

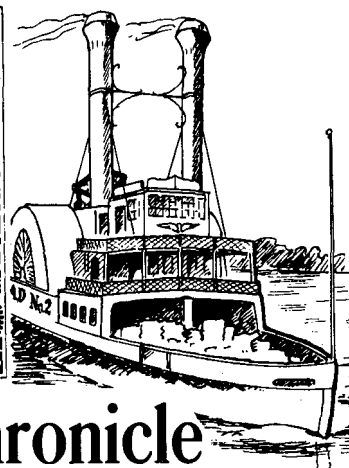
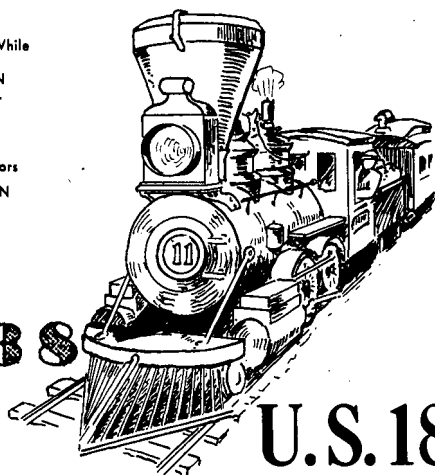
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U.S. 1851-'60 Chronicle

Publication date of Issue No. 38, January 23, 1961: 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.

MR. M. L. NEINKEN'S NEW BOOK ON THE TEN CENT STAMP

The United States Ten Cent Stamps of 1855-1859 by Mortimer L. Neinken. Cloth, 252 pages, 7 in x 10 in., 545 illustrations plus plates. Published under the auspices of the Theodore E. Steinway Memorial Publications Fund by The Collectors Club, 22 East 35th St., New York 16, N.Y. Price \$10.00 postpaid.

This excellent long-awaited book, written by the Vice-Chairman of our Unit, provides another manual relating to the interesting stamps of our issue alongside of the 1ct books of Ashbrook, the 3ct book of Dr. Chase, and the 5ct book of Hill--but in one respect, at least, it goes way beyond the scope of these other books because Mr. Neinken's book supplies complete plating information that permits any 10ct stamp from either plate to be plated from singles, except in a very few instances from plate 2 where a pair is required.

When it is recalled that authorities have long thought that plate reconstruction is virtually impossible unless the stamps show guide dots, have recut lines, or flaw characteristics, the Neinken achievement of plating this stamp is all the more remarkable, particularly as to plate 2 which has no guide dots or recut lines. Neinken's unique method of identifying the six reliefs used for plate 2, principally by noting differences in color blurs above or below the stamp is especially outstanding. He found that these blurs are associated with the reliefs and are not random occurrences on the plate.

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(a)&2); R5-8A (pl 1(e)); R6-8(99R2); R7-7(pl 3); R8-6; R9-(pl 4, Ty(C)); R10-7(pl 4); R11-8(pl 4); R12-8A(pl 4); R13-9; R14-4R1 (L). If any of the preceding is perforated, affix "perf." R15-24; R16-Ty5a(rt 14 rows pl 5); R17-20 (Ty 2, pls 11&12); R18-22; R19-18.

Three cent: S1-10; S2-11 (incl pl 1(L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: l-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 illustrations that show the plating features of each position are excellent, and we know that many of them were re-made several times to be certain of exhibiting the plating characteristics to best advantage.

Postal history enthusiasts will also be delighted with the 23-page chapter that illustrates and describes 26 covers from leading U.S. collections, heretofore never publicized so far as we know. Each cover represents some unusual use of the 10ct stamp.

The book also includes the entire text of the Ashbrook paper-bound book on the 10ct stamp that was published by H. L. Lindquist in 1936, except as to certain changes made necessary by discoveries since that date. This portion includes much data as to early Western mails--for which the 10ct stamp was produced. All illustrations of the original Ashbrook work, both photoprints and plates of postal markings, are reproduced from the original plates loaned for the project by Mr. Lindquist.

The book is as handsome a publication as has ever been produced on a U.S. philatelic subject. Detailed editing is the work of Mr. H. M. Goodkind who contributes a Foreword. This splendid book deservedly merits for Mr. Neinken and the publishers the warm thanks and heartiest congratulations of the ever-growing fraternity of collectors of early U.S. stamps and of postal history items of the period.

SPECIAL NOTICE — FULL-SIZE PHOTOS OF PLATE-NUMBER AND IMPRINT
COPIES OF 3-CENT TYPE II STAMPS (Scott Nos. 26 and 26a)

Several years ago our Chairman, Mr. J. D. Baker, purchased from Dr. Chase his master collection of these items. Mr. R. M. Carey, Unit member, has agreed to photograph all of this material, arranged as reconstructions of the imprint and plate-number copies of each pane. There are 47 photos in the set, each on 5"x7" glossy, accurately photographed full-size so that comparison can be made with any existing imprint copy (except for a very few cases) for determination of the plate (or state of plate) from which the stamp came. Dr. Chase's original comments are also on the photos.

Many imprint and plate-number copies are rare, and some have not as yet been seen. You may have some of these rarities or missing items, and comparison with these photos will tell almost instantly what you have. See Issue 23 for Dr. Chase's estimate of value and comparative rarity of such imprint and plate-number copies.

Mr. Baker writes that Mr. Carey will make these photos available so our Unit can sell them for \$23.50 per set (50 cents per print), provided enough members order sets so as to make it possible for Mr. Carey to print a reasonable quantity.

Here is a worthy research project that is rendered possible only by the generosity of our Chairman in releasing his treasures for such use. Let's all give support to this worthy cause by sending him a postcard (his address is at upper right of our mast-head) saying, "I'll take a set at \$23.50."

LAST TRIP OF BUTTERFIELD OVERLAND MAIL

By R.McP.Cabeen, Associate Editor

Though the official order calling for the termination of the Butterfield Overland mail route was dated Mar.12,1861, I believe that service was abandoned across Texas by Feb. 24,1861, and that the trip that left Tucson,Ariz, on Mar.6 was bobtailed and never got through. It might have gotten as far as El Paso, but hardly across Texas.

Texas seceded Feb.1, and on Feb.4 authorized Col.Ben McCulloch to raise 1000 men "to protect the public property"; that is, to seize all federal property in the state. McCulloch took over at San Antonio on Feb.16 and demanded the surrender of all federal

property. Gen.D.E.Twiggs agreed to this and the federal troops were at once moved out of all posts along the Butterfield route in central Texas, and either the Texans or the Indians destroyed the Butterfield property completely.

Late in 1860 a postoffice bill was before the committee in Congress which would have provided a daily mail on a central route not competing with, but supplementing the Butterfield mail. Russell, Majors and Waddell was the favored contractor but when Russell's connection with theft of some \$870,000 in southern states bonds in the Indian Bond Fund came to light he had little chance of obtaining a contract of such magnitude.

The bill went before the house Feb.2,1861, with Russell representing his firm and Wm. Dinsmore looking after the Butterfield interests. It has been said that these men discussed a merger, but before the bill had passed news reached Congress that the Texans had destroyed the Butterfield route in that state. The bill, hurriedly revamped to transfer the Butterfield line to a central route with a daily schedule and a compensation of one million dollars a year, became a law Mar.2,1861, and was offered to the Butterfield interests.

Had that company not accepted, the contract would have been put up for bidding. Under an agreement probably consummated before the bill became a law, Russell, Majors and Waddell became a subcontractor for the eastern route as far as Salt Lake City while the Butterfield interests undertook to operate the line from that city to Placerville. The postoffice department order implementing the bill and discontinuing the southern "Ox Bow" route was issued Mar.12,1861.

The Butterfield stock and equipment west of Texas was moved north to the Salt Lake City--Placerville division. Little property remained in the eastern division except perhaps in Missouri.

As to the letters listed by Dr. R.L. Landis in Issue 36 as routed "Overland via St. Louis," and those exchanged at Detroit and Chicago for Canada, I see no reason why these did not go by the central route. I suggest that letters taken as far as Tucson on the Butterfield route during the last few weeks were caught in a trap and returned to the west coast, thence sent via the Central route of the C.O.C. & P.P. Express or via Panama.

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

Under this title, Issue 37, p.11, were comments by Dr. S. H. Dike regarding the withdrawal of the 3ct rate for less-than-3000 miles provided the route was across the Rockies, as stipulated in the Act of Feb.27, 1861.

Associate Editor R. McP. Cabeen comments interestingly on this subject as follows:

"Can any documentary evidence be cited that the Act of Feb.27, 1861, was not effective until July 1, 1861, insofar as the reestablishment of the 10ct rate for less than 3000 miles across the Rockies is concerned? From the published excerpts of the law, it would appear to have been effective when signed. The July 1 date may be correct, however, since on July 10 a Washington dispatch was published in the Chicago Tribune which stated that the P.O.D. regards all places west of the Rocky Mountains as on the Pacific and within the 10ct-rate field.

"But on Nov. 3, 1861, another dispatch was printed which reads, 'The Act of Feb.27, 1861, requiring 10cts postage on mail going from east of the Rocky Mountains to any state or territory on the Pacific, and vice versa, cannot be construed to include the Great Basin in which Salt Lake City is located. Therefore the rate from that

city to any part of the United States east of the Rocky Mountains should be 3cts. (Signed) John K. Kassor, 1st Asst. P.M.General.'

"Thus, the P.O.D. moved the Rocky Mountains west into California. It was too late to have any effect on Pony Express letters. Not only Salt Lake City but all Nevada towns would be included in the Great Basin, I believe; i.e., all Nevada towns using pony mail such as Carson, Ft. Humboldt, etc."

When Mr. Cabeen's question as to the July 1 effective date of the across-Rockies provision of the Act of Feb.27, 1861, was transmitted to Dr. Dike, he replied that he reported the July 1 date on the basis of data given him by another collector and that he has not as yet been able to verify it. He does not find the point covered in the PMG's orders, but suspects it may be in a Postal Bulletin not as yet found.

It does not seem unreasonable to suppose that an Act of Feb.27 relating to Pacific Coast mails would be deferred as to effectiveness until a later date because of the time required to acquaint Far West postmasters with it (probably two months to Oregon, for example). Does any reader have anything definite on this?

EARLY HANDSTAMPS

Mr. A. H. Bond writes as follows:

At the N.Y. State Library in Albany are two pamphlets (one of 27 pp. publ. Troy N.Y. 1869 and one of 90 pp. publ. Washington 1870) setting forth the claims of Marcus P. Norton for compensation by the P.O. Dept. for use since August 1860 of handstamps infringing his patent, dated Apr. 14, 1863, which covered the combination of a townmark and canceller on the same handle. There is some indication that his earlier patent of Aug. 9, 1859, also covered this combination. In the discussion he admits that an earlier "cutting device" (the so-called patent cancel) proved defective in application. Although an official of the P.O. Dept. testified the annual saving in 1866 through use of this device was estimated to equal the salaries of 254 clerks, the Court of Claims turned down Norton's claims on technical grounds.

. . . . I have been on the lookout for early uses of the 26mm handstamps with narrow letters, both single and double-circle types. The earliest I have now for the single circle type is Aug.13, 1860 CORDAVILLE/MS and for the double-circle type Jan.30, 1860, CANANDAIGUA/N.Y.

The duplex handstamps that combined townmark and obliterator for the stamps "on the same handle" were much used at New York, Chicago, Cincinnati, and St. Louis.

FREE FORWARDING

It has been generally understood that during the 1851-60 period forwarded letters were subject to additional postage, either prepaid or "due." (see USPM p.115). However, the 1863 Revision of Laws Relating to the Post Office Dept. states Sec.58 "All letters directed to any person not found at the office addressed may be forwarded to any other office where he may be found, without additional charge of postage therefor."

Though published in 1863, this section is headed FORWARDING LETTERS(1861, Ch.12) which implies that the regulation was put into effect sometime in 1861. Further information is requested as to the exact date: whether before or after demonetization of the 1851-60 issue.

1ct DROP FEE COLLECTED AT NEW ORLEANS
ON MAIL ADDRESSED TO ABOARD SHIP

Mr. A. S. Wardwell sends a cover originating at Hampton Falls N.H. addressed to Mr. William P. Healey/On Ship John Cummings/New Orleans. La. The cover bears an S2 tied by the well-known New Orleans DROP/1. It also bears a red New Orleans pmk dated a week after the Hampton Falls pmk.

This cover suggests that it was the practice at New Orleans to place letters addressed on board a ship in the drop-letter section and collect a 1ct drop fee when it was called for by the ship's representative. The N.O. postmark was doubtless applied when the letter was placed among the undelivered drop letters. Has anybody seen or heard of similar cases?

DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

The Dr. Chase list (page 282 of his book, 2nd ed.) includes 26mm LAKE CHAMPLAIN/S.B. noted as used with 1857 issue, in black. The batch of original data on such markings given to Ye Editor by Dr. Chase several years ago does not show the source of his listing. For some time Ye Editor has been seeking an example of this marking on cover with S5 or any other use before the 1861 issue of stamps, but so far without success. Mr. H. A. Meyer also reports having noted this marking used only later than the period of use of S5.

Dr. D. H. Johnstone's recent splendid article on these Lake Champlain steamboat markings (Postal History Journal, June 1960) prompted inquiry of him if he had seen one. His reply is as follows:

Yes, I too have searched for evidence to support the listing by Chase as well as Kinwiser that the small 26mm route agent marking was known in the period of the 1857 issue. However, none to date has been located by me though such a use may some day be revealed. I listed the use beginning with the 1861 issue because I felt it best to list only those items and dates I could verify.

The item must surely exist because Dr. Chase was meticulously careful to list only items he had seen. Does anybody know of a copy showing use during the period of the 1857 issue of stamps?

Mr. W. H. Semsrott had the kindness to send for examination his cover bearing the unique LOUISVILLE & ST. LOUIS/MAIL LINE route-agent marking. This marking is illustrated as No. 41 of Issue 7 (also in USPM). It is in red on cover bearing pen-canceled S2 (8R1(L)) addressed to Jos. S. Sloan, care Messrs De La Rue & Sloan, New Orleans, La., also inscribed "Via Cairo."

STEAMBOAT DUE 2 of Norfolk, Va.

Mr. O. Salzer sends a U-10 Nesbitt tied blue Norfolk Va. bearing STEAMBOAT and a separate DUE 2 in the same blue, addressed to Richmond, Va., used Dec. 1857. This is a new usage of a DUE 2 on a letter marked STEAMBOAT of which several other cases are noted in Schedule A-18 (5) p.76 of USPM. As in similar instances, notably at Baltimore, the letter was actually a SHIP letter and should have been so marked to justify a 2cts DUE fee (letters marked STEAMBOAT indicated payment of 2cts to the boat, not collectible from addressee).

Measurement of the STEAMBOAT on this cover shows it to be 43 x 5 mm whereas the Norfolk STEAMBOAT (No.43) of Sched. A-18(1) USPM is stated as 41x5. However, the marking

on the Salzer cover is believed to be the one listed in USPM. The difference in length (43 vx 41 mm) is accounted for by the fact that the tracing from which the USPM listing was made had the upper right extension of the final T almost entirely missing when applied. The DUE 2 of the Salzer cover measures 20 x 4mm.

NEW DOMESTIC POSTAL MARKINGS

The following data refers to markings not elsewhere described in this issue. Not all qualify for USPM listing because of editing limitations. See USPM Addenda VI included herein. Items marked with (*) are not illustrated because of lack of full-size photo or tracing. If later supplied these will be illustrated in future issues.

Illustration No.	Description	Assoc with stamp	Reported by	USPM Sched
1	HUDSON. 0 str line 30x5mm	S5	R. de Wasserman	A-1
2	PAID in 5pt star with "3" of Westmoreland, N.Y. (Mentioned Issue 34)	X7	R. de Wasserman	A-14d
3	CHILLICOTHE/OHIO rimless 26mm	S2	R. de Wasserman	A-2
4	Odd encircled "3", horiz top 18mm (Identification of town desired)	S5	R. de Wasserman	A-14c
5	TYE RIVER WAREHOUSE/D/VA. 30mm Reported also by P.E.Baker, Issue 37, on stampless	S2	E. R. Guilford	A-7
6	PAID in circ.grid, blue 19mm of Brownsville, Ky on Nesbitt	U1	A. T. Atkins	A-14b
	Most unusual to find an imitation of Boston PAID used so far west.			
7	ERVING/MASS in green 32mm Undated, and letters very far from circle.	S2	A. H. Bond	A-2
8	8-ray rimless pinwheel onliterator of Morrisania, N.Y. 20mm	S5	O. Salzer	A-13
9	Odd framed rect. obliterator with sq dots of Shirleysburg, Pa. 17x12mm	S5	O. Salzer	A-13
10	OXFORD MS/D/PAID 3 cts	S1	L. L. Downing	A-8b

Not illustrated.

HAYMARKET str line 43x4mm (Virginia)	S5	R. A. Siegel	A-1*
TUSKEGEE ALA/D/3 PAID blue	S4	A. S. Wardwell	A-8b
NORTH ADAMS, MAS/D/3 PAID	S2	A. H. Bond	A-8b
HOLYOKE MASS/D/3 PAID	S2	A.HH. Bond	A-8b
MONTGOMERY/D/N.Y	S2	S. Tabor	A-2
The "N" of "N.Y" is reversed. This could not be an upside down N; it was improperly made. Such minor errors not listed in USPM, but are most interesting, nevertheless.			
WASIOJA/1859D/MINNESOTA 31mm (also has large "3" obliterating stamp)	S5	O. Salzer	A-2*
PAMELIA 4 CORNERS N.Y. 32mm	S2	O. Salzer	A-2
COMMACK N.Y. red rimless (size not stated)	S2	R. de Wasserman	A-2

MOORE'S FLAT, CALIF.

Issue 37, p.9 mentioned an oval —S FLAT (illustrated as No. 11 of that issue.), and asked for identification. Promptly came a reply from Mr. M. Nathan who identifies it as MOORE'S FLAT. He has the marking in a 43 x 23mm oval on a Langton frank with 3ct Nesbitt. The cover also bears a Wells Fargo NEVADA handstamp. Mr. Nathan advises that the marking was used by Langton to show the point where he picked up the cover; that is, in this instance Langton carried the cover from Moore's Flat to Nevada City where Wells Fargo took over.

PLATING DATA AND PLATE VARIETIES

Mr. J. D. Baker reports discovery of a mint plate-number block of six from right pane of plate 10(late) that shows complete imprint, plate number, and full margin. The stamps are well centered and immaculate. Dr. Chase's records show that he had noted only six imprint copies as singles from both panes, and only one that showed the right-hand plate number (see Issue 23, page 3).

Mr. A. S. Wardwell, well known for his collection of plated 3ct stamps (and other studies) writes as follows:

In regard to Mr. R. McP. Cabeen's valuable article reproduced in Issue 6, Plate C as described on page 9, indicates No.4 on the plate as being 62R11(L), though the marking on the illustration is 62R(12)?. I am sure this is 63L11(L). I have a copy of 62R11(L) plated by Dr. Chase and it does not resemble at all No. 4 on Plate C. Other heretofore unreported positions of stamps on plate C are as follows: No.5 is 64L11(L); No.8 is Dr. Chase's E3 double transfer, a top row; No.10 is Dr. Chase's E4 double transfer, a repaired-relief top row; No. 13 is 97R11(L); No.15 is 98R11(i), and No. 14 is 95L11(L).

Mr. W. R. Head reports a mint block of six, well centered, showing imprint and full plate number from plate 20L. In Dr. Chase's article as to comparative scarcity of such items (Issue 23, page 3), reference is made to there having been reported only nine items with plate numbers from 20L, presumably mostly singles.

OUR PHOTO ILLUSTRATIONS

No.11, reported by Mr. R. B. Graham in Issue 37, p.12, is the discovery example of a cover prepaid by stamps sent thru the Portland, Me. exchange office via Am. Pkt. for transit to England where it was placed in the British Open Mails for "West Coast of Africa." For details of the markings and this exceptional usage refer to Issue 37, p.12.

No. 12 containing a letter from Boston to San Francisco of Feb. 4, 1853, shows surcharge of the "3cts" portion of the Boston town-rate marking with a large "6." This was apparently done to reconcile the town-rate mark with the actual postage used. Customarily in the early 1850s, mail from Boston to California, even though fully prepaid by stamps, bore a townmark that had "6cts" at bottom (in two sizes 6 and 8 mm). In the present instance, the postal clerk apparently used the wrong handstamp, so felt impelled to surcharge the "3cts" with the large "6."

This cover is also interesting because the townmark is in black instead of the usual red (for Boston). The stamps, too, are a severed pair (29-30L3) from the extra-line rows, both with four margins, deep brownish carmine.

TRANSATLANTIC MAILS — ROUTE 2:AM. PKT. RATES in JAN.FEB.MAR, 1857

Issue 37, page 6, shows that Mail to France via Br. Pkt. had a reduced French-due amount for the three-month period from Dec.31, 1856 to Mar. 31, 1857. No corresponding reduction was shown for Route 2 (Am. Pkt. thru England). Thru kindness of Mr. Eugene Jaeger, we are now able to supply that information, by making the following changes in the Route-2 section on page 6:

Change Apr.1, 1857 to read Dec.31, 1856 at left of 8 decimes.

Add a new line as follows:		2X	3X	4X	5X	6X	7X
Jan.1 to Mar.31,1857	<u>5</u> decimes	<u>10</u>	<u>15</u>	<u>20</u>	<u>25</u>	<u>30</u>	<u>35</u>

Mr. Jaeger also advises that there was no change in the Direct-to-Havre rates for those three months, as compared with the listed Route-3 rates, but that if a letter was sent on a ship of the U.S.—Bremen route, which stopped at Southampton, the U.S. prepayment would be 20cts instead of 21cts (of route 3), but the French inland was only 5 decimes (instead of 6 decimes if via Havre). Mr. Jaeger remarks that this is all rather academic because covers during this 3-month period from U.S. to France by Am. Pkt. are exceedingly scarce, and he has never seen one that illustrates this reduced rate with all proper markings and figures.

The source of Mr. Jaeger's data is the French Journal Official, Sept. 24, 1856, Franco-American Postal Convention, enforceable by Imperial decree of Dec. 3rd, 1856, in #16 Bulletin des Postes, of Dec. 1856.

TRANSATLANTIC MAILS — THE SO-CALLED PREPAID RATE TO INLAND FRENCH TOWNS
BEFORE THE TREATY OF APR. 1, 1857

USPM, page 93, under heading of French Mails "by U.S. Mail Packet Direct to Havre" states "Later, at least by 1855, the entire thru postage to destination in France could be prepaid in U.S."

This statement is based on what appears in a 1938 book by a leading philatelic authority who reported noting a cover bearing 32 cents in U.S. stamps addressed to Nantes from New Orleans via Boston, dated July 7, 1856. The author then quotes the 1855 PL&R to support the claim that the 32 cents represents 20 cts U.S.-to-Havre plus 60 centimes (12 cents) if destined to any other part of France or Algeria.

From Mr. Eugene Jaeger, himself a leading authority on U.S.-to-Europe mails, comes the word that in his opinion the first-above mentioned extract from USPM should be deleted. He further states that this idea that a letter from U.S. to France could be fully prepaid to destination in inland France before the treaty of April 1, 1857, appears to have originated in the writings of another in 1937, and that this belief has been copied ever since by others.

Mr. Jaeger also writes, "I have never seen such a cover in over 20 years or seen any evidence of such an understanding. When we were trying to unravel the rates to or from France for the period Jan. 1, 1857 to Mar. 31, 1857, Ashbrook . . . obtained some welcome information from France and there was nothing mentioned there about any fully paid thru rate. I do not believe that there was any such understanding. I doubt that France (always looking out for her own interest) would let the U.S. collect the French internal postage without a proper system of accounting."

Granted that a cover showing 32 cents prepayment in 1856 from New Orleans to Nantes was recorded, this surely was an accidental use caused most probably by misreading of the 1855 PL&R which states "Letters of the weight of $\frac{1}{4}$ oz and under by the Havre Line are subject in France to an additional postage of 30 centimes (6 cents) if destined to any other part of France or Algeria" (the underlining is ours). This could be interpreted by quick-reading as permitting this extra 12 cents to be added to the letter in U.S. but the PL&R states the additional postage accrued in France. Most probably, if the 32 cent prepaid letter is examined, it will be found to bear the typical "6" for collection of 6 decimes from Havre portside to Nantes. Based on this report by Mr. Jaeger the aforesaid extract from USPM is being deleted as noted in Addenda VI of USPM.

TRANSATLANTIC MAILS — THE SAN FRANCISCO EXCHANGE OFFICE — BRITISH MAILS

The reference in USPM, p.91, to San Francisco's being an exchange office for British-Treaty mails apparently requires amplification to indicate that the exchange was with

Panama in connection with B.W.I. and South American (west coast) mails. Prof. Geo. E. Hargest writes that treaty articles signed at Washington Aug. 10, 1853, established an exchange of mails between San Francisco (among other offices) and the British packet office at Panama.

Prof. Hargest writes that the designation of San Francisco as an exchange office for British-treaty mails with England did not take place until Oct. 19, 1863, by treaty modification dated at London Sept. 9 and at Washington Oct. 19. Art. II of the amendment stated "The offices of London, Liverpool, Southampton, Dublin, Cork, Galway, Londonderry, and Glasgow may despatch mails to San Francisco, but mails for the British exchange offices shall not be despatched from San Francisco."

This latter provision was doubtless inserted because it was not possible for a p.o. clerk at San Francisco to mark the proper credit on the letter or in the books of exchange because he could not know how the letter would be routed across the Atlantic from N.Y. (whether via Br. Pkt. of Am. Pkt.). There was no such limitation on west-bound mail because any British postoffice of despatch would know what credit to apply because it would know the trans-Atlantic routing.

Official reference to San Francisco's being an exchange office for British mails appears at various times before 1863, but it is believed this was based solely on its establishment in 1853 as an exchange office for British mails thru Panama. Some mail may have reached England in this manner because there was thru service from Panama to England, but it was not established as an official route for U.S.-to-England mails. Prof. Hargest reports noting in the Mar. 1862, U.S. Mail and Post Office Assistant, the following (among a lengthy list of exchange offices):

San Francisco is an office of Exchange for British Mails only.

Commenting on this reference, Prof. Hargest writes, "It seems strange that San Francisco should be listed as an exchange office before it actually was one. On the other hand, since mail was not despatched from San Francisco, the U.S.P.O. could have had it perform some of the functions of an exchange office and considered it as one for the receipt and distribution of (incoming foreign) mail."

Detailed instructions relating to San Francisco exchange office appear in the 1863 treaty amendment as article III, which reads:

The mails forwarded from the offices of London, Liverpool, Southampton, Dublin, Cork, Galway, Londonderry and Glasgow to San Francisco shall comprise the correspondence for California, Oregon, Washington Territory, the Sandwich Island, British Columbia, and Vancouver Island.

TRANSATLANTIC MAILS — THE SAN FRANCISCO EXCHANGE OFFICE — FRENCH MAILS
ALSO NEW DATA AS TO FRENCH TREATY

The USPM reference to San Francisco exchange office is correct as far as it goes, but for a complete understanding, the following from Prof. Geo. E. Hargest is most welcome. It contains valuable information not previously published so far as known to Ye Editor.

"From Apr. 1, 1857, to Apr. 1, 1861, San Francisco was an exchange office for French mail. Additional articles to the French treaty signed at Washington 2/22/61 and at Paris 3/8/61 but effective 4/1/61 dropped San Francisco and added Portland, Detroit, and Chicago. During this period San Francisco was to correspond with both French exchange offices (Havre and the traveling postoffice Calais-to-Paris) for mails to or from California and the territories of Oregon and Washington. San Francisco probably made up and distributed these mails, but markings indicate they were

'exchanged' (i.e., debit or credit marking applied) in East coast ports. At least, there is no evidence that it performed this function at San Francisco. There were a group of San Francisco covers in the S.L. Paige December, 1960 Sale. Most of them showed town and separate '15' markings (the treaty rate for total postage), and all showed New York debit or credit exchange markings."

Further information as to the U.S.-France treaty of Apr. 1, 1857, is supplied by Prof. Hargest as follows:

"An interesting fact about the French treaty is that, since Britain was not a party to it, French mail through England travelled under Articles XXI and XXII of the Anglo-French treaty of September 24, 1856. The sea rate established by Article XXI was 1 franc 20 centimes per 30 grammes, or 6 cents per $7\frac{1}{2}$ grammes. This is what France paid Britain and the rate adopted by the French treaty, although it was not spelled out in this way. By Article XXII France paid Britain 40 centimes per 30 grammes for British transit. These rates were combined so that 1 franc 60 centimes paid 30 grammes of mail to the French frontier. France charged the U.S. 3 cents (seigniorage? 1 cent) for transit service. But, again, this was not spelled out as such in the treaty. France, however, made a concession on the uniform inland rate which was lower to some parts of France than that being charged domestically. This was also true of the U.S. mail. Legally, there is an important point here also. The French treaty was postally negotiated and placed in force by presidential executive order rather than being signed by the president and confirmed by 2/3 of the Senate. Such a treaty is not superior to the laws of Congress, but if conflict exists, the latest governs. That is why the sea rate and later the inland rate of the Bremen treaty had to be reduced. It preceded the laws of Congress which made the changes. The Hamburg treaty, on the other hand, superseded the 3-cents rate. The British treaty was diplomatically negotiated and confirmed by the Senate. It was superior to the laws of Congress."

ADDENDA and CORRIGENDA

From Messrs J. H. Scruggs Jr. and H. A. Meyer comes word that illustration No. 25 Issue 35, STEAMBOAT, described on page 6, is actually the well-known 38x4mm marking, as Ye Editor should have known if he had measured it. Deletion of the item should also be made from Addenda No.III of USPM, included with Issue 35.

Mr. A. H. Bond reports that the BROOKFIELD, MASS., marking listed in Issue 37, page 9 is 36mm, not 38.5 mm, thus eliminating it from the group of extra large townmarks.

HUDSON.O

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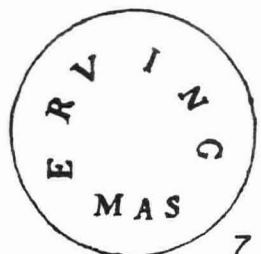
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From a faint photo on which two markings have been strengthened



12

