by the fact that the large majority are of this style. The others were probably hand made, and in some cases are hard to identify because the differences are so minor.

In the last eight years I've found only one more sufficiently different to list: I call it #14 (see illustration No. 103 on Plate 2). It has five equally spaced circles, a dot in the center, and it measures just under 3/4 inch outside diameter. Mr. A. I. Dumas recently forwarded me one that might be considered a target; it consists of three concentric circles and a small grid inside the inner circle. The outside diameter is 7/8" and the circles are 3/32" apart. (No. 104, Plate 2.) The town of origin is unknown.

As was the case of the man in the story who wanted a round billiard table, only reversed, there is a square target; it was used at Salem, Ohio (see No. 18 of Issue 7). I don't know of any others of that style. The revised list of targets known on S4 and S5 arranged by states is as follows:

Alabama: Wetumka

Arkansas: Little Rock

Connecticut: Abington, Hartford, Harwinton, Killingly, New Milford, Plymouth Hollow, Putnam, Stamford, Washington, West Haven

District of Columbia: Georgetown

Illinois: Centralia, Dayton, McHenry, Metamora, Ottawa, Rockford, Wenona Station

Iowa: Afton, Anamosa, Bloomfield, Charles City, Garnaville, Marengo, McGregor, Onion Grove, St. Charles

Kentucky: Hartford

Maine: Bethel, Limerick, New Castle, Rockland, Woolwich

Massachusetts: Burrageville, East Brookfield, Holmes Hole, Holyoke, Marion, North Abington, North Egremont, Provincetown, South Wilbraham, West Pittsfield, Winchester

Michigan: Oakwood

Minnesota: Caledonia, Excelsior, Saint Paul

Mississippi: Vicksburg

Missouri: St. Joseph

New Hampshire: Charlestown, Farmington, Hanover, Hinsdale, Littleton, Rumford, Stoddard, Union, West Concord

New Jersey: Hackettstown, Mullico Hill, Rancocas

New York: Baldwinsville, Camden, Cooperstown, Farmington, New Baltimore,  
 New York, Mount Vernon, Rondout, Sodus Point, Suspension Bridge, Yonkers  
Ohio: Painesville, Springfield, Wauseon  
Rhode Island: Westerly  
Pennsylvania: Altoona, Beaver Valley, Dillsburg, Johnstown, Latrobe, Meadville,  
 Smithport, Spruce Creek, Trevorton, Williamsport, Wyoming  
Tennessee: Jonesboro, Lookout Mountain  
Virginia: Charlottesville, Hamp(den) Sidney College, Harpers Ferry, Keswick  
 Depot, Norfolk, Rectortown, Rectortown Station, Theo(logical) Seminary  
Vermont: Bellows Falls, Coventry, North Troy, St. Johnsbury, Vergennes  
Wisconsin: Brodhead, Janesville, Kenosha, Kingston, Plover, Ripon, Waukesha

#### MOUNTING OF RECONSTRUCTED PLATES

By D. A. Card, R.A. #238

If the plate reconstructions are to be closely studied for plate varieties, I have found the usual method of mounting by panes 10x10 to be quite unhandy. This is especially so with respect to the top two or three rows because of the need of leaning over to examine them closely. Some years ago I avoided this inconvenience by mounting my plate reconstructions as top and bottom half-panes (10x5) on medium-weight bristol board, 8" x 11", with stamps spaced about 1" x 1-3/8". This provides adequate space for copies with unusual margins. With 50 copies roughly centered on the sheet, ample extra space remains for margin copies.

The entire half-pane sheet is then inserted in a plastic overlay enclosure of the kind supplied for 8½" x 11" ring binders. Two such assemblies, together with plating chart, are then kept in a 9" x 12" manilla envelope. They could also be kept in a ring binder. I have found this arrangement to be better for my particular needs than any form of mounting 100 stamps per page.

#### PRINTING "IMPRESSIONS" AND COLOR

Supplementing the preceding note, Mr. D. A. Card writes that out of five or six thousand S1's and S2's, he recalls only one that showed an impression that approached the perfection of a proof. This was a plate 1(L) stamp in 1852 claret shade. He has seen another in the collection of Mr. W. W. Hicks, and a third was sent for his inspection by Dr. Carroll Chase.

Mr. Card also refers to scarce colors: the 1856 "pink" (a form of the yellowish rose red), the 1853 rose claret, the 1857 plum, and the 1857 dull yellowish brown. 'Even rarer,' writes Mr. Card, "are certain borderline colors that are not typical "year" colors. I am thinking especially of a plate 5(e) stamp that Dr. Chase says is yellowish orange brown. I've never seen it on any color chart."

#### NEW RAILROAD ROUTE-AGENT MARKING

Considering the amount of research that has been expended in this field, it is an event of importance when a new marking in this group comes to light, and particularly so in this instance because it also uncovers a route not heretofore known to have had a route agent with handstamp. No. 12 illustrates this discovery: SPRINGFIELD, MT. VER. & PITTS. R.R., 37 mm dia., in blue (date omitted), tying a single lct Type V on cover addressed to John Perrin, Springfield, Ohio, year unknown.

This exceptional cover was submitted by Mr. Stanley B. Ashbrook who also writes that any R.R. postmark on a single 1ct 1857 stamp on cover must be exceedingly rare, and that so far as he remembers this is the only such usage he has seen. Mr. Ashbrook also adds that this railroad ran in 1856-1857 (at least) from Springfield to Delaware, Ohio, and is now part of the New York Central System between Cincinnati and Cleveland. As of June 30, 1856, the mail contract was Route 10417 - 50 miles - 6 times weekly, and as of Sept. 30, 1856, it was Route 9392, same distance. Appleton's Railway Guide of June, 1858, lists the Springfield, Mount Vernon & Pittsburg Ry as having two trains daily each way between Springfield and Delaware. C. Delano was president and John B. Fisk was superintendent, both of Springfield.

Reference to this route and handstamp will be inserted in the C. W. Remele serial in American Philatelist.

#### UMPQUA CITY, OREGON TERRITORY

Recently when checking Pacific mail routes with century-old reports of the postmaster general, it was noted that "UMQUA CITY" was a port of call on the San Francisco-Astoria, Ore., run. The Federal Register lists this as "Umpqua City" so doubtless "Umqua" is a misspelling. However, the map of Oregon territory postoffices in the Chase-Cabeen book shows "Umpqua City" about 60 miles inland.

The explanation is supplied by Mr. E. R. Payne of Salem, Ore., who writes that during the territorial period Umpqua City was close to the mouth of the Umpqua River, but it was later abandoned and the postoffice discontinued in 1869. The present-day Umpqua, which is at the location shown on the Chase-Cabeen map, was founded in 1877 as Umpqua Ferry, later changed to Umpqua.

#### IMITATIONS OF THE BOSTON "PAID" OBLITERATOR

No. 10, supplied by Mr. J. A. Farrington, Jr. is a better tracing than No. 11 of Issue 26 showing the 8-bar Saco, Me., obliterator. The tracing shows some distortion from a true circle and parallelism of the bars, but this is believed to be caused by shift of handstamp during application. The example ties S4. Mr. Farrington also writes that he has seen this 8-bar marking on S2.

#### COVERS THAT RAISE A SMILE

Curious covers--those with cut-up postage stamps, puzzle addresses, cartoon cancellations, etc., add interest to any collection. At least they offer evidence that somewhere along the line somebody had plenty of time on his hands to do a bit of "spoofing." An interesting cover of this kind was submitted by Mr. H. A. Eaton. The cover itself is an early French pictorial envelope cartooning water sports, bearing S5. The townmark, BELLOWS FALLS VT. AUG. 2, 1861, was struck five times on the back of the cover--once squarely in the center of the envelope, and once in each of the four corners. The townmark does not appear on the face of the cover.

#### STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

No. 8, Tolands. DePot. / --Miss.--, straight-line townmark "ties" 3c, UIO, Nesbitt envelope. The date is in manuscript on opposite end of cover. No. 9, GLEN AUBREY, N. Y., appeared in the R. A. Siegel Sale of Feb. 1, 1956, across

a horizontal strip of 3 of lct Type V. The marking is repeated on the cover, with mss date directly underneath. The illustration is from a sketch so dimensions are probably not exactly as shown. Anybody knowing the whereabouts of this cover is requested to send dimensions.

The pm's compensation at Toland Depot, Miss., was \$18 for 1857 and \$52 for 1859. At Glen Aubrey, N. Y., it was \$19 in 1857 and \$20 in 1859. Both markings are new to the record.

No. 12a, ATHENS, ILL. 40x22mm oval is to be compared with the similar blue unframed 36x24mm of same wording with 1857 year date, shown as No. 36 of Issue 2. Probably both are from the same handstamp; most likely the frame was removed to make room for the "1857" with consequent greater separation of the lines of wording. No. 12a is on cover with S2 (1855 shade) whereas No. 36 of Issue 2 ties an S5.

#### BOSTON "PAID" ON OUTGOING TRANSATLANTIC MAIL

At first glance No. 11 (see also No. 5 of Issue 3) appears to be the common Boston "PAID", but if compared, this one will be seen to have the center bars 10mm apart, a distinct and readily recognized difference. The bars are narrow, touch the circle, and the letters are sharp and of fairly narrow stroke. The Blake-Davis book, Boston Postal Markings to 1890, shows this as No. 625, used from late in 1857 to late in 1862 on outgoing foreign mail. Uses known to Ye Editor are for transatlantic mails as distinct from the New Brunswick and Nova Scotia mails.

The marking is interesting, scarce, and commands a moderate premium (see Addenda).

#### DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

LOUISVILLE & CINCINNATI MAIL LINE, 37 mm dia., with "MAIL LINE" at bottom of circle (see Issue 24, page 4): Newly reported in red, Feb. 24 (1852) on cover with 75R2(L) tied with red grid, addressed to Messrs Buchannon Carroll & Co., New Orleans, with oval corner card of TAYLOR & CASSILLY, COMMISSION & FORWARDING MERCHANTS CINCINNATI & NEW ORLEANS.

The record of this marking now stands as three in red and two in blue on covers with stamps, and one in blue stampless. Two remarkable covers are in this group: one in the Dr. C. L. Roser collection (ex-Michaels) has the marking in red tying a vertical strip of three of lct. imperf, the top stamp being 7R1(e), the true Type I; the other is in the Dr. G. B. Smith collection (see No. 1 of Issue 15) - a first-day cover, July 1, 1851.

LOUISVILLE & ST. LOUIS MAIL ROUTE -- shield type (see Vol. II, p. 229 of the Ashbrook book on the lct stamp): Another for the record is this marking, in blue, (1853 probably) tying 61L1(L) on cover addressed to Most Rev. A. A. Blanc, Arch Bishop, New Orleans. No rosette obliterates the stamp.

The record of this marking now stands at four covers: two with stamp obliterated by the rosette, and two not having the rosette.

## HUDSON RIVER MAIL N.Y.

Supplementing article in Issue No. 26, the Robt. A. Siegel Sale of Mar. 1, 1957 lists a cover having this marking in red with S2 tied by the small grid. The cover bears a large illustrated corner card of the Green Engine Builders. The addressee is Messrs. Thos. Prosser & Son, New York. This perhaps may be the missing "George Habbert" cover mentioned in the article.

## ANOTHER IDENTIFIED "PAID"

No. 12b - PAID is reported by Mr. L. L. Downing on cover from Derby, Vt., with 89L1(e), dated Jan. 16, 1952. The cover has the same townmark as shown by No. 25 of Issue 14. Dr. Chase is authority for designating the color of this PAID as ultramarine.

NEW ENGLAND COASTWISE CONTRACT-MAIL STEAMBOAT ROUTES  
1851-1861

This listing is compiled from microfilm of Annual Reports of the Postmaster General. The comments that head the related article on page 8 of Issue 26 apply equally to the following:

New York to Stonington, Ct.: The 1851 and 1852 lists show Route 801, 125 mi., 6 trips weekly. The number was changed to 1004 in 1853, thence continuing through '54, '55, and '56, and again being changed to 931 for 1857 to 1860, inclusive. The route does not appear in the 1861 list.

New York to Norwich, Ct.: The 1851 and 1852 lists show Route 802, 142 mi., 6 trips weekly. The number was changed to 1005 for 1854, '55, and '56. Note that it does not appear in the 1853 list. In 1857 the terminal was moved down the river to Allyn's Point, distance reduced to 135 mi., and number changed to 926, continuing thus through 1860. The route does not appear in the 1861 list.

New York to Fall River, Mass.: The 1851 and 1852 lists show Route 516 (via Newport), 200 mi., 6 times weekly. The route does not appear in the 1853 and 1854 lists. The 1855 and '56 lists show it as Route 657. The number was again changed to 680 in the lists from 1857 to 1861, inclusive.

The above three routes provided the spirited competition for the New York - Boston traffic, as each connected with a through train that left "on arrival of the boat from New York", with similar service in the other direction. The New York and Boston EXPRESS-MAIL route-agent postmarks were used on one or more of these routes on mail given into the route agent's care. The later N. Y. & BOSTON STMB. & R.R. marking is believed to have been used only on the route via Stonington.

Providence to Newport, R.I.: Listed in 1855 and 1856 as Route 801a, 28 mi., 6 trips weekly. The number became 804 in 1857, and thence through 1861.

Marthas Vineyard and Nantucket Routes: The 1851 list shows Route 461, New Bedford to Nantucket, 65 mi., 6 trips weekly, and the same for 1852 except that service from Nov. 25 to Mar. 25 was from Woodshole to Nantucket. In 1853 and 1854 the number was 649. The 1855 and 1856 lists show Route 649, New Bedford to Edgartown 30 mi., 3 trips weekly but "6 trips when boats run so often." In

1857 the New Bedford route was renumbered as 672, and Hyannis to Nantucket was listed as Route 669--remaining the same through '58, '59, and '60. In the 1861 list the two routes are numbered 674 and 671, respectively.

New London to Stonington, Ct.: Listed in 1855 and '56 as Route 929, 12 mi., 6 trips weekly. The number was changed to 928 in the 1857 list, but the route does not appear afterward, doubtless because the railroad had been completed between these points.

Boston to Eastport, Me.: This route does not appear in the PMG's reports, so we have another philatelic mystery. Circular dated postmarks reading U.S. EXPRESS MAIL, including either EASTPORT or BOSTON (without Mass.), are well known on mail apparently posted on board some steamboats on the Boston-Portland-Eastport-St. John, N. B. run. The Boggs' book on Canada (Vol. II) discloses that H. S. Favor of Favor's Express had a contract with the Canadian government to carry mail by steamer from Portland, Me., to St. John, N.B. on Sept. 30 in 1858 and again on Sept. 30, 1859. It does not appear likely that Favor would apply a postmark reading U.S. EXPRESS MAIL and use it on mail accepted considerably south of Portland, Me., unless he had some authority from the U.S. to do so.

It is suggested that a search of the contracts of the period might show that such an arrangement with Favor existed, but that there did not happen to be any definitive contract at the time the lists for the PMG's reports were compiled--for such lists were for contracts in effect on Sept. 30 (or Oct. 1) of the respective years. They do not cover contracts that might have existed for a part of the year, or have been in process of negotiation at the "report" date. This suggestion stems from noting that the New York-to-Norwich route does not appear in the 1853 list, though it is listed before and after. Similarly the New York-to-Fall River route does not appear in the 1853 and 1854 lists. Are we to believe from these facts that there was no contract for mail over these routes during either year? Possibly contracts were under negotiation when the effective date of listing occurred. Could not the same have applied in the case of Favor and his Boston-to-Eastport route?

#### DEFINITIONS OF CONDITION OF "STRIKE" OF POSTAL MARKINGS

Illustrations Nos. 1 to 7 shown markings hand-retouched to show typical conditions of strike as used in a recent appraisal. They reasonably conform to Schedule D-2, Issue 14, but experience indicates the advisability of revising D-2 as herein. The same principles may be applied to the grading of any postal marking, although the illustrations show only the typical circular one used for towns, routes, etc.

Acceptable markings for the discriminating collector are usually "fine" or "good." "Fair strikes are ordinarily tolerated if the marking is rare. "Poor" strikes are usually retained only for reference when a better one cannot be had. "Fine" strikes are highly pleasing to the eye, and "good" strikes are nearly equally so, even though by irregularity they somewhat reflect the pioneer conditions of use.

Curiously, a collector is well pleased with a marking classified as a "good" strike when he will not tolerate a "good" stamp in his collection. The stigma that custom attaches to the word "good" as applied to a stamp has not extended to the postal marking.

Those who wish to avoid use of the words "fine, good, fair, etc." when describing postal markings may find the following equivalents helpful:

<u>As defined herein</u>	<u>Equivalent</u>
Extra fine strike	Brilliant strike
Fine strike	Clear strike
Good strike	Neat strike
Fair strike	Recognizable strike
Poor strike	Barely recognizable strike

The illustrations show typical median markings of the defined classifications; that is, the illustrations are somewhat better than the minimum. The definitions are minimums, however. The principle of balance may be applied; that is, a marking exceptional in one respect may be below standard in another without loss of classification.

Qualifying adjectives to describe the impression as distinct from the completeness of the lettering or design facilitate identification. These are "faint," "light," "heavy," or "smudgy." However, when using these words, care must be taken to reduce the grading of the strike to what it is after applying the qualifying term. Thus, there cannot be an "extremely fine (brilliant) faint strike." But if the marking would be extremely fine if it were not for its faintness, it can be described as "fair strike (faint)" or "recognizable strike (faint). See Schedule D-2 (below) "Reduction of Grade Because of Poor Impression."

(D-2) MINIMUM STANDARDS OF CONDITION FOR THE "STRIKE" OF POSTAL MARKINGS  
(Revised) THAT ARE COLLECTED BECAUSE OF THEIR SPECIAL INTEREST

A stamp or cover is not to be graded downward because a marking not of collectible interest is in poor condition. The definitions herein are for evaluation of the premium to be applied to the value of a cover or stamp because it has a collectible postal marking, according to Schedule M-6, CHRONICLE Issue No. 24. In the definitions, "letters" include "numbers." If the marking is a "design" with few, if any, letters, apply the general proportionate ratings specified for markings with letters.

Extremely Fine Strike or Extra Fine (Illustration No. 1):

Complete, solid or medium color, clear-cut outline, good impression--everything that can be desired. Slight breaks in frame line are allowable.

Fine Strike (Illustrations Nos. 2 and 3):

Nearly complete, solid or medium color; one-fourth of letters may be irregular or incomplete, but all should be recognizable. Moderately heavy strike (see No. 3) is admissible. Circle or frame line may be broken.

Good Strike (Illustrations Nos. 4 and 5):

Solid or medium color. One-third of letters may be irregular or incomplete, but 1/8 of them may be missing or unrecognizable. Slight smudging (see No. 5) is admissible. Circle or frame line may be broken.

Fair Strike (Illustrations Nos. 6 and 7):

Solid or medium color. One-half of letters may be irregular or incomplete and 1/4 of them may be missing or unrecognizable. Considerable smudging (see No. 7) is admissible. Circle or frame line may be broken.



Poor Strike (not illustrated):

Worse than fair, but still must be recognizable with glass or by conformation of outline with known markings. May be badly smudged. "Poor" strikes are identifiable only with considerable effort; that is, not "at a glance."

Significant Wording:

Omission or serious smudging of significant wording has more effect on reduction of rating than if the wording is not particularly significant. Thus, if the date were lost in Illustration No. 6 instead of the word RIVER, the marking would be classified as "good strike" instead of "fair."

Definitions of "Light" and "Faint":

A "lightly struck" marking is light grayish (if normally black), yet its wording or design is readily recognized at a glance with naked eye. A "faintly struck" marking is not readily recognized by naked eye; a glass is ordinarily required to enable identification.

Reduction of Grade Because of Poor Impression: This is the most difficult part of the schedule to apply. Obviously, no matter how complete a marking may be its value is reduced if it is faint, light, or smudged beyond what is permissible for its grade when impression is normal (as shown by Nos. 3, 5, and 7). A workable rule in such cases has been found to be as follows:

- 1st. Grade the marking according to completeness as ex-fine, fine, good, fair, or poor strike (see Nos. 1 to 7).
- 2nd. If strike is faint, reduce two grades (say, fine to fair). If strike is light, reduce one grade; if smudged beyond the allowable limit (see Nos. 3, 5, or 7), reduce one grade, except in extreme cases.

Example: Assume a strike sufficiently complete so it would be graded as fine (clear) strike if it were not faint. Reduce grade two steps to "fair." Describe it as "fair strike (faint)" or "faint recognizable strike." If the strike were "light" instead of faint, the grading would be reduced to "good light strike" or "clear light strike."

Overlapped Strikes:

These sometimes improve legibility because what is missing on one may appear on the other. In such cases do not reduce grade below that of the best marking.

Separated Double Strikes:

As missing parts may supplement each other, the grade may be improved as compared with the grade of either marking taken by itself.

Incomplete Markings Caused by Edge of Cover:

Reduce premium by the proportion that the missing area beyond cover limit bears to total area of a complete marking. See Note B, Schedule M-6, Issue No. 24 for markings on singles or small piece.

R-14 "STEAMBOAT" ON COVERS WITH STAMPS OR ON NESBITT ENVELOPES OF THE  
1851-1861 PERIOD

This section was compiled from data supplied by Mr. Henry A. Meyer who kindly opened his extensive research files for this purpose. The illustrations have been traced from Mr. Meyer's photos of actual markings, except in a few instances where made from tracings as indicated.

From Mr. Meyer's article in STAMPS magazine of Aug. 1, 1953, we quote: "The mark STEAMBOAT means that the letter bearing it was picked up somewhere along an inland river, lake, bay or sound by the captain or clerk of a steamboat having no mail-carrying status with the postoffice department. It was carried as a favor to the writer, and the captain or clerk was required to carry it to the postoffice at the end of the run where the letter was marked STEAMBOAT in manuscript or by handstamp."

Letters bearing the marking are scarce because they represent only such infrequent letters as could not be mailed at a postoffice, put aboard a railroad train, or delivered to a steamboat having a mail-carrying contract. The P.L. & R's of the period stated that letters brought by steamboats were to be marked "Steamboat" at the time of receiving them at the postoffice. They also provided that masters or managers of such steamboats not under contract to carry the mails were required to deliver letters "within their care or power" to the postmaster at arrival port, except unsealed letters relating to some part of the cargo; and for such non-cargo letters they received 2cts, except on Lake Erie where 1ct. was paid.

In the early part of the period at certain postoffices (notably Troy, N.Y.) the amount paid the steamboat was added to the regular postage and collected from the addressee. This practice where it existed appears to have been abandoned early in 1853 or before, and it was prohibited as to prepaid letters on Apr. 1, 1855, but it was then provided that unpaid "steamboat" letters should be treated as "ship" letters and charged with postage of 6 cts if addressed to the arrival postoffice and with 2cts in addition to ordinary postage if addressed by post to another place. This arrangement continued until Feb. 27, 1861, when the rate on letters addressed to port of arrival was reduced from 6cts to 5cts, and also it was then provided that letters conveyed in whole or in part by non-contract steamers were to have 2cts added per letter above the domestic rate. No other change was made until 1863 which is later than the period under consideration.

From the preceding it is evident that the combination of STEAMBOAT and a rating mark covering a charge to be collected would ordinarily be limited to uses before 1853 or after Feb. 1861. The P.L. & R's did not precisely define "steamboat" and "ship," though it is evident that the former was intended to mean inland and coastwise vessels and the latter to mean vessels from or to foreign ports, or those traveling only partly on established coastwise mail routes. This ambiguity led to infrequent misuse of the "steamboat" handstamp; thus letters are found marked STEAMBOAT with DUE 2cts (apparently for ship fee) mailed after 1855 and before 1861, whereas in this interval no such extra fee was collectible on "steamboat" letters.

The marking "Steamboat" was often abbreviated to "Steam" and Schedule R-15 covers the latter use. Postoffices at a few ports used both markings, sometimes concurrently. Another oddity is that although the P.L. & R's specifically provided that all letters brought by steamboats should be marked "Steamboat," this practice was not followed if other markings were expressly specified; thus, letters picked up at landings by steamboats having mail-carrying contracts were marked "Way" instead of "Steamboat," unless the steamboat carried a route agent with handstamp, in which case his handstamp was ordinarily the only marking applied.

Some postoffices that used "Steamboat" before 1851 appear to have abandoned such marking afterward. Thus are found many towns having the marking on stampless covers yet it is unknown on stamped covers. Among these are Annapolis, Bridgeport, Columbus, Ga., Fall River, Hartford, Kingston, Middletown, New Bedford, New Haven, Norwich, Poughkeepsie, Quincy, Ill., and West Point. A few of these, however, changed to "Steam" during the stampic period.

Several contract-route waterways route agents used handstamps containing STEAMBOAT or abbreviated as "S.B."; e.g., POTOMAC STEAMBOAT, ST. LOUIS & KEOKUK S.B., etc. Such markings are not listed in this schedule.

The listing herein includes markings known to have been used or probably used in the 1851-'61 period. It also includes those known used in 1850 because these may have carried over into 1851 yet not so far discovered on covers with stamps. Rarity numbers are applied only when the item is known on cover with adhesive stamp or on Nesbitt envelope. Readers are requested to report the use of any markings not shown herein with a rarity number if found associated with adhesive stamp or on Nesbitt envelope.

Measurements as well as conformation of the illustrations are subject to variation because of damaged handstamp, ink smears, shifting of handstamp when applied, etc. The illustrations, however, show shape and letter spacing, so should aid identification where town of origin is not evident from the postmark--which is normally the marking of the postoffice to which the steamboat delivered the letter and where the "Steamboat" handstamp was applied.

Nomenclature: The numbers following the town name indicate the principal dimensions in millimeters (diameter of circle, length, and height, etc.). Illustration references are: "Ch27(61)" refers to illustration No. 61 of CHRONICLE, Issue 27.

Relative Rarity: Markings are numbered 1 to 10 in order of increasing rarity provided the marking is on a cover with adhesive stamp or on Nesbitt envelope. For items on single or on piece, see adjustment of values per Note B, Schedule M-6, Issue No. 24.

The marking "STEAMBOAT" or "STEAM BOAT" used at towns listed below:

	Rarity No.		Rarity No.
Albany 25x10 Ch27(13)two lines	5	Louisville 36x4 $\frac{1}{2}$ Ch27(29)	5
Alexandria, Va. 43x4 $\frac{1}{2}$ Ch27(14)	7	Mobile 39x4 Ch27(30)	5
Baltimore 41x5 Ch27(15)	3	" 43x5 Ch27(31)	5
" 37x4 Ch27(16)	4	Montgomery, Ala. 40x5 Ch27(32)	7
" 39x5 Ch27(17)	4	" " 36x3 $\frac{1}{2}$ Ch27(33)	7
Bangor, Me. 36x3 Ch27(18)	7	New London, Ct. two lines	
Boston 42x3 $\frac{1}{2}$ Ch27(19)	4	16x7 Ch27(34)	-
Buffalo 38x16 CH27(20)scroll	6	New Orleans 47x4 $\frac{1}{2}$ Ch27(35)	5
Charleston, S.C. 37x3 $\frac{1}{2}$ Ch27(22)	5	" " 42x4 $\frac{1}{2}$ Ch27(36)	5
Chicago 40x5 $\frac{1}{2}$ Ch27(23)	-	Newport, R.I. 52x5 $\frac{1}{2}$ Ch27(37)	-
Cleveland 5--52x5 Ch27(24)	5	" " 38x4 $\frac{1}{2}$ Ch27(38)	6
Detroit 28x11 Ch27(25)scroll	4	" " 41x4 $\frac{1}{2}$ Ch27(39)	6
" 40x4 $\frac{1}{2}$ Ch27(26)	6	New York City 42x4 Ch27(40)	4
Fredericksburg, Va. 36 x5 $\frac{1}{2}$		There are two slightly different	
Ch27(27)	6	types.	
Galveston 30x4 Ch27(28)	-	Providence R.I. 42x4 Ch27(41)	6

		Rarity No.			Rarity No.	
Providence R.I.	42x4	Ch27(41)	--	Savannah, Ga.	42 $\frac{1}{2}$ x4 Ch27(46)	4
Narrow "A" close to "M"				" "	38x5 Ch27(47)	5
Norfolk, Va.	41x5	Ch27(43)	7	Selma, Ala.	40x4 $\frac{1}{2}$ Ch27(48)	6
Sandusky, O.	42x6	Ch27(44)	7	Whitehall, N.Y.	36x3 Ch27(49)	7
Savannah, Ga.	42x3	Ch27(45)	4	Shown by the high dot.		

R-15 "STEAM ON COVERS WITH STAMPS OR ON NESBITT ENVELOPES OF THE 1851-1861 PERIOD

As was the case with Schedule R-14, the information herein was supplied by Mr. Henry A. Meyer. Nearly all information in the introductory parts of R-14 applies equally to this schedule because the marking STEAM means exactly the same as the marking STEAMBOAT. From Mr. Meyer's article in STAMPS magazine (see R-14) we quote: "STEAM is a little more common along the Ohio and Mississippi Rivers while STEAMBOAT is a little more common along the Atlantic seaboard."

The P.L.& R.'s of the period make no mention of STEAM as an allowable postal marking, which is surprising in view of its widespread use. Apparently it was informally adopted for brevity. The marking does not imply receipt of letters from a railroad because almost all railroads were under contract to carry mails, hence letters picked up by railroads between postoffices would be marked WAY by the postoffice receiving them, or else marked with the route-agent's handstamp. A possible exception that may have been instrumental in causing the New Orleans postmaster to use STEAM instead of STEAMBOAT was that mail picked up by non-contract steamboats on the run from Mobile was carried the last few miles on the Pontchartrain R.R. from the boat landing to downtown New Orleans.

The marking "STEAM" used at towns listed below:

		Rarity No.			Rarity No.	
Baltimore	33x5	Ch27(51)	5	Memphis, Tenn.	23x3 Ch27(71)	-
"	32 $\frac{1}{2}$ x4	Ch27(52)	-	Milwaukee, Wis.	23x4 Ch27(72)	6
Baton Rouge, La.	23x3 $\frac{1}{2}$	Ch27(53)	5	Mobile	32x4 $\frac{1}{2}$ Ch27(73)	5
Bayou Sara, La.	26x4	Ch27(54)	6	Nashville, Tenn.	21x3 $\frac{1}{2}$ Ch27(74)	-
Boston	22x4	Ch27(55)	6	Natchez, Miss.	31x4 Ch27(75)	5
"	23x3 $\frac{1}{2}$	Ch27(56)	4	" "	32x4 $\frac{1}{2}$ Ch27(76)	5
Chicago	18x3 $\frac{1}{2}$	Ch27(57)	-	perhaps same handstamp as No. 75		
Cincinnati	23x3 $\frac{1}{2}$	Ch27(58)	4	New Bedford, Ms	23x3 $\frac{1}{2}$ Ch27(77)	4
"	28x4	Ch27(59)	4	New Orleans	32x4 $\frac{1}{2}$ Ch27(78)	2
Columbus, Ga.	23x4	Ch27(60)	-	" "	31 $\frac{1}{2}$ x5 Ch27(79)	3
Donaldsonville, La.	29x5		-	" "	32x5 $\frac{1}{2}$ Ch27(80)	3
		Ch27(60)	-	Norfolk, Va.	24x3 $\frac{1}{2}$ Ch27(81)	6
Dubuque, Ia.	28x12	Ch27(62)	-	Pittsburgh, Pa.	29x4 Ch27(89a)	-
Eastport, Me.	32 $\frac{1}{2}$ x5	Ch27(63)	6	Quincy, Ill.	23 $\frac{1}{2}$ x3 $\frac{1}{2}$ Ch27(82)	-
Evansville, Ind.	23x6 $\frac{1}{2}$	Ch27(64)	-	St. Francisville, La.	26x1 Ch27(83)	6
"	"	26x4 $\frac{1}{2}$ Ch27(89)	-	St. Louis,	34x5 $\frac{1}{2}$ Ch27(84)	5
Fall River, Ms.	23x3 $\frac{1}{2}$	Ch27(65)	5	Selma, Ala.	19x2 Ch27(85)	7
Grand Gulf, Miss.	24x4	Ch27(66)	6	" "	15x2 Ch27(86)	7
Hartford, Ct.	27-28x4	Ch27(67)	5	Vicksburg, Miss.	23x3 $\frac{1}{2}$ Ch27(87)	-
Louisville, Ky.	22 $\frac{1}{2}$ x5 $\frac{1}{2}$	Ch27(68)	6	Either Bell's Landing, Black's Bluff,		
"	"	31x4 $\frac{1}{2}$ Ch27(69)	4	or Canton, Ala. 19x6 CH27(88)		6
Maysville, Ky.	27x5	Ch27(70)	6			

R-16 COMBINATION "STEAMBOAT" OR "STEAM" MARKINGS ON COVERS WITH STAMPS OR ON NESBITT ENVELOPES OF THE 1851-1861 PERIOD

Mr. Henry A. Meyer is also the source of data for this schedule (see also R-14 and R-15). Combinations of STEAM or STEAMBOAT with town names occur in three instances where the marking combines the indication of origin on a non-contract steamboat with name of town where the letter was delivered to the postoffice. Several somewhat similar markings are in the list of waterways route-agent markings (in preparation), but they represent an entirely different class of mail service.

	<u>Rarity No.</u>		<u>Rarity No.</u>
MAYSVILLE, KY. dated townmark incl. STEAM 32 dia. Ch27(90)	9	TROY AND NEW YORK STEAMBOAT in rectangular frame 32x12 (designating arrival at Troy, N.Y., of mail picked up by non-contract boats on the N.Y-Troy run)	
TERRE HAUTE, IND., dated town- mark incl. "STB" 31mm dia. Ch27(91)	10	Ch27(92)	9

Combinations of STEAM or STEAMBOAT and a rate-numeral on the same handstamp were mostly prepared for use on stampless mail, but such markings are sometimes found apparently used in error on stamped mail.

	<u>Rarity No.</u>	<u>Circular or Oval Framed</u>	<u>Rarity No.</u>
Mobile, Ala. STEAM/5 oval 21x18 CH27(93)	6	New Orleans, La. STEAM/5 20 dia. Ch27(94)	-
Same: STEAM/6 oval 22x18 resembles (93)	-	Same: STEAM/6 20 dia. Ch27(95)	-
Same: STEAM/10 oval 25x22 resembles (93)	-	Same: STEAM/10 19 dia. resembles (94)	-
Norwich, Ct. STEAMBOAT/5 27 dia. Ch27(100)	-	Same: STEAM/12½ oval 22x19½ Ch 27(99)	-
		Vicksburg, Miss. STEAM/5 dia Ch27(96)	7
		STEAM/V 26½ dia Ch27(91)	8
		STEAM/10cts 27 dia Ch27(101)	-
		<u>Straight Line</u>	
St. Louis, Mo. STEAM 5 43x5½ resembles (84)	6	Vicksburg, Miss. STEAM 10 32x4 Ch27(103)	-
STEAM 10 46x5½ resembles (84)	-	Woodville, Miss. STEAM.5. 49x11 Ch27(102)	-

R-17 PICTORIAL STEAMBOAT ON COVER WITH STAMPS OR ON NESBITT ENVELOPES OF THE 1851-1861 PERIOD

Mr. Henry A. Meyer submits the photos from which illustration No. 98 was prepared. Actually there are more handstamped lines in the marking than appear in the illustration. This marking was used at least for part of the time during the 1851-1861 period at Cahaba, Ala., where it was the practice of the postmaster to handstamp letters with this marking when the letters should have been handstamped with the word "STEAMBOAT" if Regulations of the P.L. & R. had been strictly followed.





Regular Impression  
2. Fine strike  
4. Good strike  
6. Fair strike

Extremely Fine

Typical Conditions  
of Postal Marking  
(Disregard breaks  
in outer line)



Heavy or smudgy  
Impression

3. Fine strike  
5. Good strike  
7. Fair strike

Classifications apply (Nos. 2 to 7) if color is solid or medium. Reduce one step (fine to good, etc.) if lightly struck; reduce two steps (fine to fair, etc.) if faintly struck (not readily recognizable). See text for further explanation.

Volands. De Pot.  
— Miss —  
8



12a

GLEN AUBREY, N.Y. 9  
*↳ Sketched; not traced*

PAID 12b

STEAM BOAT 13

STEAMBOAT 14

STEAMBOAT 15

STEAMBOAT 16

STEAMBOAT 17

STEAM-BOAT 18

STEAM BOAT 19



STEAM-BOAT 22

STEAMBOAT 23

STEAM-BOAT 24



STEAMBOAT 26

STEAMBOAT 27

STEAMBOAT 28 *not traced*

STEAMBOAT 29

STEAMBOAT 30

STEAMBOAT 31

STEAM BOAT 32

STEAMBOAT 33

STEAM BOAT 34

STEAMBOAT 35

STEAMBOAT 36

STEAM-BOAT 37

STEAMBOAT 38

STEAMBOAT 39

STEAM BOAT 40

STEAM BOAT 41

STEAM BOAT 42

STEAM BOAT 43

STEAMBOAT 44

STEAM BOAT 45

STEAM BOAT 46

STEAM BOAT 47

STEAMBOAT 48

STEAMBOAT 49

STEAM 51

STEAM 52

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STEAM 74

STEAM 75

STEAM 76

STEAM 77

STEAM 78

STEAM 79

STEAM 80

STEAM 81

STEAM 82

STEAM 83

STEAM 84

STEAM 85

STEAM 86

STEAM 87

STEAM 88

STEAM 89

STEAM 89a

