

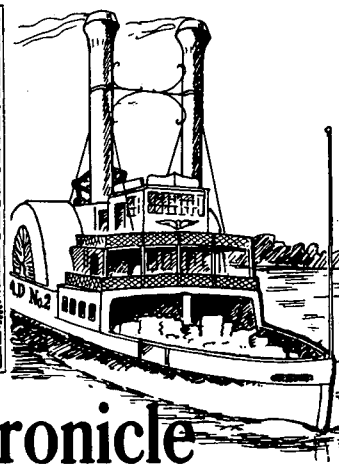
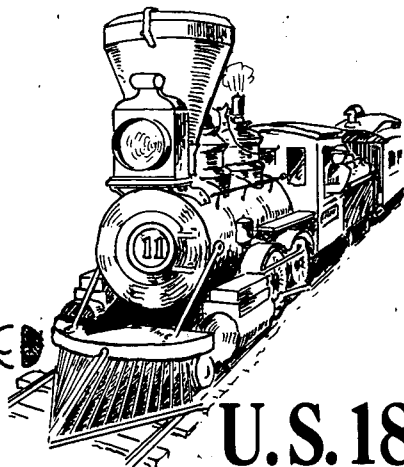
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U.S. 1851-'60 Chronicle

Publication date of Issue No. 39, April 24, 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.

FREE FORWARDING OF MAIL

Issue 38, page 4, mentioned the 1863 Revision of Laws Relating to the Post Office Dept. which referred to free forwarding of mail (instead of for a 3ct fee per 1/2 oz) in which an appended reference of 1861 suggested the possibility that this free forwarding might have been authorized during the period we study.

This subject is now authoritatively settled as a result of research by Mr. H. J. Baker, a collector of early U.S. of note as well as a practicing attorney. Mr. Baker's research extended to the earliest mention of forwarding of mails from the 1794 edition of PL&R through the later editions, as well as by reference to many other early publications and reports.

Mr. Baker developed the fact that as late as May 1, 1865, instructions were issued to the postmasters that there was no change in the requirement that extra postage for forwarding was required, and it was not until July 1, 1866 that instructions were issued providing for free forwarding as mentioned in CHRONICLE Issue 38.

As to why the provision for free forwarding was included in an 1863 Revision of postal laws, yet did not become effective until 1866, Mr. Baker reports:

... The 1863 Revision of Laws Relating to the Post Office Department was printed but was never distributed to the postmasters for the reason that it was never

SYMBOLS USED IN THIS ISSUE

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

One cent: R1-5; R2-6a; R3-6a (less distinct); R4-7 (pls 1(e)&2); R5-8A (pl 1(e)); R6-8(99R2); R7-7(pl 3); R8-6; R9-(pl 4, Ty)C; R10-7(pl 4); R11-8(pl 4); R12-8A(pl 4); R13-9; R14-4R1 (L). If any of the preceding is perforated, affix "perf." R15-24; R16-Ty5a(rt 14 rows pl 5); R17-20 (Ty 2, pls 11&12); R18-22; R19-18.

Three cent: S1-10; S2-11 (incl pl 1(L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: 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.

adopted by the Postmaster General because some of the regulations it contained were predicated upon proposed amendments to the Post Office Laws which were not enacted by Congress. Reference is made to the desirability of a revised Code of the Postal Laws in the FMG report for 1861, and the FMG report of 1862 refers to the postponement of publication of the list of post offices, and the statement is made that "the laws and regulations will be separately published after the expiration of this Congress in a revised form." Then in the FMG report for 1863 Mr. Blair asks consideration by Congress of the revised code submitted by him at its last session. Congress apparently ignored his suggestion. In further support of the view that the 1863 revision did not go into effect I cite reference in "A Descriptive Catalogue of Government Publications of the United States, 1774-1881, published in 1881, authored by Benjamin Perley Poore. On page 810 of that work is the notation "Not accepted by Congress." Also Mr. P. H. Ward Jr. in Mekeel's Weekly Stamp News of Jan. 22, 1954, states that the publication referred to as an 1863 PL&R has on the fly-leaf of the Post Office Library copy "Not Adopted" and that it was in reality a report to Congress.

The actual instruction for free forwarding appears in a small 3-page pamphlet containing an Act approved June 12, 1866, Relating to the Post Office Dept. together with Instructions predicated thereon. This pamphlet was issued to postmasters July 1, 1866, by William Dennison FMG. It reads: "That from after the first day of July, 1866, prepaid and free letters shall be forwarded, at the request of the party addressed, from one post office to another without additional postage charge:"

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

In Issue 37, p. 11, and Issue 38, p. 3, are references to the date that the Act of Feb. 27, 1861, (providing for a 10ct rate for across-Rockies mail, though under 3000 miles) actually became effective as a practical matter so that the postmasters started applying this 10ct across-Rockies rate.

We are beholden to Mr. H. J. Baker, Jr. again (see his above solution of the free-forwarding problem) for a definitive answer to this question. Mr. Baker writes . . .

It is clear that the Congress established no particular effective date for the change which it enacted in the law approved on February 27, 1861. In such cases the changes are law and effective upon approval by the President. Obviously as a practical matter, however, notice of the changes must be communicated to those whose duty it is to carry out the provisions.

It is interesting to note that the first official instruction issued appears to be one dated May 1, 1861, -- a pamphlet entitled "Extracts from Postal Laws of the Session 1860-'61 with Instructions to Postmasters." The April 1861 and May 1861 issues of the U. S. Mail and Post Office Assistant also refer to the new law; thus the postmasters received notice in April but actual departmental instructions did not arrive until the May 1 P. O. Dept. pamphlet reached them. It was not until the June issue of the U.S.M. and P.O. Assistant that the complete pamphlet was reprinted in that publication.

I conclude therefore that as a matter of law the new rate was effective on Feb. 27, 1861, but that as a practical matter it was probably not put into effect until receipt by the postmasters of the official instructions of the FMG dated May, 1, 1861. Judging from the fact that a synopsis of these instructions was published in the semi-official Post Office Assistant

for April, 1861, it might be safe to conclude that the pamphlet date of May 1, 1861, was intended as an effective enforcement date. As to when any postmaster would be expected to apply the new rate would depend on the date of his receipt of these publications, which on the Pacific Coast or in the mountain area might be considerably after May 1, 1861.

HANNIBAL & ST. JOSEPH R.R. -- STATION MARKING

The following reference to the marking shown as No. 22 on our plate is supplied by Mr. W. W. Hicks, Contributing Editor, prepared in a form to correspond to similar sections in the C. W. Remele book on Railroad Postmarks.

H 1/2 S HANNIBAL & ST. JOSEPH R.R. BROOKFIELD 35mm Black 1857-61

This is, of course, a station marking, the only one so far reported from this road. The marking cancels a 3¢ '57 stamp and as the postmark indicates was used in 1860. Brookfield is 104 miles from Hannibal and 102 miles from St. Joseph. The Hannibal & St. Joseph's first mail contract with the government came in mid-1862, and this road carried the first mails from the East to be delivered at St. Joseph to the Pony Express to the West. It was also the first road to sort mail enroute, so the mails going West from St. Joseph via Pony Express would not be delayed while the local mail, etc. was separated from the western mail.

The marking is extremely rare.

History of the road. The Company was chartered Feb. 16, 1847, and construction commenced in 1853. The road was partially opened in 1858, Hannibal to Bevier, 75 miles, and was completed from Hannibal to St. Joseph, 206 miles, by Feb. 14, 1859. Similarly to the Illinois Central and other mid-western roads of the period, the Company received a land grant of 603,596 acres by Act of Congress approved June 10, 1852, which was a boon to its faster development and financial stability. Control of the road was acquired in 1892 by the Chicago, Burlington & Quincy (The Burlington).

Station List: Hannibal, Barkley, Palmyra, Ely, Hunnewell, Shelbina, Clarence, Carbon, Hudson, Revier, Callao, Bucklin, St. Catherine, Brookfield, Laclede, Chillicothe, Utica, Breckenridge, Hamilton, Cameron, Osborn, Stewartville, Easton, St. Joseph.

Editor's Note: It is interesting to note that this handstamp apparently was made by the same firm that produced those of the JONES & RUSSELL'S PIKES PEAK EXPRESS, the WARRENTON MO. townmark with C. R. BOSWELL P.M., etc. As so few are known associated with postal service, it is probable that the principal output of the firm was railroad-ticket date stampers.

TANGLED POSTOFFICES -- HOYLETON and ROUSE'S POINT, N.Y.

Long known as one of the scarcest of the straight-line townmarks associated with the 1851-'60 issue, the HOYLETON N.Y. townmark (Sched. A-1 of USPM) was the subject of an article by Hugh McLellan in Postal History of May, 1952. The marking is also illustrated full-size in our Issue 12, No. 9. New information has been received from Mr. R. F. Hale about Rouses Point and Hoyleton, N.Y. An abstract of Mr. Hale's report is as follows:

The village of Rouse's Point had only 100 inhabitants in 1842, but the arrival of the Northern R.R. in Sept. 1850, brought growth and prosperity. Rouse's Point grew to 1700 pop. in less than a decade. In Sept. 1851 the

railroad bridge across Lake Champlain was completed and with completion of the railroad to Montreal at about the same time, Rouse's Point became a principal port of entry between U.S. and Canada and also an exchange office for cross-border mail. The railroad depot was about a mile north of the original settlement of Rouse's Point and a small settlement sprang up near the depot. Early in 1851 the postoffice of Rouses Point was moved from the old "South" village to a new location near the R.R., and the "post office war" was on.

The Clinton County Whig newspaper of Apr. 21, 1851, reported in part, "Removal of the Postoffice from the village to the railroad station is cause of much excitement at that hitherto quiet place (Rouse's Point). Citizens met, passed lengthy resolutions, a committee was appointed, etc." No immediate satisfaction was obtained; the postoffice remained at the north village for another year. On Apr. 8, 1852, the matter was compromised. The postoffice at the north village was re-named Hoyleton, and a new Rouse's Point postoffice was established at the old location in the south village. Hoyleton was named for Geo. V. Hoyle, an official of the Northern R.R.

This solution still did not satisfy all parties; it lasted for about five months. On Sept. 15, 1852, the Rouse's Point name was again established at the north village and the Hoyleton name was discontinued. On the same date the office in the south village was changed in name to Rouse's Point Village. The two postoffices continued in what actually was one village until Oct. 27, 1854, when the two offices were merged, the north office discontinued, and the south named Rouse's Point instead of Rouse's Point Village.

Thus the scarcity of Hoyleton covers is evident because the office was open under that name for only about five months. Three covers are known bearing the Hoyleton straight-line townmark and 3ct stamps. The one illustrated in USPM, plate 3 is dated Sept. 15th, and is apparently a last day of use; it bears S2. Two stampless Hoyleton covers are listed in the Komwiser catalog.

The 1853 Federal Register states that the postmaster's compensation for Hoyleton from July 1, 1852, to Sept. 15, 1852, was \$46. No record is available of compensation for the period from Apr. 8 to June 30, 1852.

Dr. G. B Smith reports a str-line HOYLETON cover of Sept. 8, 1852 bearing S2. It is on a folded letter dated Montreal, Canada, of Sept. 7th. The cover was apparently carried to Hoyleton out of the mail and is addressed to Seth Low & Co., New York. Dr. Smith states that one stampless letter bearing this marking has an additional notice handstamped on the envelope. "Direct your letters to Hoyleton, Clinton Co., N.Y. instead of to R. Point." Dr. Smith also has in his collection two covers with early S2's that are postmarked ROUSE'S POINT N.Y. 33mm circle, and one with ROUSE'S POINT VILLAGE N.Y. 33mm circle. The latter has sans serif letters.

COLERAIN OHIO -- QUAKER DATE

The second illustration in row at top of plate 9 of USPM shows a "not traced" townmark reading COLERAIN/11/MONTH/5th/OHIO. This has been seen only on stampless cover but size not reported.

This marking is now reported as No. 18 by Mr. W. W. Hicks as tying S2 and bearing

7th/MONTH/12. Diameter is 31mm. Curiously the cover is addressed to Pennsville, Ohio, a town that also used a quaker-dated townmark (see USPM), but known only on stampless cover. The Hicks cover is of 1855 use; that is, the 12th of July.

The usual COLERAIN is the 37mm one, listed in USPM -- much used by Quaker postmaster J. Maule in writing to his son (this correspondence came to light some years ago). When it is considered that the postmaster's compensation at Colerain was only \$59 for year ending June 30, 1855, the scarcity of covers with Quaker dates from that town is evident.

FARMERS STATION, OHIO

The framed str-line townmark from this town (see Sched A-1, USPM also see Issue 31, p. 5) is the subject of the following interesting comments from Mr. N. N. Van Brunt who first reported this marking as used with S5. He writes:

When going over my file of Postal Markings I found this marking illustrated (see the Dec. 1941 issue, page 10) as on a 3ct 1861 stamp, but the date line showed Feb. 12, '63 in the rectangular box. The addition of the year designation "63" caused the lower line to be off-center. According to the Archives, a postoffice was established at Farmer's Station, Clinton County, Ohio, on June 15, 1859. Samuel Garner was the first P.M. and he served until Feb. 1, 1883, a tenure of 23 years under several administrations. The town is now simply Farmer's, pop. 130. It is 15 miles east of Blanchester on the B & O. R.R.. The associated obliterator -- the grid with its ring of 16 (perhaps stars) as shown on Plate 14, p. 58 of USPM -- is also interesting. Does the design have any special significance?

OLD ABE THE NEXT PRESIDENT

From Mr. J. McDougall comes the interesting cover partly illustrated as No. 24. The origin of this cover is said to be South Deerfield, Mass. Aug. 1860, according to a memo on the back; the postmark is indistinct. The stamp (S5) is neatly penmarked, "Old/Abe the/Next/President" -- certainly an unusual "campaign postmark" to come to light in this centennial year of Lincoln's inauguration. Mr. McDougall writes, "Although the stamp is not tied, I have no doubt that it belongs on that cover because if someone was going to make one he would have used a better cover than this beat-up one. Also the ink of the cancellation is of early type such as used for the address, though the handwriting of the address and cancellation is not the same."

STEAMSHIP and SHIP

No. 8 STEAMSHIP/10 in circle is similar to those listed in Sched. A-20 of USPM, but it is distinctly different in that the "10" is lower down in the circle; that is, the top of the "1" is in line with the T and I. Mr. H. A. Meyer and Mr. R. B. Graham have noted several of these on stampless covers. One identifiable by origin is backstamped Montego Bay, Jamaica, Nov. 26, 1857, and also St. Thomas DWI of Dec. 16, 1857.

Mr. Graham suggests that this cover entered U.S. at Charleston, S. C. which was a frequent port for entry of Caribbean mail (perhaps next to New York as to frequency). Mr. Meyer has a cover with this marking that is addressed to Philadelphia.

This new "low 10" will not be listed in USPM until it is seen on cover with stamps, but the date is "right" -- so perhaps it may so appear in future. If anybody has

any information on this subject, will he please report it.

No. 9 SHIP is reported by Mr. M. L. Neinken on a pair of 1ct imperf not on cover. The pair shows a part of a New Orleans townmark. Mr. H. A. Meyer reports that he believes it was applied at New Orleans, but it is of a size not heretofore reported from that port.

PACIFIC EXPRESS COMPANY MAIL

Schd. A-31 of USPM makes no pretense of listing all towns at which the various handstamps were used. However, from time to time any new ones noted will be recorded in CHRONICLE provided they are associated with U.S. mails; that is, must be on a Nesbitt envelope with or without a printed "frank", or used on a plain envelope with adhesive stamp with or without a U.S. postoffice townmark.

M. C. Nathan Sr. reports the following:

FREEMAN & CO'S/EXPRESS/TOWN NAME in oval from SHAW'S FLAT, LOS ANGELES, SAN ANDREAS, MCK HILL, VOLCANO. These are 42x26mm ovals or slight variations thereof.

Same, but 38 x 28mm oval -- from STOCKTON, SACRAMENTO
PACIFIC EXPRESS Co./DIAMOND SPRINGS 56x35mm double oval

Same, but 48 x 29mm oval, from MURPHYS, CHINESE

From a recent Kelleher auction catalog:

EVERTS & COS. EXPRESS/FORBESTOWN/CONNECTING WITH/XXXXXX & CO. dlo 50x31.
(the sliced off part originally read ADAMS, hence use was after the Adams failure of 1853).

NAME-OF-BOAT MARKINGS

Mr. H. A. Meyer reports No. 4 FROM/LOUISVILLE & NEW ORLEANS/PACKET/A.L. SHOTWELL/B. L. ELLIOTT, MASTER in double-lined oval in red 1856 used on back of 3ct Nesbitt U9 postmarked with the Cincinnati & Louisville Mail Route -- the only copy known to Mr. Meyer. Also he sends No. 5 circle C. M. & P. MAIL LINE/S. B. RIGGS, CLK/date (1857)/KENTUCKY on both front and back of cover with S2 postmarked Cincinnati (1857 use). Mr. Meyer reports four such copies, one used out of mail. The "C.M. & P." means Cincinnati, Maysville, and Portsmouth -- a familiar short run in the days when boats were plentiful.

Also Mr. Meyer reports several new name-of-boat markings used on the Alabama River, as reported to him by Mr. J. H. Scruggs Jr. None of these was used in connection with U. S. mails, so they are not listable in USPM. All were on out-of-mail envelopes. We do not illustrate them, but they are briefly described below:

C.B. & Co. 'S/DAILY LINE/LE' GRANDE in 36 x 15 1/2 mm rectangle used 1858 tying S2. The rectangle is double lined with rounded corners.

Regular Packet/ H. J. KING in fancy rectangle 32 x 13 mm, 1857 use, tying S2

STEAMER ST. CHARLES, str. line 34 x 3 1/2mm, 1858 use, tying S2

C. B. & Co.'S/DAILY LINE/ST. NICHOLAS in 36 1/2 x 15 1/2mm rectangle with rounded corners, 1859 use, tying S5.

Oval STEAMER/ISABELLA 44 x 26 1/2mm (double-lined) 1852 use, on stampless cover, 1852 use.

Steamer FASHION, str. line 66 x 4 mm, 1852 use on stampless cover.

Commenting on these Alabama River covers, Mr. Meyer writes, "There are three special situations relating to Alabama River mail in contrast to that of the Mississippi, the Red, and especially the Ohio. They are: (1) The vast amount of

out-of-mail letters especially going upstream; (2) The great use of 3 c 1851 and 1857 stamps on those letters cancelled with the clerk's handstamp; (3) the almost total absence of Nesbitt envelopes. It seems as if the Nesbitts did not catch the fancy of the public in Mobile. Practically all of Mr. Scruggs' covers, both these new discoveries, and those he has had for years fall into two groups: (1) stampless, out-of-mail; (2) with adhesives, out-of-mail."

Of course stampless letters of that period could be carried out-of-the-mail by packets if they related to the cargo. Letters bearing adhesive stamps also could be carried out-of-the-mail by tolerance of the P. O. Dept., before Nesbitts became available, but afterward it was not legal to carry non-cargo letters out-of-the-mail unless in Nesbitt envelopes. This regulation was often disregarded, however, and the Alabama River cases are good examples of such practice.

UNREPORTED DOMESTIC POSTAL MARKINGS

The following data refer to markings not elsewhere described in this issue. Not all qualify for USPM listing because of editing limitations. See USPM Addenda VII included herein. The irregularities of Nos. 1 and 2 are caused by the tracing.

Illustration No.	Description	Assoc. with stamp	Reported by	USPM sched
1	33mm TRAVERSE DES SIOUX/MIN. TER. between ovals - PAID in center (not listed in Chase-Cabeen; ties the stamp on patriotic cover to Germany via Prussian Closed Mail).	30c '57	R. de Wasserman	A-2, A-8 & A-28
2	COMMACK N.Y. without circle 27mm (prox) (mentioned in Issue 38 but not illustrated)	S2	R. de Wasserman	A-2
3	SOUTH UNION/D/KENTUCKY str line (the illustrations in Issue 2 and in USPM are in error be- cause they do not show sloping letter for KENTUCKY) Dr. de Wasserman's copy shows single-line frame. Ye Editor's shows doubling of this line, perhaps because of effect of dried ink in handstamp.	S5	R. de Wasserman	A-1
5	DUE 3-34x 11mm, used at Louisville Nov. 1860 on letter to Arkansas bearing S5. This marking also found on some SOUTHERN LETTER UNPAID covers. Unusual when found separately.		L. Turley	A-27c
7	REGISTERED 42 x 5 mm (on cover to Canada 3/13/1861 from Oshkosh, Wis)	X10	R. A. Siegel	A-27c
10	ALBION/msD/ILLINOIS Long known on stampless. This is first seen with	S1	G. W. Wolters	A-1

Illustration No.	Description	Assoc. with stamp	Reported by	USPM Sched
11	1851-'60 issue stamps TALLMADGE 0.32mm with slight ornaments	S2	J. S. Hodges	A-2
12	AARONSBURG/D (no State indicated, but is Penna) (only a few townmarks fail to indicate State. Very unusual)		J. S. Hodges	A-2
13	SAUGATUCK/CT 24mm with slight ornaments	S2	J. S. Hodges	A-2
14	Odd grid in circle Phillipi, Va.	S2	L. L. Downing	
15	Small target (3 ring) of Stoddard, N. H.	S5	L. L. Downing	
16	BERLIN N. Y./ms D 30x20mm	S5	R. A. Siegel	A-1
17	Target of St. Paul M. T. What appears to be a double-thickness circle perhaps may be normal circles with ink fill-in.	S5	H. A. Meyer	
19	NEW YORK MILL/N.Y.	S2	L. L. Downing	A-7
20	ONEIDA DEPOT/N. Y.	S1	L. L. Downing	

Not illustrated

SAVANNAH Ga/1859 yr date/curved Paid in, in 31mm circle	U-10	H. L. Pool	A-8a
BELVIDERE ILL./D/ 3 PAID in 31mm circle, but the "3" is upside down (unusual)	S5	G. W. Wolters	A-8b
WATAGA/D/ILLINOIS	U-9	G. W. Wolters	A-2

TRANSATLANTIC MAILS -- RATE DIVISION OF FRENCH COLLECT FEE
BETWEEN FRANCE AND GREAT BRITAIN -- ALSO NOTE AS TO RARE
HAVRE RECEIVING MARKING ON COVER FROM BREMEN LINE.

Issue 37, p. 6, and Issue 38, p. 7, specify the amounts to be collected in France on letters from U. S. to France sent thru England or direct to Havre. In all cases U. S. postage had to be prepaid as far as U. S. jurisdiction extended; that is, as far as England if sent via Am. Pkt., or as far as on board a British packet in U. S. harbor if sent by Br. Pkt.

The aforesaid references do not show how much of the amount collected in France was retained by France. The difference between such retained amount and the amount collected was paid to England by France for English transit; that is, if by Br. Pkt., for transatlantic seapost and service thru England and across channel -- and if by Am. Pkt., for the service thru England and across channel.

Research by Prof. G. E. Hargest discloses this rate division and related amounts as follows (relating to 1/4-oz letter);

	(1) U. S. prepayment	(2) France collects at destination	(3) France pays England	(4) France retains	(5) Total postage, U. S. to destination
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For period 12/1/1851 to 1/1/1857. Governed by Anglo-French treaty of 4/3/1845

British Pkt (Cunard)	5¢	13 dec	10 dec	3 dec	31¢
Am. Pkt (Collins or Bremen Line)	21¢	8 dec	5 dec	3 dec	37¢
Am. Pkt (direct to Havre) -- on letter to inland-France point.	20¢	6 dec	none	6 dec	32¢

For period 1/1/1857 to 4/1/1857. Governed by Anglo-French treaty of 9/24/1856

British Pkt (Cunard)	5¢	8 dec	4 dec	4 dec	21¢
Am. Pkt (Collins or Bremen Line)	21¢	5 dec	1 dec	4 dec	31¢
Am. Pkt (direct to Havre) -- same as previous period					

Column 5 at right shows the minimum postage for a letter (1/4-oz). During the period 12/1/1851 to 1/1/1857 the French collection at destination was increased proportionately to increase of weight, but the amount paid England by France of 5 dec in case of Am. Pkt. (Collins or Bremen Line) was for a letter up to 1/2-oz. Thus, the rate division as between France and England was not the same proportionate amount in the case of 1/2-oz. letters as it was with 1/4-oz letters. In the other cases tabulated, the French rates increased proportionately by 1/4-oz steps (or more precisely, by 7 1/2 gramme steps).

Reference to Am. Pkt. mail to France via Bremen Line refers to mail unloaded at Southampton, a regular stop on the N. Y.-to-Bremen Am. Pkt. line. Toward the end of the period the U. S. Govt. subsidies for the Bremen and Havre Lines were withdrawn and the Collins subsidy greatly reduced. In the endeavor to prevent disorganization of Am. Pkt. service caused by loss of subsidies, the Bremen and Havre packets sometimes were routed beyond their regularly scheduled stops. Thus, Bremen packets sometimes stopped at Havre, and Havre packets sometimes continued to Bremen.

As to what mail was dropped off at Southampton from U. S. Bremen Line pkts and at Cowes (England) from U. S. Havre Line pkts we can only surmise. All of it landing in England came under the U. S. - Great Britain mail treaty as to rates (21cts prepaid in U. S. to get it to British port), or it was in Prussian Closed Mail Am. Pkt. bags.

RARE HAVRE RECEIVING MARKING: According to Prof. Hargest mail showing Bremen-Line delivery direct to Havre is of the utmost scarcity: only two examples being known to him. One of these bears the markings illustrated as No. 21 a,b,c,d,e, and f on letter to Paris via Havre. Because of landing direct at Havre, the French collect marking should have been 6 decimes. Probably an "8" was applied because of the similarity of the HAVRE receiving mark with the usual one of CALAIS. Prof. Hargest reports that this circular HAVRE receiving mark was long sought by the late Stanley B. Ashbrook (see his Special Service of July 1, 1956). Only one other has been noted. This marking apparently was sandwiched in between the circular HAVRE OUTRE MER marking and the later octagonal one. Perhaps it was

the confusion of this one with the similar circular CALAIS one that led to adoption of the distinctive octagonal HAVRE receiving marking -- so postal clerks at inland postoffices could see instantly that the letter came thru Havre and hence had less due than if it had come via Calais thru England.

TRANSATLANTIC MAILS -- COVER TO FRANCE SHOWING POSTAL MARKINGS
THAT CONFORM TO RATES THRU ENGLAND IN EFFECT FOR THREE
MONTHS JAN. 1 TO APRIL 1, 1857

From Dr. R. Wasserman comes the interesting illustration No. 23 showing a cover U. S. to Paris via England that confirms the markings mentioned at bottom of page 7 and top of page 8 of Issue 38. That reference quotes from Mr. Eugene Jaeger the comment that "covers during this 3-month period from U. S. to France by Am. Pkt. are exceedingly scarce".

The cover (No. 23) bears 24cts in stamps, overpaying the 21ct rate. It is marked with NEW YORK AM. PKT. of Jan. 3 (1857,) and CALAIS receiving mark of Jan. 18. The cover also bears the French due receiving mark "5" for 5 decimes collect at destination, thus in agreement with the 5-dec amount stated in Prof. Hargest's tabulation (above) from Am. Pkt. service thru England. This is the only example known to Ye Editor that shows this 5 dec. collect marking used during the three-months Jan. 1 to April 1, 1857.

This cover also bears the framed GB/40c (centimes), applied because of Art. XXXII of the Anglo-French convention of Sept. 24, 1856, which stated that all ordinary unpaid correspondence charged with transit at sea rates, which should be exchanged in the mails between the two countries "shall receive in some conspicuous part of the address, the impression in black ink of a stamp intended to show the rate at which the dispatching office shall have delivered those letters to the other office." (Quotation is from J. G. Hendy History of Postmarks of British Isles).

Thus Great Britain apparently charged France with 40 centimes (4 decimes) for this letter, but France only collected 5 decimes. Perhaps the GB postoffice failed to notice that this letter had arrived via Am. Pkt, so GB did not pay transatlantic seapost as it would if letter had come via Br. Pkt. From Prof. Hargest's above-mentioned tabulation, it is apparent that GB should have charged France only 10 centimes for this letter instead of 40c. If this had been done, France would have retained 4 decimes of the 5 dec that it collected. The GB/40c marking was correct only for single Br. Pkt. letters from U. S. of 1/4-oz weight or less.

There is perhaps one possible explanation for use of this GB/40c marking instead of a GB/10c marking; viz., several letters may have been tied in a packet and the marking applied only to the top letter of the packet in amount according to the total weight of all letters in the packet. Ye Editor recalls hearing such an explanation at one time. The wording of Art. XXXII of the treaty, "those letters" instead of "each letter" would appear to permit this bunching of letters for rate-debiting purposes at a saving to France because all letters of the packet would not be of maximum weight.

NEW PLATE VARIETIES (?) and NOTES ON S4 vs S5

Sometimes reports are received of supposed new plate varieties -- described as extra lines, recutting flaws, cracked plates, etc. In the case of the 3ct stamp it is to be remembered that there is often lack of complete matching of a recut line and the similar faint line from the relief that is supposed to be recut.

There may thus appear two lines close together -- one faint, comprising the line impressed in the plate by the relief roller, and one heavy, comprising the recut line that was supposed to be exactly superposed on the line from the relief. The same characteristic is found in certain positions of the 1ct from plate 1 (late) and rarely in the 12ct. These are not plate varieties in the accepted sense, hence are not catalogued. However, they are useful variations that are noted by those who identify plate positions.

The supposed "cracked plate" positions that are sometimes sent for examination are most often the result of a bit of lint or thread on the plate which causes an irregular color line to extend across a part of the design. Also difficult to explain are gaps in a line or failure of a line to extend as far on one stamp as on another -- of the identical plate position. This is the result of dried ink adhering to the plate in the recesses of some lines, usually at the end of the line. This imbedded dry ink prevents the fresh ink's going into the recess. When the plate is wiped previous to printing, there is no fresh ink remaining above the imbedded dry ink -- hence the stamp shows gaps or a shortened line. Dry paper, if used, also often fails to pick up ink, hence producing odd gaps in the lines as well as in medallion backgrounds, etc.

There are also irregularities caused by wear of plate, especially in spots where the transfer is short or is impressed quite shallowly. Thus, on the 3ct stamps of plates 6, 7, and 8 -- where the upper edge of the top label is not recut -- some variation in the shape of the white space above the label and below the top outer line will be found in stamps of the same plate position. This is caused by overflow or spread of the ink above the shallow impress of the top label. Thus, though the shape of this white space is a definite characteristic of the position in stamps that have top line of upper label recut, it is not necessarily so if the top line of the upper label is not recut.

Though not exactly pertinent to the subject, an error made by many dealers is to designate top and bottom row copies of S5 as S4 (Scott's No. 26a) and price them accordingly. They show the end of the vertical outer line and say "it is not continuous between stamps." It is always easy to identify top-row stamps because of the well-known relief flaw above the lower left rosette (see Chase book Fig. 23 on page 49, 2nd ed.). Any stamp not plated having this relief flaw should show an end of line at bottom for identification as S4, though a "suspect S4" is any stamp with the relief flaw that shows a variation of alignment of the vertical recut lines that appears to depart from a perfect straight-line. Such stamps should be plated for complete identification.

Bottom-row "suspect S4s" that show end-of-line at bottom but do not show end-of-line at top of the recut lines are not so easy to identify, because 6th-row stamps are from the same relief. If there is a guide dot at lower right, it is a 6th row stamp. If not, it may be a 10th row S5. In this case, if recut side lines are light and depart a bit from a perfect straight line, the stamp should be plated to identify it as S4.

DESCRIPTIONS OF EARLY U. S. COVERS IN AUCTION CATALOGS

The enterprising dealer members of our Unit who issue auction catalogs contribute much to our Unit's success by their excellent auction catalogs. Each has his own method of describing covers, and what is said here is not to be construed as suggesting that they all should adopt a uniform style. However, it is believed that they would obtain better prices from out-of-town bidders if the descriptions embodied as a minimum the following points:

- a) Identify the stamp and describe it as ex-fine, v.f., fine, good, avg.

- poor, and if 4-margins say so; also say if it is tied.
- b) Identify the significant postal marking by giving the exact wording of the marking itself and if there are several known styles with same wording, specify which one; thus LOUISVILLE & CINCINNATI MAIL LINE may have MAIL LINE at bottom of circle or toward top of circle, and the former is worth several times as much as the latter.
 - c) State condition of the strike of the marking, as brilliant, clear or bold, neat, fair, poor -- and by some means designate letters that are so faint as not to show. Specify if marking is lightly struck or faint. Light means easily readable without glass; faint means a glass is ordinarily required.
 - d) State condition of body of cover (fresh, sound, moderately or badly worn). If a crease or tear is mentioned state its length and if it goes thru marking or stamp.

Now it will be said that space does not always admit of such detailed descriptions. Actually, however, nearly all descriptions can be kept within two lines of type of the auction catalog and still conform to the above minimum, especially if the catalog has a foreword that shows abbreviations for condition designations. As USPM is now widely circulated, it is perhaps satisfactory to preface the catalog by saying that descriptions of early U. S. stamps and postal markings conform to definitions in USPM -- because though USPM relates to 1851-'60 issue covers and Nesbitts the definitions apply equally well to the issues thru 1869.

What we decry mostly is the practice of describing a cover without regard to condition of its various elements and then affixing the word "fine", "v.f.", etc., as an all-embracing definition of the auctioneer's opinion of the condition of the cover as a whole. Such opinions have little meaning to the out-of-town bidder. We cannot all go into the dealer's shop to inspect the covers, and many of us don't want to go to the bother of sending for inspection, nor is there always time to do so.

A typical properly written conforming description is as follows:

3ct claret (11) fine, tied by neat blue grid to sound folded letter bearing clear blue LOUISVILLE & CINCINNATI/D/MAIL LINE (at bottom of circle). 1852 use. Photo E. VII

The typesetter knows that each underlined letter is to be in bold-face. The Foreword of the catalog indicates that any words not so underlined (as ATI in this case) are so faint as not to be readily recognized or are missing. The Foreword also may define fine, clear, and sound as applying to stamp, marking or cover respectively or it may say that the definitions in USPM apply.

VALUE OF COVERS WITH STAMP NOT TIED

In further explanation of Rule 10 of USPM Pricing Pamphlet (see Addenda VII attached hereto), many of the rarest postal markings are found mostly on covers on which the stamp is not tied by a handstamped obliterator, or the stamp is pen cancelled with pen marks not extending over the edge of the stamp. At first thought such covers are subject to the suspicion that they may have stampless covers with stamp added, or that the original stamp was removed and a better one applied,

However, if the cover was used before Jan. 1, 1856, and it does not show a rating mark ("5", "Paid 3", etc. -- be sure and hold stamp up to light to see if such a mark underneath the stamp), then it could not be a stampless cover

with stamp added. Also if used after that date, all non-Nesbitts required a stamp. Generally speaking, if the stamp is not in top condition the probability is strong that it was originally on the cover -- as who would replace a stamp with one of low grade? However, the 30% reduction of Rule 10 applies even in such cases -- as bowing to collector prejudice against untied stamped covers. However, if the stamp is cancelled with a handstamped obliterator that is characteristic of the town, the reduced value per Rule 10 does not apply. Thus, the small Boston PAID used in 1851 was often "smacked on the nose", hence untied. Similarly, Orfordville, N. H. used a PAID/3 of special form as an obliterator that did not tie the stamp. Such combinations clearly indicate legitimate use and are subject to no reduction in value. The extra beauty of the smacked-on-nose stamp offsets the lack of tie of the stamp, which from its cancellation was positively used at that town.

Reduced grading of a cover from Rule 10 must not extend to the ridiculous; thus, a cover with a valuable postal marking and an untied stamp is certainly worth at least as much as a stampless cover with the same postal marking plus the value of the stamp as a single.

POSTAL HISTORY AUCTION -- ROBT. A. SIEGEL JAN. 12-13, 1961

The 1851-'60 issue stamps on covers fared extra-well at this auction. A few realizations are listed below:

NAME-OF-BOAT MARKINGS (packet boats): STEAMER CAPITOL red with S2 \$40; PACKET ECLIPSE with blue STEAMBOAT of Louisville with S5 \$45; STEAMER MARY BESS blue with N. O. WAY on U3 \$36; STEAMER PRINCESS NO. 3 with N. O. WAY/1 with S1 \$33; STEAMER P. F. KIMBALL and red N. O. WAY/1 \$44;

WATERWAYS ROUTE-AGENT MARKINGS: These commanded exceptionally good prices. LOUISVILLE & ST. LOUIS S. B. tying S2 ex-fine \$300; N. O. & VICKSBURGH R. R. tying S5 v.f. \$105; L'VILLE & CINTI MAIL LINE blue tying S2 v.f. \$140; U. S. MAIL PACKET NATCHEZ with ROUTE 7309 in oval on U9 \$66; ST. LOUIS & KEOKUK STEAM tying v.f. \$48; same tying R13 \$175; ST. LS. & KK STEAMERS tying S2 v.f. \$39; large LOUISVILLE & CINCINNATI MAIL LINE tying pair S2 on legal cover v.f. \$56; EXPRESS MAIL EASTPORT with S2 \$105; U. S. EXPRESS MAIL EASTPORT tying S2 weak marking \$36; U. S. EXPRESS MAIL BOSTON and FAVORS EXPRESS STEAMER ADMIRAL, the latter tying S4 v.f. \$210.

WESTERN PATRIOTICS: CARSON CITY U. T. blue str line with X10 caricature \$115; CLINTON CAL on X3 Buchanan campaign \$155; DOWNIEVILLE CAL and star tying X3 caricature \$155; MOUNTAIN CITY C. T. with S5 \$72; RED DOG CAL. with X10 \$95, and many others. Never before has such an extensive group of Western Patriotics been offered.

TERRITORIALS: FORT LARAMIE N. T. tying R15 and three S4 to Calif. about fine \$95;

EARLY USAGE: First Day CINCINNATI/JUL 1/PAID/3 cts with S1 \$320; Second day pair ST. LOUIS JUL. 2 (earliest known pair) with S1 \$92;

STRAIGHT-LINES, OVALS, and ODD-SHAPED: The largest group of these ever offered at one time brought excellent prices if stamps were tied but not so good if untied or mss cancel on stamps (the only way many are obtainable): Iowa and Illinois were in strong demand; others of equal quality and rarity did not do so well, reflecting the fact that town-name collecting from individual states often controls. ELKADER Ia. str-line tying S2 \$82; KISHWAUKEE ILLS oval tying S2 \$60; INGRAHAM PRAIRIE ILL str-line tying S5 \$97; SHABBONA GROVE ILL. scroll tying S2 \$40; SHABBONA GROVE ILL shield tying S5 \$52; ST. CHARLES CITY (Iowa) str-line tying S5 \$102; DENNISON Io (Iowa) str-line with S5 tied \$105; RAPPAHANNOCK ACADEMY VA oval with S1 tied \$77; WOODSTOCK CT. str-line with S1 not tied \$45; HOYLETON N. Y. str-line with S2 mss canc. not tied \$57; SCARSDALE N. Y. str-line tying S5 \$51; ROXBURY VT. str-line

tying S5 \$51; Two HAYMARKET (Va) tying S5's brought \$46 and \$40 respectively.

The Sale principally comprised other items than 1851-'60 issues. An extraordinary group of railroad route-agent markings of the 1861-69 and later issues plus exceptional waterways stampless were featured. The Sale comprised 1437 lots, well-catalogued and illustrated.

THE S. C. PAIGE AUCTION -- MAR. 24, 1961

From ringside report of Mr. W. W. Hicks the 1851-'60 issue also brought excellent prices for very fine stamps on or off cover bearing clear postal markings. Those of lower grade generally did not do so well, as is to be expected, but quite good prices were obtained for some of the off-grade items with scarce postal markings of which there are not enough available in fine condition to go around.

A group of 28 singles S1 and S2, four for each of the 7 years of use, graded by Dr. Chase for color, brought \$95. A lot of three v.f. pairs S1 \$33. Nine top quality S1s brought \$62. An unused no-gum block of 16 S2s from plate 4 with full imprint and plate number \$215, and a vert. blk of 6 o. g. fresh and ex-fine brought \$107. A blk of 4 S2 o. g. with imprint and plate No. 2 \$41. Of higher values off cover, an ex-fine X2 used brought \$26, and a lct Pl.4 ty III v.f. perf. brought \$53. Two copies of X9 one canc "19" and fine, the other with PAID 3 and thin sold for \$55, and a v.f. used 24c gray lilac brought \$33.

Among the on-cover items, the first day S1 of Geneva, N. Y. brought \$300; a deep claret 4-margin S2 ex-fine sold for \$21; a New York 1853 year date with clear pmk but not quite 4-margin S2 \$26; a small red Boston PAID on sound cover tying v.f. S1 \$23; a Lowell Ms 3 CTS PAID with ex-fine S1 \$36, and many others brought in the \$20 range, though not overly scarce markings, but stamps were v.f.

The gem of the sale was the complete St. Johnsbury scarab on S2 not tied to fresh folded letter \$130. It is to be noted that this cover was not downgraded because the stamp was not tied. Why? Because the stamp was cancelled by an obliterator that was uniquely characteristic of the twon. A strip of 7 S2 on cover to France, stamps cut in slightly at top brought \$65.

A good assortment of covers with railroad route-agent markings brought up to \$45 each for the scarce ones, such as Cleveland & Mahoning R.R. with S2 not v.f. and a Rutland & Washington R.R. with S2 rather badly struck. Exceptional was a Lake Champlain S.B. with S2 4-marg. at \$66. Among the name-of-boat markings was a Steamboat Piota with WAY and S2 for \$46, and a Passenger Packet Monarch printed envelope with S2 for \$58. A beardless Lincoln in oval and flags with S5 v.f. brought \$90.

The Sale was strong in Vermont stampless which brought top prices, as well as a fair showing of Westerns, which brought average prices. Noted was a Sac. Messenger Wells Fargo oval on 3ct star die at \$24, and a double circle Wells Fargo S. FRCO v.f. at \$39. A Pleasant Spring Cal. with X3 mss canc. not tied brought \$56.

Though most Unit members bid at the Paige sales though agents, Mr. Hicks reported other Unit members in attendance as G. A. Hargest, M. W. Schuh, L. L. Downing, M. M. Kessler, J. E. Molesworth, Dr. D. B. Johnstone, G. Mozian, and of course the auctioneer S. C. Paige.



COMMACK
MAYACK
N.Y. 2



DUE 3



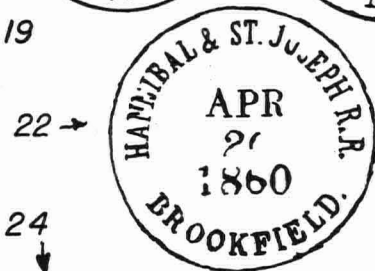
SHIP 9



REGISTERED



BY STEAMER WASHINGTON



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