

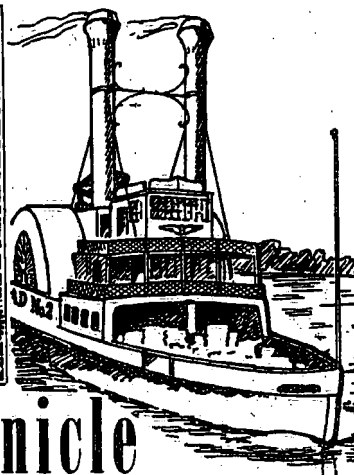
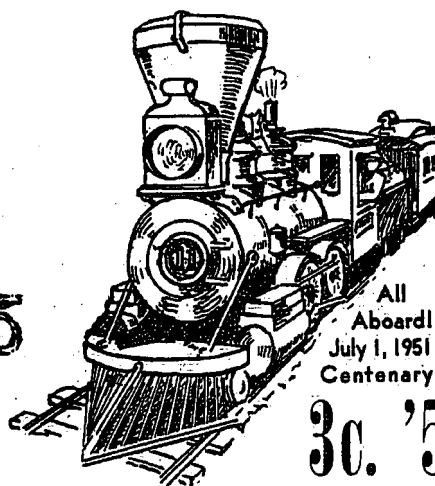
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#### VARIETIES AND SYMBOLS

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.

#### ROUTE AGENTS

This is the title of Chapter XXXV of a book published in 1856 entitled TEN YEARS AMONG THE MAIL BAGS: or, Notes from the Diary of a Special Agent of the Post-Office Department. The author is J. Holbrook who was an early Special Agent (detective) of the department. The book was published by H. Cowperthwait & Co. in Philadelphia, and was copyrighted in 1855. Though the work is mostly narrative and intended to entertain, it contains much information relating to the workings of the early mails. The chapter on Route Agents is reproduced in full and as written in the quaint manner of the times.

\*\*\*\*\*

This is the designation of a very useful and indispensable class of officials, who were hardly known to the service in this country previous to the year 1839. Their introduction appears to have been contemporaneous with the employment of railroads for the transportation of the U. S. mails, and a necessary consequence of the adoption of this mode of conveyance.

The number of these Agents has been progressively increased in proportion with the extension of railroads, and they are now employed upon nearly all these roads in this country, as well as upon many of the steamboats which carry the mails.

Since 1847, they have increased as follows:--

In 1848	there were	47
1849	" "	61
1850	" "	100
1851	" "	127
1852	" "	209
1854	" "	260
1855	" "	295

By the terms of contract with each railroad company, it is required to furnish a suitable car for the use of the mail or Route Agent when so requested by the Department. The Agent occupies this travelling post-office, or mail car, receives and delivers mail along the route; assort, and gives the proper direction to all mail matter passing through his hands; mails such letters, prepaid by stamps, as are handed him, and accompanies the mails in their transit between the post-office and the railroad station or steamboat, at the terminus of the route.

It is too often the case that persons of influence, in proposing a candidate for this responsible post, greatly undervalue the nature and importance of the duties to be performed, supposing that they involve merely the mechanical labor of delivering mail bags at the different post-office stations upon the route. The fact is, that the successful working of our postal machinery depends in no small degree upon the active, faithful, and intelligent discharge of the Route Agent's duties. In New England especially, and perhaps in some other sections of the country, a very large proportion of the correspondence passes through the hands of these officials, at some stage in its progress.

Much care, and a thorough knowledge of the topography of the sections of the country through which the route lies, as well as that of more distant portions, are therefore required for giving letter and other packages a direction by which they will reach their destination in the shortest possible time. And that essential preliminary, the ascertaining where a given package is to go, is a matter not always easy of accomplishment. For the most skilful interpreters of the species of chirography known as "quail tracks," are often taxed to their utmost capacity of learning and experience, in the endeavor to decipher the outside addresses of packages which they are required to "distribute" without loss of time.

Furthermore, in consequence of the improvements constantly progressing in many parts of the country, and the frequent changes in railroad, steamboat, and stage connections, resulting from that and other causes, what would be correct "distribution" one day, might not be so the next. The old adage, "The longest way round is the shortest way home," is often literally true in the sending of mail matter, for steam occupies less time in accomplishing a circuitous route of a hundred miles, than horses in passing over a direct one of twenty.

On the other hand, it sometimes happens that a long route by stage should be adopted, instead of a short one by railroad, owing to a want of the proper railroad connections.

When all these demands upon the vigilance and ability of the Route Agent are exercised, it will be obvious that it would be difficult to estimate the amount of injury that the public might receive from the employment of a careless, inefficient, or illiterate person in this position.

Among the Post Master General's instructions to Route Agents is one requiring them to receive and mail all letters written after the closing of the mail at the places where the writers reside, and before its departure. This privilege -- intended solely for the accommodation of those who are prevented by unavoidable circumstances from depositing their letters in the post-office -- has of late been used, or rather abused, to a degree never dreamed of by the Department. This abuse, in many cases, has proceeded to an extent which would seem to warrant the withholding of the privilege.

Tardy and indolent correspondents, who can save a few steps by taking their letters to a mail car or steamboat, instead of to the proper place of deposit, a post-office, find the hard-worked Route Agent an invention admirably calculated to facilitate the indulgence of their lazy habits, and do not scruple to avail themselves of the opportunity to the utmost extent.

There is also a numerous class who entertain feelings of hostility toward their post master for various reasons; not infrequently from the failure of their own attempts or those of their friends to obtain the office which he holds. These persons show their resentment by withholding their mail matter from the post-office, and thus cheating the incumbent out of his lawful commissions. In carrying out this plan, they make the Route Agent an innocent accessory, by placing all their correspondence in his car just before the departure of the train, thus unnecessarily increasing his labor for the sake of gratifying their own malice.

Another class, fully persuaded of the truth of the principle that "seeing is believing," and unwilling to trust in anything less reliable than their own eyes, deposit their letters with the Agent rather than in the post-office, in order to avoid the innumerable perils which might beset them in their passage from the custody of the post master to that of the Agent! These cautious persons are not satisfied without ocular demonstration of the departure of their letters, so that if the letters should fail to reach their destination, they would still have the pleasing consciousness that they had done all in their power to avoid such a catastrophe.

Still another class confide their letters to the Route Agent, from a belief that letters, especially valuable ones, will thus go forward more safely and expeditiously. But this is an incorrect idea, for in the first place the pressure of other indispensable duties, such as receiving, assorting, and delivering mails, may occupy so much of the Agent's time that he will find it impossible to mail all the letters handed him, in which case they would often suffer at least a day's delay. And as to the supposed additional safety of money-letters, when sent in this way, it may be remarked that in case of a serious collision happening to the train while the letters were still loose, the chances of their loss from destruction or theft, would be much greater than if they were properly secured in a locked mail-pouch. Important losses have occurred in this way, and of course they may happen at any time.

In behalf of the Route Agents, whose duties, at best, are sufficiently arduous, the public are earnestly requested to exercise the privilege referred to only in accordance with its original intention, namely, in reference to letters which cannot with due diligence be mailed in the ordinary way.

Another important regulation contained in the Route Agents' instructions, is that which forbids the admission within the mail car of any one except those officially connected with the Department. The strict enforcement of this rule is well for all concerned, and should be cheerfully acquiesced in by the railroad companies and the public at large.

Nor should its application in individual cases be construed, as has sometimes been done, into a distrust of the honor or honesty of the person refused admittance. It is done simply in pursuance of a wholesome and reasonable requirement, and with the view to confine responsibility to those upon whom it is placed by the Department, and to guard against hindrances to the faithful and accurate discharge of their duty.

The faithfulness of one of the Route Agents, in respect to a compliance with Instructions, was a few years since tested by the Post Master General in person, who happened to be travelling incog., so far as those on that train were concerned.

Just as the cars were about to leave one of the stations, Judge HALL, then Post Master General, presented himself at the door of the mail apartment, when the following conversation occurred:--

Post Master General.--Good morning, sir; I would like a seat in your car to avoid the dust.

Agent.--Well, I would like to accommodate you, but you see what my Instructions say (at the same time pointing to the printed Circular posted up in the car, with the signature of "N. K. H ALL" attached).

P. M. General.--Yes, that is all well enough, but Mr. Hall probably did not mean to exclude honorable gentlemen who would not interfere with the mails, or annoy you with conversation.

Agent.--(Scanning the person of his unknown visitor pretty closely)--Suppose he didn't, what evidence have I that you are an honorable gentleman? Besides, I am a strict constructionist, and the order says no person is allowed here except those connected with the Department.

Judge Hall insisted upon staying, however, and deliberately took a seat in the only chair on the premises. Whereupon the Agent proceeded to call the baggage-master to assist in forcibly ejecting this persevering customer; and he certainly would have gone out, had he not without loss of time presented his card to the incensed Agent, just in time to prevent so ludicrous a denouement.

He was warmly commended for his faithfulness, and highly enjoyed the visit of his distinguished guest during the remainder of his stay.

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OUTER FRAME LINES ON S1 AND S2  
By C. W. Remele, RA #55

What percentage of 3¢ '51's have four frame lines complete? How many have  $3\frac{1}{2}$  lines, or 3, or only 2?

While the completeness of the frame lines doesn't tell the entire story as to the condition of an individual stamp, it is one of the most important factors. The answers to the above questions are therefore of some interest.

A survey of any given lot of stamps will not produce correct data unless there are a large number of stamps and unless there is reasonable assurance that the lot is an average one. The latter qualification eliminates almost any usual collection, because it is, per se, handpicked.

Most likely to be average is a complete correspondence, received from a number of sources by several members of a family, and saved because of the letters, not because of the condition of the stamps. If possible, this correspondence should be one that extends over the entire period from 1851 to 1857.

Having access to a small lot of 150 covers of this type, I have analyzed them and obtained the following results:

No. frame lines	No. stamps	Percent
4	24	16
3 3/4	21	14
3 1/2	19	12.7
3 1/4	17	11.3
3	25	16.7
2 1/2	26	17.3
2 or less	18	12
	<u>150</u>	<u>100</u>

The 3 3/4 classification includes stamps having 3 7/8 lines, etc., but not quite 4; the 3 1/2 classification includes 3 5/8 but not quite 3 3/4, etc., etc.

These figures of course mean very little because of the small number of stamps examined. However, if other members of the unit are interested and can analyze other similar correspondences, we might get enough data. A combined set of figures covering a thousand or two stamps should produce fairly accurate results.

Send your figures in to Ye Editor, but be sure the stamps you examine qualify as an average lot.

#### NEW SPECIAL-SERVICE MARKINGS

Dr. Carroll Chase's book mentions TOO LATE used at New Orleans, and it is perhaps from this listing that Scott's catalog lists a TOO LATE (which Ye Editor has tried for years to secure without success at three-times catalog, or more). Dr. Chase now reports TOO LATE (see illustration No. 1) used on cover tying two S2's used Sept. 15, 1852, tied with the New York two-bar townmark; the cover is addressed to Boston. The question arises, "Too late for what?" Perhaps the answer is found if we remember that much New York-to-Boston mail of the 1852 period left by Long Island Sound steamboats and was transferred to rail at some point en route. Perhaps, then, the marking indicates that the letter was received at the post office too late for the mail steamboat? Apparently such a designation was not regularly employed in these cases because Dr. Chase reports this as the first of its kind that he has seen.

Dr. Chase also reports an unlisted marking NOT PRE-PAID (see No. 2) backstamping letter from New Orleans to Philadelphia. Also on the back is the New Orleans townmark dated Feb. 3, 1857. On face is S2 tied by New Orleans townmark dated Mar. 26, 1857. For explanation, refer to Sec. 102, P.L. & R. (1859) which states, "The act of Mar. 3, 1856, making no provision for unpaid letters to places within the United States, persons to whom they are addressed must be notified thereof by the postmaster, through blanks furnished for the purpose. If not attended to, such letters must be returned monthly to the Dead Letter Office."

Here, obviously, the sender deposited the letter without stamp early in February and it was not until late in March that the addressee sent the stamp (or money) from Philadelphia to the post office at New Orleans.

Though this marking is of the group that includes HELD FOR POSTAGE, the San Francisco DETAINED FOR POSTAGE, and the Cincinnati RETAINED FOR POSTAGE, it is unusual because of the two dated townmarks which indicate the complete history of the cover, and also because it is the first instance of the marking's being reported.

Illustration No. 3 is an unusual curved and underlined DUE 3 from Saltsburgh, Pa. on piece with S5.

PASSUMPSIC VT. 20 mm. "R"

No. 15 shows "R" used as the obliterator of S2 on letter that also bears the encircled PASSUMPSIC MAY 18 3Cts (one of the few townmarks from small towns not showing State). The letter bears no number or other reference that might imply registry use. Has this marking been seen by others? Who can explain this oversized "R?" The shade of the stamp indicates probably 1855 usage.

#### TOWNMARKS INCLUDING NAME OF COUNTY

The excellent Billig's Philatelic Handbook, Vol. X, containing the well illustrated list of U.S. COUNTY and POSTMASTER POSTMARKS written by Dr. H. K. Thompson, supplies much information not heretofore generally available regarding these markings of the '51-'57 period.

In this list the following items are noted which are not found in the usual sources:

	Noted as used
BOND'S MILLS BAKER CO GEO	1860 Plain Circular
COLUMBIA CITY Ia WHITLEY CO	1854 Straight Line
Note: This should be in Indiana instead of Iowa. "Indiana" was often abbreviated as Ia.	
LODGE Fulton Co. Ky	1851 Plain Circular
ALBERTON HOWARD CO. Md	1857 Plain Circular
CRUMPTON QUEEN ANNE CO. MD	1859 Plain Circular
WEST RUSHVILLE FAIRFIELD CO OHIO	(not stated)
Note: A tracing of this marking is our No. 12 of this issue. It ties S5.	
HILLSBOROUGH WASH'N CO OREGON	1852 Plain Circular
ETNA ALLEGHENY CO. PA.	1853 Plain Circular
WILCOX ELK CO. PA	1857 Plain Circular
Note: A tracing of this marking is our No. 13 of this issue. It ties S5.	
WHEELOCK ROBERTSON COUNTY TEXAS	1856 Plain Circular
Note: The illustration of this marking in the Billig Handbook does not show the word COUNTY.	

Some other markings of this classification are listed in Billig as used prior to the '51-'57 period. Perhaps some of them carried over. Ownership of this splendid handbook would appear to be desirable for anyone studying these markings.

The above list brings to 26 the number of towns showing name of county in the handstamps of the period. Manuscript townmarks showing county are also unusual. On a cover marked in mss "Frankfort, Dunn Co., Wis. July 2" bearing S2 is a memo by Dr. Chase, "The only mss county I remember of the '51-'57 period."

## N. Y. OCEAN MAIL POSTMARK

Dr. W. S. Polland sends photo showing No. 10 used on cover to California bearing 1c. Type V and three S5's. It shows inverted date of Oct. 22. What was the year? From Mr. S. B. Ashbrook's book on the 1 ct. stamp, vol. 2, page 249, we learn that after July 1, 1860 mail left New York on the 1st, 11th, and 21st of each month except that if any date fell on Sunday, the sailing was delayed until Monday. From a perpetual calendar we note that Oct. 21, 1860 was Sunday hence it might be concluded that the year was 1860. However, check of listings of The Research Group shows that the S.S. St. Louis was advertised as "expected to sail" Thursday Oct. 22, 1857 for Aspinwall with the mails. The regular mail sailing was on Oct. 20, 1857 by S.S. Northern Light. However, Dr. Polland's cover has 1 ct. Type V and 3 ct. of S5 which are unknown used as early as Oct. 22, 1857. Hence, 1860 is to be taken as the date.

Dr. Polland also reports this marking (with date properly placed) used on cover with S2, dated Feb. 25, 1854 to Washington D.C. He advises that so far as he knows this is the earliest known use of this postmark. His cover is also interesting because it shows one of the few uses of this marking to points other than to the Pacific Coast.

Illustration No. 11 shows a type of New York townmark that was used almost entirely on mail to the Pacific Coast in 1850 and 1851. It is described in Mr. S. B. Ashbrook's book on the 1 ct. stamp as a rare New York ocean mail marking. It is possibly from a handstamp that once contained the word SHIP above date. This marking (without SHIP) is occasionally seen on other than N.Y.-to-Calif, ocean mail. The example (No. 11) is such a use; it is on cover dated 1853 addressed to Collinsville, Ct.

## ROUGH &amp; READY, CALIFORNIA

Among the ghost towns of the early California mining country, none has a name better indicating the spirit of pioneer days than Rough & Ready, a townsite named after the Rough & Ready Company, a group of Easterners who apparently emigrated together and remained associated for mutual purposes. The town was located in Nevada County, not far from Grass Valley.

The first Rough & Ready handstamp is No. 19. The illustration was traced from a single S1 and completed by reference to Mr. S. B. Ashbrook's book on the 10 ct. stamp (his Fig. 56). Later this handstamp appears to have been lost because for a time the mail was marked in manuscript, of which Nos. 16 and 17 are typical. No. 16 is on 6 ct. green envelope (Scott's No. U 14) addressed to Pontiac, Mich. No. 17 is on cover bearing two S2's obliterated by penmarks, addressed to Boston. Later a new dated handstamp was obtained, apparently in 1856, of which No. 18 is an example; it ties S2 addressed to San Francisco. A similar marking was also in use on stampless mail; it contains the rating numeral.

Rough & Ready had several fires; the one in 1858 is said to have wiped out the town. The site was soon abandoned.

## A MYSTERY

The SOUTH HADLEY Mass. Giant 3" ... and a Mystery Illustration No. 14 shows a 20 mm high "3" that appears in the upper right corner of a letter addressed to Boscawen, N.H. At its left is the straight-line PAID shown, and in the upper left corner is S2, 1852 shade, tied to the 30 mm SOUTH HADLEY townmark with date May 17.

Several similar envelopes have been seen, all with the same characteristic arrangement, i. e., the giant "3" in right corner and stamp in the left. Prepaid stampless letters from this town are also known showing the giant "3" at upper right, PAID at its left, and the 30 mm townmark placed alongside.

Aside from the interest occasioned by the extra large "3," there is a possibility that the cover represents an unusual usage because it is most unlikely that several such covers would be seen that have the "3" located where the stamp is usually placed.

As prepaid stampless letters were much used in 1852, several possibilities suggest themselves:

(1) The cover and those like it represent nothing unusual; the sender placed stamp at left; the postmaster cancelled it with townmark and then put on the giant "3" and PAID, both for "good measure."

(2) The office was temporarily out of stamps; postmaster placed "3" and PAID on the envelopes before letter was written, charging 3 c. each for doing so; he then held the money as he could not report it as income from prepaid stampless mail until letter was actually mailed. Perhaps, then, when letter was mailed the stamps had arrived. He then put on a stamp, cancelled it with the dated townmark, and placed the previously collected 3 cents in his receipts for stamps sold.

There are other speculative possibilities, of course, but No. 2, above, is a fair hypothesis as to what might explain these covers.

Among the many practical reasons why stamps were preferred over prepaying the mailing charge in coin was that a letter with stamp could be mailed after post-office hours. It is not surprising that a postmaster of a small town when temporarily out of stamps might have been prevailed upon to sell pre-marked envelopes that eventually could be mailed as either prepaid stampless or as stamped mail.

Support for this view would be strengthened if the postmaster had placed his initials or other identification on the covers, but nothing of this sort appears. However, as the town was small, he might have thought this to be unnecessary.

The fact that the cover bears a stamp, a PAID, and a "3" has no significance in itself as other towns at times marked stamped mail in this manner. It is the unusual location of the "3" on all covers seen that causes one to wonder.

#### THE BOSTON PAID -- and its IMITATIONS

Supplementing information in previous issues, Mr. S. B. Ashbrook submits photo of cover showing No. 23 in black tying 1c Type II on single sealed cover addressed to Woodville, Miss., with memo indicating use Nov. 25, 1855. As the cover has no postmarked date or townmark, it is presumably a drop letter mailed in Woodville; often drop letters did not show townmark. This marking is an unusually large and clearly defined imitation of the Boston PAID marking.

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

Continuing from Issue No. 3, illustration No. 25 shows POPLAR RIDGE N Y in black tying S5 and No. 26 showing WOODCOCK, PA, in blue tying S1, the latter reported by Mr. W. H. Semsrott.



## STEAMBOAT-AGENT MARKINGS

To the listing in Chapter XL of Dr. Chase's book can be added GORRISSEN BROTHERS, NEW ORLEANS in red double-lined oval as illustrated by No. 24, reported by Mr. W. H. Semsrott on S2, letter dated May 1855, addressed to Ashton, La. The letter was apparently carried out of the mails as it bears no postal markings. Perhaps Gorrissen Brothers had no stamped envelope (Scott's U-1 to U-18) on hand which properly could be used to contain letters to be carried out of the mails at that date. S2 was presumably substituted, though such use was expressly forbidden in the P.L. & R.

This marking is listed in the Konwiser table of "Forwarded By" handstamps, page 125, Stamp Specialist Red Book, as being a forwarding marking on a letter received through the mails in 1848.

## TOWNMARKS SHOWING NAMES OF COLLEGES, ETC.

Continuing from Issue No. 3, Mr. A. Rubel, Jr. sends tracing for No. 8 in manuscript of HINASSEE COLLEGE TN (Tennessee), on cover with S2. Located in Monroe Co., this college was established in 1853 and is still in existence. It is listed as a post office in early P.L. & R.'s.

No. 9 shows manuscript H. S. COLLEGE VA (Hampden Sidney) on S2. This was reported but not illustrated in Issue No. 3.

A check of Hayward's 1851 Gazetteer and of the 1859 P.L. & R. shows the following post-offices that bear the name of an educational institution which have not so far been reported on mail, to Ye Editor's knowledge, on covers with stamps of the '51-'57 period.

Virginia: Fleetwood Academy, Rumford Academy, Concord Academy;\*  
 North Carolina: Lenoir Institute;  
 South Carolina: Harmony College, Bradford Institute;  
 Alabama: Central Institute\*, Newtown Academy;  
 Mississippi: Zion Seminary;  
 Maryland: Long Green Academy;  
 Tennessee: Wirt College, Clinton College, Washington College.

(\*) These listed in THE United States Stampless Cover Catalog.

A few townmarks exist that show association with colleges but do not include the name of the college, as such, in the marking. In this classification, Mr. Rubel reports COLLEGE HILL, OHIO and COLLEGE HILL DEPOT without name of State but known to be Ohio; the latter has 1859 year-date. Both are of the usual circular type, 33 mm diam. Mr. Rubel states that they relate to the location of Ohio Female College, located about 6 miles from Cincinnati.

## HOUSATONIC R.R. STATION TOWNMARKS

Oval townmarks showing station name at top, date in center, and HOUSATONIC R.R. at bottom have long been listed for HAWLEYVILLE and KENT. From information supplied by Mr. Elliott Perry on page 4 of Issue No. 2, it is evident that these are railroad dating stamps used as postmarks, the postmaster probably also being the ticket agent, and the post-office probably located at the railroad station.

Additional R.R.-station townmarks of the HOUSATONIC R.R. were in the collection of Mr. Heyliger deWindt, sold in 1946. From the sale catalog are noted examples with station names BOTSFORD, MERWINSVILLE, both used with S2, and BROOKFIELD in red on S5. The first two were illustrated in the catalog; they appear to be of the same size and type as the Hawleyville and Kent markings. The Brookfield marking is presumably of the same type. Botsford does not appear as a post office in either the 1851 or 1859 lists. Merwinsville appears in the 1859 list, but not in that of 1851.

#### FANCY PAID-3 MARKINGS

The usual encircled PAID over (or under) 3 is not common on letters with stamps because this marking was intended for use on prepaid stampless mail. Scarcer still, by far, are the elaborate modifications of such markings shown as Nos. 30, 31, 32, 33, and 38.

No. 30 -- in blue, tying S2, used at SO. CRAFTSBURY, VT., Mar. 26, 1852, reported by Mr. R. C. Burleigh. A somewhat similar marking is shown in Mr. S. B. Ashbrook's book on the 1 ct. stamp as used at Watertown, N. Y., Aug. 1853, but it is not known to Ye Editor that the marking has been seen on a cover bearing stamps. (See vol. 2, page 72 of the Ashbrook book.)

No. 31 -- tying S2, used at IPSWICH MS. April 30, 1853, reported by Mr. R. C. Burleigh.

No. 32 -- on S5, used at WESTBOROUGH Ms. Oct. 15, 1860.

No. 33 -- on 1 ct. imperf. Type II, used on cover to CENTER SANDWICH (see Ashbrook book, vol. 2, page 120). A similar marking in red but smaller, used at Brattleboro, Vt. is shown on a stampless cover in Dr. Carroll Chase's book on the 3 ct. stamp, 2nd edition, page 233.

No. 38 -- on S1 used at CLAPPVILLE, Ms. The illustration is a rough sketch of the original seen in the Sandburg collection.

#### PATRIOTIC OBLITERATORS OF 1860-61

Toward the end of period of use of S5, Sumpter had been fired upon and feeling ran high in both North and South. Some postmasters apparently seized the opportunity to inject a patriotic motif into the post-office handstamps. The surprising thing is that there were so few, because the use of "patriotic" envelopes was well under way before S5 became obsolete.

Whereas it is not certain that all of the markings mentioned were made during 1860 and 1861, it is probable that most of them were. Among these are the flags of Newark Valley, N. Y., North Shore, N. Y., Womelsdorf, Pa., and the lefthand one of Naperville, N. Y. (recently written up in STAMPS magazine by Mr. T. K. Webster). The Eagle with Shield of Ashland, Mass., and the shields of Suspension Bridge, N. Y., Conshohocken, Pa., and the UNION of Chester, Conn., are other examples.

Two others are illustrated. No. 7 is the flag of West Haven, Ct. No. 6 is the shield of Blackstone, Mass. Notable also is the tiny Blackstone townmark,  $17\frac{1}{2}$  mm diam. Apparently it is from a metallic handstamp as each letter is clearly defined. Both Nos. 6 and 7 tie S5.

## MISCELLANEOUS POSTAL MARKINGS

No. 20 -- Encircled "1" on cover bearing S5, townmarked WHITINSVILLE, MS, addressed to Millbury, Mass. This could hardly represent a carrier fee prepaid by coin, or a drop letter. As the principal reason for collecting one cent was to pay the "Advertised" fee, perhaps this letter was advertised at Millbury and the "1" was applied to indicate an amount to be collected without further identification of the reason. There is a decided difference in the black colors of townmark and the encircled "1" which might indicate that they were applied at different times.

No. 21 -- The Weston Ms. "quill-pen" letter "W" on cover bearing S5. This graceful "W" has often been seen on covers from Weston, as well as on singles.

Nos. 27 and 28 -- These show two different seven-sided obliterators used at East Troy, Wis. Each ties S5.

No. 29 -- Mr. H. A. Meyer reports this in black tying S2. Previous listings show this on S2 only in blue. Mr. A. G. Hall's list states that route-agent service was started in 1855 and that the marking was used by the agent on the Evansville & Crawfordsville R.R. The misspelling of VINCENNES is characteristic of the marking. Mr. Meyer advises that this marking is from a cover owned by Mr. C. Corwith Wagner.

No. 34 -- The use of "X" for "Cross" in a townmark is unusual. The marking is in blue; it ties S2 to California.

## EXTRA-LARGE OBLITERATIONS

To make certain that a stamp would not by any chance be re-used, a few postmasters used extra-large obliterators or ones with large inking surfaces. No. 4 on S2 (town unknown) is an example; the grid is 24 mm diam. No. 5, 27 mm diam., ties S5 on cover from RICHMOND, Va. The dated townmark is indistinct but looks like Sep. 11, 1858. As Richmond covers are common, it is unusual that this large grid does not appear oftener.

In another category are obliterators purposely made extra-large apparently for cancelling pairs, or more. The 6-ct. California rate was the reason for most of these.

No. 35 -- On pair of S2, town unknown (probably 1856 or '57 use).

No. 36 -- Ties pair of S1 from SAN FRANCISCO. Though the tracing reproduces the marking, other examples show that most of the bars (and perhaps all) at one time extended completely across the marking.

No. 37 -- in blue. Ties pair S1, used Apr. 22, 1853 from STOCKTON, Cal. This most unusual flag-type marking is reported by Mr. E. B. Jessup. The cover with S1 (from Plate "O") represents a very late use for an orange-brown stamp.

No. 39 -- Ties U9 stamped envelope from OROVILLE, Cal. Reported by Mr. A. R. Rowell.

No. 40 -- in blue. Ties S5 from MARYSVILLE, Cal. The end of the envelope cuts off the marking which apparently is longer. A similar marking is illustrated as No. 51 of Mr. S. B. Ashbrook's book on the 10 ct. '55-'57 stamp, page 71.

No. 41 -- in blue. Ties S2 from MARYSVILLE, Cal. From other examples it appears that at one time the bars ran clear across (or most of them did). This is the earliest of the Marysville "blue-blocks" obliterators.

WELLS FARGO & CO. BANKERS & EXPRESS FORWARDERS 82 BROADWAY N. Y.

Supplementing the information first disclosed in Issue No. 2, that Dr. Chase had discovered this marking (unnoticed by all those listing these markings), confirmation has been obtained by the appearance of several more, as follows: A single bearing part of the marking (S2); a pair of S2's; and topping them all the gorgeous cover shown as No. 42. All markings are in red.

This cover was reported by Mr. H. E. Gray and is now in the collection of Mr. E. B. Jessup. The cover bears notation of having been received April 10, 1855. It also bears the interesting corner-card in red illustrating a clipper sailing ship and bearing the encircling caption, SHIPPERS LINE OF CALIFORNIA PACKETS EARLE & WEED, AGTS. 106 WALL ST N.Y.

TOWNMARKS SHOWING DATE IN THE QUAKER MANNER

In addition to the COLERAIN, O. and SANDY SPRING MD. handstamps, and the NO. BERWICK, ME (in manuscript), the following are reported:

- (1) PENNSVILLE, O. 1st Mo 19, in circular handstamp, used 1858.
- (2) LONDON GROVE, PA. 1 mo 14th, in mss on cover bearing S2.
- (3) FARMINGTON, N.Y. 1st mo 19, in mss on cover bearing S1.

The first two are reported by Mr. Delf Norona, APS Cyc. U.S. Postmarks, Art. 24. The Farmington, N. Y. is illustrated as No. 22. It is not known to Ye Editor whether the PENNSVILLE has been seen on cover bearing stamp.

THE LARGE BOSTON "PAID" OBLITERATORS

Supplementing Mr. W. W. Davis' article in Issue No. 3, Mr. S. B. Ashbrook and Mr. A. R. Davis report Jan. 16 (1852) as the earliest date for use of the large Boston PAID. Mr. A. R. Davis advises that he has seen a second cover bearing the same date.

INFORMATION WANTED ON "WAY" MARKINGS

Mr. A. R. Davis, 76 Brooks St., West Medford, Mass., is writing the story of WAY mail. He requests that all possible information be sent to him that describes any cover of any period that shows this marking. Specifically he wants the following information: (1) Place of origin with date (where and when the letter was written). (2) Is the WAY marking handstamped or in manuscript? Is there any rate-marking shown; such as WAY 1, WAY 5, etc. What is the size of the handstamp, color of marking, etc. (3) Place to which letter is mailed.

In submitting this request, Mr. Davis remarks that the first reference to WAY that has come to his attention is of 1672, and that the last example he has seen was used in 1876.

## 91L5(L) AND BOTTOM DOUBLINGS OF PLATE 5(L)

It was Ye Editor's privilege to receive a visit from Mr. C. W. Remele in the course of which Mr. Remele drew attention to 91L5(L), remarking that the lower label showed an upward duplication whereas the rosette centers and other parts showed a downward shift. "Could it be a triple-transfer of the re-entry?" was asked.

The writer does not believe this is a triple transfer and submits the following attempt at an explanation, knowing full well that trying to reconstruct from internal evidence what happened years ago is not easy.

91L5(L) shows a downward shift of parts of the lower righthand part of the stamp with somewhat less evidence of a similar shift at lower left. The lower righthand rosette-center is distinctly shifted downward so the area appears as an oval with vertical long axis. Four horizontal lines show in or below the bottom part of the lower label. The top one of these lines appears to be drawn across the lower part of the letters of REE CENTS and there is white space of these letters below this line, thus easily causing one to think that there had been an upward transfer. The shift is shown in Mr. R. McP. Cabeen's monograph in Issue No. 4.

However, if 91L5(e) is laid alongside of 91L5(L) the true character of this line and the others comes to light. The vertical width of the lower label in 91L5(L) is notably greater than that of 91L5(e). Three impressions of the transfer roll have left their traces: (1) that which made the early state of plate; (2) that which made the first, incorrect, re-entry; (3) that which made the second, correct, re-entry. Furthermore, 91L5(e) shows either a recut line to strengthen and define the bottom line of the lower label, as well as of the right diamond block, or else the die had an extra deep recess to define this line thus producing a ridge on the transfer roll that projected above the height of the part of the roll that forms the background of the lower label (it does not matter which). The bottom frame line of 91L5(e) was heavily recut. These latter lines tend to persist in spite of re-entry, though the re-entry would narrow them (if both are recuts).

Particularly toward the right of 91L5(L), at bottom, the following horizontal lines occur, from top to bottom:

- (1) The line described in third paragraph;
- (2) A line that defines the lower edge of the re-entered label;
- (3) A faint line that is slightly below Line No. 2. This continues across the white space between label and block. It similarly appears under the block;
- (4) An outer frame line at bottom.

It is suggested that Line No. 1 may be what remains of the line that recut or defined the lower edge of the label and right block in the early state; or it is the line that defines the bottom edge of the lower label and block of the second, correct, re-entry of 51L5(L), probably the former.

Line No. 2 may be the one defining the lower edge of the label of the incorrect (or first) re-entry of the late state of the plate; i.e., the part that normally appears just below the letters.

Line No. 3 may be what remains of the recut outer frame line of the early state -- which being recut would persist in spite of re-entries. Line No. 4 similarly may be the transferred outer frame line of the first, incorrect, re-entry of the late state. It may have been slightly recut.

Space does not admit of further comment which leads to the belief that the roller when re-entering this plate was started at the bottom of certain stamps and thence rolled upward, contrary to the direction used when the plates were originally made, of which latter direction there is much evidence. The prevalence of C reliefs in top row and of A reliefs in bottom row and of other doublings, particularly 22, 23, and 24 L5(L), are explainable by this hypothesis. It is also questionable whether the plate-maker in re-entering this plate took advantage of one of the reliefs of the three-relief roller as a positioning or guide relief as per Mr. Elliott Perry's theory as mentioned in Issue No. 2.

## CORRIGENDA

Issue No. 3, Page 5: All references in "HAMPTON SIDNEY" should read "HAMPDEN SIDNEY."

Issue No. 2, Page 7: Line 5 -- "A. S. Wardell" should read "A. S. Wardwell."

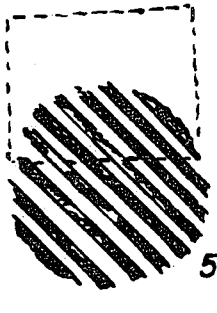
Issue No. 2, Page 6 -- About center of page -- "7th line from bottom" should read "7th line from top."

Issue No. 2, Page 6 -- Toward bottom of page, the reference to page 88 should state "Pl. 1(i)" instead of Pl. 1(L).

TOO LATE,

NOT PRE-PAID

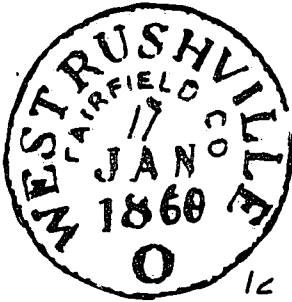
DUPLICATE



*Masse College Pa.*  
*Oct 3 - 1853*



*H. S. College Pa.*  
*Dec 4th 9*



handstamped  
1859 changed  
to "60" in mss.

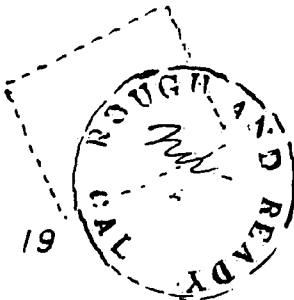
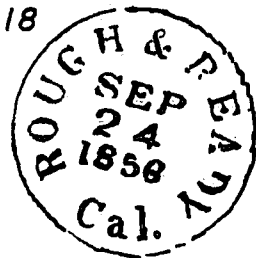
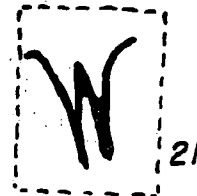


PAID number 14

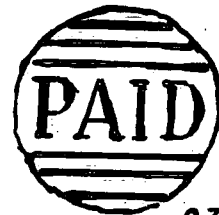
3 R number 15

*Rough Ready Cal*  
*12 May 1854*

*Rt Ready Cal*  
*13 July 1854*



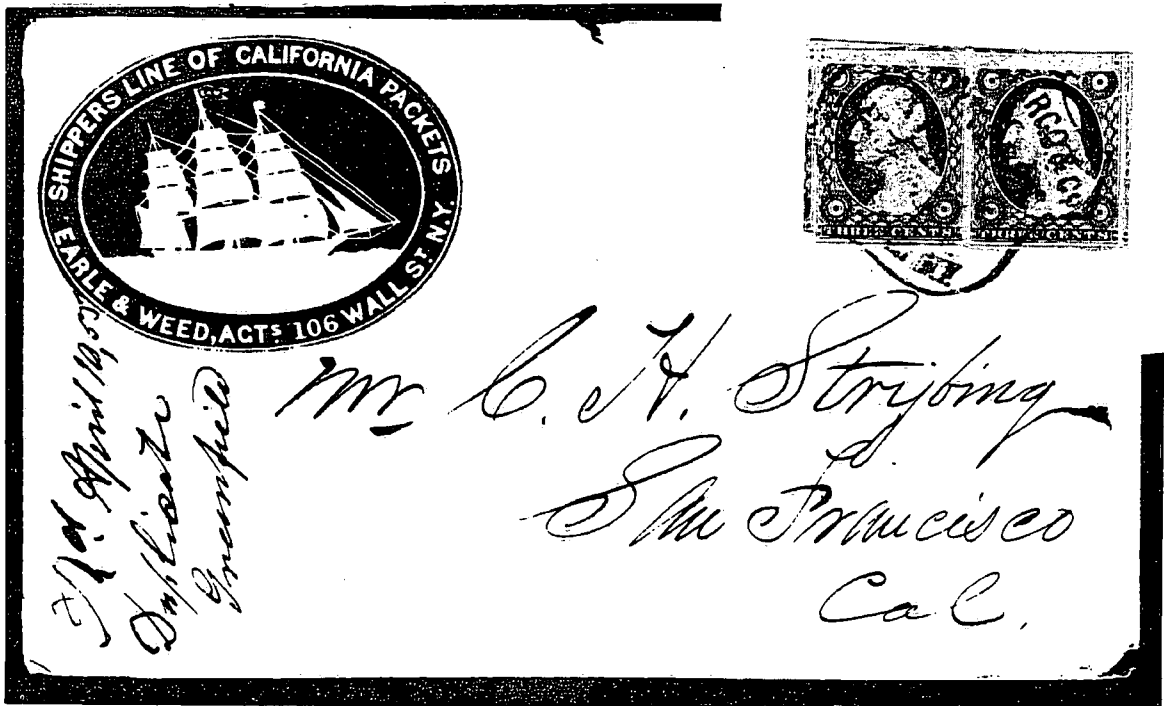
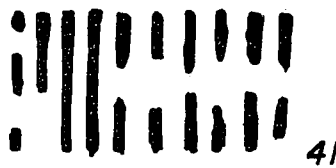
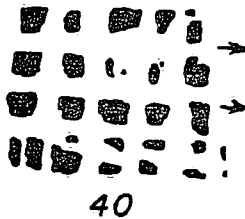
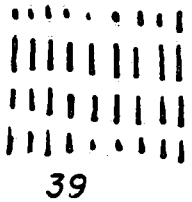
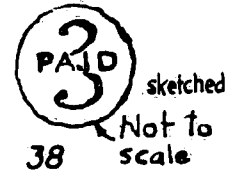
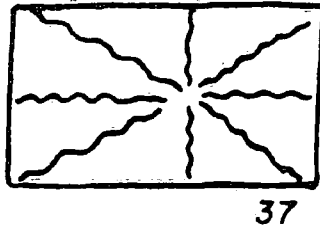
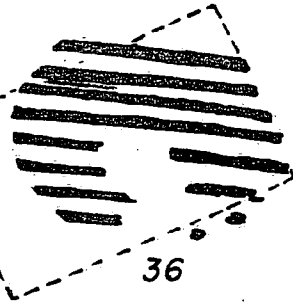
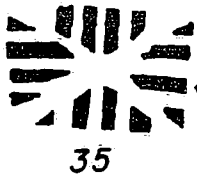
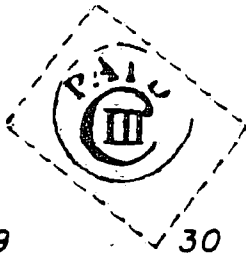
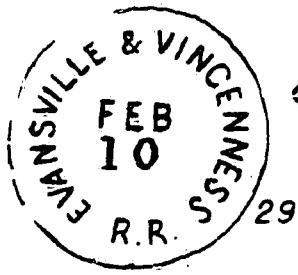
*Farmington ny.*  
*1st mo 19 22*



ROPLAN RIDGE  
NY JULY 31  
25

WOODCOCK, PA.  
May 5  
26





Original in Collection of Mr. Edgar B. Jessup