

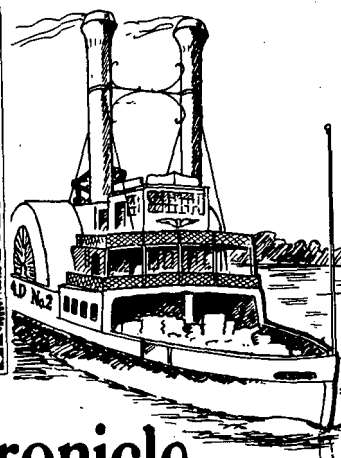
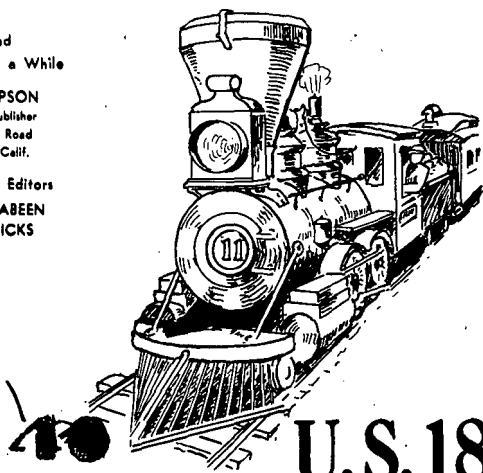
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T. W. SIMPSON
Editor and Publisher
66 Alvarado Road
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Contributing Editors
R. McP. CABEEN
W. W. HICKS

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Publication date of Issue No. 40, October 10, 1961; one copy free to members, extra copies to members (except Issues Nos. 1, 6, 8, and 9) 40 cents. Issues Nos. 1, 6, and 9 in photoprint form \$1.00 each). Issue No. 8 will not be reprinted as it relates only to a Scott's Specialized catalog. Prices to non-members are 25% above member's prices. All net income above out-of-pocket cost accrues to the Unit. Ye Editor and contributors serve without pay. The philatelic press my abstract or print 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 is 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.

A HUNDRED-YEAR-OLD MYSTERY UNFOLDS

by
Earl Oakley R.A. #113

It is now over one hundred years since the 1ct, 3ct, and 12ct stamps of the United States of America 1851 issue were released to the public for use. Bit by bit the story of their history, plating, and usage has been uncovered by those philatelists interested in these subjects. While perhaps most of the data relative to such stamps and their use have been discovered, there yet remains much to be found and many willing hands are constantly at work seeking new and additional facts.

To your reporter, one of the most fascinating phases of the study of these stamps has been the search for information to confirm or disprove the existence or absence of a plate number on the plate used for printing the 12ct imperforate stamps. It seemed to me extraordinary that no example could be found definitely to resolve this question during all of the time elapsing since the issue of such stamps in 1851, but such has been the state of our recorded information on the subject. However, I did realize the difficulties of the search because of the very few recorded examples of this stamp with even a portion of the imprint showing.

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(a)); 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 (rt 14 rows pl 5); R17-20 (Ty 2, pls 11&12); R18-22; R19-18.

Three cent: S1-10; S2-11 (incl pl 1(L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: I-recut vertical inner lines left and right; IA-only at left; IB-only at right; IC-without such lines.

Five cent: V1-12; V2-27; V3-28; V4-28A; V5-29; V6-30; V7-30A.

Ten cent: X1-13; X2-14; X3-15; X4-16; X5-31; X6-32; X7-33; X8-34; X9-35 (one pearl); X10-35 (2 or 3 pearls).

Twelve cent: T1-17; T2-36(pl 1); T3-36(pl 3).

The 24, 30 and 90ct stamps are designated as such.

Sometime ago students of this issue, principally Dr. Carroll Chase, discovered and determined that some of the plates for the 3ct stamps lacked imprints or plate numbers, notably: Plate One Early (certainly no plate number, even though the possibility exists that an imprint could have been added during its use); Plate One Intermediate (probably without plate number, but with imprint presumably added before it came into use); Plates Two Early, Five Early and "0" (all with imprints but without plate numbers).

Comparatively recently, I understand that Mr. J. G. Fleckenstein discovered, and surely had in his collection, a copy of the 1ct stamp, 40 R1 (e) on cover, having sufficient margins to establish that Plate One Early of the 1ct stamp had neither an imprint, nor a plate number. By the time of this discovery it had been concluded or established and determined that all other plates used to print the imperforate stamps, except for the plate of the 12ct stamp and the 3ct stamps previously noted had imprints and plate numbers during part of their period of use. Such imprints appeared uniform in the margins opposite plate positions 31, 41, 51 and 61 of the left pane, and opposite plate positions 40, 50, 60 and 70 of the right pane (see illustrations Nos. 1 and 3). Further uniformity is found in those instances where a plate number was used below the imprint, such being placed in a slightly variable position but generally starting somewhere between the "N" and "E" of "NOTE" in the imprint, and ending with an arabic numeral and period at approximately the same position under the "EN" of "ENGRAVING" in the imprint. The number is always preceded by a "NO." (in several forms).

It had been previously known that the 12ct plate had an imprint but it was not known whether or not had a plate number. I have seen imprint copies of the 10ct stamp with plate number which follow generally the pattern of other plate imprints and numbers from the other plates for the imperforate stamps of this issue. While I do not recall seeing an example showing any part of the plate number from the 5ct imperforate plate, I have seen a few examples of stamps showing all or part of the imprint as are usually found in the margin opposite the appropriate plate positions. In all such examples the portion of the imprint was similar, and similarly placed, as the other imprint examples from other early imprinted plates of this issue. The "No. 1" on the 5ct plate from which Type I perforated stamps was made is also similarly placed as the others mentioned.

My discovery copy of the 12ct stamp is from plate position 51 L 1 (see No. 2); it shows ample margin to establish the existence of a plate number, if one existed, but it shows an absence of plate number. The proper portion of the imprint is fully shown and in normal position. Moreover, a definite line appears drawn on the plate parallel to the imprint and below it in the approximate position where the plate numbers appear on the numbered plates. Apparently, such line extends from the margin of plate position 41 L 1 and enters the margin of plate position 51 L 1 opposite the top of the plate position, ending approximately under the "h" of "Phila.", and would interfere with placing of a plate number on the plate in the customary location used on the other numbered plates of this issue.

Further Facts and Confirmation of A Previously Unconfirmed Theory.

Illustrative of the practical value of this sort of research and study is the following: Other students of this plate have assumed that the 12ct plate was recut before being placed in use. Unless and until someone can show and demonstrate the issuance of this stamp without imprint, as well as without plate number, I feel that it can now be reasonably assumed that the present example is evidence of the plate condition existing when it was first placed in use. The example shows recutting in the lower right corner. Therefore, the theory of prior students of this plate that it had been recut prior to its use has been confirmed and such theory may now be discarded and replaced as an established fact. So ends the story

of the imprints and plate numbers on the plates used to print the imperforate stamps of our 1851-60 issue. (For reference see accompanying illustrations Nos. 1, 2, and 3).

NOTE: The writer would like to hear from anyone having examples showing any part of the imprint or plate number from either of the 12ct 1851-60 stamp plates, either perforate or imperforate. Also, as to similar examples from any of the 1ct, 5ct, or 10ct plates used to print the imperforate stamps, whether such examples be in perforate or imperforate condition. Further, any such examples from Plates 11 and 12 of the 1ct perforated stamps, or from Plate 2 of the 5ct perforated stamps.

FURTHER INFORMATION AS TO 12ct PLATING

As a happy coincidence, a report has been received from Mr. M. L. Neinken that serves well to supplement the preceding excellent article by Mr. Oakley -- as a further wrap-up of needed information regarding plate 1 of the 12ct stamp.

Mr. Neinken reports that he acquired the Ashbrook plating information regarding the 1ct stamp, and that he has been able to supply the missing positions, so that he now has the complete plating and location of all guide dots in the body of plate 1. He still needs further information regarding possible guide dots that may exist along the center line and along the left side of the plate.

He asks that anybody having 12ct stamps from along center line or at left vertical edge that show guide dots inform him of this fact so he may make some arrangement so the stamps may be photographed or loaned for that purpose.

He also states: "I presume there is a row of dots about 5mm above the top row of stamps and another row probably 8 or 10mm below the bottom row stamps. If anyone has any positions that show such dots, I would like very much to be informed of them.

Best news of all is that he hopes to make arrangements so a complete set of this valuable plating information eventually will be published.

As to Plate 3, Mr. Neinken reports that there is one complete pane in existence and that he has much material from the other pane. As this plate was not recut, it is going to be difficult to illustrate definite plating information -- because it is probable that the broken side lines varied somewhat as the plate became worn in use. However, perhaps in the not too far distant future, Mr. Neinken may find time to publish whatever is available as to plate 3.

SALE OF DR. CHASE'S BOOK

Those who do not own the 2nd edition of Dr. Carroll Chase's book on the 3ct stamp of 1851 - '60 -- the standard reference for this stamp -- will be pleased to learn that some new copies are available at \$6.50 each. These were found among Dr. Chase's effects, and they are available through Mr. L. L. Downing, 10 Crescent Road, Concord, Mass., to whom orders should be sent.

RAILROAD ROUTE-AGENT AND STATION-AGENT POSTMARKS

Compiled by W. W. Hicks, Contributing Editor

Mr. W. R. Head reports No. 13, B. & O. R.R./APR.8/1861/ BRADY'S MI(LL or LLS) in black on S5 single. It is not certain that there is an apostrophe in the name, but the postoffice records show it that way. The PL&R of 1859 has MILL but the Federal Registers show MILLS. The postoffice was established Aug. 10, 1852, and is in Alleghany Co. Md. Postmaster's compensation for fiscal 1859 was \$33. The marking:

is assigned Remele No. B2S-L. Unusual is the fact that B.&O. R.R. is at top of the oval.

Mr. E. R. Guilford reports the similar oval of MONROVIA in blue with Aug. 26, 1861, date on piece with S5. This marking was extensively noted and illustrated in Issue No. 33. This is the fourth MONROVIA so far reported, according to our records.

Mr. M. W. Kessler reports a single S2 showing TON & DAYTON in blue sans-serif letters. It matches the Remele C27 marking. This is its first reported use with an adhesive stamp, as the previously reported copy was on Nesbitt.

Mr. William Wyer reports ALBY & BUFFALO R.R. Remele A2-b) in black on cover with S2. This has been listed only in blue for the S2 period.

Addenda to the Remele book, page 138, RICHMOND RAILROAD. Thanks to information in an excellent article by E. F. Round, The Early Mail of Virginia (see Weekly Philatelic Gossip, May 20, 1901, page 302), a significant correction is now possible:

Change first para. below Postal Routes to read:

Actually, the PMG annual reports for 1848, 1855, and 1856 omit this route from the listings because of disputes as to compensation. During the 1848 period the Washington-Richmond mail was carried in horse-drawn wagons, and the thru mail from Baltimore went via Old Bay Line in connection with river steamers to Richmond and Petersburg. The 1855-'56 omission was because the Washington-Richmond mail was sent via Virginia Central R.R. and Orange & Alexandria R.R.

Mr. H. M. Thomas Jr. is compiling a list of the known covers showing VIRGINIA CENTRAL R.R. markings of the 1851-'61 period. Anyone having such covers is requested to send him a description. So far he reports five Remele Type V3-a (the 30mm), four Type V3-b (the 33mm), two V3S-a (25 mm with COBHAM at bottom), and one V3S-b (25 mm with SWOOPES at bottom) and one 25 mm with KESWICK at bottom, tying S5, used Aug. 20, 1860. This is new to the record and is assigned Remele No. V3S-c. The SWOOPES is in ultramarine changing; the KESWICK is in blue; all others are black.

HUDSON RIVER MAIL N.Y. -- REMELE NO. H5-b

Supplementing information on this early railroad route-agent marking -- also known to have been used as a steamboat route-agent marking before the R.R. was completed -- Mr. H. A. Meyer reports one in red on cover with S2 from plate 4, addressed to E. W. Hickok, Jefferson, Ashtabula Co., Ohio. The odd obliterator on this cover is shown as No. 14. Further references to this rare marking are in Issues 26, 27, 30 and 31.

NAME-OF BOAT MARKINGS

Mr. E. R. Guilford reports No. 8 DOVE in red on folded letter with S2 tied by black grid. In manuscript is Steamer Pocahontas with the latter word crossed out and mss "DOVE" added. The letter is addressed to Van Buren, Arkansas. Origin is New Orleans, April 22, 1852, but there is no evidence of a New Orleans postmark. The Klein No. 127

is DOVE in a rectangular frame 44 x 12mm. The marking on this cover shows evidence of what might be a thin frame line, so it may be the same one as listed in Klein. A 44 x 12mm frame would properly enclose the letters of this marking if a period is added after the "E", as shown in the Klein illustration. The Lytle List shows several DOVES, the most probable one for this case was launched at New Albany, Ind., in 1848; first home port, Louisville.

Mr. J. D. Cockerille reports No. 9 a lower-case "Pampero" on cover in red with S2 canc. with New Orleans black grid. The cover bears New Orleans red townmark and a "Due 7". It is addressed to Marietta, Ohio. Mr. Cockerille states that this boat was on the run from East and carried California mail. The "Due 7" indicates probably Caribbean origin - 10ct rate collectible when entering U.S. through New Orleans. Klein No. 416 is an oval STEAMSHIP/PAMPERO 48x34mm, quite different from this example.

Though having no reference whatever to the above listed items, this is as good a place as any to mention that recently some dangerous fakes of certain name-of-boat markings have come to light. Mr. H. A. Meyer is familiar with them, and it is expected that he will later add materially to the listing of fakes of these markings that appears on page 207 of the Klein book.

STEAMBOAT-MAIL FORWARDING AGENTS

The data in USPM Schedule A-34 is incomplete as to the BRUCE PUTNAM marking. Mr. J. D. Cockerille supplies full information. It is in a 54x36mm oval, and shows BRUCE PUTNAM/STEAMBOAT AGENT/AND/FORWARDING MERCHANT/ 5 FRONT LEVEE. Mr. Cockerille's example is on a 3ct U-10 Nesbitt.

STRAIGHT-LINE AND ODD-SHAPED TOWNMARKS

A variation of the SOUTH-UNION, KENTUCKY, rectangular townmark (see No. 3 of Issue 39 and USPM) is reported by Mr. A. T. Atkins. His cover has the word KENTUCKY in the middle line and date on bottom line. Also there is a hyphen between SOUTH and UNION. This hyphen should have been included in all previous illustrations and in USPM.

UNUSUAL CIRCULAR TOWNMARKS

No. 7 of ASHFIELD, MASS., is reported by Mr. A. H. Bond on cover with S2 as an unusual variation in that the MSS at bottom is negative; that is, colorless letters on solid background. Also to add interest, it is in bright green. The postmaster at Ashfield must have been an enterprising fellow because of his several obviously hand-made townmarks and large-size obliterators (all as noted in USPM). From color of stamp, usage is probably 1852 or 1853.

No. 15 of SANDY CREEK, N.Y. with extra thick circle is reported by Mr. R. R. Hegland on cover with S5.

No. 5 of MILO, ME., is a most unusual arrangement in a 26mm circle, reported by D.A. Card on cover with S2. The unusual PAID/3 shown as No. 6 is on this cover.

Nos. 9 and 11 of COMO, ILLINOIS, and AUSTIN, TEXAS, respectively, are interesting as showing spelled-out state names. These are reported by Mr. J. S. Hodges; both are on cover with S2.

FIRST-TYPE N.Y. to CALIF. OCEAN MAIL townmark. Mr. O. Salzer had the kindness to show his specialized collection of this townmark (see Ashbrook book on lct stamp Vol.2, page 244 et seq). The marking is described at top of right-hand column of page 27 of USPM. Mr. Salzer's covers include one from N.Y. to Calif. dated Aug. 13 (1851) addressed to San Francisco, certainly as early as any heretofore seen if not the earliest. He also has covers showing scarce uses not to California. Among these is one in red used Oct. 9, 1848, with 5ct 1847 to Philadelphia; and one in black used Aug. 11, 1851, to Saratoga, N.Y.

YEAR-DATED TOWNMARKS

Mr. A. H. Bond reports a 26mm circular townmark of WEST HAMPTON MS tying S5 that has an Oct. 22, 1859 year-date in figures only 1-1/2mm high. This is not only interesting because of the small year, but also because of its early date for this 26mm townmark. Mr. Head reports seeing the same but without year date having SEP 13 date on envelope marked "1859" in pencil.

Mr. A. S. Wardwell reports No. 10 of NEW MADRID, MO. having 2mm 1860. The marking also is interesting because of the offset of the town name. Doubtless there was a numeral or a PAID (or both) in the vacant space, as originally used.

TOWNMARKS DENOTING INDUSTRIES

Mr. N. N. Van Brunt reports OIL MILL VILLAGE, N.H. in double-lined circle, similar to PAPER MILL VILLAGE, N.H., illustrated in USPM. This town is listed in Federal Register 1853 through 1859, at least. Postmaster's compensation in 1859 was \$40.65. This is a new one for USPM listing.

Mr. O. Salzer reports SINNICOCK MILLS, R.I. in 32mm circle with sans serif letters used on cover with S5, and also McLAIN'S MILLS, ME. in 30mm circle on cover with S3.

HURLBUT'S MILLS, N.Y. -- 30MM DIAM.

Mr. R. F. Hale, specialist in northern New York postal history, reports discovery of this townmark on a stampless cover from this small office in Clinton Co. along with a Paid 3 in 22mm circle. He reports that the office was established Jan. 15, 1853, discontinued Mar. 21, 1854, reestablished Feb. 16, 1855 and discontinued Mar. 21, 1856. He also advises that the reported marking listed in Konwiser as 1852 is undoubtedly an error as to date.

This town does not appear in the 1853 Federal Register. The 1855 Register reports postmaster's compensation \$11.96 since Feb. 28; that is, for the period from re-establishment of the office to June 30, 1855. S. D. Hurlbut was postmaster.

PAID AND NUMERAL

A significant discovery is No. 4 showing colorless PAID in vertical strokes of "3" from West Charleston, Vt., reported by Mr. J. S. Hodges on U-10 3ct Nesbitt of 1856 usage. This marking has long been known on stampless cover, but this is the first reported on stamped cover, which qualifies it for USPM listing.

No. 16, Paid/3 cts in circle is on a beautiful large-size lacy valentine townmarked by the scarce str-line in circle ALTON, N.H. (USPM Sched A-1) which also ties a 1ct Type IV. Both markings are in blue. Probably the 1ct stamp was applied with the expectation that this large valentine could go as a single-rate drop letter. Although PL&R provided that drop letters were 1ct regardless of weight, cases are known where additional postage was collected, as probably in this case. This example is reported by Mr. O. Salzer.

Mr. E. R. Guilford reports a block of four 1ct Ty V on which there are four markings in blue of the well-known small circular BALTO/PAID. This usage is unusual to say the least. If a drop letter, only one stamp was required, if for mailing circulars the batch would have weighed 6 oz. Rarely, this marking is found on a 3ct stamp. Who has a suggestion as to what might have caused this odd use of this BALTO PAID?

PREPAID WAY LETTER

Mr. Raynor Hubbell reports a folded letter bearing S2 in deep 1852 shade alongside of an R4 from plate 1(e). The letter is addressed to Charleston, So. Car., and originated at North Santee, S.C., in 1852. Interestingly it refers to "The Sale of Annette". The wife of the writer wished to sell her and a Bill of Sale was enclosed as the writer had given his "approval of it."

North Santee did not become a postoffice until several years later. This letter was undoubtedly handed to a mail carrier on his way between towns; the 1ct being for prepayment of the WAY fee. The "Carrier" in this instance may have been a steamboat or a stage coach. Certainly it was not a railroad carrier as no railroad then went near North Santee.

RECORD CORNER COPY OF S2

Fig. 20 of the Dr. Chase book on the 3ct stamp illustrates a giant corner copy of S2. However, one that dwarfs this is No. 23 reported by Mr. O. Salzer. It shows S2, stamp 1OR5(L), tied by Woburn, Mass., townmark, addressed to Chatfield, Fillmore Co., M.T. The margins on this sensational stamp measure 22-1/2mm at right of stamp and 15.3mm at top of stamp. The right-hand margin is 4mm wider than the largest reported on page 54 of the Dr. Chase book. It is certainly an astonishing corner copy.

ODD OBLITERATORS

The use of a handstamp bearing an obliteration of a buffalo (bison) at Yreka, Calif., has long been known. One appears as Lot 272A of the Gore Sale, for example. Another is reported by Mr. J. D. Cockerille who reports he has seen

three covers with this marking, all used in 1858, on which the buffalo tied the stamp or Nesbitt. For some reason California collectors have not been in agreement as to the authenticity of this bison marking as a postoffice-applied obliterator. The obliterator is 31mm x 17mm. Further data is requested from California specialists as to what is known about this marking.

AUCTION-CATALOG DESCRIPTIONS

Mr. Ezra D. Cole makes the following valuable suggestions to the report in Issue 39, page 11.

- (1) Use some other word than "sound" to indicate a normal envelope or folded letter. "If it is torn," says Mr. Cole, "the auction catalog should say so, or if it is cut or trimmed severely. Otherwise it is supposed to be all there and intact."

Editor's Comment: The word "sound" applies to the cover itself as defined on page 173 of USPM. The word is used in its dictionary sense as "free from flaw, defect or decay; undamaged or unimpaired." In USPM the definition qualifies such a cover as being a normal cover 100 years old, as distinct from a "fresh" cover which appears as if mailed comparatively recently. The word "sound" has been used in auction catalogs before, and it looked "about right" when seeking a suitable word.

- (2) An Auction description should state whether or not the envelope is clean or fresh, or is terribly dirty and tired looking. The actual condition of the envelope is very important in assessing value.
- (3) Most important is that the wording of the marking should be given exactly as it appears in the marking itself. For example, TROY & NEW YORK/STEAM BOAT, if it reads that way; not "Troy and New York Steamboat". The "&" sign and all abbreviations, punctuation, etc., should be shown exactly as they appear in the marking itself.

Editors' Comment: Quite true, in all respects, and Ye Editor endeavored to emphasize this in the Issue 39 comments. The question here is how best to show missing letters of a postmark, or those so faint as not be readily recognizable. The suggestion in Issue 39 was to have such faint or missing letters shown in light-face whereas the letters that show are in bold-face. If there is a foreword in the catalog that mentions why a light-face letter is used, no confusion could occur. Light-face does not mean lower-case (the usual small letter). It is now becoming quite customary to show the actual reading of markings as in bold-face type. The Issue-39 suggestion was merely to have such letters as were overly faint or missing printed in light-face instead of bold-face type.

A principal endeavor in the Issue-39 comments was to show the need of having each auction description indicate a three-way statement as to quality of stamp, marking, and cover-itself -- instead of making a single broad statement as to the auctioneer's estimate of the quality of the item as a whole.

TRANSATLANTIC MAILS

New Philadelphia exchange markings: Mr. M. W. Schuh reports 48/D/PAID/PHILADELPHIA PA. in 32-1/2mm circle in red on incoming prepaid double-rate letter from Great Britain to U.S. This is listed as "10a" for USPM, page 102. He also reports 48/D/PHILADELPHIA, PA. in blue in 31mm circle on incoming double-rate unpaid letter from Great Britain. This is listed as "10b". Neither has AM. PKT or BR. PKT. PHILADELPHIA, PA/1859 yr date PAID in red was also used on a triple rate incoming letter prepaid in Switzerland routed via France. This is same as No. 14 of USPM except for usage.

New Bremen Pkt marking: Mr. M. W. Schuh reports a 32mm marking similar to Nos. 29, 30, 31, page 99 of USPM, but reading N. YORK 10 BREM. PK/D/PAID in red. The letter is franked with T-1 and S-2; destination Hannover. The cover bears a red AMERICA/UBER BREMEN/FRANCO. From color of stamps and that it took one month for transit, it is believed the date of use is Dec. 3, 1853, a Saturday. This is one of the scarce covers that show retention by U.S. of 5cts for inland and shore-to-ship postage. The 10ct credit to Bremen paid for sea post, Bremen inland, and transit to Hannover. Mr. Schuh is also the fortunate owner of a cover to Bremen prepaid by X-3 carried by U.S. Pkt; it bears USPM No. 28 showing credit to Bremen of 1ct and U.S.PKT. The letter is addressed to Hanover, but it is handstamped in red "Paid to Bremen" along with the red AMERICA/UBER BREMEN (but without FRANCO (Paid)).

Circular Havre Receiving Marking: Bottom of page 9 of Issue 39 refers to a rare circular LE HAVRE receiving marking (see No.21c of Issue 39). It was there stated that this marking was apparently sandwiched in between the circular HAVRE OUTRE MER marking and the later octagonal marking. Research by Mr. M. W. Schuh now proves that this was not "sandwiched" between the OUTRE MER and the octagonal marking. Mr. Schuh has it on stampless used as early as 1853. He has circular OUTRE MER markings used from 1849 to 1856, hence the circular one (21c of Issue 39) is not one "sandwiched between" as had been presumed.

French Treaty Beyond France via Havre Direct: This listing is on page 108 of USPM, and given rarity No. 7. Mr. M. W. Schuh calls attention to the extreme rarity of such covers. Apparently mail beyond France preferably was routed via England even if thru France under French treaty. Mr. M. W. Schuh reports having seen only two or three in all auction catalogs. As an example, he reports cover from Washington, D. C. to Sardinia in 1859, prepaid 21cts with pair 10ct TyV and a 1ct Ty V, showing credit of "9" and the Havre octagonal receiving mark. On the strength of Mr. Schuh's report, the rarity rating of French Treaty beyond France via Havre is increased from 7 to 8 (see page 108 USPM).

PAID ALL: Scott's U.S. Specialized catalog lists S5 with a "Paid All" cancellation. Ye Editor has not seen any such marking on cover with U.S. stamps of our period. From Prof. G. E. Hargest we learn that PAID ALL was used at times during the early Bremen-mail arrangement to denote full payment to final destination as distinct from prepayment to Bremen only. His covers showing this are dated in 1848 and 1850. His 1848 cover is particularly noteworthy because it was carried on the maiden voyage of S. S. Hermann, that left New York on March 21, 1848. The Hermann was one of the two ships of the U.S. - owned Ocean Steam Navigation Co. that operated from 1847 to 1857 (the Washington was the other). It is obvious that such early PAID ALL could not have been on a cover with S5.

The next use of PAID ALL, Prof. Hargest continues, was in connection with mail to Great Britain under the second British treaty of Jan. 1, 1868 and also per U.S. - German Postal Union Convention of Oct. 21, 1867. Here, again, the PAID ALL would not be found on cover with U.S. stamps of our period as by that time they were demonetized. From these facts it is concluded that the Scott listing is erroneous. If such a marking is found on a single stamp or on a cover its authenticity should be reviewed.

The Boxed AACHEN/FRANCO marking: This marking (No. 22) is associated with Prussian Closed Mail. Prof. G. E. Hargest writes that one authority claims it came into use when the Prussian Closed Mail treaty was signed. On the contrary, Prof. Hargest sends markings listed on our plate as No. 18, used at least as early as Nov., 1853 with straight-line FRANCO (No. 19). He also reports a double-circle type (No. 17) used Aug., 1854 also with the FRANCO No. 19 - both on Prussian Closed Mail 30ct prepaid rate. The earliest boxed type he has seen is one dated Dec. 4, 1855, though his record shows one used Sept. 8, 1855. It is thus apparent that the boxed style came into use between Aug. 2, 1854, and Sept. 8, 1855. Can anybody narrow this period by reporting a boxed AACHEN/FRANCO used before the latter date?

The circular AACHEN markings apparently remained in use on collect mail. Ye Editor has No. 13 used Jan. 28, 1860, on underpaid letter routed via Prussian Closed Mail, hence no FRANCO, so the boxed marking would not be applicable.

PREPAID and UNPAID AM. PKT. and BR. PKT. markings on same cover: Extraordinary markings are sometimes found on U.S. -to- Europe mail and reverse, and it takes a keen eye to explain them. One such is reported by Prof. Hargest -- a letter franked with 30ct 1860 Baltimore to Paris. It went via Am. Pkt. with credit to France of 12cts for the thru-England routing. On arrival in Paris it was noted that the addressee had sailed for U.S., so the reverse side of the letter was addressed back to U.S. as a collect letter. The traveling postoffice, Calais to Paris, ignored it as a collect letter. Instead it forwarded it as a "returned" letter via Br. Pkt. and made no debit to U.S. However the Boston exchange office that received the letter rated the letter as a collect unpaid letter instead of a returned letter. Hence the odd combination of markings.

NEW BREMEN-TREATY MARKING: No. 20 shows N.YORK 24 BREM. PKT./D/PAID in red in 31 mm circle to credit Bremen with 24cts of a 30ct prepaid rate to Saxony. U.S. retained 6 cts -- the double inland which proves this to have been a 1/2 oz. to 1-oz. letter. Date of use is Nov. 24, 1860. Reported by Prof. G. E. Hargest.

NEW HAMBURG-TREATY MARKING: No. 21 shows N.YORK PAID HAMB.PKT./D/5 in red 30mm circle to credit Hamburg with 5cts of 10cts prepaid by X9. U.S. retains 5cts for inland postage. This letter went via S.S. Teutonia. The marking can be included in USPM listing by noting that No.50 is also known with "5". Reported by Prof. G. E. Hargest.

U.S. STAMPS ON LETTERS FROM FOREIGN POINTS: Mr. O. Salzer reports numerous examples of letters arriving in U.S. that bear U.S. stamps applied in foreign countries (or Nesbitts) used when writing to U.S. These apparently are envelopes carried by the sender from U.S. on a foreign trip, and the stamps were applied probably with the expectation that they would be valid in paying the collect fee in U.S. on such letters. For example, a U-10 Nesbitt (3ct) was used on a letter originating in Peru, addressed to Clinton, La. It was marked "Due 7" at New Orleans postoffice instead of Due 10, thereby crediting the sender with the value of the 3ct Nesbitt. This is the only case in his group where the value of the U.S. stamp actually was credited to the amount to be collected. In the other cases, the U.S. stamp (or Nesbitt) apparently was not recognized as a valid part-payment of the amount to be collected.

CORRIGENDA FOR ISSUE 39

The last two paragraphs of the Transatlantic-Mail article on Page 10 of Issue 39 are misleading and in one respect erroneous. The correction was made in the issue of Chairman's Chatter that shortly followed Issue 39. However, in order that those keeping complete files of CHRONICLE may have the information without clipping from Chatter, the following should be substituted for the two paragraphs mentioned:

The GB/40c marking appears on all letters U.S. to France through England prepaid by 21 cents in U.S. stamps per 1/2 ounce that went by Am. Pkt. during that three month period. The marking means that England charged France with 40 centimes per 30 grammes of such mail. Thus, if the letter did not exceed 7 1/2 grammes (approximately 1/4 oz.), the actual charge was 10 centimes, though the letter itself was marked GB/40c. The French progression increased 1/4 rate with each additional 7 1/2 grammes, but regardless of the weight of the letter, the GB/40c - (a rate marking) - was still applied.

Similarly the marking GB/1F60c appears on Br. Pkt. letters through England prepaid by U.S. stamps at the rate of 5 cents per 1/2 oz. This means that England charged France with 1 franc 60 centimes per 30 grammes of such letters for transit from the U.S. port through England and across the Channel. The amount actually charged the French recipient for a 7 1/2 gramme letter (approximately 1/4 oz. would be one-fourth of 1 franc 60 centimes, or 40 centimes, and so on, according to the French progression. Again, each letter would be rated 1 Fr. 60 centimes, and so marked. It will be noted that this charge, and the one described in the preceding paragraph, agree with the amounts in col. (3) of the table at the top of page 9 for a 1/4 oz. letter.

Though it is only a surmise, from all data at hand it appears that the charge "per 30 grammes" was made on a batch of letters weighed in bulk, instead of being charged to France for each individual letter. Thus France gained a little on intermediate-weight letters, because the collection from recipient was on basis of actual weight of a single letter.

BOSTON JULY 31, 1851, COVER

Mr. L. L. Downing is desirous of knowing if anybody has a Boston cover with the above dated townmark. The marking must be scarce because the postoffice was open for only one hour, starting at 8:00 a.m., because it was Sunday.

3ct MULTIPLE-PIECE COVERS

In previous issues were reported the strips of ten on cover owned by Mr. W. W. Davis and Mr. H. M. Thomas, Jr. (the latter with 1855 year date). Mr. Davis now reports a vertical strip of eight on cover tied by six New York townmarks of Feb. 12th. The cover is addressed to Elizabeth Town, N.J. (now Elizabethtown). The stamps are 1-11-21-31-41-51-61-and 71R5(L). This is most probably the largest vertical strip known used on cover. The envelope on which it occurs is 9-3/4" long.

IDENTIFYING FAKE POSTAL MARKINGS -- HANDSTAMPED AND MANUSCRIPT

Note: The following valuable information was received too late for inclusion in the front pages, where it deserves to be located.

One method of showing up the work of a faker is by study of the so-called postal marking, etc., to see whether it agrees with normal markings and rates of the period on mail of the kind supposed to be represented by the cover in question. Most fakers do not know postal history well enough to avoid making obvious mistakes that apparent to the student.

However, there are some apparently authentic covers that are still fakes because the handstamped markings were made-to-order or the manuscript markings were applied in recent years to covers made from early stampless letters with genuine stamps of the period applied. In the past few years fakers have been at work using civil-war patriotic envelopes of which there is a plentiful supply unused, or genuine stampless letters to which fake markings are applied, and made-to-order manuscript markings from "rare" towns, and the like.

Detection of such fakes requires study of the impressions, inks, etc. A common method of faking a handstamped marking is to make a litho-plate from a genuine marking and to run the fake cover thru a litho-print machine to transfer the design to the fake cover. Such items are fairly easy to discover because the litho-print is distinctly a surface print whereas the handstamped marking usually makes slight indentations in the paper -- a fact that can be noted by looking at the reverse side of the sheet. Fake imprints and mottoes, corner cards, etc., are sometimes similarly made -- and likewise are ordinarily easily discovered by noting the lack of depressions when viewed from opposite side of sheet.

Long needed, however, is a test to determine whether or not a handstamped impression is very old or was applied comparatively recently -- and the same for a manuscript marking. Unfortunately the usual black-light test does not show expected differences in such cases -- at least for black markings -- and even for the colored markings it is not easy to find a suitable 'control' impression of the same color that you know is genuine. They changed the ink mixtures for colored handstamps considerably in the early days -- in the same postoffice, unfortunately.

We are greatly beholden to Mr. H. A. Meyer for helpful information on this subject -- which he reports as the result of a recent investigation of some faking that fortunately was nipped in the bud and the miscreants unmasked.

Mr. Meyer writes: The basic point of the test is to find out whether the ink has been on the cover many years, or only some five years or less. With the aid of an assistant curator of a leading historical society -- based on research by an eastern university professor who is a specialist in study of forged documents -- the following process is recommended:

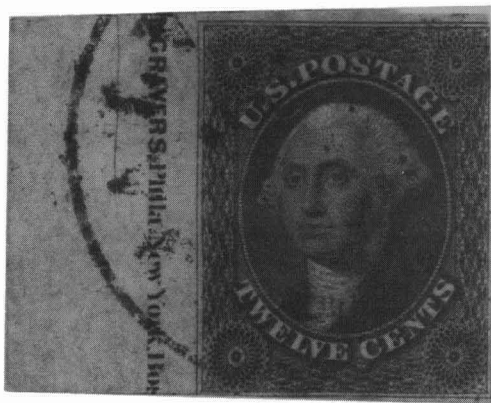
- (1) By using a wad of 'medical' cotton put a drop of distilled water anywhere on the suspected word or postmark. Leave it there for perhaps 15 seconds.
- (2) Press a colorless blotter down firmly on the place. Use the sterile blotter paper that can be gotten from a chemical supply house for filter use.

- (3) Release pressure and examine the offset impression, if any, on the blotter
 - (a) Of a handstamped impression, if quite old, no offset will appear at all; if recent, there will be an offset in the color of the suspected mark but pale.
 - (b) Of manuscript markings, if genuine, (that is, if old), there may or may not be an offset; if there is one, it will be in the pure color of the suspected mark; if forged (applied recently) there will be a difference of color between the suspected mark and its offset and probably a color separation. One of the colors that separates out may be yellow. Thus, if the ink on the letter is brown, the offset color will not be the same color of brown or even a brown at all. Also around the edges of the offset will appear a still different color -- sometimes a yellow which appears to emerge from the main offset color.

Mr. Meyer asks us to emphasize the fact that this test is not completely perfected, but it serves well in many cases, even when the faker has done his best to duplicate inks of long ago. He cannot reproduce 100 years of aging; though outwardly his job may look identical with a genuine original.



1- 1ct Plate No.1 (late state)



2 - Showing lack of number



3- 1ct Plate No.2



4



5



6



7

In steam *Franklin*
Dove

DOVE

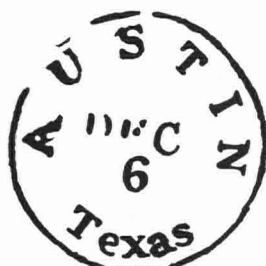
8



9



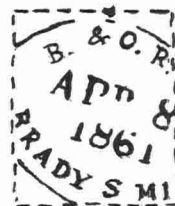
10



11

Pampero

12



14



15



16



17



18

FRANCO

19



20



21



22

23 →

