

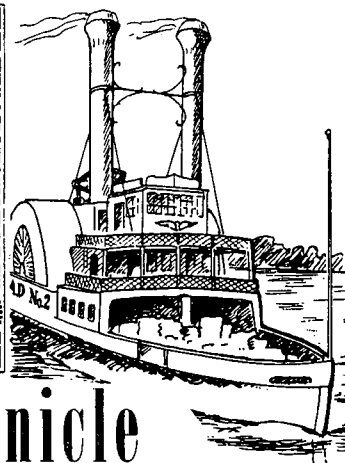
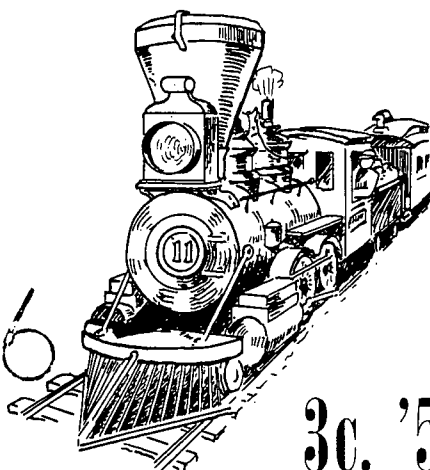
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VARIETIES AND SYMBOLS

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.

A JEFFERSON-TERRITORY COVER FIND by Towner K. Webster, R.A. No. 29

All stamp collectors dream about "finds"; they hear about them and participate in them. The Carroll Hoy and Kennedy finds have elements in common with Calumet and Hecla and the Mesaba Range. There is a lot of the prospector in all of us.

One classification of "finds" might be called "Outside" and "Inside" for want of a better description.

The "Outside" is romantic, thrilling and exciting. It means a trunk in the attic of an old house a long way from home. And most often it means a stark disappointment. Someone had been there before and had torn off all the stamps from the letters.

The "Inside" is prosaic, dull, and peaceful. It is in your own closet where the shoe box or whiskey carton of covers had been cached years before. But it does produce pay dirt ten times where the other one does once. Let me illustrate one of each.

I have a summer home on the Rock River about 100 miles west of Chicago. Last fall at a hobby show in a nearby town a friend of mine told of a grand little old lady of 82 years who lived 15 miles away in a house built by her father in 1848, a town close by was named for him and he was postmaster there in the '50s. She must have some old letters as well as the lovely china and antiques which my friend had seen. Sure enough a telephone call said she had some letters about the civil war time and she would be glad to have us look them over the next day. My wife and I drove out on a bitter cold November day, picked up our friend and drove out into the country to look at the find. Everything was as promised: a big old house, lovely antiques and a most charming and alert little lady - except - yes, you guessed it, someone had torn off all the stamps, much to the surprise and chagrin of our hostess.

Now for the "Inside" find.

Charlie Putnam of Peoria was scheduled to talk to our Collectors Club in Chicago on early Illinois towns (a subject on which he has done some wonderful research work). The program committee chairman had asked me to bring along a few 1857 covers with unusual Illinois postmarks.

I have several thousand 3 cent - 1857 covers that I started collecting over 20 years ago. After I've sorted them for plate varieties and cancellations, I periodically file them by states. That is, I aim to do that but am very unsystematic. When the Chase-Cabeen book on "Territorial Postmarks" came out, I read with great interest about the "unofficial" states or territories Frankland or Franklin, Deseret, and Jefferson.

Now to get back to the Collectors Club meeting. I got out the carton with covers filed by states, took out a package of Illinois towns, and started to sort out some unusual ones. Suddenly I came across the one that has the address illustrated (No. 26) addressed to:

Mr. Leonard S. Briggs
Golden City
Jefferson Territory

the last spelled out (not abbreviated) from Alton, Ill. The stamp is S5 tied with uncircled blue grid. So I looked in Chase-Cabeen and found that the Darlington Collection had two covers to Golden City, J.T., and "Sandy" Cabeen says there are probably 5 or 6 known covers addressed to that "territory." Of course it would be wonderful if a cover could be found from there instead of to there, but that is quite improbable as it was an "unofficial" territory and letters emanating from Golden City or Mountain City should have been from Kansas Ter. Anyway, it is very interesting postal history that letters could be addressed to this "territory" and reach their destination.

But this is not the end. I started a further still hunt in the boxes in the closet and uncovered other letters sent to Leonard S. Briggs at Alton, and finally found two more to him addressed to "J.T." from Philadelphia - one to Golden City, J.T., and one to Mountain City, J.T. c/o Hinkley Co.'s Express, St. Joseph, Mo. Where I got this Briggs correspondence, I haven't the least idea. Probably I've had them for 15 years, and maybe among other drawers and boxes I shall find some more.

So you see - the "Inside" finds sometimes pay off!

METROPOLITAN ERRAND & CARRIER LOCAL USED
"TO THE MAILS" IN NEW YORK CITY

The local stamp of the Metropolitan Errand & Carrier Express Company (Scott's Nos. 107L1 - 4) is thought by many to be the most beautiful example of intaglio engraving of any early stamp associated with the mails. The background lattice-work of engine-lathe origin is beyond compare. Scott lists the 1ct value as used with S2, doubtless on letters carried by the Metropolitan service to the mails for points outside of New York City. Mr. H. E. Abt reports two of these covers: one is our No. 1 with backstamp as illustrated No. 2, and the other was a cover in the Harry Spring collection that bore a 3c '51 (S2) with red strike of the Metropolitan's shield postmark.

Recently one of our philatelic writers published a comment expressing doubt that a Metropolitan usage "to the mails" existed, except for one instance seen in which it was his belief that the Metropolitan stamp had been added to a genuine S2 cover at a later date than the actual use of S2. As a consequence, we have made a particularly close examination of the cover illustrated as No. 1 (which also appeared in Mr. Abt's exhibit at CENEX).

It is noticed that the townmark that overlaps the Metropolitan stamp and S2 is the usual New York 1856 townmark that contains a single thick bar below date. It shows the characteristic slightly lop-sided circular outline that shows on many covers with this marking, indicating damage to the handstamper at some time during its use. Black light examination shows nothing out of the way or evidence of paint-in. It is the reverse side of this cover, however, that is the clincher as to its being an authentic to-the-mails usage. As shown in No. 2, the envelope was stamped on the flap after sealing with the well-known oval handstamp of A.M. HINCKLEY & Co, the predecessor firm from which came the Metropolitan Errand & Carrier Company. These handstamps were used more or less continually on Metropolitan mail even after the change of name.

It is evident that it was not Mr. Abt's example to which the aforementioned writer referred because if it were one would have to imagine a set of circumstances well nigh impossible; to wit, a cover bearing S2 would have to be found that had the Metropolitan oval handstamp applied impressed and intermingled in the paper fibers of the envelop flap. To this cover would then have to be added the Metropolitan stamp, and paint-over of the New York townmark made in a manner to defy detection, and to reproduce the slight lop-sidedness about which few are informed.

We are indebted to Mr. Stanley B. Ashbrook for the photos from which Nos. 1 and 2 are made.

PLATE VARIETIES

As many know, and as mentioned in Mr. R. McP. Cabeen's article on plate varieties of S4 and S5 in Issue No. 6, Dr. Carroll Chase organized his plating work on these stamps by identifying the known but unplated double transfers and varieties by a letter, usually followed by a number. Many collectors have examples of these unplated varieties in their collections identified only by the Chase letter symbols. Over the years these are gradually becoming identified as to plate position, or at least additional information is obtained as to their location. From Dr. Carroll Chase now comes another progress report that will be welcomed by all students of this issue:

Double Transfers: U1 is probably 98 L11(L); P1 is 55R11(L); W5 is 54R11(L); Y5 is 53R11(L); L5 may be 86R11(L); L2 is 6th row of 11(L); I6 is 1L; S2 is 5L; V4 is 4R; W3 is 30R; S3 is 91R; J2 is 2R; G4 is 2L. Though the position on the plate is known in many of the preceding cases, the plate number is unknown.

Flaws: The "U.S." flaw is 2L; the slip "C" is 1L. In regard to "dot alongside of cor. of SW diamond block," if it is the one near the center line, it is a guide dot and not a flaw.

At top of page 48 of Dr. Chase's book on the 3ct stamp, 2nd edition, reference is made to the double repair of positions entered by relief A (top row S4 and S5). In addition to 8R20 and 9R20, mentioned therein, Dr. Chase reports that the others are 10R11(e, i, and L) as well as one other S5 stamp, position unknown. The latter has been seen as the middle stamp of a horizontal strip of 3.

The 1953 Scott U.S. Specialized Catalog now shows major listing of S4 as No. 26A, a most welcome addition, which now brings the Scott listing in line with that of our Unit (S1 to S5, according to our nomenclature). Under No. 26A appears a new listing, "Left frame line double" and under No. 26 appears the same, and also "Right frame line double." Dr. Chase reports that these apply only to cases in which a second recut line of approximately equal thickness appears close to and parallel to the original recut line. The listings do not apply to fragmentary or continuous doubling caused by the first recut line's failing to coincide with the original frame line that was transferred to the plate from the transfer roll. A typical example of left frame line doubled of S5 is 100L15, and a case of right frame line doubling is 37R15. It is to be noted in this connection that the unique triple frame lines at left of 7R15 and 99R15 are not as yet listed in the Scott catalog. The listing of frame line at left of S4 (Scott's No. 26A) is confined to the following positions: 70,80,90,100 R11 (e and i). On the late state the doubling is so faint and fragmentary as not to come within the catalog designation.

WHAT STEAMBOATS CARRIED ROUTE-AGENTS WITH ROUTE HANDSTAMPS?

Supplementing data in Issue No. 15, page 4, Mr. A. Rubel, Jr. sheds light on the "Di Vernon" and the "Die Vernon" steamboat names, and also on the "Quincy" of the St. Louis-Keokuk route. He writes:

"The St. Louis & Keokuk Line was formed in 1842 with vessels D. VERNON, LACLEDE, BOREAS and others. In 1844 it secured the mail contract between these cities. Sometime after 1853 it added steamers KEOKUK and QUINCY. These were assigned to the St. Louis-Quincy service in 1857. Mail-contract Route No. 8812 from St. Louis to Keokuk was let to the Keokuk Steam Packet Company in Sept. 1854, six times weekly during the navigation season via Clarksville, LaGrange, Canton, Hannibal, Quincy, and Alexandria." Editor's Note: Was this a successor to the line that secured the contract in 1842? Probably it was.

Sometimes the name of a connecting steamboat is inscribed on a letter that bears a route-agent marking applied on board a second steamboat. For example, the circular N. ORLEANS & VICKSBURG R.M. in blue has been seen tying S5 on letter addressed to New Orleans that is inscribed "Steamer Roebuck." This steamboat is understood to have operated mostly on the Yazoo River. The letter was doubtless transferred to Str. "Princess" at some up-river point, probably Vicksburg, for it is to be remembered that this route-agent marking was regularly used on the "Princess."

STRAIGHT-LINE, OVAL, AND ODD-SHAPED TOWNMARKS

Some of these used in the '50s have so far come to light only on Nesbitt envelopes. No. 3, JEFFERSON STATION PA. in three lines is on U10 envelope, used June, 1858. This postoffice is in the 1859 list as in York Co. No. 4, UVALDE, TEX. OCT. 2 is also on U10, a letter to New Jersey without evidence of year of use. The envelope is inscribed vertically with "Holland Express." This does not appear to be a part of the address.

Referring to No. 4, Issue No. 15, Mr. A. S. Wardwell writes: "I suggest it may be White Castle, La., with the "A" standing for Apr. or Aug. of date." Editor's Note: This town does not appear in the 1852 or 1859 postoffice lists.

Mr. C. Corwith Wagner reports that he has the arched "Charlotte Centre N.Y." on cover with S2. This rare marking was illustrated as No. 27 of Issue No. 2.

Mr. A. Rubel, Jr. reports No. 25 tying S2, CONCORD, N.C. with Oct. 22, 185 below. The final digit of year is indistinct. Stamp is from plate 1(late) in 1854 shade.

FIRST-WEEK COVERS -- AND OTHER EARLY USES

Mr. L. L. Downing submits list of his first-month covers from which is extracted first-week items as follows:

- July 1 Boston 3cts in red, black grid, black PAID, 2L1(e)
- July 2 Baltimore in blue, black grid, 42R1(e)
- July 3 Baltimore in blue, black grid, red PAID, 62-72L1(e)
- July 4 Boston 3cts in red, purplish-red PAID
purplish-red grid, 57R1(e)
- July 5 Hartford in magenta, and red grid, 86R1(e)
- July 7 Portsmouth, N.H. 40L1(e)

His first-day was listed as No. 12 in the L. J. Shaughnessy article (Issue No. 7) and further described in Issue No. 9, page 5. It is a folded letter with 2L1(e) tied by the 7-bar black grid. The red townmark has the 6mm "3cts" at bottom, also straight-line black PAID. It is addressed to Brown & Ives, Providence, R.I.

Mr. W. W. Hicks reports acquirement of first-day cover that perhaps is No. 11 of the L. J. Shaughnessy list (Issue No. 7). Stamp is 95R1(e) tied with red grid; townmark is 35mm CINCINNATI - JUL. 1 - PAID (slanting) over "3cts" all in red, addressed to J. Fletcher Williams, Delaware, Ohio. A part of the letter reads: "I send some postage stamps today. Father yesterday sent you a 3ct-piece." The latter probably refers to the new silver 3ct-piece that was introduced "to facilitate postal transactions."

Mr. A. Rubel, Jr. reports a second-day cover with Hartford magenta grid and the Hartford magenta townmark. Stamp is 20R1(e).

Mr. A. S. Wardwell reports a single from plate 0 bearing New York townmark with date Sept. 2. This could be 1852, but also it could be 1851; if the latter it is the earliest use so far noted. He also reports a possible first-day use from plate 4, postmarked Elkhart, Ind., addressed to Hartford, Ct. The stamp is of early 1855 shade, position 8R4. The only evidence of year of use is that someone has marked "1855" on the lower left portion of cover. The postmark date is Mar. 20. Editor's Note: When evaluating reports of this kind, we have to remember that it has long

been customary for some philatelists to classify 3ct items by the year as indicated by the color of the stamp. The editor has at times gone through a lot of covers and marked each with the probable year in which the stamp was printed. On the other hand, Mr. Wardwell's cover might well be a first-day plate 4. That the stamp is from the edge of the sheet is a favorable indication.

TOWNMARK WITH 1854 YEAR DATE

That void in the list of year-dated townmarks under "1854" (see Dr. Chase's book on the 3ct stamp, 2nd edition, page 250) has excited the curiosity of many -- because the two listed 1854 service markings are not townmarks in the usual sense. Somewhere, sometime, we argued, a true 1854 year-dated townmark would appear.

There is such a marking (No. 12). It is listed and illustrated in the Chase-Cabeen article on Kansas Territory (American Philatelist, Vol. 59, pages 58 and 69 -- reprinted as part of the APS Handbook of 1950). The owner of this unique marking is Mr. C. Corwith Wagner who reports that it has been verified both by Dr. Carroll Chase and by Mr. Stanley B. Ashbrook. The marking is in red and ties S2 on cover. The day of month is faint, but month and year date are very plain.

Other items owned by Mr. Wagner, not heretofore reported in generally available sources, comprise: S2 tied with black shield of Ballston, N.Y., and S2 tied by "P.3c" in oblong box on cover marked "Stittville, N.Y." in mss.

CALIFORNIA TOWNMARKS

California covers of the '50s are generally in as brisk demand as are territorial covers, often more so. Mr. Stanley B. Ashbrook's books on the 10ct stamp and on the 1ct stamp (vol. II) are the principal sources of illustrations of these interesting early markings of pioneer days. A few not pictured therein are as follows: No. 17, 24 mm diam. on pair S2; No. 19, red, on pair S2; No. 20 on pair S2; No. 21 in red on S2 (The Ashbrook 10ct book shows this without CAL.), No. 22 on S5; No. 23 on S5; and No. 24 on strip of four S2. These are all on covers, but the markings do not always tie the stamps.

Ophirville, originally Spanish Corral and later Ophir, lies a few miles west of Auburn. Red Dog was slightly N.E. of Dutch Flat, but was lost by hydraulic mining. From Mr. E. B. Jessup it is learned that the Rabbit Town postoffice was established in 1855, continuing to 1858 when the name was changed to LaPorte. Except for Stockton and Mokelumne Hill little remains of these towns today.

OTHER ILLUSTRATIONS

The rosette obliterator No. 5 of Russellville Ky., on S5, has colorless circles in the segments. No. 6, ALMA Va. PAGE CO., is on U10 envelope, from a recent Laurence & Stryker sale. This marking is only approximately pictured. It appears in the Dr. H. K. Thompson list (Billig Handbook, Vol. X) as JAGE CO., but it is not illustrated in that list. No. 7 is reported by Mr. A. S. Wardwell in blue on cover with S5 from Pembroke, N.H. It appears alongside a mss "Due". Doubtless the handstamp once had PAID above the "3". No. 8 is blue PAID struck twice on pair of S2 to California from Andover, Mass. No. 14, BERSHEBA SPRINGS in double-lined circle on S5, is one of the few markings of small towns not showing State (it is Tennessee).

No. 15, in blue, is reported by Mr. R. K. Meyer on cover with S2 of 1852 from Philadelphia, addressed to Columbia, Pa.; it probably indicates collect stampless rate on an overweight letter. No. 18 ties single S5 of Norwich, N.Y.; clearly an erroneous use.

RAILROAD MARKINGS

Mr. C. W. Remele reports No. 8 on U9 envelope; other lists show it as NOH. CARA. R.R. N.C. It should read "RL." "RD." as illustrated. Also he reports No. 10 as a new oval station-agent marking, MINERAL POINT C. & P. R.R. (Cleveland & Pittsburgh R.R.). This town is in Ohio and on the Tuscarawas branch of the railroad; it is now Mineral City. The marking ties S2 and is believed to be the first station-agent marking reported of this railroad. No. 11 is a modification of the previously reported BELLEFONTAINE & INDIANA R.R. with variation of spacing and diameter of 31-1/2mm. It is owned by Mr. W. W. Hicks on U10 envelope and also on S2.

Mr. Remele also reports Nos. 13 and 14 which show the two types of WILMINGTON & RALEIGH RAILROAD; the former in blue has 2-1/2mm letters and ties S2; the latter has 3mm letters in blue on S2 and is in red on stampless. This marking has previously been reported as in one type.

Mr. Remele also writes that he now has a record of 22 different manuscript railroad markings, 17 of which are on covers with stamps of the '51-'60 period. He also records 40 types of station-agent markings of that period, nearly all from different stations.

Mr. M. C. Blake notes that the railroad list in Dr. Chase's book on the 3ct stamp, both editions, shows double listing of BOSTON & FICHBURG R.R. Obviously one of the lines should have the latter town spelled with a "T". From such as he has seen, Mr. Blake knows of the following:

	1847	1851
BOSTON & FICHBURG R.R.	Red	Blue
BOSTON & FITCHBURG R.R.	Blue	Blue
		Black

As we go "to press" comes word from Mr. Remele announcing discovery of a new route-agent marking, LEBANON VALLEY R.R. in small 24.5mm diam. circle. This wording is scarce in the 34mm diam. type, and it is certainly remarkable that another should be found of wholly different size. It is on cover tying S5, owned by Mr. William Wyer. Mr. Remele remarks that it is the first R.R. marking seen used in the '50s that is smaller than 25mm diam. Illustration of this marking will be included in the next issue.

3ct MULTIPLE PIECES

Supplementing data in Issues Nos. 12 and 14, Mr. A. Rubel, Jr. reports a mint block of 40 S2 that recently came to light in an estate in Virginia; the block was in an attorney's office when the War Between the States began and evidently was overlooked. It comprises the four top rows of right pane of plate 3, showing centerline at left, imprint at right, and full top and side sheet margins.

DO MISSISSIPPI RIVER NAME-OF-PACKET MARKINGS HAVE POSTAL SIGNIFICANCE?

The many Mississippi River name-of-packet markings are generally thought to have been applied to advertise the boat. Curiously, though, it is principally only on the river boats that touched at New Orleans that these markings were used. If it was a good idea to advertise the boat, why did not the plan spread to boats docking at Mobile, St. Louis, Cincinnati, Louisville, etc.? Their use on the Lower Mississippi extended over many years, yet aside from a few scattered cases -- principally on the Great Lakes -- they were not used elsewhere.

It is suggested that these markings may have been put on at the request of the postmaster at New Orleans to facilitate his vouchering of steam and way fees. We know that arrivals at New Orleans were numerous (over 4,000 boats docked in the year 1859-60) and how confusing it would have been if each steamboat clerk had to carry letters to the postoffice or stand in line at the Dentzel dock office for receipt of the steam and way fees to which he was entitled. What more natural than for the postmaster to make arrangements for paying these fees at intervals -- and for such a plan to be effective some method of identifying the boats from which the letters came would be most desirable. This would permit tallying the bulk loose mail and issuing vouchers on a business-like basis in support of remittances.

Some reason for believing this theory is found from examination of several circumstances. In a recent MEKEELS, Mr. Philip H. Ward, Jr. reports a letter from New Orleans postmaster Riddell that transmits papers for the first quarter of 1861 to Washington. It mentions the batch of reports on Ship and Steamboat Letters Received which are accompanied by about 300 vouchers. Obviously the latter covered payments for ship, way, and steam fees. If it is estimated that there were 1000 arrivals of boats in the quarter (and this is reasonable from what has been mentioned above -- 4000 per year), there must have been some consolidation of payments to care for this number of arrivals with only 300 vouchers, assuming as is likely that most of the boats carried some loose mail.

Also from Mr. L. V. Huber, transmitted through Mr. Stanley B. Ashbrook, one of these Ship-and-Steamboat-Letter reports has been seen. It is from Natchez, Miss., covering the month of October 1854. An extract of this report follows:

1854	Name of steamboat from which received	Number for this delivery unpaid	Number for this delivery paid by stamps	Number forward- ed	Whole num- ber	Amt. paid	Postage charge- able to this office
Oct. 1	Princess	10	10	1	21		.50
	Magnolia	7	10	1	18		.35
2	Louisa	16	50	3	69		.80
	Southern Belle	18	13	1	32		.95
3	H. M. Wright	1	2		3		.05
	and so on to	**	**	**	**		**
31	Frank Lyon	5	8	4	17		.25
Total for Oct.		435	608	142	1385		\$23.40

The righthand column "postage chargeable to this office" is the amount that the post-office will collect from the "number for this delivery unpaid." It is slightly more than 5cts per letter, as is to be expected because of the probable inclusion of some multi-rated letters.

The significant thing about this report is the omission of amounts from the column "Amount Paid." This column ordinarily includes the steam and way fees paid. Absence of amounts indicates that some other arrangement existed for paying these fees than issuing a voucher on the day the steamboat arrived. A reasonable conclusion is that each steamboat might have received a single payment to cover several of its arrivals -- or even for a month. Certainly the steamboat-name handstamps on the letters would have helped the necessary segregation to compile the report and the vouchers issued from it.

Of course we know that way and steam fees were paid to boats that did not have a name-of-boat handstamp applied to the letter. The regular postoffice practice of paying upon receipt of letter sufficed for this, but the burden at New Orleans would have been excessive if this had to be done for every arrival.

The third indication in favor of the theory is that aside from the U. S. Mail Packet Natchez, few if any cases are known in which a route agent applied his route handstamp to loose letters received by him and also applied a name-of-steamboat marking; that is, both kinds of markings on the same letter are hardly ever found. This accords with what is to be expected if the theory is sound because when the route agent applied his handstamp the letter was thereby put into the mails; no "way" fee had to be collected from the postmaster, and consequently it would serve no useful purpose to apply both the route-agent marking and the name-of-boat marking.

We know that New Orleans had several enterprising postmasters; the City Post carrier service was adopted early in the '50s, and an early plan for registering letters was introduced. What would be more natural than for one of them to try to expedite payment of steam and way fees by asking that all loose mail subject to such fees have the name of the payee handstamped thereon?

So maybe these have U.S. postal significance after all -- at least those applying to loose letters delivered to the New Orleans postoffice.

SUGGESTED CATALOG PRICES FOR PLATE VARIETIES OF S1 AND S2

The current market for plate varieties is strong if stamps are very fine or better, spotty if fine, and weak in lower grades. Notable is 47R6 (recut lines on bust) which sells for about double Scott's catalog price if very fine. The auction market for plate varieties is not what it should be, probably owing to inadequate descriptions and insufficient time to examine lots. Private sales or through our Unit's Sales Dept. show variety prices in line with Scott, or better, if stamps are very fine, but somewhat less than Scott if stamps are only fine.

This situation is reflected in the following listings that show the premium to be added to the price of the stamp itself (without variety). The prices for the stamp alone are given in lists P-1, P-2, etc., of Issue No. 15. An endeavor has been made to show values based on scarcity and on market for conditions as set by informed buyers and sellers when the latter is not under pressure to sell. Some varieties of higher price are actually scarcer than some of lower price; this is caused by differences of popularity, listing in Scott's catalog, etc.

As mentioned in Issue No. 15, the values are submitted for discussion as preliminary to issuing them in a pamphlet.

P-6 PREMIUMS FOR PLATE VARIETIES ON USED SINGLE S1 ORANGE-BROWN STAMPS
When Stamps Are in Fine(2+) Condition as Defined by D-1
(see CHRONICLE, Issue No. 14)

The values show the premium to be added to the value of a single stamp without variety (see P-1, Issue No. 15, page 10) when the stamp is in fine condition (2+) as defined in Schedule D-1, Issue No. 14, page 10. If the condition of the stamp is other than fine, apply M-2 multiplying factors as follows: if stamp is superb (graded as (1)), multiply listed premium value by 1.8; if very fine (1-), by 1.4; if good (2), by 0.7; if average (2-), by 0.5; if fair (3+), by 0.2.

To command listed premium, if grade is very fine (1-) or better, the variety must show clearly and not be covered by cancellation, except in the case of large-area varieties such as some double transfers when one-fourth of the variety may be obscured. In fine (2+) or worse, the variety may be lightly covered by cancellation or one-third obscured, but not such as to prevent identification. Stamps with poor impressions that prevent recognition of the variety, or those having cancellation substantially obliterating it, command no premium. The premium for a combination of varieties is the sum of the separate premiums, unless the combination is listed (as 47LO).

Variety	Premium if stamp is fine (2+)	Variety	Premium if stamp is fine (2+)
(1) Gash on shoulder	2.00	(10) Guide Dot in lower right diamond block 69L5e	15.00
(2) Large Triple Transfer 74, 84 Lli	22.00	(11) Short Transfer 38Lli (best example)	10.00
(3) Lesser Triple Transfer 4RO, 83Lli	10.00	(12) Minor short transfers 37, 55, 56, 60, 78Lli	3.00
(4) Double Transfer, four rosettes, both labels, colorless oval, and right edge 95Rli	10.00	(13) 2 lines recut upper left triangle (56 on ob plates)	1.50
(5) Double Transfer, three rosettes, both labels, colorless oval, and right side 85Lli	10.00	(14) 3 lines recut in upper left triangle (14 on ob plates)	6.00
(6) Double Transfer, large shift to left showing in sheet margin 1-RO; 1, 11, and 21LO (see N-1)	15.00	(15) 5 lines recut in upper left triangle, 1 each in upper and lower right 47LO	45.00
(7) Double Transfer principally showing in rosette 14RO, 34 Rli and 9 L2e	5.00	(16) 1 line recut in upper right triangle (5 on ob plates)	10.00
(8) Double Transfer principally showing in label 9RO, 3Rle, 62Lli, 72Lli, 92Rli, 98 Rli, 6R2e, 26R2e, 4R5e, 14R5e, 24R5e	5.00	(17) 1 line recut in lower left triangle (17 on ob plates)	4.00
(9) Slight Double Transfers	1.00	(18) 1 line recut in lower right triangle (33 on ob plates)	3.00
		(19) 2 lines recut in lower right triangle 57LO	40.00

(20) 2 horiz. lines recut at top of right diamond block (4 on ob plates) 2, 23, 29, 30R1e (see N-2)	10.00	(28) Left edge of upper left block joined with top frame line 45R2e	5.00
(21) Vertical line recut in upper left diamond block 69R1e	8.00	(29) Horiz. line connects top label with upper right block and continues to right frame line 19L and 99R2e	6.00
(22) Small upper right diamond block 37R2e	8.00	(30) Horiz. line connects top of upper right block with left block of stamp at right 95-96 RO (There is a very slight break in the continuity of this line) (see N-3)	10.00
(23) Recut bottom of lower left diamond block 34R2e	12.00	(31) Double Guide Dot	1.00
(24) Top label and right diamond block joined	5.00	(32) Triple Guide Dot 9L5e	4.00
(25) Top label and left diamond block joined	8.00		
(26) Lower label and right diamond block joined 17L2e	5.00		
(27) Top label and blocks joined at left and right and to right frame line 6R2e	12.00		

- N-1) Variety must show sufficient margin.
- N-2) Must show two lines; on some printings the lines cannot be distinguished.
- N-3) The premium is for a single stamp including such portion of next stamp as to show complete variety, or is for two severed stamps which show it when combined.

P-7 PREMIUMS FOR PLATE VARIETIES ON USED SINGLE S2 STAMPS
 When Stamps Are in Fine (2+) Condition as Defined by D-1
 (see CHRONICLE, Issue No. 14)

The introductory paragraphs of the preceding list P-6 apply, so should be read before using values below. Also, some printings of 1854 and 1855 show muddy, indistinct impressions that warrant reduction of premiums to half of those listed.

Values for condition other than fine (2+) are obtained by applying M-2 multipliers, as follows: If superb (1) multiply by 1.8; if very fine (1-), by 1.4; if good (2), by 0.7; if average (2-), by 0.5; if fair (3+), by 0.2.

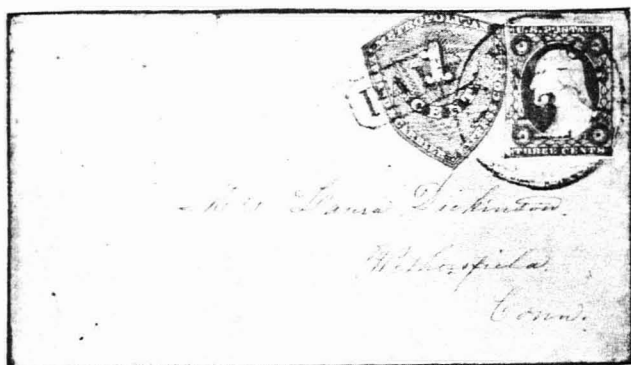
Variety	Premium if stamp is <u>fine</u> (2+)	Variety	Premium if stamp is <u>fine</u> (2+)
(1) Gash on shoulder - Type I	1.00	(5) Double Transfer, 4 rosettes doubled and line through Three Cents 92L1L	15.00
(2) Gash on shoulder - Type IC	.40	(6) Double Transfer, lower label - Three <u>Gents</u> 66R2L	7.00
(3) Triple Transfer 92L2L	8.00		
(4) Double Transfer, 4 rosettes doubled downward and to right, in lower label, with lower label re-drawn and made narrower vertically 87R5L	20.00		

(7) Double Transfer, principally showing in rosettes 85L1L, 24L2L, 97R2L, 6 and 18R6	2.00	(29) One line recut in lower right triangle	1.00
(8) Double Transfer, principally in bottom line and label 21,22,23,24,83, 91L5L, 92R1L, 95R1L	2.00	(30) One line recut in upper right triangle not continuous with right inner line	3.00
(9) Slight double transfers	.50	(31) One line recut in lower left triangle	1.00
(10) Dot in lower right diamond block 69L5L	6.00	(32) Top label and right diamond block joined	.80
(11) Major Cracks 74, 84, 94, 96L5L (See N-1)	25.00	(33) Top label and left diamond block joined	2.00
(12) Intermediate Cracks 51, 65L5L, 7, 9R5L	10.00	(34) Bottom label and right diamond block joined	2.00
(13) Minor Cracks 27, 31L5L, 8, 32-33R5L, 80L-71R5L	5.00	(35) Top label and right block joined at top and bottom 68R4	3.00
(14) Plate Flaws (Major) 97R6 The C Flaw	5.00	(36) Upper left and lower right blocks joined to labels 14R1L	3.00
(15) Minor Plate Flaws 98R7, 20L4, 5L4, 100R4, 44R8, 81R8	1.00	(37) Top label and block joined at left and right and extends to outer line 6R21	4.00
(16) Rust Marks Pl 5L	1.00	(38) Large top left diamond block 71R1L	1.00
(17) Worn Plate (1 late)	2.00	(39) One extra vertical line at right Type IC 69, 99R4	1.50
(18) Close spacing (must show part of adjacent stamp) 95-96L4 and 85-86L4	2.00	(40) One extra vertical line at left 29,39,49,69,79 L3	1.50
(19) Widest spacing of any plate (must show adjacent stamp) 99-100L7	7.50	(41) Two extra vertical lines at left 89, 99L3	3.00
(20) Recut button on shoulder (may be a crack) 10R2L	7.50	(42) One extra vertical line at right 56,68,78,88, 98L3	2.00
(21) Lines on bust and bottom of medallion circle recut 47R6	35.00	(43) No inner line and frame line close at right 9, 19L3	3.00
(22) Short TA in top label major - 4 R1L	2.00	(44) No inner line and frame line close at left 70,80,90,100L3	2.00
(23) Short TA in top label minor - 3, 5, 6 R1L	1.00	(45) Vertical guide line between 8th and 9th row P16R (see N-3)	1.00
(24) Loop at upper left 95R4	1.00	(46) Top outer line not recut	.60
(25) Flat-bottomed C 54L4	1.00	(47) Double Guide Dot	.50
(26) Two lines recut in upper left triangle	1.00	(48) Triple Guide Dot	1.00
(27) Three lines recut in upper left triangle	1.50		
(28) Five lines recut in upper left triangle 95L1L (see N-2)	12.00		

N-1) Although crack on 74L5L is small, it is in much demand by those reconstructing the complete crack, so it commands full premium.

N-2) Even if enlarging glass is required to distinguish the five lines, this variety commands full premium because such is its normal condition.

N-3) The premium assumes full length of line shows; reduce proportionally for less showing.



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JEFFERSON STATION PA.

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UVALDE, TEX. OCT 2

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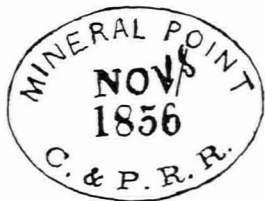
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Golden city
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