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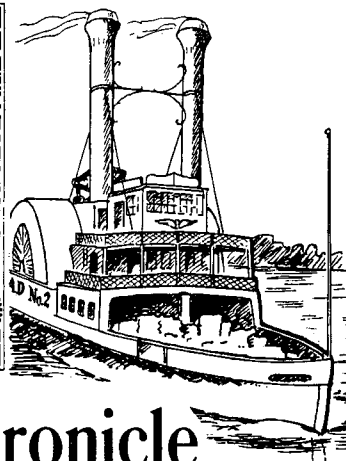
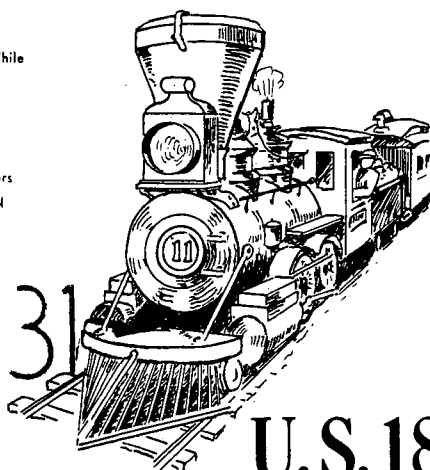
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VARIETIES AND SYMBOLS

The following symbols designate the principal varieties. The symbol is at left of hyphen, and its Scott's U.S. Specialized Catalog number or other designation is at right of hyphen. The symbols are not used at all places in this issue, but they will gradually come into use as a means of saving space. Postal markings described are in black unless otherwise specified.

One cent: R1-5; R2-6a; \$3-6a (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: V1-12; V2-27; V3-28; V4-28A; V5-29; V6-30; V7-30A.

Ten cent: X1-13; X2-14; X3-15; X4-16; X5-31; X6-32; X7-33; X8-34; X9-35 (one pearl); X10-35 (2 or 3 pearls).

Twelve cent: T1-17; T2-36 (pl 1); T3-36 (pl 3).

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

ATLANTIC COLONIAL EXPRESS MAIL

One of the most significant instances of philatelic research of recent years has been brought to a successful conclusion by Mr. Elliott Perry who reports on the heretofore mysterious EXPRESS MAIL markings that contain EASTPORT, ST. JOHN N.B., and BOSTON. Such markings appear to be typical route-agent markings, yet no evidence of contract with the P.O. Dept. could be found covering the route.

Mr. Perry's Pat Paragraphs of Feb. 1958 tells the complete story of the official "Steamboat Letter Carriers" on this route, their connection with the P.O. Dept., how they were compensated, their names, and a history of the special service they

represent. Ye Editor would be most happy to copy Mr. Perry's story, but it is copyrighted material and it would be an imposition to ask Mr. Perry for such permission. So for a genuine treat send 50 cents to Mr. Perry, Box 333, Westfield, N.Y. for his complete story. Incidentally Pat Paragraphs always has interesting material and should be read by anybody who studies early U.S. postal history.

There is nothing in the new data that prevents these markings from being listed in the waterways route-agent classification, because the service rendered was equivalent to route-agent service plus certain other duties. The method of compensation was wholly different, however.

THE U.S. ONE CENT STAMP OF 1851 - 1857
The Intermediate Impressions from Plate 4
By Morris Fortgang, Contributing Editor

There are 16 positions on Plate 4 of the U.S. 1c stamp of 1851 - 1857 that have caused collectors, students, and even expert committees much difficulty in properly classifying them. In early impressions from this plate all 16 positions are Type IIIA (Unit's symbol R12); in late impressions, due to plate wear, they are Type III stamps (Unit's symbol R11). None of these types are difficult to identify in early or late printings. However, it is in the intermediate impressions, due to the gradual wearing down of the plate, that the type characteristics become obscured, thereby causing disagreement among philatelists. It is the purpose of this article to give the writer's views as to the proper classification of stamps from these in-between printings.

First, what is a Type III stamp? In order for a 1c stamp to qualify as a Type III it must show the top and bottom curved lines outside the upper and lower labels BOTH broken in the middle. The more pronounced the breaks the finer and more desirable is the type. The side ornaments at right are always complete while the ornaments at left are often complete but sometimes more or less burnished. It is interesting to note that not a single relief on the transfer roll used to enter Plate 4, or any of the other 1c plates, showed the Type III design. The reliefs that produced Type III stamps originally showed the Type IIIA design, the line at bottom was intact while the line at top was broken, that is, with the exception of 99R2 which we will discuss later.

What is a Type IIIA stamp? In order to classify as a Type IIIA the stamp must show a break either in the top or bottom curved lines: one of these lines must be intact. The rest of the design is the same as in the Type III stamp. Of the 150 Type IIIA stamps from the imperforate plates only three positions show the break in the bottom line, two from Plate 1 Early and one from Plate 2 -- 81LE, an inverted double transfer, and 100R1E and 100R2, the latter two from late impressions due to plate wear.

What are the causes of the Type III stamp? We have already seen that plate wear is one of the causes. Short transferring is another. However, the most important cause of the Type III stamp is burnishing. The majority of the Type III stamps -- 33 positions -- were caused by burnishing the bottom line of the Type IIIA design on the steel plate before the plate was sent to the printers. Plate 4 was the first plate laid out for perforation and this burnishing was obviously done to provide sufficient space between horizontal rows of stamps for this new method of separation. Type III stamps from positions that were burnished are always easy to classify as the break in the bottom line thus caused is always sharp and clearly defined.

Position 99R2 (Unit's symbol R6) is the finest example of a Type III stamp because both the top and bottom lines have been quite eliminated. This is the only Type III stamp that was not produced from a Type IIIA relief. It was produced originally from a Type II relief, the relief that was used to enter the entire Plate 2. Of course unusual conditions created this unusual stamp: first, a misplaced entry which was erased, and, second, a fresh entry which was short-transferred at top and bottom. Position 99R2 is the only Type III that does not come from Plate 4.

And now we come to the 16 positions that originally produced Type IIIA stamps and which were transformed by plate wear into Type III stamps. These positions from the intermediate printings have created problems among the highest philatelic authorities.

To repeat: these 16 positions in early impressions from the plate were Type IIIA; the bottom line was complete and there was no question about it. In late impressions from the plate these 16 positions show the bottom line incomplete or broken due to plate wear and this is so clear that there is no difference of opinion on that score. However, it is the intermediate impressions, the state or condition of the steel plate where the bottom line was gradually vanishing and beginning to show small breaks, that causes disagreement among dealers, collectors, and expertizers. It is the writer's opinion that there should be no disagreement. If the bottom line shows up however faintly under any glass, it is definitely a Type IIIA. Even if the line shows a small break of, say, two millimeters or less it is also a Type IIIA stamp. By referring to Ashbrook, Vol. 1, Pg. 234, we note that position 56L4, for example, is classified as a Type IIIA even though the bottom line under the "E" of Cent is slightly broken even in the earliest printings. There are other examples scattered throughout the plate. For a stamp to be classified as a Type III there must not be the least doubt concerning the existence of a satisfactory break in the bottom line. In case of doubt, in many cases it will prove helpful to plate the stamp and then compare with Ashbrook's classification on the chart referred to just above.

As a rule of thumb, it is safe to say that where any doubt exists as to the type, the chances are that it is a Type IIIA. A Type III stamp cannot be mistaken, or perhaps we should say it should not be mistaken.

The 16 positions from Plate 4 referred to in this article are: 51L, 59L, 19R, 20R, 23R, 24R, 25R, 26R, 27R, 28R, 29R, 63R, 70R, 71R, 77R and 78R.

Bibliography: Stanley B. Ashbrook, "The U.S. One Cent Stamp of 1851 - 1857."

RAILROAD ROUTE-AGENT POSTMARKS
(Reported by W.W. Hicks, Contributing Editor)

The publication of the Remele book on this subject brought forth much praise and also reports of new markings or additional information regarding some of those listed.

Mr. William Wyer reports No. 13, ROANOKE & PETERSBURG R.R. in blue on U-10 Nesbitt envelope. It is assigned a Remele number R9 1/2. Undoubtedly it is an inversion of PETERSBURG & ROANOKE R.R., Remele number P5-a. It is extremely rare.

Mr. A.G. Hall reports that the straight-line PHILADA. RAIL ROAD (Remele No. P6-a) was most probably applied at the New York distributing office to letters received from train conductors in the early period of use, and that the New York townmark that appears on such of these covers as passed thru New York was a special kind

used at distributing office. Because of a dispute, postal route agents were not permitted on the route until 1848 or later, the exact date unknown. The records show that the railroad conductors performed much the same service as postal route agents, but they could not officially enter the letter in the mails.

Dr. C.S. Hitchins in commenting on the Housatonic R.R. markings writes that his listing now comprises ten different markings instead of the eight shown on page 65 of the Remele book. Also he is now completely convinced that the date on the cover mentioned in 2nd sentence of parg. 2 of page 66 is 1847 instead of 1844.

Mr. Edwin Mayer reports another CHARLOTTE & S.C. RR. on stampless cover of 1855. He also reports the double oval CLEVELAND & PITTSBURGH RR. station agent marking with PITTSBURGH as on stampless letter postally used.

Editor's (TWS) Note: Undoubtedly more covers will turn up that prove usage somewhat more extensive than suggested in the Remele book. Ye Editor will list these only when some other additional information is obtained from such covers. Unless a considerable find is made, it does not seem necessary to revise the Remele rarity rating as to such markings; to do so would involve an endless task. Certainly if a second example is found of a cover that is listed as "extremely rare" there is no reason to revise its listing to "very rare." The logic behind this belief rests in the fact that as time goes on and new covers are found, the Remele method of rarity listing also deserves adjustment to a somewhat corresponding degree. The Remele book states the author's estimate of relative rarity at time of writing -- in itself very valuable information. Why not "let it go at that"?

HANDSTAMP MAKERS

Most of the town and rating markers used in the early 1850's probably were supplied by E.S. and John H. Zevely who manufactured them successively at Washington D.C., Pleasant Grove, Md., Cumberland, Md., and Wheeling Va. Their handiwork shows well-formed with thick and thin strokes and large serifs. They were advertised as being of hardwood. The Zevely's were in a preferred position because a member of the family, A.N. Zevely, was in the Post Office Dept. at Washington at least in the period from 1853 thru 1859, and in the latter year and possibly before was Third Assistant Postmaster General and Finance Officer. Perhaps the handstamps bought by the government and supplied free to the larger postoffices were Zevely products. A maker at Ludlow, Mass., also made similar handstamps -- see Fig. 123 of the Dr. Chase book on the 3ct stamp, 2nd edition.

Another maker not heretofore known to Ye Editor was O.F. Butterfield whose name appears as postmaster at Townshend, Vt., in the Federal Registers of 1853 thru 1859, at least. By courtesy of Mr. R. Burleigh we list No. 20, presumably from a Butterfield handstamp. The townmark appears on a handwritten letter from Butterfield addressed to the postmaster at Windham, Vt., dated Dec. 30, 1852, reading --

Mr. Harris, Dear Sir: If you want a sett (sic) of post office stamps, I would like to furnish you with a sett of first rate boxwood stamps for two dollars (with a box of printer's red ink). I think you would like them more than five dollars worth after using. Please write me by return mail whether you would like a sett. Respectfully yours
O.F. Butterfield P.M.

If No. 20 is a Butterfield marking, it is readily recognizable because it differs markedly from the usual style. Perhaps No. 8 is also from a Butterfield stamper.

BREMEN PACKET COVER -- 3cts RETAINED BY U.S.

As described in the article Notes on Transatlantic-Mail Arrangements, although the Bremen Treaty provided for retention of 5cts for U.S. Inland postage (incl. ship-to-shore), covers after 1858 show retention of 3cts only. Ye Editor has not seen enough Bremen covers to know just when this change took place. Illustration No. 31 is an example. It shows T2 and S5 on cover to Coblenz, Prussia, from Palmyra, N.Y., tied also with red N.YORK 12 BREM. PK./D/PAID exchange marking. The thru rate to Coblenz via Bremen was 15cts. U.S. credited Bremen with 12cts, thus retaining only 3cts. The AMERICA/ÜBER BREMEN/Franco in blue is typical of Bremen-route mail. It was applied at Bremen to show origin as from America thru Bremen. In the period before Aug. 1853, when only U.S. packets carried mail to Bremen, the ÜBER BREMEN marking was applied by the U.S. Mail agent at Bremen, and at that time was exceptional in that it was actually a U.S. postal marking in a foreign language applied by a U.S. postal employee in Europe.

STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

Continuing the listing of this group Nos. 1,2,3, and 4 are from a member who wishes to remain anonymous. BURLINGTON N.Y. is on cover with S2 in the 1852 experimental orange-brown shade (plate 1(L)). ORANGEVILLE N.Y. ties S5 on cover with mss date Dec. 4, 1860. AMBOY O. MAR 8 in rough oval outline ties S2 of 1855 shade. This marking indicates need of revision of No. 1 of Issue 20, which was made from a small piece. FARMERS/STATION/OHIO is on cover with S5. No postoffice of exactly this name appears in the 1859 PL&R list; there is a FARMER, O., in Defiance County and a FARMERSVILLE, O., in Montgomery Co. Further information is requested. Mr. G.W. Wolters reports that the JARVIS, IND. (No. 20 of Issue 30) was Norristown until Aug. 1859; it was changed to Butler in 1868.

INDUSTRIAL TOWNMARKS

Those newly listed are as follows:

- No. 8 CLARKS' FACTORY N.Y. reported by Mr. L.W. Kaiser used in 1851
- No. 9 GILMANTON IRON WORKS N.H. " " Mr. A.S. Wardwell ties S5 (11115)
- No. 10 TYSON FURNACE VT. (blue) " " Mr. R. Burleigh with S4
- No. 14 WASHINGTON MILLS (no state shown, but it was N.Y.). Also note ornaments. reported by Mr. L.L. Downing in red on cover with S2.

Several other "MILLS" were reported, but they will not be illustrated unless they show unusual features. They will appear in the catalog listing, however. No. 15, SNOWS STORE VT., on cover in red with S5 reported by Mr. E.D.Cole is hardly "industrial", but it is unusual, nevertheless.

CIRCULAR TOWNMARKS WITH ODD CHARACTERISTICS

Those illustrated are listed below. A number of others are listed in the Addenda with credit to the members supplying them. All are equally worthy of illustrating, and it is expected that they will be illustrated in later issues.

- No. 6 EAST PHARSALIA N.Y. rimless, red, with S3 from Mr. L.W. Kaiser.
- No. 7 ROSBY'S ROCK VA. with S5 from Mr. H.J. Baker, Jr.
- No. 16 CHERRY VALLEY, MASS., with S5 from Maj. Gen. C.H. Bonesteel.
- No. 26 WEBSTER CITY IOWA with S3 from Mr. G.W. Wolters
- No. 32 UNION TOWN H.B. (Humboldt Bay) CAL. used with 10ct green, from Mr. E.B.Jessup
- No. 33 BOTTLE HILL CAL. rimless hand made, used with S2, from Wiltsee Collection
- No. 34 MUD SPRINGS CALA with ornaments, used before 1857, from Wiltsee Collection

TOWNSMARKS CONTAINING PAID AND/OR RATE NUMERAL

The two exceptionally large ones shown as Nos. 11 and 12 are OGDENSBURGH N.Y./D/PAID/3cts in red used 1852 with S1, from Mr. L.W. Kaiser; WILMINGTON Del./D/PAID 3 in red used with S2, from Mr. H.J. Baker, Jr. Mr. Baker also reported an almost exactly similar one from ALTOONA, PA.; it is listed in the Addenda.

VERMONT POSTMARKS

Mr. R.C. Burleigh sends the following analysis of 463 Vermont covers in his collection that bear S1 thru S5, representing 144 postoffices. The analysis does not include the known straight-line or oval townmarks (see Issue 20). Interest is awakening in collecting postal markings of one's State, so the analysis is a guide for other than Vermont collectors.

Markings obliterating the stamp:

155 penwritten; 224 handstamped townmarks; 85 designs, mostly grids; 3 Paid. Among the designs, only two targets are found: East Randolph and Vergennes.

Circular townmarks:

Diam in mm	22-23	24-26	28-29	30-31	32-33	34-35	36-37
Number	1	3	10	58	60	9	13

The small ones are HARTFORD 23mm; WEST CONCORD 24mm; WEST RUTLAND 26; WINDSOR 26.

Unusual town names: TYSON FURNACE, McINDOE'S FALLS, FACTORY POINT, MIDDLE BURY (two words), WESTMINSTER WEST, HARTLAND 4 CORNERS.

Balloons (36-37mm): ST ALBANS, BARTON, BRISTOL, HARTLAND 4 CORNERS, LOWER WATERFORD, McINDOE'S FALLS, MONTGOMERY CENTRE, NORTH FERRISBURGH, NORTH TROY, PITTSFIELD, WEST CHARLESTON, WEST BERKSHIRE, WEST RUPERT.

FIRST- AND SECOND-DAY S1 COVERS

Dr. G.B. Smith reports a NEW HAVEN CT., July 2, 1851, cover with S1 (99R1(e)) tied with black grid. The townmark reads NEW HAVEN/2/JUL/5; that is, the usual 'stampless-collect' townmark. However, the '5' is canceled with the usual red New Haven grid. Evidently the postal clerk noticed he had used a stampless-collect rating mark, so proceeded to alter it by blocking out the '5'. The cover is a folded letter, dated July 2, 1851. Dr. Smith also reports that he now owns the BOSTON first-day S1 cover illustrated on page 120, Vol. 2, of the Ashbrook book on the 1ct stamp. This cover is also a folded letter bearing July 1, 1851 date, containing the sentence: "I send hereon the first stamp I use under the new law."

SURCHARGED RATING MARKS

Mr. J.D. Cockerille sends a cover that exemplifies the unusual practice of changing a rating mark, but in a somewhat different manner than as described above on Dr. Smith's New Haven cover. The cover bears the usual blue rating townmark PETERSBURG Va/D/ 3cts, but the "3cts" is overprinted with an encircled "10" because the cover is addressed to Nova Scotia. Surcharged rating marks of this kind are most unusual.

SPECIAL SERVICE MARKINGS

Mr. J.E. Minor reports No. 19, NOT PAID, used at Brooklyn, N.Y. An S2 was then placed over the marking, and canceled by the usual Brooklyn townmark. A Brooklyn townmark of an earlier date also appears on the back of the cover, doubtless placed there when the letter was marked NOT PAID;

Both Mr. Morris Fortgang and Mr. M.L. Neinken report No. 17, ILLEGAL STAMP, used at New Orleans, the former on cover with 1ct Type V, and the latter on cover tying S5. The Neinken cover shows origin at Vera Cruz and is addressed to New York. It entered the mails at New Orleans where it was marked mss "Ship 6" as an unpaid letter. As the "Ship 6" rate to points beyond port of entry did not become effective until July 1, 1863, the date of entry was Dec. 1863 or thereafter, at which time the U.S. forces were in control of New Orleans.

No. 21 CHICAGO ADVERTISED in shield is from Major General C.H. Bonesteel -- on cover with S5 from Thompsonville, Ct. This shield type is ordinarily associated with the 1861-and-later period. Certainly it is most unusual with S5.

No. 22, BANGOR Me. D/Advt, on cover with S3, and also No. 23, arched ADVERTISED/ONE CENT on cover with S2 of Newport R.I., are reported by Mr. H.J. Baker, Jr.

No. 25, ADVERTISED, in oval is reported by Mr. G.W. Wolters on stampless cover addressed to Stockton, Cal., from Sacramento, dated May 18, 1852. The cover bears a '5' postoffice collect rating mark and the large circular Sacramento City, Cal. townmark. The cover is also unusual in that it is inscribed "pr Robbs Express" -- or it could be "Robts." This express perhaps brought the cover from the mines to Sacramento. Who knows anything about this expressman?

No. 18. MIS-SENT & FORWARDED, on cover with S2 used at Waterbury, Ct., is reported by Mr. H.J. Baker, Jr. as is also the unusual scroll DUE 5 CTS, No. 24, in blue, used at Buffalo, N.Y., on a forwarded letter bearing S2.

OBLITERATORS

Quite a number of obliterations have recently been submitted for tracing by Messrs. J.P. Burke, A.I. Dumas, H.J. Baker, Jr., and G.W. Wolters. They will be listed and illustrated as space permits. In this issue are four from Mr. R. McP. Cabeen, as follows: No. 27 Indianapolis, odd design with S5; No. 30 New Haven, Ct., extra-large group of diamonds with S5; No. 28 Cottage Hill, Ill., wavy grid, with S5; No. 29 Pemberton, N.J., odd 4-section grid with S5.

Also reported by a member is No. 5, of Farmers Station, Ohio -- grid encircled by necklace of small squares.

Mr. J.P. Burke has identified No. 41 of Issue 28 as from Shelbyville, Ky. Mr. D. Hunter, Jr. exhibited No. 35 at Perfex on S5, a "3" in odd frame.

CARRIER MARKINGS

By Morris Fortgang, Contributing Editor

In order better to comprehend the significance of Carrier markings, it may be helpful to give a brief history of the Carrier service.

Although the Act of 1836 was not the first Act of Congress in relation to Carrier Service, it may be considered to be the basic act because its provisions were in effect until the end of the Fee system, June 30, 1863, except for the Acts of April and June 1860, which made a flat carrier rate of one cent.

Under the Act of 1836 the Postmaster General could make any Carrier Rate he chose and change it anywhere and anytime at will without restriction, provided the rate or fee for any particular service did not exceed two cents. In other words, in towns where there was considerable competition from the local posts, the P.M.G. could

(and usually would) authorize a carrier fee of one cent for delivery to or from the postoffice. Where there was no serious competition he would order a fee of two cents for each of these services.

Beginning in 1849 city letters, handled only by a carrier department, were subject to a one cent carrier fee and no other postage charge. But "drop letters" were charged with drop-letter postage in addition to the usual lot carrier fee if they were collected or delivered by carrier. The carrier delivery fee on "mail letters" (letters from out of town) from the post office to an addressee was commonly two cents until made one cent by the Act of June 15, 1860.

If a letter received carrier collection to the postoffice and was delivered to an addressee (box holder or general delivery) at the postoffice, drop letter postage was added to the carrier fee until 1860. Or if a letter was put into the regular mail drop in the post office (instead of into the carrier department or drop) and was delivered by carrier it was charged both drop-letter postage and the carrier fee, until 1860.

To enable the official carriers to obtain more -- or all -- of the city mail, the Postmaster General wanted the drop-letter postage to apply only to letters which were deposited privately in the postoffice and delivered to addresses there. In this case the letters were not handled by a carrier. The Act of April 3, 1860 eventually proved a fatal one for the local posts who competed against the carriers. This act made the total charge one cent on any letter which received any kind of U.S. letter carrier service (one cent to the postoffice, one cent from the postoffice). That cent went to the carriers.

Probably some letters were charged one-cent drop plus one-cent carrier (before 1860) because the sender put them in the regular mail drop in the postoffice, instead of into the carrier drop, but it seems more likely that most of the two-cent letters had carrier collection to the post office and became drop letters there because delivery was made to addressees at the post office. Hence, the two-cent charge was usually one-cent drop letter postage plus lct carrier delivery to addressee.

Many towns, at least for part of the period under consideration, used a special postal marking to indicate carrier service.

NOTES ON TRANSATLANTIC-MAIL ARRANGEMENTS DURING PERIOD OF USE OF U.S. 1851-'60 POSTAGE STAMPS

These notes are a partial result of a recent study made principally by reference to original sources: the PMG's annual reports, the PL&R's of 1852, 1855, 1857, and 1859, lists of foreign postage rates for Dec. 1860, Sept. and Oct. 1861, and the many foreign-rate covers illustrated in the handsome auction catalogs of our enterprising dealers. Acknowledgment is also made of aid kindly rendered by the late Stanley B. Ashbrook, but his untimely death occurred before these notes could be sent him for review. Comments and criticism of readers is invited.

The wide variety of postal markings on mail between the U.S. and Europe is the result of the requirement that each letter be marked with its share of the total transit rate. Ordinarily a letter was marked with the route or method of transit, the point of origin, the office from which it was despatched to Europe, and the distribution of the total rate among the participating mail services in accordance with whether or not the letter was prepaid, partly prepaid, or collect.

The word "packet" refers to a steamship under contract to carry mails, as distinct from "ship" -- which refers to a private ship not under contract to carry mails. The designations British packet (Br. Pkt.), U.S. packet (U.S. or Am. Pkt), Bremen packet (Brem. Pkt.), and Hamburg packet (Hamb. Pkt) appear on covers to indicate transit by the designated packet, but they do not necessarily imply that the packets were of the same registry. Thus, "American" packets were sometimes of British, Canadian or even German registry, but under contract with U.S. to carry its mails.

The transatlantic mails were assembled and dispatched at "exchange offices" if a mail "arrangement" was in effect.

The principal U.S. circular handstamped markings were as follows:

(1) Thru-rating townmarks -- used infrequently at some inland points and at a few exchange-office cities. These show the town of origin, date, and thru rate, red if prepaid, black if collect. Sometimes these markings contain PAID. Sometimes ordinary townmarks and a separate handstamped numeral (or an oval encircled PAID over the thru rate) were used. All outgoing mail bearing postage stamps was supposed to be marked with this restatement of thru rate, but the requirement was often disregarded.

(2) Exchange-office routing marks, with or without PAID, but not including an exchange credit or debit numeral. These markings show exchange city, date, and routing: i.e., Br. Pkt., Am. Pkt., Brem. Pkt, etc. They are often associated with a separate credit or debit numeral marking.

(3) Exchange-office credit or debit markings with or without routing and/or PAID. They show at least the exchange city and the credit or debit numeral. The credit or debit was to the country that was a party to the applicable treaty; i.e., a marking showing "Br. Pkt." might actually credit or debit Great Britain, France, Prussia, or Belgium, depending on circumstances. The "Br. Pkt" in these cases merely indicates method of transportation.

(4) Same as (2) but including the full thru rate. This restatement of rate was applied mostly on incoming collect mail, but sometimes on outgoing mail, supplemented by a separate credit or debit numeral.

If an exchange-office, or town of origin, did not have a circular handstamp to meet requirements, plain numeral handstamps and town markings were used, or even manuscript notations -- all to supplement whatever applicable handstamps were available.

No attempt is made herein to cover all phases of this extensive subject, but the following resumé of the various mail arrangements for eastbound minimum-weight letter mail may aid understanding of the postal markings.

British Mail Arrangement -- in effect July 1, 1851 (and previously) -- via British or U.S. packets.

Exchange offices: New York and Boston. Philadelphia was added Jan. 1, 1854; Portland, Me., added Feb. 3, 1859; Detroit and Chicago added Dec. 14, 1859. San Francisco was an exchange office in 1857 and thereafter, but the author does not know when it was added. Portland, Me., mails as well as those made up at Chicago and Detroit, were dispatched by "American" packets plying between Portland and Great Britain in the summer and between Quebec or Riviere du Loup and Great Britain in the winter, mostly in steamships of Canadian registry under contract to the U.S. Mail

so carried was rated as Am. Pkt. Similarly in 1859-'61 U.S. engaged ships of foreign registry for the trip between New York and Southampton; such mail also was rated as Am. Pkt.

The thru rate to Great Britain and Ireland for a 1/2 oz. letter was 24 cts (29cts from Pacific Coast), prepaid or collect, partial payment not recognized. The rate division was: 5cts U.S. inland (10cts from Pacific Coast); 16cts sea post; 3cts Great Britain inland.

Mail for points thru and beyond England was sent either as "open mail via England" or, if to many specified countries principally in Asia, Australia, East Indies, Mediterranean, and east coast of South America, as "British mails", usually via Southampton or Marseilles (thru France). The rate for "open mail via England" required prepayment as far as U.S. jurisdiction extended, thence collect for remainder of journey. Thus, for 1/2 oz. letter from U.S. via open mail the rate via Br. Pkt. was 5cts (10cts from Pacific Coast), or if via Am Pkt. 21cts (26cts from Pacific Coast); i.e., U.S. inland plus sea postage.

The rate via Southampton, Marseilles, etc., to the selected destinations was stated in the rate schedules and was to be prepaid. The credit to Great Britain marked on the cover at the U.S. exchange office was the sum of the credit for the transit to and thru England plus the entire postage beyond. Thus the 1852 schedule shows a 53ct rate for a 1/2 oz. letter from U.S. to Australia via Southampton (5cts extra from Pacific Coast); that is, 29 cts above the 24ct to-England rate. The exchange credit would thus be 29cts plus 19cts, or 48 cts, if by Br. Pkt; or 29cts plus 3cts, or 32 cents if by Am. Pkt. (5cts extra if from Pacific Coast).

First Bremen Postal Arrangement -- in effect July, 1, 1851 (and previously) -- via U.S. packets, touching at Southampton.

Exchange office: New York. The thru rate from any point in U.S. to Bremen for a 1/2 oz. letter was 20cts, prepaid or collect, partial payment not recognized. Mail for some countries or German States beyond Bremen could be sent prepaid or collect, or prepaid only to Bremen. The rate division was: 5cts U.S. inland; 15cts sea post. No Bremen internal was charged. The rate beyond Bremen was sometimes on a 1/4 oz. basis, though mostly on 1/2 oz. basis. Sending letters by closed mail beyond Bremen was discontinued in Oct. 1852 in order to favor the Prussian closed-mail arrangement. However, mails for Bremen and such mail addressed via Bremen to other German States and beyond continued to be dispatched monthly by U.S. packets.

This arrangement was superseded by the Second Bremen Postal arrangement effective Aug. 15, 1853, as later described.

Prussian Closed-Mail Arrangement -- in effect Oct. 16, 1852, via British and American packets, thru England and Belgium to Aachen and beyond.

Exchange offices: New York and Boston. On May 9, 1861, Portland, Me., Detroit and Chicago were added as exchange offices for dispatch by American packets thru Portland, Me., in summer and via Quebec or Riviere du Loup in winter.

Thru rate until Sept. 1861 from any point in U.S. to Prussia and to all States in the German-Austrian Postal Union for a 1/2 oz. letter was 30cts prepaid or collect, partial payment not recognized. The rate division was: 5cts U.S. inland; 18cts sea postage and transit thru England and across channel to Ostend (all paid by U.S.); 2cts transit Ostend to Aachen (paid by Prussia) and 5cts Prussian-German inland. The rate division on westbound mail was slightly different in that the U.S. paid

the Aachen-to-Ostend transit; thus the rate division westbound was Prussian-German inland 5cts; Transit from Aachen thru Belgium and England to U.S. 20cts; U.S. inland 5cts. The exchange credits and debits were between U.S. and Prussia only; thus mail marked Br. Pkt. or Am. Pkt. was so marked merely to show sea-transit routing (in what bag it was to be placed). The cost of sea transit and for thru England and Belgium was at bulk rates, which need not be considered in study of the markings.

In Sept. 1861 the thru rate on prepaid mail to Prussia and certain other German states was reduced from 30cts to 28cts. This did not alter the exchange credit or debit, however, because the reduction took place in the part of the transit covered by the bulk rate.

Second Bremen Postal Arrangement -- effective Aug. 15, 1853 -- via Bremen packet or U.S. packet, touching at Southampton. There is reason to believe that no letters marked U.S. Pkt (or Am. Pkt) will be found addressed to or thru Bremen after October, 1858. However, ships of the Bremen line (North German Lloyd) carried Am. Pkt. mail between New York and Southampton at least in the year ending June 30, 1861, under contract with the U.S. for that part of the voyage, as part of the U.S. service to England.

Exchange office: New York. Thru rate from any point in U.S. to Bremen for a 1/2 oz. letter was 10cts, prepaid or collect, partial payment not recognized. The rate division was: 5cts U.S. inland; 4cts sea postage; 1ct Bremen inland. Mail for points beyond Bremen in the German Austrian Postal Union required up to 5cts extra provided the inland charge did not exceed that amount for such transit. Mail to many other points could be sent thru Bremen. Payment for transit from Bremen to points beyond, when prepaid, was apparently made by the U.S. or under its control when the sea transit was by U.S. packet, and it was made by the Bremen postoffice when sea transit was by Bremen packet. The U.S. exchange credit to Bremen was increased by the amount of such extra charge on Bremen-packet mail prepaid to destination.

Numerous prepaid Bremen-packet covers used after 1858 show credit to Bremen of such amount as to show that U.S. retained only 3cts instead of 5cts for U.S. inland postage. The author does not know when or how this change came about, but the evidence is overwhelming that it occurred.

French Mails Before April 1, 1857 -- via British or American packet.

There was no arrangement for exchange of mails with France during this period. Two general methods were employed:

(1) Open mail via England (sailings from New York or Boston). Prepayment of the 5ct U.S. inland (10cts from Pacific Coast) for a 1/2 oz. letter by British packet, or prepayment of 21cts (26cts from Pacific Coast) if by American packet, paid for transit as far as U.S. jurisdiction extended. Postage beyond to destination was collect. France paid England for sea postage if by Br. Pkt. as well as for transit across England in the case of both U.S. Pkt. and Br. Pkt. mails. The prepaid 21ct rate also applied to mail sent "by first steamer" regardless of registry, but U.S. paid for this service so much mail was rated as U.S. Pkt. If this "first steamer" went direct to France, the recipient paid only for transit from the French port.

(2) By U.S. Mail Packet touching at Cowes (the Havre Line). The rate from any point in U.S. to Havre or any other port on the coast of France

for a 1/2 oz. letter was 20 cents collect or prepaid. France collected 6cts on a 1/4 oz. letter or 12cts on a 1/2 oz. letter destined to within the port city and double these amounts if delivery was in France beyond the port city. Later, or at least by 1855, the entire thru postage to destination in France could be prepaid in U.S.

French Postal Arrangement -- Effective Apr. 1, 1857, provided for conveyance of mails by (1) steamers in regular service between U.S. and France, principally the U.S. packets of the Havre Line, touching at Cowes or Southampton; (2) U.S. packets to Great Britain, thence thru England and across channel; (3) British packets thru England, thence across channel.

Exchange offices: New York, Boston, Philadelphia, and San Francisco. On Mar. 18, 1861, Portland, Me., Detroit, and Chicago were added, but San Francisco was dropped. Thru rate for a 1/4 oz. letter between any point in U.S. and any point in France or Algeria was 15cts, prepaid or collect, partial payment not recognized. The rate division for a direct voyage to Havre via U.S. packet, touching at only one other port, was: 3cts U.S. inland, 9cts sea postage; 3cts French inland. On mail thru England via U.S. or British packet the division was: 3cts U.S. inland; 6cts sea postage; 3cts transit thru England; 3cts French inland.

Exchange debits and credits were on the basis that France paid Great Britain for its sea postage and transit thru England and across channel, and U.S. paid sea postage on mail sent direct to France by U.S. packet. U.S. also paid sea postage on mail to France thru Great Britain by U.S. packet to Great Britain.

Mail via France to many points beyond France could be prepaid to destination or could be collect. On prepaid mail, the credit to France by U.S. was increased by the excess of rate to cover postage beyond France.

Hamburg Postal Arrangement -- effective July 1, 1857, via Hamburg packet. The treaty provided for exchanging mail carried by American packet, but there was no Am. Pkt service between U.S. and Hamburg in the period thru 1861. Ships of the Hamburg line (Hamburg-American) carried Am. Pkt. mail between New York and Southampton at least in the year ending June 30, 1861, under contract with the U.S. only for that part of the voyage, as part of the U.S. service to England.

Exchange office: New York. Thru rate to Hamburg for a 1/2 oz. letter was 10cts, prepaid or collect, partial payment not recognized. The rate division was: 5cts U.S. inland; 4cts sea postage; 1ct Hamburg inland. The rate for points beyond Hamburg in the German-Austrian Postal Union was up to 5cts extra provided the inland charge did not exceed that amount for such transit. Mail to many other points could be sent thru Hamburg. Payment for such transit from Hamburg to points beyond, when prepaid, was made by the Hamburg postoffice. The U.S. exchange credit to Hamburg was increased by the amount of such extra charge on mail prepaid to destination.

The Hamburg mail arrangement was exactly similar to the Second Bremen mail arrangement. However, no instances are known to the compiler in which the exchange credit to Hamburg on prepaid mail was such as to indicate that U.S. retained only 3cts for its inland postage instead of 5cts in the period thru 1861 as was the case with Bremen packet mail after 1858, though this practice of retaining only 3cts was in effect on Hamburg packet mail later in the 1861-'70 period.

Belgian Closed-Mail Arrangement -- effective Nov. 19, 1860 -- via British or American packet, thru Great Britain and across channel. The treaty was dated

Dec. 21, 1859, but by its terms did not become effective until Nov. 19, 1860. However, the FMG's report for 1860 states that \$3754.93 of letter-postage mail was exchanged with Belgium in the year ending June 30, 1860, hence it is apparent that the provisions of the treaty were put into effect before all ratifications had been completed.

Exchange offices: New York and Boston. Thru rate for a 1/2 oz. letter was 27cts from any point in U.S. to any point in Belgium, prepaid or collect, partial payment not recognized. Rate division was: 5cts U.S. inland; 15cts sea postage; 4cts transit thru England; 3cts Belgian inland. Belgium paid for transit thru England and across channel. U.S. paid for sea postage via American or British packet to Great Britain. As was the case with the Prussian closed-mail arrangement, payments to England were at bulk rate, so the amounts did not enter into the exchange accounts between U.S. and Belgium. However, the letters were marked either Br. Pkt or Am. Pkt to show method of transportation.

Although the treaty referred to mail thru and beyond Belgium, no rates had been set for such thru mail at the time the October, 1861, list of U.S. foreign postal rates was published, not even to nearby points such as Netherlands or Luxemburg.

ADDENDA AND CORRIGENDA

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

New York:	BURLINGTON N.Y./D/SL 30x9 Ch31-1	Rarity No. 8
	ORANGEVILLE N.Y./msD SL 35x4 Ch31-2	9
Ohio:	Revise to AMBOY O (date) SL in rough oval 37x2 Ch31-3	
	Add FARMERS/STATION/OHIO/D SL in rect. 26x27 Ch31-4	10

Issue No. 21, Schedule R-3, Townmarks Containing Name of County.

Mr. J.E. Minor calls attention to the fact that at a recent J.A. Fox Sale three covers of MINESOTA MINE/ONTONAGON CO/D/MICH sold for \$52.50, 47.50, and 42.50, respectively, and that these have since been resold at 15% or 20% more. Thus it is clear that the rarity number of this marking is too low or the pricing schedule is out of line. Both are believed to be true, because other covers with county townmarks have similarly been selling much above the listed premiums.

Accordingly, change MINESOTA MINE from No. 6 to No. 7 rarity, and increase amounts in the premium schedule by 60%, rounded to the nearest \$5. This will make the No. 10's have a premium of \$100.

Schedule R4, Townmarks Containing Name of College, etc.

These have also been commanding prices much in excess of the listed premiums, so increase all premiums by 50%, rounded to the nearest \$5.

Issue No. 22, Schedule R-2, Circular Townmarks with Odd Characteristics. Insert appropriately or make applicable changes:

		<u>Rarity No.</u>	<u>Data Supplied By</u>
California:	BOTTLE HILL/msD/CAL K7, K18-30	10	Wiltsee Collection
	MUD SPRINGS/msD/CALA K1-37 DC	10	Wiltsee Collection
	H.B.CAL/D/UNION TOWN K18-35 DC	9	E.B. Jessup
Georgia:	ST. MARYS/D/GEO K1-27	7	J.P. Burke and H.A. Meyer
Indiana:	AMITY/D/IND K1-27	7	I.E. Baumbach

		Rarity No.	Data Supplied By
Iowa:	IOWA CITY/D/IOWA K7-29	4	G.W. Wolters
	WEBSTER CITY/D/IOWA K7-31 Ch31-26	5	" "
Maine:	PARIS/D/MAINE K2-32 DC	6	H.J. Baker, Jr.
Mass:	CHERRY VALLEY/yrD/MASS K16-27 Ch31-16	4	C.H. Bonesteel
	SALEM MASS/D/yr K3-37 DLC	5	Wilbur W. Davis
	SUBBURY/msD/MS K7-25	4	" "
	SOUTH DANVERS/yrD/MS K7-28	3	" "
New Hampshire:	GOFFSTOWN/msD/N.H. K7-27	3	L.W. Kaiser
New Jersey:	CHANCEVILLE/msD/N.Y. K7-32	4	H.J. Baker, Jr.
New York:	EAST PHARSALIA/msD/N.Y. K7, K18-30 Ch31-6	8	L.W. Kaiser
	WASHINGTON/D/MILLS K1, K17-31 (also an Industrial townmark)	10*	L.L. Downing
North Carolina:	The GRAHAM marking is 36mm diam	9	J.P. Burke
Ohio:	EAGLEVILLE/msD/O K7-28	5	H.J. Baker, Jr.
	STRONGSVILLE/D/O K3-28 DC, DLC	4	" " "
Pennsylvania:	FAWN GROVE/msD/PA	5	" " "
Texas:	The CORSICANA is 37mm diam.	9	A.S. Wardwell
Vermont:	The HARDWICK is 32 mm diam.		
	WEST CONCORD/D/VT. K4 24 DC	4	R. Burleigh
	W. CHARLESTON/msD/VT/ K1, K3-34	8	"
Virginia:	ROSBY'S ROCK/yrD/VA K16-36 DC Ch31-7	10	H.J. Baker, Jr.

Issue No. 23, page 14. Insert under Townmarks Including PAID (or Paid) and 3(or 3cts)

Non-stock:	WILMINGTON De1/D/PAID 3 C-35 Ch31-11	8	H.J. Baker Jr.
	ALTOONA Pa/D/PAID 3 C-36	8	" " "
	OGDENSBURGH N.Y./D/PAID/3cts C-36 Ch31-12	9	L.W. Kaiser

Issue No. 24, Schedule R-10 Obliterators: Add --

Connecticut:	NEW HAVEN L13-32 Ch31-30	4	
Illinois:	COTTAGE HILL L7-19 Ch31-28	4	
Indiana:	INDIANAPOLIS L27-7 Ch31-27	2	
New Jersey:	FEMBERTON L24-22 Ch31-29	4	
Ohio:	FARMERS STATION L24-20 Ch31-5	7	
Kentucky:	SHELBYVILLE L17-24 Ch28-41	4	

Issue No. 30, Referring to middle of page 8, Mr. Elliott Perry calls attention to the fact that the HUDSON RIVER MAIL N.Y. marking is very much scarcer than the HUDSON RIV. MAIL N.Y. marking, a fact that is not evident from the text. Only one of the former has been noted used before July 1, 1851, and not over half a dozen afterward. He also reports that the U.S. EXPRESS MAIL N. YORK circular marking was used on the Hudson River route during pre-stamp days, as a forerunner of the HUDSON RIV. MAIL N.Y.

All Issues that show Premium Values for Catalog Listing:

The schedules generally indicate that premiums are to be reduced 30% if the marking is on a Nesbitt envelope. Revise this to show a 20% reduction if on the 1853-type Nesbitts and no reduction if on star-die Nesbitts. The Thorp book and the upsurge of interest in Nesbitts clearly are reasons for this revision.

BURLINGTON N.Y.
FEB 4 1

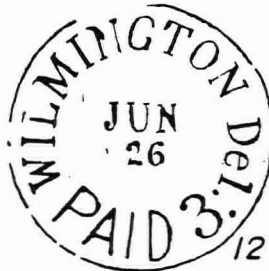
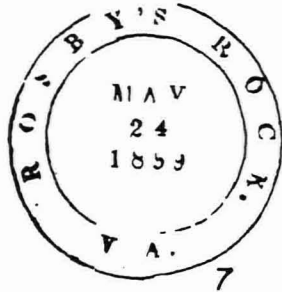
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Dec 4"
1860 2

AMBOY O. M. R. 8

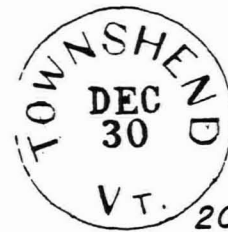
FARMERS
STATION
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JUN 29 4



EAST HAVEN, CT.
Sept 3 6



ILLEGAL STAMP 17
MIS-SENT & FORWARDED. 18



ADVERTISED
ONE CENT
23



← 31

