

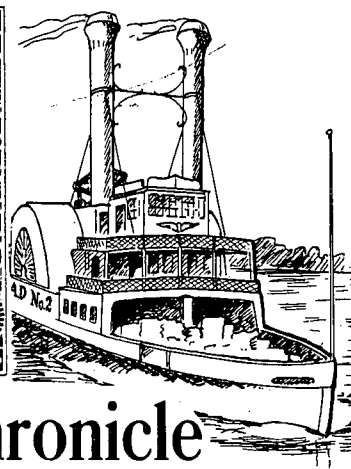
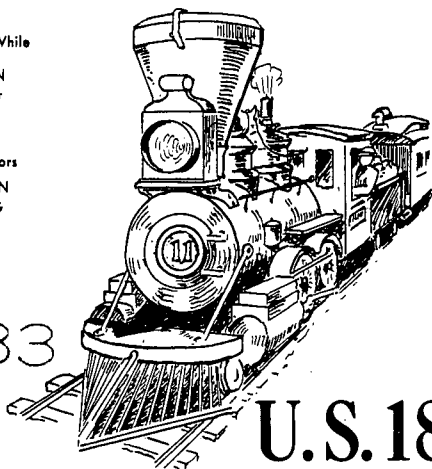
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U.S. 1851-'60 Chronicle

Publication date of Issue No. 33, February 16, 1959; 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.

SUPPLEMENTS TO THIS ISSUE -- FULL-SIZE PHOTOS OF ALL PLATE POSITIONS
OF S1, S2, and S3 PLATES -- AVAILABLE BY SUBSCRIPTION ONLY

The new illustration law that permits exact-size illustrations of postage stamps in philatelic publications was seized upon at once by our enterprising member, Mr. L. L. Downing, who spark-plugged the 1½-size photos as described in Issue 22. The negatives have now been used for making exact-size glossy prints--one print to a pane (each about 11 in. x 14 in.). They are available to members only as a supplement to this issue of CHRONICLE at \$3.50 postpaid per plate of two prints; that is, one print of each of the two panes. Mr. Downing has these printed in batches, so do not expect immediate return. You can order one plate or as many as you wish. Those available, of course, are plates "0", 1(e), 1(i), 1(L), 2(e), 2(L), 3,4,5(e), 5(L), 6,7, and 8. The full set costs \$45.50.

The new photos are immeasurably superior to the enlarged-scale photos that the former law compelled us to use. Plating from the new plates is a straight-forward process of side-by-side comparison--just as if the stamp itself were there.

Members who joined our Unit since mailing of Issue 22 are informed that these photos are from the working plates of Dr. Carroll Chase, Honorary Member, and foremost authority on these and other stamps of the issue. Stamps were selected for the photos so as to show their individual characteristics. Pen canceled copies are liberally used because the cancellation does not conceal the design.

Dr. Chase's kindness in permitting Unit members to obtain photographs of his plates--and he refused to accept any remuneration for the photographing privilege--can never be repaid. It is his wish that this permanent record of his lifetime research be

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, Ty(C)); 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: 1-recut vertical inner lines left and right; 1A-only at left; 1B-only at right; 1C-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.

made available to Unit members in the hope that others will carry on--and a start be made by acquiring stamps for the various positions with the aid of these photos, or assisted by him in doubtful cases. It is difficult to define the satisfaction that comes from making progress in a plating project. That it is "there" is in large measure the testimony of a considerable number of Unit members who have completed some reconstructions or have them underway.

HOW TO OBTAIN PHOTOS OF PLATES: Send \$3.50 for each plate desired to Mr. L. L. Downing, 10 Crescent Road, Concord, Mass. Keep the photos in a binder that includes this issue of CHRONICLE, so the photos are a part thereof.

THE 3c STAMP OF THE UNITED STATES 1851-1857 ISSUE--REVISED

As most members know, the book of the above title written by Dr. Carroll Chase is the bible of the collectors of the 3ct stamp of the 1851-'61 period. It covers history of the issue, essays and proofs, plate varieties, number issued, a detailed description of each of the imperf plates with list of all varieties from each plate, and extensive data as to the perf plates. It also covers fully the subjects of paper, color, impression, gum, and varieties of perforation. Postal markings are also fully covered, and the lists of route-agent markings, name-of-boat markings, etc., are authoritative.

It is understood that this 375-page book is in short supply, or is rapidly approaching it. In view of this it is good to know that Dr. Carroll Chase has a number of copies for sale at \$6 each, so any who have deferred buying this book would do well to send an order to him--at R.F.D. 1, Milford, New Hampshire.

Those who feel the first edition that they may now own is sufficient for their needs will "think differently" when they see the revised edition.

REGISTRY MARKINGS OF 1851-1860 by Miss Barbara Mueller, R.A. No.283

Editor's Note: Our Unit is honored by having Miss Mueller give us the benefit of her extensive knowledge of this subject. She is recognized as the leading student of our registry system. Her paper for the American Philatelic Congress mentioned in her article won the McCoy Award as the best paper of the year.

* * * * *

The request for aid in the compilation of a list of towns using handstamped registry markings during the 1851-60 period made in Issue No. 32 has spurred me to re-examine the entire field of registration problems peculiar to these years. My favorite philatelic specialty has been, and still is, the study of systems for the protection and indemnification of valuable mail, the stamps and labels issued in connection with such systems, and the postal markings used in their operation. In addition to numerous "popular" articles on my favorite subject, I have had published three definitive studies: "U. S. Registry Fees, 1855-1955, Their Philatelic and Postal Significance," "U. S. Registry Labels" (in American Philatelic Congress books nos. 21 and 23 respectively), and "Postal Markings Found on Registered Mail of the Bureau Issues Period" (in the Bureau Specialist, March and April 1955).

In making this statement of my work, I do not intend to be boastful. Rather, I seek to establish my right to speak with some authority on registry subjects. In the special field of 1851-60 (and many others) Mr. Elliott Perry is, of course, my superior, and I acknowledge his authority. He has done much research on the first registry fee--the 5¢ of July 1, 1855 to June 30, 1863. For years he has contended that this fee was payable in stamps as well as cash, while I, and many others, have

held that it was not payable in stamps. We based our contention mainly on empirical evidence--covers, or more strictly, the scarcity of covers demonstrating clearly the payment of the fee in stamps.

As recently as April 1958 I reiterated my stand in the Postal History Journal. It was this article which prompted Mr. Perry to restate, in personal letters, his views in a more succinct manner than he ever used in Pat Paragraphs. In a word, he has almost won me over to his side. So that you may partake of this wisdom also, here are direct quotations from the letters, made with the permission of "Himself." For the sake of clarity, no quotation marks are placed around Mr. Perry's remarks; only excerpts from my writing as quoted by him are so punctuated:

The April 1958 issue of the Postal History Journal came yesterday, and I was much interested in your very well written article on U. S. registered covers. But I do think some statements in the paragraph under "Registered Markings Banned" on page 20 are contradictory and/or misleading, and so take the liberty of commenting on them.

"The first fee. . .was invariably collected in cash. . .the almost complete lack of covers showing such an 8¢ combination. . .," etc. If the fee was invariably collected in cash, the lack of 8¢ covers would be complete, wouldn't it? In addition to the two 8¢ covers whose genuineness has not been disproved, or, I believe, seriously questioned, another cover with the 5¢ fee prepaid by stamps was recorded more than 70 years ago.

"Many earnest students maintain that the regulations implied payment of the fee in stamps." I do not know what other students maintain, but I maintain that under the law and the Instructions to Postmasters payment of the fee by cash or in stamps was equally legal. Furthermore, not one of the references to registration in the many post office announcements which have been found differs from the law or from the 'Instructions.' Not one says how the fee shall be paid. If the fee was payable only in cash, is it not strange that no evidence to that effect during a period of eight years has been found?

"The fee was payable in cash, and the 5¢ Jefferson stamp was not issued to pay the fee." This statement reads as though only one problem was involved. In my opinion there are two: (1) the original intention of the Postmaster General; (2) what the Postmaster General actually did. No adequate motive for ordering a 5¢ stamp to be prepared has been shown except for payment of the registry fee. If the fee had been payable only by stamp, all the 5¢ stamps which were issued prior to August, 1861, if not until June 30, 1863, would have been required.

Under the Act of 1855, postage could be prepaid by stamps or in cash, but from January 1, 1856, prepayment of domestic mail by stamps became compulsory. As originally conceived the registration fee was an additional rate of postage. To pay this additional 5¢ postage a stamp would be a convenience, if not wholly necessary from January 1, 1856. This need or convenience would occur in more than 20,000 post offices because registry applied to each and every post office. That was plenty of motive--and the only sufficient motive--for the 5¢ stamp.

Whether someone in the Department woke up before or after the 5¢ stamp was issued does not appear, but someone uncovered a strong motive for reversing the trend toward more prepayment by stamps and less by cash

which the Department was pursuing. Only one cent of the 5¢ registry fee went to the Department. In my opinion it became apparent to somebody that although a cent might cover the bookkeeping cost when the fee was paid in cash, the cost would be much greater when the fee was paid by stamp.

There are two kinds of officials. Strict constructionists will do nothing for which the law does not definitely provide or permit. Loose constructionists believe they have authority to do anything which the law does not specifically prohibit. Apparently Postmaster General Campbell was a strict constructionist, believing he had no more authority than was contained in the wording of the Act of 1855, and so had no power to make the registry fee payable only in cash.

But under the circumstances it was easy to accomplish that purpose and still have payment by stamp legal, so his instructions followed the law and he didn't ask Congress to change the law so that payment of the fee would be legal only by cash. Registry had to be done at a post office. Few people would argue with their postmaster over the right to use a 5¢ stamp, and few postmasters would get into a row, especially with a good patron, over a 5¢ stamp.

In the ordinary course of events few covers would have the fee paid by a 5¢ stamp, and fewer still would remain intact if a stamp collector found them until quite modern times. The 5¢ Jefferson was used so little on domestic mail that it would rarely be found on the covers which most collectors would be likely to get their hands on. When they did, one guess is enough what they would do.

Whether or not any 5¢ Jefferson stamps were actually issued to pay the registry makes no difference, in my opinion. When they were originally ordered it was intended to issue them for that purpose, and they remained valid for that purpose, regardless of how few of them were so used. The fact that they were commonly used for purposes other than the registry fee does not change the law or the facts.

Referring to the middle of the second paragraph on page 31 of the 1958 Specialized U. S. Catalog, I am suggesting that a sentence be changed to read: "The five cents was originally intended for registration, but the fee was usually paid in cash." This will agree better with the facts, as the present note indicates that the 5¢ stamp was generally used for the registry, which is far from being one hundred per cent true. [Thus ends Mr. Perry's commentary.]

* * * * *

Just to give you an idea of my previous reasoning responsible for my belief in the payment-in-cash theory, here are some excerpts from the record: The Act of March 3, 1855, provided "For the greater security of valuable letters posted for transmission in the mails of the United States, the Postmaster General is authorized to establish a uniform plan for the registration of such letters on application of parties posting the same, and to require the prepayment of the postage, as well as a registration fee of five cents on every such letter or packet, to be accounted for by postmasters receiving the same in such manner as the Postmaster General shall direct: Provided, however, That such registration shall not be compulsory; and it shall not render the Post Office Department or its revenue liable for the loss of such letters or packets, or the contents thereof."

In the quarterly reports used by postmasters in the late 1850's after the registration law went into effect, art. 5 reads "to postage paid in money on Registered letters sent from this office, this quarter," while art. 19 reads "to amount of fees collected on registered letters at 5 cents each." (Underlinings are the author's.)

In the 1859 edition of the Postal Laws and Regulations, postmasters were instructed to credit their accounts with a commission of 80% on "registration fees collected."

A pamphlet entitled Regulations Respecting the Registration of Letters, dated January 1867 and signed by A. W. Randall, Postmaster General, reads as follows, in Sec. 4: "THESE REGISTRATION FEES ARE ALWAYS TO BE PREPAID BY POSTAGE STAMPS, to be attached to the letters and canceled at the mailing office." Sec. 6 reads in part: "As the registration fee is to be prepaid by stamps in all cases hereafter, no entry need be made in the column headed registry fee." (Underlinings are the author's.)

The late Stanley B. Ashbrook took an opposite position to that of Mr. Perry, and he quoted many regulations to support it. For instance, in the official P. O. D. publication, The U. S. Mail and Post Office Assistant, of May 1867, appeared an article headed "The New Registry System." Among other things, it said, "It is probable that before the next number of this paper reaches our subscribers, those of them that are postmasters will have received from the Department a copy of the New Regulations Concerning the Registration of Letters together with a supply of the necessary blanks and of the registered package envelopes which form a very prominent feature of the new system. We take this occasion to call their attention to some of the more important details to which it will be necessary to give careful heed to carrying out of the new regulations. It will be distinctly understood that the system is not to go into operation until the 1st day of June, up to that date, the old system will be continued. . . First, that the registry fee is to be paid in stamps attached to the letter and cancelled instead of in money as heretofore. This applies to all registry fees."

If any member owns a genuine cover showing the prepayment of the 5¢ fee in stamps, we may be able to solve this problem to everyone's satisfaction.

Of course, there was no fee whatsoever before July 1, 1855, because there was no official Registry System. All covers dated earlier and bearing notations to the effect that the contents were valuable are products of various informal registration plans set up by individual postmasters. The most famous of these, of course, are the Philadelphia R markings. For the best treatment of these marks, see Delf Norona's article in the American Philatelist of May 1934. In it is found a listing of covers which includes our 1851-60 period. Since it is so thorough, it is not advisable to list the "R" markings held in our personal collections. While our Editor did not specifically mention such marks as "Recorded" in his request, I believe they are also worthy of listing.

Before proceeding to such a listing of items in my own collection, I think it advisable to review the regulations governing the postal markings of registered mail. You may find that you have several violations of the rules!

From 1855 to '57 no identifying marking of any kind was permitted on registered letters. Quoting the Postal Laws and Regulations of 1855, sec. 347, "Postmasters are forbidden to make any mark, or entry of any kind, on registered letters, indicating that they contain valuable enclosure." In 1857 the first marking was authorized for registered mail matter. Section 386, Chap. 36, of the 1857 P. L. & R. stated, "Where a letter has been received, registered, and receipted for, as directed in Section 2, it is to be marked on its upper left hand corner with the number corresponding to it on the receipt book." The first officially required use of the word "Registered" came in 1867.

Number on Plate		Town	Franking	Date	Size of Letter- Marking	Letter- ing*
32	REGISTERED (red)	New Orleans	stampless	1853	37x4mm.	S
35	REGISTERED (black)	Autaugaville, Ala.	U2	1854	52x6mm.	S
	ditto	Chunennuggee, Ala.	U10	?	ditto	S
	ditto	Columbus, Miss.	U10	?	ditto	SS
36	ditto	Montgomery, Ala.	U10	?	50x6mm.	SS
33	ditto	Northumberland, Pa.	S5 (26)	?	40x5mm.	S
	REGISTERED (red)	St. Louis, Mo.	U9	May 15, '58	43x5mm.	S
	ditto	New Orleans	S1 (10)	Dec. 16, '51	39x4mm.	S
	ditto	St. Louis, Mo.	S1 (10)	Aug. 6, '56	36x4mm.	S
	REGISTERED (black)	-----, Cal.	X6,7,8 (32,33,34)	?	53x5mm.	S
	slightly curved		U16			
34	MONEY-◇-LETTER (in oval, black)	Cleveland, O.	U9	June 4, '55	30x18mm.	SS
	ditto	ditto	U9		ditto	SS

*S: serif letters; SS: sans-serif letters

Editor's Note: As a supplement to the above list and the previously reported markings, the R.A. Siegel Sale of Apr. 1, 1953, contained the following:

- Lot 82 3c Red (11) Tied from Wilkes Barre, Pa., black "Registered" marking on letter dated Mar. 14, 1853.
- Lot 83 3c Red (11) Pair tied from Tuscaloosa, Ala., str. line "Registered" marking, used 1854.
- Lot 66 1c Blue 3c Red (7,11). Tied on cover from Buffalo to Quebec, red str. line "MONEY LETTER", used in 1852. With reference to this cover, Miss Mueller reports that the MONEY LETTER is typically Canadian. Ye Editor believes that this marking was applied after the letter was received in Canada; hence it is not a U.S. postal marking.

THE FIRST U.S. "PAID 3" POSTAL RATE
By Prof. Arthur R. Davis, R.A. No.46

In CHRONICLE No. 22, page 4 and Plate No. 1, April 16, 1955, I called attention to the first "Paid 3" rate in U.S. Postal History--the paid circular rate of 1847. In that article I asked for the help of the Unit in contributing examples of this use. To date two members have reported two unrecorded uses. This note is for the purpose of bringing the account up to date and to illustrate the markings that have been reported. Following is the list which supplements the CHRONICLE, Issue 22, Plate 1:

Apalachicola, F. Ty. May 7, 1849. Townmark, PAID and separate "3" all in red. No. 1. Late use of the territorial marking. Florida became a state on 3/3/45.

Bangor, Me. Circular dated May 18, 1850. Red. No. 2.

Boston, Mas. M. C. Blake and W. W. Davis in their Boston Postal Markings book illustrate seven town marks with "3" included which were used during the period 1847-1851. A separate handstamped PAID was used, No. 5. Both markings were almost always in red but black is recorded. Nos. 3 and 4 are typical examples.

Charleston, S. C. In addition to the separate PAID and "3" reported in Issue No. 22, Charleston used a townmark with "3" included as shown in No. 6, dated Jan. 11, 1850. This was used with the same PAID and both markings were in red.

Columbus, Ga. (A) Townmark, separate PAID and "3" all in blue, 3/29/1848, No. 7.
(B) Townmark, separate PAID and fat "3" all in rusty black, 4/7/1850, No. 8.

Memphis, Ten. Townmark and PAID in blue. Mss. "3" in black, 9/30/1850.

Mobile, Ala. Townmark and separate PAID 3 in muddy red, 2/15/1851. No. 9.

New Orleans, Ala. Townmark with bold PAID 3 in 30 mm. circle in both red and black, 12/2/1848. No. 10.

New York, N. Y. Two handstamps were used, both of which were shown in Issue 22, plate No. 1, always in red.

Philadelphia, Pa. A single handstamp with PAID and 3 cts. included with the townmark. Only seen in blue. No. 11, March 16, 1848.

Portland, Me. PAID and "3" included with the townmark. Aug. ____, 1848. Collection of W. S. Anthony. No. 12.

Savannah, Ga. (A) Townmark, PAID and "3" in red, 4/3/1850. No. 13. PAID without "3", May 10, 1851. (B) PAID 3 attached to townmark. No date in circle. Circular dated 3/28/1851. Red. No. 14.

Troy, N. Y. Oct. 8, 1847. Townmark, PAID and 3 cts. in double circle, all in blue. Circular dated Providence, Aug. 27, 1847. Collection of Lloyd T. Hayward. No. 15.

U. S. Express Mail. Circular from Washington City dated 3/27/1847 addressed to Cambridge Vt. U.S.E.M. in circle with separate PAID and "3". Recorded from a reduced photograph furnished by the late Heyliger de Windt. Circular advertises a positive cure for consumption and is addressed to a church pastor.

CIRCULAR "AURARIA K.T." ON COVER WITH S5

Perhaps the most sought-after stamped territorial cover is one with the AURARIA K.T. straight-line, of which less than five copies are known. Auraria was established as a postoffice June 1859 and discontinued Feb. 1860, when it merged into Denver City, established at that time. It was therefore sensational when Mr. P. H. Ward, Jr. exhibited at PERFEX in Philadelphia in July 1957 a cover bearing a 26mm circular AURARIA K.T. He courteously has furnished a photo of the cover (see Plate 2). The marking is in red, badly smudged, and apparently handstamped with oily ink, as was the red 4-circle target that ties S5. However, the letters K.T. can be "made out" and the month date is surely DEC (undoubtedly 1859). No single letter of the town name can be identified, but there are seven of them--and AURARIA was the only post-office in that part of K.T. (now Colorado Territory) that had seven letters. The corner card of the Rocky Mountain News printing establishment is further verification because this newspaper was started in Auraria and continued after Denver City took over.

Mr. Ward sent with the cover an illustration from an early issue of the ROCKY MOUNTAIN NEWS which we reproduce. Apparently newspaper publishing in the gold region was hazardous business. Do the ready rifles, the sign "Vigilance Committee," and the title "Armed Neutrality" imply editorial name-calling, or just merely Indians and gold thieves?

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

Mr. O. H. Wolcott reports No. 19 in blue on 3c Nesbitt. It is assigned Remele No. E-3½, and as only one is known it is of course extremely rare. R.R. route 10284 in 1852 and 1853 ran between Eaton and Hamilton, Ohio. The same postal route changed to the Cincinnati-to-Newcastle route in 1854 (94 miles), reverted in 1855 to the Cincinnati-to-Richmond route in 1855 (71 miles), and route number changed to 9302 in 1856, remaining that way thru 1861 at least. In this case it is likely that date of use was 1854 or later, and that the route agent used the old handstamp despite the official change of route name. The Eaton & Hamilton R.R. was chartered Feb. 8, 1847, and was the predecessor of the Cincinnati, Richmond & Chicago Ry organized in 1863, now a part of the Pennsylvania System.

Mr. A. S. Wardwell sends No. 20 tracing of the oval MONROVIA B. & O. R.R. Co. marking, not illustrated in the Remele book though listed, from which it is seen that the size is 34½ x 25½mm. Another cover with similar marking but dated Apr. 21, 1859, was Lot 157 in the J. A. Fox Sale of Aug. 15, 1952, thus setting a new earliest date for this group of markings. The Wardwell marking is on 3c Nesbitt and the Fox marking ties S5.

STAGE-LINE WAY MAIL

Nearly all WAY markings were applied at postoffices that received the "way" letters from steamboats at a waterways port or landing (see Issue 28). However, PL&R's provided that any mail carrier could claim a "way" fee for a letter received between two postoffices. The term "carrier" applied to any person or firm under contract to carry mails. Ye Editor has not seen any WAY's on letters received from a railroad during 1851-'60 period--probably because railroads mostly had route agents, and those that did not could not well stop the trains long enough for the conductor to take a letter to the postoffice and claim a "way" fee.

The situation was different in the case of stage-line mail contractors. Hence a very few letters have been seen in which a "way" fee was collected by a stage-line carrier. Of exceptional interest, therefore, is No. 31 that illustrates a prepaid way fee on a stage-line letter, from the collection of Mr. P. H. Ward, Jr. The S1 is plated as 110 and the lct is from Pl 1(e)--both four margin copies tied with red grids, also postmarked at PENFIELD Ga. in red. The cover is certainly from a stage line because Penfield was not on a railroad. Another interesting facet of this cover is that the writer marked the letter with the name of the town at which he expected the stage driver to put the letter into the postoffice--as evidenced by the written "Penfield" at lower left.

Another prepaid Way letter noted bears an S5 and lct Ty V with ink-written "Way 1 Cent" across both stamps. The letter is addressed to Washington D.C. and townmarked in manuscript Sutton N.H. Aug. 9th (1861). Sutton also was not on a railroad.

These two are the only prepaid Way stage-line letters known to Ye Editor.

"BASIN" TOWNMARKS

Supplementing the reference to REYNALES BASIN N.Y. page 5, and No. 15 of Issue No. 32, Mr. N. N. Van Brunt sends No. 21 ADAMS BASIN N.Y. as tying S5. He also supplies the following list of "BASIN" postoffices according to the 1859 list of postoffices, and by map-checking has assigned each to its canal.

<u>Name</u>	<u>County</u>	<u>State</u>	<u>Canal</u>
Adams' Basin	Monroe	N.Y.	Erie
Bushnell's Basin	Monroe	N.Y.	Erie
Reynale's Basin	Niagara	N.Y.	Erie
Shelby Basin	Orleans	N.Y.	Erie
Spracker's Basin	Montgomery	N.Y.	Erie
Smith's Basin	Washington	N.Y.	Champlain
Baker's Basin	Mercer	N.J.	Raritan
Mead's Basin	Passaic	N.J.	Morris

POSTOFFICES OF EDUCATIONAL INSTITUTIONS

Another valuable bit of research reported by Mr. N.N. Van Brunt results in the following list, compiled from the April 1859 postoffice list. In all cases the postoffice bore the name of the institution. Some of these had different names in prior years or did not exist, and a few doubtless were organized afterward--so the complete listing from 1851 thru 1861 will show more names. Those reported as postmarks on known covers are marked (*). Reader cooperation is requested for expanding the list of known postal markings, manuscript or handstamped.

<u>Name</u>	<u>County</u>	<u>State</u>	<u>Name</u>	<u>County</u>	<u>State</u>
Armstrong Academy	Choctaw Nation	Ark.	Military Institute*	Franklin	Ky.
Central Academy	Panola	Miss.	Mountain Female		
Central College*	Franklin	Ohio	Seminary	Alexander	N.C.
Central Institute	Coosa	Ala.	Newtown Academy	Monroe	Ala.
College of St. James*	Washington	Md.	Oak Hill Seminary	Coffee	Tenn.
Crawford Seminary	Quapaw	Mo.	Oakland College*	Claiborne	Miss.
Cumberland Institute	White	Tenn.	Randolph Macon College*	Mecklenburgh	Va.
Davidson College*	Mecklenburgh	N.C.	Rumford Academy	King William	Va.
Enon College	Sumner	Tenn.	St. Joseph's College	Perry	Ohio
Farm School	Centre	Penn.	Theological Seminary*	Fairfax	Va.
Fleetwood Academy	King and Queen	Va.	Trinity College*	Randolph	N.C.
Franklin College	Davidson	Tenn.	University of Virginia*	Albemarle	Va.
Hampden Sidney College*	Prince Edward	Va.	Washington College	Washington	Tenn.
Harmony College	Sumter	S.C.	Western College	Linn	Iowa
Hartwick Seminary	Otsego	N.Y.	Yadkin Institute	Davidson	N.C.
Hiwassee College*	Monroe	Tenn.	York Collegiate		
Irving College*	Warren	Tenn.	Institute	Alexander	N.C.
Lenoir Institute	Lenoir	N.C.	Zion Seminary	Covington	Miss.
Long Green Academy	Baltimore	Md.			

As stated, the above list does not take into account those that "lived and died" during the remainder of the 1851-'61 period. Schedule R-4 of Issue No. 21 as amended in later issues shows a number of these.

MILITARY INSTITUTE, KY.

Issue No. 32, page 4, mentions an elaborate handstamped shield-eagle-flag design that apparently was used as a postmark on a cover reported by Mr. Leonard Turley. Mr. Turley sends a photostat of an article in American Philatelist, July, 1925, that shows a picture of this unusual marking canceling S5, from the Goerner collection. See S.P.A. Journal of Sept. 1958, for illustration of the complete marking

INDUSTRIAL TOWNMARKS

Dr. W. F. Amonette reports FRANKLIN MILLS, O. 32mm in blue tying S2, also a SUTTONS MILLS, MASS. 34mm without central date. Mr. P. E. Baker also reports the latter on U9 Nesbitt, Oct. 1857.

CIRCULAR TOWNMARKS

Mr. G. W. Wolters reports rimless circular townmarks of UNION GROVE Ills. (No. 26) and VINCENNES/D/Ind. in blue 29mm on S5, also EARLVILLE/D/ILL. 27mm on S5. Mr. P. H. Baker reports No. 29, NEWTON STEPHENSBG (for STEPHENSBURGH) on 3c Nesbitt. Mr. T. K. Webster reports No. 28 GRAHAM N.C. with dotted outer circle on S5. This is listed in the Dr. Chase book, but not illustrated. Dr. W. S. Pollard reports No. 27, locally made MARTINEZ CAL. containing mss year date (1855) on pair S2.

TOWNMARK INCLUDING NAME OF COUNTY

This small group of postal markings, covered by schedule R3 of Issue 21 now adds GEM/CLAYTON CO/D/IOWA 37 mm (No. 30), used in 1859 on cover with S4. It is reported by Mr. G. W. Wolters. GEM was established as a postoffice Sept. 18, 1858, reports Mr. Wolters. The postmaster's compensation for the three quarters ending June 30, 1859, was only \$2.41, so no wonder this marking has been so long in coming to light.

EARLIEST IOWA

Mr. W. W. Hicks reports 9411(e) S1 tied with green grid on cover postmarked IOWA CITY/ JUL.4/Iowa in green, addressed to Dubuque, Iowa. The letter enclosed is headed July 1, 1851. Dr. Carroll Chase states he has never heard of an Iowa item that early with an 1851 issue stamp. The cover was noted by Mr. W. W. Westholm of the Iowa Postal History Society.

1855 and 1856 YEAR-DATED TOWNMARKS

Excellent response came to Ye Editor's request for dimensions of certain 1855 year-dated townmarks. New ones, and earlier dates for old ones, also came to light: Dr. G. B. Smith reports: 1856--PORT GIBSON, MISS. Jul. 15; FREDONIA N.Y., Nov. 3; 1855--MARSHALL, MICH. advanced to June 4. Mr. G. W. Wolters reports: DU BUQUE, Iowa, 1855 year-date advanced to Dec. 10. Mr. C. W. Wilson reports: BUCYRUS, Ohio, on S2 with 1856 year date.

STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

New to the record is No. 25 CLOVERPORT KY. with mss date in 65x18 mm rectangular frame on cover with S5. It will be recalled that Dr. C. L. Roser, as described in Issue 13, turned up an assortment of five types of straight-line and odd-shaped marking of Cloverport--from correspondence found in an old tobacco warehouse. This new one emphasizes again that the Cloverport postmaster must have had much time on his hands, apparently spent in devising as many unusual postmarks as he could imagine, for here is a sixth type. All are rare because Ye Editor has been trying for years to secure a CLOVERPORT of the styles found by Dr. Roser, and has not been successful.

FORT DEFIANCE, N.C.

Dr. G. B. Smith's collection contains a series of letters bearing the above marking in manuscript with manuscript year dates. It is mostly from the Patterson correspondence. The letters are as follows:

Stampless: July 28, 1841.

With S2 or on Nesbitt: 1851 - Oct. 17, Dec. 9; 1852 - Sept. 1; 1853 - Jan. 19, Mar. 9, Mar. 17; 1854 - July 20, Sept. 13, Dec. 13; 1855 - Feb. 7, Mar. 21; 1856 - Mar. 5; 1857 - Nov. 30.

Postmaster's compensation for year ending June 30, 1853 - \$15.56; 1857 - \$20.40; 1859 - \$10.87; so it is remarkable that so many covers have survived from such a small amount of mail.

The covers are noteworthy also because they have year dates. True, manuscript year dates in the early 1850's (thru 1855) are not as scarce as handstamped year dates, but they are not easy to find because the PL&R's specified that only the month and day were to be marked on the letter. For years Dr. Smith has been saving covers with these early manuscript year dates. He has an excellent showing entirely aside from this exceptional "run" of Fort Defiance covers.

OBLITERATORS

Two spectacular obliterated covers are reported. No. 16 from Mr. A. S. Wardwell on S5, town unknown, is a most unusual and beautiful shield-type marking. Mr. Wardwell suggests that it may be a Confederate design because of the seven stars (the 8th State was admitted May 7, 1861). It will be remembered that the Confederacy used U.S. stamps for a short time. The Editor believes it to be a U.S. patriotic because it is unlikely that any Confederate postmaster would have prepared a design so quickly and included fewer stars than the South believed eventually would "join up." No. 18 sunburst of Clayton, N.Y. ties S5 on patriotic envelope, June 17, doubtless 1861. Mr. G. W. Wolters is the lucky owner.

Mr. P. E. Baker reports the stock 4-circle target tying S5, Derby Ct., new to the listing in Issue 27. No. 17 odd grid is reported by Dr. G. B. Smith on S3 of Woosung, Ill. Dr. Carroll Chase reports No. 22 a 16mm square grid of Nashua, N.H. tying S5 on cover of Mar. 23, 1858. "First time I ever saw this small square grid," he writes.

PAID - F.A.DENTZEL - AGT. - P.O. - N.O.

This marking in two forms (Nos. 23 and 24) has been the subject of much speculation. Dentzel served as mail agent at the New Orleans docks from at least 1849 to Sept. 30, 1859, though he may have been at the main postoffice for part of the time. His salary was \$1925 for 1853 and \$2000 for 1859, so his duties were important (the postmaster's compensation for 1859 was only \$2000). The marking is scarce and appears infrequently on both stamped and stampless letters in 1851, '52, '53, and perhaps later--none bearing the New Orleans townmark nor STEAM or WAY.

The mystery of Dentzel's duties is almost entirely cleared by a letter discovered by Mr. L. V. Huber (page 56-57, The Great Mail, by L. V. Huber and C. A. Wagner--an APS publication). The letter was written by the New Orleans postmaster Apr. 6, 1855.

In substance it describes Dentzel's duties as follows:

- 1) To take from the steamboats letters to be marked WAY or STEAM and bring them to the New Orleans postoffice where they are to be so marked and charged.
- 2) To check and permit unsealed letters relating solely to the cargo to be delivered to the persons addressed free of postage.
- 3) To cancel stamps on any prepaid letters that he permits the clerk of the boat to deliver to the person addressed without aid or intervention of the postoffice, when they (the clerks) desire to do so.

It is thus evident that Dentzel did not at the docks mark WAY or STEAM on letters, nor did he pay out WAY or STEAM fees. It is also evident that he did not cancel stamps on any prepaid letters for which a WAY fee was demanded or a STEAM fee payable.

What, then, were these prepaid letters upon which he canceled the stamps and permitted to be delivered to the person addressed (presumably dock runners of the big commission houses)? By elimination we are led to conclude that the only letters to which he applied his handstamp were letters with respect to which the steamboat waived all claim for a WAY or STEAM fee. Such interpretation--and there seems to be none other--explains the extreme scarcity of Dentzel-marked letters, because the normal handling would be that the steamboat would receive a WAY or STEAM fee for services rendered.

It is also noted that no Dentzel-marked letter has been seen bearing a waterways route-agent marking. It is also apparent that the individual steamboat clerks did not take their mail to the postoffice and wait there for their WAY or STEAM fees. It was done by Dentzel or under his direction.

U.S. OWES ENGLAND 3cts FOR 100 YEARS

With the above comment, Mr. J. E. Chase sends from England a photostat of cover from Plymouth, Ms. to Sheffield, England, Sept. 1858, bearing sixteen S5's to prepay the double 24ct rate to England: a strip of 5, two pairs, and two singles on front and five singles on back. There is no marking to show what U.S. exchange office cleared the letter, but a large English-style "3" on face suggests that the letter arrived in England on an American packet without having been marked in U.S. to credit England with the internal British postage. As in several similar cases, the British exchange office (in this case, London) applied a mark to indicate the credit it should have on the U.S. books (or a debit to U.S. on British books). In this case, however, a "3" was used instead of a "6", as required on a double-rate (48c) Am. Pkt. letter.

The explanation offered by Mr. Chase is that doubtless the rating clerk did not notice the stamps on the back, and regarded the latter as a single-rate letter with overpayment of the 24ct rate. A 48ct rate paid by 3c stamps is most unusual, and the curious handling of the exchange credit makes this cover doubly interesting.

TRANSATLANTIC MAIL MARKINGS

Answering the inquiry in Issue No. 32 as to when American Packet markings were applied to 20ct rate covers direct to Havre in the period before French Treaty of Apr. 1, 1857, Mr. W. N. Landis reports a cover of July 26, 1856, 28mm NEW-YORK/D/AM. PKT and the circular OUTRE-MER LE HAVRE receiving mark. His cover is addressed to Paris and bears pair X1 (a grand item in itself).

Mr. J. G. Fleckenstein reports a similar cover, Oct. 31, 1855, but the New York exchange marking is too indistinct to identify. Mr. Fleckenstein calls attention to a typographical error in the Ashbrook Vol. 2 page 333 in which it is stated that the 21c rate to France is much scarcer than the 20c rate. Mr. Ashbrook made it clear in correspondence that this should be reversed; that is, the 20c rates are far scarcer. Mr. Fleckenstein believes they are at least 100 times scarcer, thus supporting the scarcity survey of page 7, Issue 32.

Mr. M. L. Neinken reports a cover bearing two S2's, one X3, and one X4--the 26ct Am. Pkt rate from San Francisco to England for letter to France in pre-treaty period. Cover is postmarked SAN FRANCISCO/16 JUL./CAL. and from the French receiving mark we know the year was 1855. The exchange mark is NEW-YORK/AUG 22/AM. PACKET 32mm in red. This cover is also noteworthy because of the early date of use of the 10ct stamps. The earliest known date from an eastern city is May 19, 1855, and here is one of July 16 from California. Over a month was required to get the stamps to California in those days.

Mr. H. A. Eaton sends photo of an exceptional cover--double rate (48cts) to England prepaid with strip of three and single T2 bearing red 6/DEC/3/1859/PORTLAND ME. AM. PKT 32mm diam. Portland, Me., exchange-office markings are scarce at best (see Survey, page 7, Issue 32), and to find one with a "6" for credit to England of twice the British internal single-rate postage is spectacular.

Some covers to Europe carry a straight-line marking: U.S.PKT. The letters K and T are small capitals, with periods beneath them. In a notebook from the Ashbrook

Library this marking is explained as applied in England on letters for France and Germany received from American packets and re-mailed in London. The marking is thus not a U.S. postal marking.

Mr. D. A. Card supplies information that will be helpful to those not having access to the Ashbrook book or to PL&R's, calling attention to the circumstances under which the exchange markings are in red or in black. Red was used on exchange-office markings and rating marks when the country applying the marking credited the receiving country and in black when the receiving country was debited. Thus a red "19" on a 24ct prepaid cover U.S. to England meant that U.S. credited England with 19cts (hence U.S. owed England 19cts)--for British packet carriage across ocean and for British inland postage. A black "5" on a 24ct collect cover U.S. to England meant that U.S. debited England 5cts (hence would receive 5cts from England)--for a letter carried in the same way.

Mr. Card quotes from the 1855 PL&R showing that similar arrangements applied with respect to restatement of rates on incoming letters from Europe; that is, "where the official postage entries on the letters received are in red ink, the letter is to be considered as paid, and is to be delivered accordingly; where in black ink, as unpaid, and the postage is to be collected. Postage in such cases is either wholly paid or wholly unpaid." Similar arrangements as to color existed with respect to Canadian mail, both outgoing and incoming.

THE R. A. SIEGEL SALE - FEBRUARY 11, 1959

The catalog of this Sale of the Henry W. Hill Five Cent Jeffersons of 1856-61 is noteworthy not only for the magnificent stamps and covers but also because every lot is illustrated, and all stamps not on cover are shown oversize so as to bring out all details. It shows confidence in the stamp market to auction 68 singles of the 5ct imperf and quantities of the perforated varieties in equal profusion, all in a single sale. The covers represent a magnificent aggregation, especially strong in French Treaty mail (after Apr. 1, 1857). All the routings are shown both from New York and Boston exchange offices. It will be recalled that single-rate Br. Pkt. mail was marked in red NEW YORK or BOSTON PAID 12; Am. Pkt. mail thru England was similarly marked PAID 6; and Am. Pkt. mail via Havre direct (not thru England) was marked PAID 3.

The NEW YORK direct-to-Havre Am. Pkt. prepaid letters appear in this auction to a greater extent proportionately than has been evident by surveys of frequency of such items in the past (see page 7, Issue 32). These items are identified by three characteristics: (1) the blue octagonal HAVRE receiving mark; (2) the small framed PD (without periods), provided, of course, the letter was prepaid to destination; (3) an exchange marking containing PAID 3 (for French inland postage only).

By far the scarcest of these to-Havre exchange markings is that of Boston. The Havre line boats sailed only from New York. Lot 182, however, shows that the cover was "exchanged" at Boston; that is, had the credit to France of 3cts recorded at Boston and the cover so marked. It can be surmised that this cover, originating at New Orleans, was sent by the postal service to Boston in expectation that it would go via British packet of a certain date. If connection was not made with that steamer, then the cover would be returned to New York to make the next steamer, which in this case was a Havre Line boat. The various eastern exchange offices had schedules of expected sailing dates from all ports; it was only an overnight train trip from Boston to New York.

Mr. M. C. Blake, noted authority on Boston markings, reports that he knows of only four covers that bear this BOSTON/D/PAID/3 marking; it is assigned BPM number 847B and will appear in the Blake-Davis book supplement, in preparation.

Lot 183 showing BOSTON/D/PAID/6 on cover from New Orleans to France is also interesting and doubtless represents service similar to that of Lot 182, except that it was put aboard an American Packet for England either in New York or Portland, Me., after having been "exchanged" at Boston. The 6cts credits France for payment of 3cts to England for transit thru England and across channel plus 3cts French inland. So far as Ye Editor knows, there were no sailings of Am. Pkt. steamers direct from Boston to England at the time this letter was sent.

Those who use auction catalogs as reference sources may have noticed that Lots 193 and 229 are Hamburg Pkt. covers, not Am. Pkt. as described. It is also probable that Lot 224 is Hamb. Pkt., because Str. "Teutonia" was a boat of that line, and also because the credit is for 10 cents.

It is suggested that those having this excellent Siegel catalog check the covers in light of the information in Issue No. 31, page 8 et seq. With a little practice, it is not long before one acquires the ability to interpret these foreign-mail covers with the same ease as domestic covers. There is no reason why this subject has to be clouded in mystery and confined to a select few. Information in CHRONICLES Nos. 31, 32, and in this one supplies nearly all of the groundwork.

U.S.-TO-NOVA SCOTIA MAIL VIA BRITISH PACKET THRU BOSTON

Issue 32, bottom of page 6, mentioned this service and the large "5" to indicate collection of 5d in Nova Scotia. It is not known whether this was 5d sterling or 5d "currency"--for it will be remembered that "pence sterling" was 0.8 times "pence currency." Inasmuch as the large "5" was superseded by a large "10" when Nova Scotia changed to "cents," the large "5" may well have been in sterling (5d stg equals 10cts U.S.).

In any event, the U.S.-to-Nova Scotia rate via Boston British packet was greater than the rate under the U.S.-B.N.A. treaty for mail that passed thru the border exchange offices; thus mail to Nova Scotia had to go thru New Brunswick or Canada to be rated 10cts from any point in U.S. (east of Pacific Coast) to any point in Nova Scotia. Support for this assertion also comes from check of the arrangements for mail from Canada to Nova Scotia. Ordinary mail via the land route from Canada to Nova Scotia was 3d currency. Yet the faster mail from Canada by rail to Boston and thence via British packet to Halifax was rated 7½d currency, as evidenced by letter from Canadian P.O. Dept. to Nova Scotia P.O. Dept. of Oct. 25, 1851 (see the Boggs book on Canada, Vol. II, page 5-L, ref. 17). This reference also states, "The American Govt. permits these mails to pass between Montreal and Boston free of charge or postage rate."

The Boggs reference also mentions that England charged Canada with 4d sterling per ½-oz for transit via British packet from Boston to Halifax. It is reasonable to suppose that it charged Nova Scotia the same on U.S. letters, Boston to Halifax. Hence if the large "5" was in sterling, there would be an excess of 1d stg for the Nova Scotia inland postage. If the "5" was in currency, there would be nothing left for Nova Scotia inland. However, something might accrue if the mail was carried in closed bags instead of an open mail, because not all letters were of full weight. It is still something of a toss-up as to whether the large "5" was stg or cy. Arguments can support both viewpoints, for the correspondence between Canada and Nova Scotia shows a strong desire on both sides to keep the rates as low as possible; so N.S. may have absorbed its internal postage, in which case 5d cy just paid the 4d stg rate from Boston to Halifax, plus a possible gain accruing because all letters in a closed bag were not of full weight.

ADDENDA AND CORRIGENDA

Issue 32, page 6, last paragraph 4th line: change "1857" to "1859."

Note: The usual practice of assigning rarity numbers to newly reported markings is temporarily deferred. A book is in preparation that will include these as well as revisions of former schedules.

PAID-3

PAID

3

3

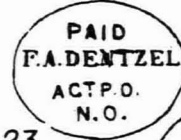


PAID



PAID

3



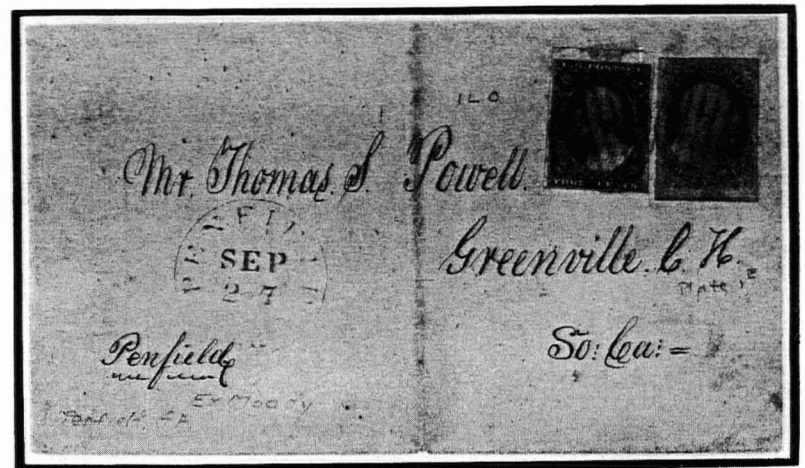
REGISTERED. 32

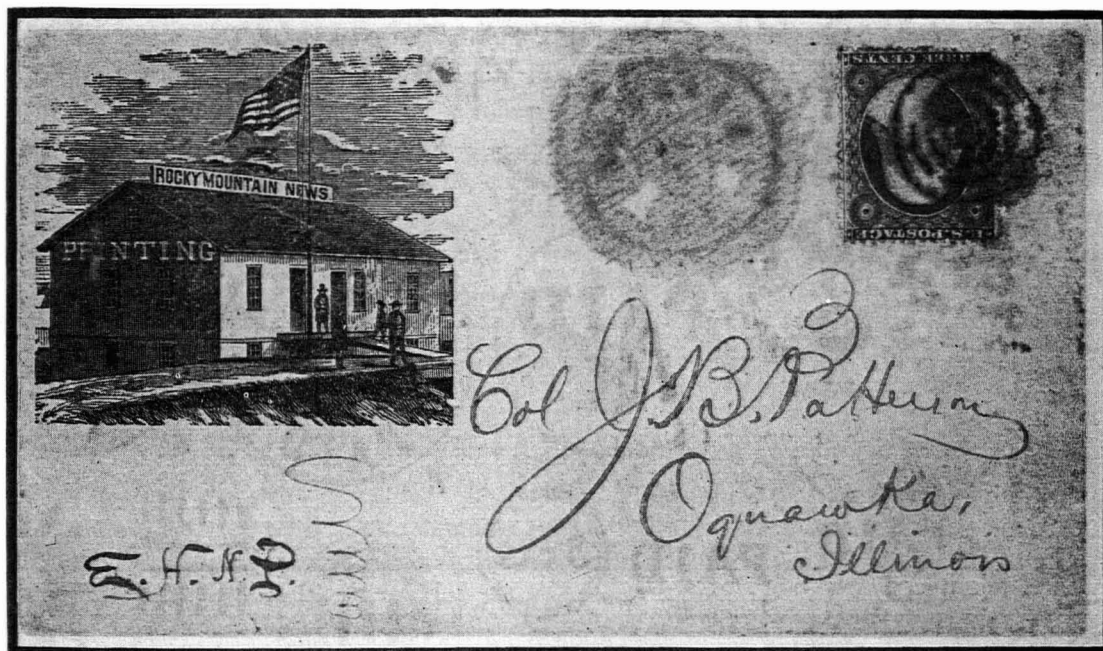


REGISTERED 33

REGISTERED. 35

REGISTERED. 36





Above:

A prize cover from pioneer days in the Rocky Mountain Gold Region. The only known example of the AURARIA K. T. circular townmark on cover. Corner card is building of the Rocky Mountain News. For further information see text. From collection of Mr. P. H. Ward Jr.

Below:

Hardships of publishing on the frontier. From an old wood-cut of the interior of print shop of the Rocky Mountain News. From collection of Mr. P. H. Ward Jr.

