

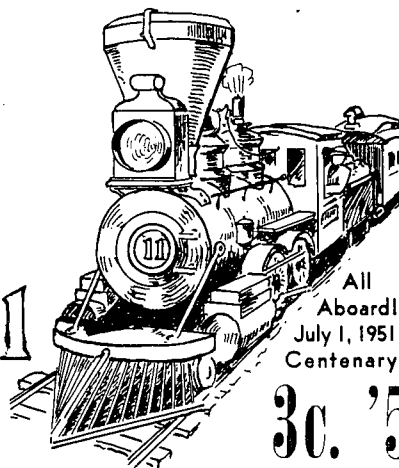
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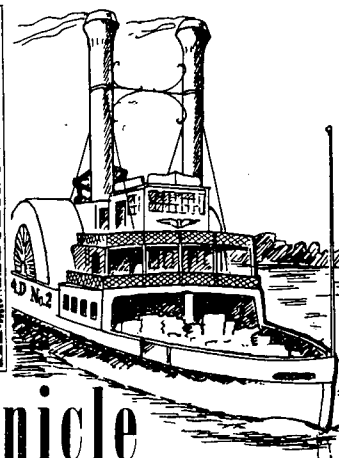
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All  
Aboard!  
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3c. '51-'57 Chronicle

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NO. 11

AMERICAN PHILATELIC SOCIETY

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Publication date of Issue No. 11, August 20, 1951; one copy free to members; extra copies to members, 35 cents; price to non-members, 50 cents. All net income above out-of-pocket cost accrues to the Unit. Ye Editor and contributors serve without pay. The philatelic press may copy articles herein, except the A. G. Hall list of railroad markings, provided proper credit is given.

#### VARIETIES AND SYMBOLS

As more fully set forth in Issue No. 1, the following symbols are used:

- S1 The imperforate orange-brown stamp with four outer frame-lines; Scott's No. 11b.
- S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines; Scott's Nos. 11 and 11a.
- S3 The perforated stamp with four outer frame-lines; Scott's No. 25.
- S4 The perforated stamp with outer frame-lines at sides only, discontinuous between stamps; Scott's No. 26 "with discontinuous side lines."
- S5 The perforated stamp with outer frame-lines at sides only, continuous between stamps; Scott's No. 26.

The subvarieties of each, designated as types, are described in Issue No. 1. Descriptions of the markings illustrated on the Plates indicate black color unless otherwise stated.

\* \* \* \* \*

This issue does not mention the many interesting varieties and postal markings noted at CENEX because the exhibits have only recently been returned to their owners and tracings obviously could not be secured in time for this issue.

#### ARTICLES IN THE PHILATELIC PRESS

To build enthusiasm for the stamps of the 1851-60 issue, and as an aid in publicizing CENEX, several Unit members and their friends wrote articles for the stamp magazines. This was done at the request of Mr. S. Colby, Co-Chairman of the CENEX Publicity Committee. The articles should have a place in the libraries of members because they contain valuable information -- much of it new -- about the stamps in which we are interested.

A list of such of these articles as Ye Editor has seen is given below. Purposely, the splendid series of articles in the July Bulletin of the National Philatelic Museum are not listed, because each member has been (or is to be) supplied with a copy of this outstanding book, of which Mr. D. Lidman, Co-Chairman of the CENEX Publicity Committee, was Editor. The list also does not include the many program and news notices relating to CENEX.

Year Dated Cancellations on 3c '51 Covers	L. J. Shaughnessy	STAMPS	6/23/51
Additions to List of R.R. Postmarks	Dr. C. H. Roser	"	"
The U.S. 1851-57 Issue	Philip H. Ward, Jr.	MEKEELS	6/15/51
Notes on the '51 Issue	Harry Weiss	GOSSIP	6/16/51
7R1(e) & 99R2 - Magic Numbers (of 1ct '51)	L. G. Brookman	"	"
Fourth of July, 1861	G. N. Malpass	"	"
Orange-Brown First Day Covers	L. J. Shaughnessy	"	"
Items of the '51 Period	F. L. Scholl	"	"
Carrier Cancellation on 1851-3ct Stamps	Thomas Parks	"	"
1851-California-1951	C. S. Thompson	"	"
My Ideal Specialty	W. W. Hicks	April S.P.A. JOURNAL	
Types of Early RR Postmarks	C. W. Remele	May S.P.A. JOURNAL	
Collecting the '51-'57 Issue	T. W. Simpson	May AMERICAN PHILATELIST	

CHECK LIST OF DOUBLE TRANSFERS OF S4 and S5  
WITH A "NOTE" ON FLAWS

From Dr. Carroll Chase comes the following check list of double transfers of the perforated stamp, Scott's No. 26. Many of these are small, but they deserve a place in any collection of plate varieties. Those as yet unidentified as to plate position are indicated by symbols. As so well brought out by Mr. L. J. Shaughnessy in his article in Issue No. 3, it should be a duty of our Unit to lend all possible aid to the identification of plate position of these as yet unknown transfers. To this end Dr. Chase asks for the loan of multiple pieces from other than plate 10 which contain stamps that show the relief damage above the lower-left rosette as having been repaired. Dr. Chase knows the plate position of most of these repaired-relief stamps; the multiple pieces may permit him to extend the plating beyond presently known positions.

Plate 10L(e): 5      Plate 10R(e): 1  
 Plate 10L(i): 5, 51, 61, 81, 91      Plate 10R(i): 9, 61, 68, 81, 98  
 Plate 10L(L): 2, 10, 11, 12, 21, 22, 32, 42, 51, 52, 61, 66, 76, 78, 81, 91  
 Plate 10R(L): 9, 10, 20, 30, 55, 58, 60, 61, 65, 68, 70, 75, 78, 85, 88, 91, 98

Plate 11L(e): 1, 57, 67      Plate 11R(e): 2, 8, 82  
 Plate 11L(i): 41, 51, 57, 61, 67      Plate 11R(i): 8, 61, 71, 81, 83, 88, 92, 96, 98, 100  
 Unidentified from 11(e) and 11(i): K6, T2, K4, R5, F6(e)--probably 77L11(e),  
 F6(i)--probably 77L11(i), 07  
 Plate 11L(L): 1, 2, 3, 4, 6, 8, 9, 10, 14, 16, 24, 34, 41, 50, 51, 53, 54, 55, 56, 61, 63, 64, 65,  
 68, 69, 70, 78, 79, 80, 89, 90, 99, 100  
 Plate 11R(L): 1, 3, 4, 5, 6 (has recut inner line UL), 10, 20 (has recut inner line  
 BL), 21, 32, 33, 41, 51, 61, 62, 71, 72, 73, 74, 81, 82, 83, 84 (I have two different shifts  
 of which one is surely this position), 87, 89, 91, 92, 94, 96, 97, 98 (triple trans-  
 fer), 99, 100

Unidentified from 11(L): U1 (bottom row perhaps 98L11(L)), M3 (bottom row), X3  
 (bottom row, probably 95L11(L)), H4 (bottom row, probably 96L11(L)), Q6 (bottom  
 row probably 94L11(L)), L2 (bottom row), I1, P1, X1, Z1, E2, J2, O2, W2, F4,  
 I4, N4, I5, J5, L5, W5, X5, V5, A6, B6, C6, J6, M6, U6, V6, X6, Y6, Z6, A7,  
 B7, F7, G7

Plate 9-12 Group: 60R9(e), 60R9(L), 1L15, 8R15, 87R15, 97R15, 3L20, 4R20, 7R23,  
 8R24

Unidentified from Plate 9-12 Group: S2, V2, U2 (probably 2R9(L)), B3, C3 (C3 is a  
 1L position), D3, E3, F3, H3, S3, V3, W3, E4, G4, V4, F5, M5, N5, O5, D6, I6,  
 L6, N6, R6, S6, T6, W6, E7, H7

Note: There is some evidence that W6, S2, V2, and V3 are from one or more states of Plate 9, but they are surely from the Plate 9-12 group below plate 20 and not plate 15. Their positions are Nos. 4, 5, 14, and 24L, respectively. The "U.S." flaw is now known to be 3L of the same plate. All of the top-row stamps of this unknown plate show the repaired relief at SW corner. The "cheek" flaw formerly stated as from 5th or 9th row is now known to be from the 5th row. (Editor's Note: Mr. E. H. Kent sends this information about the cheek flaw, stating he received the information from Dr. Chase.)

#### TERMINAL MARKINGS

By C. W. Remele, R.A. #55

The question has been raised as to why some R. R. route-agent postmarks consist of the names of the terminals of a route, rather than the name of a railroad. An analysis of all the listed R. R. markings in the period prior to 1861 throws some light on the question and may be of interest to members of the Unit.

In making this analysis, each distinct R. R. marking has been considered only once, disregarding the minor variations of wording, size of circle, etc., that occur in many cases. For example, Dr. Chase lists nine different types of the N. Y. & Erie R. R. marking - N. YORK & ERIE R. R., N. Y. & ERIE R. ROAD, etc., etc. - but for our purposes these are all grouped as one marking.

On this premise, I find 26 markings that definitely consist of the names of the terminals of a railroad postal route, or combination of two or more routes, and do not correspond to the name of any railroad. This is 14.4% of the total of 180 known R. R. markings of which I have record.

The following table shows various combinations of one or more railroads and one or more postal routes on which these terminal markings were used, and in how many of the 26 cases each combination appears.

	No. of cases
One railroad, one postal route	12
Two railroads, one postal route	2
Two railroads, two postal routes	7
Three railroads, two postal routes	2
Three railroads, three postal routes	1
Four railroads, four postal routes	1
Five railroads, five postal routes	1
Total	<u>26</u>

The extreme case of five railroads over five routes was that of the ALBy. & BUFFALO R. R. marking, which in the period from 1852 to June, 1857 was used over connecting routes on the following railroads - Albany & Schenectady, Utica & Schenectady, Utica & Syracuse, Rochester & Syracuse, and Buffalo & Rochester. By Sept. 1857, the five postal routes were finally combined into a single contract, long after the consolidation of the railroads into the N. Y. Central in 1853. As a matter of fact, prior to 1852 there were seven contracts and seven railroads between Albany and Buffalo. This same postmark was also used in the 1847-51 period.

In speculating as to the reason for the use of the terminal names instead of the railroad name in some cases, it has been suggested that it was because in these cases the route included more than one railroad. The table above disproves this theory as it shows that in nearly half the cases there was only one railroad and one postal route.

Another guess is that the name of the railroad was longer and therefore harder to crowd into a small circle, but the facts do not support this hypothesis either. In four of the cases in which only one route is covered, the name of the railroad was shorter than that of the terminals. Compare the AUGUSTA & ATLANTA R. R. marking with the Georgia R. R. on which it was used.

To me, the most likely conclusion is that each R. R. postmark represented a name that was commonly used by the Postoffice Department to designate a particular single route, or a combination of two or more routes which were handled by "through" route agents. With one or two exceptions which do not seem to fit the pattern too well, perhaps because of missing data, all of the terminal markings were definitely used on through routes with either through or closely connecting trains, so that it is logical to believe that one route agent covered the entire run between the terminals.

In most cases, this name commonly used by the Department was the name of the railroad itself; but in a few cases, both on single routes and on combined routes, it consisted of the names of the two terminals.

#### "VIA M. & I. R.R."

Under this title, Mr. C. W. Remele reported at length in Issue No. 10 concerning the Madison & Indianapolis R.R. marking listed on page 270 of 2nd edition of Dr. Carroll Chase's book of the 3c '51-'57 Stamp. Mr. Elliott Perry has had the kindness to submit the following considerations regarding the points brought up by Mr. Remele -- "without guaranteeing them to contain the correct solution," writes Mr. Perry:

I do not have the exact dates at hand, but for a while there were two kinds of mail pouches. What may be called "through mails" were in pouches which were locked at the sending office and opened at the receiving office. Route Agents did not have the key and therefore could not open these pouches. Route Agents carried a key to what may be called "Way Mail" pouches; therefore could open these pouches and "work" the mail which was in them.

Loose or "transient" (unpouched) mail picked up on their routes was postmarked with the handstamp of the Route Agent and placed in its proper pouch. Hence Route Agents on railroad routes actually delivered only pouched mail to post offices on or at the terminals of their routes. It is my opinion that the postmark of a post office indicates the letter left that post office in a locked pouch. A letter which arrived at a post office too late to be pouched might be taken - with the mail bags - to a train, and would be postmarked on the train by the Route Agent.

If the letters to Indianapolis went into "through mail" bags at the Madison post office, they could not be marked "VIA M. & L.R.R." by a Route Agent. If they went into "Way Mail" bags at Madison post office there would be no ordinary reason for the Route Agent to postmark them again - even with his regular handstamp.

In other words, the Route Agent either (a) could not mark letters "VIA M. & I.R.R." or (b) apparently would have no reason to do so. Any other possibility which involves use of the "VIA M. & I.R.R." handstamp by a Route Agent requires the letters to have been postmarked in the Madison post office after all the mail bags for Indianapolis had been closed. Or so it seems to me. And even if I am in error,

it is still necessary to explain why the Route Agent did not comply with the PL&R by using his regular handstamp.

The combination of a Route Agent handstamp with a town postmark is extremely unusual, especially otherwise than on letters postmarked by a Route Agent and then postmarked again when forwarded from the office to which they originally were addressed. The rarity of this commonest combination is readily understood.

Of the two remaining possibilities - the bank and the Madison post office - I am inclined to favor the bank, altho the same reasoning may apply to some extent to the post office. I believe it was not customary for post offices to place directional markings on mail other than foreign mail, but individuals and business firms did so on foreign mail, and I seem to recall that instances on domestic mail are known.

The bank probably would be sending its mail to many places which were not on the line of the M. & I. railroad, and would have an object in trying to make sure that its mail - especially important letters - got into the proper pouch. The mail clerk in the bank may have sorted and bundled the mail which was to go by different routes, especially whenever he had reason to suspect that the personnel in the Madison post office was not always efficient or reliable.

So many facts or factors may be involved that it is hardly possible to put a finger on one of them and say definitely, "This is it." The early departure of the single daily mail train, arrival of Ohio River steamboat mails to be forwarded by railroad from Madison, time of departure of stage coach routes, and the efficiency of the Madison post office - any or all of these may have induced the bank to mark its own mail which should go north by the railroad.

#### COLORLESS "PAID" IN "3"

Thanks to important information received from Mr. A. Dumas, Mr. J. Ayer, Mr. S. C. Paige, and Mr. S. Colby the listing of these has been considerably advanced. The following supersedes all previous lists. Stampless items are listed because they may later be reported on stamped covers.

- |                                |                   |                         |                  |
|--------------------------------|-------------------|-------------------------|------------------|
| a) North Berwick, Me.          | Blk on S2         | Issue 10, No. 1         | Dr. B. R. Tilden |
| b) Brattleboro, Vt.            | Red on S2         | Fig. 117 Dr. Chase Book | A. Rubel, Jr.    |
| c) Westmoreland Depot,<br>N.H. | Blk on S2         | Issue 11, No. 25        | J. Ayer          |
|                                | Blue on stampless |                         | A. Dumas         |
| d) Unknown                     | Blk on S1         | Issue 7, No. 37         | T. W. Simpson    |
| e) Centre Sandwich,<br>N.H.    | Blk on lct imperf | Ashbrook Vol. 2         | S. B. Ashbrook   |
|                                |                   | page 120                |                  |
|                                | Blk on stampless  |                         | A. Dumas         |
| f) W. Charleston, Vt.          | Red on stampless  | Issue 11, No. 26        | S. Colby         |
| g) Walpole, N.H.               | Blue on stampless | Issue 10, No. 2         | W. C. Bennett    |
| h) Johnson, Vt.                | Red on stampless  | No. 249 of Paige        | S. C. Paige      |
|                                |                   | Auction 3/30/51         |                  |

Notes: (c)-Previous issues reported this as Vt. instead of N.H. The vertical strokes of PAID are all parallel.

(e)-Mr. A. Dumas' cover confirms the town of use.

(h)-This is very large, and the PAID is in the lower loop of the "3" only.

NOTE: Illustration No. 25 is poorly reproduced. The letter strokes are about twice as wide as those of the "P," and the "D" clearly shows.

## MISSENT EAST and MISSENT SOUTH

Mr. T. K. Webster submits cover bearing S5 and the marking of No. 31 in blue. It is on letter addressed to Baltimore from Staunton, Va., dated Aug. 26, 1859. Dr. Chase reports another reading MISSENTSOUTH (with no apparent extra space between the words) which also is addressed to Baltimore, but the letter was written in New York. This example is also on cover bearing S5, but is in black.

Because both letters are addressed to Baltimore and one could have been missent south of that city and the other north or east of that city, it is fairly probable that these markings were applied at Baltimore as it was with reference to this destination city that the letters were missent east and south, respectively.

## UNUSUAL OBLITERATORS

Identification of towns at which the illustrated obliterations were used is as follows:

No. 1, S5, Grinnell, Iowa (W. S. Pollard); No. 2, S2, LyBrand, Iowa (C. W. Remele); Mr. T. K. Webster submits the following all with S5, No. 3, Madison, Ct.; No. 4, LaSalle, Ill.; No. 5, Freehold, N.J.; No. 6, Salem, O.; No. 7 (bluish green), Comanche, Iowa; No. 8, Davenport, Ia.; No. 9, Olney, Ill.; No. 10, Constableville, N.Y.; No. 11, Little Falls, N.Y. All markings are black unless otherwise stated.

## NUMERAL "3"

Referring to these markings listed in Issue 10, a few more are included herewith: No. 12 on S2, Easton, Penna (A. C. Schnaus). No. 13 on S2, Amesbury, Mass. (J. W. Wixon). From Mr. A. Dumas comes the extensive group as next listed. They are all either on covers that were forwarded stampless, or are stampless covers. In all cases, the town at which the "3" is applied is the one indicated: No. 14, Waterbury, Ct.; No. 15, Troy, N.Y.; No. 16 in blue, Manchester, N.H.; No. 17, Biddeford, Me.; No. 18, Methuen, Mass.; No. 19 in red, Providence, R.I.; No. 20, Apalachicola, Fla.

Only limited space can be given in this CHRONICLE for illustrating markings on stampless or covers forwarded stampless. The comments in Issue No. 10 as to the scarcity of the "3" obviously refer to covers upon which the "3" was used as an obliterator of the stamp or as an extra statement of the rate. There are thousands of such numerals used on stampless covers, and space does not admit of illustrating them beyond a scattered few, as in this instance.

## PAID 3 and 3 PAID

Mr. A. Dumas submits No. 21 from West Concord, Vt. Mr. A. Rubel, Jr. submits No. 22 forwarding cover with S2 from Mansfield Centre, Ct.; No. 23 in red forwarding cover with S2 from Barbe, Mass.; No. 24 forwarding cover with S2 from Baltimore.

## ANOTHER FIRST-DAY COVER

Mr. A. Rubel, Jr. reports 33mm diam. blue townmark CHILLICOTHE OHIO 1 JUL on S1, 51R1(e), with stamp tied by 17mm blue grid on buff cover addressed to Mess. Swan &

Anolives, Columbus, O. This adds another to the authenticated first-day covers. The list now comprises 25 such covers, of which three are unrecorded as to details so may be duplicates of others included in the list. See Mr. L. J. Shaughnessy's article on this subject in Issue No. 7.

#### STRAIGHT-LINE, ODD-SHAPED, AND OVAL TOWNMARKS ON COVERS WITH STAMPS

Continuing from previous issues, Mr. C. W. Wilson reports 3-line JERICHO (top line) CENT. VT. (middle line), JULY 6 (bottom line) in red, used on cover with S2 (pen-marked) in 1852. Compare with No. 37 of Issue No. 2 which shows one of similar wording but of different arrangement - in blue.

Mr. Willard W. Davis reports No. 27, TYRE, N.Y., in red oval tying S2 on letter to New London, Ohio. Letter is dated 6/9/'57 but cover shows no evidence of post office dating.

Dr. G. B. Smith reports No. 28, WARWICK, N.Y. in blue on S1, used in 1852.

#### POSSIBLE DOUBLE TRANSFER IN BUTTON OF 22R1(e) and (i)

Mr. E. H. Kent submits a copy of 22R1(e) showing a faint curved line across the button on Washington's toga, as illustrated by No. 38. The curved line extends also below the button as shown, thus having the appearance of a double transfer of the outline of the button. Other parts of the design are doubled to some extent, notably a portion of the outer line at bottom, repeated at the same distance down as is the extra line in the button. Ye Editor's 22R1(e) does not show such doubling, but it is not as clearly printed as Mr. Kent's copy. Strangely, both of Ye Editor's copies of 22R1(i) show the doubling of the button faintly. Will those having copies of this position please report their findings - for both the early and intermediate states of this position.

#### JULY, 1851, USE OF BOSTON TOWNMARK CONTAINING 6 mm "3 cts"

Under title of "A Boston-Postmark Mystery," Issue No. 10 carried a report by Ye Editor on the apparent non-use of the subject marking during July, 1851, except for the known first-day covers. Information from Messrs. John Ayer, M. C. Blake, A. R. Davis, W. W. Davis, and E. H. Kent proves that quite to the contrary the marking was as frequently used during July as was the marking containing the 8 mm "3." Ye Editor's apologies. Again is proved the unwisdom of reporting from inadequate sampling.

#### WHEELING & PARKERSBURG RIVER MAIL

Referring to article in Issue No. 1, Mr. G. A. Hall reports that he has also obtained a cover of the 1851-60 period bearing "W & P River Mail" in manuscript, with handwriting closely resembling that illustrated as No. 18 in Issue No. 1. The cover is stampless and bears PAID 3cts in manuscript and also a green oval corner card of the SPRIGG HOUSE of Wheeling, Va. The cover is addressed to St. Marys, Va.

By search of the Pleasant County records, Mr. Hall secured much information concerning this route, but mostly as to the period following the one in which our

group is interested. He will gladly supply this to anyone interested.

\* \* \* \* \*

Mr. Stanley B. Ashbrook reports a cover bearing S5 tied with black grid and having a 25 mm circular route-agent marking reading W & PARK S. BOAT with "JUN" as a part of the handstamp and manuscript date "18." This cover bears corner card of U.S. HOTEL, Parkersburgh, W. Va., and "Due 3cts" in mss.

As the corner card reads "W. Va." instead of "Va." it is obvious that this represents a use of S5 after the '51-'61 period - which explains the "Due 3cts" marking as an indication of "old stamps not recognized." Mr. Ashbrook reports that Mr. H. A. Meyer examined this cover and came up with this explanation - which meets all tests as indicated by the cover itself.

TOWNMARKS CONTAINING ORNAMENTS

In a future issue it is expected that an article about these townmarks will appear. One such is No. 29 reported by Mr. R. K. Meyer as on cover with S5 (tracing was submitted by Mr. T. K. Webster). This cover was shown at CENEX.

PREMIUM VALUATIONS FOR TRIANGLE RECUTS OF S2

Mr. C. W. Wilson submits the following suggested premiums to be added to the base value of stamp without triangle recuts, assuming stamp is very fine.

COMBINATION RECUTS

Chase Nos.	Location of Recut	Total of Varieties on S2 Plates	Approx. Number per Million of Total S1 and S2	Premium Suggested	Notes
11&16	UL & LL	9	8452	\$ 2.00	
11,16&17	UL,LL,LR	2	1926	7.00	95R3
11&17	UL & LR	6	6652	3.00	
12&16	2UL & LL	1	851	10.00	9L1(L)
12&17	2UL & LR	2	2193	7.00	
13&17	3UL & LL	1	1075	10.00	82L3
16&17	LL & LR	1	1075	10.00	32R3

Mr. Wilson also calls attention to the relation between catalog values and number issued per million of the usually cataloged recuts, as follows:

Chase Nos.	Location of Recut	Total of Varieties on S2 Plates	Approx. Number per Million of Total S1 and S2	Scott's Catalog Premium (above UL) for "Fine"	Simpson's 1944 Catalog Premium (above UL) for "Superb"
11	UL	170	---	0	0
12	2UL	23	19230	.30	.50
13	3UL	11	11750	1.35	1.50
14	5UL	1	851	14.60	10.00
17	LR	26	26630	.60	1.50
15	UR	3	3320	2.60	4.00
16	LL	23	21700	1.10	2.50



From this comparison it is evident that No. 12 is much undervalued. It is scarcer than either of Nos. 16 and 17.

#### FAIRMOUNT, N.Y., OVAL-TOWNMARK COVERS WITH S2

Mr. H. A. Dunsmoor reports that he knows of certain stampless covers bearing this oval (see No. 38 of Issue No. 3) that were doctored by adding an S2. The stamps are "tied" with a red grid. It is not known at this writing whether a new grid was applied to a pen-cleaned or unused S2 or whether a genuine red grid on the stamp was extended by painting on the cover.

This doubtless explains certain of these covers which have the grid in a markedly different color of red than the townmark. All such covers should be examined, first by ultraviolet light on the grid, second by removal of stamp to see if it covers a penmarked "5" or "Paid 3" (perhaps cleaned penmarks). Undoubtedly there are genuine covers bearing S2 and this townmark, but sadly enough not all can be so classified.

#### 1856 YEAR DATE

Mr. Willard W. Davis reports CANAJOHARIE, N.Y. on S2 used Sept. 25, 1856. This is 66 days prior to the previous listings.

#### BOSTON POSTAL MARKINGS

From Mr. M. C. Blake comes word that the small Boston townmark listed as Nos. 656 and 656A on Plate 38 of the Blake-Davis book BOSTON POSTAL MARKINGS has now been definitely identified as used in 1860, thereby confirming the supposition mentioned in the book. Also he reports STEAM BOAT, 42 x 4-1/2 mm, in black on cover received at Boston bearing S5 from Savannah marked "per SS Florida." Does anyone have information about a SS. Florida on such a trip, probably in 1859? This marking has been assigned No. 309A for Plate 15 of the BPM book.

#### INTERMEDIATE TYPE N.Y. - CALIF. OCEAN-MAIL MARKING

Eleven years ago STAMPS Magazine published an article by Mr. M. C. Blake that mentioned a New York circular townmark in two minor types, both of which showed an unusually large (over 2 mm) distance between the tops of the letters and the surrounding circle (see No. 39). Mr. Blake reported that he had found this marking designating the steamer sailing dates on mail sent to Pacific points from New York in the period between that of the first-type New York ocean-mail mark (see Ashbrook book, vol. II, page 246, Fig. 50F) and the grid-type ocean-mail mark.

Since Mr. Blake's article appeared it has been pretty well established that this unusual marking was used for the purpose named, and apparently for no other purpose unless it be for marking similar ocean mail to other points that was dated at the same desk.

Mr. Blake writes that the presently known period of use of this townmark is from Apr. 9, 1852 to Feb. 20, 1854. In his own collection is a considerable assortment of covers showing dates of use during this period, the most noteworthy being a cover bearing a single 12ct to San Francisco dated June 21 (1852). Single 12ct

stamps used on cover are most unusual, as is well known, so his cover is perhaps unique with this particular marking.

#### NORTH SALEM, N.Y. PAID 3cts IN TOWNMARK

Townmarks bearing horizontal or curved PAID 3 or 3 PAID in single line at bottom of a circular marking were considerably used for prepaid stampless letters at towns where the postmaster desired to combine the townmark with evidence of prepayment. Some towns also regularly used such markings on covers bearing stamps. A collection of such stamped covers is always of interest and can be assembled for little outlay.

Not so, however, in the case of townmarks that have an unconventional arrangement of the wording. These are scarce on stampless covers and are exceptionally hard to locate on covers with stamps. Mr. W. W. Hicks reports No. 30 on cover with S2 - NORTH SALEM, N.Y. This marking is listed in Dr. Chase's book as in black, though it is not illustrated. The marking illustrated has space evidently for a manuscript date, but no date is contained in the marking or elsewhere on the cover reported. The illustrated marking is in red.

#### WESTON, MASS. "W"

Illustration No. 21 of Issue No. 5 showed the slanting quill-pen "W" that appears as an obliterator on S5. From Mr. Wilbur W. Davis comes the following interesting information about this marking:

For many years I have picked up every such marking I came across and now have a small volume containing nearly 200 examples of stamps off and on cover. Of these only three are on S5; two on cover, and a fine pair off cover.

For many years I knew the nephew, now deceased, of the postmaster at Weston responsible for this marking. He related to me that as a boy he watched his uncle apply this marking with a large quill pen. From this nephew and also from the postmaster's grandson I learned that George W. Cutting was appointed postmaster at Weston on Oct. 7, 1859. He was born in Weston in 1805 and died in 1885. During the period of his incumbency, with the exception of the last few years of his life, he cancelled all stamps by hand with the large "W" placed diagonally on the stamp, seldom tying the stamp to the cover. During his last years, instead of the quill pen, he used a steel pen or a blunt pencil.

#### ADDITIONS TO DR. CARROLL CHASE'S LIST OF RAILROAD POSTMARKS

From tracings made by Mr. C. W. Remele, the below numbered illustrations represent markings apparently not heretofore illustrated. Similar groups appear in Issues Nos. 7, 9, and 10. All items are reported by Mr. Remele.

Name	Dia. mm	Trac- ing No.	Period Used		Notes
			1851	1857	
ALBY & BUFFALO R.R.	31	35	Blk		Though reported in Chase book, this one seems to be smaller in diameter.
LOUISA - R.ROAD Va	30	--	Blk		Previously listed in 1847 period.
ALEXa & ORANGE R.R.	32	--	Blk		Mr. A. Rubel, Jr.

Mr. Remele also reports the following manuscript markings that appear to be those of the route agent because (with one exception) the covers show no other evidence of entering the mails:

N.L.W.& P.R.R.	mss 32	Pencil	Ties S1 (July 28, 1851) of New London, Willimantic & Palmer RR.
So Ca R.R.	mss 33	Blk	With S1 (Sept 25, 1851)(South Car.).
C.P.& A. R.R.	mss 56	Blk	With S2 (Cleveland, Painesville, & Ashtabula).
C & R I RR	mss 37	Blk	With S2 (Chicago & Rock Island RR), also has Chicago townmark. Letter is addressed to point east of Chicago. RR marking not in handwriting of addressor. Probably originated west of Chicago.

Mr. Remele also reports that No. 126 of Mr. A. G. Hall's list is shown as EAST TENNESS. & EAST Va R.R. with date "Feb. 21." Mr. Remele has acquired a cover bearing this date, but it contains no evidence of "EAST" prior to "Va." However, a portion of "&" shows centrally located in the space between "TENNESS." and "Va" which leads him to suggest that perhaps the "EAST Va" marking may have been misread. He states that there was an East Tenn. and Va. R.R. (per Dr. Chase's list) but he finds no evidence that there was an East Tenn. and East Va. R.R.

#### THE A. G. HALL ILLUSTRATED LIST OF RAILROAD-ROUTE POSTMARKS

Continued from Issues Nos. 6, 7, 9 and 10, and from former issues of "Postal Markings" magazine, the group herewith is recorded only if used in the 1851-1861 period. The numbering of Mr. Hall's illustrations conforms to his listing that was started in "Postal Markings." Those who wish to obtain previous illustrations and listings may do so by following the procedure outlined in the preface of Issue No. 6 of this CHRONICLE. The illustrations are hand-drawn and indicate the circle size, letter arrangement, height of letters, and whether or not the letters have serifs. The strokes of the letters may be somewhat thicker in the actual markings than as shown in the illustrations.

No.	Postmark Reads	Route Agent Service Start-ed	Postmark used in period indicated by color of postmark			Notes
			Diam. in mm.	1851 to 1857	1857 to 1861	
259	PH <sup>A</sup> & BALTIMORE R.R.	#	33 $\frac{1}{2}$	blk		
260	PHIL <sup>A</sup> & BALTIMORE R.R.	#	32 $\frac{1}{2}$	blk		
				blue		
261	PHILA & BALT R.R.	#	30	blk		
262	PHIL <sup>A</sup> & BALTE R.R.	#	31 $\frac{1}{2}$	blk		
263	PHIL <sup>A</sup> & COLA R.R.	1850	34	blue		
264	PHIL <sup>A</sup> & N.YORK R.R.	#	32 $\frac{1}{2}$	blk		
265	PH <sup>A</sup> & POTTSVILLE R.R.	1852	32	blue		
266	PHIL <sup>A</sup> & POTTSVILLE R.R.	1852	32 $\frac{1}{2}$	blue		
				blk		
267	PHILA. R.&P. R.R.	1852	33	blk		

No.	Postmark Reads	Route Agent Service Started	Diam. in mm.	1851 to 1857	1857 to 1861	Notes
268	PITTS. & CONNELLSVILLE R.R.	1857	36		blk	
269	PORTSMOUTH & ROANCKE R.R.	1856	32 $\frac{1}{2}$	brown		
270	POTSDAM & WATERTOWN R.R.	1857	36	blk	blk	
271	P.H. & FISHKILL R.R.	1855	30	blk	blk	
272	PROV & STONINGTON R.R.	#	32	blk	blk	
273	PROV. & WOR. R.R.	1848	33	blk	blk	
274	RACINE & MISS R.R.	1856	34	blk		(Two similar
			35	blk		(postmarks
275	RAIL ROAD CAR	#	44 $\frac{1}{2}$ x3	blk		
276	RALEIGH & GASTON R.R.	#	31 $\frac{1}{2}$	blue		(Two similar
			32 $\frac{1}{2}$	br.bl		(postmarks
277	RICHMOND R.R. Va	1845	33	blk		
278	RICHMOND & DANVILLE R.R.	#	32 $\frac{1}{2}$	blue		
279	RICHMOND & PTRSB <sup>G</sup> R.R.	#	32	blk		
280	ROCHESTER & NIAGARA FALLS R.R.	#	32	blk		
281	ROCH. & N. FALLS. R.R.	#	26		blk	
282	ROCK ISLAND R.R.		31 $\frac{1}{2}$	blk		
283	RUTLAND & WASHT <sup>N</sup> R.R.	1854	32 $\frac{1}{2}$	blue		
284	S <sup>T</sup> LAWRENCE. & A. LANTIC. RAILROAD	#	26	blue		
285	SANDUSKY & NEWARK R.R.	#	33	blk		
286	SCIOTO & HOCK VAL. R.R.	1857	35	blk	blk	Issue 9; Pl 2, No. 6
287	SEAB & ROA R.R.	1856	30	blk		Issue 9; Pl 2, No. 2 on 3c '53 envelope
288	SOMERSET & KEMB R.R.	1858	35		blk	
289	SOUTH CAROLINA R.R.	1852	32 $\frac{1}{2}$	blue		
290	SOUTH SIDE R.R.	#	31	blue		
291	SOUTH SIDE RR VA	#	30 $\frac{1}{2}$	blk		
292	SOUTHERN MISS. R.R.	1858	36		blk	
293	SOUTH WEST R.R.	1856	34	blk		
294	STEUB & IND <sup>A</sup> R R O	1856	31		blk	
295	SULLIVAN & PASSUMPSIC R.R.	#	32	blk	blk	
296	SULLIVAN & PASSUMPSIC R.R.	#	32	blk		
297	SYRA. & BINGHAM <sup>N</sup>	#	30	blk		
298	TER HAUTE & ALTON R.R.	1858	36		blk.	
299	TOLEDO NORWALK & CLEVELAND R.R.	1853	33	blue		
300	TROY & RUTLAND R.R.	1852	32	blk	blk	

