

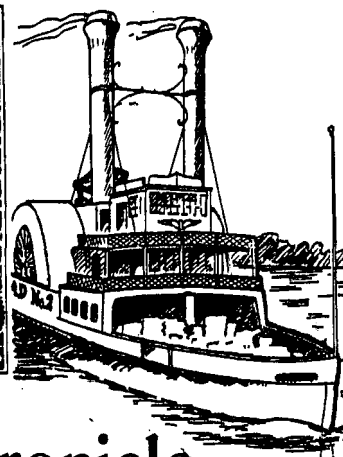
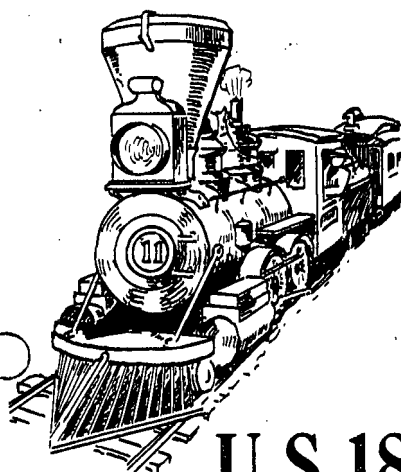
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T. W. SIMPSON
Editor and Publisher
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Contributing Editors
R. McP. CABEEN
M. FORTGANG
W. W. HICKS

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U.S. 1851-'60 Chronicle

Publication date of Issue No. 30, February 24, 1958; one copy free to members; extra copies to members (except Issue No. 8, out of print), 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.

STANLEY B. ASHBROOK

With the tragic and sudden passing of Stanley B. Ashbrook, age 75, at Fort Thomas, Kentucky, our collecting fraternity has suffered the irreparable loss of one who was undoubtedly the greatest research student known to American Philately.

After enjoying meteoric success in the financial world he, like so many others, met with reverses during that unforgettable 1929 crash. But fortunately he was gifted with an inquisitive, scientific mind and an extreme amount of nervous energy that enabled him to carry on to the limit of sustained action in any field. Luckily for Philately he turned to stamps, not only as an 'outlet', but with determination to devote the remainder of his active life to the careful study of the Science of American Philately.

This he did. And blessed with profound integrity he rose to the very top. I have observed him devote as much as a month to the study of a questioned cover; and regardless of who 'caught the blow' he never compromised with the facts as he found and interpreted them. As a result, his name on the back of a cover became the very symbol of genuineness to all philately -- the hallmark of years of intense study and careful recording of his findings to the minutest detail, supported by expert photographic and cross-indexed written records.

His philatelic laboratory was complete in every detail. And in addition to a full complement of scientific instruments, it included as laboratory technician a charming, efficient and tireless co-worker -- Mildred Ashbrook, his wife. There was nothing she could or would not do to expedite his laboratory work and to maintain his records in meticulous fashion.

It has been my long-continued privilege for a quarter of a century to enjoy the inimitable Ashbrook hospitality on many an extended occasion. I learned first-hand fully to appreciate the beneficial impact of this man's great work on stamp collecting -- in raising it from a mere hobby to a profound science. For many years my

collecting interests have followed closely the pattern established by Ashbrook research, and I am most grateful for having received the benefits of days and nights of close association and critical study with this great philatelist.

While it may come as a severe shock to have a favorite cover exposed as a fake, this is far offset by the privilege of going over the better items with one possessed of such a keen eye and trained mind as Ashbrook's -- for he pointed out countless things about the covers that I could never have discovered by myself.

Ashbrook's great work will be an inspiration and guide to future students for many generations. They will surely say as I do -- that most of the knowledge I now possess in this field I owe to the inspiration of this great philatelist -- to his intense and perceptive scope of information, and to his willingness, always, to guide and help the initiate.

EDGAR B. JESSUP

VARIETIES AND ABBREVIATIONS

To save space, previous issues have used symbols S1, S2, etc., to designate the principal 3ct varieties. Shown below is a proposed set covering the 1ct to 12ct for use in future issues. It is subject to review, so if anyone thinks it should be different, let him submit suggestions. The idea is to designate the varieties in a reasonably logical manner (not always as Scott catalog shows them). In the proposed list the abbreviation to be used is at left of the hyphen, and its Scott's specialized catalog number or other designation is at right of the hyphen. If this proposed list passes muster it will be printed in small type underneath the masthead, thereby avoiding need of retyping for each issue.

One cent: R1-5; R2-6a; R3-6a(less distinct); R4-7(pls 1(e)&2); R5-8A (pl 1(e)); R6-8(99R2); (R-7(pl 3); R8-6; R9-(pl 4, TyIC); R10-7(pl 4); R11-8(pl 4); R12-8A(pl 4); R13-9; R14-4R1 (L). If any of the preceding is perforated, affix "perf." R15-24; R16-Ty5A(rt 14 rows pl 5); R17-20 (Ty 2, pls 11&12); R18-22; R19-18.

Three cent: S1-10; S2-11(incl pl 1 (L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: I-recut vertical inner lines left and right; IA-only at left; IB-only at right; IC-without such lines.

Five cent: T1-12; T2-27; T3-28; T4-28A; T5-29; T6-30; T7-30A.

Ten cent: U1-13; U2-14; U3-15; U4-16; U5-31; U6-32; U7-33; U8-34; U9-35(one pearl); U10-35 (2 or 3 pearls).

Twelve cent: V1-17; V2-36(pl 1); V3-36(pl 3).

The 24, 30, and 90ct stamps are designated as such.

This issue of CHRONICLE uses only the abbreviations relating to the 3ct stamp.

EDITOR'S NOTE

The response to Ye Editor's letter in the last Chairman's CHATTER was most generous, but much of the material arrived too late for mention in this Issue. It will be described in future issues or used in the book being shaped up to cover the story of postal markings of the period we study. In behalf of our Unit grateful thanks to all who contributed this material.

NEW 3ct PLATE VARIETY

The following important announcement comes from Dr. Carroll Chase: "I have just made a discovery that the top row S5 stamp from plate 15 that shows the triple frame line at left (7R15) also shows a double repair of the transfer-roll relief break. The variety is distinguished by showing two dots in the small area at right of the first repair."

FIRST DATES OF USE OF 3ct TYPE I, PERFORATED (S3)

With the cooperation of Dr. Carroll Chase, Mr. R. McP. Cabeen has been recording the earliest known dates of use of stamps from the various plates that produced S3. The record stands as follows:

Plate 2(L)	July 25, 1857	Plate 6,	May. 12, 1857
Plate 3	July 16, 1857	Plate 7,	Feb. 28, 1857
Plate 4	Sept. 2, 1857	Plate 8,	Aug. 17, 1857
Plate 5(L)	Aug. 19, 1857 (probable)		

The record date for plate 3 is reported by Ye Editor; those for plates 6 and 7 by Mr. Wm. Wyer; the balance are reported by Mr. Cabeen. Those having earlier dates are requested to report them to Mr. Cabeen.

THE C. W. REMELE BOOK ON RAILROAD POSTMARKS

Mr. Morris Fortgang, Sec'y-Treas., writes as follows:

May I use the medium of the CHRONICLE to revise the listing given in my financial report in the last CHAIRMAN'S CHATTER, relating to the Guarantors whose support made it possible to publish the remarkable manuscript left to his philatelic friends by our late beloved fellow-member Charles W. Remele.

The list now is as follows, each contributing \$100.

John David Baker	Mortimer L. Neinken
Lester L. Downing	Tracy W. Simpson
Milton Edelman	Dr. Gerald B. Smith
Morris Fortgang	Towner K. Webster
William W. Hicks	Raymond H. Weill
Richard K. Meyer	William Wyer
Jack E. Molesworth	

Advance sales of the book are far beyond expectations, and are rapidly approaching the \$500 mark even at this early date. May I suggest that members and friends to avoid disappointment send in their orders for this book NOW at the \$7 pre-publication price (higher after publication). The book will be THE handbook of railroad route-agent and station-agent postal markings -- as well as a condensed compendium of postal and railroad history of a hundred years ago.

Send remittances to W. W. Hicks, 842 Lancaster Ave., Villanova, Penn.

STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

Reported by Mr. I. E. Baumbach is No. 1, "Franklin Furnace, O." on U10 Nesbitt envelope. No. 2, PORTLAND, CT in fancy frame on cover with S2 was in a recent R. A. Siegel Sale. No. 15, TROY N.H. in brown on forwarded cover (1853) is reported by Mr. A. S. Wardwell. No. 16, SOMERSET, ID.(Ind) on cover with S5 and No. 17, framed MILTON/OHIO on cover with S5 and No. 21, oval KNOXVILLE OHIO on cover with S2 are reported by Mr. G. W. Wolters. No. 22, BURLINGTON, O. oval is reported by Mr. H. J. Baker as on cover with S1. It is thought to be the one listed in the Dr. Chase book on page 244. The oval is slight; perhaps it was originally a circle that became distorted.

CIRCULAR TOWNMARKS WITH ORNAMENTS OR ODD CHARACTERISTICS

The numerous townmarks with unusual features that are shown on the plates are listed in the Addenda and Corrigenda as a means of saving space. Their source is as follows:

No. 5, Robert Beale; No. 6, Wiltsee Collection; No. 7, R. McP. Cabeen;
No. 8 L. L. Downing; No. 9, Col. E. B. Murphy; Nos. 10, 24, 25, 29, H. J. Baker, Jr.

INDUSTRIAL TOWNS

For this new classification, in addition to No. 1, "Franklin Furnace, O.", the following are shown on the plates:

<u>No.</u>	<u>Reading</u>	<u>Stamp</u>	<u>Reported by</u>
11	RAMAPO WORKS N.Y.	S2	E. D. Cole
69	ELLICOTTS MILLS Md.	S5	L. W. Kaiser
70	HECLA WORKS N.Y.	S5	H. J. Baker, Jr.
71	HOCKING FURNACE O.	S5	G. W. Wolters

GASPORT N.Y., in 36 mm red circle is reported by Mr. P. Petri on cover with S5. He writes that the name is derived from springs of inflammable gas in the neighborhood which in early days was piped into the village and used for light and heat. The town is on the Erie Canal, hence the "port."

TOWNMARK INCLUDING NAME OF POSTMASTER

Ye Editor regards No. 12, WARRENTON, MO./yr date/ C.E. BOSWELL, P.M. as one of the more remarkable townmarks of the issue. So far as known it is the only one of its group. Townmarks containing postmaster's name are common in the late 1870's and later, but to find one as early as 1861 is unusual, to say the least. Curiously, also, the Warrenton marking does not employ the typical style of lettering found in postmarks of the period, though there are some that do have similar lettering (COPPER MINES, POLK CO. TENN. for example). The lettering of the marking is matched, however, by that used in the JONES & RUSSELL'S PIKES PEAK EXPRESS CO. marking, leading to the belief that both had a common origin, probably a handstamp maker in St. Louis. Can our friends in St. Louis advise of other markings using these letters? Who knows of other examples of No. 12?

The marking nicely ties S5 to a neat cover addressed to Waterford, Pa. It was one of the gems of the S. C. Paige Sale of Dec. 1957.

DEAD-LETTER OFFICE

The usual dead-letter-office marking of the period is No. 19, submitted by Mr. W. C. Bennett on cover with S2. This marking was applied at the Washington dead-letter office. Later in the period a smaller marking (33 1/2 x 29 mm) (see the Dr. Chase book, page 346) was also applied at Washington on letters returned to the sender or to the correct addressee.

An extraordinary marking is No. 18, reported by Mr. E. B. Jessup on cover with 10ct. It is believed to be the only one so far noted from the San Francisco section of the Dead Letter Office. The PMG's annual report for year ending June 30, 1853, recommends that a top ranking officer of the Postoffice Department be stationed at San Francisco having "grade of Assistant Postmaster General". Among the many duties outlined for such a person was mentioned the "dead letters instead of being sent back to Washington, as they now are, at much expense to the department, could be opened by him, and only such letters returned to the General Post Office as contained moneys, documents, or other valuable enclosures."

Pursuant to the preceding recommendation Sec. 3, Act of July, 1854, provided that dead letters accumulating in California, Oregon, and Washington after June 30, 1854, were to be returned at periods of not less than quarter yearly to San Francisco, there to be opened and examined under the direction of the postmaster at that office, who shall ***** return to the Post Office Department such of said letters as shall be found to contain money, valuable papers, or matters of consequence ***** and to destroy such letters as shall be found to contain nothing of value." Certain foreign-mail letters were excepted.

An additional reference is in the PMG's report for year ending June 30, 1860, which states. "The whole number of (dead) letters opened at San Francisco — 75,127."

Curiously, there is no reference in the "Regulations" section of 1859 PL&R (at least) to the requirement that dead letters originating on the Pacific coast are to be sent to San Francisco for opening.

These illustrated dead-letter markings are not to be confused with certain townmarks that contain the word DEAD, which were applied to letters sent from that town to the dead-letter office.

EARLIEST USE OF S1 TO EUROPE

Issue 29 page 8 referred to a folded letter (No. 31 of this issue) reported by Mr. A. S. Wardwell. Aside from having what is thought to be the largest known multiple from plate 1(e), this gorgeous cover almost certainly is the earliest known with S1 to Europe. The stamps are cancelled by red brush marks, and the NEW 19 YORK exchange marking of July 8 (1851) is also in red. Stamps are 71-76 and 87-88 (R1(e)).

NEW YORK STEAMSHIP

The 32mm circular N. YORK STEAMSHIP marking (without date) is quite scarce (see the Dr. Chase book, page 312); it is principally known on covers arriving at New York from California on non-contract steamship routes, or from Carribean points. A similar marking, but a real rarity, is No. 72, 29 mm. including date. This marking is reported by Mr. E. B. Jessup tying 10c Ty V to cover from Carribean point.

OBLITERATORS

No. 3, flying swallow of Rockford, Ill., is reported on S5 in an old issue of Postal Markings; No. 5, Canton, Mass., by Mr. H. J. Baker Jr. From covers submitted by Mr. H. J. Baker Jr. the following previously illustrated markings are now identified, as follows:

- No. 31 of Issue 10 is negative star of East Lebanon, N.H.
- No. 4 of Issue 2, target, is from Sodus Point, N.Y.
- No. 16 of Issue 3, spiral target, is from West Bethel, Me.
- No. 25 of Issue 29, PAID in grid could be from Haverhill, Mass.

IMITATION OF THE BOSTON "PAID" — and OTHER PAIDS

No. 59 of Issue No. 2 pictured the Haverhill Ms. circular grid that contained the erroneously arranged letters IDPA. Equally scarce is the marking showing letters properly arranged. No. 28 submitted by Mr. H. J. Baker Jr. shows it used at Haverhill in 1852 on cover with S2. No. 23, PAID in extra small dotted oval is reported on S2 from Christiana, Wis., and No. 27, PAID/3 in oval is reported from Danversport Ms. on cover with S2; both by Mr. H. J. Baker Jr.

Mr. A. S. Wardwell submits a cover having S2 tied by a large 27mm imitation Boston PAID that is identical with the marking from which No. 23 of Issue 5 was traced, attributed to Woodville, Miss. Mr. Wardwell's marking apparently was applied at Iron Ridge, Wis. The two markings have an identical marginal flaw that can hardly be the result of a coincidence. Possibly several handstamps were made from a master with this flaw. There is something odd about this marking because the markings of Woodville, Miss., are fairly well known, and no other copy on cover indicating origin at that town has come to light. Also the marking used on the Wisconsin cover ties an S2 that clearly shows cleaned penmarks. Ye Editor is inclined to remove this marking from the list of imitation Boston PAID'S until additional light is shed on it. Information is requested.

SPECIAL SERVICE MARKINGS

No. 14, the large ADVD/1 Cts on blue applied at Philadelphia on cover with S2 is submitted by Mr. W. C. Bennett on cover with No. 19, hence used in 1853. The final "s" was later removed from this handstamp. No. 26, "Detained/FOR/Postage" in blue is reported by Mr. H. J. Baker Jr. used at Marysville, Calif., on cover with 10c green Type I perforated used June 9, 1859, or later.

ATLANTIC COLONIAL EXPRESS MAIL

In Ye Editor's article Route Agent Markings of the 1851-'61 Period, American Philatelist Aug. 1953, the plain EXPRESS MAIL markings containing EASTPORT or BOSTON, but without "U.S." were omitted from the waterways group because of uncertainty as to their being U.S. postal markings. A cover reported by Mr. Ezra D. Cole sheds light on this subject. It contains letter from St. John N.B. to New York dated in April 1861 bearing a single S5 tied by No. 13 -- EXPRESS MAIL/EASTPORT (inverted)/Date. The "month" is undecipherable in the marking; perhaps the slug was inverted. The up-side-down EASTPORT is somewhat indistinct but undoubtedly is that town. Mr. Elliott Perry's monograph (Pat Paragraphs No. 22) describes several similar markings, one having EASTPORT applied as an overprint in red. He also shows a marking the same as No. 13 (except EASTPORT is right side up), described as used on cover with S5 to Portland, Me, and also one used on a 3c Nesbitt in 1855, Eastport to Newburyport. Mr. H. J. Baker Jr. reports a similar one used June 6, 1854, origin Calais, Me., tying S2 to New Bedford.

It is thus evident that the plain EXPRESS MAIL - EASTPORT is as much entitled to listing as a U.S. waterways route-agent marking as are those reading U.S. EXPRESS MAIL.

The cover bearing marking No. 13 was doubtless carried privately from St. John to Eastport, probably on the boat in order to save postage. On arrival at Eastport it was mailed as a U.S. letter, probably still on the boat. The cover has no other postal marking. Addressee is Messrs Thomas Prosser & Son, 28 Platt St., New York.

MAIL DIRECT

Sometimes covers are found bearing the above words in manuscript. In spite of these being written by the sender, they still represent an official postal marking. The P.L. & R's provided that "every postmaster will...post-bill direct to the place addressed...all letters on which the instruction 'mail direct' shall be written." Otherwise, out-of-state mail ordinarily was sent to a distributing office for subsequent re-mailing.

An example is a cover with this inscription bearing S2 from Pittsfield, Mass., addressed to Philmont, Columbia Co., N.Y. The latter town is not far from Pittsfield, but across the state line. Unless the postmaster on his own initiative remembered

to post-bill the letter direct to Philmont it would have been sent to the distributing office at Albany, thence remailed back to Philmont. The writer's instruction to mail direct perhaps reduced the transit time from two days to a few hours.

NEW YORK - BOSTON THRU MAILS

Issue No. 27, page 6, described the waterways postal routes from New York to Stonington, Norwich (Allyn's Point), and Fall River, mentioning their rail connections to Boston. These three routes comprised the principal thru-routes to Boston until the all-rail route was established in 1860. The Fall River Route continued as a postal route for many years afterward.

Mr. L. L. Downing has made an extensive study of this subject and comes up with the following valuable information:

- (1) Time tables of the period show that steamboats of the New York - Stonington route left New York an hour later than did steamboats for Norwich or Fall River. The same holds true for departure times from Boston; the Stonington boat leaving later than the Fall River boat. This would indicate preference for the Stonington boat for postoffice mail. However, the Stonington boat left from Pier 2 North (Hudson) River and the Fall River boat left from Pier 28, 3/4 mile above Pier 2. Business concerns located near Pier 28 (close to the Murray St. business area of those days) probably preferred to use the Fall River boat for mail delivered directly "to the boat".
- (2) The PMG's report for 1860 states that "an interior night train leaving New York at 8 p.m. reaching Boston in 9 hours via New Haven, Springfield, Worcester" was started as a three-months experiment. Apparently this train was a success, per reference below.
- (3) The PMG's report for 1861 states that on Aug. 1, 1861, the thru New York to Boston mail was transferred from the line via New Haven and Springfield to the shore line via New Haven, New London, Stonington, and Providence.
- (4) The comparative record of route agents' pay on the three steamboat routes is as follows:

<u>Year ending</u>	<u>Stonington</u>	<u>Norwich (Allyn's Point)</u>	<u>Fall River</u>
Oct. 1, 1851	\$9000	\$5000	\$1500
" 1852	9000	5000	4500
" 1853	7000	--	--
" 1854	7000	1200	--
" 1855	7000	1200	1500
Sept. 30 1856	7000	1200	1500
" 1857	7000	3000	3500
" 1858	7000	3000	3500
" 1859	7000	3000	3500
" 1860	7000	3000	3500
" 1861	--	--	3500

Absence of service on the Stonington and Norwich routes for 1861 reflects the transfer to the all-rail route. Absence in 1853 and 1854 (partially) perhaps was caused by contract difficulties (see Issue 25, page 2).

In concluding this report, Mr. Downing asks the question: Considering that the route agents on the Fall River Route were paid a substantial amount over many years, what postmark did they apply to mail given into their care at terminals or on board? Ye Editor's guess is that they used the regular N.Y. or Boston U.S. Express Mail marking, the same as is known to have been used on the Stonington route. Information on this

point is requested -- as well as an answer to the same question respecting the Norwich route. Mr. Elliott Perry in Pat Paragraphs (Issues 21 et seq) has written extensively regarding the origin of Express-Mail markings, and (Issue 53) of the pre-stamp use on the Boston-New York route. See also Mr. Perry's comments at top of page 3, Issue 28 of CHRONICLE.

DOMESTIC WATERWAYS STEAMBOAT CONTRACT-MAIL ROUTES 1851-'60

Issue No. 26 listed these for the Ohio River and tributaries; Issue No. 27 for the New England Coast routes; Issue No. 28 for the Mississippi River routes. Similar listing of the Pacific Coast routes appeared in WESTERN EXPRESS (published by Western Cover Society) for Jan. 1957. The remaining routes with which a postal marking of the route agent is associated are listed herewith. For general information, refer to the introduction of the list in Issue 26.

Lake Champlain Routes: The 1851 and 1852 PMG lists show Route 943, Whitehall to St. Johns, 150 mi. 6 trips weekly. The 1853 list shows Route 1110, Whitehall to Plattsburgh, 95 mi. 12 trips weekly, continuing thus thru 1855. In 1856 the weekly trips were reduced to 6. In 1857 the route number was changed to 1108 and weekly trips increased to 11, continuing thus thru 1861. The 1853 and 1854 lists also show Route 1120, Port Kent to Burlington, Vt. 8 mi. 6 trips weekly. The LAKE CHAMPLAIN S.B. route-agent marking (two sizes) was used on the route out of Whitehall.

New York to Albany and Troy: Listed in the 1851 PMG report as route 809, 150 mi. 19 trips weekly. The route does not appear in later lists, presumably because of railroad operation from New York to Troy after October 1851. The route-agent marking HUDSON RIVER MAIL N.Y. was used on this waterways route in the 1851-period and before, and later on the railroad. In the 1847 and pre-stamp periods the route agents used the smaller HUDSON RIV. MAIL N.Y. marking. See Issue No. 26 for further information. The U.S. EXPRESS MAIL ALBANY N.Y. marking was also used on the route during the pre-stamp period.

Washington D.C. to Acquia Creek, Va.: This was the water transit gap in the route of the Great Southern Mail. The railroad brought the mail to Washington D.C., and it then was carried to Acquia Creek, Va. by steamboat where it was transferred to the Richmond, Fredericksburg & Potomac R.R. The 1851 PMG report lists the route as No. 2401, 54 1/2 mi. 7 trips weekly. Trips were increased to 14 per week in the 1852 report, continuing thus thru 1853 and 1854. The route does not appear in the 1855 and 1856 reports, but it is again listed in 1857 and 1858 as Route 4801 (part) 55 1/2 miles, 14 trips weekly. The 1859 and 1860 reports show route number as 4101. The route-agent postmark was the circular POTOMAC STEAMBOAT. Lack of contract listing for 1855 and '56 does not necessarily indicate omission of service. Contract negotiations and disputes often prevented listing. In the omitted years, the contract for the rail portion south of Acquia Creek on the R.F. & P. was also not listed.

AN EXCEPTIONAL PREPAID "WAY" LETTER

Photo No. 30 shows what is undoubtedly a WAY letter prepaid by stamps that entered the mail at Lewiston N.Y. June 10, 1852, as determined by the color and early printing of the stamps. The 1ct is Type II and the 3ct is S2 (plate 1(L)). This interesting cover was submitted by Mr. H. J. Baker Jr. The back is endorsed "Prepaid Way, per Henry Meyer" indicating its authentication by that leading expert.

Lewiston N.Y. was the principal port of entry to the Buffalo area for Lake Ontario steamboats, so doubtless many such letters were delivered from the boats as Way letters.

The cover is doubly interesting because it proves what has long been suspected; namely, that some of the plain numerals that cancelled the stamps were applied not only as cancellations but also for a restatement of the rate. Otherwise, why would the postmaster go to the trouble of marking the 1ct stamp with "1" and the 3ct stamp with "3"? The stamps, of course, bore no numeral of value and doubtless some postmasters thought this was a mistake -- so proceeded to correct it when canceling the stamp.

BLACK ROCK DAM -- NORTH BUFFALO, N.Y.

An appealing side line is the collection of postmarks of small towns that later were added to or incorporated with a large city. Collections of this kind relating to Boston, New York, Philadelphia, Oakland, Calif., are well known. Not so, however, in the case of most medium-sized cities. Interesting, therefore, are two covers sent by Mr. P. Petri in this category. One has BLACK ROCK DAM N.Y. tying S2 -- 36 mm in small serif-type letters. The other is a 25mm san-serif NORTH BUFFALO N.Y. on cover with S5, the latter also tied with extra small framed PAID (17x6mm). Both of these two names refer to the same place: Black Rock Dam was established July 12, 1854. The name was changed to North Buffalo Feb. 10, 1857, and discontinued in 1870.

EARLY OREGON USE OF STAMPS

Mr. E. R. Payne reports a cover with a vertical pair of S1 used Jan. 19, 1852, bearing the small 21 1/2mm circle. (Chase-Cabeen Fig. 136) PORTLAND/O.T. townmark. This is believed to be the earliest use of stamps of the period in Oregon. It is known that 3ct stamps reached San Francisco in September 1851 because the first use from that city has been reported as Oct. 1 of that year. Quite likely then that stamps did not become available in Oregon until considerably later. The cover is also the first one reported with stamps that bears the tiny Postland townmark.

SCOTT'S U.S. SPECIALIZED CATALOG -- 1958

This is not a review of this excellent catalog, but a listing of a few items that it is believed should be changed in the next edition:

No. 25: A new variety is listed: "Double Transfer of rosettes and lower portion of stamp (91RXII).

Comment: No. 25 is the well known Type I perforated from plates 2(L), 3, 4, 5(L), 6, 7, and 8. These seven plates are the ones mentioned at bottom of page 37. Why then is a plate XII stamp put in this category? Furthermore, it is not a plate XII stamp that is described; it is plate XI(L), illustrated as Fig. 33 of the Dr. Chase book on the 3ct stamp page 59. The Chase book shows it as 91R12(?), but Dr. Chase later identified it as 91R11(L). The stamp should be included as a variety of Scott's No. 26a. Whoever brought this to the attention of the catalogers easily could have been confused as to the stamp because the double transfer is so strong that there is the appearance of a partial outer line at bottom.

No. U11, Nesbitt 6ct red, white used entire:

Comment: Formerly unpriced used, it is now priced at \$40, whereas U12 used entire is priced at \$50 same as before. It is well known that U11 white used entire is many times scarcer than U12 buff used entire; actually it is believed that only three examples of U11 used entire are known.

INFORMATION FOR COLLECTORS: This section is quite well up-to-date with respect to Bureau Issues, but the Postal Marking section on page 13 and 14 relating to early U.S. is in many ways obsolete and represents the sketchy thinking of 30 years ago, before PL&R's and PMG's reports were studied. The sections entitled River Packet

Marking, Packet Marking, Packet, Steam, Way, etc. should be rewritten in the light of studies by Mr. H. A. Meyer and others (see STAMPS magazine, Aug. 1, 1953). Mention should also be made of Transatlantic Mail Markings -- applied at the exchange offices showing routing and exchange credit and debit. The first paragraph of the section Railroad Postmarks is misleading to say the least. As written, the section gives no clue to the reason for railroad postmarks of the early U.S. period. A suggested substitute for the first paragraph of the section is as follows:

Railroads have carried mail from the very beginnings; the earliest known use of the word "Railroad" as a postmark is accredited to 1837. Railroad postmarks prior to establishment of the railway mail service (which had its beginnings in 1864) are in two groups: (1) Route-agent markings, applied by traveling representatives of the postoffice dept. who rode the trains in charge of the mails. Their postmarks were applied to loose unpouched mail given into their care by persons mailing at trainside. Such letters were not first deposited in a postoffice. The markings designated the postal-route name, which often was the same as the railroad name. (2) Station-agent markings, apparently applied by station agents who perhaps were also postmasters or acting for them. These markings apparently were made by the dated stamper used by the agent for stamping railroad tickets.

SPECIAL NOTICES - CANCELLATIONS (directly preceding "Information for Collectors.") It is believed that the second sentence of the following quotation is contrary to the accepted method of pricing covers that bear many kinds of valuable postal markings, as is proved by auction realizations:

"Prices for cancellation varieties are for specimens off cover. If on cover, the distinctive cancellation or postmark must be on the stamp in order to merit catalogue valuation."

A suitable substitute for the second sentence is suggested as follows:

"If on cover, the distinctive cancellation or postmark must be partly on the stamp in order to merit catalogue valuation, unless the stamp is tied to the cover by an obliterator or other marking serving as an obliterator."

In support of this suggestion, it is well known that postal markings indicating routes, ratings, or special postal services were placed "on the letter" because the PL&R's instructed them to be so placed. Only the obliterators or townmarks used as obliterators were placed "on the stamp". Furthermore, it is well known that a cover commands a far higher price when it bears a route, rate, or special service marking if that marking appears on the cover well away from the stamp than it does if the marking is co-mingled with the obliterator or townmark that ties the stamp.

Other study groups maintain close relations with the editors of the excellent Scott catalogs because many have a Catalog-Listing Committee with chairman in New York. Perhaps the Scott firm would welcome a similar committee from our group.

CONTINUATION OF CATALOG OF POSTAL MARKINGS

R-21 DROP-LETTER AND PRINTED-CIRCULAR POSTAL MARKINGS ON COVERS WITH STAMPS OR ON ONE-CENT STAR-DIE NESBITT ENVELOPES OF THE 1851-1860 PERIOD
(This section supplied by Mr. Morris Fortgang, Contributing Editor)

Some of these markings were used on both drop letters and on printed circulars so they are grouped in this schedule.

Drop-Letter Mail Markings. Drop letters comprise all those letters brought to the postoffice by the writer or his agent and dropped in a special drop-letter box.

These letters were then placed by the postal clerk in the letter box of the addressee, if he had one, or delivered to him or his agent when he called at the postoffice. The Act of March 3, 1851, effective July 1, provided that the drop-letter rate be 1c regardless of weight. This rate was never changed during the period under consideration.

In all cities that had carrier service the drop-letter rate, after April 2, 1860, also included local delivery by the U.S. carrier, if the sender requested such delivery. In such cases the U.S. Postoffice Dept. waived the one cent drop-letter postage and the one cent went to the carrier. Apparently no special marking was used to designate the dual service. Among the more important cities that had carrier service in the period were New York, Philadelphia, Boston, Baltimore, New Orleans, Washington, St. Louis, and San Francisco.

Until Feb. 27, 1861, the use of stamps on drop letters was not required by law. For this reason many drop-letter markings are known only on stampless covers. We are not concerned with these markings here, although a few of special interest are listed without rarity numbers. However, a number of postmasters used special markings exclusively for drop-letter mail, and these markings by their very scarcity offer a most interesting field of study. These markings nearly always tied the 1c stamp to cover, and usually consisted of "Drop 1c." or "Drop 1" or "1" in a circle.

Printed-Circular Mail Markings. The prepaid printed-circular rate from July 1, 1851, to Sept. 30, 1852, was 1c for each circular up to 1 oz. for distance to 500 miles; 2c for 500-1500 miles; 3c for 1500-2500 miles, and 4c for 2500-3500 miles. For example, if two circulars were in the same wrapper or envelope and the combined weight of the circulars and container was only 1 oz. the rate would be 2c if up to 500 miles, and so on. Covers showing a 2c 500-1500 mile rate are not common, and those showing the 3c 1500-mile rate and the 4c 2500-mile rate are decidedly rare. Repeating again, the rate was per circular: a wrapper containing 25 circulars required 25c in stamps even though each circular weighed less than one ounce.

The circular rate was reduced on Oct. 1, 1852, to 1c per circular up to 3 oz. to any part of the U.S. with an additional charge of 1c per oz. or fraction thereof over 3 ounces. Note the rate was still per circular. While drop letters could be sent prepaid or unpaid with no penalty attached, circulars sent unpaid were charged double the prepaid rates. Here again we are not concerned with markings on unpaid circulars but only with markings on circular-mail covers prepaid by stamps. These markings are always found on or tying the stamps, without any additional markings on the cover.

During the period July 1, 1851, to the time the stamps were demonetized in the latter part of 1861, certain towns -- though very few -- used special markings exclusively for circular mail. With a few exceptions stamped covers reflecting these markings are quite scarce and desirable items. More often, markings found on circular mail are also found on drop letters and sometimes on ordinary letters for inter-city mail. Known markings used exclusively on circular mail as well as those used on both circulars and drop letters are reported in this schedule.

The commonest marking on drops or printed circulars is the ordinary obliterator or townmark. Unless there is something special about these markings, they add very little to the value of the cover. However, typical drop letters or printed-circulars bearing these common markings command a moderate premium above the value of the stamps alone as exemplifying a use. A drop letter, of course, is always addressed to the town of origin. A printed circular is not a representation of typical use unless the stamps correspond to the rate for such circulars. For example, for a time a printed price-current letter that had both the imprint of the printer and also of the issuer of the letter was obliged to have first-class postage; if it bore only the name of the issuer, it could go as a printed circular.

The listed markings when used accidentally on other than drop or circular mail add interest to the cover and command a premium estimated at one-half the amounts stated for normal use. Sometimes the drop or circular rate was overpaid by using say a 3c stamp instead of 1c. Such overpaid items command full premium. Private firms sometimes used a handstamp reading PRINTED CIRCULAR or equivalent. These are not U.S. postal markings, though they do add interest to the cover.

	Rarity No.		Rarity No.
<u>Drop letter with any common townmark</u>	2	<u>Townmarks incl 1ct rate, or known as special types on drops and circulars</u>	
<u>Printed circulars before Sept. 30, 1852</u> under 500 mi, with common marking	4	BOSTON/D/1 C-33	(53) 6
Same, 500-1500 miles	5	CHICOPEE (Ms)/1/PAID C-26	(54) 8
Same, 1500-2500 miles	7	PROVIDENCE R.I./D/1 C-31	(55) 8
Same, over 2500 miles	8	NEW YORK/D/PAID 1ct C-31	(56) 9
<u>Printed circulars after Sept. 30, 1852</u> , with common marking	2	NEW YORK/D/ 1ct C-31	(57) 5
Same, without date in townmark	3	NEW YORK (slug) C-29	(58) 6
		JOHNSTOWN N.Y./PAID/1ct C-23	(59) 8
		ROCHESTER N.Y./D/1 C-33	(60) 8
		BALTO/PAID C-21	(62) 3
<u>DROP/1ct(s) or DROP/1</u>		BALTIMORE Md/PAID C-31	(61) 5
NEWBURYPORT Ms. C-21 1/2 (32) 8		GEORGETOWN(sic)D.C./1 PAID c-32	(63) 8
PROVIDENCE R.I. 23x21 C- (33) 7		CHARLESTON/1/S.C. C-30	(64) 8
MOBILE, ALA. rect 22x18 (34) -		CHARLESTON S.C./D/1 CENT C-31	(65) 7
MOBILE, ALA. C-22 (35) -		CLEVELAND/PAID/1/O. C-30	(66) 10
NEW ORLEANS, LA. C-21 (36) 9		CINCINNATI/D/1 PAID C-31	(67) 9
NEW ORLEANS, LA. 21x18 (37) 8		ST. LOUIS/PAID/1CT. C-30	(68) 6
SACRAMENTO, CAL. C-22 1/2 (38) 10		Any other town	7
SAN FRANCISCO, CAL C-21 (39) -			
Any other town (40 is one)	7		
<u>PAID/1 or PAID/1c(ts)</u>			
E. CORINTH ME. C-22 (41) 7			
WOODBURY, CT. C-21 (42) 7			
PHILADELPHIA, PA C-21 (43) 8			
NEW ORLEANS, LA 21x16 1/2 (44) 7			
Any other town	6		
<u>PAID/2</u>			
Town unknown 19x16 (45) 9			
<u>1ct or "1" (not carrier usage)</u>			
BALTIMORE, Md. C-16 (51) 8			
BALTIMORE, Md. C-13 (52) 7			
PHILADELPHIA, PA. oct-14 (49) 8			
MANCHESTER, N.H. C-16 (47) 7			
ST. LOUIS, MO. 19x14 (46) 6			
SAN FRANCISCO, CAL. 11mm (50) -			
WHITHINSVILLE, Ms. C-16 (48) 8			
Any other town	7		

Abbreviations: In the above listing, the principal dimension is shown in millimeters; if a circle, this is preceded by "C". Numbers in brackets refer to the illustrations on Plate 2. Absence of rarity number indicates that the marking has not as yet been noted on cover with stamps, but it is listed because of special interest attaching to its stampless use.

PREMIUM VALUES: The estimated addition to value of the stamps on the cover because of drop-letter or printed-circular use or because of use of the previously listed markings is as below. These premium values are based on the assumption that the postal marking is a good strike on a good cover bearing a fine adhesive stamp, subject to Condition Standards as defined in Issues 14 and 27. If condition differs from these Standards, apply the multiplying factors of Issue 24, page 7 et seq.

Rarity No.	Premium	Rarity No.	Premium
1	\$ 3.00	6	\$ 35.00
2	5.00	7	50.00
3	10.00	8	70.00
4	15.00	9	100.00
5	25.00	10	150.00

If the markings are found on covers used for ordinary inter-city mail, such accidental use adds interest to the cover, but the premium value is reduced 50%. Markings on Nesbitt envelopes command full premium.

ADDENDA AND CORRIGENDA

Issue No. 20, Schedule R-1 Straight-Line and Odd-Shaped Townmarks.

Insert under proper state, or alter existing headings to fit:

PORTLAND CT SL-SC	40x16	Ch30(2)	10
JARVIS IND. SL	25x2	Ch30(20)	10
SOMERSET ID (Ind.) AC	37x3 1/2	Ch30(16)	8
*BURLINGTON, O.	27x25 0	Ch30(22)	4
Franklin Furnace, O. SL	36x3	Ch30(1)	10
KNOXVILLE/D/O	30x24 0	Ch30(21)	6
MILTON OHIO SL-B	25x19	Ch30(17)	8

*Probably a distorted circular marking

Issue No. 22, Schedule R-2 Circular Townmarks with Odd Characteristics.

Insert under proper state:

GEORGETOWN/mssD/CAL. K1-33 DC	Ch30(5)	10
SPRINGFIELD/mss D/CAL. K1-32 DC	Ch30(6)	10
WATERVILLE/D/CONN K1-34 DC	Ch30(8)	8
RINGWOOD/mssD/ILL. K1-29 DC	Ch30(7)	9
POCASSETT/D/MASS. K1-31	Ch30(10)	9
PITTSBORO/mssD/MISSISSIPPI K2&4-23	Ch30(29)	10
INDEPENDENCE/D/MO. K-23	Ch30(24)	8
UNION/D/N.J. K1-29	Ch30(9)	7

Issue No. 23, Schedule R-5 Year-Dated Townmarks

1857

HALIFAX/D/1857/ MASS. DLC (2mm 1857)	Ch30(25)	4
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Issue No. 24 Schedule R-10 Obliterators

Illinois

ROCKFORD L24-swallow-19	Ch30(3)	6
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New Hampshire

EAST LEBANON L12-22	Ch10(31)	7
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New York

SODUS POINT L10-18	Ch2 (4)	5
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Maine

WEST BETHEL L10-12	Ch3 (16)	5
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Massachusetts

CANTON L7-16	Ch30(4)	4
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Issue No. 25 Schedule R-11 PAID on same handstamp as obliterator
HAVERHILL (Ms) M7-25 PAID Ch30(28) 7
Plain or Decorative PAIDs without Numerals
Christiana Wis
M4-PAID in dotted oval 12x10 Ch30(23) 6
Paid and Numeral
Massachusetts
DANVERSPORT M15 20x14 Ch30(27) 5

Issue No. 29 page 3, 9th line from bottom: Insert "Jct." after "Muscatine."

Page 4, middle of page: Insert "Jr." after "P.H. Ward."

also in description of Mr. Norbeck's exhibit, 3rd line, change MONTICELLO to MONTICELO.

Page 9 — 6th line from bottom: the word is "proof."

Page 13, 8th line from top: change NIAGRA to NIAGARA

March 16
Franklin Furnace, O.



2

3

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9



ADVD
1 Cts

10

11

12

13

14

TROY N.Y. APR 25

May 2



SOMERSET, 1" 16 July 3

17

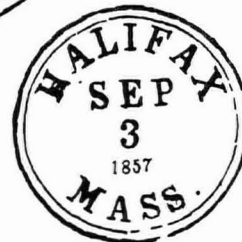
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19

JARVIS IND. NOV 20 27



Detained FOR Postage.



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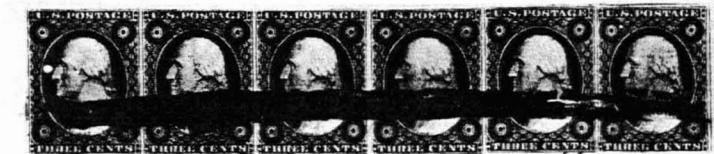
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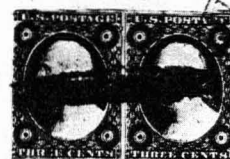
30

Post. Lm. Irvine 29.

Post. Lm. Irvine 29.



Mary Humphrey



Liverpool



32



not traced 33



34



35



36



37



38



39



40



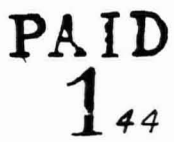
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not traced

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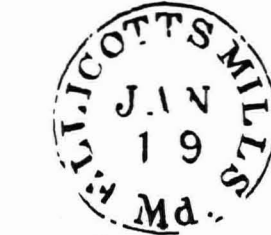
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