

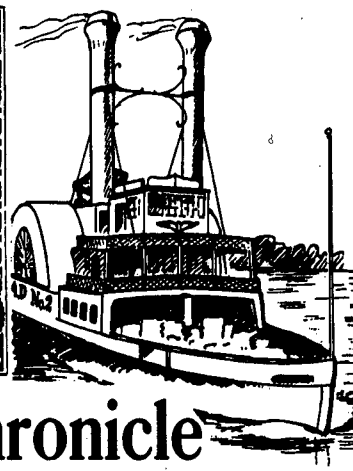
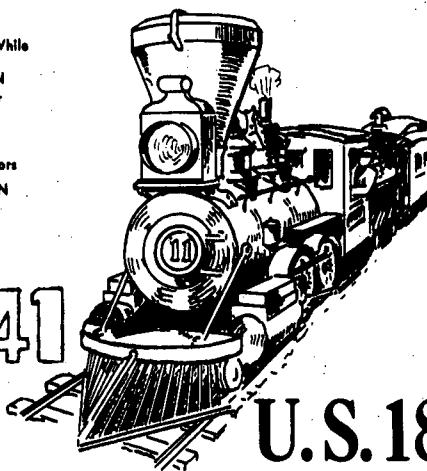
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T. W. SIMPSON
Editor and Publisher
66 Alameda Road
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Contributing Editors
R. McP. CABEEN
W. W. HICKS

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U.S. 1851-'60 Chronicle

Note. On Nov. 1, 1961, Mr. J. R. Fay assumed the duties of Scribe. In order to utilize a supply of sheets on hand his name is not included in the above list of officers.

Publication date of Issue No. 41, March 10, 1962: 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 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.

THE S.C. PAIGE SALE OF THE DR. CARROLL CHASE STUDY MATERIAL by Lester L. Downing, RA #117

Friends of the late Dr. Carroll Chase were active bidders at this Sale held in Boston on Dec. 8th, 1961. It is gratifying to those of us who assumed the task of aiding Mrs. Chase in its disposal that so much went to collectors of the issue, instead of being absorbed in dealer's stocks where identity with origin would be lost. About \$13,000.00 less commission, was secured for the Estate, which was larger than had been anticipated.

There were 238 lots. Principal among these were the 3ct working plates -- the reference copies with which Dr. Chase made comparisons when "plating" a stamp for others. The general condition was better than fine, but some of the copies did not have four margins or clear design all around, and also pen cancellations were numerous -- as these do not detract for plating purposes.

The reconstructions showed all 2600 positions of S1 and S2, a complete showing of the three states of plate 10 (S3) and of plate 11(e), and nearly complete of plate 11 (i and L).

SYMBOLS USED IN THIS ISSUE

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

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

Then there were large quantities of study material -- imprints, top-row reconstructions, blocks, color groups, plate varieties, and many extra plated copies. Many of these were mounted on Dr. Chase's work sheets, showing his notations.

Regarding the imperf plates, it should be remembered that Dr. Chase sold his four-margin deluxe set of plates several years ago, and since then sold nearly all of his desirable individual items. What remained, barring the working plates, was not -- with some exceptions -- choice material. Also during the last five years he had been studying the perforated stamps in detail (S4 and S5), but his research had not been publicized to any degree, hence much of the huge quantity of these perf copies is actually in-process research material.

Unit members received the Sale catalog, so only limited reference will be made to details. The working plates of S1 and S2 were offered as single panes and then as a group of the 26 panes. The Scott catalog value is about \$6,000.00, or \$7,000.00 if normal plating cost is added. This group brought \$3,500.00. There was not much competitive bidding, proving again that there is not a good market for complete reconstructions that demand an outlay into the thousands of dollars at one time. Most of the existing reconstructions have been assembled item by item over many years -- with probably much in excess of \$7,000.00 invested, if design-clear copies are required. So the \$3,500.00 price was a bargain, and it is pleasing to know that the reconstructions are now in the hands of a careful philatelist, largely for the purpose of improving his own reconstructions, the surplus being available to others of the plating clan, so all will benefit.

In similar fashion the S3 reconstructions (plates 10 and 11, all three states) went at \$1,171.00 to another philatelic student who expects to continue the search to final completion. The partly completed plate 15 was also obtained by a collector who expects to carry-on.

Partial reconstructions of S2 in typical year-colors went at prices averaging about 50 cts per copy for S2. The color chart of 46 stamps sold for \$275.00. Thirteen extra-fine copies, one from each plate, brought \$52.00, thus emphasizing that such sets are in demand by general U.S. collectors for rounding-out their showing of 1851-issue stamps. As to varieties, a 5-line recut in orange brown (47L0), touched at lower right, brought \$33.00; the 5-line recut of S2 (95L1(L) brought \$25.00 on cover, and a cracked plate copy (96L5(L) brought \$42.00. A 47R6 on cover, not extra fine, brought \$25.00.

Four-margin stamps were in good demand. Five S1 from plate 0 in this category brought \$26.00; four from plate 1(e) brought \$23.00; sixty-five from plate 4 brought \$55.00, and fifty-four from plate 8 brought \$66.00. At the bottom of the barrel, copies graded as average in large lots brought as low as 20cts each in the commoner plates.

In the S4-S5 group an unused right pane o.g. of plate 20 sold for \$140.00, and one from plate 24 brought \$120.00. The scarce block of 20 including plate No. 19 brought \$71.00 and the imprint and plate No. pair from plate 21 brought \$42.00. The block of 18 with imprint and No. 27 sold for \$90.00. Large quantities of S5 graded as to reliefs (so identifiable as to the row on which they occurred) brought varying prices, some very low as reflecting the fact that the buyer is letting himself in for a lot of work.

In retrospect, the Sale made clear that interest in plating the 3ct stamp is still on a high plane, as otherwise such a huge volume of stamps could not have been absorbed on a non-reserve basis without heavy sacrifices. It augers well for the future of our Unit and interest in classic U.S. in our two-fold program of studying plate varieties and postal uses.

Finally, praise is due Mr. Paige for his care and skill in lotting and describing the material -- a very difficult task under the circumstances.

U.S. MAIL & POST OFFICE ASSISTANT

This semi-official bulletin issued periodically to postmasters in the early days is one of the most sought-after sources of postal history of the latter portion of the period we study. Lucky is the collector who has them, or even access to them. As evidence of the interesting information to be found in these bulletins, we note the following extracts, supplied by Mr. C.J. Starnes:

The Oldest Postmaster. (from Vol. 1, No. 1, Oct., 1860). The oldest postmaster in the United States who has never been out of office since the date of his appointment is John Billings, at Trenton, Oneida County, N.Y. His appointment was made on the 19th of June, 1805. The first Route Agent in the United States was John E. Kendall, Esq., appointed early in 1838, on the route from Washington, D.C. to Philadelphia. The first mail messengers were appointed on the recommendation of the above Agent on 26th March, 1838.

Old and New Stamps (from Vol. 1, No. 12, Sept., 1861). There is, we find, some confusion in many post offices, growing out of the recent change in the styles of postage stamps. The instructions require that on the receipt of a supply of the new stamps, they are to be exchanged for old ones, for one week, after which the old ones are not to be recognized in the prepayment of postage at that office. In some cases, the supply of new stamps are very soon exhausted, owing to exchanges with neighboring postmasters as well as individuals. In such cases, the question arises, can letters be prepaid in money, or shall the postmaster return to the sale of old stamps until a fresh supply of the new ones can be obtained?

In the absence of official authority on this point, we will venture to advise that as a temporary necessity, the old stamps be used, as the prepayment in money is an absolute violation of law, while the requirement to cease the employment of the former issue of stamps, after a certain time, is a regulation of the Department.

As the stamp contractors are filling the orders at as rapid a rate as possible, thus enabling the Department to keep up with the demand, all these difficulties will soon be remedied. Post offices of the smaller classes should not exchange the new issues for the old, with other offices, but with individuals only.

NEW DISCOVERY -- MILITARY MAIL -- DAKOTA TY, etc.

The following from Mr. R.B. Graham proves again that finds are still to be made, and that the romance of the early West still lives on in the letters of the period. Mr. Graham writes:

I have just had the privilege of viewing a wonderful correspondence. The sad part of it is that this is one of those cases that "shouldn't get out of the family." I am sure it will be preserved, but I am not at liberty to give its location or origin. The writer of the letters was an officer in the U.S. Regular Army. He was first assigned to Fort Abercrombie (Nebraska Ty and later Dakota Ty) and later to Fort Craig, N.M. There are two Fort Abercrombie covers, one dated 30th Nov. 1860 and the other 30th March 1861. The former is addressed to Santa Fe, N.M., thence forwarded to Fort Craig, N.M., and bearing the 26mm SANTA FE N.M. townmark of concentric-circle type. Both covers bear mss Fort Abercrombie markings. The 1861 cover was used after Dakota Ty was established (see USPM Sched. A-28 for three other D.T. townmarks used with an S5. The 1860 cover represents pre-D.T. use (actually Nebraska Ty), but the settlers called it Dakota Ty; in fact the letter of Oct. 27, 1860, is headed Fort Abercrombie, D.T.

There are also 6 or 8 nice FORT CRAIGS in the correspondence, all with S5s bearing the townmark illustrated in Issue 13 as No. 24. The officer also was assigned temporarily to Fort Marcy. One of the covers bears mss marking "Pawnee Forks, Oct. 25, 1860." (see No. 12 on plate, also with S5). I would like to know where that is.

Editor's Note: Reference to the Chase-Cabeen book on territorials shows there was a Pawnee noted in the 1855 list and a Pawnee City noted in the 1859 list. The Cabeen map shows a Pawnee Station just east of Columbus, Neb., at the confluence of the Loup and Platte Rivers, hence the trail at that point might have been called Pawnee Forks. Pawnee City is also shown as in the extreme SE part of Nebraska territory, in Pawnee County (and was so listed in the Federal Register of 1859). As the Pawnee reservation began about 25 miles west of Pawnee Station, the most probable guess is that Pawnee Forks of the postmark was a local name for Pawnee Station.

GENERAL BANKS DIVISION G.B.D.

No. 14, G.B.D./Oct. 8(?) is reported by Mr. R.B. Graham as having been photographed on S5 by Mr. H.A. Meyer. G.B.D. markings are not rare on 1861-issue but have not been reported on 1857-issue stamps so far as known to Ye Editor. Mr. Graham writes that this is the first of the G.B.D. markings which were used by the Banks troops in the Shenandoah Valley, although it appears that when this stamp was used Banks was north of the Potomac, near Harpers Ferry. His headquarters from Aug. 1861, until February or March, 1862, was at one of several locations: Maryland Heights, Dawsonville, Darenstown, or Frederick, all in Maryland.

U.S. CARRIER SERVICE

Shortly after USPM was published Mr. Elliott Perry had the kindness to comment on its references to the carrier service. His letter was forwarded to the late Mr. Morris Fortgang to serve as the basis of additional information for later publication in CHRONICLE. Mr. Fortgang's untimely death occurred before he had an opportunity to report on Mr. Perry's valuable comments.

Only recently has the correspondence been returned to Ye Editor. In it Mr. Perry brings out new points supplemental to what appears in USPM, as follows:

USPM p. 9, 5th parg. last sentence. Add "Also if a local (city) letter was delivered to the postoffice for placing in the drop-letter box, no drop-letter postage was charged, and the carrier received the drop-letter rate (1ct) as his fee."

USPM p.9, 6th parg. last sentence. Add "and even as early as 1856 at New York, Philadelphia, and probably Boston."

USPM p. 9, 7th parg. Insert after first sentence. "Special carrier stamps of city A affixed to letters mailed in city B would prepay delivery to addressee in city A. Charleston residents carried Honour's stamps with them to other cities for that purpose. Such use was probably more extensive than the few known covers indicate."

USPM p.85, 5th parg. Mr. Perry writes that the last sentence may be open to question. "Postmaster stamps," he states, "were an obligation of the postmaster who issued them, not an obligation of the P.O. Dept. . . . whatever authority there was for issuing any carrier stamp derived from the Postmaster General. In my opinion no carrier stamp was or could have been issued without the knowledge and consent of the PMG -- expressed or implied."

USPM p.85, 6th parg. next to last sentence. Mr. Perry comments, "Substantially true. In order for a private post to obtain letters from a U.S. postoffice such letters had to be specially addressed (in care of that private post - Ye Editor's addition). These are not common enough to indicate they ever reached much volume. This does not apply to places like Lancaster, Pa., where there was no U.S. letter carrier service competing with Barr's Dispatch. Probably the Lancaster postmaster was glad to have Barr deliver mail to anyone who would give Barr a written order to receive it."

And commenting generally, Mr. Perry observes, "The basis of the letter carrier service was delivering incoming mail letters from the postoffice to the addressees. Collection (pickup) service of city letters and outgoing mail letters came later, although before 'receptacles for deposit of mail' were established it seems probable that carriers picked up any mail they could in order to augment their income. Consequently a collection service of sorts was in existence long before letter boxes were placed in stores, etc."

EARLY RETURN REGISTERED LETTER BILL

Mr. R.B. Graham sends a photo of an envelope postmarked Columbus, O., addressed to the postmaster at New Corydon, Indiana, that contains a printed form headed RETURN REGISTERED LETTER BILL. It is a receipt sent by the postmaster at Columbus, O., to the postmaster at New Corydon, Ind., stating that a registered letter had been received at Columbus from New Corydon. The date is not known, but the form is headed "185__", hence presumably it was used in the '50s (after July 1, 1855).

The heading of the columns of the blank are as follows:

No.	To whom addressed	Registry Fees. Cents	Originally paid at this office				Free No.
			By Stamps		In Money		
			Dolls.	Cents	Dolls.	Cents	
1	F. Mahan Philadelphia, Pa.	5		3			

The instructions printed on this receipt form indicate that this is a transcript of an original letter bill issued at New Corydon, and that it is being returned to New Corydon as the official receipt for the letter at Columbus, O. (evidently the distributing office that performed the accounting of such matters for the towns under its jurisdiction).

Like so many government-issue forms, it is not entirely clear as to how it is to be used, but because the "3" is noted as having been paid in stamps, and the "5" registry fee noted as "cents", without reference to stamps or money, any reasonable conclusion is that the registry fee was paid in money (or is payable in money). If this were not so, then surely the column for the registry fee also would have been in doubled form providing for "in stamps" or "in money" payment.

The form was sent to Miss Barbara R. Mueller, our Unit's specialist on registered mail, and she in turn had the kindness to send it to Mr. Delf Norona, well-known postal-history specialist and author (see ref. 9, USPM page 1). He reports also that it is his belief that this Return Registered Letter Bill indicates that it was intended that the registry fee was not to be paid in stamps.

Nr. Norona further writes that he has a whole series of similar receipts from one post-office, used from 1868 to 1872. . . that regulations were changed from time to time, and the format of the receipts differed as to type, etc. The form submitted by Mr. Graham also provides that the receiving postmaster shall mark the form as "Correct" and sign his name to it. Mr. Norona adds that some postmasters had a handstamp prepared showing the postoffice name and the word CORRECT so as to expedite this handling. These stampers with CORRECT were also sometimes erroneously used as cancellers on regular letter mail.

UNUSUAL TOWNMARKS

New to the record is No. 1, HOPEWELL COTTON WORKS Pa. for USPM Schedule A-7, tying U-9 Nesbitt, reported by Mr. L. L. Downing. This "town" appears in the Federal Register lists

at least from 1853 through 1859, though in the 1859 edition the name is Hopewell Centre Works, most likely an error, as there was a Hopewell Center. Hopewell Cotton Works was in Chester Co. S.J. Dickey was pm for the period 1853-'59, at least. Mr. E.R. Guilford reports mss "Tye River Warehouse, Va." on cover with pen canc. S2 (see Issue 38 for the handstamped one).

Mr. R.K. Meyer reports No. 2., RICEBORO, GA. between circles with ornaments tying S2, and supplies No. 3 as reference copy of ATTICA Ind. rimless in green, tying S2. This marking is noted in USPM Sched A-2 but with incomplete description.

No. 4, submitted by Mr. M.L. Neinken, is unusual in that apparently the "12" designates the month of December. The "10" is the usual double-stampless rating mark. This MOBILE, Ala., townmark ties stamps of a prepaid WAY letter bearing a R13 and S1, the latter position 8ORO.

Mr. A.H. Bond has been seeking early dates of use of the 26mm sans-serif townmarks, both single and concentric-circle types (see memos in Issues 38 and 40). He now reports No. 6 - JOHNSTOWN, PA. NOV. 8, 1859, as the earliest seen of the concentric-circle style, tying S5. The inner circle is 14.5 mm diam which differs from the later common usage of about 13 mm.

From Mr. R.L. Korf come Nos. 7, 8, and 9, all used with S5. The CHESTER X ROADS, OHIO, is typical of several "X ROADS" from various states. This abbreviation for CROSS was customary in small places that were "just that." Somebody might make it a project to list the known postmarks of our period with this "X" abbreviation. It does no good to consult the Federal Register lists because it sometimes shows CROSS when the postmark shows "X". The ST. CHARLES CITY, IOA., is rimless and also shows an early-style abbreviation for Iowa. The BONSACK'S Va. is shown because it has an apostrophe in the name; quite unusual, and Mr. Korf says it is the first he has seen with an apostrophe.

Mr. H. A. Eaton sends No. 10 showing an extra-small C.H. (for Court House); it is on S2 of 1856 shade. Can anybody identify the town of use? The letter at left appears to be a W or N, and at right is an S.

POSTMARKS OF EDUCATIONAL INSTITUTIONS

No. 5, OAKLAND COLLEGE MISS. was sent by Mr. H. A. Meyer as on stampless used in 1851. This is typical of early style postmarks with thin letters; it differs greatly from the one listed in USPM Sched A-6. Though used a few weeks before our period, it is listed for reference as doubtless it will be found sometime as used with 1851-issue stamps.

Mr. L. E. Turley reports as to the Kentucky Military Institute shield-type marking that includes "Franklin Co." and "Col. E. W. Morgan, Supt." He writes that he knows of one in blue and two in black. Of the black markings, one is a fine strike on the opposite end of the cover from the stamp, and the other ties a U-10 Nesbitt by an almost perfect strike. This was lot No. 761 of the R. A. Siegel Sale of Apr. 19, 1961 -- illustrated in the catalog. The third known marking, the one in blue, cancels the stamp, but is not as clear as it might be -- though legible.

Regarding the small 25mm K.M.I. postmark, Mr. Turley writes that he knows of only one example -- just about perfect, typing S5. From Mr. A. T. Atkins we learn that he is the present owner of this 25mm marking and also of the black and blue shield-type markings, but not of the shield-type that ties the U-10 Nesbitt.

THE SMALL COLLINSVILLE (CONN.) AXE CONTAINING "PAID"

Dr. R. deWasserman acquired lot 379 of the R.A. Siegel Sale of Jan 4, 1962, the small Collinsville axe on a single S5. This has been seen repeatedly as a plain obliterator without PAID, listed in USPM Sched. A-13. In the deWasserman copy, there is a PAID in the lower portion of the axe; it can be seen also in the illustration in the auction catalog. From other copies seen it is apparent that this marking is both with and without the PAID. Has anybody seen this with "PAID"? If so, is it on cover or on a single?

TOWNMARKS INCLUDING PAID, etc.

The list of postoffices using these markings, at least temporarily, on covers prepaid by stamps continues to grow.

For USPM Sched. 8a -- infrequently used:

BATH, ME. str-line PAID on S2
NEWPORT, KY. str-line PAID on R7
LOWVILLE, N.Y. str-line PAID on S5

Reported by:

Mr. O. Salzer
Mr. A.T. Atkins
Mr. J.S. Hodges

For USPM Sched. 8b - infrequently used:

MAYSVILLE, KY/3 PAID on S2 (No. 11 on plate)
HUDSON, N.Y./3 PAID on S2

Mr. L.E. Turley
Mr. R.E. Gillespie

FOR USPM Sched. 8c - infrequently used.

ROCHESTER, N.Y./3 on S2

Mr. A.C. Schnaus

RAILROAD ROUTE-AGENT AND STATION-AGENT POSTMARKS
Compiled by W.W. Hicks, Contributing Editor

No. 16 VERMONT & MASS. R.R. 34mm black -- 1857-61 -- Reported by Mr. T.K. Webster.

This ties S5 (the stamp has a missing corner) to cover addressed to Milford, Mass. It is an unlisted type with different wording than the well known VERMT. & MASSTS R.R., which curiously has not been reported on cover with the perforated stamp. The new marking is assigned Remele No.V2-b, and it is a major addition to the record.

No. 17 MIC. CENTRAL R.R. Mic. 34 1/2mm - black - 1851-57. Reported by Mr. W.W. Hicks.

This is a third type of the markings of the same lettering. The spacing differs from Remele types M5-a and M5b. It ties S1 used Sept. 4th, 1851, on letter to Kennebunkport, Me. This variation is assigned Remele No.M5-b2.

S-12 SYRACUSE & ROCHESTER R.R. 31mm. Black 1851-57

The illustration (No. 15) is from an example reported by Mr. R.K. Meyer, tied on cover with a 3¢, 1851, of color indicating 1854 or later use. It is the first such marking so far reported. The actual name of the road was the Rochester & Syracuse R.R., being another case where the postmark wording reversed the correct official name of the R.R. The marking is assigned Remele No. S-12.

POSTAL ROUTES

From	To	Via	Miles	Date	Trips per week
Syracuse	Rochester	Auburn	104	1849-52	19
Syracuse	Rochester	"	"	1852	26
Syracuse	Rochester	"	"	1853-1861	12
Syracuse	Rochester	(direct line)	80	1853	25
Syracuse	Rochester	"	"	1854-55-56	13
Albany	Buffalo		298	1857-1861	25

The direct line, 24 miles shorter, connecting Syracuse and Rochester was opened in 1853 becoming the main line, the longer route thru Auburn and Canandaigua becoming a branch line, but retaining the same mail route and schedule of trips. Although all the roads between Albany and Buffalo were consolidated as the New York Central on April 2, 1853, no single contract for the through route was made by the Post Office Dept. before 1857.

The marking is extremely rare.

History of the road: The Rochester & Syracuse R.R. was originally two roads, namely: the Auburn & Syracuse, chartered May 1, 1834, and opened in 1839; and the Auburn & Rochester, chartered May 13, 1836, but not completed until 1841, due to the city of Rochester's failing to support the road as anticipated. These two roads combined in 1850. It was one of the eight major roads plus several other minor ones that formed the New York Central in 1853 as a result of act of the New York State legislature.

Station list (direct line-1853): Syracuse, Warner's, Canton, Jordan, Weedsport, Port Byron, Savannah, Clyde, Lyons, Newark, Palmyra, Macedon, Fairport, Rochester.

BOSTON-NEW YORK CITY MAIL -- THE GREAT LAND ROUTE

Mr. L.L. Downing sends the pictured advertisement (No. 23) for the Great Land Route for Express Mail as confirming previously published data regarding the through-all rail route via Worcester, Springfield, New Haven between Boston and New York, as well as for the route between Boston and Albany for transfer to westbound trains at Albany. This advertisement is dated May 10, 1855. It emphasizes the early-day competition of the all-rail route with the part-steamboat route: New York to Stonington, or Fall River, and thence to Boston by rail. The use of the words Express-Mail in this ad is an implied confirmation of what has been believed to be a fact that some of the N.Y. or Boston Express Mail markings were applied to mail carried by this all-land through route -- certainly if addressed to mid-points.

In 1855 the land route had N.Y.-Boston train service only in the daytime, and even as late as 1858 (and probably later) there was no night train from Boston to N.Y., though there was a 4:20 p.m. train from N.Y. to Boston, arriving at 1:15 a.m. The Stonington boat, however, left later with Boston mail for arrival early the next morning, hence it probably received most of the through mail.

Mr. Downing reports the route numbers for the through route, taken from the 1855 PMG report, as follows:

- Route No. 605 Boston to Worcester
- 672 Worcester to Albany (transfer at Springfield for New York).
- 939 Springfield to New Haven
- 941 New Haven to New York

ODD OBLITERATORS

Mr. R. L. Korf reports the unusual star with circle center (No. 19) in blue of Mazomanie, Wis., on S5. Bull. No. 6 of the Wisconsin Postal History Society reports this also,

but as having the central design as a hexagon instead of a circle. This can well be the case; the design is so small that it is difficult to decide.

Mr. J.S. Hodges reports the solid star (No. 20) from Bellevue, Ohio, on S5, and also the interesting extra-large grid (No. 21) as obliterating three S2 and a 1ct imperf on cover from Michigan Bluffs, Cal. of June 3, 1856. Several other California towns used extra-large obliterators for canceling more than one stamp at a time (see USPM Sched.A-13).

SPECIAL SERVICE MARKINGS

No. 18, large 3 containing DUE is reported by Mr. L.L. Downing on cover with S2 from Boston to Greenville, Ct., (probably Dec. 1852), thence forwarded to Waterbury, Ct. Compare with No. 11 of USPM Schedule A-27c of Bridgeport, Ct.

The large ADVERTISED 1ct, No. 22, is reported by Mr. D.A. Card as applied at Deerfield, N.Y. on letter from Germany. The cover belongs to Mr. Floyd Harrington.

NAME-OF-BOAT MARKINGS

The Eugene Klein book, United States Waterways Postmarks, includes in the list of forgeries on page 207:

B6 UNION: 1855, black, "N.O. ALEXANDRIA, GRAND ENCORE, / & SHREVEPORT/
PACKET UNION/ C.A. BROCK, MASTER" in an oval 56 x 33mm.

From Mr. D. A. Somdal and Mr. H.A. Meyer comes evidence that this marking, at least in red, is genuine and authentic, but that the master's name was misread as BROCK whereas it should have been CROOK. The town name GRAND ECORE was likewise misspelled as GRAND ENCORE. However this misspelling occurs in the marking itself. Mr. Somdal's marking measures 56 x 32mm, and cover is postmarked at New Orleans on Dec. 22 (1854) on 3ct Nesbitt with N.O. townmark and STEAM. The marking is definitely authenticated by reference to newspaper reports of arrivals at New Orleans. The Union did arrive in N.O. on Dec. 22, 1854. Research also authenticates another cover with this marking used earlier in 1854, reported by Mr. H.A. Meyer.

Mr. Meyer also writes regarding marking for Steamer DOVE (No. 8 of Issue 40) that it is surely in a rectangular frame, but the frame size is 42 1/2mm x 11mm instead of 44 x12 as previously stated.

EARLIEST USE OF 1851-ISSUE STAMPS TO CANADA (PERHAPS)

Lot 582 of the John A. Fox Sale of Dec. 12, 1961, was a cover from New York to Quebec, Canada, bearing a strip of four 1ct R4 and a 12ct bisect. New York townmarks of Aug. 21 (1851) cancel the stamps, and the cover also shows a red U.STATES (USPM No.5, Sched.A-24) and a Montreal transit mark of AUG. 23, 1851.

Surely there must be still earlier uses than Aug. 21. Has anybody seen or heard of an earlier one?

MARGIN AND STRADDLE COPIES

Mr. J.S. Hodges reports an S2 (position 31R2(L)) that shows 3-3/4mm of 40L2(L). This is believed to be the largest straddle copy so far reported of S2. Ye Editor has one showing 2 1/2mm of stamp of the other pane -- which is the one mentioned on page 52 of the Dr. Chase book on the 3ct stamp. Mr. Hodges also reports an S2 (position 91R5 (L)) showing a bottom margin of 21mm. Large straddles of S5 are not rare; they were careless when cutting the panes of S5 apart -- but straddles of S1 and S2 are scarce.

THE PHILIP H. WARD JR. COLLECTION OF BLOCKS-OF-FOUR

Mr. Ward's well known collection of classic U.S. blocks of four, mostly mint, is understood to be by far the most extensive in existence. From time to time his wants are made known through his excellent column in Mekeel's Weekly Stamp News, which by the way deserves the support of all Unit members because Mr. Ward's column has consistently and for many years extolled the pleasures of collecting "Old U.S.". Recently he has presented articles about the various values of the 1851-60 issue - the most recent being on the 12ct value.

Of 3ct 1851-60 blocks of four he needs the following -- and if anybody has these, or knows where they can be seen, it is to the advantage of this Unit that Mr. Ward be notified, so that as many as possible can be assembled in the collection, which Mr. Ward holds open for inspection by Unit members on appointment when in Philadelphia.

S1 blocks from plates 1(e), 1(i), and 0;
 S3 blocks from plates 2,3,5 and 6;
 S4 blocks from plates 11(e) and 11(L);
 S5 blocks from plates 9(e), 9(L), 12, 13, 14, 16, 17, 21, 22, and 26

Ye Editor seems to remember that Mr. Ward already has a few of the above-listed blocks in used condition, but is seeking them unused. However, Mr. Ward will be pleased to learn about any of the above list, either used or unused. . . . and please report the information also to Ye Editor for further noting in Chronicle.

TRANSATLANTIC MAILS

Hamburg Treaty -- U.S. Inland Credit: Mr. C. J. Starnes asks the question: When was the 5 ct U.S. inland portion of the U.S. - to - Hamburg rate changed from 5cts to 3cts? He reports his latest cover with the 5ct credit as May 29, 1860, and his earliest with the 3ct credit as Dec. 12, 1863. He writes that perhaps the change took place about May 1861, because at that time the Hamburg Line was first listed as stopping at Southampton; the previous month's listing showing only Hamburg as a destination.

If anyone can shed light on this subject, please report it, and also the same information is requested with regard to the Bremen Treaty. The change to the 3ct U.S. inland credit of the Bremen treaty took place much earlier, but when? Also when these U.S. inland credits were dropped from 5cts to 3cts was the weight dropped from 1/2-oz to 1/4-oz? We know that on April 1, 1857, the French treaty was put into effect with a 3ct U.S. inland credit, but it applied only to letters of 1/4-oz or less. This may perhaps have set the pattern to justify similar reductions in the Bremen and Hamburg treaties, but at later date.

Recent Aquisitions. No new exchange markings are reported for this issued, but several have mentioned interesting postal uses on covers recently acquired.

Mr. M.W. Schuh reports a Prussian Closed Mail cover from Baltimore to Munich, Bavaria, mailed Jan. 7, (1853). This is less than three months after the PMC treaty became effective. It bears two T-1 and two S-2, all tied, to make the 30-cent rate. The New York marking is No. 38 on page 97 USPM. It has the large straight-line FRANCO (No. 19, Issue 40) and the round AACHEN (No. 18, Issue 40) both in red. Mr. Schuh further writes that he believes a PCM cover this early with stamps is most unusual.

He also reports a new marking. Letter is from Battle Creek, Mich., to Switzerland in 1860, franked with a single S5, so it went collect. There is a mss notation, "Due 20c via Hamburg Mail." This was ignored; instead it went by American packet via Havre. The New York marking is similar to No. 23 on page 97 USPM, in black, with debit of 24 instead of 3. As this 24 is twice the 1/4 oz charge for U.S. inland plus transit to Havre (12 cts total), this must have been a double-rate letter; that is, over 1/4 oz. but less than 1/2 oz. The letter carries the usual Havre octagonal receiving mark as well as numerous Swiss marks.

Mr. A. C. Schnaus reports a folded letter from Hannibal, Mo., to Weimar, Germany, also via Prussian Closed Mail. It is franked with a pair of fine T-1 and a pair of very fine S-2. The cover bears the usual exchange marking showing exchange credit of 7cts and Br. Pkt (No.38, page 97, USPM). The rectangular AACHEN FRANCO backstamp is used. The letter left Hannibal on June 17, 1857, New York on June 24, and went through Aachen on Aug. 17th. This is a normal PCM cover, but the Hannibal, Mo., origin makes it especially interesting.

Mr. Earl Cakley reports a cover from Cleveland, Ohio, of Oct. 30 (1858) to Melbourne, Australia, (arriving Jan. 7, 1859), franked with strip of three X-9 from bottom row and an S5 to make up the 33ct British Mails-via-Southampton rate. The credit to England of 28 cts is shown by purple ink "28." The postmark is CLEVELAND O./D/PAID in red, and the stamps are cancelled by red grids. This cover is interesting because the Cleveland townmark contains circular PAID at bottom, thereby taking on the characteristics of an exchange marking. The "28" may have been applied also at Cleveland. The cover bears the usual red circular London transit mark of Nov. 19, 1858. We know that several other inland towns applied townmarks including PAID to outgoing foreign mail (see "h", page 107, USPM.), but in this case there is no rate numeral.

Mr. E. R. Guilford reports a cover bearing a single S2 that is canceled by a large "21" in black, with another strike of it on the cover, also in black. Origin is Baltimore, Md., Aug. 4 (1853), to England, inscribed "Via New York." The cover was rated in England as 1/- (shilling) collect, and a mss "24" added to the cover. The interesting features of this cover are (1) the cancellation of the S2 by "21" (most unusual), (2) the debit indication of 21cts charged to England for transit via American Packet to England, (3) the non-recognition of the 3ct stamp as part payment; that is, the letter cost the recipient the full rate of 24 cents. The shape of the figures "21" is the same as those applied at New York, hence we conclude these were applied there. There is no indication as to whether British or American packet was used, but the evidence of the 21s is conclusive that the cover went via American packet. The backstamp is a red 23mm circle CL/18 AU 18/1853.

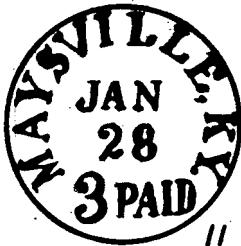
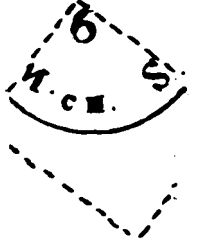
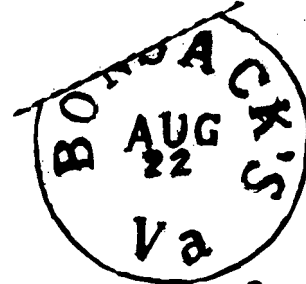
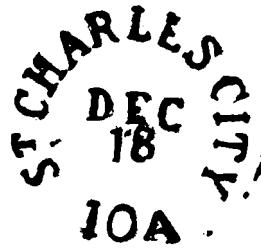
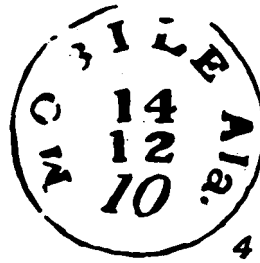
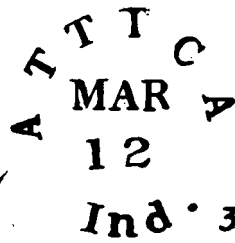
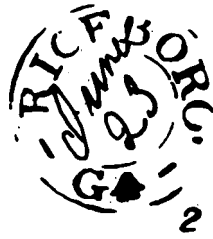
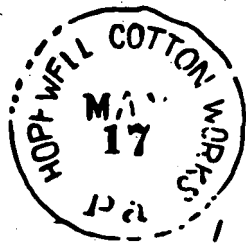
CORRECTION IN BOOK ISSUED FOR U.S. PERFORATION CENTENNIAL -- 1957

Issue 29, page 18, contained an extensive list of corrections and author's changes. Another misprint has come to light:

Article by Dr. Carroll Chase, page 45, second line from bottom of right-hand column. It should read "15, 20, and 25" instead of "15, 20, and 24."

CORRECTION OF PHOTO OF THE DR. CHASE PLATE 6 - LEFT PANE

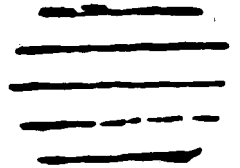
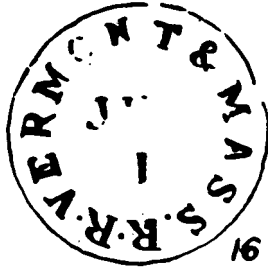
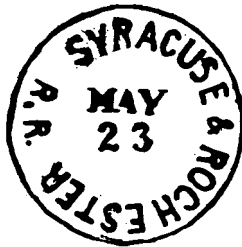
The eagle eye of Mr. D.A. Card has noted that the stamp in position 46L6 on these photos is actually 47L6, as will be seen by comparing the positions. Both are identical. Actually 46L6 has the guide dot almost centrally located below the right lower diamond block instead of at the right lower corner as on 47L6. Arrangements are being made for a full-size photo of 46L6 so those having these photo-sets may place it over the incorrect illustration. Probably a cost-price charge will be made for it. Anybody having these sets of photos who wants this corrected illustration should send his request to our treasurer Mr. M.W. Schuh, and he will be notified what charge is to be made for it. Those who have the double-scale photo sets will have to be content with the full-size correction photo.



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