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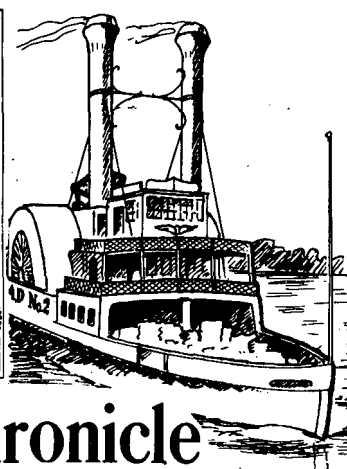
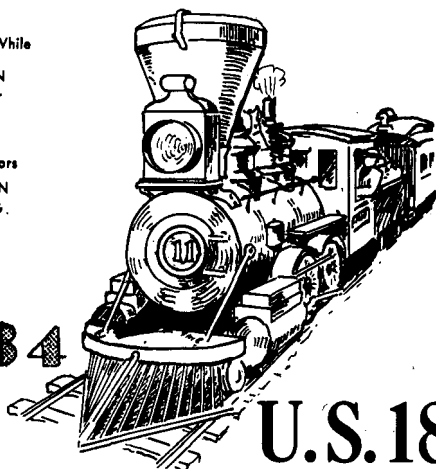
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U.S. 1851-'60 Chronicle

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The Book: U.S. POSTAL MARKINGS 1851-'61 AND RELATED MAIL SERVICES
(hereinafter referred to by the abbreviation "USPM")

Most members doubtless now have this book, issued under this Unit's auspices, from which it will be noted that many of the catalog projects of Chronicle have been completed and are fully covered in the book. Future Addenda and Corrigenda in Chronicle will apply to USPM, except when it relates to matters not included in USPM. Enclosed with this issue is the Addenda sheet for USPM of style so it may be clipped and pasted to the margin of the applicable page of the book. The rarity number of new discoveries may or may not be given, because investigation of probable rarity is not always possible in time for next issue of Chronicle.

Publication of USPM made it inadvisable to issue the usual Summer edition of Chronicle. Consequently, the two articles that follow relating to the Rust and Fleckenstein Sales appear so long after the Sales.

REPORT ON THE P.G. RUST SALE OF 10 CT 1855-1857 STAMP
by Mortimer L. Neinken RA #119

This most extensive sale, largely of off-cover items, took place on March 3 at the offices of H.R. Harmer, Inc., New York City. The sale realized \$19,597.75. It included mostly top-grade stamps from Plate One, only, of the 10¢ value, both imperforate and perforated.

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, Ty1C); 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.

The usual pattern of prices occurred, as in many of the good sales in the past few years. Outstanding items brought very high realizations. As far as the imperfs were concerned, the Type I stamps brought very high prices; an extremely fine copy o.g. realized \$500.00, and very fine used copies brought over catalogue. The Type IV stamps also went very well. A good many brought over the catalogue and the others were very close. However, fine single copies of the Types II and III, which on the dealers' shelves bring from \$25.00 to \$30.00, were sold steadily at prices between \$17.00 and \$20.00.

Regarding the perforated stamps, an extremely fine copy of the Type I large part o.g. (catalogue, \$500.00) realized the amazing figure of \$1,000.00. These were purchased by Mr. Max Simon, and again, the Type I and Type IV stamps brought good prices, mostly very close to catalogue and some considerably over. The outstanding item of the sale, a very fine unused block of 6 formerly in the Moody Collection and purchased by Mr. Rust in the Moody Sale, brought the extremely fine price of \$3,400.00. It is the recollection of the writer that Mr. Rust paid \$2,200.00 for this block at the Moody Sale. This block consists of positions 65-66-67, 75-76-77Ll and included two Type IV stamps and two each of Types II and III. Other large blocks of the perforated stamps also sold well. There were very few covers in the sale. However, one "Hargous" cover with a strip of 4, imperf, including one re-cut, to Vera Cruz brought \$400.00. Two other "Hargous" covers, each with strips of 4 of Type I perforated, were sold. One realized \$725.00; and the other \$635.00.

Of the three "Hargous" covers in this sale, one bore the Mexican stamped marking "3"; another had the number "4" and another, the number "7". I have a cover similar to the two perforated covers that were sold and it bears the number "5". Who has an explanation for these numeral markings? I would greatly appreciate receiving information about them.

Another outstanding coincidence—the strip of 4 perforated on the two covers sold were both the same positions: 91-94Ll. The strips on my cover are exactly the same positions. It seems that when some one went to mail these covers at the New Orleans Post Office, the clerk in each case tore off a strip of four stamps from the lower left corner of the sheet.

Among the floor buyers present were Ezra D. Cole, John A. Fox, Robert A. Siegel, Raymond H. Weill Company, Stamp Shop, Morris Fortgang and Lamont Hall.

THE J.G. FLECKENSTEIN SALE OF U.S. 1c STAMPS OF 1851-'57
By Morris Fortgang, R.A. #169, Contributing Editor

This collection, unquestionably one of the finest and most highly specialized collections of the U.S. 1851-'57 1c Blues to be sold at public auction since the incomparable Carroll Chase Sale by Kelleher back in 1925, was dispersed on March 4, 1959, by H.R. Harmer, Inc., in a single session consisting of 374 lots.

It is interesting to note that quite a few items from the Chase collection were resold in this sale. At the Chase sale the largest buyers were Stanley B. Ashbrook, Judge R.E. Emerson, A.W. Filstrup, S.W. Richey and H.C. Brooks, and it was by way of these noted philatelists that the Chase items found their way into the Fleckenstein collection. The collection consisted almost entirely of plating material, generally in extremely fine condition, on and off cover. A little spice was added, though on rare occasions, by a pictorial cover, a valentine, or a scarce cancellation.

A Foreword in the catalog states that the Harmer Co. was advised that all the stamps and covers in the sale had been expertized by and many were signed by Ashbrook; also that "extensive use has been made of information contained in the U.S. One Cent Stamp

of 1851-'57, Vol. I and II" by Ashbrook. In all fairness it may be stated here that some bits of this information had become obsolete during the 20 years since the book was published.

The sale opened with an almost complete, off-cover reconstruction of Plate 1 (e). Actually, 27 positions were missing but the collection had most of these on cover and these came up later in the sale. Ordinarily, plate reconstructions are sold intact but the condition of the stamps from this scarce plate was so unusually fine, some with rare postal markings, that it was decided to break this down into some 100 lots. The result was gratifying to vendor as well as the numerous buyers.

Without attempting to skip about the catalog and select the most outstanding items, this report will describe the more important items as they came up.

A four-margin copy of the Type IA, superb in every detail, lightly tied to a buff cover, ex-Brown, created quite a bit of excitement on the floor but the lucky buyer obtained a bargain at \$1000.00. An extremely fine Type IC tied on small piece brought \$260.00. Another Type IC on cover, an early impression and beautiful rich blue shade, ex-Gibson, went for \$200.00. The Type IC is not listed in the catalog at Ashbrook's request.

Next came the Type II stamps from Plate 1 (e) in singles and strips of three on cover. The first lot offered in this group was the historically important item to lot specialists, the celebrated copy of 4CR1 (e) with complete sheet margin at right which definitely proves that the early state of Plate 1 did not show the imprint of the contractor, Toppan, Carpenter Casilear & Co. This prize was obtained by an Eastern specialist at \$210.00.

Plate 1 (L) was represented by a rare unused block of four, Types II-IV-IV-IV, 4-5R1 (L), 14-15R1 (L). An unused combination of Types II-IV is extremely rare, the Type II being the only position on Plate 1 (L) that was not recut. Had the condition been fine, this block surely would have realized four figures, but small defects held the price down to less than half that sum.

Then came a fine assortment of Plate 2 stamps with most of the major and minor plate varieties beginning with 112, the so-called "Dropped Relief," followed by the double transfers and plate cracks, including a complete reconstruction of the Big Plate Flaw.

A fine assortment of plate cracks and other plate varieties was next on the agenda from the scarce Plate 3, described in the auction catalog as the "Mystery Plate," although the mystery surrounding this plate was unfolded many years ago. One of the sensations of the sale was lot #507, the "Big Crack" (8R3) described by Ashbrook as the finest copy known. This stamp sold for \$340.00, by far the highest price ever paid for a lot Type II stamp.

A horizontal strip of three, Types II-III-IIIA, 98R2-99R2-100R2, the only possible combination of such types from this plate, realized \$1050.00 despite small defects. The rare 99R2 is the finest example of the Type III stamp found on any of the one-cent plates and it is also one of the largest double transfers.

A Plate 4 strip of three, Types III-III-IC, fine to very fine, tied to small amber cover, brought \$660.00. Five covers each with a strip of three showing Type II-IIIA combinations from Plate 1 early brought prices ranging from \$55.00 to \$120.00. A fabulous Valentine cover, printed in gold and bearing a pair of Plate 1 (e) stamps in each of the upper corners and a single in each of the lower corners, was presented to someone for a mere \$260.00.

An immaculate Barnabas Bates pictorial cover, "We ask Congress Cheap Inland and Ocean Postage" with 1851 imprint on back, sold for \$620.00. This cover, bearing a lct Type V, sold for \$80.00 in the Knapp sale 18 years ago. What was described as the earliest known use of the lct Type IV stamp, a strip of three tied to cover by the New York postmark, June 18, 1852, went for \$100.00. A well known Indianapolis collector has a cover showing what appears to be a June 8 postmark, so this problem is still unresolved.

An O.G. block of 36 from Plate 12 showing Type I-II combinations, the second largest known piece from this plate, fetched \$1000.00.

The finest item in the entire sale (in this writer's opinion) was the lct Type IA perforated, showing the design clear on all sides and lightly tied to a buff cover, Boston to Berlin, Miss. The design of the Type IA stamps, found only in the bottom row of the sheet of Plate 4, was larger than the distance between the horizontal setting of the pins on the perforating machine, and in order to give the perforated sheet of stamps a good appearance, the pins were reset in the top and bottom rows for the first printings. However, this process was found to be slow and expensive and was quickly abandoned, thus accounting for the great rarity of the Type IA stamps that show the design intact. This cover which once reposed in the Brooks collection sold for \$1350.00, the top price in the sale and a genuine bargain.

Before winding up this report, mention should be made of two unique imprint items that created no little excitement on the floor. The first was a used irregular block of three, 41-42-51L12, separated and rejoined, showing the new 1860 full imprint, "Toppan Carpenter & Co. Philadelphia / Pl. No. 12P." in the complete left sheet margin. This gem sold for \$180.00. The other item was a pair of the Type IIIA, 49-50R4, showing at right a small irregular sheet margin with part imprint and just the very top of the numeral "4". This is the only imprint known that shows even part of the numeral from this plate. Brought \$160.00.

The sale realized a total of \$23,818.25. However, some time prior to the sale the Harmer Co. sold at private treaty the only known complete right pane of Plate 1 Late and a block of 82 from the left pane. This latter block could possibly have been the same block of 91 that at one time graced the William C. Michaels collection. These two items were obtained by an Eastern philatelist whose collection can now boast of all the "only one known" sheets of the lct stamp of 1851-'57 in existence.

Among those present or represented at the sale were Mortimer L. Neinken, Milton Edelman, John A. Osterlund, Ezra D. Cole, John A. Fox, Henry F. Brigham, Earl Oakley, Jack Molesworth, Lamont Hall, Alfred S. Howes, Robert A. Siegel, Donald D'Amato, Stamp Shop, Richard Cowitt, Morris Fortgang.

DISCOVERY OF NEW PLATE NO. COPY OF S4 -- POSITION R10(e)

Dr. Carroll Chase has confirmed the discovery of a full imprint and plate number copy from right pane of plate 10(e)--the first noted from either pane. This valuable item was recently obtained by Mr. A.S. Wardwell, who remarks that he believes a \$200 catalog value for it in standard condition is conservative. Dr. Chase also agrees with Mr. Wardwell's estimate of value--which is to be compared with the values of other imprint and plate-number copies of S4 and S5 appearing on page 3 of Issue 23 as an article by Dr. Chase.

RAILROAD ROUTE-AGENT AND STATION-AGENT MARKINGS
(Reported by W.W. Hicks, R.A. #3, Contributing Editor)

Mr. William Wyer reports the illustrated cover (No. 21) with the unreported route-agent marking DUBUQUE & WES. R.R. to which is assigned Remele No. D6 (see U.S. Railroad Postmarks 1837 to 1861 by the late C.W. Remele). Mr. Wyer writes that postal service started either late in 1860 or early in 1861. As of June 30, 1861, the postal route was No. 10984a from Dubuque to Anamosa, 53.9 miles, 6 trips per week. The marking is extremely rare. History of the road: The Dubuque Western Rail Road Co. was incorporated Sept. 10, 1855, and built 31 miles of railroad from Farley, Ia., a station 23 miles west of Dubuque on the then Dubuque & Pacific R.R. (now Illinois Central), to Anamosa, Ia. The line from Farley to Worthington, Ia., 6 miles, has since been abandoned. The road was in financial difficulties from the start and went into receivership as soon as completed in 1859, being sold under foreclosure to the Dubuque, Marion & Western Railroad Co., April 30, 1861. The remaining 25 miles are now a branch line of the Milwaukee railroad. Stations on the new milage: Farley, Worthington, Monticello, and Anamosa.

One of the oddest postal errors to come to light is apparent from a cover loaned by Mr. E.P. Babcock. It bears S2 with pencil notation "Urbana 2-26-55", and handstamped townmark that is Remele No. C24, but it reads COLUMBIA, PIQUA & INDIANA R.R. (see No. 22) instead of COLUMBUS, etc. The name of the railroad was Columbus, Piqua & Indiana, but the handstamp reads Columbia, undoubtedly an error. Comparison was made with the cover from which the Remele C24 was traced, and the two markings match exactly, except that the two letters that follow COLUMB are indefinite in C24. Urbana, Ohio, was a station on the C.P. & I. R.R.

Submitted also is No. 13, newly discovered station-agent marking of the Mississippi Central R.R. with PICKENS; it ties S5.

Mr. L.L. Downing sends No. 23--WESTERN & ATLANTIC RR. Ga., an improvement over No. 12 of Issue 20 and the one in the Remele book. The marking is not listed in USPM because it is only known on stampless cover.

Mr. W.C. Peterman reports on the Remele Nos. R4-a, R4-f, and R4-g, noting particularly that the STEAM/BOAT shown in the Remele book with R4-g is now known with R4-f. As dates are 1837 to 1842, hence long before Chronicle's period, readers are referred to Mr. Peterman for further details.

STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

LUNDYS LANE, PA. (No. 1) is reported by Mr. O.H. Wollcott as tying S2, plate 5 claret, on cover to Badger, N.Y. The postmaster's compensation in 1857 was \$54.

ATHENS/D/ILL oval 46x28 (No. 3) used 1856 on U10 Nesbitt to Lincoln, Ill., is reported by Mr. G.W. Wolters. It resembles, but differs from in size and detail, two similar markings (see USPM plate 1). This new marking is listed in USPM on page 177.

Rev. A.H. Coons reports the small oval SWANZEY N.H. used Nov. 21, 1851, with S2 (see Pl. 3 of USPM).

UNUSUAL CIRCULAR TOWNMARKS

Referring to illustrations: Reported by Mr. G.W. Wolters.

No. 2, OREGON Ills in blue on S5. The town name was changed from OREGON CITY to OREGON, Nov. 16, 1843, yet late in the 1850's the marking from which CITY was removed was still in use. No. 7, CRITTENDEN Ky. on U10 Nesbitt without circle, crudely made. No. 8, RUDDLE'S MILLS Ky. on S5, 37 mm.

Mr. J.A. Farrington reports No. 9, WEST CONCORD N.H. in ultramarine with S5, 1858 use. Mr. A.S. Wardwell reports No 5, ATHENS, O. with ornaments--in red--with S1, 1851 use; also No. 4, GRAFTON, N.H. double circle with lines, on S2; also he writes that he has DUNLEITH/day of month/ILL in 32mm circle on S2 but with two horizontal bars where the month slug should be. This is probably a case of an inverted date slug instead of a deliberately placed bar to provide extra cancellation.

Mr. M. Fortgang reports No. 12 COSBY'S STORE 37mm on cover with three lct.

Mr. N.N. Van Brunt reports No. 6, SALEM CROSS ROADS PA on cover with S5.

Mr. J.W. Milgram reports hand-made CLARINDA/IOWA in rimless 38mm circle. This will be illustrated in next issue of Chronicle.

YEAR-DATED TOWNMARKS

Dr. G.B. Smith reports WINDSOR/SEP.13/1856/Vt. believed to be new to the 1856 list.

Mr. M. Fortgang reports Feb. 18, 1856, as earliest-known date of the New York 1856-style townmark containing the medium-width single bar (USPM Plate 6).

TOWNMARKS CONTAINING PAID AND/OR 3 OR 3CTS

No. 10, DOVER N.H./D/3CTS PAID is reported by Mr. A.S. Wardwell in red on cover with S2, not tied except by paper fold. The townmark is in upper left and stamp in usual location at upper right, making it almost certain that this is not a prepaid stampless letter with stamp added. No. 15 of Philadelphia, also from Mr. Wardwell, is an accurate tracing of the marking that has been noted in several lists. Mr. Wardwell's cover started as a prepaid stampless from Philadelphia to Wheeling, Va., and was then forwarded back to Philadelphia by use of S2 (see also Prof. A.R. Davis' article on page 7, Issue No. 33).

Supplementing Prof. Davis' article, Mr. R.C. Burleigh reports a separate "3" and "PAID" on circular mailed at Newbury, Vt., June 27, 1848. When sending this, Mr. Burleigh also mentions the extreme scarcity of wrappers, almost invariably destroyed. He has one of McIndoes Falls, Vt., bearing lct Type IV.

RATING MARKS USED AS OBLITERATORS

Lot No. 290 of the R.A. Siegel Sale of April 2, 1959, was a U10 Nesbitt cancelled with an open-outline 5-point star. In each of four points appears a letter of the word P-A-I-D, and a dot is in the 5th point. Centrally located is a "3". The star is 19mm across. This is new to the record--from Westmoreland, N.Y. If any member purchased this, will he please send a full-size tracing or a photo for noting.

UNUSUAL OBLITERATOR

No. 11 on S5 of Buckhannon, Va., is reported by Mr. L.L. Downing.

"WAY" ON LETTERS RECEIVED FROM A RAILROAD

USPM page 149 states that "the compiler has not seen any" Way letters received from a railroad. Thanks to Mr. H.A. Meyer for reminding us of the well-known New Orleans WAY on covers bearing handstamp of the N.ORLEANS, OPELOUSAS & G.W. RAILROAD CO. (Remele No. N105-b). Such covers were brought to the New Orleans dock by ferry from across the river at Algiers. The Remele book refers to the few known as similar to Mississippi River name-of-boat markings, and "it seems possible that the markings were intended to perform the same function."

These N.O.O. & G.W. markings are not route-agent markings or station-agent markings. They fit well into the hypothesis mentioned in USPM pages 137-138; that is, the New Orleans post office required an identifying marking of origin on any letter having a WAY or STEAM fee (after 1852) as an aid to vouchering such fees by tallying the letters from each source for issuing a voucher periodically. The fact that dock mail was delivered to the post office by F.A. Dentzel, or under his direction, and not by steamboat clerk (in this case a railroad clerk), also supports the idea that such markings were added to meet a requirement of indicating origin (see Issue 33, page 11). These N.O.O. & G.W. R.R. markings provide one of the strongest arguments in support of the hypothesis, for they have no counterpart anywhere in U.S. postal service of the period, so far as Ye Editor knows. Surely this departure from standard procedure must have been for a distinct purpose. They have also been reported on covers bearing the New Orleans STEAM, doubtless from a route before it was under contract.

SPECIAL SERVICE MARKINGS

Mr. A.S. Wardwell reports No. 16 ADVERTISED 1 CENT applied at Brooklyn, N.Y., on cover with S2; also No. 19 N_____/D/ADV applied at New Haven, Ct. Either the words NEW HAVEN did not strike properly or they were purposely eliminated from the hand-stamp, probably the former.

No. 20 REGISTERED is a carefully made tracing of an excellent strike of the New Orleans marking, submitted by Mr. W.O. Bilden.

As to the practice of paying registry fees in cash, Mr. M. Fortgang reports further evidence that it was the intention of the P.O. Dept. to have such fees paid in cash by having located a "Return Registered Letter Bill" of the post office of Weld, Maine, Feb. 7, 1857. The first column is headed "Registry Fees/Cents"; at its right is a joint heading "Postage Originally Paid at This Office" with below it a second column headed "By Stamps" and a third column heading "In Money." There is no column for listing registry fee payable by stamps. Mr. Fortgang writes that this bill was doubtless printed between July 1, 1855 (when registry service became official), and Jan. 1, 1856 (when prepayment of postage in money was prohibited).

U.S. OWES ENGLAND 3 CTS FOR 100 YEARS

Under the above title in Issue No. 33, Ye Editor gave an incorrect "explanation" of a cover submitted by Mr. J.E. Chase. The cover bears sixteen S5's for prepayment of double 24ct rate to England. The large "3" on this cover was not applied in England. It was applied in New York--as was customary on letters thru the New York exchange office that originated outside of New York (see USPM, page 96). As to why a "3" was not applied instead of a "6", the explanation can be as Mr. Chase suggested; viz., that the postal clerk forgot to notice the stamps on the back of cover; or it can indicate a case of border-line weighing of the letter. Perhaps the writer thought it to be over 1/2-oz and the exchange office in N.Y. found it to be 1/2-oz or less--and the exchange credit to England was based on exchange-office weight, regardless of amount of postage prepaid.

Mr. Chase sends a number of 24ct rate covers, U.S. to England, all showing origin outside of New York. The only evidence on them that they passed through the N.Y. exchange office is the large numeral 3 or 19 (Amer. Pkt or Br. Pkt) that is known to be the style applied only at New York (see 4A of Plate 19 of USPM).

TRANSATLANTIC MAILS

No. 17 is on face and No. 18 on back of cover reported by Mr. M. Fortgang, as believed to be the earliest known use to Germany of stamps of 1851 issue, as listed in USPM page 157. Cover is addressed to Frankfort a/Main, Germany, from New Orleans, dated Jan. 8, 1852, inscribed "per first steamer via New York, Liverpool, and Ostend." Stamps are two 1ct (53-54R1(e) and an S2 (91L1(L)). The AUS AMERIKA/UEBER PREUSSEN (from America by way of Prussia) is black. No. 18 on reverse translated reads SEA LETTER VIA ENGLAND AND AACHEN. Numerous rating marks and transit stamps complete this interesting British-open-mail letter.

By coincidence Mr. F.A. Valentine also sends an 1847-period stampless cover (June 19, 1851) bearing the same AUS AMERIKA UEBER PREUSSEN in black and also AMERICA/UBER BREMEN in red, on letter from Darien Centre, N.Y., to Germany. This letter probably traveled on the U.S.-to-Bremen line under treaty of Mar. 3, 1845, though there is no indication of the name of steamer (or "U.S. Pkt" as was the practice later).

Mr. M.M. Kessler reports an unusual incoming letter from Archangel, Russia, sent to Boston, bearing only a single S2, tied with Boston PAID (24mm) and Boston townmark of June 12 (1857). This is apparently a "bootleg" cover; that is, it was mailed in the Boston post office without notifying the post office that it was from a foreign ship, hence ratable with 2cts supplemental SHIP fee. The letter is dated Archangel April 27, 1857, and refers to purchase of 50 tons of Zabrok flax, which Mr. Kessler finds indicates a technically rejected grade of flax; that is, an inferior grade. Most unusual for any letter to be seen from Archangel. Look it up on the map!

Mr. J.D. Baker reports a puzzling cover that some said was questionable because the rates could not be rationalized at first glance. Mr. Baker dug to the bottom of this case, thus verifying the cover and adding an unusual item to his famous collection. He writes:

The cover is from the Augustine Heard & Co correspondence addressed to Hong Kong, China. It is directed "Via Marseilles" and bears a pair of 12¢ 1860 and 2 singles of the 30¢ 1860 or a total of 84¢ postage. It bears a red "74" in red pencil and a red handstamp "2d" on the cover face. It bears a Boston handstamp of March 12 on reverse, a London Paid handstamp of March 25 on front, a Hong Kong handstamp May 7, '61 on reverse. The stamps are cancelled by a large Boston Paid.

The rate to China and Japan by British Mail via Southampton was 33¢ per 1/2 oz. The rate Via Marseilles was 39¢ per 1/4 oz and 45¢ per 1/2 oz. Since there was a 10¢ credit to the U.S., this must be a double rate. So $2 \times 39¢ = 78¢$ and $2 \times 45¢ = 90¢$, but this cover has an 84¢ rate. Here is the answer. The rate for British carriage is $2 \times 33¢ = 66¢$ for a letter weighing over 1/2 oz and less than an ounce. The rate for French overland carriage to Marseilles is not 2x but $3 \times 6¢$ per 1/4 oz = 18¢ or a total of $66¢ + 18¢ = 84¢$. There must not be many examples of this in existence.

NEW TERRITORIAL TOWNMARK - CARSON CITY U.T. - 26mm CIRCLE
AND OTHER U.T. TOWNMARKS IN THE NEVADA AREA

The list of Utah Territory postmarks in Issue 19 from the research of Dr. Carroll Chase and Mr. R. McP. Cabeen shows the known CARSON CITY U.T. townmarks as straight-lines (see USPM plate 3). Most exceptional therefore is No. 14 reported by Mr. W.O. Bilden in blue on cover with 10ct Type V, tied with blue 4-ring target on letter to Syracuse, N.Y.--1860 usage. Mr. Bilden also reports a 10ct Type V on cover with manuscript "Virginia City U.T./Sept 14th/60" also inscribed "Via Southern Overland." This date is 10 days before the previous earliest recorded date.

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

Discovery by Mr. P.H. Ward, Jr., of the cover bearing this marking, as announced in Issue No. 33, brought comment to the effect that the marking does not conform to the established pattern of markings, all set from printer's type, that comprised the Denver-area towns: str-line CORAVILLE K.T., str-line AURARIA K.T., and arch-shaped DENVER CITY K.T. (see plate 2 of USPM). It was also stated that the 4-ring target and the red color set the marking apart from the others.

The Editor attempts to explain this by referring to the well-known change-over at many towns to the small 26mm circular townmark that took place in the late '50s and in 1860 and '61. AURARIA might well have been one of the towns that obtained such a marking, but shortly after arrival the town itself became Denver City K.T. There being no circular handstamp for the new name at hand, recourse was again had to printer's type to make the well-known arch-type DENVER K.T. handstamps. Denver, itself, must later have ordered a new circular handstamp because one appeared early in 1861, but it was marked "KAS." instead of "K.T." or "C.T." Use of this new Denver (Kas) circular mark did not begin until after the region became Colorado Territory.

With regard to the 4-ring target, reference to the CARSON U.T. townmark and its associated 4-ring target (No. 14 herein and as described in the preceding) shows that targets were being sent along with some 26mm circular townmarks. That this 26mm circular townmark was also being sent to at least one other postmaster in the Gold Region during K.T. days is further evidenced by the known HAMILTON K.T. marking.

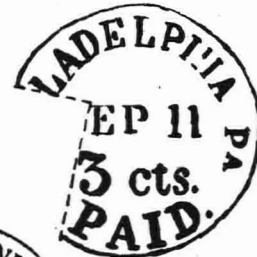
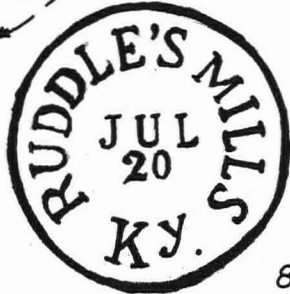
Examination of Mr. Ward's cover indicates that the marking is the single circle 26mm type; not the concentric-circle type as used later for DENVER CITY/KAS. What appears to be a suggestion of an inner circle in the smeared center is thought to be caused by the oily ink. Commenting further on this cover, Mr. Ward reports that it was found sixty or seventy years ago and retained as an example of historical Americana because of the Rocky Mountain News corner card. Only recently was the postmark examined and found to show K.T. and DEC, and to be a town having seven letters--hence AURARIA, as further evidenced by that town's being the Rocky Mountain News headquarters.

The sequence of postmarks used in the immediate area thus appears to be as follows: (1) CORAVILLE K.T. str-line, (2) AURARIA K.T. str-line, (3) AURARIA K.T. 26mm single circle, (4) DENVER CITY K.T. arch-type, (5) DENVER CITY KAS 26mm concentric-circle type. As to dates of use, anybody working with old postal-history matters knows that one cannot rely entirely on official dates of establishment or discontinuance of post offices as proving that a certain marking could or could not have been used. Furthermore, concurrent use of markings was not unusual. However, the known dates of use of markings indicate a sequence as indicated--this AURARIA circular marking usage being tentatively set at December, 1859.

TEEKALET, WASHINGTON TERRITORY

This town is one of the few W.T. towns that had a handstamped townmark in the 1853-'61 period, but its location does not appear in usual sources. It is now reported that this town is now called Port Gamble; it is located at the north outlet of the Hood Canal on the eastern shore. The name was changed from Teekalet to Port Gamble in 1867.

LUNDY'S LANE PA.

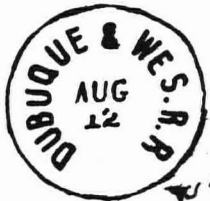


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ADDENDA AND CORRIGENDA -- I

August, 1959

(Also includes changes to be made in Pricing Pamphlet of May, 1959)

For convenience of reference, the changes shown on page 11 of the Pricing Pamphlet of May, 1959, are repeated. Aside from a few obvious typographical errors, the significant items to be changed are indicated in the following:

- Page 12, 2nd para., last line: Change "p. 312" to "p. 314."
- Page 15, 1st para.: Add "Mail with listed markings to or from Pacific Coast has added value because of usage as shown in Schedule A-28. Apply the extra value as per footnote of A-28 of the Pricing Pamphlet."
- Page 33, upper left: Change "CENTER" to "CENTRE."
- Page 40, bottom-left caption: Plate position is 19L1(e); not 1911(e).
- Page 49: Add note to marking (G24): "The marking shows COLUMBIA in error."
- Page 61, top: Add "Markings Nos. 14, 15, 16, and 17 are from singles; town of origin unknown."
bottom left: The Jewett City marking is M7.
- Page 67, upper right: Correct spelling is "Larrabee's."
bottom caption should read "DROP 1c".
- Page 71, sec. 2, bottom right: Rarity number of Vicksburg WAY/6/Cents is 10; it has been noted tying a 3ct '51 to cover.
- Page 89, lower left: Interchange the "3" and "5" in the 2nd and 3rd lines from bottom.
- Page 91, bottom 4th para.: Change to read "Br. Pkt. service was via Cunard Line except that in year ending June 30, 1861, the Galway Line (Atlantic Royal Mail Steam Navigation Co.) carried a small part of Br. Pkt. mail."
- Page 92: 2nd line from bottom at right: Change "or" to "of."
- Page 108: In column headed "Phila. /Br" at intersections with lines reading "to France via Havre direct" and "beyond France via Havre" change "p" to "-".
- Page 110: 1st para.: Change "by the land route" to "by U.S. mail routes."
- Page 122, 2nd para. 3rd line: Add words "or usage" after each of the words "marking." This admits of handling cases of rare markings and exceptional uses as indicated by the Note appended to Schedule A-28 of the Pricing Pamphlet.
- Page 124, middle-left: Omit rarity 7 of NEVADA COL. TER. and substitute "see A-2."
- Page 134, lower-right, Ty VIII: Omit "7" at right of "rect. curved." Change "5" to "7" at right of "36x24."
- Page 149, 1st sentence 2nd para. Omit "at least the compiler has not seen any" and substitute "those applied at New Orleans on mail handstamped to show origin on the New Orleans, Opelousas & Great Western R.R. are rare exceptions (see ref. 13, page 106)."
- Page 157, description of "To Europe -July 8, 1851": Change "five" to "six".
- Page 160, bottom line: Change "176" to "177."
- Page 166, top para.: Change to read "These stamps are no farther apart vertically than Type I stamps because the cutoff of top and bottom frame lines was about offset by closer spacing of reliefs on the new 6-relief roller. Hence grade stamps as if Type I after noting that a frame-line cut-in at top or bottom of a Type I stamp becomes a design cut-in of a Type II stamp."
- Page 177: It is suggested that the margins of the main part of the book be annotated so the changes on this page will not be overlooked.

Applying to Pricing Pamphlet -- May 1959 edition:

- Page 3, item 5. Add "Evaluate stamp as a single; not as on cover." Also make similar notations for items 6 and 7.
- Page 8, Schedule A-22: Values for Rarity Nos. 1 and 2 are \$5 and \$15, respectively.

ADDENDA AND CORRIGENDA -- II

August, 1959

Additions to Schedules from Items noted in Issue 34 of U.S. 1851-'60 Chronicle

The descriptions include "Ch34" to identify source. If not illustrated, "ref" is added.

Schedule A-1	Rarity	Schedule A-11	Rarity
<u>Pennsylvania</u> LUNDY'S LANE PA. s1-49x4 Ch34	9	DUBUQUE & WES. R.R. (D-6) C-26 Ch34	10
Note: The oval ATHENS ILL of Ch34 is listed on page 177 of USPM.			
<u>Schedule A-2</u> <u>Illinois</u> OREGON/D/III. K6-30 Ch34	5	<u>Schedule A-13</u> <u>Virginia</u> Buckhannon L14-18 Ch34	3
<u>Kentucky</u> CRITTENDEN/D/Ky K7, 18-28 Ch34	4	<u>Schedule A-14(d)</u> <u>New York</u> Westmoreland M16-19 Letters of P A I D are in points of open 5-pt star with "3" in center Ch34 ref.	10
<u>New Hampshire</u> GRAFTON/D/N.H. K1-24 dc Ch34	3	<u>Schedule A-27</u> ADVERTISED 1 CENT 59x5 Brooklyn, N. Y. Ch34	5
WEST CONCORD/msD/N.H. K1, 7-26 dc Ch34	3	N-----D/ADV C-32 Ch34 (probably New Haven Ct.)	5
<u>Ohio</u> ATHENS/D/O K1-29 Ch34	5	<u>Schedule A-28 (f)</u> <u>Utah Ty</u> CARSON CITY U. T. C-26 Ch34	9
<u>Schedule A-7</u> <u>Kentucky</u> RUDDLE'S MILLS C-37 Ch34	9		
<u>Schedule A-8(b)</u> DOVER N. H. /D/3CTS PAID C-34 Ch34	10		