

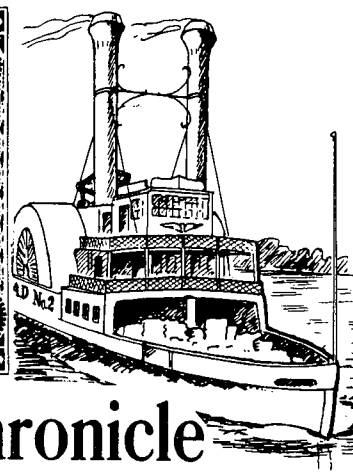
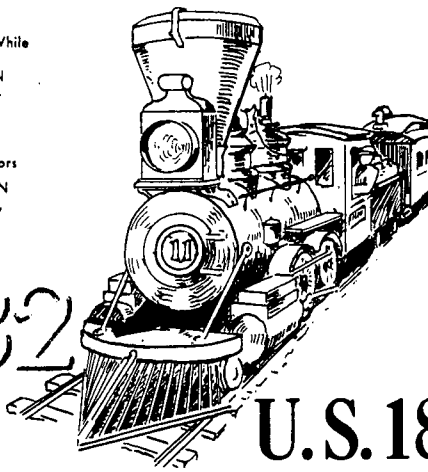
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U.S. 1851-'60 Chronicle

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THE EARLY UNITED STATES PONY EXPRESS MAILS 1836 - 1839 and 1845

By Dr. Carroll Chase, Honorary Member

Editor's Note: This article relating to the genesis of the express-mail service provides important background information for understanding the express-mail postal markings of the 1851-'60 period.

* * * * *

Because of the general dissatisfaction with the slow mail service between the deep South and the North an Act of Congress of July 2, 1836, authorized the Postmaster General to establish the first of these two Express Mails.

The service was inaugurated November 15, 1836, between New Orleans and Washington, D.C., and was probably immediately extended to New York City. The mail was carried by boat between New Orleans and Mobile, Ala. (this taking approximately 24 hours), by Pony Express rider from Mobile to Philadelphia and by train from Philadelphia to New York. One exception is that it was also carried by train between Petersburg and Gaston, Va.

A branch from Charleston, S.C., to connect with the main route at Columbia in the same state was put into operation May 11, 1837. Two other long links - one from Washington, D.C. to Cincinnati, Ohio, and one from Dayton, Ohio, (on this route) to St. Louis, Mo., started operation October 1, 1837. On the same date a north-south route was established from Cincinnati, Ohio, to Montgomery, Ala., where it connected with the original route.

SYMBOLS USED IN THIS ISSUE

To conserve space the following symbols are sometimes used in this issue to 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. Postal markings described are in black unless otherwise specified.

One cent: R1-5; R2-6a; R3-6a (less distinct); R4-7 (pls 1[e]&2); R5-8A (pl 1[e]); R6-8 (99R2); R7-7 (pl 3); R8-6; R9- (pl 4, TyC); 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 90c stamps are designated as such.

At the beginning pre-payment of the postage, which was always three times the regular rate of that epoch no matter what the distance, was optional. But by Act of Congress of October 12, 1837, probably effective November 1, 1837, pre-payment was made obligatory. A very few letters have been seen in which only part of the postage was pre-paid. These are rare, as contrary to regulations. The rates allowed were single, double, triple and quadruple but no letter could weigh more than one-half ounce. A single letter was one sheet of paper, a double letter, two sheets of paper, and so on. Money was not allowed to be sent. Franked mail was prohibited but notwithstanding this a very few such pieces are known.

The service was daily in each direction. The scheduled time for the original route was six days, seventeen hours - southbound; and six days, twenty-three hours - northbound. This was between New York City and New Orleans and approximately twenty-four hours less between New York City and Mobile. The Express riders rode night and day and it is obvious that with the bad roads of the period the time made was really remarkable. Letters have been seen which covered the route on schedule, but others have been seen that required at least thirteen days en route from New Orleans to New York. Rates, single and multiple, of less than 75¢ to \$3.00 are rare and desirable. The earliest dates I have noted personally are December 1, 1836 (not prepaid), and December 7, 1836 (prepaid). The latest date noted was in the Ashbrook collection, being July 3, 1839. The exact date on which the service terminated is not known, but it was quite possibly in July, 1839.

Ordinarily these covers show "Express Mail" in manuscript but a few post offices used handstamps, among them being Augusta, Ga., Columbia, S.C., and Natchez, Miss. Strange to state, this last named office was not directly on any of the routes.

The service was resumed by order of the Postmaster General on January 29, 1845, from New York City and February 7, 1845, from New Orleans. During this period the regular rates of postage were charged so the only means of determining Express Mail covers is by the notation of the sender on the cover. It goes without saying that letters showing this service, which lasted only a bit over two months, are extremely rare. Of course multiple rates may be found. The earliest date I have noted personally is February 10, 1845, and the latest, March 2, 1845. The service was officially discontinued on March 10, 1845.

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

Publication of the C.W. Remele book brought to light several additional unlisted markings as well as an example of a reported marking not illustrated.

Chron- icle No.		Remele No.
1	CHICAGO & ROCK ID. R.R. Ill. 30mm Red-1851-57 (Note that the last two letters are in lower-case style, not caps as stated in the book)	C13-a
2	BALTIMORE & OHIO R.R. 31½mm Black-1857-61	B2-i
3	NEW YORK & PHILA. R.R. 30mm Black-1857-61	N15-g
4	LITTLE MIAMI R.R. 31mm Red-1847-51 (Note the above three resemble certain listed markings, but the letter spacing is definitely different)	L6-b
5	NORTHERN RAIL ROAD N.Y. 32½mm Red-1847-51	N21-c

The following additional data apply to listed markings:

Il-d is in black; Ml-b is in black on cover with S2, probably 1857 use; N21-b is in red (1847-51); P6-a is in black (1847-51); P6-c is in blue (1851-57) with Sl.

A member who wishes to remain anonymous comments regarding the reference on page 37 of the book as to the steamboat connection between Alton and St. Louis of the Chicago & Mississippi R.R.:

"Some years ago I acquired two covers from St. Louis to Alton addressed to the railroad's office on company business. The first, dated June 5, 1854, carries on its face a red oval handstamp (28x38mm) STEAMER/REINDEER (probably Klein No.467). The second, dated Mar.9, 1855, has no handstamp but is addressed c/o Chi. Alton & St. Louis Rail Road. Among other items relating to this railroad, I have the Alton receiving clerk's way bill day book for the first year."

Mr. E. S. McConnell reports Remele R7-b RICHMOND Rail Road used in 1846 with "10" rating mark on letter originating in New York addressed to Suffolk, Va., via Norfolk, Va. He asks why the "10" was applied by the route agent when the single-rate was 5cts from any point on the Richmond Railroad to Suffolk, Va. Two answers suggest themselves: (1) the letter may have been double weight; (2), and the more likely, the route-agent noted origin at New York on letter probably carried by steamboat out-of-mails to Norfolk. He applied the rate mark covering the through rate for full distance traveled, as required by PL&R. It will be recalled, for example, that letters sent privately VIA NICARAGUA from San Francisco to the east through New York were rated on the basis of the "over 3000 miles" rate when entering the mails at New York.

Mr. A. S. Wardwell reports No. 6 B & O R.R. DUFFIELDS, probably 35x25 $\frac{1}{2}$ mm oval, but cannot be certain as marking incomplete. Mr. Wardwell also reports a similar CAMERON. The DUFFIELDS will be numbered B2S-i and the CAMERON B2S-j. Both are on cover with S5. Both Duffields and Cameron were in Virginia as was also Kerneysville. Correct the Remele report as respects Kerneysville.

Mr. J. E. Minor calls attention to an extremely interesting book relating to the difficulties encountered by the Michigan Central R.R. in its early days. The title is "The Great Railroad Conspiracy," and it is reading that can't be laid down until finished, writes Mr. Minor, who also reports that the book is still available paperbound from the Historical Society of Michigan, Lewis Cass Bldg., Lansing 13, Mich., price \$1.25. In ordering also request the June, 1952, issue of Michigan History. If a hard bound copy of the book is desired, same can be ordered from Michigan State University Press, East Lansing, Mich., price not known.

COLORADO TERRITORY

Uses of 1857-'60 issue stamps with townmarks of Colorado Territory are scarce because the territory was organized Feb. 28, 1861. By the time the C.T. handstamps arrived the 1861-issue stamps also had arrived, or nearly so.

Ye Editor was privileged to view the outstanding Colorado Territory collection of Mr. H. Parker Johnson who with our member Lt. Col. E. B. Murphy are noted as specialists in the postal history of that area.

Mr. Johnson's collection has examples of the following C.T. uses with stamps of the 1857-'60 issue (all 1861 uses):

HAMILTON/AUG.11/C.T. C-25½mm (see No. 26), on cover with S5 cancelled with black target and also bearing small framed PAID

Note: This marking is new to the Chase-Cabeen list. Mr. Johnson also has it with K.T. of June 20 on star-die 3c Nesbitt, also new to the Chase-Cabeen list.

BRECKIN RIDGE/OCT. ?/C.T. C-25½mm, on cover with S5 (formerly in Utah Territory)

DENVER CITY/NOV.7/C.T. Double-circle 26mm, for forwarding a letter with S5 received at Denver from Sidney, Iowa (late use of S5).

Pueblo Col.T. Jun 16 -- in manuscript on cover with S5 (earliest known Pueblo).
Fort Wise C.T. Oct.6/61 in manuscript on cover with S5.

Col. Murphy's collection has the following C.T. covers in the same category:

MOUNTAIN CITY/SEP 16.1861/C.T. Double-circle 26mm., on cover with S5.

NEVADA/mss Sept.23/COL TER C-37 on cover with S5.

Nevada C.T. July 15 -- in manuscript on cover with S5.

Mountain City C.T. July 1, 1861 -- in manuscript of cover with S5.

COLLEGE TOWNMARKS

The S.P.A. Journal for Sept. 1958 contains an excellent article by Mr. Leonard Turley relating to Kentucky Military Institute. Three postmarks of the 1851-'61 period are illustrated, each reading MILITARY INSTITUTE/D/KY., respectively, 31mm, 34mm, and 25mm diameter. The first is on stampless and S2 covers, is of the usual Zevely style, and is said to be the most common. The 34mm is illustrated as No. 20 (from Ye Editor's collection) and is said to be known only on covers with perforated stamps. The 20mm is the usual 1860 style with sans-serif letters; only one example has been reported (on cover tying S5).

Also illustrated in the article is a 3c Nesbitt envelope used in 1854 bearing an elaborate handstamped shield-eagle-flag design, containing name of the college, FRANKLIN CO., and commander's name COL. E. W. MORGAN. Below this design is a manuscript date. Perhaps this served as a postmark in this instance. The Nesbitt is tied with an encircled PAID/3.

Much interesting detail is given as to the location of the college and its early history. The postoffice of MILITARY INSTITUTE, KY., ceased at the outbreak of the War Between the States. Thereafter, until 1896, its postoffice was Farmdale, Ky.

REGISTERED -- MONEY LETTER

Even after the 5ct-fee Registry service was authorized, effective July 1, 1855, there was no provision for a marking on the letters until early in 1857 when the PL&R provided that such letters were to be marked with a number to correspond with the numbered entry in the letter-bill book. Between these dates, notations on the letter to indicate they were registered were prohibited on the theory that such markings would be notice that the letter contained valuables.

The word REGISTERED or MONEY LETTER (sometimes used in towns near the Canadian border) was not required according to PL&R's of the 1855-'60 period. As a consequence many important towns had no handstamps with these readings, though manuscript "Registered" was frequently used. No. 27 shows a hand stamped REGISTERED not previously illustrated - from Charleston, S.C., reported by Mr. E. B. Jessup, used in 1853.

To complete the list of towns using a handstamped REGISTERED or MONEY LETTER marking, Ye Editor will appreciate receiving from members descriptions of such markings, specifying dimensions, town at which used, stampless or stamped cover, and approximate date of use, if possible. Only usage during the period of the 1851-'60 issue of stamps is desired.

The list on page 354 of Vol.2 of the Ashbrook book on the 1ct stamp, showing known usage before July 1, 1855, mostly refers to manuscript markings.

DEAD-LETTER OFFICE

Supplementing the report in Issue No. 30, illustration No. 31 shows an early circular dead-letter office marking. Although the date shows use prior to July 1, 1851, the marking is known used on covers as late as 1852.

STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

The FARMERS STATION, OHIO (No. 4 of Issue 31) is reported by its owner as in Clinton County. No. 24, RINGVILLE, MASS. is reported by Mr. L. L. Downing. It is same as shown by Fig. 136 of the Dr. Chase book on the 3ct stamp except the month is in upper and lower case letters instead of small caps.

INDUSTRIAL TOWNS

Adding to the group reported in previous issues are the following:

No. 7	COMPANY SHOPS N.C.	C-33, on S5,	W. W. Hicks
No. 8	CHESTERFIELD FACTORY N.H.	C-32, on S2,	W. W. Hicks
No. 9	WHITES TANNERY PA.	DLC-33, on S5,	A. S. Wardwell
No.10	HENRY CLAY FACTORY DEL.	C-30, on S5,	A. S. Wardwell and Dr. G. B. Smith

TOWNMARKS CONTAINING "FREE"

Mr. P. E. Baker reports No. 13, WASHINGTON CITY D.C./D/FREE in sans-serif letters on cover with S5. It is scarcer than the similar one with "CY", all in serif letters, shown as No. 11 of Issue 22. Mr. Baker also reports No. 14, SAN FRANCISCO CAL/D/FREE used in 1856 on cover with S2, previously listed only on stampless cover.

TOWNMARKS INCLUDING "PAID" -- AND OTHER "PAIDs"

Mr. A. S. Wardwell reports No. 11, SOUTH SALEM/PAID/3 CTS/N.Y. on S5. This is exactly similar to the NORTH SALEM (No. 30, Issue 11). Both towns are in Westchester County. Mr. P.E. Baker reports No. 17, PAID under part circle, on S5 of Middle Haddam, Ct., probably the upper part of what was once an encircled PAID/3. Mr. Wardwell also reports ZANESVILLE, O., conventional style with PAID at bottom offset; doubtless a "3" was once at left of the PAID.

UNUSUAL CIRCULAR TOWNMARKS

No. 12, BURLINGTON FLATS/msD/N.Y. is reported by Mr. P. E. Baker on S5. No. 15, REYNALES BASIN N.Y., ties S2, reported by Mr. L. W. Kaiser. Note also the sideways date. The significance of BASIN is that it was a section of the Erie Canal large enough for docking numerous canal boats. For transportation fans this townmark has the same association as DEPOT or STATION. No. 16, MONTAGUE

MS., is reported by Mr. L. L. Downing -- one of the two smallest townmarks of the period. The illustration shows letters with serifs, and it is without year date. Compare Fig. 133 of the Dr. Chase book on the 3ct stamp. No. 21, WEST WILLINGTON CON. on S5, and No. 22, BRIDGEWATER VT. in blue, on S2, are reported by Mr. A. S. Wardwell. The former is extra-large (all above 37mm diam. are listed). The latter is slightly oval (32x30mm) probably intended for a circle, but distorted in manufacture or use.

OBLITERATORS

Newly reported odd obliterations are illustrated, as follows:

- No. 18 Barnard, Vt. S5 P. E. Baker
- No. 23 North Hampton Depot, N.H. S2 D. A. Card
- No. 30 East Boston, Mass (1860) S5 L. L. Downing
- No. 19 Odd III in grid, perhaps a rating mark superposed on the grid, Fitchburg, Mass. S1 L. L. Downing

GIDLEY'S STATION, MICH.

Mr. J. E. Minor writes that in his search for Michigan postmarks of the 1850's (he now lacks only one) he was fortunate to acquire one from a ghost town much sought after by Michigan specialists -- GIDLEY'S STATION -- established in 1845 and continuing until about 1859, at which time a new postoffice was opened at Parma, about a mile to the west. He states further that a check of the station lists indicates GIDLEY'S STATION as the only postoffice along the Michigan Central R.R. that contains the word STATION or other wording to designate an association with a railroad (such as DEPOT).

U.S. STAMPS ON MAIL FROM CANADA -- NOTES ON CANADIAN TREATY

Although the treaty with Canada during the July 1, 1851, period and thereafter had no provision for use of U.S. stamps on mail from Canada to U.S., such uses are occasionally found--as hold-overs from the 1847-period arrangement. Mr. J. D. Baker reports two such items recently acquired: (1) a Canada 3 pence and S2 on cover from Canada to New York, and (2) a cover from Canada to Wisconsin bearing a 10c 1855 U.S. stamp struck full on the face with the Toronto C.W. townmark. The cover was rated as collect in Canada, but the 10c stamp was recognized by the U.S. postoffice as prepaying this "collect" fee. The PL&R's as late as 1859 instructed the postmasters to recognize U.S. stamps applied in Canada. Apparently as evidenced by this cover and one other known to the compiler, this provision applied even if the U.S. stamp was obliterated in Canada.

The Canadian treaty provided for a 10c rate per 1/2-oz letter from any point in U.S. or Canada to any point in the other country, up to 3000 miles from the border crossing (subject to technicalities as to what was over 3000 miles). Above 3000 miles the rate was 15cts. Before July 1, 1857, the Canadian equivalent was 6d and 9d currency. Letters sent across the border between adjacent exchange offices were rated 2cts regardless of weight. These treaty rates applied to Canada and British North America, except that mail to Nova Scotia and Newfoundland had to be sent through New Brunswick if the 10c rate applied. Mail sent direct to Nova Scotia or Newfoundland by British packet (usually to Halifax) was rated according to the U.S.-British open-mail arrangement, requiring 5cts prepayment for the U.S. inland and shore-to-ship. Payment for the British sea post and Nova Scotia inland was 5d collect. This is the explanation for the many covers to Halifax that bear 5cts U.S. postage and also a large "5" to indicate 5d collect in Nova Scotia. Such Nova Scotia mail was usually marked on reverse to show U.S. origin (see No. 25). This marking is

not an exchange-office marking of the usual type, however, because there was no direct exchange of mail between U.S. and Nova Scotia as there was between other exchange points of the Canadian treaty. The U.S. tried to obtain a direct-exchange arrangement with Halifax, but was unsuccessful.

Curiously, no transfer of debits or credits was made because mail in one direction exceeded that traveling in the other between Canada-U.S. exchange offices. A record was made of total mails in either direction, but each country retained the full amount collected on mails to or from the other. This was a forerunner of the Universal Postal Union arrangement of later years, based on the sensible view that mail in one direction about balances mail in the other.

Editor's Note. The 1936 Ashbrook book on the 10c 1855-'57 stamp, page 67, states, "During a period of the life of the 10c stamps, mail between Canada and this country could be paid only to the border by the respective countries. . . ." This statement applies to the 10c 1847 stamp; not to the 1855-'57 stamp. This correction was later published by Mr. Ashbrook, but some members may not have noted it.

SCARCITY OF TRANSATLANTIC-MAIL MARKINGS

Analysis of 329 identifiable covers in auction catalogs of the Brown, Knapp, West, Gibson, Meroni, Moody III, Paige (Mar.1957), Caspary, and Krug sales shows the extreme scarcity of markings or combinations that identify certain exchange offices and routings. All covers show prepayment by 1851-'60 issue stamps on letters to transatlantic points.

Exchange offices:

New York 233, Boston 89, Philadelphia 4; Portland (Me.) 2; Detroit 1;
Chicago 0.

Treaties:

British (incl. non-treaty open mail to France and elsewhere thru Great Britain)	171 (126 Br. Pkt., 45 Am. Pkt.)
Direct to or thru Havre (prior to Apr. 1, 1857)	5 (Am. Pkt.)
Direct to or thru Havre (after Apr. 1, 1857)	14 (Am. Pkt.)
French, via England (after Apr. 1, 1857)	91 (59 Br. Pkt., 32 Am. Pkt.)
Prussian Closed Mail	36 (26 Br. Pkt., 10 Am. Pkt.)
Bremen - before Aug. 15, 1853	0
Bremen - after Aug. 15, 1853	5 (5 Brem. Pkt., 0 U.S. Pkt.)
Hamburg	6 (Hamb. Pkt.)
Belgian Closed Mail	1 (Br. Pkt., 0 Am. Pkt.)

A check was made to eliminate duplications in the case of Bremen, Hamburg, and Havre mail (prior to Apr. 1, 1857). Although duplications doubtless occur in the other categories (i.e., the same cover being sold in more than one sale), the effect on relative scarcity is not likely to be significant.

Ye Editor will appreciate being advised of the markings on the following classes of mail that may be known to readers:

Bremen Treaty mail before Aug. 15, 1853 (covers of 1847 period are known, but none of 1851 period).

Direct to or Thru Havre (before Apr. 1, 1857). This normally was 20-ct rate mail (single-rate to Havre), but often it bears 21ct in stamps.

The point here is "When did the Am. Pkt. marking come into use on such mail?"

FRENCH MAIL OF SAN FRANCISCO ORIGIN

No. 29 illustrates the 15ct treaty rate to France per $\frac{1}{4}$ -oz letter from Pacific Coast points. Unlike the British treaty, nothing additional was required under the French treaty if the origin of the letter was on the Pacific coast. The stamps are 10ct X9, 3ct S5, and pair of 1ct R15, tied with SAN FRANCISCO/JAN. 21, 1861/CAL. The red exchange marking NEW PAID YORK/FEB.13/ 12 shows credit to France of 12cts for payment of 6cts British sea post, 3cts British transit thru England and across channel, and 3cts for French inland postage. The small circular receiving mark on face reads ET UNIS SERV.BR. A.C./25 FEVR 61. The cover is addressed to Bordeaux, thence forwarded to Riberac. Many backstamps show its travel through France.

The U.S. received only 3cts for taking this cover via Panama to New York and placing it on board the British packet, whereas had it been a domestic letter from San Francisco to New York, the revenue would have been 10cts. There is nothing especially unusual about this cover, nor is it rare -- though California origin of letters prepaid with stamps is scarce. The cover well illustrates one of the foreign rates mentioned in Issue 31.

USE OF SHIPS OF FOREIGN REGISTRY FOR CARRYING
TRANSATLANTIC "AMERICAN PACKET" MAIL

Most of the published information about transatlantic mails to or thru Great Britain using stamps of the 1851-'60 issue mentions that mail routed by British packet was dispatched from New York and Boston by Cunard Line ships, and that mail routed by American packet was dispatched by the Collins Line ships from New York and Boston or by ships of the Allan Line of Canadian registry from Portland, Me. It was necessary to mark either "Br. Pkt." or "Am. Pkt." on such mail so the exchange office could properly allocate the total postage between the treaty participants.

The NOTES ON TRANSATLANTIC MAILS in Issue 31 touched on the employment of ships of foreign registry late in the period for carrying "Am. Pkt." mail to England by ships of Bremen, or Hamburg registry. Additional information may be worth recording.

The principal contributing cause for this employment of foreign ships to carry "Am. Pkt." mail was the gradual drying-up of the American merchant marine in the late '50s occasioned partly by disasters and partly by loss of mail subsidy as a result of the Act of June 14, 1858, which limited the compensation for carrying U.S. mails abroad to "U.S. inland plus sea postage" if carried in ships of U.S. registry. The Act also limited the compensation to "sea postage only" if carried on ships of foreign registry. These were the maximum amounts that the postoffice dept. was authorized to pay. It was far less than the Collins Line and the American registered ships to Bremen and Havre had been receiving. However, the 16cts sea postage per $\frac{1}{2}$ -oz letter from U.S. to Great Britain was apparently still attractive to owners of foreign ships, so the postoffice dept. had little difficulty in making contracts for bulk carriage of U.S. mails, mostly "by the trip," thereby increasing the frequency of service and also preventing a Cunard monopoly.

Strangely, Great Britain later also saw the advantage of contracting part of its "Br. Pkt." mail between U.S. and England by using Bremen Line ships for mail between New York and Southampton, thus breaking with the exclusive Cunard tradition.

As an example of foreign-ship use by U.S., Ye Editor has a cover originating at Philadelphia, inscribed by the sender "per British Steamer City of Washington," addressed to London. It bears the Philadelphia Am. Pkt. exchange mark containing "3," in red, as well as two 12ct 1857 stamps. Everything is as it should be on the cover; the City of Washington was a British ship of the Inman Line, but it was under contract to carry "Am. Pkt." mail for the U.S. post-office dept. The cover is dated July 16, 1858, so it is an early example of such usage because the British Inman Line ships did not carry U.S. mails before June 30, 1858, if the PMG's reports are to be believed. The credit of "3" to Great Britain paid for British inland postage. The U.S. retained 21cts from which it later paid the Inman Line 16cts (sea postage only). The letter was carried by rail from the Philadelphia exchange office to New York.

The extent that foreign ships were employed for carrying "Am. Pkt." mail for sea postage only is shown by the following extracts of the PMG's Annual reports:

For year ending June 30, 1859:

Between	Round trips	Steamship Company
N.Y. and Liverpool	16½	Liverpool, New York, and Philadelphia S.S. Co. (Inman Line)
N.Y. and Southampton	5	North German Lloyd (Bremen Mail Packets)
N.Y. and Liverpool	½	Cunard Line
Portland (Me.) and Liverpool	4½	Canadian Line (Allan)

For year ending June 30, 1860:

Between	Round trips	Steamship Company
N.Y. and Liverpool	11	Liverpool, New York, and Philadelphia S.S. Co.
N.Y. and Southampton	10	North German Lloyd (Bremen Packets)
Portland (Me.) and Liverpool or Quebec and Liverpool	31	Canadian Line (Allan)

For year ending June 30, 1861:

Between	Round trips	Steamship Company
N.Y., Philadelphia, and Queenstown	17½	Liverpool, New York, and Philadelphia S.S. Co.
N.Y. and Southampton	12	North German Lloyd (Bremen Packets)
N.Y. and Southampton	6 out 4 in	Hamburg-American Packet Line (Hamburg Packets)
Portland (Me.) or Quebec and Liverpool	51½	Montreal Ocean Steamship Co. (Allan)

It is to be remembered that the Bremen and Hamburg packets were only employed by U.S. to carry mail between U.S. and Southampton. Mail carried on the same ships between New York and Bremen or Hamburg or beyond was marked BREM. PKT. or HAMB. PKT. as the case may be. These lines collected payment for such mail to Germany from the respective Bremen or Hamburg governments. The U.S. credited these governments with the sea- and German-inland postage on prepaid mail (or debited the U.S. inland postage on collect mail), all as shown by the BREM. PKT. or HAMB. PKT. exchange markings applied at the New York exchange office.

CONTINUATION OF CATALOG OF POSTAL MARKINGS

R-22 TOWNMARKS SHOWING INDUSTRIAL ORIGIN ON COVERS WITH STAMPS
OR ON NESBITT ENVELOPES OF THE 1851-'60 PERIOD

A few postoffices were on industrial premises, or the town was named for a prominent industry. The most frequently found are the various MILLS. A few RANCH postoffices were in California, and numerous STORES were scattered in nearly all states. These two might perhaps be regarded as "industrial" but are not so listed. STATION and DEPOT postoffices are fairly common, but they usually denote a postoffice at or near a railroad station in townships where the railroad did not run close to the older townsite. "Ch3" means that illustration is in Chronicle Issue No. 3, etc.

The list is far from complete, but it comprises all known to the compiler where handstamps were used.

	Rarity No.		Rarity No.
<u>Connecticut</u>		<u>Michigan</u>	
CAMPBELL'S MILLS C-38 (Ch24)	10*	MINNESOTA MINES C-37	8*
(Sched. R-3)		(Sched. R-3)	
		NORTH WEST MINE C-31	10
<u>Delaware</u>		<u>New Hampshire</u>	
HENRY CLAY FACTORY C-31 (Ch32)	8	CHESTERFIELD FACTORY C-32 (Ch32)	9
		FESSENDEN MILLS C-34	10
<u>Florida</u>		GEORGES MILLS C-28	10
WOODSTOCK MILLS E. FLORA C-27	10*	GILMANTON IRON WORKS DLC-32 (Ch31)	9
(Ch8)		MAST YARD C-29 (Ch23)	10
		PAPER MILL VILLAGE C-31	7
<u>Georgia</u>		<u>New Jersey</u>	
BOND'S MILLS (Sched. R-3)	10*	BERGEN IRON WORKS C-30	10
		FRANKLIN FURNACE (data desired)	10
		OXFORD FURNACE C-32	8
<u>Indiana</u>		<u>New York</u>	
WOLCOTT'S MILLS C-30	9	CLARKS' FACTORY C-29 (Ch31)	8
		DEAD WATER IRON WORKS C-29	10
<u>Maine</u>		EVAN'S MILLS C-30	6
BAR MILLS DLC-33	5	Hagaman's Mills SL (Sched. R-1)	9*
COOPER'S MILLS C-33	10	HECLA WORKS C-28½ (Ch30)	10
FRANKFORT MILLS C-30	7	RAMAPO WORKS C-30	10
HODGDON'S MILLS C-32	9	SAND'S MILLS C-30	10
KENDALL'S MILLS C-31	5	UNION MILLS C-29	10
		WASHINGTON MILLS C-37 (Ch31)	8*
<u>Maryland</u>		<u>North Carolina</u>	
ELLCOTT'S MILLS C-30 (Ch30)	4	COMPANY SHOPS C-33 (Ch32)	9
ILCHESTER MILLS C-30	10		
JERUSALEM MILLS C-29	9	<u>Ohio</u>	
LAUREL FACTORY C-32	6	FOWLERS MILLS (data desired)	10
McKINSTRY'S MILLS C-27	10	Franklin Furnace SL-35x3 (Ch30)	10*
		HOCKING FURNACE (Ch30)	10
<u>Massachusetts</u>			
CHESTER FACTORIES C-34 (Ch12)	7		
LENOX FURNACE C-36	9		
<u>Mississippi</u>			
COTTON GIN PORT C-30 Ch26)	9		

		Rarity			Rarity
		No.			No.
<u>Pennsylvania</u>			<u>Tennessee</u>		
JOANNA FURNACE	C-30	10	COLUMBIA IRON WORKS	DLC-31½	9
SPRING MILLS		9	COPPER MINES	C-34 (Sched. R-3)	7*
THORNDALE IRON WORKS		9	HIWASSEE COPPER MINES	C-34 (Ch14)	
WHITES TANNERY	DLC-33 (Ch32)	9	(Sched. R-3)		10*
<u>Rhode Island</u>			<u>Vermont</u>		
BRAND'S IRON WORKS	C-28	9	TYSON FURNACE	C-30½ (Ch31)	9
CAROLINA MILLS	C-31	9			
<u>South Carolina</u>			<u>Wisconsin</u>		
CALHOUN MILLS	C-30	9	LAKE MILLS	C-31	5

RARITY PREMIUM SCHEDULE FOR LIST R-22

The rarity numbers are applied principally on the basis of the postmaster's compensation as reported in the Federal Registers. This is not a completely satisfactory guide because many industrial towns had large mailings because the industry had considerable correspondence, little of which was saved. The various MILLS have relatively small collectible interest as compared with markings of other styles, so when applying the values below deduct 50% in the case of a MILLS marking. Those marked (*) have added value because of other features, for which see preceding schedules.

Further information regarding application of premium values is in the corresponding section of previous issues -- e.g. page 14 of Issue 27, except the reduction for use on Nesbitt 1853 envelopes is 20%, with no reduction on star-die Nesbitts.

Rarity No.	Premium	Rarity No.	Premium
1	-	6	\$15
2	-	7	20
3	-	8	25
4	\$ 7	9	30
5	10	10	40

ADDENDA TO NOTES ON TRANSATLANTIC-MAIL ARRANGEMENTS

Page 2, et seq., Issue 31

An error at bottom of page 9 and again toward the bottom of page 10 resulted in transposing of the seasons when service was from Portland, Me., and from Quebec or Riviere du Loup. The ships sailed from Portland, Me., during the winter when St. Lawrence River navigation was closed, and from St. Lawrence ports when navigation was open. However, mail dated in summer that bears Portland exchange markings was dispatched from Boston or St. Lawrence ports, being sent there by rail.

Toward top of page 9: Add to second paragraph, as follows:

Actual sailing of the ship may have been from some other port than the one at which the exchange office was located. In such case, closed bags were sent from the exchange office by rail to the port of departure.

Toward top of page 11: Insert after end of sentence in 5th line:

The credit to Prussia was increased by the amount of postage for transit beyond G.A.P.U. points, or prepayment was made only to the G.A.P.U. frontier; collect beyond.

Second Bremen Postal Arrangement: Change last three lines of first paragraph to read:

between New York and Southampton in the years ending June 30, 1859, 1860, and 1861, under contract with the U.S. for that part of the voyage, as part of the U.S. service to England.

Insert the following sentence after the words "Bremen packet" in 9th line of 2nd paragraph:

The reason for this belief lies in the fact that U.S. Pkt. mail for points beyond Bremen shows credit to Bremen of only its lct inland; i.e., nothing extra so that Bremen could pay for transit beyond.

Hamburg Postal Arrangement (page 12):

Omit the words "at least" in next-to-bottom line of first paragraph. Add the words "and later" after "1861" in the same line.

OTHER ADDENDA AND CORRIGENDA

	Rarity	No
Issue No. 21: Schedule R-4; Add under <u>Kentucky</u>		No.
MILITARY INSTITUTE/D/KY C-31		8
MILITARY INSTITUTE/D/KY C-25		10
Issue No. 22: page 9-10, Schedule R-2, add		
BURLINGTON FLATS/msD/ N.Y. K3 DC-29 Ch32		4
WEST WILLINGTON/D/CON. K5 C-38 Ch32		5
Issue No. 23: Schedule R-7, Townmarks Including PAID and 3 (or 3cts), add		
Stock style, except with "3" removed, leaving unsymmetrical PAID		
ZANESVILLE O		4
Non-stock style		
SOUTH SALEM/PAID 3CTS/ N.Y. C-28 Ch32		9
Issue No. 24: page 10-11, Schedule R-10, add in appropriate place		
BARNARD (VT.) L7 Ch32 (18)		3
NORTHAMPTON DEPOT (N.Y.) L17 Ch32 (23)		4
EAST BOSTON (MASS.) L24 Ch32 (30)		2
Issue No. 31: page 2, 4th line: Mr. Perry's address is Westfield, N.J., not N.Y.		
page 8, 6th line: change "lot" to "lct"		



RINGVILLE MASS Sept II 24

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