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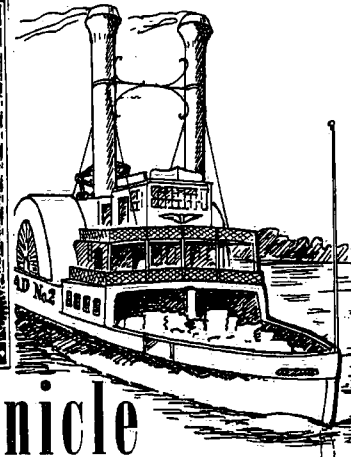
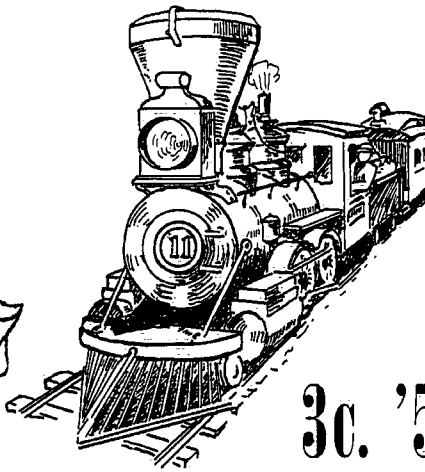
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#### VARIETIES AND SYMBOLS

As more fully stated 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.

#### S-1 FIRST-DAY COVERS -- HOW MANY ARE THERE? by L. J. Shaughnessy, RA #1

Perhaps the best approach to the determination of the probable number of first-day covers of the 3 ct 1851 (S1) is to ascertain the post offices which had the stamps on sale July 1, 1851.

In Dr. Carroll Chase's "The 3¢ Stamps of the United States, 1851-1857 Issue," appears a quotation from a published article by the late J. M. Bartels, indicating that the U.S. Government Records show that supplies of these stamps were forwarded from Washington on June 30 to the postmasters at Baltimore, Boston, New York, Philadelphia, Albany, Buffalo, Auburn, Bath, Binghamton, Brooklyn, Canandaigua and Washington.

Receipts from these postmasters indicate that but two, viz., Baltimore and Washington had signed as having received the shipments on July 1. Four shipments were received on July 2, four on July 3, one on July 4 and one on July 5.

Were we to accept these records as accurate, all first-day covers would be post-marked at Baltimore, Washington or at some post office a day's traveling distance from those cities.

Evidence proves that these records are incomplete or are in error because Dr. Chase has had, or has seen, first-day covers from the post offices at Boston (2), Cincinnati, Chicago, Hartford, Lowell, Mobile, New London, N.H., Philadelphia, South Wilbraham, Mass., and probably, Cumberland. In addition to these, he reports one from Baltimore; this is in agreement with the supply of stamps having been received by the Baltimore postmaster on July 1.

While the Washington postmaster's receipt acknowledged receiving the stamps on July 1, there is no known first-day cover from Washington.

(A) Stanley B. Ashbrook in his work, "The United States One Cent Stamp of 1851-1857," Volume I, page 121, shows a picture of a first-day cover mailed at Boston and addressed to Wheeling, Virginia. This cover was in the Richey Collection. It was sold to Emerson Krug and later passed to a collector whose name has not been disclosed.

Mr. Ashbrook also reports the following first-day covers:

(B) William West. This cover was in the West Auction Sale held in 1943. The lot number was 344. The cover was posted in Philadelphia and addressed to Elkton, Maryland.

(C) G. E. McCabe. In August 1947, he stated that some years previously he had a first-day cover from Chicago but had sold it through Sylvester Colby.

(D) M. L. Neinken. This cover was posted at Philadelphia and addressed to Whitinsville, Mass.

(E) Voorhees Sale, held Aug. 12, 1924. This was described, "With center line at left, and is beautifully tied to cover with 19 bars in large circle in red, also red dated townmark." The Sloane Sale of the MacLaren collection, held Jan. 10, 1929, included a cover meeting this description with the additional statement that the postmark was South Wilbraham, Mass.

(F) Costales Sale, Feb. 10, 1947, included a first-day cover. The description states, "Stamp has a small marginal tear, affixed by a wafer and tied by black grid.

In regard to the request that appeared in the No. 2 issue of the CHRONICLE that information concerning first-day covers be forwarded to me for incorporation in this report, I would say that the response has been most gratifying. These reports include the following:

(1) Tracy W. Simpson, owner. A folded letter postmarked in red "Cincinnati, O., July 1, Paid 3 cts.," addressed to Rheoboth, Ohio. The obliteration is a red grid. The plate position of the stamp is 92R1E. See article by Stanley B. Ashbrook in the American Philatelist for September 1936.

(2) Roscoe C. Burleigh, owner. A most interesting cover. It bears a blue "Geneva, N. Y. July 1," postmark. It was addressed to Rochester, N. Y., where it received the postmark of that post office in red, on July 2. From Rochester, the cover was forwarded to Litchfield, Conn. The cover is a folded letter. The plate position of the stamp is 69R1E.

(3) E. B. Jessup, owner. The postmark is "New York July 1." The obliteration is a 13-bar red grid, proving its 1851 usage.

(4) A. R. Rowell, owner. The cancellation is the oval "New London, N.H. July 1," in red, with black grid obliterator. The cover is addressed to Boston. The stamp is 97L1(e).

(5) C. A. Weiant, owner. This is a folded letter, the stamp being cancelled "Mobile, Ala. July 1," in red.

Dr. Gerald B. Smith almost can be said to have a specialized collection of first-day covers. Aside from several stampless first-days and some July 2nd's, he reports:

(6) Folded letter dated and postmarked "Chicago, Ill., July 1 (1851)." The postmark is red, as is the grid obliterator. The cover is addressed to New York. Stamp is 21L1(e).

(7) Folded letter dated and postmarked. "Philadelphia, Pa., July 1 (1851)." The postmark is blue, as is the grid obliterator. Cover is addressed to Columbia, Pa. Stamp is 10L1(e).

(8) A folded letter dated and postmarked, "Hartford, Ct., July 1 (1851)." The postmark is magenta, as is the grid obliterator. Cover is addressed to New York. Stamp is 31L1(e).

(9) Envelope postmarked. "Cumberland, Md., July 1." The postmark is red; the grid obliterator is black. Cover is addressed to Baltimore. Stamp is 32R1(e).

(10) Willard W. Davis, owner. A folded letter bearing the blue "Baltimore, Md. July 1" postmark; the obliteration, a black grid. The plate position of the stamp is 8OR1E.

(11) Dr. C. L. Roser, owner. A light blue folded letter dated and postmarked in red "Cincinnati, O. July 1, Paid 3cts." addressed to Delaware, O. The obliteration is a red grid. Stamp is four-margin orange-brown, but not yet plated. The letter contains the interesting words, "I send some postage stamps today."

(12-13) It is my understanding that at least two other covers exist of which I have no details. These were in the collections of Mrs. Heyliger de Windt and G. L. Hulbert, though perhaps these have passed to some who have reported them in this list.

In my own collection are:

(14) An envelope with magenta "Hartford, Ct. July 1" postmark. The obliteration is a black grid. Stamp is 1R1(e). See illustration No. 46.

(15) An envelope with red "New London, Ct. July 1." Obliteration is black grid. Stamp is 21R1(e). See illustration No. 45.

(16) A single with cancellation of "Baltimore, Md. July 1" in blue. Stamp is 36R1(e). Though this is not on cover, it is reasonable to believe that it is a first-day usage; I have several hundred stamps from plate No. 1, early state, and none was used later than December 1851.

I also have a folded letter dated "July 1, 1851," but unfortunately for me, mailing was delayed until the following day when the postmark, "Boston July 2," was applied to the cover. Stamp is 24R1(e).

An inspection of these first-day covers reveals the fact that several postmasters "took time by the forelock" and had their hand-stamps indicate the new rate of three cents. Among the hand-stamps showing the new rate are those in Boston, where the numeral "3" was added. Dr. Roser's and Tracy Simpson's covers both show "Paid 3 cents" in the Cincinnati postmark.

In this connection I would mention a cover in my collection bearing, in blue, the postmark, "Louisville Ky July 2," together with the numeral, "3," indicating the new rate. This raises the possibility of finding a first day cover from that office, because the letter was written under the date of July 1, 1851. It was addressed to New Orleans and is a multiple rate. There are three stamps tied to the folded letter. The positions of the stamps are: 84, 98 and 100L1E.

It was my expectation that by separating the first-day covers into groups according to the post offices where they were posted, errors would be reduced to a minimum. Should errors be detected by members of our Unit, I would greatly appreciate having them brought to my attention.

The record of first-day covers by post offices follows:

The following list summarizes what information I have been able to obtain regarding first-day covers identified by post office. It also includes those unrecorded by post office. The Lowell marking and one of the Boston markings are listed from Dr. Chase's record. It is assumed that the other markings listed by him are among those identified by this survey. This, of course, is not necessarily true. However, some of those listed as unrecorded (Nos. F, and 12 and 13) may be among those identified in this survey.

Post Office	Number
Baltimore	2
Boston	2
Chicago	2
Cincinnati	2
Cumberland, Md.	1
Geneva, N.Y.	1
Hartford, Ct.	2
Lowell	1
Mobile	1
New London, Ct.	1
New London, N.H.	1
New York	1
Philadelphia	3
South Wilbraham	1
Unrecorded	3
	24

To those collectors who are named in the foregoing statements, I express my sincere appreciation for their assistance in the preparation of this article. My thanks also are extended to Mr. D. C. Gridley, who very thoughtfully furnished me with a record of all post offices which received a shipment of three cent 1851 stamps during most of the month of July 1851.

## THE A. G. HALL LIST OF RAILROAD POSTMARKS

Continued from Issue No. 6, the basis of this list was stated in that issue.

No.	Postmark Reads	The numbers refer to tracings on Plate 1, hereof	Route Agent or R.P.O. Service	Diam. Start- ed	Postmark used in period indicated by Color of Postmark				Notes
					mm.	1847 Before 1847	1851 to 1851	1857 to 1857	
196	MIC. CENTRAL R.R.	Mic.	1850	34 $\frac{1}{2}$	Blk	Blk			
197	MICHIGAN C. R.R.			32 $\frac{1}{2}$	Blue	Blue			
198	MICHIGAN SOUTHERN R.R.		1852	36		Blue			
199	MICH. SOUTHERN R.R.			33		Blue			
200	MILWKE & DETROIT R.R.		1856	34		Blk	Blk		Detroit & Milw R. R. C. W. Remele reports this seen with serifs on letters.
201	MILWK. & HORICON R.R.		1857	35			Blk		
202	MILWA'E & HORN R.R.			25				Blk	
203	MISS. CENTL R.R.		1866					Blk	
204	MISS. CENTRAL R.R.			25 $\frac{1}{2}$				Blk	
205	MO. VALLEY R.R.		1867	26				Blk	
206	MONTG. & MOBILE R.R.		1867	25 $\frac{1}{2}$				Blk	
207	MORRIS & ESSEX R.R.		1854	31			Blk	Blk	
				or 32			Blk	Blk	
				before 33				Blk	
208	NASHV. & CHATA. R.R.		1854	29			Blue		
	Ten.								
209	NAUGATUCK R.R.		1849	33	Red	Blk			
210	NAUGATUCK R.R.			25				Blk	
211	N.H. & BELLOWS FALLS R.R.		Before 1854	32			Blk	Blk	
212	NEW HAVEN & BELLOWS FALLS R.R.			33			Blk	Blk	
213	N. HAV. & BELLOWS FALLS R.R.			36 $\frac{1}{2}$			Blk	Blk	
214	N. HAVEN & GREENFIELD R.R.		Before 1854	30 $\frac{1}{2}$	Red	Blk	Blk		
215	N. HAVEN & NEW LONDON R.R.		1854	32			Blk	Blk	

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

As mentioned in Issue No. 6, Dr. Chase sent all of his unpublished data on railroad markings to Mr. C. W. Remele for classification and reporting in this CHRONICLE. From this material Mr. Remele has made tracings and compiled the following information as a supplement to the list that appears in Dr. Chase's book on the 3c. '51-'57 stamp, 2nd edition. Any new items that appear in Mr. A. G. Hall's list published in this issue, or in Issue No. 6, are not duplicated below.

Name	Size (mm)	Tracing No.	1851	1857	Notes
ALBY & RUTLAND R.R.	31½	1		black	
ALBANY & RUTLAND R.R.	32	2	red		Seen used in 1853
B. & O. R.R. CARTHAGE	34½x25½	3		black	Oval postmark, probably Carthage, Ohio
CLEV. ZANEV. & CINI. R.R.	36	4		black	Cleveland, Zanesville & Cincinnati R.R., Perhaps it reads ZANSV.
EVANSVILLE & VINCENNESS R.R.	32½		blue black	black	Also in black in 1847 period Listing is now certain. See CHRONICLE, Issue No. 5
HOUSATONIC R.R. BOTSFORD	?(oval)		black		See CHRONICLE Issue No. 5
HOUSATONIC R.R. MERWINSVILLE	35x26		black		" " " " "
HOUSATONIC R.R. BROOKFIELD	?(oval)			red	" " " " "
HARRISBG & LANCR R.R.	34½		--	--	Harrisburg & Lancaster R.R. in blue, 1847 period
IRON MOUNTAIN R.R.	36	5		black	On cover addressed - Cleveland. There was an "Iron R.R." in 1851, at least, terminating at Ironton, Ohio.
MILWAUKEE & MISS. R.R.	36	6	black		On 3ct. '53 envelope
PENOBSCOT & KEN. R.R.	33½	7		black	Penobscot & Kennebec R.R.
KEN. & PORTD. R.R. ME.	30	8	black		Kennebec & Portland R.R. Used in 1855
--- & COVINGTON --	32½ ?	9	black		On stamp off cover. There was a postal route in 1854 from Lexington to Covington over the Covington & Lexington R.R.
STEB. & INDA R.R.	31		black		Steubenville & Indiana R.R.
TROY & WHITEHALL R.R.	33	10	blue		Perhaps same as that listed in blue
VIRGINIA CENTRAL R.R.	33		black		

Some additional notes applying to Dr. Chase's List are as follows:

B. & O. R.R. KEANEYSVILLE	Should read KERNEYSVILLE
B. & O. R.R. MOUNT AIRY	There are possibly two slightly different types
BOSTON & FITCHBURG	The second listing should read FITCHBURG
BUFFALO & ERIE R.R.	There are two slightly different types
C. VINCENT & ROME R.R.	There are two slightly different types
CLEVELAND & PITTSB. R.R.	Should read PITTSB
LACKA & WESTERN R.R.	Also seen on 3c '51 (W. W. Hicks)
LOUISA - R. ROAD VA.	Also seen in black, 1847 period (S. C. Lyon)
NOH. CARA. R.R. N.C.	This listing is now uncertain
NORTHERN A? R.R. MAIL N.Y.	On the cover seen, the letter between NORTHERN and R.R. looks like "A;" it is surely not "O." Mr. Elliott Perry advises that Alburgh, Vt. was the eastern terminus of the railroad. Possibly "A" was used to designate it, just as it is known that "O" was used to designate the western terminus: Ogdensburg, N.Y.
RICHMOND R.R. VA.	Seen also in red in 1851 period (S.C. Lyon)
WEST. & ATLANTIC R.R.	Seen also used with 3c 1851 stamp (C.W. Remele)
ILL. C. R.R. FROM TAMAROA	The town name is TAMAORA (Elliott Perry)
EXPRESS MAIL EASTPORT	This has also been seen with EXPRESS MAIL and date in black and EASTPORT in red (letters 2½ mm high)

Editor's Note: It is now thought that most or all of the railroad-station markings, such as those of the B. & O. R.R., ILL. CENT. R.R., HOUSATONIC R.R., etc., were not railroad route-agent markings, but that they were applied by the postmaster, or under his direction, in a few cases where the railroad station agent was also the postmaster -- and where he used the railroad's station handstamp as a canceller instead of the usual postal-type of townmark (See Mr. Elliott Perry's comments, CHRONICLE, Issue No. 2, page 4).

-- INLAND WATERWAYS ROUTE MARKINGS --  
 -- COMBINED TOWNMARK AND STEAMBOAT MARKING --

CHRONICLE Issues Nos. 1 and 2 gave some additional information with regard to a few of the Inland Waterways Route markings listed in Dr. Chase's book on 3c '51-'57, 2nd ed., page 281. By courtesy of Mr. Henry Meyer, two new markings are illustrated as Nos. 40 and 41.

- No. 40    LOUISVILLE & ST. LOUIS MAIL ROUTE    33½ mm, in black. Known used in the '50's but year not known. Only one example seen.  
 No. 41    LOUISVILLE & ST. LOUIS MAIL LINE    33½ mm, in red. Only one example seen, probably 1854.

Mr. Meyer also refers to a similar marking that apparently reads LOUISVILLE & ST. LOUIS S.B. MAIL LINE, used with S2 of claret shade. The example seen is too badly smeared for measurements or exact determination of its reading.

Somewhat akin to these markings, but in an entirely different category -- philatellically -- is No. 43, as follows:

TERRE HAUTE STB    32 mm, in black, ties S5 on cover used Oct. 15, 1860. This marking is to be classed with the MAYSVILLE KY. STEAM as a combined townmark and Steamboat (or Steam) marking. Both were applied at their respective towns to mail received from non-contract steamboats, which had been delivered to the boat at the landings, not having been mailed in the post office at such localities. The P.L. & R. provided that such mail was to be marked STEAMBOAT at the post office where the master of the steamboat took the mail for "entry into the mails."

The new Louisville-and-St. Louis markings above described, however, were applied on the steamboat by the contract route agent, or other person acting in that capacity, to mail similarly picked up at the landings. The steamboat in this case was under contract to carry the mails. The letter "entered the mails" on the steamboat.

Further, as to the TERRE HAUTE STB, Hayward's Gazetteer of 1852 states, "steamboats ascended the Wabash River (from Evansville) as far as Lafayette" -- which is considerably farther than Terre Haute.

COLORLESS "PAID" IN "3"

The large numeral "3" containing a colorless PAID, illustrated as No. 33 of Issue No. 5, was not identified as to town of origin. It is now believed to be from NORTH BERWICK, ME., because it agrees within one millimeter of a rough tracing of such a marking known to have come from North Berwick. As was typical of North Berwick, the cover bore town-name and manuscript date in the Quaker manner.

Another similar marking in black on S1 is No. 37 of this issue; town of origin unknown. Ye Editor has seen a similar marking from WESTMORELAND DEPOT, VT., but did not make a tracing.

A few other kinds of these markings are known on stampless covers (such as the BRATTLEBORO, VT., mentioned in Issue No. 5), but they are not believed known on covers with stamps. If any reader has a NORTH BERWICK or a WESTMORELAND DEPOT, or any similar marking either stampless or with stamps, will he please send tracings.

#### TOO LATE

Mr. A. S. Wardwell sends No. 33 showing this marking as applied at New Orleans on a cover from the L. C. Rove collection recently sold by Mr. Sylvester Colby. The cover is postmarked Dec. 29 in black at New York, prepaid by two S2's in upper right corner, and addressed to New Orleans. It was then forwarded to New Braunsfel, Texas, by the addition of two S2's at upper left. It also bears the New Orleans red townmark of Jan. 8 and also a second such marking that looks like Jan. 12. The recipient notes receipt on Jan. 28, 1854. The TOO LATE is framed and in red; above it in manuscript is "New Braunsfel, Texas."

Mr. Wardwell writes, "Perhaps the letter missed the first boat out of New Orleans on Jan. 8th and was returned to the post office, re-marked and put on another boat on Jan. 12 (if that is the correct date; it is indistinct)."

The cover also bears a memo by Dr. Chase, reading, "This is the second framed TOO LATE I've seen."

A TOO LATE marking (from New York in 1852) was shown in CHRONICLE Issue No. 5. At least one other New York TOO LATE is known, also used in 1852.

There appears to be no information available regarding the use to which the TOO LATE markings were put. From the circumstances surrounding the covers seen, they apparently were used at a few offices to indicate mail received too late for the usual or regular transmission -- such as after the mails closed or after the steamer left. We know from written notes of postal clerks on many covers of the period that often an explanation was written on the envelope as to why the letter did not go forward in the usual manner. For example, in Ye Editor's collection is a cover that bears a written postal notation, "Did not reach Fall River until after New Bedford mail left." Also we know that in 1860 Chicago used a two-line handstamp reading, "Improperly Forwarded, Delayed" (L. J. Shaughnessy).

Obviously, in these cases, the postmaster endeavored to forestall criticism of the service as it related to his office. Perhaps the TOO LATE handstamp was for a similar purpose -- as an indication of the reason for delay in the mails, should there be any future complaint.

Too late markings are not scarce in Canada where they were used at least into the 1890's, but here again, there is apparently no information as to the official instructions for use. Early Canada (in the '50's) also had a marking reading LATE FEE, which, according to Mr. W. S. Bogg's book is apparently for payment of an extra fee to cover special handling required after regular closure of the mails.

It is possible that the Supplementary Mail markings are the successors of the early Too-Lates, or again -- as suggested in the preceding -- they merely were a means of the postmaster's protecting himself from future criticism as related to that particular item of mail.



The marking is certainly most unusual applied to U. S. stamped mail of the period as only four examples have come to light so far as Ye Editor knows.

NORMAL PORTLAND, MAINE, POSTAL MARKINGS -- JULY 1, 1851-1861  
by Warren S. Anthony RA No. 22

The following is an outline of the townmarks used at Portland, Me., during the period studied by this Unit.

July 1, 1851 to Oct. 10, 1851: PORTLAND, Me., in red, with a red seven-bar grid cancelling the stamp. My copy of the Oct. 10 date is on stampless cover; the last stamped cover I have is of Oct. 7. My earliest is July 12, 1851, but as the same marking was employed on the 5c '47, we know it was in use at the beginning of our period.

Oct. 15, 1851 to May 5, 1853: PORTLAND, Me., in black, cancelling the stamp. Some-  
times between Oct. 10 and Oct. 15, 1851, the postmaster applied black ink to his red stamp pad; this resulted in markings that occasionally appear to be brown. This brownish appearance continued until about Nov. 24, 1851, after which the marks are generally true black. My date of Oct. 15, 1851 is on a stampless cover; my earliest stamped cover is Oct. 18, 1851.

May 11, 1853 to June 23, 1853: PORTLAND, Me., in blue. This postmark as well as others used at Portland (occasionally in error on stamped covers) were all left-overs from the 1847-51 period, except for one which was made over to fit a new use. About July 1, 1853, a complete new set of handstamps (except for the 10c rate) was acquired; all of these used "E" in ME instead of a small "e."

July 5, 1853: PORTLAND M<sup>E</sup> in blue.

July 25, 1853 to Sept. 19, 1854: PORTLAND M<sup>E</sup> in black.

Oct. 10, 1854 to Oct. 25, 1854: PORTLAND M<sup>E</sup> in blue.

Nov. 26, 1854 to Dec. 12, 1854: PORTLAND M<sup>E</sup> PAID in blue.

Dec. 21, 1854 to 1860 (?): PORTLAND M<sup>E</sup> PAID in black. About Dec. 21, 1854, the postmaster applied black ink to his blue pad. No attempt has been made to find the last date of use of this marking. In 1861, Portland used a double-circle marking common to the period.

It will be noted that gaps exist in the above listing. This is somewhat unexpected because in my collection of Portland, Me., covers from 1822 to 1849, I have only a few gaps: one of 8 days; one of 5; and one of 4 -- and some others of two days, or less. I don't understand why it should be so difficult to find the successive days in the 1851 period. Any assistance from members of the Unit will be greatly appreciated.

NORTH YARMOUTH, NORTH YARMOUTH, YARMOUTH

No. 32 shows the third one of the above townmarks used on S2 when the postmaster removed the word NORTH from the handstamp a considerable time after North Yarmouth, Me., changed its name to Yarmouth. The intermediate reading was obtained by drawing a pen mark through NORTH. The markings are all in blue, and were sent by Mr. W. S. Anthony. Hayward's Gazeteer of 1853 states, "Yarmouth, Me., ...formerly

called North Yarmouth." The intermediate type (with pen line through NORTH) was apparently used as late as 1854; the third type is known used in 1856, and of course was probably used before that date.

#### NEW YORK 1851 SLUG

Referring to illustration No. 22 of Issue No. 1, Mr. Oscar Salzar reports it used Aug. 13; he also reports No. 23 used Aug. 25. These extend the usage two days in both directions.

#### IDENTIFIED OBLITERATIONS

A continuing project should be the town-name identification of the many unusual obliterations of the '51-'61 period. Mr. Wilbur W. Davis sends many for this issue (color is black unless otherwise stated):

No. 13, S5, WEST GLOUCESTER, MS.; No. 14, S5, YARMOUTH PORT, MS.; No. 15, S2, CARLISLE, N.Y.; No. 16, S2, blue, WILMOT FLAT, N.H.; No. 17, S4, NEW BOSTON, N.H.; No. 18, S5, SALEM, O.; No. 19, S5, JOPPA VILLAGE, MS.; No. 20, S5, JOPPA VILLAGE, MS.; No. 21, S5, blue, PUTNAM, CT.; No. 22, S5, CHELSEA, MS.; No. 23, S5, PAPER MILL VILLAGE, N.H.; No. 24, S2, MATTAWAMKEG, ME.; No. 26, S5, BROOKLYN, N.Y.

Others in this category are No. 27, S1 GOFFS CORNERS, ME. (W. S. Anthony); No. 28, S5, SOUTH GARDNER, MS. (E. Cole); No. 29, S5, PORTCHESTER, N.Y.; No. 30, S2, DEEP RIVER, CT.; No. 31, S5, COLUMBUS, O. (said to have been used only on mail from the State Prison -- window with bars -- interesting, if true); No. 34, S1, green, DANEURY, CT.; No. 35, S2, BRANDON, MISS.; No. 36, S5, OAKDALE, MASS. (see also "Patriotic Obliterations," Issue No. 5); No. 38, S2, blue, ASHFIELD, MS. (Dr. G. B. Smith).

Mr. R. W. Rex also sends No. 11 used on S1, town unidentified, Mr. Wilbur W. Davis also has submitted many unidentified tracings which will be listed in future issues in the hope that some may identify them as to town of origin.

#### DR. CARROLL CHASE COMPLETES PLATE 10

Dr. Carroll Chase announces that he has finished the reconstruction of Plate 10 in the early and intermediate states; and that he lacks only one position in each of the panes of the late state.

The magnitude of this task is better appreciated when it is mentioned that Dr. Chase has been working for thirty years to complete this reconstruction. Plate 10, as we know, has only two recut lines per stamp, and these usually are cut off at top or bottom by the perforations. Poor printings and the scarcity of multiple pieces further complicated the undertaking, for even single copies are notably scarce.

Dr. Chase writes that he is still at work on Plate 11, and that he will appreciate the loan of any pairs or better of unplated stamps with discontinuous side lines (our S4). Some of these may provide just the needed information to tie together certain sections of Plate 11 that are already reconstructed. However, as he expects to be in France until July 1st, it is suggested that mailings be deferred until then.

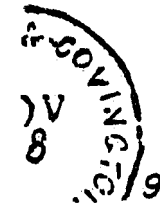
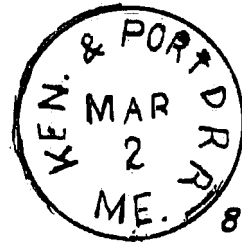
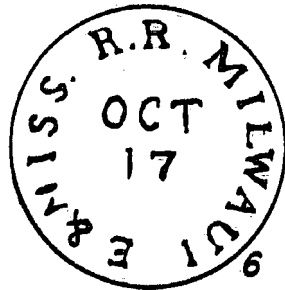
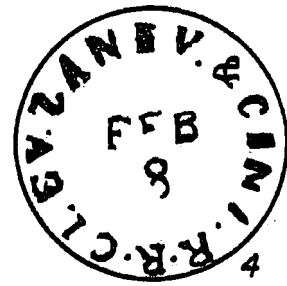
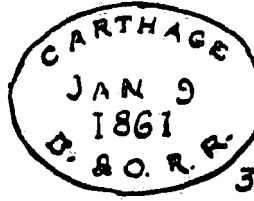
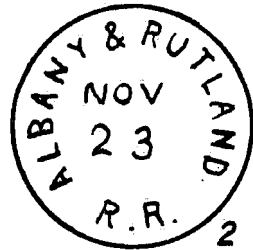
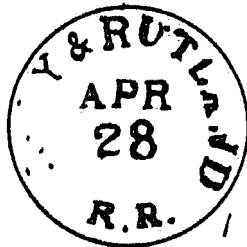
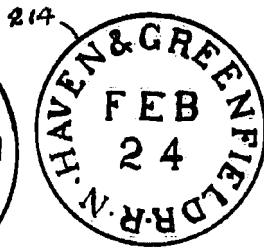
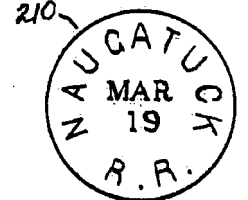
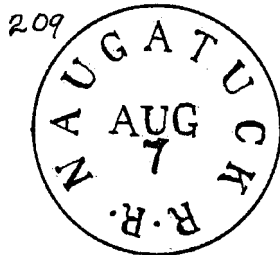
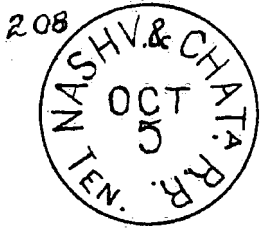
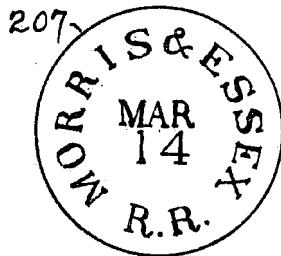
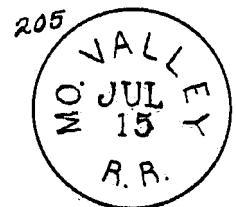
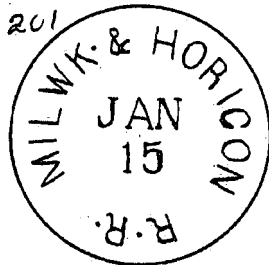
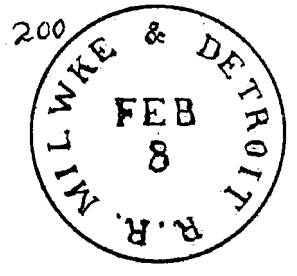
## EAST FLORIDA

The designations East, West, and Middle were applied to sections of Florida in the territorial period, and during the '50's they were applied to the judicial districts. WELAKA (1857) straight line and WOODSTOCK MILLS (1846) are listed in THE United States Stampless Cover Catalog with indication in the townmark of origin in East Florida. The latter is also known on S2 (1854 shade), illustration No. 44, in blue. The Ashbrook book on the 1ct. Vol. 2, p. 100, also shows YELLOW BLUFF E.F. on S5.

A few other East Florida markings are known on stampless covers in the '30's but they are believed to have been superseded by new markings that omit such designation -- before the '51-'60 period. No West- or Middle-Florida markings are known to Ye Editor.

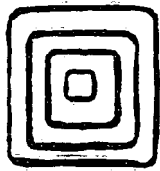
## FRAMED PAIDS

A few more from Mr. Wilbur W. Davis "for the book" are No. 12 on S5, MALDEN, MASS (also shown in Dr. Chase's book, 2nd ed., p. 329, but unidentified); No. 25, CUMBERLAND, ME.; No. 39 on S5 is from DETROIT, ME.



PAID





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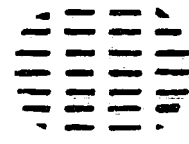
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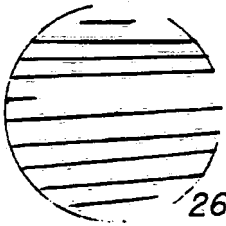
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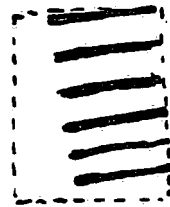
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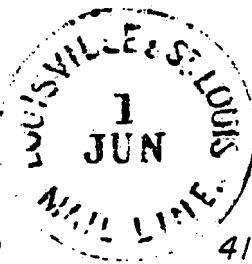
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45 →  ZIRIE

*Rev. Samuel Dissell,  
Twinsburg  
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Care of M. C. Capron, Esq.  
Weybridge,  
Mass.*

 IRIE

46

W. B. Mason  
Chicago, Feb. 1, 1857