

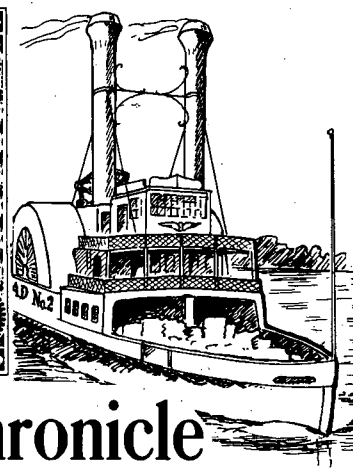
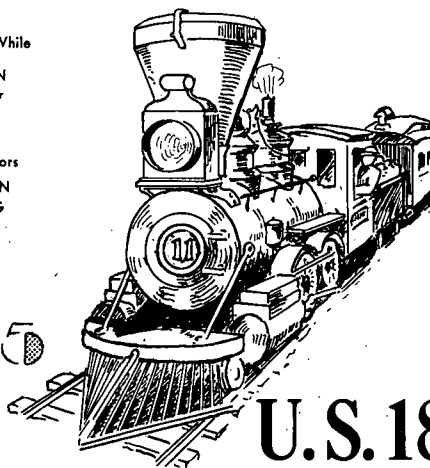
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## U.S. 1851-'60 Chronicle

Publication date of Issue No. 35, Dec. 10, 1959; one copy free to members; extra copies to members (except Issues Nos. 1 and 8, out of print), 40 cents. Issue No. 1 is photostat form, \$1.50; Issue No. 8 is not needed for postal-history data. 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 provided credit is given. Members are invited to report new items, but are requested not to send for inspection until notified to do so. While such items are in Ye Editor's possession they will be cared for as if they were his own, but no liability because of loss is assumed by him or this Unit. Items will be returned with insurance coupons under a mailing-insurance policy at value stated by member, or at Ye Editor's estimate if no value is stated.

Addenda and Corrigenda in Chronicle apply to the Unit-sponsored book U.S. POSTAL MARKINGS 1851-'61 AND RELATED MAIL SERVICES (abbreviated USPM) except when they relate to matters not included in USPM.

### THE 1851-'60 ISSUE AT A.P.S. LOS ANGELES CONVENTION

This issue of stamps loomed large in the exhibit at the 73rd Annual A.P.S. Convention held at Los Angeles, Sept. 14-20, 1959.

The Grand Award went to Barrett G. Hinder for selected pages from his U.S. 1847-'69 collection. Among the 1851 imperfs were noted a strip 7-8-9R1(e) with excellent margins, a strip 98-99-100R2 with giant margins, a strip 3ct on cover with red N.Y. Express Mail--98-99-100L0--from the rarest plate, also many superb o.b.'s, all plated. The feature of the 5ct imperf page was a strip of three with giant margins to France. Among the 10ct was noted Type IV 54 and 64LL, and the feature of the 12ct page was a 12ct bisect VIA NICARAGUA. The perforated stamps were represented by a 1ct Type IA on cover and many others, a 3ct 98R11(1) on cover, three pairs of 5ct Ty I brown on cover to France, many 10ct and 12ct including use with Hawaiian stamps and the U.S. POSTAGE PAID marking. Covers with singles of 24ct, 30ct, and 90ct were shown, the latter being of the earliest known date and the only single known used on cover.

A. Richard Engel won the Section Award for 19th Century U.S. with a magnificent showing of singles of all major varieties of the issue, perfectly centered--and also of the reissues.

### 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.

J. D. Baker Jr. won the Postal History Award for Postal Routes between Pacific Islands and Eastern U.S. and Europe. He showed many VIA NICARAGUAS, INDEPENDENT LINE North Star & Yankee Blade, and another Independent Line via Noisy Carriers. Many Hawaii-U.S. combinations and expresses were shown, including a California "Eureka" escutcheon cover with FREEMAN handstamp. A 12ct bisect tied with SONORA str.line with 1851 year date, a strip of 10ct on Choo-choo cover to Germany via Prussian Closed Mail, and two marvelous Pony Expresses with running horse (of St. Joseph and San Francisco) climaxed the exhibit.

Martin Stern Jr. won a First with his 1847-'61 stamps and covers, among which was a 3ct perf cancelled SPECIMEN with an opinion by Dr. Carroll Chase that it is genuine. A strip of 5ct Ty II brown on cover with N.YORK PAID HAMB.PKT/D/10, and a cover with 21ct rate (1856) to France via England, prepaid by a 10ct, a pair 3ct, and on 10ct Nesbitt were also noted.

Norman Elliott won a First with his 19th Century Regular Issues. Noted was a 1ct (1R1(e)) on cover with Boston townmark containing "1", a 30ct on cover to France via Br. Pkt, and a remarkable cover N.Y. to San Francisco bearing a 10ct 1847 tied by N.Y. ocean-mail and grid (Aug. 21, 1851), lost for ten years--and finally delivered in 1861 when a 1ct plus three 3ct perf were added.

Leon Hyzen won a Second with U.S. Locals and Carriers--showing many combinations with U.S., among which was a 3ct imperf on cover with Price's City Express.

M. C. Nathan won the Philatelic Research Award for his study of early covers of Sacramento. Noted was a 3ct Nesbitt with NC-RR/POST, which his research indicates to be NOISY CARRIERS RIVER ROUTE POST.

M. C. Nathan Jr. showed Civil War patriotics used to or from California, the latter obviously of greatest rarity.

Robt. A. Hanson won a First with his Nevada townmarks. Noted was a CARSON VALLEY U.T. on 10ct Nesbitt.

Dr. S.H. Goodman won a Second for Calif. manuscript townmarks. Noted on stamped covers or Nesbitts of our period were such unusual ones as Ottitewa, Fort Jones, Omega, Plum Valley, Rabbittown, San Antonio, Staples Ranch, Red Dog, Millerton, Bucksport, Secret Ravine, Meadow Valley, Charleston, Taylors Ranch, Whisky Creek, and Rio Vista. Mrs. Goodman showed a frame of valentines among which was a 1ct Type V cover bearing Sacramento DROP/1ct.

Donald B. Brooks won a Third for postal history of Los Angeles. His showing included several L.A. townmarks of our period, one marked "Overland Mail."

Henry H. Clifford won a First for his California Gold Rush Express covers. Noted particularly were a LELAND & McCOMB/SOUTHERN EXPRESS, a RHODES & CO/EXPRESS RED BLUFF, also a VIA NICARAGUA-LELAND and a VIA NICARAGUA-SULLIVAN--all stamped or Nesbitt covers

Ruth Chaloner, now the owner of the well-known Henry Chaloner collection of Western Express Covers, won a Second for Western Express covers, comprising examples of nearly all known markings and franks--with printed historical descriptions of each company.

T. W. Simpson received the Sescal Philatelic Achievement Award, reported as being for the book, U.S. Postal Markings 1851-'61 and Related Mail Services. He showed not for competition 47 pages of stamped covers or Nesbitts of the period having railroad- and domestic-waterways route-agent markings, the latter group being perhaps the most complete so far assembled.

## PLATING AND PLATE VARIETIES

Mr. P. E. Baker reports discovery of the third known copy of variety of S5 that has been designated by Dr. Carroll Chase as T98. It is the rare double-repaired-relief variety from top row of an unidentified plate. The variety was described in Issue 22, page 5. The double repair comprises three vertical lines instead of a group of dots as is the case with the other known double repairs (10R11(e,i,L), 7R15, 8 and 9R20). Dr. Chase's report in Issue 22 lists several other characteristics of the T98 variety which will aid quick check of a stamp thought to be "it."

It is reported that Mr. M. L. Neinken has completed manuscript and illustrations for a revision of the Ashbrook book on the 10ct stamp, and that it will include plating instructions. This long-needed book will fill a big gap. Publication date has not yet been announced, but it is anticipated that it is not far from actuality.

Also Messrs. Morris Fortgang and M. L. Neinken have completed their studies as to plating all or nearly all positions of the 1ct stamp in its various perf and imperf plates beyond what was accomplished by Mr. Ashbrook. That the Fortgang-Neinken work is original and extensive is attested by the fact that the Ashbrook reconstruction work did not go far into the Type V and VA stamps beyond such complete panes as existed, also plate 3 of the imperf was only started. It is to be hoped that the results of the Fortgang-Neinken work may be made available through the medium of an illustrated book, preferably sponsored by our Unit.

Included in the Ashbrook Estate was plating information for the 12ct, plate 1. Ye Editor does not know the whereabouts of this information, but if the present owner is agreeable to releasing it for photographing, a publication sponsored by our Unit would seem to be a worthy project.

Plating of the 3ct stamp, imperf and perf, represents entirely the original research of our Honorary Member, Dr. Carroll Chase. From time to time we read in the press reports of "reconstruction" by others. These refer only to "reconstructions" from already plated copies--originally obtained from Dr. Chase, or from copies that clearly match the ones originally plated by him. The most that others have done is to have supplied Dr. Chase with multiple pieces--with perhaps a tentatively marked plate position for his verification--thereby enabling him to extend his plating, as described by him in our Perfex Book of 1957, page 41 et seq.

Several who possess these 3ct "reconstructions" have done excellent work in improving the condition of the stamps on their "plates." There are probably two sets of the 2600 positions of the imperf 3ct "plates" that are in very fine to superb condition as to all positions. Ye Editor's "plates" are about 90% very fine as to the original stamps--and a duplicate is provided in most instances to show the incomplete part of any stamp not very fine. Several other members have them in similar or better condition. A pen-cancelled stamp is not reduced in grade when it is used in a "reconstruction" as such varieties often better show the complete design.

Next to Dr. Chase, the leader in assembling 3ct "reconstructions" is Mr. R. McP. Cabeer who not only has the 2600 positions of the imperf in marvelous condition but also is well on his way toward completion of reconstructions of such of these imperf stamps as were perforated (S3)! The completion percentage recently reported by him as to these is as follows: 2(L)-40%; 3-57%; 4-82%; 5(L)-53%; 6-65%; 7-99%; 8-65%.

Mr. Cabeer's "reconstructions" of the S4 stamp show plate 10 complete in early and intermediate states and with only one position lacking in the late state. His plate 11s are completed as follows: 11(e) - 97%; 11(i)-96%; 11(L)-74%. As to S5, he reports plate 15 as 76% complete.

When sending the above data at Ye Editor's request Mr. Cabeen emphasized again that we all should send to Dr. Carroll Chase any pairs, strips, or blocks that we may have of the perforated 3ct stamp Type II or IIa (S5 and S4). Dr. Chase's check of these items might be the key to extension of his reconstructions. Mr. Cabeen consistently has sent Dr. Chase all such multiple items. So many of us neglect this cooperation that is so clearly due our Dean. Dr. Chase's appeal for such items is well stated in his Perfex article, page 50, by the words "Can't someone help me out?"

#### STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

Publication of USPM brought a deluge of mail as to varieties not included. Instead of describing each one and then repeating the description as an Addendum for USPM, the description will be found in the ADDENDA AND CORRIGENDA for USPM included herein. The discoverers and usage are listed below with illustration number on the plate:

- No. 1 SILOAM N.Y. G.E. Hargest, on cover with S2
- No. 2 Rouse's Point Village O. Salzer, on cover with S2 (1853)
- No. 3 MILL CREEK VA. O. Salzer, on cover U9 Nesbitt
- No. 4 BERLIN CENTRE, O. R. A. Siegel, on cover with S5
- No. 5 Chester, O. O. Salzer, on cover with S2, apparently stencil cut.

#### UNUSUAL CIRCULAR TOWNMARKS

- No. 6 WEST HARTFORD CONN. A. H. Bond, on cover with S2
- No. 7 CLARINDA IOWA J. W. Milgram, on U10 Nesbitt
- No. 8 CLOVERPORT KY O. Salzer, on cover with S3

Not illustrated, but of interest are the following markings on cover noted in the O. Salzer collection:

HARTFORD/D.VT 24mm diam. on cover with S5. There is a second inner circular outline that extends only along the part of the circle that is not subtended by the word HARTFORD.

HOLDEN/D/MAINE C-32, double-lined circle and state name spelled-out

Mr. W. R. Head reports BALTIMORE/D/MD. rimless in blue, 29 mm diam., tying S2, used Sep. 20, 1853. The marking is illustrated in Art. 18 of Ref. 9 of USPM and also shown therein with 1855 year date. However, the 1855 year-date has not been reported over the years by any member, nor is it shown in the Dr. Carroll Chase book, so listing with 1855 year date is at present withheld as it might have been on a stampless cover.

Mr. J. E. Minor calls attention to the fact that the LYKENS, PA. townmark with ornaments (Sched-A-2 in USPM and page 254 of the Dr. Carroll Chase book on 3ct) has diamonds that consist of thin diagonal lines, not solid black.

#### TOWNMARKS DENOTING INDUSTRIES

Although No. 9 FACTORY POINT VT. refers only to the place where a factory is located it certainly denotes an industry (similar in designation to COTTON GIN PORT), hence is includible in the listing. This interesting marking is reported by Mr. T. K. Webster as on cover with S5.

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

Mr. F. A. Valentine reports that in a recent Los Angeles auction three covers were sold bearing the typical oval-type B & O. R.R. station-agent marking, reading SIR

JOHN'S RUN/ yr D/ B. & O. R.R. Two covers tie S5 and bear dates of Nov. 21, 1860, and Oct. 26, 1860, respectively. The third cover is stampless and bears date Mar. 9, 1861, and FREE. This town name is new to the record; it is assigned Remele No. B2S-k.

Mr. N. N. Van Brunt reports No. 10 on single S5 (top row) reading L. & I. M. R.R. with trace of date. Dr. Carroll Chase reported to him that in his opinion the marking is genuine and that it is judged to be a postmark of the St. Louis & Iron Mountain R.R., thus a new and very rare marking. Ye Editor notes that because the letter L is the final letter shown of what is at left of the "&" it is probable that the reading in that part of the marking is "St. L." If this is the case, probably the marking is a station-agent marking; that is, the complete marking might show a town name at the bottom. The Remele book illustrates an IRON MOUNTAIN R.R. (No. I-8) in which the designation occupies the complete circle.

For USPM listing this marking is tentatively assigned to the STATION-AGENT group.

Mr. J. E. Minor sends tracing for No. 24 DETROIT & TOLEDO Br. R.R. as a composite of the one in his collection and the one in the Remele book, thereby completing the marking in all parts.

#### DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

The scarce HUDSON RIVER MAIL N.Y., 34mm diam, route-agent marking is classified in the railroad group, but it is known stampless, used before completion of the railroad, hence it was a waterways route-agent marking during that period. Only one such cover has been reported. Now comes Mr. W. L. L. Peltz with another, also stampless, used May 13, 1850, addressed to Catskill, Green County, N.Y. The letter was written on the back of the folded letter to which it was apparently a reply.

#### OBLITERATORS

- No. 11 negative star, Worcester, Mass., ties S2, G. E. Hargest.
- No. 12 hour glass, Worcester, Mass., ties S2, A. H. Bond.
- No. 13 criss-cross grid, Naperville, Ill., ties S5, T.K. Webster.  
This marking is shown in the Zereski book as from E. Troy, Wis., but it has not been possible to establish that it was so used. Mr. Webster made a careful investigation.
- No. 15 small sunburst in circle, Millville, Mass., ties S5. Associated with this on the same cover is No. 14 that does not appear to have significance; perhaps it was privately applied. The cover is addressed to Lowell, Mass., J. W. Milgram.
- No. 16 geometric, Gorham, Me., ties S2, J. W. Milgram.
- No. 17 cloverleaf, Cloverport, Ky., ties S3, O. Salzer (See USPM Sched A-13).
- No. 18 four-leaf clover, Vinton, Iowa, ties S5, W. W. Westholm.
- No. 19 bird-with-letter, town unknown, on pair S5, I. E. Baumbach.  
This design was much used for sealing letters and on sentimental mail. Perhaps it was privately applied. USPM listing will be withheld until it is associated with some town.
- No. 20 truncated star semi-solid, Northfield, Vt., ties S2, O. Salzer.
- No. 21 angled grid, Wakefield, R.I., ties S2, E. D. Cole.
- No. 22 grid and colorless cross, Rushville, N.Y., ties S5, A. S. Wardwell.
- No. 29 extra-large grid. Lisbon, N.H., ties S2 (1852), R. C. Burleigh.

Mr. O. Salzer reports the following target obliterators not previously listed (Issue 27):

- 4-ring target Trenton, N.Y., with S5
- 7-ring target (18mm) Graniteville, Mass., with S5
- 7-ring target Grasshopper Falls, Kas., with S3

He also reports a 5-point star, 18mm across points, on S5, of Marlboro, R.I., also a large batch of covers from Shrewsbury, N.J. with S5 are cancelled by a single rectangular bar 7mm x 18mm. A rimless grid of Winooski Falls, Vt., was also noted, 26mm diam, having one half of the grid composed of horizontal lines and the other half of vertical lines. The grid is rimless, in blue, and ties S2.

Mr. P. E. Baker reports 4-ring target, Greenwich, Mass., tying S5.

Numerous modifications of simple grids were also submitted by various members, but as stated in USPM, ordinary modifications are not listed; there would never be an end to it if they were.

#### DROP-LETTER MARKINGS

These are listed in USPM as in townmarks or associated with a rating mark; i.e., DROP/1ct and so on. No. 23 illustrates a new classification: the word DROP without rate or town. The marking is in black on a letter addressed to New Orleans, bearing a N.O. townmark having 1859 year date which ties S4. From the address, etc., it appears that this letter originated out of N.O., was addressed to Carroll Hoy & Co. in care of Floyd & Hixson. The latter crossed out their name and presumably deposited the letter in the drop box at the post office. The 3ct stamp overpaid the drop fee, so a rating mark was not applicable; hence the use of the plain encircled DROP.

During all the compilation of USPM no hint of a plain DROP without a rating numeral came to light. Reports of other examples are requested.

#### STEAMBOAT -- SHIP

From a large group of STEAMBOAT markings on covers sent by Mr. J. H. Scruggs Jr. there was found No. 25 of Mobile on U10 Nesbitt, size 43 x 4 mm. It is decidedly different from the 43 x 5mm listed in USPM. There are thus three Mobile STEAMBOATS used during the period.

Also new to the record is No. 26 SHIP, Baltimore, in blue on cover with S2, associated with DUE 2cts. This interesting item is reported by Mr. R. W. Murch on letter addressed to Franklin, New Hampshire, United States--also marked mss "Ship", thus attesting its off-shore origin. The S2 prepaid domestic delivery and the DUE 2cts was for collection of ship fee.

Mr. O. Salzer shows a single S5 bearing an almost complete strike of the 26mm N.YORK SHIP LETTER/ MAY/20. This marking is well known in the 1861-and-later period, but so far as Ye Editor knows has not been reported on a cover with stamps of the 1851-'61 period.

#### "WAY" MARKING (WATERWAYS OR STAGE-COACH?)

The cover illustrated with S2 tied with "Way Letter--1 Cent" having pointed hand at left is reported by Mr. H. A. Meyer as owned by Mr. N. J. Grabert. This cover post-marked at Stapleton, N.Y. is addressed to Troy, N.Y. It was brought to the Stapleton post office by a carrier on his route between post offices. He received 1ct way fee, and the letter was marked as verification that the fee had been paid. It is not believed that this marking has previously been reported; certainly it is a splendid example of application of the regulations relating to WAY letters.

Even though Stapleton (on Staten Island) was a minor waterways port, this cover is surely a stage-coach WAY letter, because it is unreasonable to suppose that any steamboat would stop at Stapleton to place a letter in the postoffice for transmission to Troy, N.Y. Such a boat would surely have taken the letter to New York City for that purpose.

## DUE -- FORWARDED -- ADVERTISED

Many of these markings were submitted for listing, but as stated in text of USPM there was almost no standard style, hence each post office was free to prepare whatever it pleased. Obviously no complete listing can be attempted. However, No. 27--Due 1--of New York deserves listing because it is one of the few seen for collection of the unpaid pickup carrier fee of 1ct. This marking is on cover with S5 from New York, dated Sept. 21, 1860, submitted by Mr. A. S. Wardwell.

No. 30 3/DUE is an unusual arrangement on a single handstamp--used at Hillsborough Bridge, N.H., on cover with S5, submitted by Mr. T. K. Webster. No. 28, FORWARDED in circle is reported by Mr. G. A. Hargest--used with S5 at Yellow Springs, Ohio.

## TERRITORIALS

No. 14 of Issue 34 reported the discovery copy of CARSON CITY U.T. circular townmark. Mr. M. C. Nathan reports another. His cover also bears the Patten & Bunker's Humboldt Express printed frank; it is addressed to Marysville, Calif., hence doubtless carried locally by the express company and then placed in U.S. mail at Carson City.

Mr. O. Salzer reports what appears to be a new early date of use of the handstamp of FORT SNELLING that bears traces of the word "Iowa" at bottom instead of "M.T." Mr. Salzer's cover is dated Sep. 1, 1851, and bears S1--also an early date for adhesive. This interesting marking is listed in the Chase-Cabeen book as used from Sep. 7 (probably 1852) to May 16 (probably 1855). No such marking with "M.T." is listed in the Chase-Cabeen book, from which it appears that the described marking continued in use thruout the territorial period.

## TOWNMARKS INCLUDING PAID and/or RATE NUMERAL

The list of towns at which a townmark containing straight-line PAID 3 or 3 PAID at bottom on a stamped cover continues to grow. Those infrequently used (USPM Sched A-8b) should have added the following:

LAWRENCE MASS./D/3 PAID, G. E. Hargest.  
 QUINCY, ILLS./D/3 PAID, L. E. Turley.  
 PAINESVILLE, O/D/3 PAID, W. R. Head.

The above are all on covers with 3c stamp: S5 or S2.

## TRANSATLANTIC MAILS

The featured discovery since our last issue is most certainly that made by Mr. M. W. Schuh who reports a cover exchanged thru Philadelphia via the direct Havre route to France. Though such a routing is listed in USPM as possible under the treaty, no example had come to light when the USPM listing was prepared. The cover is to Paris and bears the red exchange marking PHILADELPHIA/PAID/NOV/18/3, similar to No. 11 of Sched. A-23b. The usual octagonal ET. UNIS SERV. AM. D/HAVRE receiving mark is dated Dec. 1 (same type as No. 34 on plate). The stamps are T2 and S5 both cancelled by black grid. This cover undoubtedly was sent to New York for placing aboard the boat, as were the few known examples of similar covers exchanged thru Boston. The year of use is 1859.

From Mr. G. E. Hargest come the tracings numbered 31 to 38, grouped in pairs--one of the pair being the French receiving mark, the other the next applied transit mark. Though these markings do not embrace all there are--for the Calais markings are not shown, nor the circular-with-inner-octagon Am. Pkt. marking applied in the treaty period, they show interesting uses as follows:

Via HAVRE direct Nos. 31 and 32--The OUTRE MER circular receiving mark was applied to Am. Pkt. mail until it was superseded by the octagonal type (No. 34). Unusual is the LIGNE-DU-HAVRE (No. 32) applied perhaps on the train, as the cover was one to Paris. The later style (No. 33) tells a similar story but names the PARIS terminal.

OPEN MAIL THRU ENGLAND VIA BR. PKT Nos. 35 and 36: The cover, also to Paris, has 5cts prepaid, thence carried via Br. Pkt, and across channel, and was received on the mail train for Paris or at Paris, where No. 36 was applied.

OPEN MAIL THRU ENGLAND VIA AM. PKT Nos. 37 and 38: This pair is similar to the preceding. The prepayment was 21cts, which brought the letter to the British port.

Nos. 35-38, incl. are from a recent find of correspondence to Charles Toppan (of the firm that printed the 1851-'60 issue) addressed to him at Paris. Nine more covers from this find were in the B. G. Daniels Sale of Nov. 2. They represent all the three routes of French pre-treaty mail (i.e., before Apr. 1, 1857). Exceptional in the group is one showing the OUTRE MER circular marking indicating direct routing via the HAVRE LINE. It bears three S2 and one T-1 and red New-YORD/D/AM. PACKET exchange marking of April 8 (1853).

Mr. J. L. Norbeck reports a July 1, 1851 cover to France, prepaid stampless, but interesting as used on the first day of the period of our study.

Our member Dr. Rene' Hamer of Amsterdam reminds us that the USPM first date of use of the 30ct stamp must be advanced to Aug. 8, 1860. Dr. Hamer reported the cover completely in Collectors Club Philatelist of Jan. 1958. The letter is dated Aug. 8, 1860 at Boston and it bears the Boston BR. PKT. Aug. 8 exchange marking. Stamps are S5 and a 30ct both tied by a Boston PAID. Destination of letter is Tunis. The credit to France is shown by a red "28", thereby retaining to U.S. 5cts for its inland postage and shore-to-ship.

Corrigenda I for USPM that appeared in Issue 34 referred to the Galway Line (Atlantic Royal Mail Steam Navigation Co.) as carrying British Pkt mail in the year ending June 30, 1861. From Maj. Frank Staff's The Transatlantic Mail it is noted that this line carried mail alternately from Boston and New York. Service eastbound began July 17, 1860, at New York followed by July 31 from Boston. Service was suspended because of inability to meet contract requirements on Jan. 26, 1861, was reinstated March 26th, and contract was cancelled May 18, 1861.

#### COLLECTING OLD U.S. -- WHICH WAY THE TREND

Truthfully it can be said that the 1851-'60 Unit No. 11 is vigorous, progressive, and has made great strides since its organization eleven years ago. Whereas all but one or two others of the APS Units have fallen by the wayside, our group retains its early enthusiasm, has shown a fair growth in membership, and financially it is one of the most solvent of the philatelic groups--as witness Treasurer Fortgang's report in the last Chairman's Chatter.

However, rather than rest on our oars, let us examine certain trends to see if we can do anything to offset their negative effect on our kind of collecting. And what is said herein applies with equal force to those who collect old U.S. of any period as well as Confederates.

The positive side of the story of why we enjoy collecting "our issue" is stated in USPM on page 7 under the heading "Why Collect the U.S. 1851-'60 Issue." It presents a strong case that should appeal to any non-collector of the issue who seeks another field for intellectual exercise.

But working against the growth of our kind of collecting are several influences which if examined may point the way to overcoming the handicaps that they impose.



First, it is apparent that many of the smaller dealers are no longer paying attention to old U.S. They can't obtain supplies to sell except by auction bidding or buying such few old collections as come across their counters. Naturally they gravitate toward later stamps of which a supply can be had from the usual stamp wholesalers or the new-issue services. Along with this trend is a serious lack of knowledge of some of the fundamentals of our issue of stamps. Dealers--even some who are members of our Unit--are in several instances badly mixed up as to the recognized types of the 1ct, 3ct, and 10ct--and they cannot distinguish the recognized colors of the 5ct perf stamp. Ask such a dealer to show you his stock of 26a (S4 with discontinuous side lines) and like as not much of it will be top- or bottom-row copies of No. 26 (S5). Similarly ask to see No. 10, and many will be of an 1856 shade of No. 11. The situation as to covers is also somewhat similar, particularly if they are to foreign points. "Has interesting transit marks" is about as far as some dealers (and auction catalog writers) seem able to go.

Naturally this condition has its effect on the inquiring collector--who is tactfully steered away from what he is sometimes told is "fly speck" collecting, etc.

Second, aside from the excellent P. H. Ward Jr. column in Mekeel's there is little now appearing in the philatelic press concerning old U.S., whereas years ago when Dr. Carroll Chase and Stanley B. Ashbrook were actively writing the average collector was ardently following stories of our issue, much as thousands of present-day Britishers still take delight in the intricacies of the penny black, penny red, and associated century-old stamps. Though our Chronicle has always carried a notice to the philatelic press that articles could be copied, not a single article has so far been copied! Can it be that we are making so little dent on the body philateliqye?

Inquiry of a leading publisher brings out the fact that he would be delighted to publish articles about our issue if we would prepare them, but that the articles that appear in Chronicle pre-suppose a knowledge of the issue that his readers do not possess. He solicits rewrites in a semi-popular vein of anything published in Chronicle. He will use a "press release" now and then that goes to all stamp papers, but he prefers that the article be written for his use though this does not preclude our submission of articles on the same subject, but differently worded, to other papers. Weekly Philatelic Gossip also will give us their front cover for illustrating significant covers, if we will merely supply the photographs--as many as one front cover out of every four or five. Western Stamp Collector and its associated Covers magazine are both anxious to receive articles. Stamps (and presumably also Linn's) is desirous of similar material as well as support for its U.S. Issues column, which still has not gotten far off the ground since Mr. Konwiser withdrew. Several years ago we received an invitation from the Philatelic Congress for an article about our issue to appear in each Congress book. None has so far been sent them.

The gigantic work of David Lidman in producing the CENEX and PERFEX books of our issue in 1951 and 1957 indicate what can be done when there is a firm resolution to do it. Many of the articles in those publications deserve to be paraphrased and perhaps somewhat simplified and abbreviated for the philatelic press. The yeoman work of Mr. Morris Fortgang in issuing press releases as to the Unit's activities is another case in point.

In addition to the preceding two influences--dealer lack of knowledge, and lack of supply of data suitable for publication--others that have a bearing on the future trend may be summed up briefly as (3) lack of exhibit representation, (4) disorganized method of collecting on the part of our own members, which may be described as accumulating material in such a manner that it cannot be shown to a visitor or at an exhibit. So many are "way behind in their mounting"--or their collection is inadequately mounted or lettered, etc. It is not vital that regular album pages be used; the small pocket

books with cellophane fronts for holding covers are okay, if well lettered descriptively on the back of the preceding page.

WHAT TO DO ABOUT IT: The following suggestions are offered--

- (1) Sponsor an educational album somewhat similar to the one circulated years ago by Mr. L. J. Shaughnessy, but which has since become unavailable. Circulate this among the stamp clubs along with a "paper" to be read in connection with the album. The Shaughnessy album contained only original stamps and covers. With the increased scope of our Unit, probably only a few stamps in the album should be originals (the common ones), and the balance full-size photos of significant items.
- (2) Sponsor an APS slide-series on the issue and its uses--for circulation by APS Central Office as are the similar slide sets in this APS program.
- (3) Make a determined effort to have articles prepared for the philatelic press. There is plenty of writing talent in our Unit; the job is to "ask and ask" until something gets done. Ye Editor cannot undertake more responsibility than he is already exercising as to our Chronicle and USPM, but he will gladly check sentence structure, punctuation, and perhaps submit a few copy suggestions with respect to any articles that a member may write for the stampic magazines. Strong interest in this program by our top Unit officers would surely bring some results.
- (4) Designate a committee to see to it that so far as possible a suitable representation of our issue appears in the important sectional and international exhibits.
- (5) Schedule a program for improving dealer understanding of our issue--by endeavoring to induce the membership to see to it that dealers in their vicinities know something about the issue, by identifying items in their stocks--suggesting suitable selling prices, etc.
- (6) Patronizing our own Sales Dept. by sending it items for sale. Dr. Amonette reports that such material as he receives is almost entirely 3ct. Why not try our Sales Dept. to which even dealers might go for purchase of clearly identified stamps and covers purchasable at a sufficient discount to permit the dealer to receive his proper profit and the Sales Dept. to clear the expense of handling.

With regard to articles for the stamp magazines, some have said that if they had an article they would write it for Chronicle because it "needs support." Ye Editor is not in sympathy with this idea at all. Our Chronicle will get along okay as the source of new information, etc. What we need now as a group is more articles of a semi-popular kind in the stamp magazines if our ranks are to be held to present level and so as to recruit our fair share of bright young members for the research work of tomorrow.

MAIL \$1.00 TO YE EDITOR FOR INDEX TO CHRONICLE FOR ISSUES NOS. 1 THRU 33

At long last--and as the result of yeoman efforts by Messrs. C. A. Pfahl, J. D. Baker, and Drs. S. H. Dike and G. A. Smith--the mammoth Index of all items in these 33 issues is now available. The index contains over 1500 subject heads, and under each head are shown issue, page, and plate-number references for every mention of that subject in any issue. Thus if you wish to know about Canadian Rate and Exchange Markings, you find this subject discussed in five issues. A typical one is indicated by "26-6 / P6" which means Issue 26, page 6, and illustration No. 6 on the accompanying plate."

A stock of these indexes is in Ye Editor's hands--and our Directors have decided that because of the cost of producing this index (not to mention the enormous job of compiling it) a charge of \$1 should be made, postpaid.

#### ADDENDA AND CORRIGENDA

This section applies to items in issues of CHRONICLE that are not included as a part of book U.S. Postal Markings 1851-'61.

Issue 16, page 12: Add: (37A) Left edge of upper left block joined with top frame line (45R2(L))--2.00

SILOAM N.Y. Apr 9  
1

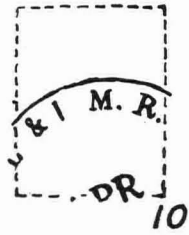
Rouse's Point Village  
Sept. 192

MILL CREEK VA  
SEP 26  
3

BERLIN CENTRE, O.  
Nov 26 4

Chastert, O.

July 30  
5



STEAMBOAT 25

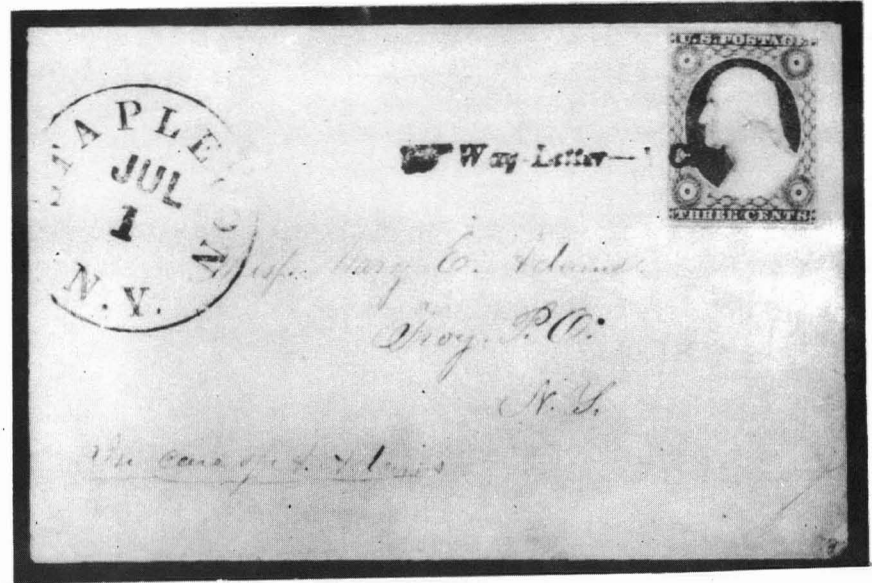
DUE 2 cts.

SHIP 26

Duel 27



3 DUE 30



Page 67, upper left: Add (23) as description of the Watertown PAID/III.

Add to introduction of Sched. A-15: "The marking DROP without numeral, though not a rating mark, is included in this schedule for convenience."

Change rarity number of New Orleans C-21(5) from 9 to 8.

Page 91, Add to first para. Prepayment could be in money or stamps or combinations thereof.

Page 102: Add, "15) PHILADELPHIA/PAID/D/3 C-31 (cr. France 3c of 15c prepaid via Am. Pkt. to Havre)"

Page 108: At intersection of column "Phila Am." and row "to France via Havre direct" change "p" to "10"

Page 145: Add to upper caption, "except in case of Str. Natchez."

Page 156, bottom line under Thirty Cent: Change "Aug. 10" to "Aug. 8"

Additions to schedules for markings illustrated in Chronicle Issue 35 or mentioned:

Schedule A-1	Rarity	Schedule A-13	Rarity
<u>New York</u>		<u>Illinois</u>	
Rouse's Point Village s1 53x4 Ch35	10	Naperville L7-21 Ch35-13	6
SILOAM N. Y. s1/moD 28x2 Ch35	10	<u>Iowa</u>	
<u>Ohio</u>		Vinton L24-21 Ch35-18 clover	6
BERLIN CENTRE, O s1 36x2 Ch35	10	<u>Maine</u>	
Chester, O. s1 27x42 Ch35	10	Gorham L24-21 Ch35-16	4
<u>Virginia</u>		<u>Massachusetts</u>	
MILL CREEK VA/D s1 29x5 Ch35	10	Millville L11-12 Ch35-14	4
		Millville L12-17 Ch35-15	5
Schedule A-2		Worcester L11-27 6pt neg. Ch35-11	6
<u>Connecticut</u>		Worcester L24-17 hourglass(?)	
WEST HARTFORD/D/CONN. K16-32		Ch35-12	4
dlc Ch35	4	<u>New Hampshire</u>	
<u>Iowa</u>		Lisbon L5-24 Ch35-29	4
CLARINDA/IOWA K7, 18-38 Ch35	7	<u>New York</u>	
<u>Kentucky</u>		Rushville L7-16 Ch35-22	3
CLOVERPORT/msD/KY K7, 18 Ch35	5	<u>Rhode Island</u>	
<u>Maine</u>		Wakefield L7-11 Ch35-21	2
HOLDEN/D/MAINE K2-32 Ch35	4	Marlboro L11-18 Ch35	4
<u>Maryland</u>		<u>Vermont</u>	
BALTIMORE/D/MD K7-29 Ch35	3	Northfield L12-15 Ch35 -20	6
<u>Vermont</u>		Winooski L7-26 Ch35	4
HARTFORD/D/VT K4-24 Ch35	3	Schedule A-15	
		DROP without numeral	
Schedule A-7		New Orleans, La. C-21 Ch35-23	8
<u>Vermont</u>		Schedule A-18(1)	
FACTORY POINT C-31 Ch35	6	STEAMBOAT	
		Mobile 43x4 Ch35-25	5
Schedule 8A-8b		Schedule A-19	
Stock style infrequently used, add		<u>Baltimore</u>	
QUINCY, ILLS., LAWRENCE, MASS.		SHIP 23x6 and DUE 2cts Ch35-26	8
PAINESVILLE, O. Ch35	2	<u>New York</u>	
		N. YORK SHIP LETTER/D C-26	9
Schedule A-12		Schedule A-27	
B & O R.R. SIR JOHN'S RUN Ch35	9	a) FORWARDED C-21 Ch35-28	5
--L. & I. M. R. --	10	c) Due 1 20x10 New York Ch35-27	7
(probably ST. L. & I. M. R.R.		3/DUE 18x18 Hillsborough Br N.H.	4
station-agent marking, seen only		Schedule A-34 Stage-Line WAY	
on single)		Stapleton N. Y., pointing hand and	
		Way Letter - 1 Cent 43x3 Ch35	10