

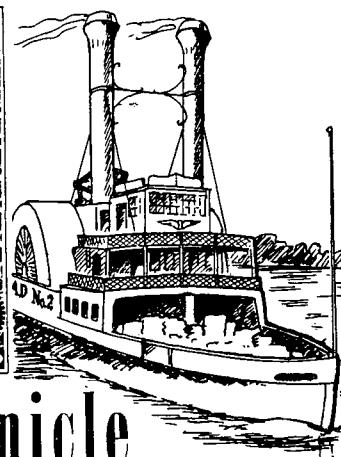
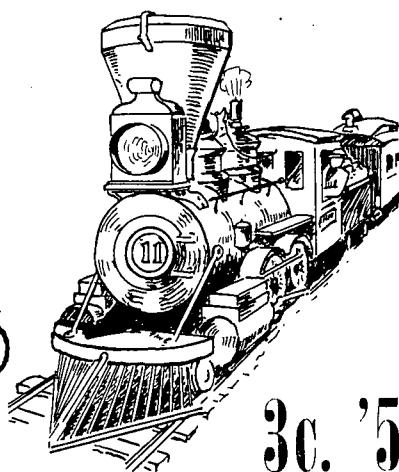
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SPECIAL NOTE: All back issues are at present available in limited quantity, on application to the publisher. Some have asked for separate sets of illustration sheets for binding separately as a quick-reference to what has been published. A full set of 23 litho sheets (some printed both sides) will be mailed postpaid for \$2.00 (issues Nos. 4 and 8 had no such sheets).

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.

FALL RIVER R.R. vs U. S. POST OFFICE DEPARTMENT Circa 1853

A RESOURCEFUL POSTMASTER --- "STABLERS" TO THE RESCUE

By courtesy of Mr. A. I. Dumas the following correspondence is reproduced; it tells its own story.

Fall River, Oct. 12, 1853

Sir:

The failure in negotiating a contract with the Post Office Department has enhanced the determination not to carry the U. S. Mail on the Fall River Railroad after Saturday next, the 15th inst. The Post Master General has been advised.

Very Respectfully, Your Ob't etc.
Nathan'l B. Borden (signed)
President, F.R.R.R.Co.

To the Postmaster
Fall River

..*****.*****

Report of the Fall River Postmaster to the Post Office Dept.

Sir:

On Monday last, Oct. 15, I took to the station of the Fall River R Road in this town the mail made up as usual here for Boston and had it placed in the Baggage Car of the Fall River R Road Co. for conveyance to S. Braintree [Editor's Note: where the through train to Boston changed to the rails of the Old Colony R.R.]. By direction of the President of the road the mail was put out of the car and they refused to receive or transport the mails until some arrangement is made with the dept. I then put the mails for Boston on board the steamer B. Durfee and sent it to Boston via Providence. I also supplied service by procuring a man, horse, and carriage to take the mail made up here in the morning of that day for Taunton and New Bedford to Myricks, the station at the intersection of the N. Bedford & Taunton Branch of F.R.R.Road, to be taken from there to New Bedford and Taunton, respectively; also to bring to Fall River the mails from Providence, Taunton, and New Bedford which arrived at Myricks Station from these places that morning.

On Tuesday morning, hearing nothing from S. Braintree, I procured a man and team to take our morning mails to Middleboro, thinking probably to meet some one from S. Braintree there to take the mail to S. Braintree. At Middleboro I learned that an arrangement had been made in Boston for us to receive our mails over the Boston & Providence and New Bedford & Taunton R. Road at Myricks Station each day in the forenoon. I then had this mail, which I had taken up, taken back to Myricks and left to be taken to Boston in the afternoon, and the same team took the mail which arrived at Myricks from Boston.

[He then describes details of handling mails via Mansfield]

As soon as I was advised by the Route Agent, Mr. C. Hicks, which way our mail would come I asked four of our principal stablers to make bids for the service between here and Myricks for 6 trips each way per week. The mode of

conveyance -- one horse carriage -- to leave Fall River at 1 $\frac{1}{2}$ PM, arrive at Myricks at 3 $\frac{1}{2}$ PM in time for the cars for Boston. Returning, leave Myricks on arrival of the morning train from Taunton, arriving Fall River at 11 $\frac{1}{2}$ AM. Mr. Joel F. Raynsford was the lowest bidder; his bid was \$2 per day, and from and after Monday next the service will be performed by hire at that rate until I am otherwise directed by the Dept.

[No signature is appended; and the heading of the sheets show it to be a pen copy of the original report, as made for the Fall River files.]

METHOD OF PAYMENT FOR MAIL-CARRYING CONTRACTS

Mr. A. I. Dumas sends the interesting draft illustrated as No. 14. It bears date of Dec. 2, 1856, and the autograph signature of James Campbell who was postmaster general at the time (the signature is identical with that shown on cover No. 2, Plate 46, History of Free Franking of Mail in the United States, by Edward Stern). The draft is drawn by the Post Office Department on the postmaster at Fall River, payable to J. M. Washburn, treasurer, Old Colony & Fall River R.R.Co., for \$800.52 for "transportation of the mails." Endorsements on the reverse show it to have been paid to a bank. The draft itself is a beautiful example of engraving, the work of Hufty & Danforth, Philda & New York.

This draft is interesting not only because of its being an item of historic railroad philately, but because it shows that the postmasters in the larger cities were the fiscal agents of the postoffice department to the extent that drafts of large amounts were drawn on the postmaster, who presumably was supplied with funds (or was presumed to have them) in amount sufficient to meet the draft when presented. In this connection, Sec. 287 PL&R, 1859, describes the classification of post-offices as "deposit offices, draft offices, or collection offices." Sec. 289 defines "Draft offices are those which are ordered to retain their funds in hand to meet drafts drawn by the Postmaster General, and countersigned by the Auditor of the Post Office Department." It is to be noted that the illustrated draft qualifies exactly.

For those who notice that this draft refers to Old Colony & Fall R.R. Co. as one corporation, whereas the previous article regarding failure of the R.R. to serve Fall River in 1853 mentions the Fall River R.R. and the Old Colony R.R. as being separate entities, it is apparent that these two railroads had consolidated by 1856 -- and the timetables of the period show this to have been the case. The consolidation date was Sept. 7, 1854.

PEOPLES COLLEGE -- MONTOUR FALLS, N. Y.
by Paul J. Fisher, R.A. No. 257

Editor's Note: College-town postmarks (Issue 21, page 15) are included in most postal-history collections of the 1851-'60 period because they are official markings of the postal service. Many collectors of these markings also seek corner cards and cachets relating to the colleges themselves. Among the notable collections of this material was that of the late A. Rubel Jr., a member of our Unit from its start. The Dietz catalog of Confederate States stamps extensively describes these cachets, as used in the South, and they are intermingled with the

collego postmarks in that catalog.

A couple of years ago the writer was fortunate in purchasing a rather extensive correspondence starting with the stampless period through about 1865 which was originally brought together by one of the early settlers of Chemung County, New York. It was obvious in glancing through the lot that the "goms" had been removed and probably many years before. However, it did contain many worthwhile stampless and 3 cent 1851-57 letters folded in the fashion favored by the legal profession of that period.

One item of particular interest was a cover bearing a 3 cent 1851 with a Chemung, New York, paid cancel and having a circular cachet in dark blue with motif and inscription "Peoples Collego Chartered, 1853" printed on a light manila envelope (see No. 9). Since the collego was unfamiliar, the correspondence was searched for additional data. Pieced together with information from other sources, an interesting story was woven together. The cachet was the official seal of the college and appeared on a number of envelopes, stationery, bond certificates, and official documents of the college. The school was granted charter in 1853 and obtained a land grant from Congress in 1863.

The main building was constructed close by the village of Montour Falls and plans were laid for opening the college. However, financial difficulties developed and the necessary money could not be raised to carry on the project. As a result, the collego lost its land grant.

With the failure of Peoples Collego, the grant was issued to a group headed by Ezra Cornell at Ithaca, New York. Cornell had originally sought the grant at the time it was issued to Peoples Collego. He was a shrewd planner and with the grant and sound financial backing the group successfully brought into being Cornell University.

In spite of this unfortunate beginning, the buildings have had a long scholastic history, finally being taken over in 1873 by Cook Academy, a secondary school for boys, continuing as such until 1948 when the property became St. Johns Seminary for Catholic youth.

Philately's tangible share in the history of Peoples Collego appears to be only a few covers of the 1851-'57 period with these attractive blue cachets.

PROOF OF EXISTENCE OF PLATES NOS. 13 AND 17

From article by Dr. Carroll Chase in Issue 23, it is found that no plate-number copies have been seen for plates 13 and 17. Imprints have been reconstructed of what surely must be these plates, but no tie to a number exists. Proof that there were such plates is given in article by Mr. P. H. Ward Jr. in Mekeol's of May 4th. Mr. Ward reproduces a letter from the Post Office Dept. files showing that in 1877 certain numbered plates of the "1851" issue were boxed and left with the Continental Banknote Company. Twenty-six plates of the 3 ct. were delivered, comprising all of the plates known to exist as a result of Dr. Carroll Chase's research

except Nos. "O", 11, and 19. (Editor's Note: There is evidently a misprint in the reproduced letter because it shows "11" in the list whereas Mr. Ward's article definitely says that "11" is omitted from the list. Also the total reconciles to 26, as stated in the article, only if "11" is deleted.

Mr. Ward's authoritative and valuable reports of early U. S. postal usage that appear weekly in Mekoel's deserve study by all collectors of those issues.

FALSE PLATE VARIETIES
by Mr. D. A. Card, R.A. No. 238

True plate varieties (double transfer, routs, cracks, flaws, etc.) exist because of some permanent alteration to the stamp plate. They are described as "constant," i.e., they occur repeatedly; they occur in the same way (subject to inking or wiping variations); they occur from exactly the same portion of the stamp plate.

False plate varieties (color where color should not be) happened because of some minor accident during the printing of the stamp sheet. Usually this was corrected, or more probably corrected itself, prior to the printing of the next impression. Most common of these false varieties are "printing smears." Usually it is quite obvious that they are the result of careless handling of the stamp sheet while still wet. Far less common are false varieties caused by some bit of foreign material, either mixed with the ink or accidentally lodged on the plate.

One of the most interesting (and convincing) false varieties which has come to my attention is illustrated (see No. 7) in the enlarged portion of bottom label of a stamp plated as 98L5(L). The lines through the letters were probably caused by some bit of fiber, but it has every appearance of a true plate variety.

PAID AND/OR RATE MARKINGS

Dr. G. B. Smith reports No. 1 in blue on S1 on cover postmarked Vershire, Vt., used Dec. 6, 1852. This unusual arrangement of negative PAID 3 in 4-point star must be rare because as far as known to Ye Editor it has not been reported on stamps, and search of auction catalogs on stampless covers also fails to show it. Vershire, Vt., used a conventional encircled PAID/3 in blue (see No. 14 of Issue 21), so it is probable that this PAID 3 in star was used only a short time.

Lot 270 of the Siegel Sale of April 19 was S5 single showing almost complete strike of PAID/III in C, shown as No. 2. The marking does not correspond with similar ones from Watertown, N. Y., Hardwick, Vt., or So. Craftsbury, Vt. Check of stampless covers shows it to be from Rome, N. Y. -- hence perhaps new to the record used on stamps. The differences among these markings are in the height of III and the width and letter size of PAID. Of the four markings, all are now known on stamps except the one of Hardwick, Vt.

No. 5 was lot 23 of Siegel Sale of May 24, showing PAID in star, in blue, tying S1 on cover postmarked Glendale, Mass. This marking was reported many years ago by Mr. H. P. Atherton as "origin" unknown. Apparently it was used only a short time. No. 10 of Issue 6 shows the flag-type Glendale PAID.

DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

In Issues Nos. 17 and 18 reference was made to the scarcity of covers that bear a combination of name-of-packet marking and a waterways route-agent marking. Of the 1851-'61 period only three instances of this combination have been noted, though, of course, in the case of the Str. Natchez on Routes 7309 and 8165 the combination was standard.

Ye Editor recently obtained a fourth combination, address to Messrs. Buchannon Carroll & Co., New Orleans, bearing the small blue ROUTE 7309 (33x19mm) tying U10 Nesbitt and also bearing the large oval STEAMBOAT SOUTHERN BELLE, also in blue. Mr. H. A. Meyer reported (Issue 17) this same large "Southern Belle" oval on cover with the large blue ROUTE 7309 (34x27mm). Check of available information shows that the small 33x19 ROUTE 7309 was used on the "Thursday" boat (departing from New Orleans on that day). This boat was the Southern Belle in the Fall of 1855 until shortly after the middle of 1856 when the Str. R. W. McRae took over. The cover noted has the name-of-packet marking in oily blue ink that ran into the paper as was the case so often with this and similar markings. However, the ROUTE 7309, though in the same color, does not exhibit this runny-ink characteristic, which leads to the supposition that the two markings were applied by different persons. The STEAMBOAT SOUTHERN BELLE in the Moody III Sale (lot 326) also showed that oily ink was used.

In the Moody example, and others noted, the oval name-of-packet marking is associated with the New Orleans STEAM, which indicates that for those uses the steamboat was in non-contract mail service for at least part of the time when it was not on the contract-mail run of Route 7309.

The big 39mm LOUISVILLE & CINCINNATI MAIL LINE marking "with MAIL LINE" toward top of circle (page 280 of the Dr. Chase book) is in Ye Editor's collection for the pre-stamp period and also for 1851 and 1852. Recently noted is usage of March 23, 1854. Has anybody seen a use as late as this, or later?

TOWNMARKS INCLUDING PAID AND/OR RATE

No. 4, SPRINGFIELD N. J. with "Cts" at bottom is reported by Mr. D. A. Card in greenish blue with an odd grid of same color tying S2 (1852). Doubtless this marking once had a numeral preceding the "Cts." The same marking has been seen on cover with stamps used to California having the 10ct rate paid by S4's and a lot Type 5. From this it is evident that this truncated townmark was in use for a considerable period.

Mr. J. A. Farrington reports ADRIAN, MICH/PAID in stock style tying S2.

FIRST-WEEK COVERS

Mr. L. W. Kaiser reports another NEW YORK/JUL 1/PAID 3 Cts in red on stampless cover of 1851. He also reports a 2nd-day cover postmarked NEW YORK JUL. 2 used 1851. This cover bears S1 (40Li(o)) cancelled with the red square grid; the townmark is also in red.

UNUSUAL TOWNMARKS

Maj. Gen. C. H. Bonesteel reported in Issue 20, page 12, an extraordinary list of townmarks showing unusual names. He now reports a few of a different classification, as follows:

HINSDALE DEPOT, MASS.	27mm diam. date in mss, on cover with S2.
KENDALL Mills, Me.,	31mm diam. on piece with S2.
Koswick Depot, Va.,	in mss on cover with S2.

Markings with "Depot" or industrial implication -- "Mills," "Factory," etc., -- relate to early days -- for if these places survived as postoffices, the appended word usually was dropped eventually.

From Mr. Elliott Perry comes word that the LEO heart (Issue 24, No. 22) was fully reported in Pat Paragraphs, Issue 31. It was noted therein that the marking was known on stampless cover and also on cover with S2, mss cancelled, as late as March, 1852. It is likely that the marking was discontinued shortly afterward because covers from the same town of May and August, 1852, have the townmark in manuscript.

Reported by Mr. Stanley B. Ashbrook is No. 6, INDIAN SPRINGS, GA. in brilliant green, tying S2 (plate 4) on cover face, addressed to Montgomery, Ala. This is believed new to the list of "greens."

QUAD-SECT 12c 1851 AS SUBSTITUTE FOR 3c

12ct bisects for paying double 3ct rate are rare, but are well known. The use of one-fourth of the 12ct stamp to pay the single rate is mentioned in the Dr. Carroll Chase book on the 3ct stamp, but Ye Editor has never seen one. Most welcome therefore was receipt of a color slide from Mr. Stanley B. Ashbrook showing an authentic example pronounced by him as genuine in all respects. The cover is a 3c buff Nesbitt U10 tied with the negative Canton, Miss., star. At upper left is the Canton, Mi., townmark. Adjacent to the Nesbitt stamp is the upper left quarter of 12c '51 with "3" written on it, and tied to cover by four penstrokes. At left of the quad-sect are the words "1/4 x 12c =" in line with the "3" on the quad-sect. Above is "PAID 6c by Stamp" with handstamped PAID, the balance mss. All mss markings are in the same ink. The cover is addressed to Messrs. Buchanan Carroll & Co., New Orleans.

U. S. - CANADA EXCHANGE-OFFICE MARKINGS

An outline of this subject with illustrations of principal types of markings is in Vol. I, Postage Stamps and Postal History of Canada by Winthrop S. Boggs, from which it is learned that markings such as U. STATES, UNITED STATES, etc., with or without rate and/or PAID were applied by the U. S. postal service at U. S. exchange offices on letters from U. S. to Canada to indicate whether or not the U. S. postal service considered the letter to be unpaid or fully paid to destination (partial payment was not recognized). The marking often indicated the postage to be collected in Canada, either in pence or Canadian decimal currency.

Similar markings reading CANADA, etc., were applied by Canadian mail service at Canadian exchange offices on letters from Canada to the United States.

The markings are in considerable variety, and it should be possible in many cases to identify them as to the exchange office that applied them. For instance the U.STATES shown as No. 8 is on a letter mailed in 1859 from Alburgh Vt. to Stanbridge, Canada East, thus doubtless having been "exchanged" at Rouse's Point, N.Y., where the marking was applied.

The various PL&Rs list these exchange offices, and not all of them are in border towns. In the 1859 PL&R we find New York City, Albany, Troy, and Rochester as U. S. exchange offices (and also Buffalo, of course). Boston and Portland (Me) are similarly listed, as are "Route Agents on Portland-Canada Line."

It would be a fine project if some member would undertake study of these markings with a view to matching each one with a particular exchange office. Who will volunteer? In any case, Ye Editor solicits tracings of such markings with full detail of the letter -- for future publication or for research by anyone who is willing to undertake the study.

ODD OBLITERATORS

Mr. M. C. Blake reports a cover with S2 (used probably 1854), tied by an 8x9 "square" of dots, shown as No. 3. The cover is townmarked, Westminster, Vt.

From Postal Markings, Apr. 1934, is traced No. 11 UNION of Rossville, N. Y., reported on S5. Also from the same source, June 1934, is the small star with large dot in center shown as No. 12 on S5 of Norfolk, Va. And from the Nov. 1932 issue is the star containing "34" on S5 of Hatfield, Mass. Possibly the "34" honors a regiment; can anybody shed light on it? These are all from tracings so it is not certain that they are full size, but presumably they are.

IMITATIONS OF THE BOSTON-PAID OBLITERATOR

Another new one for this group is No. 10, made from a tracing that appears in Postal Markings of Nov.-Dec. 1932, presumably full size, reported "on No. 33" -- our S1 or S2 -- of WAKEFIELD, N. H. Further information is requested.

MOUNTING AND LETTERING THE COLLECTION

Members' collections seen by Ye Editor differ much in methods of mounting and write-up, but mostly they fall into three patterns, as follows:

- 1) Small books of individual cellophane pouches: Albums of usual style are not used. Instead each cover is placed within a cellophane pouch, 7.3 x 4.3 inches, punched for ring binder on the long edge. The "description" of the item is lettered on a card of the same size and used to back-up the cover itself or placed on the back of the preceding pouch so both description and cover appear side-by-side when the binder is opened. Singles, blocks, and other non-cover items are similarly mounted. The method obviously is not adapted to items

larger than pochette size. Advantages are simplicity and portability, but remounting is ordinarily required for exhibits.

2) Standard-size blank albums with quadrille or plain pages: These permit two covers per page - or three, if moderate overlapping is used. Interleaving is by cellophane sheets. Some use sub-mounts of cardboard upon which the cover is hinged. The use of corner clips into which the cover is inserted is not as customary as formerly, because it is coming to be recognized that these detract from appearance. This method is well adapted for exhibition purposes, and enough of a story can be placed on one page to convey a sense of completeness and artistry that is very satisfying as one turns the pages.

3) Large-size albums suitable for showing a reconstructed pane: If plate reconstructions are a part of the collection, large Rapkin or Elbe albums are almost a requirement. The page is 14-inches high with a quadrille mounting surface of 11.3 x 9.4 inches. The quadrille arrangement permits placing 100 stamps, 10 x 10, with a single background line between each horizontal and vertical row, thus separating the stamps by about 1/8 inch -- far superior to an arrangement sometimes seen in which the endeavor is made to "reconstruct" the pane in its original size by use of "Shaughnessy" plating charts or equivalent. Ye Editor and some others use this method for the entire collection, including covers, thereby providing uniformity of album size. The illustration herewith, plate 2, shows a typical page. Note that each page exhibits four or five covers with ample room for write-up. Ye Editor's collection contains about 300 of these pages.

One always has the problem of what to do with sub-standard items; namely, those not quite good enough for permanent mounting, but still should be in the collection until better ones can be found. This is solved in Ye Editor's collection by mounting these on thick top-quality linen ledger paper cut slightly larger than the cover, with added space for write-up. These sub-mounts are then hinged to the album page. Sub-mounts are similarly used when it is probable that the page will require later rearrangement.

Lettering can be hand written or lettered in ink on the quadrille lines, or a typewriter can be used (in which case pages without quadrille are preferred). The newer typewriter styles that "look like printing" are excellent, especially if right-line justification is used. Many medal-winning collections are lettered by these methods.

Ye Editor long ago adopted the LeRoy lettering method (see any agency of Keuffel & Esser, makers of drafting instruments). The LeRoy is believed to be superior to anything of a similar nature because of providing both capital and lower-case letters on the same template, and also either vertical or slanting as desired. With practice one can letter faster with the LeRoy than by hand. The time consumed in any case is more a function of time for deciding what to write and to measure where it is to go than a function of actual lettering time. There are a few "tricks" in using the LeRoy that immeasurably improve appearance of the finished job, and these will gladly be explained to anyone interested. It was certainly a great satisfaction after floundering around for ten years in experimenting with

mounting and lettering systems to have hit upon the LeRoy which has now been in use by Ye Editor for twenty years, with the present-day pages exactly matching those prepared when he first started.

This is not to be taken as a suggestion for any collector to drop what method he is using, provided it is satisfactory, but it is offered in the hope that it may be helpful to those who are not satisfied with what they are now using.

R-11 RATING MARKINGS (PAID, NUMERAL, ETC.) USED AS OBLITERATORS OR ON COVERS WITH STAMPS OR ON NESBITT ENVELOPES OF THE 1851-1860 PERIOD

Prepayment and/or ratings markings were required on all stampless letters so such markings are common on mail without stamps. However, when used on stamped full-rated mail, these markings merely supplement the stamp, which is, of course, evidence of both prepayment and rate. Because of this unusual usage, many markings of this group on stamped mail are scarce, and some are rare.

A few of these markings were used regularly, at least for a time -- such as the Boston PAID, the Leominster Ms. "3", the Bucksport PAID in flag, and a few others. The large majority, however, appear to have been used only occasionally, and perhaps accidentally.

The listings in this schedule comprise only markings on fully rated stamped domestic mail. The following classes of markings are not included:

- a) Unpaid, partly-paid, or forwarded mail in which the unpaid transit was at the stampless-collect or stampless-prepaid rate.
- b) U. S. Mail to foreign countries and Canada, and mail from such countries.
- c) Numerals that designate special postal service, such as DUE 3, FORWARDED 3, WAY 1, STEAM 1, SHIP 2, CAR. 2, etc.
- d) Express-company or private carrier markings.

Unless otherwise stated, the markings command the scheduled premiums when they are used as obliterators or tie the stamp to cover. If used only on the cover itself, the premium is one-half of the listed amount.

Some markings are in special demand in certain colors -- which were used only for a limited time. An endeavor has been made to list these special items. Listings refer to black color unless otherwise stated. The assistance of Mr. M. C. Blake is gratefully acknowledged with respect to the rarity numbers of the Boston markings.

Nomenclature: The number following the key designation indicates the principal dimension in millimeters (diameter of circle, length of oval, etc.). Illustration references are: "Ch7(39)" refers to illustration No. 37 of CHRONICLE, Issue 7; "CC(339)" refers to page 339 of the Dr. Chase book; "BPM 527" refers to the Blake-Davis book, Boston Postal Markings, and its marking number; SBA(87) refers to page in the Ashbrook book on lct stamp, Vol. II.

Relative Rarity: Markings are numbered 1 to 10 in order of increasing rarity. These ratings carry no implication as to rarity on stampless covers; some of the rarest on stamped covers may be common on stampless mail. Similarly, some unusual markings on stampless covers have not been reported on stamped mail; hence they are not listed. An asterisk (*) appended to a rarity number implies that other elements may add additional value, such as in the case of Westerns or some other classification of the marking.

PLAIN or DECORATIVE "PAID" WITHOUT NUMERALS OR OBLITERATING BARS:

It is not practicable to pinpoint the majority of these markings to specified towns. A few have been singled out for town listing to reflect special interest by students of postal history or because of special design.

- KEY: M1 - PAID unframed
 M2 - PAID in approx. rectangular frame
 M3 - PAID in center of circle

- M4 - PAID in center of oval
 M5 - PAID offset in circle or oval (numeral probably removed)
 M6 - PAID in fancy design (not bars)

Any State, except when listed by town

- M1 - PAID, unframed 2
 M2 - PAID, rect. frame 3
 M3 - PAID, encircled (not Boston) 3
 M4 - PAID, in oval 4
 M5 - PAID, offset framed 5

For the above in colors, except when listed by town, multiply premium by: blue 1½; red 3; brown 4; green 8.

Special Cases (color multipliers do not apply)

- Boston, Mass.
 M1 - 20x5 PAID (1851) BPM527 see R-7 (need not tie stamp) of Issue #23.
 M1-21x6 PAID (1860) BPM 630 5
 M3-21 PAID(one break) BPM627-8 CHI(19) 4
 M3-same, multibreak BPM629-9A CHI(20) 1
 M2-24 PAID in rect. BPM631 1
 M2-22½ PAID in rect. BPM632 1

- Bond's Village, Mass.
 M6-PAID in rays of star, red CC(329) 9

- Glendale, Mass.
 M6-PAID in circle, in star, blue Ch25(5) 9

- Swampscott, Mass.
 M5-PAID, offset circle, blue Ch24(13) 5

- Livingston, Tex.
 M6-"Paid" script type CC(329) 6*

"PAID" ON SAME HANDSTAMP AS OBLITERATING DESIGN (bars, rays, etc., - but not plain encirclement)

Most of the known markings of this group have been identified as to town of origin. Nearly all were regularly used as obliterators, at least for a time. The Boston PAID-in-grid apparently set the pattern, and this style was used in a number of small towns, principally in New England.

- KEY: M7 - PAID with bars, rays, etc., in circular or oval shape. This group comprises the Boston PAID and its imitations.
 M8 - PAID, similar to M7, but with rectangular or square outline.
 M9 - PAID with bars or dots, resembling flag or shield.

Note: Where the rating is "0", there is no premium for markings in ordinary condition as good strikes, but the rating can be increased to "1" if the marking is a very fine strike.

<u>Any State</u> (so far unidentified as to town)		<u>Massachusetts</u> (cont'd)	
M7 Ch10(27), 15(3), 21(13), 20(20)	8	DEDHAM M7-19 Ch1(11)	5
		E.ABINGDON M7-14 blue Ch23(7)	7
		GLENDALÉ M9-24 blue Ch6(10)	8
<u>Connecticut</u>		HAVERHILL M7-25 "IDPA" Ch2(59)	8
JEWETT CITY M17-17 blue Ch1(13)	5	NEW SALEM M7-16 Ch6(7)	7
NORWICH M7-24 blue(neg) Ch1(6)	4	N.COHASSETT M7-20, red Ch1(7)	9
(there are several types)		ORANGE M7-14 Ch22(18)	7
YANTIC M7-18 blue Ch2(55)	6		
		<u>New Hampshire</u>	
<u>Maine</u>		BATH M7-18 blue (neg.) Ch20(4)	8
BUCKSPORT M9-25 blue Ch6(9)	6	BRADFORD M7-22 Ch22(19)	7
DETROIT M8-20 Ch7(39)	7	CENTER SANDWICH M8-16 Ch2(56)	6
E.WINTHROP M7-17 blue Ch1(10)	7	E.SANBORNTON M7-20 (neg.rev.) Ch2(60)	8
FARMINGTON M7-17 Ch3(7)	7	EPPING M7-21 Ch1(8)	8
SACO M7-19 Ch1(2)	3	FITZWILLIAM M7-28 neg. Ch3(11)	7
TURNER M7-20 Ch13(11)	7	NEW IPSWICH M7-17 Ch1(3)	6
WEST BALDWIN M7-23 Ch6(5)	7	WAKEFIELD M7-26 Ch25(10)	8
<u>Massachusetts</u>		<u>New York</u>	
ASHBURNHAM M7-17 Ch1(12)	6	CLAYTON M7-21 Ch1(9)	7
BEVERLY M7-25 Ch1(1)	2		
BOSTON M7-18 red, or magenta BPM		<u>Vermont</u>	
616-7	5	JAMAICA M7-25 red, black Ch1(14)	7
" M7-18 black BPM616-7	2	WELLS RIVER M7-20 blue Ch10(3)	7
" M7-24 BPM620-1 Ch3(1)	0		
" M7-24 red BPM621	7		
" M7-24 thick BPM622 Ch3(2)	2		
" M7-24 bars free BPM623(Ch3(3-4)	0		
" M7-24 bars free heavy BPM624	2		
" M7-24 5mm PAID bars touch			
BPM624A	0		

Note: The townmarks associated with certain of these Boston markings also add to premium value (see List R-7, Issue 23).

RATE NUMERALS, FRAMED OR UNFRAMED, WITH OR WITHOUT "CTS" or "C"

Although nearly all towns had a set of rating numerals for stampless mail, only a few occasionally used the numeral as an obliterator for the stamp. It is believed that Leominster, Mass., used it regularly for a limited time. Because the Leominster "3" always appears fully on the stamp -- not tying stamp to cover -- it is probable that sheets were cancelled in advance. Support for this viewpoint lies in the fact that what is undoubtedly the Leominster "3" has been found on a cover townmarked elsewhere, but the letter shows an association with Leominster.

Another use of single numerals is for surcharge of a rate indicated by another handstamp.

- KEY: M10 Arabic numeral, unframed unless otherwise stated
 M11 Roman numeral, unframed unless otherwise stated
 M12 Arabic numeral with "C" or "CTS"
 M13 Roman numeral with "C"

Any State, except as listed by town,
framed or unframed. This set is useful
particularly when appraising stamps not
on cover.

M10 - "1"
M10 - "2"
M10 - "3"
M10 - "5"
M10 - "6"
M10 - "10"
M10 - other numerals
M-11 - Roman III
M11 - Roman V
M11 - Roman X
M12 - 3c or 3cts
M12 - others with "C" or "CTS"
M13 - Roman III in C
For the above in colors, except when
listed by town, multiply premium by:
blue 1-1/2, red 3.

California

NEVADA CITY "6" as surcharge

Connecticut

NEW LONDON M10 "5"
NORWICH M11 "III" CC(328)ref.

Illinois

CHICAGO M10 "5" encircled
FREEPORT M10-20 "3" encirc. Ch10(5)

Indiana

VINCENNES M13 "III" in "C" CC(330)ref

Louisiana

LAKE PROVIDENCE M10-9 "3" Ch10(6)

Maine

ROCKLAND M10 "3"
S. BERWICK M10-11 "3" Ch10(11)
SPRINGVALE M10-17 "3" Ch10(7)
TURNER M10 "3" red Ch23ref

Maryland

BALTIMORE M10-15 "1" encirc. (CC(328)
" M10 "1" ref SEA (150)

Massachusetts

AMESBURY M10-15 Ch11(13)
BOSTON M10 "3" as cancel
" M10 "3" as surcharge
" M10 "6" as surcharge
The above surcharges are on townmarks
with ratings other than normal.
FOXBORO M12 "3cts" ref CC(330)

Massachusetts (cont'd)

LAWRENCE M10 "3" 5
LEOMINSTER M10-12 "3" Ch10(14) 5
LOWELL M10-6 "6" blue 6
MILFORD M10-9 "3" Ch10(10) 5
S. HADLEY M10-20 "3" Ch5(14) 6
S. HADLEY FALLS M10-11 "3" red Ch10(4) 6
WEBSTER M10 "2" encirc. blue 8
WHITHINSVILLE M10-16 "1" encirc. Ch5(20) 6
6
7 Michigan
6 SALINE M10 "3" red Ch23(ref) 7
6
6 Minnesota
6 RED WING M10 "3" red Ch23(ref) 7
7
7 Missouri
ST. LOUIS M12-19 "lot" framed 9
(when on 3ct stamp)

New Hampshire

BOSCAWEN M10-10 "1" blue 6
8* CANAAN M10-12 "3" blue 6
CONCORD M10-6 "30" Ch14(21) 7
ENFIELD M10 "10" encirc. 7
3 KEENE M10-12 "3" blue Ch10(16) 6
5 MANCHESTER M10-16 "1" encirc. 7
" M10 "6" encirc refCC(329) 7
PAPER MILL VILLAGE M10 "3" blue 6
3 PEMBROKE M10-18 "3" offset encirc 8
5 CH16(7)
RINDGE M10-16 "3" framed blue Ch10(15) 7

New Jersey

BORDENTOWN M10-13 "3" Ch10(13) 6
" M10 "5" 6
5 SOMERVILLE M10-10 "10" 4

New York

5 ASHLAND M11 III encirc. 5
6 OXFORD M10 "3" blue refCC(328) 6
7 ROCHESTER M10-11 "10" 6
7 TROY M12 "2cts" encirc. 8

Ohio

7 HIRAM M10-12 Ch10(8) 6
7 OBERLIN M10 "3" blue refCC(328) 7

Pennsylvania

6 EASTON M10-10 "3" Ch11(12) 5
7 PHILADELPHIA M10 "5" encirc. 4

Vermont

6 ORWELL M10-11 "3" Ch24(11) 6
W. RANDOLPH M10-12 "3" Ch10(12) 6
WHITING M10 "3" red Ch23(ref) 6

6

PAID AND NUMERAL, WITH OR WITHOUT C, CTS, or CENTS

These markings were regularly used on prepaid stampless mail in the period prior to Jan. 1, 1856. Occasionally they were used as obliterators on stamps. A few appear to have been regularly used on covers with stamps, at least for a time; examples: Orfordville, N. H., Westborough, Ms. The town listing purposely omits many M14's that are in black, even though the town may be known.

- KEY: M14 Stock style curved PAID over 3 in circle
- M15 PAID over, under, or alongside of 3, (other than M14)
- M16 PAID and \$ overlaid or in fancy designs
- M17 PAID or P with 3 and C, CTS, or CENTS
- M18 PAID and Roman III with or without C
- M19 PAID vertically in stroke of "3"
- M20 PAID with numeral other than "3"

Any State, except as listed by town.

M14 - Curved PAID/3 encircled	3	Massachusetts (cont'd)	
M15 - 3/PAID encircled	5	WESTBOROUGH M16-23 oval Ch5(32)	6
M15 - Str line PAID/3 encirc.	4	WEST NEEDHAM M14-20 red	8
M15 - Curved or str. line PAID/3 unframed	4	Mississippi	
M19 - Negative PAID in 3 Ch7(37)	9	BRANDON M17-21 PAID/3/CENTS SBA(87)	6
M20 - PAID/1	7	CANTON M15 PAID/3 neg CC(338)	7
M20 - PAID/6	7	New Hampshire	
M20 - PAID/10	7	BATH M14-23, blue Ch21(11)	6
For colors, except where listed by towns, multiply premium by: blue 2; red 4; brown 5; green 8.		CENTER SANDWICH M19-20 Ch5(23)	9
		LYME M-14 blue	6
		NEW HAMPTON M15 PAID 3 green	8
		ORFORDVILLE M15-16 blue (two forms)	5*
		WESTMORELAND DEPOT M19-19 CH11(25)	9

California

MARYSVILLE M20-25 PAID/6 oval blue 10*

Connecticut

NEW BRITAIN M14 red SBA(87) 7
 WOODBURY M20-21 PAID/1 encirc SBA(90) 7

Maine

E. CORINTH M20 PAID/1 encirc red 9
 " " " " black 7
 CANTON MILLS M14 red 7
 N. BERWICK M19-18 neg. Ch10(1) 9
 SACO M17 blue PAID 3 5
 SANGERVILLE M14-22 red 8
 STEVENS PLAINS M14 red 7

Massachusetts

ANDOVER M14-19 green 8
 CLAPPVILLE M16-21, blue Ch6(8) 9
 HARRISON SQUARE M14, brown 6
 IPSWICH M15-19 unframed 5
 IPSWICH M16-21 ribbon Ch5(31) 6
 LAWRENCE M14 blue 6
 LENOX FURNACE M14, green 8
 LEOMINSTER M15-30 PAID/3 5

New York

NORWICH M26-19 PAID/12 encirc Ch16(18) 7
 ROME M18-18 PAID/III in C Ch25(2) 9
 STITTVILLE M21-25 "P.3c" Ch21(12) 8
 WATERTOWN M18-18 PAID/III in C SBA(72) 9

Pennsylvania

BEDFORD M15-20 str line PAID/3 encirc.4
 YORK M14-16 green 8

Rhode Island

TIVERTON M14 red 7

Vermont

BENNINGTON M20-19 PAID/6 blue Ch12(3) 7
 BRATTLEBORO M19 CC (233) 9
 JAMAICA M15 unframed 6
 S. CRAFTSBURY M18-18 PAID/III in C Ch5(30) 9
 VERSHIRE M15 blue Ch21(14) 6
 VERSHIRE M16-22, blue neg PAID in bars of four-point star with neg 3 in center Ch25(1) 10

R-12 POSTAL MARKINGS CONTAINING WORDS OR INITIALS THAT DO NOT PERTAIN TO RATE, PREPAYMENT OR NON-PAYMENT, NOR TO SPECIAL POSTAL SERVICE.

The applicable statements in the introduction to R-11 apply.

KEY: N-1 Postmaster's Name or Initials N-5 USED & DONE FOR; I'M DONE; etc.
 N-2 UNION, plain or in star N-6 Single letter (script W, R., etc.)
 N-3 P O N-7 Date applied as obliterator
 N-4 U S

<u>Unidentified by town</u>		<u>Michigan</u>	
N5-17 I'M DONE encircled Ch12(19)	10	THREE RIVERS N2 U S UNION & star	
N4-22 U S Ch14(18)	8	CC(336)	8
N7 month initial and day	3		
N3 P O negative in rectangle CC(339)	7		
<u>Alabama</u>		<u>New York</u>	
EUTAW N1-29 "S.CHILES" Ch6(11)	10	SAVANNAH N7-19 mo. & day Ch15(5)	2
		ROSSVILLE N2-21 UNION Ch25(11)	7
<u>Connecticut</u>		<u>Tennessee</u>	
CHESTER N2-16 "UNION"	6	WILLIAMSPORT "H" encircled	
FAIR HAVEN N5 "USED AND DONE FOR"		ref CC(339)	5
CC(339)	10		
HADDAM N4 mss "US" ref Ch19	2*	<u>Texas</u>	
WEST HARTFORD N1-20 "LB" in grid		CORPUS CHRISTI N6-15 "C" encircled	
(L.Buckland) CC(339)	8	Ch23(18)	6*
<u>Illinois</u>		<u>Vermont</u>	
GALESBURG N6-14 "G" Ch15(14)	5	PASSUMPSIC N6-20 "R" Ch5(15)	7
		SHOREHAM N6 "H" encircled CC(339)	6
<u>Massachusetts</u>			
CANTON N1-19 "CST" neg Ch12(20)			
(Caleb S. Taft)	7		
HARRISON SQUARE N1-23 "I.FIELD/PM"			
Ch19(27)	6		
WESTON N6 script "W" Ch5 (21)	3		

PREMIUM SCHEDULE FOR LISTS R-11 and R-12

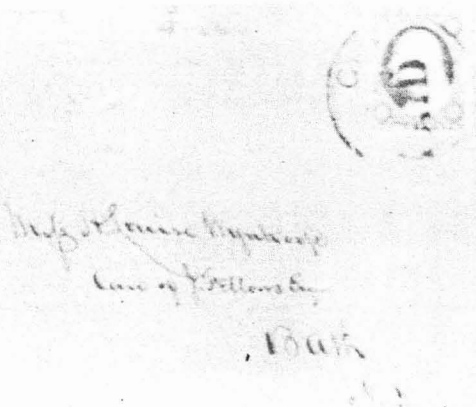
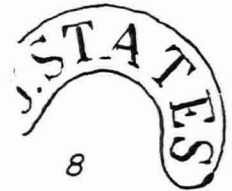
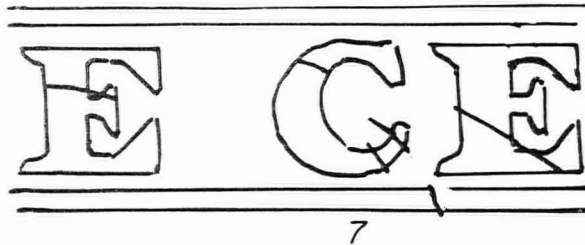
The premium obtained by applying the schedule below is to be added to the value of the cover with adhesive stamp if the cover has the listed postal marking; provided stamp is fine, marking is a good strike, and cover is in good condition (as these terms are defined in D-1, D-2, D-3 of Issue 14). See Schedule M-6, Issue 24, if condition differs from these standards. In all cases deduct 30% if marking is on a Nesbitt envelope without adhesive stamp, and unless otherwise stated in the listing deduct 50% if marking is not on the stamp or does not tie it to cover. If the cover has more than one premium marking, add one-half of the lower-priced marking to the full value of the higher priced.

For R-11 (Rating Markings -- PAID, numeral, etc., as obliterations)
 For R-12 (Wording not pertaining to authorized postal service)

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. 23 -- Page 14, 3rd line from bottom of left-hand column
Change to read "with str-line PAID and/or plain grid" 10*
- Page 15, 3rd line from top of left-hand column
Change to read "with str-line PAID and/or plain grid"
- Page 15, insert in right-hand column of top section
SPRINGFIELD, N.J./D/Cts (without numeral) C-28 Ch.25 5
- Page 14, Insert under stock style str-line 3 PAID infrequently used
LAFAYETTE, IA (for IND) 2
- Page 14, insert under stock style str-line PAID infrequently used
ADRIAN, MICH; BEDFORD, Pa. 2
- Issue No. 24 -- Page 12, left-hand column under Vermont, insert
WESTMINSTER L1-17 Ch25(3) 4
- Page 12, under Virginia, insert
NORFOLK L11-12 Ch25(12) 5
- Page 11, under Massachusetts, insert
HATFIELD L12-16 incl. "34" Ch25(13) 6
- On Plate -- No.22; the heart is 30 mm high; not 31



UNION

Traced from tracings



13

12

10

9

14

Post Office Department.

DRAFT No. 34 \$800.00

J. M. Washburn, Trustee
 Old Colony & Fall River R.R. Co. v. Washburn

Eight hundred

W. F. Phillips, Auditor for the Post Office Department.

J. M. Washburn, Postmaster General.

No. 2 1856

Full River, Ms.

Fall River, Ms.

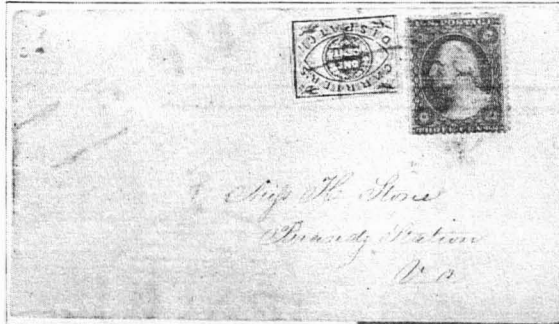
NOTE: The album page shown below was LeRoy lettered as follows: page head - No. 240 template with No. 2 pen; body copy - Nos. 100 and 120 templates with No. 00 pen.

USED in Connection with CARRIER SERVICE

USE AT BALTIMORE (cont'd)

The customary method of paying for conveyance of letters from post box to post office was by use of stamp of the government sponsored Dispatch Post.

Rarely a 1ct U.S. stamp was apparently used for this purpose.



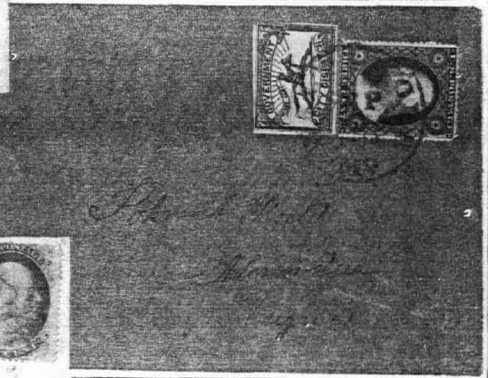
Above: No. 44 and blue "eye-type" carrier stamp No. 1LB6, tied with blue Baltimore townmark. Certificate No. 6587 of The Philatelic Foundation states "genuine in all respects."



Above: 17L11(e)- and red "eye type" carrier stamp No. 1LB7 - tied with blue townmark.



Above: No. 44 and red "horseman type" carrier stamp No. 1LB9 - Nov. 17, (1859), tied with black townmark.



Above: No. 44 and black "horseman type" carrier stamp No. 1LB8, tied with blue townmark.



At left: No. 44 and 1ct Type V used to prepay carrier fee to the post office.