

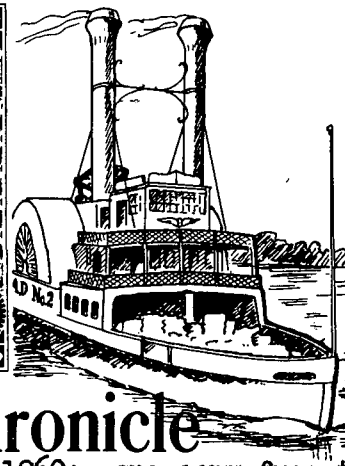
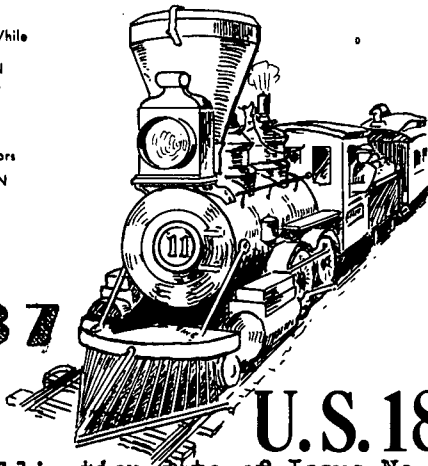
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U.S. 1851-'60 Chronicle

Publication date of Issue No. 37, September 22, 1960: 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, \$1.00; 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.

References to USPM in Chronicle refer to the Unit-sponsored book U.S. POSTAL MARKINGS 1851-'61 AND RELATED MAIL SERVICES.

DR. CARROLL CHASE — MR. MORRIS FORTGANG

According to the understood division of editorial scope between this Chronicle and our Chairman's Chatter, the former reports technical data and the latter covers news, personalities, and activity of the Unit.

However, the deaths of our revered honorary member Dr. Carroll Chase and of our esteemed secretary-treasurer Mr. Morris Fortgang, both since our last issue, represent such a serious loss to our Unit and such personal loss to me and to all Unit members that I cannot do otherwise than start this issue by expressing my profound sorrow, knowing that I am also speaking in that respect for all members. The contributions of both Dr. Chase and Mr. Fortgang to the knowledge of the stamps we study is so well known and outstanding that they will serve as monuments to both men for all time. But their memory mostly will remain fresh in the hearts of all of us also because of their warm friendship and unstinting willingness to lend a helping hand so we could all benefit promptly from the results of their years of research.

The necrology and biography of both have been fully reported in the magazines, so what I add are only a few personal comments. Dr. Chase as president of APS signed my APS share-certificate when I joined in 1921, and his articles in the American Philatelist on the 3ct 1851-'57 stamp started my interest in the issue. But it was not until early in World War II that I was privileged to meet him in New York a few days after his arrival from France. At that time he had not learned of the safe arrival of his

SYMBOLS USED IN THIS ISSUE

To conserve space the following symbols are sometimes used in this issue to designate the principal varieties. The symbol is at left of hyphen, and its Scott's U.S. Specialized Catalog number or other designation is at right of hyphen. Postal markings described are in black unless otherwise specified.

One cent: R1-5; R2-6a; R3-6a (less distinct); R4-7 (pls 1(e)&2); R5-8A (pl 1(e)); R6-8(99R2); R7-7(pl 3); R8-6; R9-(pl 4, TyC); R10-7(pl 4); R11-8(pl 4); R12-8A(pl 4); R13-9; R14-4R1 (L). If any of the preceding is perforated, affix "perf." R15-24; R16-Ty5a (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.

false-bottom trunk that contained his stamp treasures (it had miscarried in Spain). A few visits at his home in New Hampshire, where Mrs. Chase so graciously joined in extending hospitality, and the meeting at CENEX in 1951 were the only personal contacts that my living in California permitted. However, thru correspondence he supervised the building my 3ct plate reconstructions and provided continual help in other ways--none of which can ever suitably be acknowledged.

Mr. Fortgang's path and mine crossed first at CENEX in Philadelphia in 1951 where we were all enthralled at the knowledge shown by this mild-mannered gentleman who then called himself "a disciple of Ashbrook." His later showing of the 1ct stamp and its uses at PERFEX in 1957 will long be remembered as a high point of the exhibit. This and his two articles about the stamp in the Perfex Yearbook attest the heights his research had attained. His later visit with Mrs. Fortgang in our home in California gave further opportunity to appreciate this kindly warm-hearted man and his charming wife. I am also overwhelmingly appreciative of his efforts in supplying material for my book on postal markings, for his assistance as an associate editor of this Chronicle and for his prompt and business-like attention to all matters having to do with his duties as secretary-treasurer and as director of this Unit.

Tracy W. Simpson

* * * * *

VICTORIA V.I. to LONDON -- 1860

Illustrated (No. 13) is a cover from the collection of Mr. E. B. Jessup bearing a pair and single of X9 each tied with New York red grids, and also bearing red NEW 19 YORK exchange marking that credits England with 19cts for British packet transit from New York plus British inland. The cover originated at Victoria, V.I., and is backstamped with blue oval WELLS, FARGO & Co/APR.14/VICTORIA. The face of cover also shows London receiving marking of May 29 '60. The 30ct prepayment is a 1ct overpayment of the 29cts postage rate from Pacific points to England.

The cover is unusual because it was apparently carried from Victoria to New York out-of-mail in a Wells, Fargo bag and posted in New York. The 30ct postage met the legal requirement that mail carried out-of-mail had to have regular postage, but the requirement that it be in Nesbitt envelope was not met. Of course there was no 29ct Nesbitt envelope, but a 10ct Nesbitt with adhesives added would have been a more normal use. It is not certain that the 10ct stamps were applied at Victoria, but it is probable that they were. If applied by the Wells, Fargo agent at New York he must have had his wits about him to know that 29cts postage was required instead of the usual 24cts for New York to London transit.

EXTRACTS FROM HERETOFORE UNPUBLISHED DOCUMENT RELATING TO
FRENCH-DUE RATES ON LETTERS THRU ENGLAND FROM OR TO UNITED STATES

Prof. Geo. E. Hargest recently discovered new information on this subject from his study of a group of Treaties (in French). It is to be noted that the rates became effective Dec. 1, 1851, whereas formerly it had been assumed that these rates were in effect considerably earlier; also note that the rates are on a not-exceeding basis rather than a less-than basis as to weights. Prof. Hargest's translation from the French document is as follows:

DECREE OF FRANCE, which fixes the rates of postage for letters originating in or destined for the United States of North America, conveyed by British packets or by American packets, plying between the said States and Great Britain. Paris, November 19, 1851.

Decree: Article I. On the date of the 1st of December, next, the rate of postage on letters originating in or destined for the United States of North America, which are to be conveyed by British packets or by American packets, plying between the said States and Great Britain will be collected by the office of administration of posts for France, in conformity with the rates inserted in the following:

Editor's Note: The original table extends lengthwise of a page, but in condensed form reduces to the following:

References to Rates in designated numbered lines below:

Origin ^{or} Destination of Letters.

Lines 1 and 2. France and Algeria

Lines 3 and 4. Parts of the Mediterranean where France Maintains Post Offices

Designation of the route for the conveyance of letters between England and U.S.

Lines 1 and 3, By British packets

Lines 2 and 4, By American packets

Line	LETTERS ADDRESSED TO THE UNITED STATES			LETTERS ORIGINATING IN THE UNITED STATES				
	Require-ment for prepay-ment	Limit of pre-payment	Postage to be paid by the sender for each single rate letter	Require-ment for prepay-ment	Limit of pre-payment	Postage to be paid by the sender ^{receiver} for each single rate letter		
			Fr. c.			Fr. c.		
(1)	Compulsory	American Port of Arrival	1	30	Compulsory	American Port of Departure	1	30
(2)	Compulsory	British Port of Departure	-	80	Compulsory	British Port of Arrival	-	80
(3)	Compulsory	American Port of Arrival	1	80	Compulsory	American Port of Departure	1	80
(4)	Compulsory	British Port of Departure	1	30	Compulsory	British Port of Arrival	1	30

Article II. Single letters are to be considered those whose weight will not exceed 7-1/2 grammes. Letters whose weight is from 7-1/2 grammes to 15 grammes inclusive, will be subject to 2 times the postage of a single letter; those from 15 to 22-1/2 grammes inclusive, 3 times the postage of a single letter, and so forth, adding to each 7-1/2 grammes over 7-1/2 grammes, one additional single-letter postage.

Article III. Anything contrary to the present decree contained in the arrangement of July 4, 1849 concerning letters originating in or destined for various foreign countries, are and remain abrogated.

Article IV. The minister of Finances is charged with the execution of the present decree, which is to be included in the Bulletin of the laws.

Made at the Elysee National, November 19, 1851.

Louis Napoleon Bonaparte

The Minister of Foreign Affairs acting for the Minister of Finances.
TURGOT.

FRENCH POSTAL-NUMERAL DUE MARKINGS ON LETTERS FROM U.S. TO FRANCE
FROM JULY 1, 1851 (or before) TO APRIL 1, 1857

Editor's Note: The following is a revised extract from a bulletin prepared by your editor, issued by Philatelic Research Society, 3822 Harrison Street, Oakland, Calif. The recently discovered information on this subject as noted in the preceding article referring to Prof. Hargest's discoveries is included.

Collectors of U.S. foreign-mail covers have long been intrigued by the curiously shaped numeral markings that appear on letters to France mailed prior to the U.S.-France Mail Arrangement that became effective April 1, 1857. The markings show the amount in decimes due from the recipient in France. The amounts varied according to weight of the letter, whether to a port of entry or to an inland point, and according to the route by which the latter was transmitted from U.S. to France. For purpose of this report the French franc is assumed to equal 19cts; hence one decime approximates 2cts.

These odd numeral markings (see A to G on Plate) were impressed on the letters by means of handstamps, except where a handstamp was not available. They were not handwritten as might be supposed from their near-script form. It has been stated that they were issued in hand-stamped form to reduce petty forgery that sometimes occurred with the handwritten numerals used previously (e.g.--a 6-decime letter changed to 16, so the clerk could pocket an extra franc).

U.S. Portion of Rate to France by Usual Mail Routes:

Full understanding of the French collect-due numerals requires a knowledge of the routes by which the letters arrived in France, because the French collect-due numerals differed according to the route. These mail routes are described in USPM (p. 93), but are listed herein for ease of reference. The handling of mail arriving by private ship is not considered, as it was insignificant in amount--although for a time late in the period mail from U.S. thru England could be routed officially from several British ports to ports other than Calais if mail deliveries would thereby be speeded. Such an unusual routing did not apparently alter the collect-due amounts in France from what they were if regular routing thru Calais had been used.

The regular mail routes of the period (U.S. to France) were as follows:

ROUTE 1: Open Mail via British Packet to England--sailings from New York and Boston.

Rate: 5 cts U.S. postage (10 cts from Pacific Coast) for 1/2-oz. letter or less, double postage for over 1/2-oz; quadruple postage for over 1 oz to 2 oz. There was no triple rate. Prepayment required.

ROUTE 2: Open Mail via American Packet to England--sailings from New York.

Rate: 21 cts U.S. postage (26 cts from Pacific Coast) for a 1/2-oz letter or less, double postage for over 1/2 oz to 1 oz; quadruple postage for over 1 oz to 2 oz. Prepayment required.

ROUTE 3: Via U.S. Mail Packet Direct to Havre--sailings from New York.

Rate: 20 cts for up to a 1/2-oz letter; double, triple, quadruple, and over rates at 20 cts per 1/2-oz or fraction. Prepayment required.

ROUTE 3A: Same as Route 3, except that according to the U.S. Postal Laws and Regulations, edition of April 1855, prepayment to points in France or Algeria by the sender could be made for letters of 1/4 oz or less, of 30 centimes (6cts) if destination was Havre, and 60 centimes (12 cts) if destined to any other part of France or Algeria. These rates are respectively doubled on letters over 1/4 oz to 1/2 oz, an additional rate being charged for each 1/4 oz or fraction. These rates are added to the U.S.-France rate.

Descriptions of the three basic mail routes in the preceding specify sailings from certain U.S. ports. However, the U.S. postal markings associated with transatlantic mails were not necessarily applied at the post offices of the ports from which the vessel sailed. Thus, Boston American Packet markings are found on covers sent by Route 2. Also apparently letters could be sent by Route 3 with American Packet mark applied at Boston.

Mail by "First Steamer":

It will be noted that the required U.S. postage prepayment was 5 cts, 21 cts, and 20 cts for the routes Nos. 1, 2, and 3, respectively. In order that the letter could be placed on the first steamer sailing it was customary to apply 21 cts in stamps for up to 1/2-oz letter, etc., and inscribe "By First Steamer" or equivalent on the letter. This would pay postage if the first steamer sailing was on Route 2, and it would be an overpayment if the first steamer happened to be one sailing on either Route 1 or 3.

U.S. and French Weight Bases:

French internal rates are based on the unit of 7-1/2 grammes (approximately 1/4 oz) and the U.S. rates are based on units of 1/2 oz. Because of the fact that 7-1/2 grammes does not exactly equal 1/4 oz, and similarly 1/2 oz does not exactly equal 15 grammes, one cannot be certain that a combination of U.S. stamps and of French collect-due markings found on a cover will always represent what at first glance they purport to be. Thus, for example, a letter weighing exactly 15 grammes weighs 0.53 oz, thus requiring double-rate U.S. postage as well as double-rate French collect-due markings. However, if the letter weighs 14.18 grammes (equals 1/2 oz), it requires single rate U.S. stamps and double-rate French collect-due markings.

Reduction of French collect rate on British Pkt. (Route No. 1) Mail from U.S. for Jan., Feb., and March 1857.

On or about January 1, 1857, France reduced the collect-due rate on mail from U.S. via British Packet thru England (Route 1) so it was the same as that for U.S. mail via American Packet thru England (Route 2). That is, England reduced its charge to France on British Packet mail from U.S. so it did not exceed the charge made for American Packet mail from U.S. This was done in spite of the fact that Great Britain paid the Cunard Line for ocean transit from U.S. on British Packet mail whereas it paid nothing for ocean transit from U.S. on American Packet mail.

This reduction of rate occurred during the time that a treaty between U.S. and France was being negotiated. This became the U.S.-French mail treaty effective April 1, 1857 (see USPM, p. 93).

Tabulation of French Postal-Numeral Due Markings Applied in France on Mail from U.S. via Routings Nos. 1, 2, and 3.

From study of covers, and knowledge of how the rates were originally computed, the following tabulations show the due-numeral markings to be expected on the various classes and weights of mail,--on the basis of French weights in units of 7-1/2 grammes (approx. 1/4 oz).

Route No. 1 Open Mail via Br. Pkt.:

U.S. Postage 5 cts per 1/2 oz with premium for larger weights as previously mentioned.

	Single Rate per 7-1/2 g.	Multiple Rates					
		2 X	3 X	4 X	5 X	6 X	7 X
Before Dec. 1, 1851*	<u>15</u> decimes	<u>30</u>	<u>45</u>	<u>60</u>	<u>75</u>	<u>90</u>	<u>105</u>
Dec. 1, 1851 to Jan. 1, 1857	<u>13</u> decimes	<u>26</u>	<u>39</u>	<u>52</u>	<u>65</u>	<u>78</u>	<u>91</u>
Jan. 1 to Mar. 31, 1857	<u>8</u> decimes	<u>16</u>	<u>24</u>	<u>32</u>	<u>40</u>	<u>48</u>	<u>56</u>

*Data as to rates prior to Dec. 1, 1851, supplied by Prof. G.E. Hargest who also supplied the Dec. 1, 1851, date when the reduced rates became effective.

Route No. 2 Open Mail via Am. Pkt.:

U.S. Postage 21 cts per 1/2 oz with premium for larger weights as previously indicated.

	Single Rate per 7-1/2 g.	Multiple Rates					
		2 X	3 X	4 X	5 X	6 X	7 X
Dec. 1, 1851 to Apr. 1, 1857	<u>8</u> decimes	<u>16</u>	<u>24</u>	<u>32</u>	<u>40</u>	<u>48</u>	<u>56</u>

Note: It is not known to the author whether or not the rate was greater prior to Dec. 1, 1851.

Route No. 3 Am. Pkt. Direct to Havre (or Other French Port):

U.S. Postage 20 cts per 1/2 oz with premium for larger weights as previously indicated.

To Inland Point	Single Rate per 7-1/2 g.	Multiple Rates					
		2 X	3 X	4 X	5 X	6 X	7 X
July 1, 1851 to Apr. 1, 1857	<u>6</u> decimes	<u>12</u>	<u>18</u>	<u>24</u>	<u>30</u>	<u>36</u>	<u>42</u>
To Havre only. Starting date unknown - to Apr. 1, 1857	<u>3</u> decimes	<u>6</u>	<u>9</u>	<u>12</u>	<u>15</u>	<u>18</u>	<u>21</u>

Total postage (U.S. prepaid plus French Collect-due).

The preceding rate listings provide means for obtaining the total postage from origin in U.S. to final destination in France for any weight of letter and mail route. As an example, assume a 1/2-oz letter (slightly less than 15 grammes) mailed in 1855 to a point in France (not port of entry). Such a letter is single-rate in U.S. and double-rate in France. Assuming the decime equals 2 cts, the rate comparison is below.:

	Route 1 Br.Pkt. via England	Route 2 Am.Pkt. via England	Route 3 Am.Pkt. via Havre
U.S. portion, prepaid	5 cts	21 cts	20 cts
French portion, collect	<u>52</u> cts	<u>32</u> cts	<u>24</u> cts
Total	57 cts	53 cts	44 cts

PRINCIPAL USES OF THE MARKINGS ILLUSTRATED ON THE PLATE

The references below relate to minimum-weight letters to which the markings apply. Their use for multiple-rate letters is obvious.

- A -- 1/4-oz letter U.S. to France (inland) via Am.Pkt. Direct-to-Havre
 B -- 1/4-oz letter U.S. to France (inland) via Am.Pkt. thru England;
 also same via Br. Pkt. Jan. 1 to Mar. 31, 1857.
 C -- 1/2-oz letter U.S. to France (inland) via Am.Pkt. Direct-to-Havre
 D -- 1/4-oz letter U.S. to France (inland) via Br.Pkt. thru England
 E -- 1/4-oz letter U.S. to France (inland) via Br.Pkt. thru England before
 Dec. 1, 1851.
 F -- 1/2-oz letter U.S. to France (inland) via Am.Pkt. thru England;
 also same via Br.Pkt. Jan. 1 to Mar. 31, 1857.
 G -- 1/2-oz letter U.S. to France (inland) via Br.Pkt. thru England.

RAILROAD ROUTE-AGENT AND STATION-AGENT MARKINGS

(Reported by W. W. Hicks, R.A. #3, Contributing Editor)

No. 7 is reported by Mr. W. Wyer tying U-10 Nesbitt to Ann Arbor, Mich. From his data is compiled the following to conform to writeups in the Remele book.

CINCINNATI, HILLSBORO & CHILLICOTHE R.R.

CL7-1/2 CIN. HILLSB. & CHILL. R.R. O 30mm Black -- 1851-'57

It is assumed that the "O" stands for Ohio. Postal designations refer to Hillsborough, but R.R. timetables refer to Hillsboro. We adopt the latter spelling as now used. There was no railroad of this name. The marking refers to route-agent service on three postal routes as follows:

Cincinnati to Loveland	23 miles (see Little Miami R.R.)		
Loveland to Hillsboro via Blanchester via Hillsboro & Cincinnati R.R.	37 miles	1855	6 trips per week
Blanchester to Chillicothe via Marietta & Cincinnati R.R.	57 miles	1855	6 trips per week

Perhaps the last named railroad did not become Marietta & Cincinnati R.R. until later, but it is so designated in 1857 when the two routes became rearranged as follows:

Loveland to Marietta	174 miles	1857	12 trips per week
Blanchester to Hillsboro	21 miles	1857	6 trips per week

By June 30, 1856, the line had been extended from Cincinnati to Athens, O., hence it is probable that the marking was used only a short time, perhaps for a year or less.

The route from Cincinnati to Loveland is now part of the Pennsylvania System and the remainder is part of the B. & O.

Station List (1858): See Little Miami R.R. for stations Cincinnati to Loveland. Loveland, Spence's, Level, Blanchester, Clinton Valley, Martinsville, Vienna, Lexington, Leesburg, Monroe, Greenfield, Salem, Frankfort, Chillicothe.
Hillsboro Branch: Blanchester, Westboro, Lynchburg, Hillsboro.

The John A. Fox Sale of Aug. 9, 1960, had a group of covers showing the three varieties of markings of the Milwaukee & Mississippi R.R. (Remele Nos. M10-a, b, and c). It is understood these are from the R.L. Hustis collection and formed the basis of the listing of the Wisconsin Postal History Society. There were five of the MIL. & MISS R.R., two of the MILWAUKIE & MISS. R.R., and one of MILW. & MISS. R.R. WIS.

1851-'60 ISSUE AT WESTPEX

Page 7 of Chairman's Chatter No. 37 mentioned the A.P.S. awards granted to Unit members at this outstanding exhibit in San Francisco--the first of yearly exhibits sponsored by the western group in the hope it will promote western philately as PipeX and others promote it in the east. There were numerous awards presented by groups other than APS. Among them was the U.S. Cancellation Society Award won by Dr. Gerald B. Smith for an outstanding exhibit of 1ct 1861 singles and covers. Dr. Smith's prize-winning collection of 3ct 1851 specialties was not exhibited.

Other outstanding pieces from Unit member's exhibits of the 1851-60 Issue were noted as follows:

J.M. Clary. Strip of three S5 and R15 tied by circular CARSON VALLEY /U.T. to San Francisco, Jul. 2, 1860; 3ct Nesbitt Wells Fargo E frank with oval WELLS FARGO & CO CARSON CITY Ty XXI; 3ct 1860 Nesbitt E frank with Ty IV WELLS FARGO & CO/Express/SILVER CITY U.T.; also a 1Oct 1860 Nesbitt tied with large circular VIRGINIA CITY/UTAH along with frank of Langton's Pioneer Express.

Miss Ruth Chaloner (from the former Henry Chaloner collection). Nesbitt express franks as follows: ALTA oval of San Francisco; FREEMAN ovals of Grass Valley and Columbia; GREENHOOD & NEWBAUER of Weaverville; LANGTON of Downieville; TRACY on 3c 1860 Nesbitt frank to Portland, Ore.; WELLS FARGO 3ct 1860 Gothic oval of VIRGINIA CITY, plus a profusion of Wells Fargos of other types.

M.C. Nathan. Exhibits in two groups--Western expresses and Pacific mails of San Francisco. The former included Nesbitts with express handstamps and franks as follows: ALTA oval of Jamestown, also of Angels and Forest Hill; FREEMAN of Diamond Springs, Volcano, Mok Hill, Angels, Tehama, Grass Valley, and Sacramento; PACIFIC of Marysville, Los Angeles, Columbia, Stockton all small ovals, and Murphys, Big Oak Flat, Chinese, Folsom and Sacramento, all large ovals. Among the Western Mail group were a wide assortment of all known types of VIA NICARAGUAs and NOISY CARRIERS. A legal cover with 6ct red Nesbitt on buff along with pair 1ct and four S2, all tied San Francisco for double 1Oct rate, was also outstanding.

Ye Editor's exhibit comprised 3ct 1851-'60 specialties not on cover--an educational exhibit showing reliefs, plate varieties, plate numbers, imprints, color chart, usage of each plate, etc. No plate reconstructions were shown.

STRAIGHT LINE, OVAL, AND ODD-SHAPED TOWNMARKS

Mr. A.S. Wardwell reports a single S5 bearing illustration No. 11 in blue--a portion of an oval marking--S FLAT. Examination of the stamp also shows what appears to be a part of a Wells Fargo marking. Can it be that the oval townmark applies to a California town such as SHAWS FLAT or MOORES FLAT? Who can identify this marking?

TOWNMARK MISCELLANY

"Happy New Year/Miss Sprague" is the cheery manuscript cancellation on S5 apparently applied by the postmaster of Bolton, Mass., on a letter addressed to a Miss Sprague. Why put a humdrum "X" on the stamp when he knew Miss Sprague and she knew him; too good an opportunity to miss. This happy cover is reported by Mr. W.C. Peterman.

Mr. A.S. Wardwell reports No. 1, ENGLISH NEIGHBORHOOD N.J. in sans serif letters on cover with S4. This odd-named town is listed in an 1854 Gazetteer as in Bergen County 5 or 6 miles north of Hoboken, containing two churches and several stores. Federal Registers report postmaster compensation for 1852 \$31, for 1856 \$47, and for 1858 \$54. New Jersey historians doubtless know the present status of this settlement.

No. 6 with extra-line ornamentation OOSoola MAIN, on cover with S1 also with state name spelled out, is reported by Mr. A.S. Wardwell.

No. 2 LITTLETON, N.C., with script, "N.C.," reported by Mr. E.R. Guilford, is typical of several markings that show the state initials in script form, evidently customary with a certain handstamp maker. LEESBURG, Va. is another example. This variation is not thought to be of such significance that it deserves USPM listing, but it is an interesting variation.

Mr. A.H. Bond reports Nos. 3, 4, and 5 for Schedule A-2 of USPM, as follows: SUTTON, MASS on S2 with ornamental lines, the same with both lines and circle removed (on S5), and the WEST SUTTON MASS. with large dots between town and state designation (on S5). Pmc for West Sutton was only \$36 for 1857. Mr. Bond also reports BERNARDSTON, MASS., on S3 and COLERAINE, MASS., on S2 between circles of same style as the Paris, Me., and Mason Village, N.H., of Sched A-2, indicating same source. He also reports an extra-large 38.5mm BROOKFIELD, MASS on S2.

Mr. D.T. Beals III reports late dates of use as follows: V3 with Charleston 1862 year date, and S5 of Redford (probably N.Y.) with 1863 year date.

Unusual as an Industrial Town Name is TYE RIVER WAREHOUSE, VA. on stampless letter dated 1855, reported by Mr. P.E. Baker. If found on cover with stamps this will be listed in USPM. This 'town' in Nelson Co. had postmaster's compensation of \$135 reported for years ending June 30, 1857, so it was comparatively a busy place.

GEORGETOWN D.C. and WASHINGTON D.C. "WAY" -- A RAILROAD "WAY

USPM shows a WAY marking for Georgetown D.C. as 20 x 5mm and another of Washington D.C. as 21 x 5mm, the illustrations being closely similar--both having a wide space between W and A. A group of covers, all bearing S1 and used in 1851, from the collection of the late Arthur R. Davis shows destination Georgetown D.C. and the WAY from which USPM listing was made. These covers do not bear a Georgetown postmark nor do they show other indication that the WAY was applied at Georgetown. However, one cover of the group bears a red Washington D.C. townmark which clearly implies

that the WAY on that cover was applied at Washington, according to the Regulation that provided for a WAY to be placed on the letter at the postoffice to which it was delivered by the carrier claiming the 'way' fee.

Furthermore, all covers show origin at New York, though without a New York postmark, and the one with the Washington postmark shows a date of writing the letter one day before the date of the Washington pmk. It is thus evident that this cover (and doubtless the others of the group) came by railroad. Further support for this viewpoint is supplied by A.G. Hall's article in American Philatelist, July 1943, which states that route agents were not employed at the New York end of the route until 1852. What happened, apparently, is that the letters were given to a railroad employee at New York and carried as WAY mail--then delivered by a railroad employee at Washington D.C. for a 'way' fee--then despatched to Georgetown in the mails.

From the evidence of this case, the Georgetown WAY is being deleted from USPM. It is also clear that in this instance the WAY applied at Washington is a railroad WAY instead of a waterways WAY. However, the listing of the Washington WAY as a waterways handstamp is retained because there was much river and bay traffic that carried way letters to Washington.

Thanks are due to Mr. H.A. Meyer and Mr. L.L. Downing for information from which this note was compiled.

"WAY" of NANTUCKET, MASS. .

WAY (No. 10) from collection of the late Prof. A.R. Davis ties S2 on cover from New Bedford to Nantucket, Mass. The cover bears date of June 13, 1854, and also has a vertical red crayon mark that perhaps designates the 1ct paid to the steamboat captain. As it was a regulation that the WAY had to be applied at the postoffice to which the steamboat carried the letter, it is evident that this marking was applied at Nantucket, and is the first such marking reported. Contract mail service between New Bedford (Woodshole) and Nantucket existed through the 1850's. In 1854 it was Route 649 (see Issue 27, page 6).

RATING MARKS AS OBLITERATORS

No. 12, reported by Mr. J.W. Milgram, is a rough sketch (not traced) of a large shield containing stars and negative PAID/ 3 CTS tying S2 on cover postmarked W. Randolph, Vt, addressed to New Hampshire. This extraordinary marking has patriotic aspect, but use of S2 indicates the probability of its being issued before the agitation preceding the War Between the States.

OTHER OBLITERATOR NEWS

No. 9 odd small-block obliterator of Enfield, Mass., is reported on S5 by Mr. A.H. Bond. Mr. P.E. Baker reports a 4-ring target on S5 of Dublin, Va.

LAKE CHAMPLAIN S.B.

The illustration of this marking in 26mm size listed in USPM is designated as "NT" (not traced). Thanks to Mr. H.A. Meyer, a photo of the actual marking is shown as No. 8. Mr. Meyer's example is from a cover of the Plimpton period, but it is most probably from the same handstamp as used in early 1861 when the 26mm marking came into use.

ACROSS-THE-ROCKIES 10ct RATE, JULY 1, 1861

Dr. S.H. Dike seeks data on covers to or from territories that show the 10ct rate for across-Rockies mail under the Act of Feb. 27, 1861 (effective July 1). The distance must be less than 3000 miles to come within this Act. His search to date shows only one cover that seems to meet requirements. It bears X9 and is from Salt Lake City, U.T., to Illinois, and from study of the cover it is highly probable that the date of use was 1861. He would also like to know of any covers having Pacific Coast origin that show 10ct rate for less than 3000 miles under this Across-Rockies provision.

It will be remembered that with advent of Overland Mail letters between the Pacific Coast and Mississippi River points under 3000 miles, required only 3cts per 1/2 oz, and as origin extended eastward, the eastern boundary likewise extended eastward. This 3ct rate was modified per the Act of Feb. 27, 1861, to increase it to 10cts if transit was across the Rocky Mtns, as partial compensation for the enormous costs of mail service in that area. Even examples of the 3ct rate before July 1, 1861 are scarce. Ye Editor has them from San Francisco to St. Louis (both ways) and New Orleans to Shasta, Cal.--all marked "Via Overland Mail."

LOS ANGELES-to-CANADA VIA CHICAGO and DETROIT

Under this title in Issue No. 36 was report by Dr. R.L. Landis of five covers going by this route, one of them marked "Overland via St. Louis," It was suggested that perhaps others of the listed covers also went Overland because of being exchanged at Chicago, Detroit. Dr. S.H. Dike now writes that the last eastbound Butterfield overland mail, left Tucson, Arizona, on March 6th, 1861, and the official order terminating the service called for its suspension on March 12th, 1861, hence the last trip took place before the official date of termination.

It is thus apparent that the other four listed covers could not have gone by Butterfield Overland, though as stated in the article, cover No. 2 of Aug. 10 (1861) probably went by Central Overland because of its being exchanged at Chicago.

It is also possible that the cover marked "Overland via St. Louis" may have been on the last eastbound trip because Dr. Landis reports the Los Angeles towmark is dated either Feb. 18 or 28. If the latter, the stage would be due in Tucson about 6 days later, which corresponds with the March 6th date given by Dr. Dike.

TRANSATLANTIC MAILS

The excellent research article by Prof. G.A. Hargest in Issue No. 36 brought out the fact that under certain conditions England paid U.S. the 16ct ocean transit rate on letters delivered to American packets in England for transit to U.S. The recipient in U.S. thus paid only 5cts on delivery (for the U.S. inland and ship-to-shore) instead of 21cts as ordinarily would be the case when transit was via Am. Pkt. This handling applied to letters from certain British colonies and other foreign countries that had a through rate via England to U.S.

As to why England was willing to pay U.S. this 16cts instead of holding the letter for the next British packet to U.S., it is noted that J.G. Hendy's History of Postmarks of British Isles states, page 54:

A convention was signed in London. . .1848, between Great Britain and United States. . . . Under article V the U.S. granted transit through

their territory for closed mails. . . when these mails reached New York they were forwarded by the first packet boat (either English or American), sailing for England.

Thus we may surmise that the payment to U.S. of 16cts for ocean transit by American Packet on mails from certain countries thru England to U.S. was in reciprocation of the above quoted arrangement on mail to England from various countries that passed thru U.S.

Mr. R.B. Graham sends photo and tracing of the first reported cover showing exchange at Portland, Me., via British Mails through Great Britain. The cover is prepaid with single S5 and pair and single X9 for 33ct rate U.S. to "West Coast of Africa" on letter addressed to the USS Mohican. Such usage is listed as "p" (possible) on page 108 of Schedule A-23 of USPM. The exchange marking is red PAID/OCT/19/1860/PORTLAND ME. AM. PKT., shown as No. 1 of "d" section of plate 20 (USPM). Origin is indicated by Brunswick, Me., dated townmark and straight-line PAID, both in black. The cover also bears a red "12", doubtless applied at Portland to show credit to England for all postage above the 21ct Am. Pkt. open-mail rate to British port. The cover also shows London and Liverpool transit marks. Mr. Graham writes that this letter probably was sent by England to Madeira where it was eventually picked up by a U.S. Naval courier or despatch vessel and carried to destination.

ADDENDA AND CORRIGENDA

SAILING DATES OF MAIL STEAMERS FROM SAN FRANCISCO

Please make the following change in 1854 and 1855 date toward bottom of page 3 of Issue 36 (these errors noted by Mssrs. M.C. Nathan and L.L. Downing):

Under March 1855 insert "1" on "F" line and delete the "1" on "M" line.
Under Oct. 1854 omit "16" on "M" line.

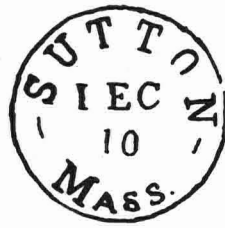
Addenda V for USPM is included herewith.



1



2



3



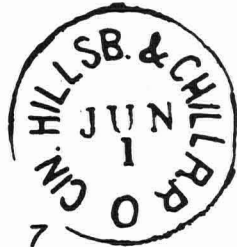
4



5



6



7



8



9

WAY

10

S FLAT

11



12
Approximate
(not traced)

6

A
6 decimes
(12 cts)

8

B
8 decimes
(16 cts)

12

C
12 decimes
(24 cts)

13

D
13 decimes
(26 cts)

15

← E
15 decimes
(30 cts)

16

← F
16 decimes
(32 cts)

26

← G
26 decimes
(52 cts)

13 →

