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## 3c. '51-'57 Chronicle

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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.

### STEAMBOAT ROUTE-AGENT MARKING ON FIRST-DAY COVER

Dr. G. B. Smith reports No. 1, an extraordinary addition to his remarkable collection of S1's on first-day covers. The cover is part of a folded letter and shows no year date. It carries the rare circular LOUISVILLE & CINCINNATI MAIL LINE marking that has MAIL LINE at bottom of circle. The stamp is lightly tied with grid; both markings are in blue. Unfortunately the stamp is damaged but it is unmistakably a plate 1(e) from right pane. As the latest known plate 1(e) use is March, 1852, any cover showing a July 1 date with stamp from that plate is an 1851 use. The year is also fixed in this instance because this route-agent's marking went out of use shortly after July of 1851; the marking is one of the rarest of its group. No example of it was shown at CENEX used with 3ct stamp.

Stamps were sold in Cincinnati on July 1, but none are known to have been sold on that date at Louisville or points between. It is probable that the writer of the letter boarded the boat at Cincinnati and wrote the letter on board, or at least posted it on board. Either the writer or the route agent had previously obtained the stamp at Cincinnati.

Examination of this cover by ultraviolet light shows all parts of the markings fluoresce equally, and no signs of erasures or alterations are apparent.

#### LOCAL STAMPS FOR CARRIAGE "TO THE U.S. MAILS"

The beautiful exhibit at CENEX by Mr. H. E. Abt was mentioned in Issue No. 12 which stated that further information would follow concerning his covers which exemplify the use of locals and semiofficial carrier stamps for transit to the mails; that is, letters that were conveyed to another town by regular mail but brought to the post office by local carrier. This is an interesting side-road of 3c '51-'57 collecting that more of us well might take with advantage because of the historical association that attaches to each cover by reason of its being an instance of private vs. public enterprise, so much in the forefront now.

The use of locals for carriage to the mail is not as common as might be imagined because the U.S. postal service did everything in its power to hold to itself all such pick-up of mail, except in the cases where the carrier service was sponsored by the postal service on a semiofficial basis. In New York for most of the '51-'61 period this aggressive competition extended so far that the U.S. service carried mail to the post office free of charge if such mail was placed in the U.S. letter box, yet it charged 2cts to the recipient for the reverse process of delivering the mail from the post office to the addressee's location. This apparent injustice arose because of the fact that the incoming mail was already in U.S. postal-service hands and a local carrier could not obtain it except under what are believed to be exceptional conditions. Thus, by the simple expedient of picking up free and delivering for 2cts, the U.S. postal service obtained the equivalent of 1ct per letter, say, for each trip going or coming. That the local carriers in New York were able to get any business "to the mails" under this condition is probably due to some advantages of convenience and relative location of letter boxes. Anyway, this explains why there are so few covers from New York showing use of locals and a 3ct stamp for carriage from the letter box in New York to another town. There is a similar scarcity of covers in which locals are used and the U.S. mail transit was stampless, prepaid or collect.

It is of course known to all that in the Spring of 1860, the U.S. carrier charges were revised to 1ct for pick-up and 1ct for delivery, a correction of this inequity, but at this time other pressures were being applied against the local posts.

Mr. Abt's exhibit at CENEX comprised 48 examples of carriage to the mails on inter-city letters. Those that had both local and U.S. stamps applied (instead of being sent stampless) are listed in the following. Items that do not appear in Scott's Specialized U.S. catalog as "with 3c '51 or '57" are marked with asterisk. So far as possible, dates of use are given.

D. O. Blood & Co., Philadelphia: 15L13, S2, '52; 15L14, S2, '53, '54, '55, and '56; 15L14, S5; \*15L15, S2, '54.

Bronson & Forbes, Chicago: 27L1, S2, '54.

Browne & Co's City Post, Cincinnati: 29L1, S2.

Glen Haven Daily Mail, Glen Haven, N.Y.: 71L3, U-10 env.

Boyd's City Express, New York City: 20L8, S2, '54, '55; \*20L12, S2, '57; \*20L14, S2, '57; \*20L14, S5, '59; \*20L18, S5, '61.

Broadway Post Office, New York City: 26L1, S2, '53.

East River Post Office, New York City: \*62L4, S2.

Libby & Co's City Post, Boston: Handstamp, page 443 Scott Specialized 1952 edition, with S2.

Metropolitan Errand and Carrier Express Co., New York City: 107L1, S2, '56.

Metropolitan Post Office, New York City: 108L5, S2; \*108L4, S5.

One Cent Despatch, Washington, D. C.: 112L1, S2.

St. Louis City Delivery Co., St. Louis: \*112L1, S2.

Swarts' City Despatch Post, New York City: \*136L3, S1; 136L9, S2; 136L10, S2, '53, '56; L136L14, S2.

Union Square Post Office, New York City: \*141L1, S2; 141L2, S2.

The collection also showed examples of all of the cataloged uses of semiofficial carrier stamps used with 3c '51-'57 of Baltimore, Boston, and Charleston, S. C., as well as a generous assortment of covers in which the intercity transit was by stampless prepaid or collect rating.

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

Mr. L. W. Kaiser reports No. 6, Edgerton, O., on cover with S3 (30L7); the date "Aug. 9" is in pencil. Dr. G. B. Smith reports No. 4, "TE. CASSEL. A" on S2 (63R3). A search of the post office list for Alabama and Arkansas fails to show any town fitting these letters. Further information is requested. No. 5, submitted by Mr. F. L. Scholl, ties S2 (1857 use) on cover bearing mss. townmark of Savannah, N.Y. Mr. Scholl also reports a similar case of JUNE 19 tying S2 (1857) and a JAN. 23 tying S5 (1858). All are on covers from the same correspondence. This usage of the straight-line date mark applied separately as an obliterator is indeed unusual.

The well-known ORFORD-VILLE N.H. curved-line townmark on cover is usually associated with a blue PAID over 3 squarely placed on the stamp. Mr. L. W. Kaiser calls attention to the fact that two types of PAID over 3 were used for such purpose; one of them has PAID in the form of an arc, and the other has PAID in a straight line. His collection has covers showing both cases, each in blue and on S2.

HOLLIDAY'S COVE, VA., is shown as No. 13, Issue No. 2, as tying S1; the lettering is upper and lower case. It is also listed in the Konwiser U. S. Stampless Cover Catalog in the same way. However, lot 1512 of the Charles F. Meroni U.S. Sale (a John A. Fox production) has this marking on cover tying S2 but all letters are capitals. Both kinds of markings appear to have been set from printer's metal type.

Mr. A. Rubel, Jr. reports No. 22, WOODVILLE, PA. in double-line oval tying S2 of 1856 shade. This is also pictured in the Ashbrook book on the 1ct. stamp, Vol. II.

The May, 1952, issue of POSTAL HISTORY, capably edited by Mr. F. L. Scholl, contains an article by Mr. H. McLellan about HOYLETON, N.Y., picturing its straight-line townmark, a map of the area showing the exact location of the town, and pertinent historical data (see our Issues 12 and 13).

#### IMITATION BOSTON PAID

No. 3 on S2 (25R6) reported by Dr. G. B. Smith is from an unknown town. Of the considerable number of imitation Boston Pairs so far reported, only a few remain

unidentified. Cooperation of all is requested in this case as well as in the instance of the other few missing towns.

#### ENCIRCLED WAY over 6 of LYNCHBURG, VA.

Referring to Issue No. 14, Mr. W. H. Semsrott writes that he has this marking on cover tying S1, in ultramarine. There is no other marking on the cover; origin is Richmond, Va., July 29, 1851. The letter pertains to tobacco shipments to Europe and does not mention canal business. However, it is rather significant that the letter originated in the same general area as the other letters. This cover is also addressed to Lynchburg. Dr. G. B. Smith reports a similar one, also tying S2. The point of origin of Dr. Smith's example is unknown.

#### SCOTCH TAPE

A recent memo from Dr. Chase stresses the importance of using no Scotch tape upon stamps or covers. Convenient as this material is, the fact remains that the gummy substance of the tape gradually works its way along the paper, often a considerable distance from the place of application. The affected paper becomes transparent and discolored, so much so as to ruin any philatelic specimen brought into contact with the tape.

#### WHAT STEAMBOATS CARRIED ROUTE-AGENTS WITH ROUTE HANDSTAMPS?

It is unusual to find a steamboat route-agent marking associated with a name-of-steamboat marking. Exceptions are the large ROUTE 7309 with U.S. MAIL PACKET NATCHEZ and the similar case in which ROUTE 8165 is combined with the same steamer name in a circular handstamp. The use of route-agent handstamps on steamboats on the lower Mississippi was described in Issue No. 13 as applying to the New Orleans-Vicksburg markings. Mr. H. A. Mayer supplements that information by reporting a cover bearing N. ORLEANS & WICKSBURGH RIV. M that is inscribed "Str. Vicksburg."

Continuing, Mr. Meyer also says, "Whereas on the lower Mississippi, the Red River, the Ouachita, and the Alabama, the writer of the letter nearly always inscribed on it the name of the boat by which he intended it to go, on the Ohio and middle Mississippi this was never done. I do not possess, and to the best of my recollection have never seen, a cover carried by a boat on the Ohio or middle Mississippi south of St. Louis with the name of the boat written on it. Why this difference in custom? After 100 years, who knows?"

Mr. Meyer also refers to there being much information available about the early boats on the Ohio, middle and upper Mississippi rivers, but substantially nothing as to what boats operated under mail contracts and for what periods. Research among old newspapers perhaps could elicit this information, but it has not so far come to light because until recently nearly all cover collectors had not realized the difference between a contract boat and one having no such contract. Nor was it realized that there was any essential difference philatelically between a boat operating under a mail contract that had a route agent with handstamp and one that had no such route agent.

An early advertisement shows that in 1853 the "U.S. Mail Line" operated Strs. Ben Franklin and Telegraph No. 3 on the Louisville-to-Cincinnati run. On the

Louisville-to-St. Louis run the steamers listed are Fashion, Telegraph No. 2, General Pike, Lady Franklin, Pike, and Lady Pike. An 1856 advertisement for this line shows Strs. Jacob Strader and Telegraph No. 3 on the Louisville-to-Cincinnati run, and to St. Louis six steamers: Alvin Adams, Fashion No. 2, Moses McLellan, Northerner, Southerner, and Superior.

Covers are known of the St. Louis-to-Keokuk run as follows: ST. LOUIS & KEOKUK S.B. with inscription "per J. Deans," and the ST. LOUIS & KEOKUK STEAM is known used in 1856 showing "pr Quincy." Mr. Meyer writes that the Str. Jeanie Deans was built in the summer of 1852; another boat of the same name was built in 1860.

Further information about these markings comes from Mr. R. McP. Cabeen, who reports: ST. LS. & KK STEAMERS on letter marked "J. Deans" of May 30, 1856 and also one marked "Keokuk" of Oct. 31, 1856; ST. LOUIS & KEOKUK STEAM marked "Die Vernon" of July 10, 1856 with a similar inscription "Di Vernon" on the inside of the letter. The same mark is also found on letter of Feb. 26, 1857 marked "Via Quincy" which may be a reference to a transfer point on the route and not a steamer name. All of Mr. Cabeen's covers bear S2, originated at St. Louis, are addressed to Macomb, Ill., and are on Price-Current sheets of Dutcher & Co., St. Louis.

#### N.O. & VICKS RIV. M.

This is the rarest of the New Orleans-Vicksburg steamboat route-agent markings. A tracing is No. 19 which ties S5 on cover addressed to Messrs. Carroll, Hoy & Co., New Orleans. There is no evidence of year or place of mailing. It does not appear that this marking has heretofore been illustrated, so far as Ye Editor knows.

An inventory is being compiled of known examples of steamboat route-agent markings on covers bearing S1 to S5 with the thought in mind of making available to members a tabulation on the basis of scarcity. Will those who have not previously sent such inventories please do so. Exhibitors at CENEX need not reply except as to items owned but not exhibited. The whereabouts of such markings in non-members' collections is also desired.

#### N. ORLEANS & CAIRO RIV. MAIL

Referring to Issue No. 14, page 13, space in that issue was unavailable for showing tracing of the "V. MAIL N." found by Mr. W. W. Hicks on S2 that completed the marking illustrated as No. 64 in Issue No. 2. The missing link is now shown as No. 18. Match it with No. 64 of Issue No. 2 and you have nearly the complete marking.

#### NEW RAILROAD ROUTES AND MARKINGS

Mr. C. W. Remele reports the following valuable discoveries and notes as to railroad markings:

In a recent John A. Fox sale were noted two covers with station cancellation of B. & O. R.R. MONROVIA on S5. This marking is believed heretofore listed only for the '61 period. A BOSTON & FITCHBURG R.R. is reported in blue tying 89L2(L) on cover dated Feb. 12, 1853. Although this usage is listed in Dr. Chase's book, the marking (with "T" omitted in Fitchburg) does not appear as late as this in the Blake-Davis book on Boston Postal Markings.

No. 15, SAND'Y & NEWK R.R. (Sandusky & Newark) ties S2 (1855 shade) on cover addressed to Independence, Butler Co. Ohio. This is believed not so far reported. Another new one is No. 16, MANASSAS GAP R.R. in red, tying S2 (1855 shade), addressed to New York. Nos. 15 and 16 were in the recent Kelleher Sale of railroad markings. No. 17, PHA & BALTIMORE R.R., though a listed railroad, differs in detail -- for one thing the "&" in the marking is same size as the letters; also the illustrated marking is smaller. This new marking is reported by Mr. W. W. Hicks and by Mr. W. Wyer.

No. 20, the STEUB. & INDA R.R. O. is copied from the American Philatelist in which there recently appeared an article by Mr. J. S. Campbell announcing the discovery of four covers bearing this marking, as well as showing a map and giving interesting data concerning this railroad (Steubenville & Indiana R.R.). The marking is new to listing so is included herein to round out our published illustrations of such marks.

No. 21, CHICAGO & MILWK. R.R. on cover with S5 is another new route, discovered by Mr. O. A. Olson. When sending the tracing Mr. Remele writes, "I have always thought there ought to be a route-agent's marking of this railroad somewhere as the road was in operation as early as 1855."

Mr. H. A. Meyer reports having noted in the collection of Mr. E. M. Funk a WAY letter from an unspecified town in Louisiana to New Orleans in which at lower left is inscribed N.O.O. & G.W. R.R. (New Orleans, Opelousas & Great Western R.R.) in the handwriting of the sender. Mr. Meyer writes that this undoubtedly is a routing instruction by the writer of the letter -- most unusual in connection with railroad routings, but rather common when the routing was by way of a certain steamboat. See also articles on VIA M. & I. R.R. in Issues Nos. 10 and 11.

#### CONTRACT WITH ROUTE AGENTS

Although dated before the '51-'60 period, the document copied below will be of interest to all students of our early railway route-agent service. All filled-in parts are underlined. This bit of philatelic Americana was submitted by Mr. C. W. Remele:

Copy of letter addressed to James M. Alden, Esq., Utica, N. Y. - franked with ms. "P. O. Dept. M. Hobbe," and postmarked Washington City, D. C. Jul 16.

"Post Office Department  
July 12, 1842

"Sir,

You are hereby appointed mail agent on the Rail Road line from Utica to Auburn and back from the 20th July instant. You will take the oath required by law and enter upon the duties of the office at that time. Your compensation will be at the rate of \$800 a year - payable quarterly or more frequently as the regulations of the Auditor's office may prescribe. You will accompany the mail from the Post Office at Utica to the Post Office at Auburn and from the Post Office at Auburn to the Post Office at Utica. You will take strict charge of the mails until they pass into the Post Offices or into the hands of the regular carriers. You will also take charge for the time being of the Post Office car. You will assort the mails and deliver in pouches those for the intermediate offices and receive mails from them, and to enable you to do so, you will be provided with the key to the iron lock; you will also act as mail messenger and in that capacity receive letters written after the mail is closed and way letters and other mailable matter, note on them when received,

deliver them into the office addressed, if on the route, if not, into the office on or at the end of the route at which they should be mailed, and also to the person addressed where desired and practicable. You will receive the postage on pre-paid letters and collect it on letters not pre-paid, when delivered by you, observing in all cases to take the legal postage rated by tale. You will at the end of each week pay over the amount so received to the Postmaster at either end of the route and (keeping full and faithful accounts of the same) deliver to said postmaster at the same time an account of the postages so received and collected and of all letters received and conveyed and send at the end of each week a copy of said account with the duplicate receipt [sic] of the Postmaster to the Auditor for the Post Office Department. You will faithfully report all irregularities and failures in the service. You will not absent yourself from the service, but for necessary cause to be reported to E. Jerome Humphrey and you will engage no substitute but upon the approval of said Humphrey.

You will be subject to deduction of pay for absence unless satisfactorily explained in due time and an approved substitute is furnished. You will obtain certificates of the Postmaster at Utica and Auburn of the faithful rendition of your service at the end of the quarter or the month as the case may be to entitle you to pay.

Respectfully  
Your Obt. Servt  
C. A. Wickliffe

P.S. As mail messenger you are to be controlled by and responsible to the Postmaster General but under the immediate supervision and direction of E. Jerome Humphrey.

C. A. Wickliffe.

To Mr. James M. Alden, Utica, N. Y."

#### S1 -- MULTIPLE PIECES

Mr. R. McP. Cabeen adds the following interesting list of S1 multiples off cover from his collection to previously reported items (mostly in Issue 12). Those larger than strips of three are noted.

- Plate 1(e): strip of 9-1/2 -- 81 to 89R plus one-half of 90R; mss cancel.  
strip of 5 -- 74 to 78R; black circle grid cancel.  
strip of 5 -- 45 to 49R; black circle grid cancel.
- Plate 1(i): strip of 7 -- 64 to 70L; black circle grid cancel.  
strip of 5 -- 2 to 6R; rectangular dotted grid.  
strip of 4 -- 7 to 10R; rectangular dotted grid.  
The above two are cut from same sheet, reconstructing a strip of 9.  
block of 6 -- 74 to 95R; black town cancel.
- Plate 2(e): strip of 5 -- 21 to 25L; mss. cancel.  
strip of 4 -- 17 to 20R; mss. cancel.  
strip of 4 -- 92 to 95R; black town cancel.
- Plate 5(e): strip of 4 -- 26 to 29R; black town cancel.

He also has numerous pairs from a single correspondence originating at Placerville, Calif., that as to any plate were cut from the same sheet so they match exactly as reconstructed pieces, as follows: "block" of 9, 12 to 26R2(e); "strip" of 6, 45 to 50 RO; "strip" of 4, 83 to 86 R5(e).

ADDITIONS AND CHANGES -- DR. CARROLL CHASE'S BOOK ON 3ct. '51-'57 STAMP

Supplementing lists of revisions in Issues Nos. 2, 3, and 7, Dr. Chase sends the following; they apply to the 2nd edition of his book:

- Page 61: The crack, Fig. 40, is surely from plate 18.  
 Page 132: Reconstruction of all states of plate No. 10 has been completed.  
 Page 245: The mss. date below LIMERICK, N.Y., Fig. 136, should be 1859; not 1851.  
 Page 250: Worcester, Mass., Sept. 29, 1855 should be added to the 1855 list.  
     To the 1856 list add Bennington, Vt. (blue), May 24, 1856; Argyle  
     (State unknown), May 3, 1856; and Cleveland, Tenn. (brown), Mar. 12,  
     1856. Note that this antedates the listed black marking.  
 Page 280: Fig. 156 should read "R.R." at bottom (for River Route) instead of  
     "R.M." No "R.M." mark having Vicksburgh (with final h) is known.

CONSISTENCY, THOU ART A JEWEL

Inspection of some recent catalogs of auctions of important collections of stamps on cover show a trend in the direction of failing to disclose the condition of the stamps. If the postal marking is, say, very fine, the item is called v.f. even though the stamp may be poor or fair. This has even been noted in cases where the catalog preface says the "stamps are fine unless otherwise stated," or words to that effect. If mail bidder's confidence is to be held, it is believed that disclosure of condition of stamp is as important as that of the postal marking.

OUR ILLUSTRATIONS

The illustrated items, not otherwise described, are as follows:

From Dr. G. C. Smith, No. 2, blue STEAMSHIP in circle, struck three times, ties strip of three S2; also bears New Orleans townmark, Mar. 2, 1857. "Due 1" is added in pencil to complete the 10-cent rate. Letter is addressed to Columbus, Miss. The characteristic wavy line at bottom of circle appears equally on all three strikes.

No. 7 on cover, SAINTE MARIE, ILLINOIS, with stars, is reported by Mr. L. W. Kaiser on S2 (71R1(L)), used in 1853. Stamp is tied with grid without circle. Spelled-out State names are unusual, especially when combined with ornaments. No. 8, PAID over 6, is reported by Col. E. B. Murphy used at New Orleans for double-rate pre-paid stampless. The cover upon which this genuine mark appears is one selected by a faker for "adding" an S-2 "bisect," -- a very crude job of faking of the bisect, but it is recorded for benefit of the unwary.

No. 9, cloverleaf on S4, is from West Hampton, Mass.; No. 10 in blue on S2 is from Canaan, N.H.; No. 11 on S2 is the Marlow, N.H. red star; and No. 12 on S4 is the star of Hempstead, Tex. No. 13 on S2 is an unusual ADVERTISED in Chicago townmark; and No. 14 is an unusual mss. "G" applied on S2 at Galesburg, Ill. (compare with the "W" of Weston, Mass. -- see CHRONICLE, Issues 5 and 11). All of these markings are reported by Mr. C. W. Wilson.

No. 23, rosette of V's in blue is reported by Mr. A. Rubel, Jr., tying S1 of Toledo, Ohio, Oct. 2, 1851. Nos. 24 and 25 are reported by Mr. R. S. Burleigh as on stampless; No. 24 is a most unusual colorless PAID in "3" (see Issue 11, page 5). No. 25, in blue, is from Bradford, Vt.



## SUGGESTED "CATALOG" PRICES FOR 3ct '51-'57 STAMPS

This is the Fall season of new catalogs. Although the Scott U.S. Specialized Catalog had not come to hand as this was written, a check of the regular 1953 edition makes it appear that no marked change of prices can be expected in the 1953 Specialized, except that our S4 will receive separate listing as No. 26a.

Unit members know what they are paying for these stamps, and unless the colors are the muddy ones of 1853-4-5 the S2 stamps are not to be had at the Scott catalog prices, and even these have about been cleared from dealers' stocks. So to reflect actual prices and to codify this matter of base prices of singles as a protection to members' investments, the compiler (Ye Editor) takes the liberty of submitting for review the tabulation of prices herewith. Following the practice of European catalogs, each color is separately listed. This is thought to be a better arrangement than to show a premium for colors other than the commonest.

It will be noted that among the various groups certain of the commoner colors and subtypes are listed at not more than the Scott catalog price. The colors follow those given in Dr. Chase's book on the stamp; his color names have become accepted and well understood.

As more completely brought out in Issue No. 14 (Definitions of Condition), the prices given herein are for single stamps (off cover) in Fine condition (2+) to correspond with the pricing basis of the Scott catalogs, which state that such pricing is for stamps in "fine" condition. Stamps in very fine, superb, or perfection condition sell for more, and those good, average, fair, or poor sell for less. A table of multipliers is included herein to reflect the compiler's belief as to how the catalog (2+) prices should be modified to cover stamps in any other condition.

After review by the membership, the publication of a pamphlet of these base prices supplemented by premium prices for varieties, postal markings etc., might perhaps be undertaken as a Unit project. Space does not admit of discussion in support of the pricing and method of classification used in these tables, but the compiler will gladly supply further information on request.

PRICES OF USED SINGLES (OFF COVER) IN FINE (2+) CONDITION  
(Condition is as defined in D-1, CHRONICLE, Issue 14, page 10,  
"Definitions of Condition of Singles, S1 to S5, incl.")

For price in any other condition than Fine (2+) use  
multiplying factors tabulated below.

A dash (-) indicates item known but not priced. A blank indicates item not known to the compiler. If number of plate is unknown, use lowest price for color and type. If position on plate is known, a premium for plating cost is to be added (at present such costs are about 25¢ for plates 1(L), 2(L) and 3, 35¢ for 4, 5(L), 6, 7, and 8, and 50¢ for S1 stamps as well as such S4 and S5 stamps as can be plated or whose position is not evident from plate variety). Similar premiums apply if the stamp shows a significant plate variety, is part of a multiple piece, is unused or on cover, or is associated with a postal marking of value (the compilation of such premium listings is a future project).

Tabulated prices are subject to Notes that follow each section.

For prices applying to stamps in any other condition than Fine (2+) multiply by factors as follows, before adding premium for plating charge, etc., if any:

M-1)	Condition		A	B	C	
			S-1	S-2, S-4, and S-5	S-3	
1	Superb	1	2.0	2.5	4.0	Multipliers for Perfection Grade, 1+, are not supplied because such items appear to have no top limit of value; so are usually personally negotiated.
2	Very Fine	1-	1.6	1.8	2.5	
3	Fine	2+	1.0	1.0	1.0	
4	Good	2	0.7	0.5	0.5	
5	Average	2-	0.5	0.3	0.3	
6	Fair	3+	0.3	0.2	0.2	
7	Poor	3	0.2	0.1	0.1	

Types: Type I, recut inner lines left and right; IA, inner line only at left; IB, inner line only at right; IC, without inner lines.

P-1) Used Singles S-1 in Fine (2+) Condition as Defined by D-1 (see CHRONICLE, Issue No. 14)

Color	Plate	A	B	C	D	E	F	G	H	J	K	L	
		0	1(e)			1(i)				2(e)	5(e)		
		Type	I	I	IA	IB	IC	I	IA	IB	IC	I	I
1 Orange brown; yellowish orange brown		3.00	4.00	7.00	6.00	5.00	3.00	6.00	5.00	4.00	3.00	3.00	-
2 Deep orange brown		4.00	5.00	8.00	7.00	6.00	4.00	7.00	6.00	5.00	4.00	4.00	-
3 Coppery orange brown		5.00									5.00		

N-1) The coppery orange brown has a deep reddish cast; sometimes this color is described as reddish orange brown.

P-2) Used Singles S-2 in Fine (2+) Condition as Defined by D-1 (see CHRONICLE, Issue No. 14)

Color and Year	Plate No.	A	B	C	D	E	F	G	H	J
		1	2	3	4	5(L)		6	7	8
		Type	I	I	I	IC	I	IB	IC	IC
1 Orange brown	1851	3.00	-	-						
2 Brownish carmine	1852	1.00	.80	.80						
3 Bright brownish carmine	1852	2.00	1.50							
4 Dull claret	1852-3	3.00	3.00							
5 Pale dull red (brownish)	1853	.60	.50	.50						
6 Dull rose red	1853-4-5	.50	.40	.40	.50					
7 Dull orange red	1855	.50	.40	.40	.50	.80	1.50			
8 Dull yellowish rose red	1856		.60	.60	.60	.80	2.00	.80	.80	1.00
9 Brownish carmine	1856		1.00	1.00	.80	1.20	<del>2.60</del>	1.20	1.20	1.50
10 Dull rose claret, brownish claret	1857		1.00	1.00	1.00	1.50	3.00	1.50	1.50	2.00
11 Plum	1857		3.00	3.00	3.00			3.50	3.50	4.00
12 Dull yellow brown, dull rose brown	1857		2.50	2.50	2.50	3.00	-	3.00	3.00	3.50

- N-1) The extra-line (or lack of line) varieties of three right rows of plate 3(L) and on plate 6 command a premium as an added plate variety.
- N-2) The Type IB stamps on plate 5(L) are Nos. 3, 4 and 12L.
- N-3) Claret and brownish-carmine stamps of 1852-3 are distinguished from those of 1856 by cover date or other evidence. Well printed copies of 1852-3 show all hairs in Washington's head; those from plates 2(L) and 3 used in 1856 generally do not, but those used in 1857 are better because plates were well cleaned late in 1856.
- N-4) Each color varies considerably in depth. Care must be taken not to confuse the darker colors with those caused by sulphuretting. Hydrogen peroxide treatment will usually reveal the true color.
- N-5) There is considerable variation of orange-browns of 1851 used for plate 1(L), so much so as to lead many to believe that this plate was used for experimenting as to inks in contemplation of the color change made about the end of the year.

P-3) Used Singles S-3 in Fine (2+) Condition as Defined by D-1 (see CHRONICLE, Issue No. 14)

Color	Plate No.	A	B	C	D	E	F	G	H
		2(L)	3	4	5(L)		6	7	8
		Type	I	I	IC	I	IB	IC	IC
1 Dull rose claret; brownish claret		7.00	8.00	2.50	6.00	-	3.00	3.00	3.50
2 Plum				-					
3 Brownish carmine			8.00	2.00			2.00	2.00	2.50
4 Dull red (1859) thin paper				2.00			2.00	2.00	

N-1) Notes N-1, N-2, and N-4 of P-2 apply.

P-4) Used Singles S-4 in Fine (2+) Condition as Defined by D-1 (see CHRONICLE, Issue No. 14)

Color	A B C D E F						
	Plate No.	10(e)	10(i)	10(L)	11(e)	11(i)	11(L)
1 Brownish carmine		1.50			1.50		
2 Dull rose claret			2.50			2.50	
3 Pale yellow brown		2.00	2.00		2.00	2.00	
4 Dull rose brown		1.50	1.50	1.50	1.50	1.50	3.00
5 Dull red				1.00		1.00	3.00

N-1) Note N-4 of P-2 applies.

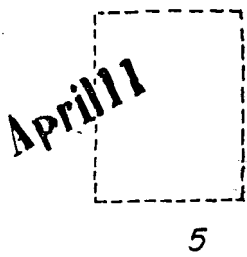
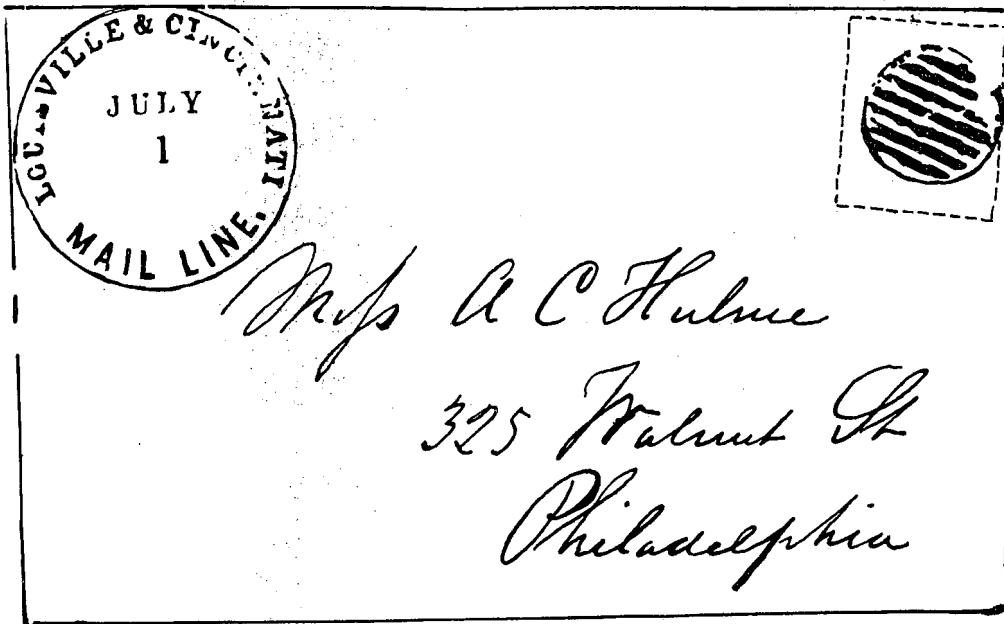
P-5) Used Singles S-5 in Fine (2+) Condition as Defined by D-1 (see CHRONICLE, Issue No. 14)

Color	A B C D E					
	Plate No.	9(e)	9(L)	15	12-14 16-19	20-28
1 Brownish carmine			.50	.50		.25
2 Bright brownish carmine			1.00			
3 Dull rose claret, brownish claret		1.00				.50
4 Plum				-		
5 Pale yellow brown				.50		
6 Dull rose brown			.50	.50	.50	.15
7 Dull red				.25	.25	.15

N-1) Note N-4 of P-2 applies.

N-2) From an unknown S-5 plate is rarely seen a color exactly matching deep orange brown of 1851; they sell for about \$10 in 2+ condition.

N-3) Plates 12-14 and 16-19 doubtless appear in colors other than the two indicated. Difficulty of identifying stamps from these plates prevents full listing.



Edgerton, O *Aug 9*

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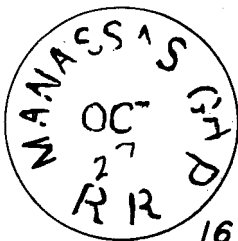
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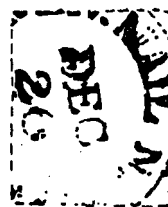
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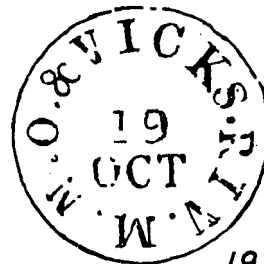
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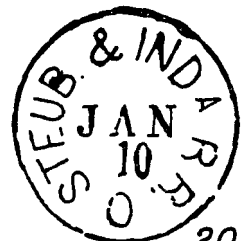
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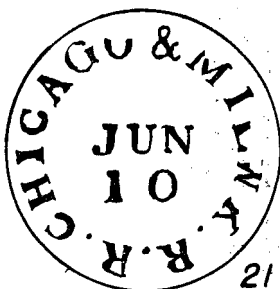
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