

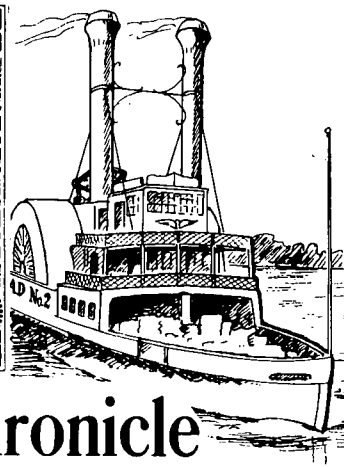
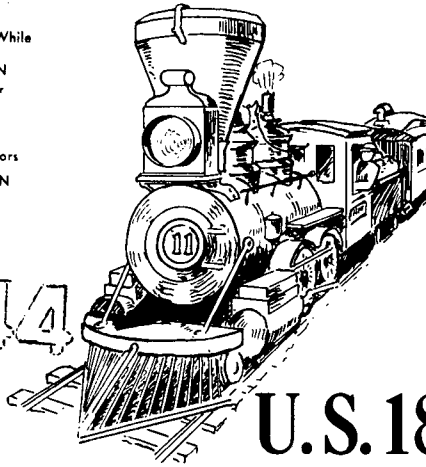
Published
Every Once in a While

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Berkeley 5, Calif.

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Printed in U.S.A.

Issue No. 44



OFFICIAL PUBLICATION
OF
THE U.S. 1851-'60 UNIT
No. 11
AMERICAN PHILATELIC SOCIETY

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Publication date of Issue No. 44, Feb. 20, 1963: one copy free to members, extra copies to members (except Issues Nos. 1, 5, 6, 8, 9, 10, 12, and 21) 50 cents. (Issues Nos. 1, 5, 6, 9, 10, 12, and 21 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. Unless otherwise stated, all listed postal markings are in black.

COLLECTING FIRST- AND SECOND-ISSUE NESBITT STAMPED ENVELOPES

by David Wasserman RA No. 308

Although almost every research category of U.S. adhesives has been explored -- even whole books written about a single stamp -- it is only recently that similar attention is being paid to the interesting variations of Nesbitt envelopes so well described in the new Thorp-Bartels Catalogue of U.S. Stamped Envelopes. Study in this field is perhaps even more rewarding than in the case of U.S. adhesives because it is easier to obtain rare varieties as so few collectors and dealers know about them.

The Thorp catalog, the Thorp bi-monthly Envelope World, and the help rendered by a few enterprising dealers such as Bryant-Pollard Co. serve to establish Nesbitt collecting on a sound scientific basis. Collectors now quite generally include Nesbitts with significant postal markings in their collections on an equal basis with covers bearing adhesives. Some of the better auction catalogs no longer have the Nesbitts sequestered in a separate section in the back, but list them along with the adhesives according to period of use.

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: 1-recut vertical inner lines left and right; IA-only at left; IB-only at right; IC-without such lines.

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

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

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

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

The Mulready envelope and its caricatures had been used in Great Britain for nearly a dozen years when the 32nd Congress on Aug. 31, 1852, authorized the issue of stamped envelopes, principally to provide means of obtaining postal revenue from letters carried out of the mail by express, steamboat, and other unofficial carriers. The PMG's report of Dec. 4, 1852, stated that such envelopes would "soon be issued." Contract was awarded to George F. Nesbitt on Oct. 25, 1852. Much difficulty was encountered in manufacture so envelopes did not appear until June, 1853, though official notice was not published until the July 7, 1853, issue of the National Intelligencer of the Washington Journal which stated, "They are as yet of but a single size and of the 3ct value."

First Use. As to earliest date of use, Mr. P.H. Ward, Jr., in a recent release in Mekeels notes a 3ct Nesbitt cancelled Boston, June 17, 1853, as the earliest recorded. The 6ct green appeared in August or September 1853, according to Ashbrook. Thorp lists the 6ct red of Oct. 17, 1853, and the 10ct green of April, 25, 1855. After Oct. 1859, some were available with "patent lines" -- placed on back of front face for ease of writing the address. The first use of the second (star die) issue was Aug. 29, 1860, and the 6ct and 10ct supposedly followed in October. The 1ct envelope was sold in New York on Dec. 11, 1860, but the wrapper was not authorized until Feb. 27, 1861. The 3ct-plus-1ct compound was issued Dec. 1860, though examples of that month are not known.

Number Issued. The 1853 PMG's report states that 464,000 3ct note size, 8,118,000 3ct letter size, 150,000 6ct (green) letter size, and 181,000 6 ct (red) official size were delivered in the quarter ending Sept. 30, 1853. Federal Registers of the period show amounts paid on the Nesbitt contract for years ending Sept. 30, 1855, 1857, 1859, and 1861, respectively (Registers were issued only every other year). It is probable that Nesbitt received about 1/8 cent per envelope. Applying this to the \$73,000 per year average as indicated by totals paid in specific years, we have by use of some arithmetic an estimate of about 420,000,000 Nesbitt envelopes produced (most of them probably of first issue). Dr. Carroll Chase estimated that about one billion 3ct stamps were issued until mid-1861, from which it appears that Nesbitts are about 2 1/2 times as scarce as adhesives.

Who was Nesbitt? The House of Nesbitt was established in New York in 1795. When the envelope contract was made the Nesbitt factory was at 88 Wall St., and G.F. Nesbitt lived at 79 Lexington Ave. His firm was a prolific maker of stationery and advertising specialties, the largest in U.S. He printed advertising cards, calendars, lithographs, of Currier & Ives style, etc. Apparently he could not resist placing his seal -- G.F. Nesbitt -- N.Y. (in several styles) on back of the U.S. envelopes, which caused a public uproar, so he removed the seal (probably toward the end of July). This fact serves to date some of the early Nesbitts. The seal is known on 3ct envelopes, size 3, dies 1, 2, 3 and 4, knife 2, on both white and buff.

The Nesbitt contract was in effect until Mar. 31, 1870. Nesbitt died in 1869, and the firm never obtained another U.S. envelope contract.

The Dies. Machinery for embossing was well developed in those days as seals and stamped-embossed papers for documents were in large use. However, apparently Nesbitt employed a number of engravers to copy the original matrix, and each paid little attention to exactness, hence the large variety of heads, frames, and combinations designated by collectors as "dies." H.S. Dickinson (American Philatelist, Dec. 1956) describes the Nesbitt process, based on hobs and dies in the Smithsonian Institution.

The Thorp catalog illustrates nine principal die designs which correspond to the Scott U-1 to U-8, respectively, except that Thorp shows two styles of Die 5. Then on pages 418-432, Thorp illustrates and describes the numerous heads and frames, which in combination make the collectible design varieties.

Because the Thorp illustrations are about twice-area size, it is not always easy to identify an actual stamp with an illustration. A method I have found effective is to select the letter T of THREE as a starting point. Its vertical bar shows marked variation of slope. If a straight-edge is placed alongside the right-hand edge of this vertical bar, its prolongation will extend into the lower label in some relationship to the letters CENTS. By noting this feature on the Thorp illustrations, we have a basis for identification of any envelope stamp encountered. Another convenient aid is by distance measurement on the stamp itself. For instance assume 10mm, and select as a starting point the upper left corner of the cross bar of T of THREE. The 10mm spacer then will reach to some point in the vicinity of the right-hand E of THREE. By recording such inter-sections, means is provided for further identification. Because there appear to be slight differences in enlargement ratio of the Thorp illustrations, 10mm on the stamp corresponds closely to 15mm on the Thorp first-issue illustrations and about 16mm on the second-issue illustrations. By applying spacers of these distances to the illustrations, a correlation can be had between the illustrations and the stamps. By practice the collector soon becomes able to distinguish quickly the various die varieties.

Envelope sizes. Those for the first-issue were No. 1 (2-7/8" x 4-3/4"); No. 3 (3-1/4" x 5-1/2"); and No. 7 (4" x 9"). The 3ct was in sizes 1 and 3, the 6ct and 10ct green in size 3, and the 6ct red in size 7. Of the second-issue, the 1ct was size 3; the 3cts in sizes 1, 2, and 3; the 1ct-plus-3ct in sizes 2 and 3, the 6ct in size 7; and 10ct in size 3. The actual sizes vary somewhat from stated dimensions because of variation of setting of folding equipment.

Knives. This term refers to the cutting knife of shape to cut the sheet so it would fold to an envelope of the required size. The Thorp catalog contains diagrams of these knives. There was some variation of knives for envelopes of a given size, mostly apparent in the design of the flap.

Watermark. This consisted of double-lined letters P O D with U S below. Specialists note eight variations.

Paper. Colors were white and buff; the former of various degrees from bluish to dirty white. Buff varies from pale chocolate to various tints of what is now called oriental buff. Most papers were soft nearly un surfaced, but some were hard, brittle, and well surfaced. At first the envelopes were cut so paper appears as horizontally laid in relation to bottom edge of front. This was found to be wasteful of paper, so the paper was later cut to show diagonal laid lines.

Gum. All gum was applied by hand; the brush left the edges as straight lines -- called "square" gum.

Ink. There was apparently little control over color variations or degree of transparency, particularly in the greens, and in the blues of 1ct, 2nd issue.

Space does not admit of expanding the subject in more detail, but I hope enough has been said to indicate why the collecting of Nesbitts is so fascinating and is a field that is ever opening new and enchanting vistas -- and a challenge to our best research ability. And there is room for profit, too, because the informed student can still find many of the rare die varieties because so few have taken the trouble to become fully informed.

IS THE LEOMINSTER, MASS., "3" A PRECANCEL?

This "3" (No.7 of Sched A-14c, page 63 USPM) has been found on stamps used at towns near Leominster, and also so far as known to Ye Editor has never been seen tying the stamp; that is, it is completely on the stamp. These facts suggest that the 3's were applied to the sheet of stamps before sale, and some stamps applied to letters posted elsewhere.

Now, however, comes word from Mr. A. H. Bond that he has a Leominster cover with the "3" on S2, but applied at right angles to the long axis of the stamps, yet appearing vertically on the cover (the stamp was attached to the cover lengthwise). He also reports a 3ct, 1861-issue stamp in which the Leominster "3" is inverted on the stamp, but is erect on the cover (the stamp was attached upside down). Certainly the evidence here is that in these cases the "3" was applied after the stamp was placed on the cover. However, it is entirely possible that the 3's were applied to the stamps as precancels during part of the period of use -- when the pm was rushed, perhaps. There was no change of postmaster at Leominster between 1852 and 1859, at least.

NEW YORK POSTMARK WITH SIDEWAYS "61"

In Issue 43, Mr. M.L. Neinken asks "what is latest date of use." Dr. D. B. Johnstone reports he has this sideways marking used Jan. 30, 1862, on a 4ct rate cover bearing Scott's Nos. 63 and 65. Presumably the date reads "62", hence most probably the marking was used throughout 1861, though it is not common.

TWO UNREPORTED "STEAMBOAT" MARKINGS

The substantially complete record of STEAMBOAT markings of Schedule A-18-1 of USPM is evidence of the careful compilation of Mr. H.A. Mayer who supplied the list, to which no additions have been reported since USPM was published. Most surprising, therefore, was discovery of two new STEAMBOATs used on stamped covers during the 1851-'61 period -- auctioned Oct. 31, 1962, by Mr. H. Herst, Jr. -- illustrated on our plate as No. 11 of Eastport, Me., and No. 12 of Hartford, Ct. Both markings are in black. The former is addressed to Eastport, and the latter to New Haven.

The Eastport example is on cover bearing deep claret S2 with inner lines, hence most probably an 1852 use. The Eastport townmark shows Sep. 1 date. A STEAM from Eastport has long been known, but most likely the STEAMBOAT was used early in the period, and perhaps concurrently with the STEAM. The Hartford example is on cover with S5, tied by Sep.27, 1858, year dated townmark. The marking evidently was applied with a slanting blow which caused the leftmost letters to be distorted. A STEAMBOAT of Hartford has been seen on a stampless cover.

IDENTIFYING FAKE POSTAL MARKINGS -- HANDSTAMPED AND MANUSCRIPT

Under the above title in Issue 40 was description of method of detecting faking. The method has been used with good results and has been instrumental in showing up several sources where fakes have originated. Valuable, therefore, is the following comment recently received from Mr. F.E. Risvold, who regularly uses the method to check any suspected item:

"Recently I bought a stampless cover from a well known dealer which bore a rare cancellation (only one known). The dealer thought it might be a fake and marked it as such. I bought it for letter content and not for the cancellation. I put it to the "stain" test and it reacted the same as other known bogus covers ... This test is not perfect as to manuscript cancellations, but as far as handstamps are concerned it runs true to form. Genuine manuscripts will or will not stain, but if the ink has been blended to simulate age, it will separate in the transfer and show up the fakery.

From this report it is evident that we may consider the method infallible in the case of handstamped markings, but not always conclusive in the case of manuscript markings.

NEWLY REPORTED DOMESTIC POSTAL MARKINGS

The illustrated markings not otherwise herein noted are as follows:
The abbreviation "Thrp" refers to the Thorp catalog of stamped envelopes.

<u>Illustration No.</u>	<u>USPM Sched.</u>		<u>Used with</u>	<u>Reported by</u>
1	A-1	CONSTANTIA O/D arch 28x17 (on Patriotic) (see Paige Auction Dec., 1962)	S5	S.C. Paige
4	A-4	SENECA FALLS/D/N.Y C-34 year above no.	S5	R.B.Graham
6	A-14d	PAID 3 (interlaced) 8x17, Tarringford Ct.	S2	E.B.T.Glass
7	A-14a	PAID (apparently hand-made) 20x30 Stokes, N.Y.	S2	L.R. Campbell
8	A-16	"S" 14mm obliterator, Dalton, Mass	Thrp2	H.C. Greene
9	A-13	Odd octagon 20mm Troy, Pa.	Thrp 20	"
10	A-27c	HELD FOR POSTAGE 51x3, Philadelphia	S2	L.R. Campbell
13	A-27a	Adv. 1 cent 33 x 4, Worcester, Mass.	S2	A.S. Wardwell
14	A-27b	MISSENT & FORWARDED 67x5, Charleston, S.C.	S2	L.R. Campbell
16	A-27	BUFFALO N.Y. Rimless C-30 Most likely this marking once had a rate designation at bottom.	S2	R. deWasserman
	A-8a	Add for infrequently used, NEW LEBANON N.Y./PAID C-30	R15	H.L.Pool
	A-8b	Add to, "3 removed leaving unsymmetrical PAID." WATERBURY CT. C-32 1/2	S5	H.L.Pool
	A-8b	Add for "infrequently used, DELAVAN Wis./3 PAID	S5	G.W. Wolters

MISCELLANY FROM OUR CORRESPONDENT AT GLOVERSVILLE, N.Y.

It is a pleasure to hear again from Mr. Willard W. Davis R/42 who will be remembered as one of the spark plugs at our 1951 and 1957 conventions. He reports a new early date for the CANAJOHARIE, N.Y. 1856 year date -- Sept.25, 1856 instead of Nov.30, as reported in the Dr. Carroll Chase book. He also has a 68R5(L) S2 used at Urbana, Ill., on March 6, 1861 -- an exceptional use of an imperf stamp. Also he reports having a vertical strip (S2) of eight on cover (1-71R5(L) and a horizontal strip of eight (S2) 11-18R6. The unusual DUBLIN receiving mark is on one of these covers: AMERICA/PAID/MY 18/1857/DUBLIN. The AMERICA and DUBLIN are between concentric circles.

GENERAL BANKS DIVISION G.B.D.

Supplementing Mr. R.B. Graham's report of this marking (see No.14, Issue 41), as also confirmed by Mr. P.E.Baker, Mr. Graham sends Nos. 2 and 3 (the latter from Mr. Carl Albrecht). Both are known on S5 and are designated by Mr. Graham as Types 2 and 3, respectively. The one in Issue 41 is Type 1. We thus have Sept.30 and Oct. 8 (1861) for Type 1, Oct.20 for Type 2, and Nov. 30, for Type 3. These are all late uses, but years ago Mr. Elliott Perry wrote that postmasters who ran our of 3ct 1861-issue stamps apparently reverted to the old stamps. Mr. Graham suggests that this is an explanation for these late uses on S5.

TOWNMARKS HAVING OUTLINED LETTERS

Until a few years ago several townmarks were listed as with outlined letters and double-lined outer circle, such as No. 5 of Washington, D.C. The most frequently found was CINCINNATI, and many others were also infrequently seen. Ye Editor has had CINCINNATI, DAYTON, MINNESOTA MINE/ONTONAGON CO/MICH in his collection. Several investigators, however, studied this subject and concluded that these were all use-modifications of a metal handstamp caused by uneven drying of ink on the edges of the lines on the handstamp, which built-up the edge at the expense of the center into ridges -- which reproduced as an outlined letter instead of a solid letter. The effect had not been noticed on handstamps having box-wood letters. The conclusion was emphasized because all such markings had also been seen with solid-line letters and outer circle, and also in intermediate stages in which some of the letters and rim would be in solid form and the balance of the handstamp in outlined form.

Now, however, is a report by Mr. R. B. Graham of a cover bearing No. 5 (1854 or 1855 use) clearly showing the double lines throughout. He reports also that Mr. T.O. Taylor has two examples of similar markings dated 12/25(54) and 2/23 (55), respectively, and that he (Mr. Taylor) has not seen this marking (35mm diam) in solid-line letters. Mr. Taylor is a specialist in Washington D.C. townmarks and that he has not seen this marking in solid letters suggests that possibly this example is an exception -- and that outlined letters were used in this handstamp.

Has anybody seen a solid-letter 35mm Washington D.C. handstamp that matches No. 5?

Ye Editor mentions that this Washington marking resembles in size and style the Cincinnati marking so often seen in outlined letters. It was not until after

considerable search that the Cincinnati marking was found of exactly same size and spacing, but in solid letters, thus supporting the conclusion of the investigators mentioned. Ye Editor cannot put his hands on the reference to the aforementioned investigation, but it was written up in several of the stamp magazines some years ago.

CUBA MAIL -- THE "NA" MARKINGS

Commenting on references to the Earl Oakley collection (Issue 43, page 2), Dr. R. deWasserman writes as follows:

Some weeks ago I read an article by Mr. L. Dubus, well known French philatelist which refers to a Spanish company that carried mail from England to Havana at least 1838 to 1865, called EMPRESA NORTE EUROPA (translated Enterprise North Europe). It had several postmarks and on a letter from France 12/26/1855 arriving in Cuba 1/29/1856 are found the letters N E 2, as separate strikes. A later one used from 1859 to 1865 had a similar NE.2 in a rectangular box with shaped corners (31 x 17mm). The "2" in these markings indicated a rate. In my opinion a similar company perhaps named EMPRESA NORTE AMERICA handled mail between U.S. and Cuba, and as the distance was less, the rate was "1" instead of "2". This possibly may explain the markings on the Oakley covers.

Editor's Note: The PMG reports show mail contracts with Charleston-Havana Line (in 1853, for example, to M. C. Mordacai, 669 miles, twice weekly). Also some contracts with the lines that went to Panama and Nicaragua referred to stops at Havana. For a time we know that the Str. Isobel was on the Charleston-Havana run. The analogy between the NA marks and the NE marks, as mentioned by Dr. de Wasserman is significant. Evidence of an Empresa Norte America or equivalent will be most interesting, if confirmed.

RAILROAD ROUTE-AGENT AND STATION-AGENT POSTMARKS

Compiled by W.W. Hicks, RA #3, Contributing Editor

CHICAGO & MISS. R.R. (No. 18) on stamped cover with S2 confirms the supposition as to the exact wording of this marking (Remele C12-b) of which Mr. Remele could only guess. The corresponding illustration in his book shows the MISS. as not recognizable.

DUFFIELDS/D/ B. & O. R.R. 34x25mm oval (Remele B2S-i) was first reported in Issue 32 by Mr. A.S. Wardwell but as incomplete. Another example tying S5 has appeared; it is No. 17 of our plate.

ST. L. & I. M. R.R./D/ MINERAL POINT 34mm circle is reported in black by Mr. G.W. Wolters as tying a 3ct 1861 stamp (Scott No.65). That this marking is also known on S5 is evidenced by the tracing No. 10 of Issue 35 which shows the "L & I. M. R." part of it. It cannot be said for certain that the marking that is on the S5 shows MINERAL POINT at the bottom because it might show another town on that railroad. With that qualification the marking is assigned Remele No. S9-1/2S; it is No. 21 of our plate. For description of the route, see I-8 IRON MOUNTAIN R.R. of the Remele book. A book issued by the surviving company, Missouri Pacific R.R., states that Mineral Point (64 miles south of St. Louis) is situated on a high point in an area of abundant mineral resources. It was platted by William C. Inks and named in 1858.

WINCHESTER & POTOMAC R.R. STATION MARKING W7-1/2S W. & P. R.R. HALLTOWN
34 x 26mm oval black 1857-61. See No. 22 of our plate. Reported by Mr. L. L. Downing. Because it is an unreported railroad, the description in style of the Remele book, is as below:

Postal route --

Winchester, Va. to Harper's Ferry, Va. (now W. Va.)

32 miles 1844-1861 6 trips per week

This is, of course, a station-agent marking. Halltown is 4 miles south of Harper's Ferry. The example ties a 3ct '57, Ty II on a cover to Berryville, Clarke County, Va. The marking is extremely rare.

History of the road: The Winchester & Potomac R.R. was chartered in 1830, and completed its line, Winchester to Harper's Ferry, in 1836. It had close relations with the B. & O. R.R. for years, and was finally leased by the B. & O. R.R. on July 1, 1867, at an annual rental of \$27,000.

Station list: Winchester, Stephenson's, Wadesville, Summit Point, Cameron, Charlestown, Halltown, Harper's Ferry.

NORTHERN R.R. N.Y. (Remele N21-c) was reported in Issue 32 as in red. It is now reported in black tying a 3ct Nesbitt envelope.

VERMONT & MASS. R.R. 34mm black 1857-61 was reported in Issue No. 41 (illus. No. 17) tying S5 on cover, as the first reported of this wording, and the first report of any from this route in the 1857-61 period. A question in regard to it is whether or not this carried over into the 1861-68 period and is known on stamps of that issue. If so, the marking would be merely an early use of a well-known marking; if not, then it would be a rare marking, indeed. Inquiry from Mr. C.L. Towle, RA#408, a specialist in R.R. markings of all periods, brings word that he does not know of this marking as used in the 1861-'68 period. He refers to a 25 1/2 mm one reading VT & MASS. R.R. used about 1865, as his only listing in that period. He also sends much interesting data as to route-agent's travels in the 1861-68 period. This will be covered in next issue.

BOSTON & FICHBURG R.R. (Remele B11-a) appears in the Remele book as in blue. Mr. C.L. Towle now reports it in black tying S2 on cover addressed to Pittsford, Vt., Aug. 2 (probably 1853).

BOSTON & FICHBURG (FITCHBURG) R.R. Remele B11-a and B11-b

It is always interesting and helpful to correct an error in a previously published report, even if minor, as it helps a collector to explain the "why" of a postmark that might otherwise seem puzzling. As is well known, Remele markings B11-a and -b were used on the Fitchburg R.R. between Boston and Fitchburg, and the Remele book lists them as "terminal" markings. Through good detective work by Mr. C.L. Towle (RA#408), it is now surely proved that these markings were actually "route" markings between Boston and Burlington, Vt. It has been a mystery why no known markings exist in our period of the Cheshire R.R. (between Fitchburg thru Keene, N.H. to Bellows Falls, Vt) and the Rutland & Burlington R.R. (between Bellows Falls, Vt. and Burlington), as both roads were in operation by 1849 and had mail contracts with the P.O. Dept. Mr. Towle reports on 4 covers with B11-a or -b markings, that travelled between points on either the R. & B. or the Cheshire, and never had to touch the Fitchburg R.R. to reach their destination. The writer started searching also and can now report on at least 6 additional covers with similar characteristics from other collections, plus others that are "suspect."

It, therefore, seems certain that the route-agents travelled the full route between Boston and Fitchburg, probably on through mail cars, thence through So. Ashburnham, Keene, Bellows Falls, Rutland and Burlington. The B11-a and -b markings were later supplanted by the Boston & Burlington marking (Remele B-9) and in the 1860s by the hand stamp reading "F.C. & R.&B. Mail Line," standing for Fitchburg, Cheshire, and Rutland & Burlington.

NORTHERN R.R. (of N.H.) -- Remele N20-a and N20-b

The corrected Boston & Fitchburg (Fitchburg) story as above led to a sound explanation of certain covers with Northern R.R. markings, that seemed to be erroneously marked. There is no known marking of our period of the Vermont Central R.R. (between Windsor, Vt. and Burlington). It seems 100% certain now that the same route-agent, who travelled the Northern, simply continued on to the Vermont Central as it was built westward from White River Junction (where the two R.R.s joined), and eventually to Burlington. Through the good efforts of Mr. George Slawson, Editor of the Vermont Philatelist, the writer can report 6 covers noted to date that had the Remele N20-a or -b marking. All of these covers were mailed in a Vermont town on or near the Vermont Central, and were addressed to another Vermont town on the same R.R., or on the Rutland & Burlington, thus having had no reason to enter the Northern R.R. proper. These tend to verify the claim that the Remele N20-a or -b markings were also "route" markings. It would be appreciated if any other similar covers in other collections would be reported.

TRANSATLANTIC MAILS

Prussian Closed Mail to Points Beyond German-Austrian Postal Union: Letters in this group that do not have full postage paid to final destination were marked at the Aachen distribution center with a rectangular marking Franco Preuss/ resp: Vereins: Ausg Gr. as shown on cover illustrated at bottom on page 4 of USPM. Later in the period a similar marking was applied (No. 15) FRANCO/ Preuss. Resp. Vereins/ AUSGANGS GRENZE; the earliest use reported by Prof. G. E. Hargest of the latter marking is Nov. 24, 1860. Both markings are in red, and literally translated mean "PAID Prussian Union Exit Border," signifying that postage was paid only to the exit border of the German-Austrian Postal Union. Thanks to Prof. Hargest for the translation and No. 15 example.

The cover illustrated on page 4 of USPM bears the rectangular marking on a letter to Denmark because Prussia was credited only with 7cts (the normal amount for a letter addressed to within the G-A Union). Thus in this case no benefit was obtained from the postage paid above 30cts on this cover because of carelessness at the New York exchange office.

Seven-sided HAVRE Receiving Marking: Mail from U.S. received at Havre by direct line from New York was ordinarily marked early in the period by the circular OUTRE-MER/D/Le HAVRE (No. 32, Issue 35) and later by the eight-sided ET.UNIS SERV. AM D/D/HAVRE (No. 15c, Issue 42). A few also are known with circular marking (No. 21c, Issue 39). Prof. G. E. Hargest now reports No. 19c with seven sides on letter New York to Brussels, bearing all of the No. 19 markings, showing transit via SS. Fulton of N.Y. and Havre Steam Navigation Co., thence Havre-to-Paris traveling P.O. night train (mail processed by crew "E"), thence on night train No.2 through France to Belgium, received at Brussels and

delivered by carrier for fee of "5". Letter is prepaid by T2 and three S5, the 21ct rate for 1/4-oz letter by French Mail paid to destination (PD). U.S. credited France with 9cts by the exchange marking, retaining 12cts of the prepaid rate for its 3cts inland for 1/4-oz letter plus 9cts sea postage to Havre. The 7-sided mark has been seen 7/9/57 to 2/22/58.

This is the first reported use of the NEW 9 YORK/D exchange marking on prepaid mail to Belgium via Havre direct; the marking has been seen on a triple rate letter to France via Havre, or in black on short paid letters.

13ct Rate to Oldenburg via Bremen Packet Mail. Mr. L.L. Downing reports this unusual rate on a letter to Tever, Oldenburg, Germany, prepaid by S5 and X10. This 13ct rate is according to the 1859 rate table, in which the basic 10ct rate to Bremen is increased by 3cts for transit to Oldenburg, whereas the increase was 5cts or more to other towns in the German-Austrian Postal Union. The rate is for a 1/2-oz letter from U.S. either by Bremen or Hamburg packet. This is the only 13ct rate to a Transatlantic point listed in the 1859 rate table. Its history is not easy to trace. Before Aug. 15, 1853, only 2cts was added to the 20ct rate for letter to Oldenburg. The treaty change of Aug. 15, 1853, showed 5cts as the addition for Oldenburg. The 13ct rate was in effect from some later date through 1860. The 1861 table shows 14cts.

SENT BACK TO ENGLAND/WITHOUT A REASON/FOR NON-DELIVERY. This marking in 3-line rectangular form -- with sans-serif block letters (No.20) was noted by Mr. J.E. Chase on cover from England to U.S. 1859 that shows also an oval New York Advertised marking. The obvious reason for non-delivery is that the addressee could not be located, but this is not expressly stated. Prof. G. E. Hargest writes that this marking is of British origin; an impression of it appears in the official British postoffice record of handstamps. The marking is ordinarily found in red or orange.

CHARLESTON S.C./30 on Prussian Closed Mail. Townmarks containing "30" are not rare if of a town which had a foreign-mail exchange office, but so far as Ye Editor knows Charleston S.C. was the only town not an exchange-office location that had such a marking. Townmarks containing "24" for the rate to England are known at several non-exchange towns, however. Most interesting, therefore, is cover No. 23 that bears a 3ct S5 stamp tied by two markings: (1) the Charleston "30" with Dec. 31, 1858, date and (2) the New York exchange-office marking 23/Jan.5/NEW YORK BR. PKT. The former is USPM Sched. A29h-1 and the latter is USPM A29a-44. Both are in black. Explanation is that the stamp was disregarded because the treaty provided that a letter must be either fully paid or it would be regarded as unpaid. The Charleston "30" states the through rate for a 1/2-oz letter, and the New York "23" shows the debit to Prussia as payment for the U.S. cost of getting the letter to the Aachen distributing point. The equivalent of 30cts was collected in Saxony, which thereby gained 7cts to cover the rate from Aachen to destination.

WANTED TO BUY -- S5 TOP-ROW STAMPS, PAIRS, STRIPS, OR SINGLES THAT SHOW ANY PART OF ADJACENT STAMP AT LEFT OR RIGHT

The response to the request for loan of top-row copies for our research group -- on page 7 of Issue 43 -- was not encouraging.

In behalf of the members who are working on the S5 research project, Ye Editor now requests that members ask dealers in their vicinities to send to Ye Editor on approval with prices any stamps of the above title. Ye Editor will either buy them or return promptly, and if any dealer is not satisfied to send on approval, he may describe what he has and ask for a deposit in advance.

Also, as to members who did not check their collections to see if they have anything as described, the favor will be appreciated if they will look again and write Ye Editor -- so it may be borrowed or photographed locally at Ye Editor's expense. Here is a chance to cooperate in much-needed research of great interest to all. Dr. Chase made a splendid start. Let us, therefore, all turn in as best we can to the end that his outstanding effort is carried to completion.

S5 RESEARCH -- CONTINUED FROM PAGE 7, ISSUE 43

Another contributor is Dr. Samuel Dershowitz, designated hereinafter by "DS." He responded extensively to the appeal in Issue 43. At bottom of page 8 of Issue 43, credit should go to "ASW:" not "AWS."

Although the information supplied with this issue may not be interesting to all members of our Unit, it will be helpful to any member who owns an S5 stamp that bears a number on the back such as "T-47" and so on. These were applied by Dr. Chase (or later by some who worked with him) as a part of his method of identification. When another stamp with the same style of recutting or the same style of repair of relief damage was found, he applied the same number. Later, if he found the plate position of the stamp, he removed the T-number and substituted the plate-position number. So if you have a stamp with a T-number that is not shown in the listing below, it is most likely that its plate position is known -- which may be determined by writing TWS about it.

Top-Row Copies from Repaired Relief: These for plate 9(e), 9(L), 15, 20, and 25 are fully identified by plate position, and are on TWS master plates, either as stamps or photos. As to the three unnumbered plates known to show repaired reliefs, the most probable information, supplied by ASW, JAF, SD, TWS, and CC, is in the following -- which is listed in groups that perhaps came from one plate, as judged by dates known, colors, style of repair and recut. Purely for convenience, the plate possibilities are indicated by letters. The symbol "T" indicates the CC T-number applied to stamps that are not double transfers. Symbols E4, F5, etc., refer to stamps showing double transfers as identified by CC.

Plate X (rare). T39 is 1L; T125 is 1R; T95 is 1OR; T97, 98, 99 is group of 3.

Plate Y (scarce). T94 is 1L; T49, 50 is 9-10L; T51 is 1R; T43 is 1OR; T100-F5 is a pair; Unplaced singles are T57, T63, T64, T65, T66, T69, T73, T74, T96, T134, E4, 17.

Plate Z (scarce). is in two states -- but probably not all top-row copies were re-entered for the late state -- the same T numbers are used for both early and late states. 16 is 1L; T52 is 10L; T53, 58 is 1-2R; T68, 70, 62, 71, 67 is group of 5; T59, 135 is a pair; T85, 20 is a pair; T61, 54, 55 is group of 3; 1OR not yet seen.

Top-Row Copies from Broken Relief (not showing Repair). These for plates 23, 24, 26, 27, and 28 (except 7 or 8R26 and 5 or 6 L28) are fully identified by plate position, and are on TWS master plates, either as stamps or photos. ASW identified 1L27 as being a strong double transfer closely resembling W3. If you have what looks like W3, yet it is a top-row copy, you have 1L27.

Dr. Chase did not identify many T numbers for stamps without repaired relief, but ASW supplied many of them above T-150 with CC's aid, and later as to still higher numbers after CC's death. There are still many known stamps to which T numbers are not assigned as yet. To the extent that these exist in pairs or groups, they are listed herein by symbol "X". A top-row stamp is not collectible in this category unless it shows the complete upper margin sufficiently large to show the top of each recut line and associated guide dot; also the perfs should not cut in at sides enough to mar the relation of vertical recut lines to the design. As in the preceding section, tentative plate groupings by letters are indicated. It is to be remembered that this grouping by plate letters is highly speculative, but is in accordance with dates of use, color, style of recutting, etc., so far as it is possible to do so. ASW has given much attention to this tentative placing.

Plate P (scarce -- probably Plate 14). T132 is 1L; T110 is 10L; T-111, 153 is 1 and 2R; T150, 154 is a pair; T203, 204 is a pair; T138, 139 is a pair; D3, T16, 17, 18, 144 is 6, 7, 8, 9, 10R; T149, 05, and D6 are singles. Note: It is almost certain that the group D3, T16, 17, 18, 144 is from plate 14 because D3 was noted by CC on a cover of GBS's that also bore imprint copy from plate 14.

Plate R (scarce). T140 is 1L; T21, 22, 23, 24 is 7, 8, 9, 10L; T25, 26 is 1 and 2R; T32, 33 is 9-10R; T126, 127, 128, 129 is group of 4, T145, 146 is a pair; N6, H7, T147, and T148 are singles.

Plate S (scarce). C3, G4, B3, T34 is 1, 2, 3, 4L; T8, 9, 10 is 8, 9, 10L; T106, E3 is 1, 2R; T107, 108, 109, is 8, 9, 10R; T131, N5, T200, E7, double transfer T6, T201, M5 are singles.

Plate U (rare). This plate contains the Q-recut, the only S5 having recut inner line at right -- see Chase book, Fig. 91). S6, T101 is 1-2L; T142, 102, 103 is 8, 9, 10L; T104, 105 is 1-2R; T130, 89 is 9-10R; Q-recut, T93, 91, 92 is group of 4; T206, 207, 208, 88, 86, 87, 155 are singles; Note: T88, T86, the Q-recut; T87, T-155 and T89 have a crooked frame line.

Plate V (rare). T-137-X is 1, 2L; T30 is 10L; T112, 113 is 1-2R; T151 is 10R; T27, 28, 29 is a group of 3.

Plate W (rare). T133 is 1L; T114 is 10L; X-X is a pair; T152 is a single.

SD has center-line copies plated by CC as from plate 19 that show same spacing from line to adjacent stamps as exists on top-row stamps T24 and T25 of plate R (above). The matching also is as to thickness of the centerline. Similar match is with T103 and T104 of plate U. It is thus probable that either R or U is plate 19.

* * * * *

This report is of progress only, subject to change as new data are uncovered. The grouping by the plates P to Z is tentative, of course. Also from the CC

report in Issue 23, the great rarity of some S5 plates is evident. Perhaps we shall never reconstruct the top rows of such plates, but from present indications maybe we can do so with plates P, R, S, Y, and Z if enough pairs and strips can be found.

Plate 15 Data. The Dr. Chase book states "57R15 ... may possibly show two vertical recut lines very lightly recut in upper left triangle." This has been confirmed by TWS on an early-printed copy that shows the two lines distinctly. Also it has been stated that 94L15 has recut upper left triangle. This is incorrect. Only 58R15 and 85R15, in addition to those listed in the Chase book, have the recut triangle. SD supplied photos for the TWS master plates as follows: 17, 18, 23, 24, 25, 27, 28, 29, 33, 34, 35R15, thereby adding considerably to the reconstruction. SD also made a "find" that has numerous singles, and multiple pieces from plate 15, including both imprints and adjacent stamps as blocks. These are being checked, and at first glance it is clear that several of the heretofore unplated positions are now located.

Book Review -- THE PONY EXPRESS by M. C. Nathan RA #263 and W. S. Boggs
105 pp, 8vo.

Published by the Collectors Club, 22 East 35th St., New York, 16, N.Y. \$5.00

Since April, 1960 the Western Cover Society (APS Unit No. 14) has been publishing in its quarterly Western Express an exhaustive philatelic history of the Pony Express, founded 100 years ago by the Central Overland California & Pikes Peak Express Company. The series of articles describes the known covers and markings -- in three-month groups -- with pertinent supporting data.

These articles as revised are the basis for Part 1 of the book, authored by Mr. Nathan. Part 2 by Mr. Boggs is a reprint, with revisions, of his serial article on the Wells, Fargo & Co's Pony Express Stamps 1861-'65 that appeared recently in The Collectors Club Philatelist.

The background for Mr. Nathan's section on Postal History came from his own extensive collection plus those from other students of the period -- all of whom combined in an effort to bring together under one head all known postal-history information, including lists of known covers, markings, route changes, advertisements, financial and operating data -- every possible fact having to do with the service. Copies of original documents and other source material are included in full, so as to shed light on the somewhat hazy history of this extraordinary undertaking.

Mr. R. S. Bloss contributed a Foreword in which he stresses the difficulties of securing authentic information for "... the Pony Express apparently kept few official records. Where is the company's own list of stations? Where is the official roster or payroll list of employees? Who kept the books -- if any ...?" Mr. Nathan has certainly made marvelous headway in getting at the facts, and all concerned with this book project deserve the warm thanks and appreciation of the philatelic and western history fraternities.

The book is handsomely printed in gold-stamped hard cover on coated paper with over 50 half-tone illustrations of covers plus fully illustrated plating data in Mr. Bogg's section on the 1861-'65 issue stamps. The surprisingly low price of \$5.00 is made possible because the publication was produced under auspices of the Theodore E. Steinway Memorial Publication Fund.

Research Review -- THE 1851-57 TWELVE CENT STAMP by M.L. Neinken RA#119

First Installment -- Collectors Club Philatelist, Jan. 1963 Issue:

Price of issue to non-members of Collectors Club, \$2.00. Mail order to
The Collectors Club, 22 East 35th St., New York 16, N.Y.

The first portion of Mr. Neinken's long awaited release of his research on the 12ct stamp brings up to date the 1926 booklet of Lt. Col. J.K. Tracy and Stanley B. Ashbrook on the same subject as it relates to Plate 1. The unchanged parts of the Tracy-Ashbrook work are copied verbatim, but anything new is interpolated at the proper point in larger type so Mr. Neinken's additions are clearly set forth. Mr. Neinken also credits Mr. Earl Oakley RA#113 with the discovery that Plate 1 had no plate number, and shows an enlarged illustration of position 5L11, similar to what Mr. Oakley released in our Issue No. 40.

This installment is an introduction to later release of plating instructions for Plate 1 -- which Mr. Neinken has completely reconstructed in the path of much work of the same nature by the late Stanley B. Ashbrook. Mr. Neinken reports that he has made some progress, also, on the reconstruction of Plate 3, so such parts of the Tracy-Ashbrook booklet that relate to Plate 3 will be included in later installments with a few minor changes.

Some of the new information in this installment relates to whether or not any Plate 3s were issued imperforate; the great scarcity of marginal and center-line copies; the real rarity of imprint copies; and there is also released a diagram showing alignment and spacing (approximate) for the top rows.

Coming so soon after Mr. Neinken's outstanding book on plating of the 10ct stamp, the grateful thanks of all members are certainly due Mr. Neinken for so promptly making available the results of this research. Additional installments will be awaited with eager anticipation.

ADDENDA and CORRIGENDA

Issue No. 43, No. 12, page 6. This reversed Star of David is reported by Dr. R. deWasserman as from THE GLEN, N.Y. (Warren Co.); pmc \$21.37 for 1857.

USPM Sched A-34. Earliest date of Three Cent Type II perforated. Dr. S. Dershowitz reports a 60L19 plated by Dr. Chase, with memo by Dr. Chase stating use of Jan. 26, 1858, thus establishing a new date for plate 19. Also if it later can be shown that T21, 22, 23, 24 are from plate 19, the date will be still further advanced to Dec. 26, 1857, because TWS owns a T21 plated by Dr. Chase bearing this year date in the postmark. Other Addenda to USPM as to postal markings in this issue will be listed in the next USPM Addenda sheet, supplied with the next issue of Chronicle.

CONSTANTIA
 OCT 24
 OCT. 20
 NOV 2

not traced!

SENECA FALLS
 1861
 JUL 26
 N.Y.

WASHINGTON
 FEB 3
 D. C.

PAID PAID
 6 7

S 8



HELD FOR POSTAGE
 10

STEAMBOAT
 STEAMBOAT
 11 12

Adv. 1 cent
 13

MISSENT & FORWARDED
 14

FRANCO
 PREUSS. RESP. VEREINS
 AUSGANGS-GRENZE
 red 15

BUFFALO N.Y.
 JUL 13
 16

DUFFIELDS
 DEC 18
 1860
 B. & O. R. R.
 17

CHICAGO & MISS.
 MAY 3
 R.R.
 18

NEW YORK
 PAID
 FEB 6
 9
 red b

Steamer Fulton

ST. LOUIS SERV. N.Y.
 22
 FEVR 58
 HAVRE
 c

PD
 red d

LE HAVRE & PARIS
 22
 FEVR 58
 E

PARIS
 23
 FEVR 5
 (60)
 f

AMB. DU MIDI
 23
 FEV 1858
 A.S.
 g

BRUXELLES
 25
 FEV 1858
 h

5
 i

SENT BACK TO ENGLAND
 WITHOUT A REASON
 FOR NON-DELIVERY

ST. L. & I. M. R. R.
 FEB 24
 MINERAL POINT
 20 21

W. & P. R. R.
 AUG 27
 1860
 HALLTOWN.
 22 23

