

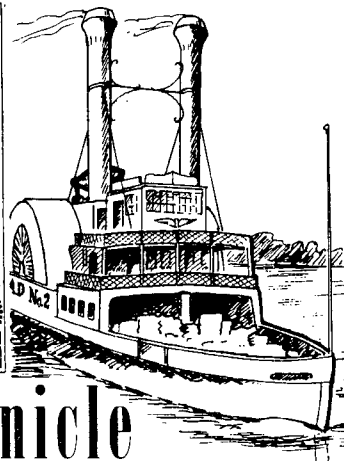
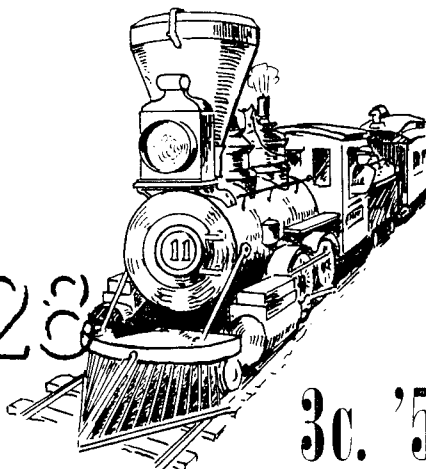
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Publication date of Issue No. 28, Aug. 10, 1957; one copy free to members; extra copies to members, 40 cents; price to non-members, 50 cents. All net income above out-of-pocket cost accrues to the Unit. Ye Editor and contributors serve without pay. The philatelic press may copy articles herein, provided proper credit is given. Members are invited to send unreported items for noting. While in the Publisher's possession they will be cared for as if they were his own, but no liability because of loss is assumed by the Publisher or this Unit. The Publisher will return such items with insurance coupons under his mailing-insurance policy at member's stated value or at Publisher's appraisal if no value is given.

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 25 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.

U.S. PERFORATION CENTENNIAL -- at NATIONAL PHILATELIC MUSEUM  
Philadelphia, July 1 to 7, 1957

The bombardment of "Perf Flash" bulletins and other committee notices informed all members that this celebration was to take place, but only those who attended know that the most optimistic hopes were far exceeded in the celebration as actually held. For outstanding performance all honors are due the committees headed by general chairman Mort Neinken and his wheelhorses Earl Apfelbaum, Harry Buten, Ezra Cole, Milton Edelman, Morris Fortgang, John Fox, Bill Hicks, Howard Lehman, and Henry Meyer. Willard W. Davis did yeoman work as historian, the same job he so capably filled at the 1951 Cenex. Special credit also is due

Bernard Davis, genial host of the National Philatelic Museum, and his efficient staff. David Lidman, who spark-plugged the magnificent 234-page Perf-Centennial Book as editor, performed a publishing task that will go down in history for size, speed, quality, and efficiency. All credit, too, to the twenty-four distinguished authors whose exceptional and valuable articles made the book possible.

The astonishingly complete exhibit represented an assembly of our specialties of quality and magnitude never before assembled. Many heretofore unreported rarities or interesting postal-history items were exhibited for the first time. The next issue of the Chronicle will be devoted almost entirely to descriptions of the exhibits.

All Unit officers and directors were on hand except Clarence Wilson who was detained by illness. Ye Editor and Lester Downing, "Chatter" editor, also came. Ye Editor knows he voices the sentiments of all visitors by saying that all felt more than amply repaid for the expense and time of the journey. Friendships were made and cemented for a lifetime of association and happy recollection; inspiring philatelic material abounded; philatelic wisdom was spouted during Henry Meyer's symposia; and the gracious hospitality of our Philadelphia hosts and Chapter 18 of A.P.S. made our visit a pleasure and delight.

The splendid Perf-Centennial book is a necessity for every serious student of the issue. In it we have what is essentially a bringing-down-to-date of the famous Ashbrook, Brookman, and Chase books plus other related articles not touched upon in those books. On a size basis, the book is the equivalent of about 25 Chronicles.

The cost of the Perf-Centennial book and of the convention in general was met by voluntary contributions from many members and friends of our Unit; their names are listed in the book itself. Too late for mentioning in the book, the following also contributed to the fund and their gifts are hereby gratefully acknowledged.

Hugh J. Baker, Jr.  
Jack G. Fleckenstein  
W. A. Keightley  
Adolf G. Meyer

John A. Osterlund  
Donald M. Steele  
Heyliger de Windt

#### STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

No. 31, reported By Dr. Carroll Chase, HILLSBORO' BR' N.H./mss date, in bright green on cover with S2 (1852 shade). The "BR" stands for "BRIDGE". The 1853 PL&R reports Hillsboro Bridge as having postmaster's compensation for the year of \$93. As such compensation is one indication of probable rarity, the abbreviation "pmc (1853) \$93" will be used hereinafter in reporting it.

No. 32, from the S.C. Paige Sale of Mar. 22, 1957, SLOATSBURG N.Y. on cover with S2. It is listed in Issue 20 but not illustrated. Several variations are known, all from one correspondence of 38 covers, only seven of which bear stamps, extending from Feb. 1853 to May 1856. The variations comprise (1) hyphen instead of period between N and Y, (2) variation of radius of arc, (3) SLOATEBURG instead of SLOATSBURG, though perhaps this is a case of smearing. Pmc(1853)\$52.

No. 24A, from the R.A.Siegel Sale of June 26, 1957, YADKINVILLE. N C JAN 8 in wavy-line rectangular frame on cover with S5 mss cancelled, addressed to Fort Defiance, N.C. Pmc(1860) \$52.

## NEW ENGLAND COASTWISE CONTRACT-MAIL STEAMBOAT ROUTES

Supplementing the report, page 6, Issue No. 27, Mr. Elliott Perry writes that the New York to Fall River, Mass., Route 680 was changed in the 1861 PMG report to Route 684. He also reports Dec. 13, 1857 to Jan. 1859 as the period of use of the N.Y. & BOSTON STMB. & R.R.R. marking, which indicates that the U.S. EXPRESS-MAIL marking went out of use late in 1857, thus explaining its scarcity on S5 covers. Mr. Perry further advises that he has seen no evidence that the U.S. EXPRESS MAIL markings were used on the all-rail Springfield line. As to the Norwich line, Mr. Perry writes, "We know the 'main line' was via Stonington boat and thence rail through Providence, and that the route via Norwich and Worcester was always an available alternate, but I am not certain that the Norwich boat always carried a route agent; i.e., whether the route was used by the U.S. EXPRESS MAIL constantly in addition to the Providence-Stonington Route, or only occasionally when there happened to be a special reason."

With reference to the New London-Stonington, Ct., steamboat route, Mr. Perry reports that although the railroad was completed in Jan. 1858 from New London to Stonington (with ferry across the Thames River), a railroad mail contract was not in effect until Mar. 1, 1861. The report for Sept. 30, 1861 shows Route 939, New London to Stonington. (Editors's Note: Memorandas of the late C. W. Remele mention several instances in which mail was carried on extensions of railroads considerably before official contracts were signed for the service.)

## NEW RAILROAD ROUTE-AGENT POSTMARKS

Mr. W. W. Hicks, railroad co-editor, reports No. 37, RICHMD. & POTOMAC R.R. in red in the collection of Mr. Wm. Wyer. It is on cover with two 5c '47s both mss cancelled and tied by slight breakthrough of the ink marks to the cover beneath. The cover bears pencil date "1849." This marking does not appear in previous lists so far as known. Generally the Richmond, Fredericksburg & Potomac R.R. route-agents used a handstamp showing "RICHMOND Rail Road" in the pre-1851 period and one reading "RICHMOND R.R. Va." later. The railroad bears the same name today as it did a hundred years ago, but in the 1850's it extended only from Richmond to Acquia Creek, Va., (on the Potomac River near Fredericksburg) where connection was made with the steamboat for Washington, the route-agent of which used the handstamp POTOMAC STEAMBOAT.

It is remarkable that this new RICHMD. & POTOMAC R.R. marking on such an important route should have remained undiscovered to this day. The marking is lightly struck but easily recognized; it is on cover to New York City, slightly more than the 300 miles for a 5ct rate, assuming the letter originated south of Fredericksburg.

Also reported by Mr. Hicks is No. 38, S.A. & G. R.R. GEO., with 1859 year date (no monthly date) on 3ct Nesbitt cover. The only other R.R. marking reported with year date is one of the N. YORK & N. HAVEN R.R. markings. The Savannah, Albany & Gulf R.R. in 1858 extended from Savannah to Little Satilla, Geo., 72 miles -- one train daily each way. Route 6534, Savannah to McIntosh 31 miles, appears in the PMG's report as of Sept. 30, 1857. The 1858 report shows Savannah to Zero, 72 1/2 mi. The 1859 report shows new number 6002, Savannah to Blackshear, 87 1/2 mi., and the 1860 report (June 30) Savannah to Naylor, 144 1/2 mi. The railroad is now part of the Atlantic Coast Line R.R.

Both of the above markings will be incorporated in the C. W. Remele serial now appearing in American Philatelist.

## USE OF S3 in MINNESOTA TERRITORY

From Mr. L. C. Warg, noted specialist in the postal history of Minnesota, comes the suggestion that any S3 tied to a Minnesota cover, or with other evidence of its use in that area, was most probably used during the territorial period even though the postmark reads MIN. instead of M.T. Writes Mr. Warg, "The majority of our territorial cancellations are of the M.T. variety; however, we have several MIN. types that definitely were in use during the territorial days .... the amount of Type I (S3) stamps issued was small, so it is quite logical to assume that the bulk of this S3 was consumed (in Minnesota) before May 11, 1858, the date of admission as a State. Without exception, I cannot find a Type I (S3) used after statehood."

Mr. Warg asks that any covers bearing S3 stamps postmarked either M.T. or MIN. be reported to him, thereby enabling him to resolve several uncertainties of usage.

## DOMESTIC WATERWAYS ROUTE-AGENT MARKINGS

Supplementing the data on page 5, Issue 27, regarding the 37mm LOUISVILLE & CIN-CINNATI MAIL LINE marking (with MAIL LINE at bottom of circle), the record is believed to be as follows:

With 3c stamp July 1, (1851) blue, to Miss A.C. Hume, Philadelphia.  
 With 3c stamp July 9, (1851) blue, to Thomas W. Howe, Pittsburgh, Pa.  
 With 3c stamp Feb. 11, (1852) red, to Caldwell & Ghinsky, Philadelphia.  
 With 3c stamp Feb. 24, (1852) red, to Buchannon Carroll & Co., New Orleans.  
 With three 1c stamps, Mar. 8, (1852), blue, to Master John McAllister, Philadelphia.  
 Stampless, June 11, (1851) with "5" surcharged with "10", in blue, Louisville to Philadelphia.  
 Stampless, Sept. 19, (1851), blue, with blue "5", Cincinnati to Louisville.  
 Of these seven items, the first is in the collection of Dr. G.B. Smith (a first-day cover!); the second and fourth are in Ye Editor's collection; the third was in the Knapp collection; the fifth in the Dr. C. R. Roser collection (it bears strip of three 1c, one of which is 7R1(e)!); the sixth was reported by Mr. Stanley B. Ashbrook, and the seventh is in the H. A. Meyer collection.

This marking apparently was used for a time concurrently with the 39mm marking of same wording having MAIL LINE toward top of circle underneath LOUISVILLE & CIN-CINNATI. Though this latter 39mm marking was used at least as late as March 1854, the subject 37mm marking has not been reported later than March 1852. It appears to have been followed by the LOU. & CIN. S.B. MAIL LINE marking, but how long this last-named was used is not known to Ye Editor (all examples reported to him show 1852 usage. Does anybody know a later?)

## STEAM -- STEAMBOAT MARKINGS

Too late for inclusion in listing of Issue 27, Mr. Henry A. Meyer reports No. 30, STEAM, applied at New Albany, Ind., on cover with S5 tied by the New Albany year-dated townmark, Dec. 24, 1858.

## ODD OBLITERATORS

Mr. A. S. Wardwell reports the following: No. 34, small target with center dot of Stony Brook, N.Y., on S2; No. 35, Loveland, Pa., resembling a padlock, perhaps

associated with Lock Haven, Pa., a near by town -- on S1; No. 36, Bergen, N.Y., grid cutout colorless square on S5; No. 40 of Henry, Ill., odd Scotch Cross on S2; No. 41, origin unknown, triple cross on S2.

Dr. G. B. Smith reports No. 48, a group of V's on S5, Wilson, N.Y.

Mr. Elliott Perry suggests the addition to Mr. T. K. Webster's list of target obliterators (see Issue 27) of the square target used at Cincinnati on the eagle carrier stamp (see lot 42 of the Caspary Local Sale; also Ashbrook let book, Vol. 2, illustration 46W)

#### PAID AND/OR RATE MARKINGS

Mr. A. S. Wardwell reports No. 39, encircled 3/CENTS used as obliterator at Detroit, Mich. on cover Jan. 2(3), 1860, tying S5. As there is no associated DUE, an explanation of this marking is desired.

Mr. L. L. Downing reports as in the E. W. Phippen collection No. 42, PAID of South Stratford, Vt., on S2; No. 43, PAID of Castine, Me., on S2 (1852); No. 49, POKEEPSIE N.Y./5cts townmark as a forwarding collect-stampless rated townmark on cover with S2, together with the FORWARDED shown. The official spelling as early as 1851 was Poughkeepsie, as at present. Mr. Downing also reports No. 45, PAID/9 in red used at New Orleans on stampless cover, a price-current of Sept. 1851. The letter refers to enclosures, hence doubtless a triple-rate prepaid stampless letter.

No. 50, 3/PAID in irregular oval is reported in greenish blue on stampless cover of Harwinton, Ct. No. 46, "3" is of Nashua N.H. in blue on S5 (1857), and No. 47; a blue sloping "3" is of Andover, Ms. on cover with S2. No. 51 of East Taunton, Mass. in blue on S5 is a larger-than-usual standard encircled PAID/3.

Mr. C. W. Wilson supplied numerous additions to the Schedule R-7 listing of townmarks including PAID or 3 PAID, as shown in Addenda and Corrigenda of this issue.

#### MISCELLANEOUS MARKINGS

Dr. G. B. Smith reports No. 33, WAUSAU, WIS. rimless, tying S5, undoubtedly locally made. Mr. L. L. Downing reports No. 44 in the E. W. Phippen collection, ADVERTISED of Newark, N.J., on cover with S2.

#### STEAMBOAT CONTRACT-MAIL ROUTES PRINCIPALLY ON THE MISSISSIPPI RIVER 1851 to 1861

This listing is compiled from microfilm of the Annual Reports of the Postmasters General. The comments that head the related article in Issue 26 (page 8) apply. Routes principally on tributaries below the Ohio River, or those extending from New Orleans down river or to Gulf points are not included. If a listing is not given for a certain year, none appears in the PMG report. However, when a route is missing during a year and appears before and after that year, it is possible that service was given during the missing year, but the contract was under negotiation at the report date.

Louisville, Ky., to New Orleans: The 1851 thru '53 lists show Route 5102, 1448 mi., 7 trips weekly, mostly paid by the trip. Mileage was reduced to 1416 in the 1854 and '55 lists. Much difficulty was had in obtaining service on this route.

Louisville, Ky., to St. Louis, Mo.: The 1851 and '52 lists show Route 5103, 650 mi., 3 trips weekly for 7 months and one trip weekly for 5 months, Cairo to St. Louis. The 1853 and '54 lists show 7 trips weekly between the main terminals. Three varieties of circular markings and one of shield type were used by route agents on this run.

St. Louis, Mo. to New Orleans: The 1851 thru '53 lists show Route 4829, 1250 mi., 6 trips weekly (by the trip).

St. Louis, Mo. and Keokuk, Ia.: The 1854 thru '57 lists show Route 8812, 206 mi., 6 trips weekly, except that the 1856-7 lists show 239 mi. The 1858 list shows Route 10407, continuing thru 1861. Three varieties of circular markings are known.

Keokuk, Ia. to Rock Island, Ill., (or Davenport, Ia.): The 1855 thru '57 lists show Route 9436, 150 mi., (140 mi., 1855 et seq), 6 trips weekly. The 1858 list shows Route 10903, continuing thus thru 1861. The 1855 thru '57 lists also show Route 13414 from Rock Island to Davenport. A circular route-agent marking is known used on stampless cover in this period; also one on stamped cover with 3c '61 stamp.

Rock Island, Ill., to Galena, Ill.: The 1855 thru '57 lists show Route 13527, 100 mi., 3 times weekly. The 1858 list shows Route 11772 with terminal also at Dubuque, Ia., and trips increased to 6 weekly, but reduced to 3 weekly for the 1859 report.

St. Paul, Minn. T., to Galena, Ill.: The 1855 lists shows Route 14009, 350 mi., 6 trips weekly. The 1856 list includes 14009a, St. Paul to Dubuque, Ia. The 1858 list shows Route 13501, mileage 373. The route reappears in the 1861 list (see comment at head of this section). Three varieties of circular markings were used by the route agents.

St. Paul, Minn. to Prairie du Chien, Wis.: The 1858 thru '61 lists show Route 13500, 247 mi., 6 trips weekly.

St. Paul, Minn., to LaCrosse, Wis.: The 1861 list shows Route 13500 1/2, 174 mi., 6 trips weekly.

St. Louis, Mo., to Memphis, Tenn.: The 1858 thru '60 lists show Route 10696, 420 mi., 3 trips weekly. The 1861 list shows southern terminal at Cairo, 170 mi. A circular route-agent marking is known.

Memphis, Tenn., to Napoleon, Ark.: The 1853 list shows Route 6036, 203 mi., twice weekly. It became Route 7512, 1854 thru '57. In 1858 it became Route 8168, 217 mi., 4 trips weekly, but cut to 3 trips in the 1859 list. A circular route-agent marking is known.

Vicksburg, Miss., to Napoleon, Ark.: The 1854 list shows Route 7311, 230 mi., twice weekly. It appears again in the 1857 list as Route 7499, and in 1858 thru '60 as Route 8167, three times weekly.

New Orleans to Vicksburg, Miss.: The 1851 and '52 lists show Route 5711, 374 mi., 6 trips weekly for 9 mos and thrice weekly for 3 mos. The 1853 list shows same except 3 trips weekly, by the trip. The 1854 thru '57 lists show Route 7309, 397 mi., 3 trips weekly. The 1858 thru '60 lists show number changed to 8165.

For this route three varieties of oval ROUTE 7309 markings are known, also a circular combination name-of-steamboat marking with ROUTE 8165, also four varieties of circular terminal markings, showing various abbreviations, and two spellings: VICKSBURG and VICKSBURGH.

New Orleans to St. Francisville, La.: The 1851 and '52 lists show Route 6102, 165 mi., 3 times weekly. The 1855 thru '57 lists show Route 7305, with 4 trips weekly in 1857. The 1858 thru '60 lists show Route 8164, 4 trips weekly.

New Orleans to Cairo, Ill.: The 1856 and '57 lists show Route 7809, 1075 mi., 7 trips weekly. A circular route-agent marking is known.

New Orleans to Memphis, Tenn.: The 1858 and '59 lists show Route 8166, 835 mi., 3 trips weekly.

R-18 "WAY" ON WATERWAYS MAIL WITH STAMPS OR ON NESBITT ENVELOPES  
OF THE 1851-1860 PERIOD

As was the case with Schedules R-14 to 17, inclusive, the information herein was supplied by Mr. Henry A. Meyer. From his article in STAMPS magazine of Aug. 1, 1953, we quote: "The mark WAY (on waterways letters) means that the letter was brought to the postoffice by the captain of a steamboat having a contract, permanent or temporary, to carry mail in locked pouches. The Post Office Department paid the steamboat a price agreed upon for carrying the mail sacks. The letters in the sacks did not receive the mark WAY; they bore the regular townmark of the postoffice where they were mailed. The WAY letters were letters which were handed to the captain or the clerk where the boat landed (or given to him in transit). Of course the captain could not put the letters into a pouch, since he had no key to open them; so he took care of the letters himself, carried them to the postoffice at the end of his run (or at an intermediate landing) where they were marked WAY, and the captain received 1ct per letter for his trouble (if he requested it)." Editor's Note: The parts in parentheses of the preceding quotation were later supplied by Mr. Meyer. If the WAY fee was not demanded, the letter was not marked WAY. The WAY mark was an auditing mark to support the payment of 1ct to the captain; this payment was recorded on the postmaster's report of WAY, STEAMBOAT and SHIP fees paid.

Prior to about Jan. 1, 1853, the 1ct WAY fee paid to the steamboat was added to the regular postage of the letter, but this practice was then discontinued at New Orleans and Mobile, and probably at other ports, notwithstanding the fact that the PL&R as late as 1859 stated, "The postmaster will pay the mail carrier one cent if demanded for each way letter . . . and add that cent to the ordinary postage on the letter." The PL&R of 1855 provided that prepaid steamboat WAY letters were subject to a 1ct payment to the captain, but this payment was not to be added to the regular postage. Unpaid WAY letters, however, were to be charged as SHIP letters: 6ct to port of arrival, and 2ct plus regular postage if forwarded beyond the port by mail.

From the above, a logical division of WAY markings is thus:

1) Markings containing only the word WAY in a handstamp. These were applied without an associated numeral to letters prepaid by stamps mailed after about Jan. 1, 1853. They also may have been applied with an associated separate numeral rating mark on letters mailed before that date, or to stampless collect or prepaid letters mailed during the period before prepayment by stamps was required. WAY markings in this group are listed in this schedule -- R-18.

2) Markings containing the word WAY and a rating numeral, with or without DUE, C, CTS, or CENTS. These were applied to letters prepaid by stamps when the way fee was to be collected from the addressee, as well as to stampless letters mailed during the period of use of such letters, regardless of whether or not the way fee was charged to the addressee. WAY and numeral markings in this group are listed in Schedule R-19.

The nomenclature and other applicable information of R-14 (Issue No. 27) applies to the following listing. Absence of rarity number indicates that the marking has not as yet been reported on a stamped cover, but there is always the possibility that it may -- either used accidentally or on a partly prepaid WAY letter.

The mark WAY without numeral.

	Rarity No.		Rarity No.
Baltimore 17x4 1/2 Ch28(1)	2	New Orleans 21 1/2 x4 Ch28(9)	1
" 16x4 1/2 Ch28(2)	2	" " same, underlined Ch28(10)	1
(the difference is mostly in the Y)		(perhaps the underline may result from the edge of the handstamp)	
*Baltimore 18mm circle Ch28(3)	3		
Ellsworth, Me. 10x5 Ch28(4)	-	San Francisco 44x22 Ch28(11)	5
Georgetown D.C. 20x5 Ch28(5)	3	Washington D.C. 21x5 Ch28(12)	3
Mobile, Ala. 26x7 arc Ch28(6)	2	" " 17x4 Ch28(13)	3
" " 18x4 1/2 Ch28(7)	2	Wilmington N.C. 18x5 Ch28(14)	4
Montgomery, Ala 17 1/2 x4 Ch28(8)	3		

\*Also seen on front of cover without townmark, but the cover is backstamped Wilmington, Del., so perhaps an identical marker may have been used at Wilmington.

R-19 "WAY" AND NUMERAL WITH OR WITHOUT "DUE", OR "CENTS" INDICATION -- ON WATERWAYS MAIL WITH STAMPS OR ON NESBITT ENVELOPES OF THE 1851 - 1860 PERIOD

For explanation, see introduction to Schedule R-18. Markings not known on stamped covers are included only when known used in 1850 or later; they perhaps may later be reported on stamped covers. Some markings of this group were used incorrectly as obliterations, probably in error. Others may have some significance on stamped covers if partly prepaid. The normal use of these markings is as follows:

WAY and 1, or DUE WAY 1c, -- on stamped letter to indicate collection of the 1ct way fee from the addressee.

WAY and 5 on stampless collect single-rate letters; no way fee collectible.

WAY and 6 on stampless collect letters; 1ct way fee collectible.

WAY and 11 on double-rate stampless collect letters; 1ct collectible.

Absence of rarity number indicates that the marking has not as yet been reported on a stamped cover.

The mark WAY and numeral, etc.

	Rarity No.		Rarity No.
Baltimore WAY/5 17 1/2x18 Ch28(15)	3	New Orleans WAY/1 18x18 Ch28(22)	2
Donaldsonville, La WAY/6 25x19 Ch28(16)	-	" " WAY/5 21x25 Ch28(23)	-
		" " WAY/6 20x18 Ch28(24)	-
*Lynchburg, Va. WAY/6 18dia Ch28(17)	7	" " WAY/6 32dia.Ch28(25)	-



	Rarity No.		Rarity No.
Mobile, Ala. DUE WAY 1c and grid 4lx17 Ch28(18)	10	New Orleans WAY/11/CENTS 26x22 Ch28(26)	-
Mobile, Ala. arc WAY/6 26x19 Ch28(19) -	-	Richmond, Va. WAY/6 17x18 Ch28(27)-	-
" " encirc. WAY/6 25 dia Ch28(20)	-	" " WAY/11 17x12 1/2 Ch28(28)	-
Mobile, Ala. encirc. WAY/11 25 dia Ch28(21)	-	Vicksburg, Miss. WAY/6/Cents 22 dia Ch28(29)	-

\*Lynchburg, Va. was a port on the James River & Kanawha Canal, and it is believed that the WAY/6 was applied to mail received from canal boats. It is found on stampless as well as stamped mail, much of which shows an association with the canal.

#### RARITY PREMIUM SCHEDULE FOR LISTS R-18 and R-19

The application of the rarity numbers to appraisal of items in any condition is shown on the Premium Schedule for Lists R-14, R-15, and R-16, page 14 of Issue 27.

Rarity No.	Premium	Rarity No.	Premium
1	\$ 5.00	6	\$ 40.00
2	10.00	7	50.00
3	15.00	8	70.00
4	20.00	9	100.00
5	30.00	10	150.00

#### ADDENDA AND CORRIGENDA

Issue 20, page 10 - insert

New Hampshire

HILLSBORO' BR' NH/ms D SL 28x2 Ch28(31) 9  
(BR stands for "Bridge")

North Carolina

YADKINVILLE. N C and str. line D in wavy frame 65x15 Ch28(24A) 9

New York

Insert Ch28(32) after SLOATSBURG

Issue 22, page 11 - add

Wisconsin

WAUSAU/D/WIS K7-31 Ch28(33) 4

Issue 23, page 14 R-7 (reported by Mr. C. W. Wilson) Townmarks including PAID or Paid, without rate

Add stock style straight line where infrequently used  
SAVANNAH, GEO.; CONCORD, N.H.; INDIANAPOLIS, IND. 2  
NEW YORK /1856 or '57 yr date/PAID 4  
PIQUA, OHIO (red) 7

Townmarks including PAID (or Paid) and 3 or 3cts.

Stock style where infrequently used  
PITTSBURG, PA.; MANCHESTER, N.H.; CUMBERLAND, MD. 2  
MARIETTA, OHIO; GEORGETOWN, S.C. 3

Townmarks with 3cts (or 3) rate numeral, where infrequently used  
SYRACUSE, N.Y. /D/ 3 with bar above "3" 3

Issue 24, page 4, 2nd parag. next to last line -

Change June 10, 1851 to June 11, 1851

page 11, add

New York

STONY BROOK L10-12 Ch28(34) 5

BERGEN L7 - 18x16 Ch28(36) 3

WILSON L14 - 19 Ch28(48) 3

Pennsylvania

LOVELAND L24-17x15 (padlock?) Ch28(35) 6

Illinois

HENRY L17 St. Andrews cross of dots Ch28(40) 4

Issue 25, /Schedule R11Massachusetts

ANDOVER M10-12 "3" Ch28(47) insert on page 13 6

EAST TAUNTON M4-22 blue Ch28(51) insert on page 14 5

Michigan

DETROIT M12-21 3/CENTS encirc. Ch28(39) (page 13) 6

New Hampshire

NASHUA M10-12 1/2 "3" Ch28(46) insert on page 13 6

Issue 27, page 6, top of page:

Inspection of cover shows corner card is green, but the inscription is D.L. Seymour & Son, Iron Founders, Machinists & Engine Builders (with illustrations of products).

Page 12 - STEAM, add

New Albany, Ind. 39x7 Ch28(30) 6

WAY 1 WAY 2 WAY 3 WAY 4 WAY 5 WAY 6

WAY 7 WAY 8 WAY 9 WAY 10 Way. 11

WAY 12 WAY 13 WAY 14

WAY 15 WAY 16 WAY 17 Due WAY 18 WAY 19 YADKINVILLE N.C. JAN 8

WAY 20 WAY 21 WAY 22 WAY 23 WAY 24 24A

WAY 25 WAY 26 WAY 27 WAY 28 WAY 29

HILLSBORO BR. NH. 31 March 12 WIS 33 34 35 36

37 RICHMOND & POTOMAC MAR 8 R.R. 38 A. & O. R.R. 1850 GEO. 39 3 CENTS 40 41 PAID 42 PAID 43 PAID

Advertised, 44

PAID 9 45 33 46 47

48 49 POKEEPSIE N.Y. 23 JUL 5CTS 50 51 PAID 3

FORWARDED