

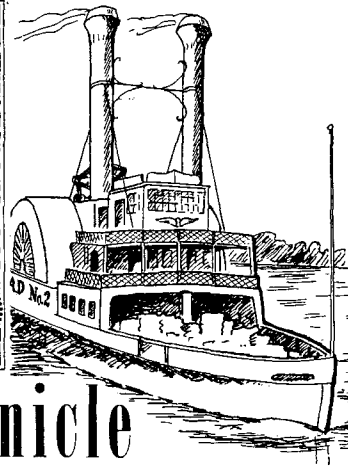
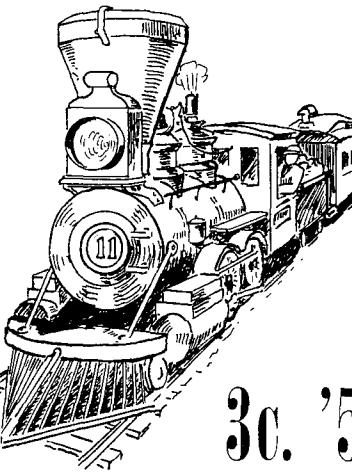
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#### VARIETIES AND SYMBOLS

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. 10.
- 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. 26a.
- 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 Plate indicate black color unless otherwise stated.

#### ADVANCE SUBSCRIPTION TO APS HANDBOOK RAILROAD POSTMARKS, 1837 to 1861, by the Late Charles W. Remele

The appeal in last CHATTER for advance orders for the above at from \$3 to \$5 per copy, payable after publication, met with a fair response, but it is certain that more would declare their willingness to purchase if the full facts were known.

The American Philatelist has only limited space available for articles, so it has adopted the practice of running "serials" only once in a while, so it might be six or seven years before the Remele manuscript is completely published. However, if

enough pledges can be secured so that much of the out-of-pocket expense of publishing as a handbook can be obtained, publication will be undertaken forthwith. As the manuscript and drawings are complete, we would then not have to wait to receive the benefit of this research. As to its quality, refer to the May and October issues of the American Philatelist. Not the least valuable feature is the author's estimate of the number of covers with each marking in collector's hands, a guide to relative rarity.

Any member who has not yet made an advance subscription (to be paid only after publication) will render a service to our group and to himself by writing Mr. L. L. Downing, 119 Washington St., Topsfield, Mass., favorably. He will submit the information to the Editor of AP.

#### SERVICE RENDERED BY THE EARLY ROUTE AGENTS AS COMPARED WITH THAT OF THE LATER-ESTABLISHED RAILWAY MAIL SERVICE

A small book of A. C. McClurg & Co., 1909, by C. E. Carr, "The Railway Mail Service," contains answers to questions about the duties of the route agents as contrasted with those of the later clerks of the Railway Mail Service. Mr. Carr entered the postal service in April, 1861, and went through the early days of RMS. What is said below is to be inferred from his story in the book.

The early postmasters sorted mail into two classes for any railroad trip in a single direction: (1) mail for stations on the railroad as far as the next distributing office or the next route leading to that office, and (2) mail for the next distributing office. The route agent on the cars opened the bags of (1), all of which bore the regular town postmark. He "distributed" such mail so when the train stopped at a station all mail for that town from "previous" towns on the route was taken off plus also mail in unopened bags or batches made up at the next-back distributing office. The bags of (2) were not opened but were carried to the next distributing office or the next route leading to it. Mail personally given to the route agent at station stops (not passing through a postoffice) was handstamped with the route-agent's marking and assigned to the bag for the next distributing office or assigned to the batch for town of destination if it was on his route.

Mail bags reaching the distributing office were opened at that office and contents reassigned to routes that started from that office -- or sent on to the next distributing office, as the case might require. The delays at the various distributing offices were considerable, sometimes a day at each such office in the line of transit.

To eliminate this delay at the distributing offices -- "and permit a letter to travel as fast as a passenger from start to destination" (in words of author) -- was the object of the Railway Mail Service that succeeded the route-agent setup from 1864 until into the 1870's when the new service was substantially complete.

The functions of the distributing offices were taken over by sorters on the cars. Presumably all mail from a postoffice taken on the cars that was in such small quantity as not to warrant its own pouch was opened by the sorters and assigned for delivery to towns on the route or to other routes at "junction points." These were tabulated in great detail as to time for train connections. The RMS sorter had to know these "junction points" almost "by heart" to hold his job.

Another reform accomplished in the same period was the elimination of the post bill. The author says the post bill was probably inaugurated by Benjamin Franklin; it required that every package of letters sent from any town to any other town had to be wrapped in brown paper, furnished by the Department, and "post-billed" by the sending postoffice. Instead, in the early 1860's all letters for a particular office were merely tied together in a bunch with a plainly directed letter on the outside, and this bunch was handled as a single letter to destination.

The book also brings out the fact that the early route agents generally did not work at nights, thus causing further delays and making it necessary for much mail to back-track.

#### MACON & MONTGOMERY R.R.

Mr. W. W. Hicks has kindly consented to become the R.R. specialist for the CHRONICLE, replacing the late Charles W. Remele. Members who have railroad items should send their comments to him for writing-up. The contribution herewith is the first under Mr. Hick's auspices.

No. 2 in blue, reported by Mr. W. H. Semsrott on 3c U10 Nesbitt cover, is new to the railroad route-agent list, nor does it appear in the Remele manuscript now being published serially in American Philatelist, but a section for that manuscript will be written to cover this discovery.

The cover is addressed to P. W. White, Esq., Quincy, Fla. The marking is of the route-terminal type as there was no railroad of that name. The 1858 Railway Guide shows this route to have been as follows:

Macon, Ga., to Butler, Ga., South Western R.R.	49 miles
Butler, Ga., to Columbus, Ga., Muscogee R.R.	50 "
Columbus, Ga., to Opelika, Ala., Montgomery & West Point R.R.	28 "
Opelika, Ala., to Montgomery, Ala., " " " " "	64 "
	<hr/> 191 miles

Schedules show two mails daily each way. A typical one is Lv. Macon 1:30 AM, Arr. Columbus 8:23 AM, Lv. Columbus 10:00 AM, Arr. Montgomery 4:00 PM.

#### TERRITORIAL POSTMARKS

Mr. M. Edelman reports a new one to the Chase-Cabeen list as follows: "Creek Agency Ark./ Aug. 26, 1852" all in blue mss on cover with S1, obliterated with penmarks from same ink as used for the townmark. The cover is addressed to Mr. Seba (?) Loomis, Cazenovia, Madison Co., N. Y. The Chase-Cabeen book, page 278, shows two "Creek Agency" mss. markings, but none with "Ark," and both are of considerably later date.

#### DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

In a recent John A. Fox Sale was a stampless cover with 38 x 22½ mm oval (No. 18) LOUISVILLE & ST. LOUIS/mss D/MAIL ROUTE. The cover is rated with mss "5" and has date May 16 (1853). This exceptional marking is perhaps unique and is new to the record. The illustration is by courtesy of Mr. H. A. Meyer who writes that the cover is in the Dr. C. L. Roser collection. No. 19 illustrates in reduced size a marking reported in the Dr. Chase book as used in the 1847 period. Reference to

this was made in Issue 18. The illustration is from cover by Mr. R. M. Wilkinson. The size is 46 x 17mm.

Referring to the rare 27mm circular LOUISVILLE & CINCINNATI MAIL LINE marking (with MAIL LINE at bottom of circle), shown as No. 1 of Issue 15, Mr. Stanley B. Ashbrook adds another to the meager list of known examples on covers with adhesive stamps by sending photo of one used Feb. 11, 1852. The route-agent marking ties S2 from plate 1(late) and the stamp is also tied with grid. The cover is addressed to Messrs Caldwell & Grinskey(?), Commerce St., Philadelphia, Pa. Mr. Ashbrook also reports the same marking in blue, but with numeral "5" above MAIL LINE and overlaid with handstamped "10." This is on stampless letter of June 10, 1851, origin Louisville. The letter is addressed to Bingham's Dock & Co. Philadelphia.

Cover No. 21 shows the circular POTOMAC STEAMBOAT route-agent marking (with usual date omitted) tying S2. The cover also bears a Blood local 15L15 and the Blood's Despatch handstamp, Jan. 17, 9 PM. Notations on the cover show the year as 1854. The cover thus originated at Philadelphia. How then did it not receive a postal marking until it was on the Potomac Steamboat mail route that started at Washington, D.C. for Aquia Creek, Va., where transfer was made to the Richmond, Fredericksburg & Potomac R.R.?

The most likely explanation of this cover is found if the railroad time tables are examined. The cover was handstamped by Blood's at 9 PM; the late mail train for Washington, D.C. left shortly thereafter (in 1851 it left at 10 PM and in 1858 at 11 PM), arriving in Washington early next morning where connection was made with the Potomac Steamboat route. Blood's doubtless took the cover directly to the railroad instead of to the Philadelphia postoffice. The route agent on the Philadelphia-Washington route did not apply his handstamp, so the next route agent in line did so. As noted elsewhere in this issue, the route agents did not always work at nights, which fact perhaps explains the delay in entering the letter into the mails until the Potomac Steamboat marking was applied at Washington, D.C. or shortly after the boat left that city.

The cover also supports the well-known fact that the Blood's Despatch was very efficient. It did not take the letter to the Philadelphia postoffice; instead it was taken directly to the railroad station for trainside mailing, thus saving perhaps a day in transit.

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

A new one, No. 9 in red SWANZEY/msD/N.H. in small oval on cover with S2, is reported by Rev. A. H. Coons. Although listed in the Konwiser Stampless Cover catalog, it is not believed to have been heretofore reported on cover with stamps. No. 20 is a better example of HEUVELTON/D/N.Y. than was shown as No. 20 of Issue 20. This better marking was submitted by Mr. O. Salzer, and it sets at rest any doubt as to the spelling.

Weekly Philatelic Gossip, issue of Dec. 17, 1955, illustrates a cover from which No. 22 was traced. It is surely LEO, N.C., though the accompanying article describes it as S.C. The 1859 PO list shows a Leo, N.C., but not S.C. The "N" of N.C. in the marking was inverted in making up the handstamp, so it could easily be mistaken for an "S". The marking is on cover with S2 with mss obliteration. This heart-shaped marking is listed in the Konwiser catalog of stampless covers but not heretofore reported with stamp.

## TOWNMARKS INCLUDING NAME OF COUNTY

No. 1, CAMPBELL'S MILLS / WINDHAM CO/D/CON., on cover with S2 from plate 6, is reported by Mr. A. S. Wardwell. This supplies the missing data as to this marking. Apparently the handstamp was of metal because the letter strokes are very thin, and seemingly the handstamp had been dropped and bent out of shape at the left. The rarity of this marking is evident because the postmaster's compensation for 1857 is listed in the Federal Register as only \$10.75.

## MISSENT TO BROOKLYN N.Y.

The Dr. Chase book on page 345 mentions No. 4, but it has not been illustrated so far as Ye Editor knows. Mr. A. S. Wardwell sends cover with this marking bearing S2, used Nov. 4, 1857. The letter is addressed to "Brooklyn E.D., N.Y." At first glance this does not appear to have been missent. In explanation Mr. Wardwell writes, "In 1857 present day Brooklyn was a group of villages. The Brooklyn Eastern District comprised the Williamsburgh section which included the present Bushwick and Greenport. The Brooklyn, N.Y. postoffice did not serve these places." In the batch of covers sent by Mr. Wardwell was also a NEW HAVEN MISSENT which is illustrated in the Dr. Chase book. The New Haven is not particularly scarce, but the Brooklyn is rare.

## LATE USE OF FIRST-TYPE N.Y.-CALIFORNIA OCEAN MAIL MARKING

No. 11 of Issue 5 shows this early marking used on letters from New York to California -- as extensively described in the Stanley B. Ashbrook book on 1ct stamp, Vol. II, page 246. Mr. J. A. Farrington, Jr., submits a cover on which this marking ties a pair of S1, 6-7R1(e), with date DEC.26, undoubtedly 1851. This cover is noteworthy because of its late date of use -- for Calif. mail -- and because no grids are used, as was the case with earlier examples (July through October). This cover was addressed to San Francisco.

## DOUBLE TRANSFER ON 22R1(e) and (i)

Referring to this subject as reported in Issue No. 11, page 7, Mr. D. A. Card sends sketches that confirm the supposition that a part of the double transfer comprises a circular line in the "button." His sketches also show the d.t. occurring at numerous other parts of the design, and they confirm the belief that the transfer occurred in entering the early state of the plate; only a part of it carries to the intermediate state. Mr. Card's excellent sketches are not reproduced because of lack of space and also because the transfer shows clearly in the Dr. Chase photos of the plate, which many members now own.

## FIRST DAY JULY 1, 1851, STAMPLESS

Supplementing Prof. A. R. Davis' article in Issue No. 23, Mr. W. H. Semsrott reports "Unpaid 5," Sandy Hill, N.Y., Jul. 1 to Salem, N.Y. The letter shows the year as 1851.

## INDIVIDUAL HANDSTAMPED DATES ON COVERS

In article on this subject, Issue 23, page 9, the point is raised as to whether or not the separate individual dates found infrequently on covers relate to the date the letter was first advertised.

Mr. C. W. Wilson writes: It occurred to me that I had a cover that would shed light on this matter. I finally located it; it is postmarked Essex, N.Y., Aug. 8, addressed to Miss Mary M. Moore, Columbus, Ohio. The cover bears a separate date of Aug. 15. In this envelope is a newspaper advertisement showing that on Aug. 15, 1855, the names of 26 persons appeared in the list of advertised letters. Among them is the name, Miss M. M. Moore.

However, not all handstamped dates relate to advertised letters. Mr. E. Oakley reports a cover with S2 obliterated and tied by straight line "July 29." The cover also bears mss town name "Savannah N.Y./ July 29," so in this case the handstamped date, used as obliterator, was the date of mailing.

## OBLITERATORS

No. 5 is from Bleeker, N.Y., submitted by Mr. S. C. Paige on cover tying S5. Another "Bleeker" -- a square grid -- is No. 39 of Issue 12. No. 6 from Mr. L. L. Downing ties S2 on cover with straight-line LAWRENCEVILLE N.J., probably 1852 use. Rev. A. H. Coons sends covers with interesting obliterations, as follows: No. 8 ties S2 (1853) of Sunderland, Vt. This was the home of Ethan Allen (does the marking represent his sword?); No. 10 target ties S2 (1854) of Thetford, Vt.; and from Orwell, Vt., an assortment of obliterations from which are shown No. 16 on S2 (1853 shade) and No. 17 on S2 (1856 shade). No. 14 "dots" ties S2 of Damariscotta Mills, Me.

## TOWNMARKS WITH SPECIAL FEATURES OR WITH PAID AND/OR RATE NUMERAL

The extensive addenda to catalog listings R-2 and R-7 that appear in this issue are the result of reports from the following: Mssrs. P. J. Fisher, A. S. Wardwell, H. A. Eaton, and Rev. A. H. Coons. The interesting large double-lined (thick and thin) townmark No. 3, MONTGOMERY CENTRE / D/ VT., is reported by Mr. J. A. Farrington, Jr.

Mr. L. W. Kaiser also sends a cover of HORNELLSVILLE N.Y. with date AUG.27/1855. This is earlier than Dr. Chase assigns to this marking, and his book also states that there is some uncertainty about it. Mr. Kaiser's cover establishes this marking.

## PAID AND/OR RATE MARKINGS

Mr. W. H. Semsrott sends No. 12 in red on stampless of Sandy Hill, N.Y., used 1852. A poorer tracing appeared in Issue 20. Rev. A. H. Coons reports No. 11 in blue tying S2 of Orwell, Vt., probably 1856-7 usage. Mr. S. C. Paige reports No. 13 in blue tying S5 of Swampscott, Mass.; undoubtedly a "3" once appeared below the PAID. Dr. Carroll Chase reports No. 15 PAID in oval tying S5 from Adams, Pa. Nos. 23 and 24 are reported by Mr. E. Oakley on S2, the former used in 1852 and the latter probably in 1854. These do not seem to match any 3's previously reported. Town of origin is wanted.

## THE JOHN A. FOX SALE OF PARTS OF THE ERNEST R. JACOBS COLLECTION

S1 and S2 singles in very fine, superb, and perfection grades generally brought much more than our Unit's catalog price (see Issue 15) at this sale, held Oct. 25, 1955. Much of this result is surely due to careful cataloging by plate position and generous illustrating. Plate 1(e)'s sold from \$7.25 (line just touched) to \$16 as a superb single, and to \$28 with sheet margins. A superb strip of 3 brought \$120. Plate 1(i)'s brought \$12 to \$16, a corner copy going for \$57 and sheet margin copies from \$26 to \$56. Plate 2(e)'s went for \$12 to \$21, some with special features; a pair with minor plate varieties sold for \$51 and a corner copy for \$72. Plate 5(e)'s brought \$7 to \$45 in v.f. or better, the high price being for 16R5(e) listed as deep shade, gorgeous copy, but the margins were only very fine. A pair with top sheet margin but barely clearing at bottom with fine strike of STEAM over SHIP brought \$85. A Tahlequah Ark, cover with 7R5(e) sold for \$80.

Single S2's brought an even greater proportionate increase over our Unit's catalog prices. Plate 1(L)'s sold for \$3 up for the plain ones to \$75 for a margin copy showing the "1" of the plate number; sheet margin copies brought \$6 to \$10. The low for Plate 2(L)'s in ungrouped singles was \$3 and in this section there were a few bargains for those who know their plate varieties. A reconstructed imprint showing plate number brought \$53, but one of the stamps was from the opposite margin. Margin and imprint copies went at \$13 to \$30. A fine single (not v.f.) with small part of TROY & NEW YORK STEAMBOAT brought \$62. Plate 3 showed similar price patterns, Plate 4 showed about a \$4 minimum and thence to \$55 for one with plate number (cut into at corner, but it had the Barton, Vt., townmark with ornaments, smacked on the nose). The plate 5(L)'s were started by a corner margin strip of 3 at \$65, thence to a low of \$3.50 for very fine (but not-so-good impression). The cataloged cracked-plate varieties were mostly absent, but the minor crack 31L5(L) brought \$11 plain and \$32 with imprint. Plates 6, 7, and 8 brought better prices, as would be expected, averaging a minimum of \$4 for a v.f. single without premium variety, thence to \$22 with oddities or sheet margins.

This Sale again proves Ye Editor's contention that the best results are obtained by careful descriptions by a competent authority coupled with sending the lots on approval or by auctioning under suitable auspices. And when this is done, the returns are often surprising -- as is proved in this case and in the recent sale of similar items from the Remele collection.

M-6 MULTIPLYING FACTORS FOR OBTAINING PREMIUMS FOR POSTAL MARKINGS ON COVERS WITH ADHESIVE STAMPS OR NESBITT ENVELOPES WHEN CONDITION OF THE MARKING, STAMP, AND COVER IS OTHER THAN STANDARD; i.e., good strike, good cover, and fine stamp as these terms are defined in D-2, D-3, and D-1, respectively, Issue No. 14

Application of the postal-marking premiums of schedules R-1, R-2, etc., of previous issues of CHRONICLE requires means of adjusting the premium for the marking when the adhesive stamp and cover are in better or worse than standard condition.

Any premium value at best is only the opinion of the compiler; nevertheless it is a useful starting point for a negotiation and is especially valuable for appraisal purposes. When attempting to estimate these premiums for items in other-than-standard condition, we face the fact that if a postal marking is rare, the value of the marking is only slightly affected by the condition of the stamp. On the other hand, if the marking is common, the value of the marking is much more affected by the condition of the stamp. To illustrate: a cover having a fine strike of a rare

route-agent marking commands almost as high a price when the stamp is in good condition as it does when the stamp is in fine condition. However, a comparatively common University of Virginia cover will be greatly affected in value by the condition of the stamp, especially if the stamp is sub-standard. These circumstances arise because the collector knows that he can fairly easily obtain a University of Virginia cover with both stamp and marking in excellent condition -- and he is not likely to be satisfied with less -- so covers that do not meet this dual requirement sell at considerable discounts. If he needs a rare marking, however, he will pay a high price and not be so much concerned about the condition of the stamp, provided it is sound.

It is also recognized that poor strikes of markings command greatly reduced premiums. A poorly struck item is ordinarily only useful for reference purposes; few will accept them in their mounted collection unless the marking is a rarity.

Without going into details, and after much trial-and-error, the table of multipliers to reflect these matters is given herewith as M-6. Some will deplore this use of "mathematics" in connection with stamp collecting, yet unconsciously we all go through a process of weighing and evaluating when we inspect a cover. The table merely endeavors to reduce this process to some sort of rational basis.

Strike of Marking	Rarity of Marking	Condition of Stamps on Cover Will Average						
		Superb	Very Fine	Fine	Good	Average	Fair	Worse
Fine	Rare	1.8	1.6	1.4	1.3	1.1	1.0	0.6
	Scarce	2.0	1.8	1.4	1.1	0.8	0.6	0.4
	Desirable	2.2	1.9	1.4	1.0	0.7	0.4	0.3
Good	Rare	1.3	1.2	1.0	0.9	0.8	0.7	0.5
	Scarce	1.5	1.3	1.0	0.8	0.6	0.4	0.3
	Desirable	1.6	1.4	1.0	0.7	0.5	0.3	0.2
Fair	Rare	0.9	0.8	0.7	0.6	0.5	0.4	0.3
	Scarce	1.0	0.9	0.7	0.5	0.4	0.3	0.2
	Desirable	1.1	1.0	0.7	0.4	0.3	0.2	0.1
Poor	Any	0.4	0.4	0.3	0.25	0.2	0.1	--

Note A applies to rarity of the marking; thus--

Rare -- when the premium value in standard condition is \$50.00 or over.

Scarce -- when the premium value in standard condition is \$15.00 to \$49.00.

Desirable -- when the premium value in standard condition is less than \$15.00.

Note B: If item is a cover face instead of a complete cover, deduct 30%.

If on piece showing full marking, deduct 40%.

If on single or small piece showing a significant part of marking, deduct 70%, unless the stamp shows the complete marking, in which case deduct 40%.

A significant part of a marking on a single is such part as will identify the marking in the classification of which it is a part; thus, if it is a railroad route-agent marking, the R.R. (or equivalent) should show. If a "straight-line" enough should show to enable identification of town of origin. Almost no premium is to be



added if the marking requires a lot of imagination to identify it on a single.

Note C: If cover (or face) is fine, add 20%; if fair, deduct 10%; if poor, deduct 20%.

For definitions of "strike" -- see D-2; for definitions of condition of stamp, see D-1, and for definitions of cover condition, see D-3; all in Issue 14. This multiplying schedule does not reflect the difference between the marking on a cover with adhesive and the marking on Nesbitt because the premium value of the marking itself in standard condition is adjusted for this difference (see premium schedules appended to the postal marking lists R-1 to R-8, inclusive).

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The above looks formidable, but it is not difficult to apply as the following examples show:

A fine strike of "PATTEN, Me" boxed straight line ties S2 in very fine condition on a "fair" cover. What is the premium for the postal marking?

- a) From Issue 20, page 10, note that the marking has premium of \$32 when it is in standard condition; i.e., good marking on good cover bearing fine stamp.
- b) From M-6 above, Note "A" classifies the marking as scarce, hence going down column headed very fine to horizontal row for fine-scarce, we see the multiplier is 1.8. The premium for the marking is thus  $1.8 \times \$32$  or \$58, if cover is good.
- c) As the cover is only fair, deduct 15% (per Note C), hence the desired premium is \$49.

As a second example, assume the same marking but only a fair strike and the stamp average, on a cover that is good:

- a) Starting with same premium value of \$32, we have
- b) Going down vertical column headed average to intersection of horizontal line fair-scarce, the multiplier is 0.4, so premium for marking when cover is good is  $0.4 \times \$32$ , or \$13 (approx.).
- c) As the cover is already in good condition, no further correction is needed.

These values, determined as above, represent fairly the compiler's appraisal of the marking on a cover with adhesive stamp. If the adhesive itself of the first example catalogs \$4.00, say, the complete cover would be appraised at \$53. If the stamp of the second example catalogs \$1, the complete cover would be appraised at \$14.

#### CONTINUATION OF CATALOG OF PREMIUM VALUES OF POSTAL MARKINGS

This section starts the schedules for obliterations. Those having interesting designs command a considerable premium, and some of the simpler ones are much sought after, especially when used only a limited time, such as the New York 13-bar square grid in red. The values shown are not as large as some of the markings have attained at auction, but they are thought to be fairly representative -- especially when it is realized that these markings have no postal significance; that is, they do not indicate rate, special service, etc.

R-10 OBLITERATIONS WITHOUT NUMBERS OR LETTERING -- ON COVER WITH STAMP (OR NESBITT ENVELOPES) OF THE 1851-1860 PERIOD

The premium to be added depends on oddity, scarcity, and collectible demand. Markings are numbered 1 to 10 in order of increasing value. Illustration reference such as "Ch10(28)" indicates marking is shown as No. 28 of Issue 10; "ref" means the issue mentions the marking but does not picture it; "CC" refers to the Dr. Chase book, 2nd edition and page number; "SA" refers to the Ashbrook book on lct, vol. II.

This list includes those that add significantly to the value of the cover. Many shown in Chronicle are interesting as identifying town, but they do not add much to value so they are omitted. Also numerous other interesting markings would be listed if town of origin were known. Such will be included later as information becomes available.

The obliterations are in categories, keyed as follows.

L1 - approx. square grid, unframed	L13 - groups of dots or dashes (21mm up)
L2 - same, framed	L14 - machine-made pinwheel or V's
L3 - rectangular grid, unframed	L15 - triangle
L4 - same, framed	L16 - two-bar cross
L5 - extra-large circular grid (24mm up)	L17 - multi-bar cross
L6 - extra-large oval or rectangular grid for cancelling two stamps	L18 - masonic emblem
L7 - odd-shaped or modified grid	L19 - odd fellow's emblem
L8 - extra-small circular grid (12mm or less)	L20 - lyre (solid base)
L9 - stock target (Ch. Issue No. 2)	L21 - lyre (two-branch base)
L10 - individually made target	L22 - flag
L11 - star (5-point unless otherwise stated)	L23 - patriotic shield
L12 - encircled or decorated star	L24 - fancy, not otherwise classified.

The number at right of the "L" number indicates the approx. significant dimension in millimeters; thus, diam. of circle, side of square, across points of star, etc.

<u>Any State</u>		<u>Connecticut</u>	
L9 on imperf stamp	Ch2(1-10)	3	COLLINSVILLE L24-14x11 axe Ch10(37) 6
L9 on perf stamp	Ch2(1-10)	1	DANBURY L10-21 Ch7(34) 5
			DEEP RIVER L7-22 Ch7(30) 4
<u>Alabama</u>			KILLINGSWORTH L10-20 CC(335) 6
MONTGOMERY L2-23x20	CC(335)	4	MADISON L12-21 Ch11(3) 5
TUSCALOOSA L11-18 8pt.	Ch14(12)	4	PORTLAND L12-25 CC(336) 5
			PUTNAM L11-20 6pt Ch7(21) 4
			PUTNAM L10-17 Ch18(13) 4
<u>California</u>			TARIFFVILLE L1-19 Ch14(11) 3
DOWNIEVILLE L11-18		5	WEST HAVEN L22-19x14 Ch5(7) 7
DOWNIEVILLE L12 (hand-drawn)		5	
GRASS VALLEY L7-20 (rays)	Ch22(23)	4	
MARYSVILLE L17-20	Ch10(28)	5	<u>Illinois</u>
MARYSVILLE L13-27x21	Ch5(40)	5	LA SALLE L24-28 sunburst Ch11(4) 6
MARYSVILLE L6-37x18	Ch5(41)	4	NAPERVILLE L22-21(left) 9
OROVILLE L13-22	Ch5(39)	4	OLNEY L3-18x14 Ch11(9) 3
STOCKTON L22-41x24 (rays)	Ch5(37)	9	
SAN FRANCISCO L6-37x24	Ch5(36)	6	<u>Iowa</u>
			GRINNELL L24-15x16 Ch11(1) 4
			LYBRAND L4-20x12 Ch11(2) 6

Kansas

TOPEKA L10-19 ChCab(221) 5

KentuckyCLOVERPORT L24-clover Ch19(32) 6  
RUSSELLVILLE L14-19 Ch16(5) 4MaineDAMARISCOTTA MILLS L13-21x18 Ch24(14) 3  
MATTAWAMKEG L13-23x17 Ch7(24) 3  
PRESQUE ISLE L11(4 pts) 4MassachusettsASHFIELD L1-19 Ch23(15) 4  
ASHFIELD L1-26 Ch7(38) 6  
ASHLAND L24 (eagle) Ch5(ref) 9  
BLACKSTONE L23-20 Ch5(6) 7  
CHELSEA L10-11 Ch14(13) 5  
CHELSEA L11-20 4  
CHICOPEE L18 Ch12(ref) 8  
CHICOPEE L11-18(6 pt) CC(336) 4  
CLAPPVILLE L11-19 Ch14(16) 5  
DANVERS CENTRE L11-19 open 5  
GLENDALE L11-19 Ch22(9) 7  
JOPPA VILLAGE L24 leaf Ch7(19) 6  
JOPPA VILLAGE L24 spray Ch7(20) 6  
MITTINEAGUE L18-18 8  
MONTAGUE L1-17 Ch23(17) 3  
OAKDALE L23-24x18 Ch7(36) 7  
SHELburne FALLS L24 stag Ch6(4) 8  
SOUTH GARDNER L11-17 open Ch7(28) 5  
STOCKBRIDGE L5-25 Ch13(29) 4  
WEST HAMPTON L24-17 clover Ch15(9) 6  
WORCESTER L7-21 CC(335) 2  
WORCESTER L12-20 CC(338) 4  
YARMOUTHPORT L7-17 Ch7(14) 3MichiganBURR OAK L23-11x9 Ch12(28) 7  
DETROIT L1-20 CC(335) 2MississippiCANTON L12-23(neg) CC(338) 4  
CANTON L12-21 (roped) CC(338) 7  
CANTON L15-22 CC(338) 5  
CANTON L16-24 CC(338) 5  
CANTON L20-21 CC(338) 8  
CANTON L21-25 CC(338) 7  
CANTON L19 CC(338) 10New HampshireMARLOW L11-23 Ch15(11) 4  
NEW ALSTEAD L11-21 Ch12(22) 5  
NEW BOSTON L7-21 Ch7(17) 4  
PAPER MILL VILLAGE L7-23 Ch7(23) 4  
HOLDERNESS L18-22 SA(77) 8  
WILMOT FLAT L7-22 Ch7(16) 3New JerseyFREEHOLD L14-18 Ch11(5) 3  
LAWRENCEVILLE L24-18 Ch24(6) 3New YorkAURORA L13-26 Ch17(13) 3  
BALLSTON L23-19x15 Ch21(15) 6  
BLEEKER L1-21 Ch12(39) 4  
BLEEKER L5-26 Ch24(5) 5  
BROOKLYN L5-29 Ch7(26) 4  
CARLISLE L7-24x17 Ch7(15) 5  
CONESUS CENTRE L22-14x12 Ch12(21) 6  
GREENVILLE L3-20x5 Ch23(16) 3  
LYONS L24 solid sq-11 Ch22(24) 3  
MOSCOW L6-30x16 Ch23(3) 3  
NEWARK VALLEY L22 Ch5(ref) 9  
NEW YORK L1-18 red 13-bar 6  
NEW YORK L1-18 blk 13-bar 4  
NEW YORK L1-18 11-bar 3  
NORTH SHORE L22-18 SA(77) 8  
PORTCHESTER L3-23x14 Ch7(29) 3  
SUSPENSION BRIDGE L23 Ch5(ref) 6OhioBLOOMINGBURGH L5-32 Ch21(10) 7  
CLARIDON L23-22(?) Ch20(19) 8  
COLUMBUS L2-21 Ch7(31) 3  
MASON L24 man-in-moon 7  
SALEM L10-20square Ch11(6) 6  
ST.MARYS L14-18 Ch10(46) 3  
THOMPSON L17-17 Ch12(25) 4  
TOLEDO L14-22 Ch15(23) 3PennsylvaniaACADEMIA L12-12 Ch12(24) 5  
CONSHOHOCKEN L23 7  
JERSEY SHORE L11-21 Ch20(8) 4  
KINGSTON L24 odd-rect CC(339) 4  
TROY L7-17 Ch17(12) 3  
TUNKHANNOCK L11 5  
WOMELSDORF L22 SA(90) 8

<u>Texas</u>				<u>Virginia</u>			
HEMPSTEAD	L11-20	Ch15(12)	6	CHARLOTTESVILLE	L12-18	Ch12(23)	4
				RICHMOND	L5-27	Ch5(5)	4
<u>Vermont</u>				<u>Wisconsin</u>			
BARRE	L11	Ch20(ref)	4	APPLETON	L12-14 4-pt	Ch17(20)	5
BARTON LANDING	L11(6pt)	Ch23(ref)	4	EAST TROY	L7-18 (7 side)	Ch5(27-28)	4
NORTHFIELD	L11(6pt)	Ch23(ref)	4				
ORWELL	L13-26x22	Ch24(16)	4				
SAINT JOHNSBURY	L24 scarab	Ch3(17)	6				
SUNDERLAND	L16-23x17	Ch24(8)	6				
THETFORD	L10-15	Ch24(10)	4				

## PREMIUM SCHEDULE FOR LIST R-10

The premium obtained by applying the schedule below is to be added to the value of cover with adhesive stamp because of the listed postal marking, provided stamp is fine, marking is good strike, and cover is in good condition (as these terms are defined in D-1, D-2, and D-3 of Issue 14). In all cases deduct 30% if marking is on Nesbitt envelope without adhesive stamp. If the cover has more than one premium postal marking add one-half of the lower-priced feature to the full value of the higher-priced.

For R-10 (Obliterations without Numbers of Letters)

Rarity No.	Premium	Rarity No.	Premium
1	1.00	6	30.00
2	3.00	7	40.00
3	5.00	8	55.00
4	10.00	9	75.00
5	20.00	10	100.00

## ADDENDA AND CORRIGENDA

Issue No. 14 -- bottom of page 12: add

Incomplete Markings: If a portion of a marking is "lost" over the edge of a cover, reduce the premium in the proportion that the area "lost" bears to the total area of the marking, and deduct 30% of the remainder if over 1/3 of the marking is "lost."

Issue No. 20 -- R-1 List, add

<u>New Hampshire</u>			
SWANZEY/msD/N.H.	0	18x21 $\frac{1}{2}$	Ch24 6
<u>No. Carolina</u>			
LEO/msD/N.C.(heart)	35x31	Ch24	10

Issue No. 21 -- R-3 List, revise Connecticut, Campbell's Mills to read:

CAMPBELL'S MILLS/WINDHAM CO/D/CON. C-38 Ch24 10

R-4 List

The Mary'd Agri. College marking is C-32

Issue No. 22 -- R-2 List, add

<u>New Hampshire</u>			
HINSDALE/msD/N.H.	K7	Ch24	5

Issue No. 23 -- R-5 List, add under 1855 year dates--

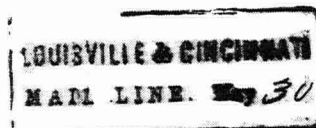
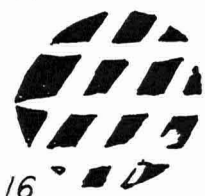
HORNELLSVILLE/yrD/N.Y. C-33	5	
R-7 List		
Add under "Stock Style with str line 3PAID where regularly used		
CHARLESTON S.C.	1	
Same, where infrequently used		
BANGOR ME., SACO ME., CONCORD N.H.,	)	2
NEWPORT R.I., PORTSMOUTH N.H., MOUNT	)	
MORRIS N.Y., NASHVILLE TENN, JACKSON MISS.)	)	
Same, except "3" removed		
GREAT FALLS N.H.	3	

Under curved 3 PAID, non-stock style, change circle diam of  
APALACHICOLA/D/PAID/3 from 32 to 33 mm.

Add under "Townmarks incl. 3ct Rate Numeral"--  
APALACHICOLA FLA /D/3 C-33 4

Page 8 -- Mr. Stanley B. Ashbrook reports that his record shows several stampless covers with the NEW PAID YORK/6/D, illustrated as No. 9, so the marking is not as scarce on stampless cover as is indicated by Ye Editor's comment toward bottom of page.

Page 16 -- Corrigenda of R-2 list in Issue No. 22--  
Change GREENFIELD to GREENVILLE, and in last line on page, change "B6" to "P6."



Not full size; actual size 31mm high. 22

Not full size; actual size 46x17mm. 21

