

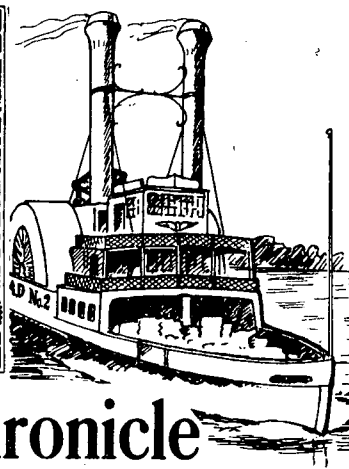
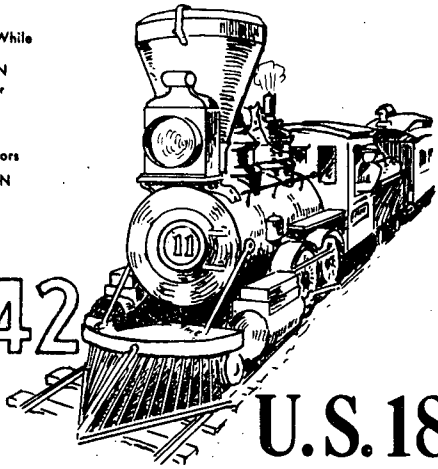
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# U.S. 1851-'60 Chronicle

Publication date of Issue No. 42, July 30, 1962: one copy free to members, extra copies to members (except Issues Nos. 1, 5, 6, 8, 9, and 12) 50 cents. Issues Nos. 1, 5, 6, 9 and 12 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 20% 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 may 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-'60 AND RELATED MAIL SERVICES.

## REMARKABLE SHOWING OF 1851-'60 ISSUE AT WESTPEX

What many declared to be the most distinguished philatelic exhibit of the year was the Third Annual WESTPEX at San Francisco April 27-29 where an astonishingly fine exhibit of philatelic classics was shown with emphasis on stamps and covers of 19th Century from U.S., British Empire, Latin America, Asia, etc. The exhibit committee did not plan such a preponderance of Old Classics, but the leading Western collectors have collections of this type, so it was a treat to be able to see early Afghanistans, Bolivia, Costa Rica, Netherlands, Bishop Marks, Canada Pence, India thru the Victoria issues, and so on -- as well as superb 19th Century U.S.

This report is limited to stamps of the 1851-60 issue -- and these were introduced as a major part of the Barrett G. Hindes Court of Honor Exhibit. An album page was devoted to each stamp of the issue, comprising a selection of unusual singles and a typical cover. Let us view these covers and see Old U.S. at its best:

Strip of three 1ct imperf, 7, 8, 9 R1(e) stamps clear all around, tied by SAINT LOUIS/d/3 to cover to Galena, Ill. The 7R1(e) is Type I and the others are Type Ib. Single 1ct imperf Type II, 23L2, the "big flaw" on cover from New Hampshire to Connecticut. Single 1ct imperf Type IV, 7R1(L) -- the late state of the Type I 7R1(e) -- Boston to Blackstone, Mass.

### 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: 1-recut vertical inner lines left and right; 1A-only at left; 1B-only at right; 1C-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.

Strip of three 5ct imperf super margins, New Orleans to Bordeaux. Cover bears the red NEW PAID YORK/May 19./12/ exchange marking crediting France with 12cts of the 15ct rate under transit treaty with France via British packet.

Single 10ct imperf Type I, corner copy, superb, Milford, Conn., to San Francisco.  
Single 10ct imperf Type II, superb, Northampton, Ms. to Canada, bearing oval red double-outlined UNITED/STATES.

Strip of five 12ct imperf superb with center guide line (71-75R1), New Orleans to Vera Cruz "via SS Texas" bearing large "12" for Mexican collect charge.

Single 1ct perf Type Ia, superb, on cover to Boston -- for the drop-letter rate.  
Strip of three 3ct perf and 1ct Type V tied San Francisco/Nov. 9, 1860, to Lowell, Mass., bearing oval VICTORIA V.I./POST/OFFICE and oval Wells Fargo PAID, exemplifying origin in Canada, transit through Canadian post, thence via Wells Fargo to San Francisco for entry in U.S. mails.

Strip of six 5ct perf brown Type I, Racine Wis., to France bearing red NEW PAID YORK/SEP.12/ 12 and black P.D. with transit marks showing British Packet service -- 1860 use. This cover is interesting because stamps applied for double rate (1/4 to 1/2 oz) yet the exchange marking crediting France is only 12cts, for the 1/4-oz rate. Doubtless the letter was close to the dividing line as to weight so double postage was applied 'to be sure', yet when weighed at the New York exchange office it was found to be 1/4-oz or less, hence the credit of only 12cts to France. Single 5ct Type II perf orange brown, New York to Barcelona, tied by red NEW-YORK/JUL 31/BR.PK. with "8Rs" in black. The 5ct orange brown used on cover to Europe is exceptional.

Strip of three 10ct perf Type III 61-63L1 on cover via France to Italy bears red NEW PAID YORK/AUG 31 (1860) and red mss "27" credit to France, also blue oval Wells Fargo PAID indicating California origin and out-of-mail carriage to New York. Stamps tied with New York red grids. Transit marks show transit in British open mail.  
Strip of three perf 10ct Type V, San Francisco to France, with red NEW PAID YORK/JUN 5/24 -- for double rate to France, exemplifying that the rate from Calif. was the same as the rate from any other U.S. point.

Pair 12ct plate 3, Deep River, Ct. to London with exchange marking 3 SEP 1/1860/NEW YORK AM PKT showing credit to England of 3cts for it inland postage. Sea transit was by American Packet. As the receiving mark is of London instead of Liverpool, the packet was probably of foreign registry but under contract to U.S. for the voyage to Southampton. Single 12ct perf Plate 1, with blue Hawaiian 5cts, bearing San Francisco townmark and the large red HONOLULU/U.S. POSTAGE PAID, Sept.7, 1861 to Calais, Me. The 12ct stamp paid the 10ct rate S.F. to east and the 2ct fee paid to the ship that carried the letter from Hawaii to San Francisco.

Pair 24ct perf on cover New York to England, tied red grids. Also bears red 38/NOV/27/N.YORK BR. PK for credit to England of 38 cents, leaving 10cts for U.S. for its double inland rate.

30ct single on cover U.S. to Lyon, France, with red NEW PAID YORK/SEP. 3/24 (1861 use) and red P.D. Transit was via British Packet, with 24cts credit to France for double-rate.

90ct single on cover Boston to Shanghai "via Marseilles", with mss "80" in red for credit to England of 80 cents of the double 45ct rate to Shanghai via British Mails. The cover went through France via the land route to Marseilles before being put aboard steamship on the Mediterranean. This cover is unique in many respects, not the least of which is that it is the only known use of a single 90ct stamp on cover. The other three known uses of the 90ct on cover are in combination with other values of the issue.

Wm. C. Aichele exhibited temperance propaganda covers of all periods, including all the known types of Maine Prohibition Law covers, many bearing 3ct S2 and S5.

R. A. Hanson showed a pair of S2 with NEW YORK/SHIP circular marking and blue VIA NICARAGUA AHEAD OF THE MAIL; also a pair S2 miners letter (Up Hill Work) bearing Red Bluff, Cal., mss townmark; also three S2 and a 1ct tied with oval SNELLINGS RANCHE.

The 5ct perf brown Ty II and a 10ct Ty V on cover, San Francisco to Bordeaux exchanged thru New York; and strip of three 10ct Types II and III balloon MOUNTAIN SPRINGS CAL to Saxony via Prussian Closed Mail thru New York and Aachen were his foreign-mail-from-California entries.

A 12ct imperf bisect from San Francisco (Aug. 1, 1853 use) and a 6ct green on buff Nesbitt from San Francisco with FROM NOISY CARRIERS MAIL 77 LONG WHARF were his odd-6ct rate items. A 10ct Ty V cover with straight-line CARSON CITY U.T. in blue was another high spot.

His collection of 10ct covers from California was extensively shown. Each was on a separate page with collateral material - map, photo, etc. Noted were FIDDLETOWN, JAMESTOWN, MICHIGAN BLUFF, DOWNIEVILLE, SACRAMENTO, SAN FRANCISCO, RATTLESNAKE, RED BLUFF (Overland via Los Angeles), MARYSVILLE PAID BY STAMPS, HORNITOS, ILLINOISTOWN, FOLSOM CITY, FORBESTOWN oval, AGUA FRIA, BEAR VALLEY, GREEN SPRINGS, FOREST CITY, GIBSONVILLE, GOODYEARS BAR, GRASS VALLEY, MARIPOSA, MONTEZUMA, MOUNT OPHIR, DIAMOND SPRINGS, SECRET RAVINE, SPANISH FLAT, SPRINGFIELD (with ornaments), STRAWBERRY VALLEY, TABLE ROCK, TEXAS HILL, TIMBUCTOO, PLEASANT SPRING, ST. LOUIS, COLUMBIA, LONG BAR, BIG BAR, CAMPTONVILLE, SHAWS FLAT, EMPIRE RANCH, LITTLE YORK, PEA VINE, WYATTS STORE, and YANKEE JIMS.

J. M. Clary showed Utah territorials, including a 3ct cover with Camp Floyd U.T. (mss), three 1ct Ty V with CARSON VALLEY U.T. blue circle, and a 10ct star die with large VIRGINIA CITY UTAH circle on a Langton express frank.

Dr. S. H. Goodman showed California manuscript townmarks on covers -- the fore-runners of the circular handstamps or from towns too small ever to have a handstamper during the 1851-'60 period. Covers with 3ct S2 or S5 comprised BODEGA, JENNY LIND (strip of four), LOUISVILLE, LOVINGS FERRY, MILLERTON, RUSSIAN RIVER, SECRET RAVINE, TAYLORS RANCH, Covers bearing the 10ct were from OMEGA and RIO VISTA. A combination cover with 3ct, 1ct, and 6ct buff Nesbitt from BUCKSPORT, and covers with three 3ct and a 1ct from DUTCH FLAT, FRENCH CORRAL, PLUM VALLEY, STAPLES RANCH and SAN ANTONIO were also shown.

His Nesbitt covers were as follows: 3ct: FIDDLETOWN, OTTILEWA, FORT JONES, PARKS BAR; 10ct: DON PEDROS BAR, MEADOW VALLEY, RABBITT TOWN, TABLE ROCK; 6ct green on white: ILLINOISTOWN.

N. L. Persson showed Colorado territorial covers of all periods (including when in Kansas Territory). Those bearing stamps of 1857-'60 issue comprised 3ct HAMILTON K.T., 3ct NEVADA COL. TER. (balloon), and the following 3ct covers with mss townmarks: BRECKINRIDGE C.T., GOLDEN CITY C.T., MISSOURI CITY K.T., MOUNTAIN CITY K.T. (three examples), ST. VRAIN Colo Ter. His 3ct Nesbitts comprised the 26mm circular DENVER CITY KAS (used in territorial period), and the arch-type DENVER CITY K.T. sans serif style.

H. H. Longfellow in an exhibit of Arizona territorials showed a 3ct S5 with 26mm ARIZONA N.M., a 3ct S5 with FORT BUCHANAN N.M. (balloon) to Sacramento, and a 3ct Nesbitt with TUCSON N.M.

M. C. Nathan exhibited his collection of Langton's Pioneer Express covers. Those with 3ct Nesbitt had Langton markings from DOWNIEVILLE, SAN JUAN, FOREST CITY, CAMPTONVILLE, MOORES FLAT. Those bearing 3ct adhesives had Langton markings of EUREKA CITY, DOWNIEVILLE and MARYSVILLE. A 3ct star die cover of MONTE CHRISTO, and a 3ct Nesbitt with other adhesives (3ct and 1ct) from VIRGINIA CITY, and 10ct Nesbitts of SHERBROOKE, FOREST CITY, and DOWNIEVILLE featured this showing.

F. W. Simpson showed two groups, (1) Transatlantic Mails and (2) WAY, STEAM and STEAMBOAT covers. The Transatlantic Mails included examples showing all the exchange cities and all of the mail treaties of the period, as well as pre-treaty mail to France and some British Mails to far-away points (Celebes, East Indies, for example).

Unusual in the pre-treaty mail to France was a pair S2 overpaying the 5ct Br. Pkt. rate used in the 3-month period before Mar. 31, 1857, showing the rectangular GB/1F 60c rating mark and the newly reduced 8 decimes French collect markings (see Chronicle Issue 37, page 6, Issue 39 page 10 as amended Issue 40, page 11).

The Philadelphia exchange office was represented by three covers: (1) Am. Pkt to England with pair 12ct; (2) Br. Pkt thru England to France with 12ct and 3ct; (3) Am Pkt to France thru England with 12ct and 3ct -- all with appropriate exchange credit markings. The Detroit Exchange office marking appeared on a pair of 12ct to England, and the Portland, Me., and Chicago exchange offices were shown on westbound covers, one of them forwarded by use of U.S. stamps. Bremen, Hamburg, Prussian Closed Mail, and Belgian Closed mail covers were also included -- all with suitable stamps, 5ct, 10ct, 12ct and 24ct. and applicable exchange-credit markings.

French treaty mail thru England via Am. Pkt, and Br. Pkt and also Direct-to-Havre were shown from New York and Boston exchange offices -- including one cover from California.

The collection of WAY, STEAMBOAT, and STEAM marking on covers with stamps of the issue comprised nearly all of the varieties of these markings known on covers with stamps, as distinct from stampless.

The Awards; All exhibitors named in the preceding received a First Award except Capt. B. G. Hindes and T. W. Simpson whose exhibits were not for competition. The Grand Award went to N. L. Persson. Several of these exhibitors also received other special awards.

BAKER'S U.S. CLASSICS -- IN "STAMPS" MAGAZINE

Subscribers to STAMPS magazine are accorded a real treat these days because of the new column appearing weekly from the pens of Route Agents H. J. Baker, Jr. and J. D. Baker, the latter our worthy esteemed Chairman. The appearance of this splendid column is only one of several important projects inaugurated by Chairman Dave Baker to bring early U.S. issues to the attention of newer stamp collectors and to maintain the interest of older collectors. The series will run indefinitely, we hope, and will cover U.S. issues thru 1869.

Both the Bakers are prominent in our Unit and the stamp fraternity generally. Medals and cups have deservedly been won by them in the leading National and International exhibitions. Mr. H. J. Baker, Jr. is now devoting himself principally to Indiana postal history, foreign and domestic mail rates, Eastern pony express, and odd cancellations. Mr. J. D. Baker specializes in 19th Century U.S. from the postmaster's provisionals up to the Bureau issues. His collections of California and western items, territorials, and letters via various mail routes are particularly outstanding.

Another special feature is that our member Prof. G. E. Hargest is announced as a guest conductor for several of the Baker Classic columns.

The Baker Classic series started in STAMPS on April 7, 1962. Those not receiving the magazine would do well to secure copies, and also of back issues to the start of the series. Stamps of the 1851-'60 issues are presently being studied in detail in the Baker column as this comment is written.

Mr. H. L. Lindquist, publisher of STAMPS, deserves the congratulations of all Unit members for opening his columns to this splendid series, which joins the Mekeel's -- Philip H. Ward Jr. series in keeping Classic U.S. at the forefront.

RAILROAD ROUTE-AGENT AND STATION-AGENT POSTMARKS

Compiled by W. W. Hicks, Contributing Editor

Additions to the Remele Book on "United States Railroad Postmarks, 1837 to 1861."

N1-a, M1-b and N1-c "N. or N.Y." The writer reports two covers of N1-a (stampless) dated earlier than the listed date of 7-16-1846, namely 5-28-1846 and 6-18-1846. Also the writer reports an N1-c (stampless) on a cover dated 9-25-1845, a week earlier than the earliest listed one of 10-2-1845.

N7--N. HAVEN & SPRINGFIELD R.R. The writer reports one of these markings in black for the 1847-1851 period, a stampless cover with rating "5" also in black.

N7-b N. HAVEN & SPRINGFIELD R. 34mm 1847-51 in red. This marking with a single "R" is reported by Mr. William Wyer on folded letter from New Haven, addressed to Philadelphia. It is a new type. See illustration No. 5.

V2 VERMONT & MASSACHUSETTS R.R. The writer reports one of these markings in black for the 1847-1851 period, a stampless cover with rating "5" also in black.

C18-a and b CLEVELAND & ERIE R.R. We believe a slight correction in the "history of the road" as given for this road is in order. The official name of the road, as stated, was "The Cleveland, Painesville & Ashtabula R.R." until it officially became "The Lake Shore R.R." in 1868 and "The Lake Shore and Michigan Southern R.R." in 1869. Unquestionably during this period it was locally called "The Cleveland & Erie" or "The Lake Shore" as listed in railroad guides of the period. However, there never was a "Cleveland & Erie R. R." as proved by the official records of the New York Central R.R. itself and such listings as in Poor's Railroad Manuals, so the above marking should definitely be regarded as a terminal marking.

V3S-a VA: C.R.R. COBHAM 25mm black. Mr. H. M. Thomas, Jr. reports that both copies he has seen show the "VA" in regular-style capital letters. The illustration in the Remele book shows the "A" to be small capital above a dot. The Remele illustration must have been traced from an indistinct copy.

S6-a SOUTH SIDE R.R. Mr. L. L. Downing reports this in blue tying S2.

VIRGINIA CENTRAL RAILWAY. Supplementing data on page 4, Issue 40, relating to Mr. H. M. Thomas Jr's study of these markings, Mr. Thomas supplies the following analysis of the number of covers in each category that came to light as a result of his survey. He states that these covers are even rarer than he had supposed. Many of the covers appearing at auctions are the same ones being sold over and over, he writes. The covers in the Smithsonian collection are not available for acquirement, hence they should hardly be considered when estimating rarity.

	Private Collections and Dealers	At Smithsonian Institution, Washington, D. C.	<u>Total</u>
30 1/2mm, black, Remele V3-a			
with 3c 1851	5	4	9
with 3ct Nesbitt	4	-	4
stampless	1	-	1
	<u>10</u>	<u>4</u>	<u>14</u>
32 1/2mm, black, Remele V3-b			
with 3ct 1851	3	2	5
with 3ct Nesbitt	1	3	4
stampless	-	1	1
	<u>4</u>	<u>6</u>	<u>10</u>
25mm COBHAM, black, Remele V3S-a			
with 3ct 1857	2	5	7
25mm SWOOPES, ultramarine, Remele V3S-b			
with 3ct Nesbitt	1	-	1
25mm KESWICK, black Remele V3S-c with 3ct 1857	-	1	-
GRAND TOTAL	<u>17</u>	<u>16</u>	<u>33</u>

Mr. Thomas also wrote a fine article about his search for these covers appearing in the April 1962 Issue of COVERS magazine (Van Dahl Publications, Inc., Albany, Oregon). The article contains an illustration of one of the COBHAM covers, as well as other interesting data.

IMPERFORATE S4

In a recent Meekeel's Philip H. Ward, Jr. reports three covers which appear to have 3ct Ty IIIa 1857 stamps imperforate, each with a nicely tied single. The first with Millville N.Y. townmark has 2mm margin at top, 3/4mm at right, 1 1/2mm at left and nearly 1mm at bottom. The design is not touched at any point. The back of cover bears Dr. Chase's notation: "8R10(e). This appears to be an imperforate stamp. It is not from the left or right margin of the sheet CC." The second cover is of Leavenworth City K.T. and the third of New Brighton, Pa.

Mr. Ward also reports that after submitting the first cover to Dr. Chase, the reply was that Dr. Chase thought it was imperforate because of its margins and that there was no trace of a perforation on any of its four sides. Mr. Ward remarks that as the engraver had been producing imperforate stamps for six years and S4 was produced about the time of change-over from imperf to perf, it would not be surprising if some sheets were issued without perforations.

Mr. Ward would like to be informed of any other similar examples (and so would Ye Editor for publication).

S5 STAMPS WITH CURVES IN VERTICAL RECUT OUTER LINES

One of the ways of distinguishing S4 from S5 is that the vertical outer recut lines of S4 are not always straight. This characteristic enables one to classify tentatively many stamps as S4, to be later confirmed by plating from plates 10 and 11. Hence any stamp showing this curved line characteristic can be regarded at least as a "suspect S4" even though there is no evidence of the line's not extending from stamp to stamp vertically (owing perhaps to off-center and perf cut-in).

However, occasionally stamps are found with curved outer lines that cannot be plated as from plates 10 and 11, hence they are S5 and not S4.

Mr. A. S. Wardwell reports that Dr. Chase found such stamps in a few positions in plate "J", which he tentatively identified as plate 13 (because no plate-13 number has yet been seen). Mr. Wardwell recently found such a stamp -- a top-row copy -- that he has tentatively placed in the right pane of plate J (probably plate 13).

CHECK LIST OF DOUBLE TRANSFERS ON 3ct PLATE NO.11 (LATE STATE)

Mr. P.F. Rose, who purchased Dr. Chase's working plates Nos. 10 and 11 when recently auctioned, has kindly supplied the following as latest information. (see Dr. Chase's article in Issue 23 page 7).

The unidentified double transfers believed to be from plate 11(L) are now reduced to six. These bear Dr. Chase's symbols as follows: F4, M4, B6, Y6, F7 and G7. Mr. Rose writes that he has all except G7 and would like to be informed of any G7 owned by others so it can be photographed for his record.

A7 is 66R11(L); not 66R11.(i) as reported on page 7, Issue 23.

The Dr. Chase double-transfer symbols that are now allocated to plate positions are as follows:

Plate 11 (left pane):

In the listing, the plate position is at left and the corresponding Chase symbol for the double transfer is at right; thus, 1-Q2 signifies stamp of position 1 that was designated by Dr. Chase as double-transfer Q2 before he had it plated. 1 -- Q2; 2-G6; 3-N6; 4-G2; 6-N1; 7-T4; 16-J1; 26-M6; 34-S1; 42-X6; 50-A2; 51-H2; 53-L3; 54-Y1; 55-J4; 56-A4; 57-C4; 58-16; 63-T4; 64-A1; 65-B1; 68-A5; 78-C5; 79-K2; 73-U6; 74Z1; 76-Z6; 89-T1; 93-M3; 94-Q6; 95-X3; 96-H4; 98-U1; 99-U3.

Plate 11 (right pane):

6-K5; 13-V6; 20-K1; 24-C6; 25-J5; 32-E5; 33-H5; 35-T2; 40-O2; 43-A6; 44-X5; 45-I5; 53-Y5; 54-W5; 55-P1; 57-X1; 62-W1; 66-A7; 67-W2; 71-Q1; 73-O4; 75-X2; 77-B7; 79-N4; 83-B4; 84-P4; 85-J6; 86-L5; 89-P6; 92-Y3; 93-I2; 94-J2; 95-L2; 96-S4; 97-G3; 98-J3; 99-R3; 100-R4.

It is important to note that the above list does not include all double transfers from plate 11(L), but only those that Dr. Chase had designated by symbol numbers. The complete list by plate positions is still as stated on page 7 of Issue 23, with the following additions: right pane -- 4OR11(L), 79R11(L), 89R11(L), and 98R11(L). The Chase symbols for these are as stated in the above list.

On page 16 of Issue 16, last line, it is P6 that is 89R11(L); not B6.

The above information should be useful to those who find stamps in their collections bearing the Dr. Chase d.t. symbols employed by him before he had located their plate positions.

LEGITIMATE USE OF "FREE" ON LETTER PREPAID BY STAMPS

Nearly all covers that bear the FREE marking represent erroneous uses of the FREE handstamp, because obviously the postage stamp itself is evidence that the letter was not sent FREE. Recently reported, however, is a cover that shows a legitimate use of the FREE, yet the letter was prepaid by stamps, in this case a 3ct U2 Nesbitt

The letter originated at Boston and is addressed to Mr. Theodore Gay, Dedham, Mass. On arrival at Dedham, the letter was marked for forwarding to West Dedham, Mass. It was also marked FREE because the postmaster at Dedham knew that Theodore Gay was the postmaster at Dedham, hence could receive his mail free (assuming his compensation was less than \$200.00 per year). The letter also was postmarked DEDHAM Ms. Sure enough, we find in Federal Register that Theodore Gay was postmaster at West Dedham (1853 to 1859, incl. and perhaps in other years).

Date of this letter is unknown, but from the markings and that it is U2, it probably was an 1854 or 1855 use. If it had not been known that the addressee was a postmaster this cover would have been marked at Dedham for collection of a forwarding fee (5cts if before April 1, 1855, and 3cts if thereafter).

HOW WERE OLD HANDSTAMPS MADE?

Mr. W. W. Hicks sends No. 3 an impression of a handstamp found in an antique shop, sent him by Mr. R. L. Lenhart of Columbus, Ohio. It was made by a W. Wilcox of Boston of a whitish material (perhaps pewter) with the wording inserted by brass type overlay. There is room for the month-day insert, but these are missing. It has a wooden handle connected to the base by a screw collar and rotary spring assembly. Though this marking is not found cancelling stamps (it is a ticket-dating stamp), its construction is most likely typical of many of the handstamps used late in the '50s for postal markings.



SCRIPT LETTERING IN TOWNMARK

Mr. Dennis Davies calls attention to the use of script letters in townmarks, reporting the 32mm circular LEESBURG Va. in which the "Va" is in script. The marking is not particularly scarce, but interesting as typifying this script use. Some maker of postmarks for the South must have favored this style, for it is known for "Ten", "N.C.", and some others in Virginia.

AURORA N.Y. OBLITERATOR MODIFIED TO INDICATE "5"

No. 19 shows a curious negative "5" in circular waffle background tying S2, an 1852 use. This is an accidental use of a marking suitable for collect-stampless mail. Its oddity comes about because the "5" was dug out of a normal Aurora, N.Y., obliterator (USPM Sched A 13). Why should the post master go to the effort of making that waffle obliterator and then cut away parts of it to make the "5"? Boon-dogging of 110 years ago, perhaps. The cover is from a correspondence in which all other covers had the normal Aurora Waffle.

CROSS ROADS, X ROADS, FOUR CORNERS

Postmarks showing a name with any of the above designations add interest to a collection because they typify early Americana when many such cross-road locations had a store or two, in one of which was a postoffice window and some letter boxes. Only a few of these markings are listed in Sched. A-2 of USPM and then only, usually, because of some special feature, such as for example use of a "4" instead of FOUR, etc.

Issue No. 41, page 6, suggested that somebody might undertake as a project the separate listing of such postal markings in the form used on covers with stamps or on Nesbitts of the 1851-'60 period. Unfortunately one cannot accept the names of the postoffices given in the Federal Register or PL&R's because often the postoffice will be named as CROSS ROADS, yet the postal marking will read X ROADS, and vice versa. However, these official lists of postoffices do supply a place to start.

Mr. N. N. VanBrunt has done just that, and has supplied a list of all such towns listed in the 1859 PL&R postoffice list. As stated, these listings do not make certain that the postmark bears the same designation as the listing in the PL&R; thus, BEMAN'S CROSS ROADS, Nor. Car., listed in the PL&R, might have a postmarking reading X ROADS or even no handstamped postmark at all, using manuscript instead.

A summary from Mr. VanBrunt's list is as follows:

## 1859 PL&amp;R LISTING OF A NAME TO WHICH IS AFFIXED

	<u>CROSS ROADS</u>	<u>X ROADS</u>	<u>FOUR CORNERS</u>
Vermont			2
Rhode Island			2
New York			8
New Jersey	1		1
Pennsylvania	9	2	1
Delaware	1		

## 1859 PL&amp;R LISTING OF A NAME TO WHICH IS AFFIXED (CON'T).

	<u>CROSS ROADS</u>	<u>X ROADS</u>	<u>FOUR CORNERS</u>
Maryland	4	2	
Virginia	10	1	
North Carolina	2	4	
South Carolina	7		
Georgia	3	1	
Alabama	6	3	
Mississippi	2	2	
Louisiana	2		
Texas	2		
Tennessee	18	4	
Kentucky	2	1	
Ohio	13	1	1
Indiana	4		
Illinois	2		
Missouri	1		
Iowa	1		

Note: There are seven states in which there is no preceding name: thus, CROSS ROADS, OHIO; also there is a FOUR CORNERS, OHIO. Included in the above as a variation is KESLER'S CROSS LANES, VA.

STEAMBOAT RAPIDES -- USED WITH S5

Dr. R. de Wasserman reports the Klein No. 460 -- an illustration of a steamboat with BY/STEAMER/RAPIDES on the paddle-wheel shield -- tying S5 on a cover addressed to Mrs. Amanda Norman, Adena, Jefferson County, Ohio. The cover is a caricature Northern patriotic showing a 7-star Confederate flag inverted with the slogan, "A flag-itious article out of place." The Wolcott design No. 2863 shows similar use of an inverted 7-star Confederate flag but with another derisive slogan.

Though the Rapides was in service through from 1855 until after the War, it was taken over by the Confederacy in 1861, according to the Lytle List. However, this picture-steamboat marking has not heretofore been reported on covers bearing the perforated stamp. If any member has seen this marking on cover with perforated stamps of the 1857-'60 issue, please notify Dr. de Wasserman with copy to Ye Editor, as such information would be helpful in authenticating this cover.

The Klein list describes four styles of RAPIDES markings, only one of which is the illustration of a steamboat. None are listed in USPM because so far they have not been reported on covers that entered U.S. Mails -- all being out-of-mail letters.

NEWLY REPORTED DOMESTIC POSTAL MARKINGS

Illustration  
No.

- No. 1 USPM Sched A-2. RAGLEVILLE/SEP 24/1859 C-28 without State name on cover with S5. The town was in Daviess Co., Indiana. The PL&R's list it as RAGLESVILLE. John Ragle was postmaster. Postmaster's compensation in 1859 was \$18.73, hence the marking is scarce. Reported by Mr. A. S. Wardwell.

## Illustration

## No.

- No. 2 USPM Sched A-4. NEW YORK with '61' sideways. A new earliest date is noted for this marking, Jan 17th. The Dr. Chase book lists Jan. 22nd as earliest. Reported by Mr. R. K. Hegland.
- No. 4. USPM Sched A-8c. This "3" is in blue tying S2 on cover postmarked Reading, Pa. Reported by Mr. H. L. Pool.
- No. 6 USPM Sched A-13. Several negative A's arranged in "pie" design, in black ties S1 (Aug. 1851) on cover bearing blue Louisville, Ky. townmark. Reported by Mr. A. T. Atkins.
- No. 7 USPM Sched. A-2. DES MOINES Iowa 1857 year date 33mm used with S2. The DES MOINES is at one side because of removal of FORT. This postoffice was established as FORT DES MOINES, Dec. 31, 1846, and changed to DES MOINES July 30, 1857. Reported by Mr. G. W. Wolters, who also reports that the small 25mm marking is also known with DES MOINES at one side, thereby indicating that this marking originally was FORT DES MOINES, doubtless erroneously made because the small 25mm marking was not used as early as July, 1857.
- No. 8 USPM Sched. A-2 PEPIN WIS 37mm used with S2. Reported by Mr. G. W. Wolters This is also a lop-sided arrangement. The town was NORTH PEPIN (Dunn Co.) in Federal Registers before 1859, but PEPIN in 1859 and thereafter.
- No. 9 USPM Sched A-2 BRITISH HOLLOW WIS. 33mm rimless sans-serif letters with mss date on U-10 Nesbitt envelope, reported by Mr. G. W. Wolters who writes that this town was a small village in the extreme southwest part of Wisconsin -- in Grant County near the present Potosi. The postoffice does not appear in the 1859 Federal Register so it was probably established in 1860 or 1861. The settlement still exists, but has not had a postoffice since about the turn of the century. Note also the associated many-lined grid.
- No. 10 USPM Sched A-27a 29mm circular ADVERTISED/1/CENT reported by Mr. G. W. Wolters on cover with S2 and T1 from Rockford, Ill., to Fort Des Moines. Probable use 1856. The letter also bears DEAD LETTER marking No.2, page 121 USPM. The marking was doubtless applied at Fort Des Moines.
- No. 11 USPM Sched A-27a 39x19mm oval framed ADVERTISED/D/1 ct used with Worcester Ms. townmark on cover with S2 addressed to Chicago. The marking was doubtless applied at Chicago, and is a most unusual form of dated ADVERTISED marking, of which two others of Chicago are shown on plate 22 of USPM. This marking does not appear in the C. W. Hennan list of Chicago markings (Cyc. U.S. Postmarks Art. 29). Reported by Mr. G. W. Wolters.
- No. 12 USPM Sched A-4 MORRIS/D/1861/111 C-34 (1861 in letters 1 1/2mm high). Reported on S5 by Mr. M. W. Schuh.
- No. 13 USPM Sched A-2 SWAMPSCOTT/D/MASS K2-31 dc in blue. Reported with S2 by Mr. M. W. Schuh.

## Illustration

No.

No. 18 USPM Sched A-8b Encircled PAID with bars below -- reported by Mr. L. L. Downing as tying S5 on cover from North Livermore, Me. This marking was reported in Issue 21 but not identified as to town. It is an interesting addition to the list of imitation Boston PAIDS, though not of the conventional style.

USPM Sched A-7 BRUSH MILLS N.Y. C-32, reported by Mr. L. L. Downing as on cover with S5. Location is Franklin Co.

USPM Sched A-13. Mr. H. A. Meyer reports the 18mm 4-ring target used at Paducah, Ky. Listing of towns using targets is in issues 2 and 3 and scatteringly in later issues (see Index to Issue 33).

SCHAGHTICOKE N.Y. circular townmark in green on cover with S2 tied by matching green grid is reported by Mr. W. W. Hicks, who writes that this is a true green. This marking in green does not appear in the Dr. Chase list or in the Dr. Payne list (S. B. Ashbrook book on 1ct, Vol. II, page 103). It is reported as on stampless in the Konwiser catalog.

TOWNMARKS INCLUDING PAID, etc.

A few more have come to light of these townmarks ordinarily used on stampless letters, but occasionally used with stamps.

For USPM Sched 8-a -- infrequently used	Reported by
RALEIGH N.C. str line PAID in blue with S5	Mr. R. F. Ross.

For USPM Sched 8-b -- infrequently used	
NEW HAVEN Ct str line 3 PAID with S1	Mr. A. S. Wardwell
DANVERS MASS. str line 3 PAID in red with S2	Mr. M. W. Schuh

TRANSATLANTIC MAILS

Hamburg Treaty -- U.S. Inland Credit: In Issue 41 Mr. C. J. Starnes reported his latest cover with a 5ct U.S. inland credit was May 29, 1860, and his earliest with the 3ct U.S. inland credit was Dec. 12, 1863. Mr. M. W. Schuh now reports he has two Hamburg packet covers dated May 3, 1862, and Aug. 9, 1862, both showing retention of 5cts by U.S. A much later date is July 22, 1863, found on a cover ex-Knapp owned by Mr. M. L. Neinken bearing PAID/JUL 22/N.YORK HAMB. PKT. (1863), a double-rate letter with 10cts retained by U.S. It thus appears that the change from 5ct U.S. inland to a 3ct U.S. inland took place between Jul. 22, 1863 and Dec. 12, 1863. However, there is a possibility that this change was associated with a change of weight from 1/2 oz. to 1/4 oz, for we know that the 3ct U.S. inland associated with the French Treaty of April 1, 1857, was because of a reduction of weight from 1/2 oz to 1/4 oz for a single-rate letter, so possibly the later reduction from 5cts to 3cts of the Bremen-Treaty mail and the still later similar reduction of the Hamburg-Treaty mail may likewise have been accompanied by a reduction of weight from 1/2 Oz to 1/4 oz. So further information is still desired to get the complete facts.

What was the "DALES" Line? On page 193 of our PERFEX handbook is a reproduction of a Table of Postages to Foreign Countries of Sept. 1861. In a corner of this table is found a table of Dates of Departure of European, North Pacific, and Havana Mails. Here we see the departure dates of Cunard, Havre, Hamburg, and Bremen packets at their respective dates, but there is no reference to Inman Line sailings. Similar Tables of Postages are known for various months from 1860 through 1862 and perhaps later.

However, these tables also show departures by the Dales Line -- in 1860 stated as to Liverpool, and in later years as to England via Queenstown. The subject was submitted to Prof. G. E. Hargest who replied:

"The U.S. Mail rate schedules show such a service, yet I have never seen a cover endorsed to go by it, though I've seen, I think, every other line mentioned during this period. None of the shipping information I've seen mentions such a line. I have been reading some of the debates in the House of Commons on subsidies granted the Cunard, Galway and Inman Lines and these disclose that the British were disturbed by the poor American service and also that the U.S. was making trip contracts with many companies to carry mail for the postage. Perhaps the Dales may refer to a service rather than a line, and Dales may be a coined work: maybe initials of, say, DUBLIN AND LIVERPOOL EUROPEAN SERVICE or something similar."

One circumstance points to the supposition that the Inman Line sailings from New York are in this DALES Line category, because the PMG's report for 1860 lists the Inman Line as carrying mail to Liverpool, whereas the 1861 report lists it as carrying mail to Queenstown -- an exact parallel to the Dales Line destinations as listed in the rate tables. Anybody having access to sailing dates of individual packets could resolve this question readily.

U.S. Packet Mail to Points Beyond Bremen. Any Bremen transatlantic mail is scarce, and doubly so when via U.S. Pkt, and when typifying the 14ct debit to Bremen on a collect stampless letter. Prof. G. E. Hargest send No. 14 as illustrative of such mail -- a letter from U.S. to Wurtemberg. The 14/D/N.YORK U.S.Pkt. in black was applied at the N.Y. exchange office to record the 14ct debit to Bremen, comprising 5cts for U.S. inland, 4cts for U.S. sea postage, and 5cts for what the U.S. packet paid at Bremen to get the letter on its way to Wurtemberg. (see Article III of U.S.-Bremen treaty of Aug.15, 1853). Actually the through rate U.S. to Wurtemberg was 22cts, so the amount collected 22cts (equals 33 kreuzer) provided not only the 14cts that Bremen was charged by U.S. but 8cts extra. This extra comprised the Bremen treaty share 1ct; Bremen local or transit share 1ct; and 6cts extra for part of Bremen-Wurtemberg transit and inland postage in Wurtemberg. This rate division was supplied by Prof. Hargest, who advises further:

"It appears that the German States charged a local rate over and above the treaty rates. This rate was ostensibly for carrier service and could be avoided by taking the letter to the postoffice from which it was to be dispatched from the country . . . . Although all rates in the Bremen and Hamburg treaties are given in cents, and no equivalents are stated, the silbergroschen used in the northern parts of G.A.P.U. appears to have been held equal to 2-1/2cts, while the kreuzer used in southern parts of G.A.P.U. was held at 2/3ct."

The 24/9KrR at left of the AMERICA/UBER/BREMEN marking checks as follows with the above rate division; viz., 24 Kr. (equals 16 cts) represents the 14cts due U.S. plus the Bremen treaty inland and local transit of 2cts, and the 9 Kr represents the Wurtemberg inland plus the part of the Bremen-to-Wurtemberg rate not paid by U.S. (equals 6cts).

First-Day 13 Decimes French Collect Rate. Mr. M. W. Schuh reports a stampless cover, New Orleans to Bordeaux, mailed Nov. 8, 1851, thru New York via British packet, arriving in France Dec. 4th. It bears the French 13-decimes collect rating mark. Inasmuch as this collect rate changed from 15 decimes to 13 decimes on Dec. 1st, 1851, it is most probable that this cover is the earliest known with the 13 decimes rating mark for single-rate U.S. to France.

Early Use of Belgian Closed Mail. The Treaty with Belgium did not become effective according to its terms until Nov. 19, 1860. However, the PMG's report for 1860 shows it to have been operative even before June 30, 1860. The first reported example is from Mr. M. W. Schuh who owns a stampless letter from Liege to Philadelphia mailed June 14, 1860. It bears the Belgian ETATS-UNIS PAR OSTENDE and the BOSTON BR PKT 27 PAID JUN 28 for restatement of rate. The Boston marking is the same as No. 39 on page 104 of USPM, except it has 27 instead of 7.

Bremen Line Mail U.S. to-France, etc., via Southampton. A new Havre Receiving Marking. Prof. G. E. Hargest reports No. 15 as on collect letter to Brussels through France via Steamer Bremen. The Bremen Line packets carried Bremen Packet mail to Bremen and Central Europe and also American Packet mail to England, because the steamers were under contract to U.S. for mail to Southampton only. The letter was exchanged at Philadelphia where the PHILADELPHIA/D/12 was applied in black to debit France with 3cts U.S. inland plus 9cts U.S. sea post. The point of entry was at Havre, but probably the letter was dropped off at Southampton and taken across channel to Havre. Other transit markings show it left Havre on May 29th and reached Brussels May 30th, via Paris.

Not only is the letter unusual because of scarcity of markings showing this route, but the octagonal HAVRE receiving marking(15c) has not been heretofore reported. It is in red and reads ET. UNIS SERV. AM. V.A. whereas the usual blue octagonal HAVRE marking (No. 34 of Issue 35) reads ET. UNIS SERV. AM. D. Mr. Hargest suggests that the "V.A." signifies VIA ANGLETERRE (England) and the "D" signifies DIRECT (i.e., via the Havre Line direct from New York, not thru England). In this connection Prof Hargest states that later investigation by Mr. M. W. Schuh shows that the circular HAVRE receiving marking (No. 21c of Issue 39) is related to the newly discovered marking in that both appear to refer to mail that reached Havre thru England. The circular marking reads ET. UNIS PAQ, AM A, in which the "A" perhaps signifies ANGLETERRE; that is, the latter reached Havre thru England from an Am. Pkt that stopped at Southampton, and thence via a cross-channel packet to Havre.

Encircled PAID/30 No. 20 is reported by Mr. L. L. Downing in red as an obliterator on 30ct 1857 stamp. This or a similar PAID/30 is sometimes seen on letters to France of double rate under the April 1857 treaty, but not often on stamps. As the marking is associated with foreign mails it is not a candidate for listing in USPM Sched A-14d.

Collect Exchange Markings at Detroit -- French Treaty. Nos. 29 and 30 of Issue 36 and accompanying description referred to letter to Switzerland via England and France bearing a DETROIT/D/PAID 18 exchange marking. Two covers showing the reverse direction are reported by Prof. G. E. Hargest as Nos. 16 and 17 for the collect single-rate and double-rate, respectively, on letters from Switzerland to Cincinnati via France in 1861. The 21- and 42-ct rates are not the usual British open-mail rates via Am. Pkt, but are restatements of the through collect rate from Switzerland according to the French Treaty. If instructions of the Treaty as modified April 1, 1861, were followed, these letters went via Allan Line Am.Pkt (though of Canadian registry) from Liverpool to Portland, Me., or Riviere du Loup and thence to the

Detroit Exchange Office. However, these letters bear the octagonal BR. SERVICE marking (see No. 30 of Issue 36). If this BR. SERVICE indicates British Packet from England to U.S., then instructions were not followed. However, if the BR. SERVICE merely shows that the letters went from France to Liverpool via British Service and thence via Allan Line, then the BR. SERVICE marking is explained. There was no provision in the Treaty for getting French mail to Detroit Exchange office except via Liverpool and Portland, Me., or Riviere du Loup on Allan Line steamers (Am. Pkt).

Division of French Mail between Detroit and Chicago Exchange Offices. Prof. G. E. Hargest sends the following data from the April 1, 1861, revision of the U.S. French Treaty:

Detroit Exchange Office -- mail to or from Michigan, Ohio, Indiana and Kentucky.  
Chicago Exchange Office -- mail to or from Illinois, Wisconsin, Minnesota, Iowa, and Missouri, and Kansas and Nebraska territories.

#### FLASH!

As we "go to press" comes word from Chairman J. David Baker that the Unit's Slide Show has now been taped and is now in the APS circuit -- full announcement to be made in August. A second set of slides is available for distribution among Unit members for showing at local clubs, and a third set is also being prepared for the National Federation of Stamp Clubs.

Preparation of this Slide Show has been almost solely the arduous work of Chairman Baker, assisted by Vice Chairman Neinken who searched the Philatelic Foundation files for suitable pictures. This Slide Show will serve well to maintain interest in the 1851-'60 issue and particularly to build and hold interest in Classic U.S. stamps and covers among general collectors who have yet to learn of the pleasures of collecting the issue.

When final announcement is made as to where the slides can be obtained, all members will find it to their advantage to present the Show to groups of which they are members, preferably accompanied by a small exhibit of stamps and covers from their own collections.

#### ADDENDA AND CORRIGENDA

Issue 41, page 9. Earliest Use of 1851-Issue Stamps to Canada. Readers of this notice must have been mystified because the last paragraph is strictly non-sequitur. What happened is that an entire paragraph was omitted after the introductory paragraph. The missing paragraph is as follows:

This cover is not only noteworthy as showing the earliest-known 12ct bisect, but apparently it is the earliest known use of stamps of the issue to Canada. When USPM was being compiled, search was made for the earliest use of stamps to Canada (1851 issue), and despite all efforts to locate an earlier one, only a use of three S1 and an R-4 on cover from Boston to Montreal was discovered -- with date Sept 19, 1851.

Issue 16 and Issue 23. A few revisions of the listings as to double transfers of S4 are noted in the report by Mr. P. F. Rose elsewhere herein.

An Addenda sheet for USPM that includes rarity numbers of the new markings shown herein will be issued with the next CHRONICLE. A few changes relating to previously listed markings are as follows:

Sched A-1: Reduce rarity of WINCHESTER CENTRE CT. octagon from 8 to 6.  
Schedule A-11: Increase rarity of VIRGINIA CENTRAL R.R. (V3-a) from 7 to 8.

Pricing Pamphlet, Sched. A-1: Change first sentence to read, "If wording is contained within an oval-rim outline, deduct 30%."

NOTES ON THE ONE-CENT STAMP OF 1857 -- PLATES 5 AND 6  
by Mr. M. L. Neinken, Vice Chairman, Route Agent No. 119

Editor's Note: The following was received from Mr. Neinken after typing of this issue had been started, hence it is included herein as the last article. Mr. Neinken is preparing an extensive report on this subject to be published later, but in these Notes he requests certain cooperation of members, as well as supplying a most interesting progress report.

\* \* \* \* \*

As most members know I have been working for years on the reconstruction of Plate 5 of the U.S. 1¢ 1857. Morris Fortgang and I started to pick up the work that had been previously begun by Stanley Ashbrook. We thought that most of the stamps which we know now came from Plate 5, came from Plate 6.

A considerable amount of work had been done on the reconstruction of the right pane and the four right vertical rows of the left pane. At this point we were all stymied. Then Jack Fleckenstein found a horizontal pair, one of which was a Type Va and the other a Type V relief. Some time thereafter Morris Fortgang discovered a horizontal strip of four of which the two right stamps were Type Va relief and the two left stamps were Type V relief. He then came to the conclusion, which was proved later to be correct, that two transfer rolls were used for transferring this plate. Fourteen vertical rows were transferred with a Type Va six-relief transfer roll, and the six left vertical rows of the left pane were transferred with a Type V six-relief transfer roll.

A few positions were known from the left pane of Plate 5 around the imprint because two imprint copies had been discovered which showed the number 5. The reconstruction of the left rows of the left pane from Plate 5 went along very slowly, but in 1957 I was fortunate enough to purchase an unused block of 21 stamps which were definitely from Plate 5 and then I discovered that there were positions on the right row of this block which matched the positions in the left row of the reconstruction which up to this time had been attributed to Plate 6. This definitely proved that all of the stamps which had been previously attributed to Plate 6 actually belonged in Plate 5, that actually Plate 6 was a mystery plate and up until this day there is no definite proof that Plate 6 ever went to press although Fortgang, Ashbrook and I always felt certain that such a plate had been made. Imprint copies with plate numbers exist from all the plates from 1-12 except Plate 6, and no one has ever seen the number 6.



I have some stamps which I cannot place in any of the Type V plates, numbers 5 to 10, and I believe that they come from Plate 6, but I have been unable to form a reconstruction which would be definite proof. The reconstruction of plates 8, 9 and 10 are complete. On Plate 7 there are three positions missing from the left pane, and these are single positions scattered throughout the pane.

As to Plate 6, I believe it consisted entirely of Type V reliefs, and therefore if a small reconstruction could be made of Type V stamps that did not fit in with those from the other plates, we would know they came from Plate 6.

I have been successful in completing the reconstruction of the entire left pane of Plate 5 and have reconstructed 98 out of 100 positions in the right pane. The two missing positions which I lack are 77 and 78R, from the D relief (see Ashbrook Vol. 1, page 255, Fig. 21G). I have one stamp that is from these Type Va positions but I cannot tell which it is.

I will be greatly aided in solving this problem if members will loan me any pairs or larger pieces of 1ct Type Va stamps that they may have, or let me arrange for photographing them.

During the years that I have been working on this plate, I have been able to get a good count on the number of stamps required nearly to complete the reconstruction because I never disposed of any of the stamps in this plate except to Morris Fortgang. In my collection I have 223 copies of Plate 5 off cover and 100 copies on cover. Besides this, Stanley Ashbrook made up the photographs of 407 copies in 1957, some of which were plated but most of which were not. The photographs of these 407 copies consisted of most of the varieties in Morris Fortgang's collection and in a number of other collections. In other words, with a total of 730 stamps I was practically able to complete the reconstruction of this plate and I think I was pretty lucky because this is really a small amount for a plate reconstruction of 200 subjects.

My estimate on the number of existing copies in all collections of Plate 5 stamps is less than 1000. I have 323. I believe there are about 300 in the Fortgang collection. I know that Frank Hollowbush has a used block of 16 and a number of other copies. I also know the existence of one unused block of eight, one block of six and two blocks of four. Therefore, examples from this plate are pretty scarce.



1



2



3

3

4



5



6



7



8

BRITISH HOLLOWAY W. S. 1861

9



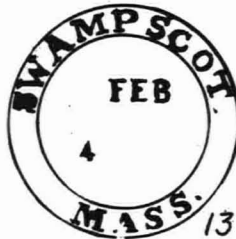
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11

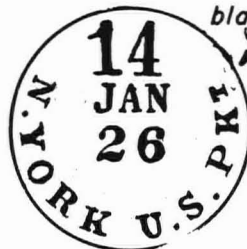


12



13

per Steamer Bremen 14 may



14a

black red blue 33 kr  
24 9 KPR AMERICA OVER BREMEN 14b 14c



15b



15c



18



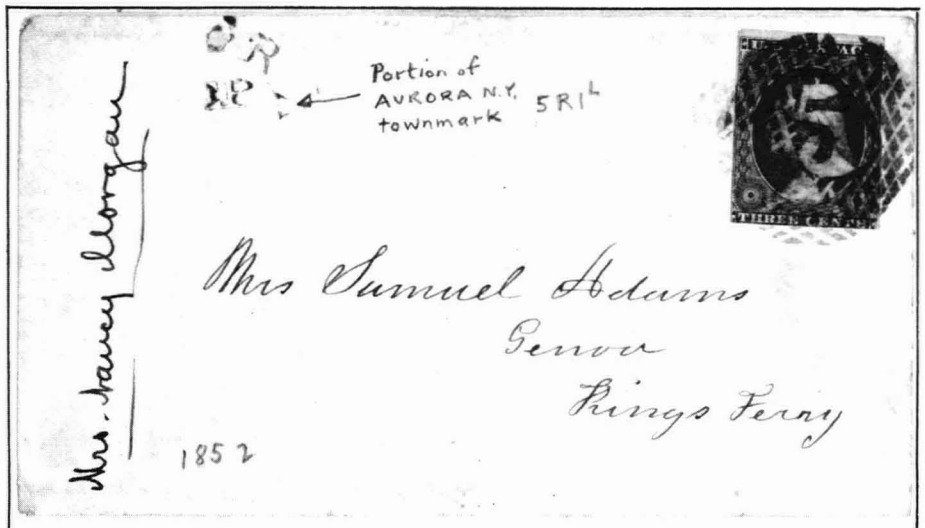
16



17



20



Portion of AURORA N.Y. 5R14 townmark

Mrs. Nancy Morgan

Mrs Samuel Adams  
Genoa  
Kings Ferry

1852