

THE CHRONICLE February 1996 (No. 169)

The
Chronicle
of the U.S. Classic Postal Issues

February 1996

Volume 48, No. 1

Whole No. 169

**COMPREHENSIVE STOCK
OF
U.S. CLASSIC ISSUES AVAILABLE**

**Very strong in ESSAYS, some PROOFS, outstanding
STAMPS and COVERS**

**WHAT WOULD YOU LIKE TO SEE
ON APPROVAL?**

SELECTION GLADLY SENT AGAINST SPECIFIC REQUESTS

MAY WE HEAR FROM YOU?

Satisfaction or Immediate Refund — Gladly Sent on Approval with References
Installment Payment Terms If Desired — (No Interest or Carrying Charges)

Jack E. Molesworth, Inc.

APS
SPA

88 Beacon Street
Boston, Mass. 02108
Phone: 617-523-2522

CSA
USPCS

The Logical Choice For Postal History



Lot 3902 Y, Scott #65
Concord, NH, FR-M3C 17; A wonderful complete
Masonic strike on an attractive yellow cover...\$195.00

Many More Masonic Stamps & Covers Available.

**Select Stamps & Covers
of the 19th Century
Fancy Cancels and Postal History
Stampless • Foreign Destinations
Rates • Markings
Territorials • Illustrated Covers**

See us at most major shows, or contact

Edward Hines



P.O. Box 4760
Covina, CA 91723



Phone 800-677-4637 Fax 818-915-0706

A tradition for 65 years.

Robert A. Siegel
AUCTION GALLERIES, INC.

Park Avenue Tower • 65 East 55th Street, New York, NY 10022 • 212-753-6421

One-year catalogue subscription \$25

The Chronicle

of the U.S. Classic Postal Issues

ISSN 0009-6008

February 1996	Published Quarterly, in February, May, August, and November	Vol. 48, No. 1 Whole No. 169
---------------	--	---------------------------------

\$4.50 Members	Official publication of the U. S. Philatelic Classics Society, Inc.	Annual dues
\$6.00 Non-Members	(Unit 11, A. P. S.)	\$22.50

SOCIETY OFFICERS

RICHARD F. WINTER.....	11 Teal Court, Greensboro, N.C. 27455	President
VAN KOPPERSMITH	P.O. Box 81119, Mobile, Ala. 36689	Vice-President
PATRICIA STILWELL WALKER	Briarwood, Lisbon, Md. 21765	Secretary
DWAYNE O. LITTAUER	P.O. Box 750368, New Orleans, La. 70175-0368	Treasurer
RICHARD M. WRONA.....	P.O. Box 7631, McLean, Va. 22106-7631	Advertising Manager
WILSON HULME II.....	P.O. Box 5368, Naperville, IL 60567-5368	Membership Chairman
JACK L. JENKINS.....	P.O. Box 1503, Bloomington, Ill. 61702-1503	Publication Sales Chairman
DALE R. PULVER.....	7725 Beaver Creek Dr., Mentor, Ohio 44060-7121	Editor of Chairman's Chatter
JEFFREY C. BOHN.....	P.O. Box 2301, Columbia, Md. 21045	Exhibition Photocopy Chairman

Directors: ALAN CAMPBELL '97, JOHN A. EGGEN '96, JEFFREY FORSTER '98, VAN KOPPERSMITH '98, DWAYNE O. LITTAUER '98, RICHARD MAREK '98, ALFRED E. STAUBUS '97, THOMAS O. TAYLOR '96, KEIJI TAIRA '97, JEROME S. WAGSHAL '96, PATRICIA STILWELL WALKER '96, RICHARD F. WINTER '97, *ex officio*: THOMAS J. ALEXANDER, THOMAS F. ALLEN, C.W. CHRISTIAN, CLIFFORD L. FRIEND, SCOTT GALLAGHER.

EDITORIAL BOARD

CHARLES J. PETERSON	P.O. Box 5559, Laurel, Md. 20726	Editor-in-Chief
JAMES W. MILGRAM, M.D.	303 East Chicago Avenue, Chicago, IL 60611	Photo Editor
FRANK MANDEL	P.O. Box 157, New York, N.Y. 10014-0157	Prestamp & Stampless Period
VAN KOPPERSMITH, Assistant		
STEVEN M. ROTH	P.O. Box 57160, Washington, D.C. 20037	U.S. Carriers & Independent Mails
THOMAS E. STANTON, Assistant		
JEROME S. WAGSHAL	5920 Empire Way, Rockville, Md. 20852	1847 Period
HUBERT C. SKINNER.....	P.O. Box 4097, New Orleans, La. 70178	1851-61 Period
MICHAEL C. MCCLUNG.....	4809-D Kingshill Dr., Columbus, Ohio 43229	1861-69 Period
SCOTT R. TREPPEL.....	Park Avenue Tower, 65 East 55th St., New York, N.Y. 10022	1869 Period
JON W. ROSE, Assistant		
M. JACK REINHARD.....	329 Glenmeade Court, Gretna, La. 70056	Bank Note Period
ALAN CAMPBELL.....	2746 29th Street, San Diego, Ca. 92104	Officials et al.
LESTER C. LANPHEAR, Assistant		
RICHARD F. WINTER.....	11 Teal Court, Greensboro, N.C. 27455	The Foreign Mails
JEFFREY C. BOHN, Assistant		
SCOTT GALLAGHER	P.O. Box 42253, Cincinnati, Ohio 45242	The Cover Corner
RAYMOND W. CARLIN, Assistant		

Address changes should be sent to Secretary, back issue orders to Publication Sales Chairman, other correspondence to Editor-in-Chief. Reports of new items or articles should be submitted to appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be carefully guarded but no liability attaches to an editor or the Society.



The One Cent Magenta

The epitome of classic stamps.
Owned by one of our clients.

We will help you build your
Great Collection as well.

VICTOR B. KRIEVINS

Professional Philatelist

P.O. Box 373

Bryn Mawr, PA 19010

(215) 886-6290

1-800-484-1089 ext. 1129

IN THIS ISSUE

U.S. CARRIERS & INDEPENDENT MAILS

- Detecting Carrier Serviced Covers in the Fee Paid Period:
A Primer, by *Steven M. Roth* (continued from *Chronicle* 168:240).....7

THE 1847 PERIOD

- Some Comments About a Rare Combination 5¢ 1847 Plus Swarts Local Cover,
by *Jerome S. Wagshal*17
- Some Comments Regarding Fakes and Fakers, or, How Mr. Steiner
Got His Buttons, by *Jerome S. Wagshal*21

THE 1851-61 PERIOD

- Early Cancellations of New York City: Part I, 1842-1852, by *Hubert C. Skinner*
(continued from *Chronicle* 168:245).....27
- Quintessential Covers: Part V—Addendum, by *Hubert C. Skinner*28

SPECIAL PRINTINGS 1875-84

- The Special Printings of 1851 Franklin and Eagle Carrier Stamps,
by *William E. Mooz*30

OFFICIALS ET AL.

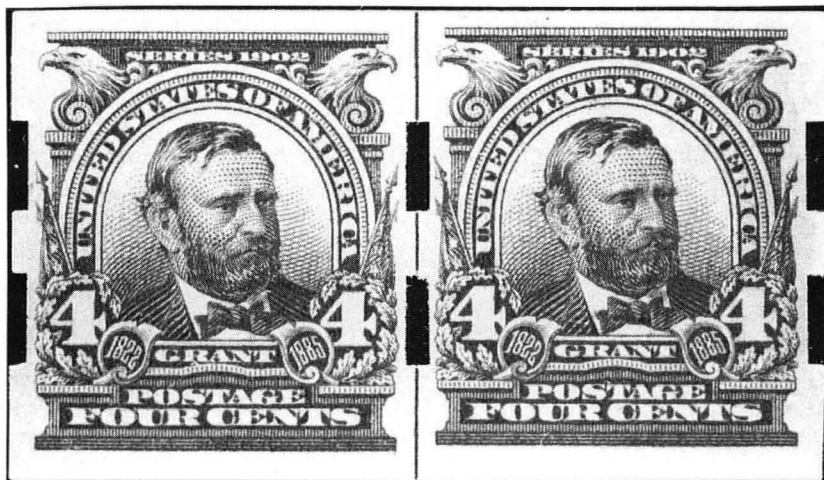
- The Design Evolution of the United States Official Stamps, by *Alan C. Campbell*
(continued from *Chronicle* 168:271).....45

THE COVER CORNER

- Additional Answers to Problem Covers in Issues 165 & 16765
- Answers to Problem Covers in Issue 16868
- Problem Covers for this Issue71

- INDEX TO *CHRONICLE* VOL. 47 (1995).....Supplement, pp. i-iv

IMPORTANT STAMPS AND COVERS
OF THE UNITED STATES
SOLD BY CHRISTIE'S



1908 4c Brown imperforate, Shermack private perforations type III (314a),
guide line pair, unused; ex Clifford C. Cole collection
Sold by Christie's in New York, September 27, 1995 for \$145,500

Christie's are presently accepting consignments of United States stamps
and covers for future auctions in New York.

For further information, please contact
Brian Bleckwenn, John Zuckerman and Colin Fraser in New York
or Jeffrey Schneider in London.

To purchase catalogues, please call 718 784 1480 in the United States
or 011 44 171 389 2677 in London.



CHRISTIE'S
ROBSON LOWE

502 Park Avenue
New York, NY 10022
Tel: 212 546 1089
Fax: 212 750 6498

8 King Street, St. James's
London SW1Y 6QT
Tel: 011 44 171 839 9060
Fax: 011 44 171 389 2688

**DETECTING CARRIER SERVICED COVERS
IN THE FEE PAID PERIOD: A PRIMER**

STEVEN M. ROTH

(Continued from *Chronicle* 168:240)

B. Covers that are a little less obvious, but which received carrier service

Carrier service with respect to the covers grouped under this heading are, in my opinion, the most interesting because they require a sharp eye to isolate the cover from similar looking folded letters, as well as good knowledge of relevant rates to spot the buried and hidden post boy fee.

Figure 16 is a good case in point. This Articles of Confederation Post folded letter arrived in New York Port aboard the *Caledonia* in 1785. There it was rated "2" [dwt.] for the single rate charge to Philadelphia. Two pennyweights were equivalent to 10 pence. Upon arrival in Philadelphia the letter was rerated with the local currency equivalent, but

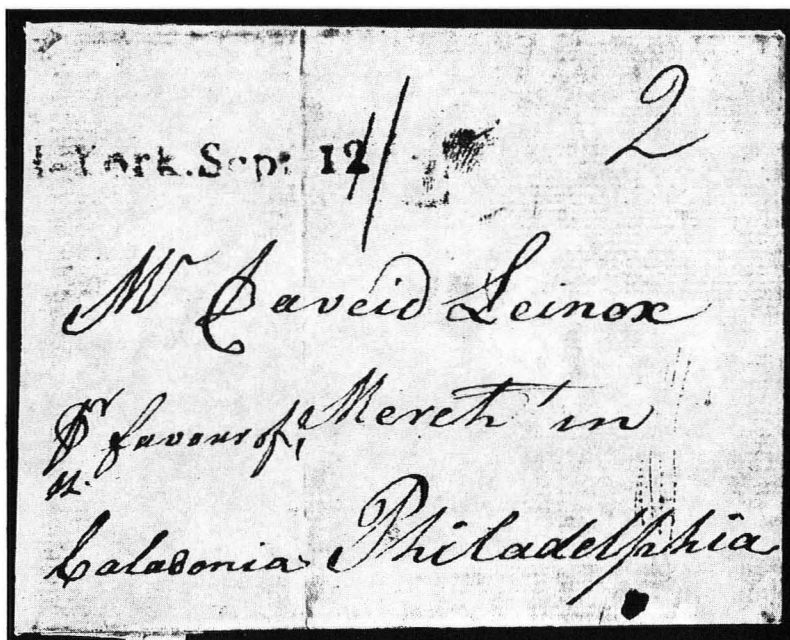


Figure 16. 1785 New York to Philadelphia cover with "2" [pence] carrier fee rating.

at the rate of "1" [one shilling]. One shilling, however, was equal to 12 pence not 10 pence. The additional 2 pence due in Philadelphia was payment for the carrier fee.

Another example, Figure 17, makes the same point, but somewhat differently. It also illustrates another important component of the rate interpretation. This 1789 folded letter originated in Baltimore where it was rated "4" [dwt.] as a double letter [2 dwt. x 2] for the distance to Philadelphia [100-200 miles]. Four pennyweights was equal to 20 pence. In Philadelphia the letter was given the local currency equivalent "1/10" [one shilling, 10 pence]. Thus, in Philadelphia it was rated as if there were due 22 pence. The extra 2 pence were for carrier service.¹⁶

¹⁶If the letter had not received carrier service, it would have been rated "1/8" or 20 pence [one shilling was equal to 20 pence].

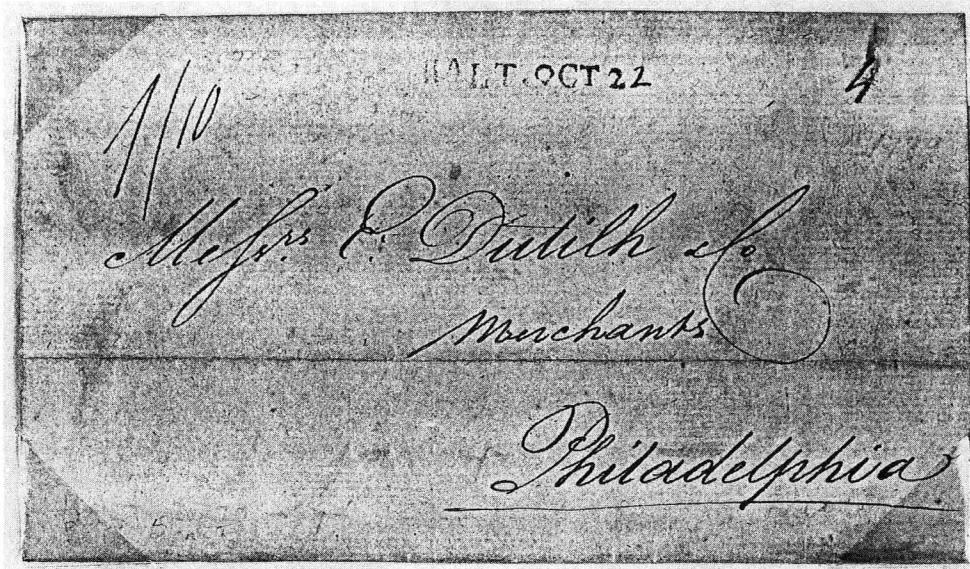


Figure 17. 1789 Baltimore to Philadelphia double letter, rated 22 pence due (including 2 pence for carrier service)

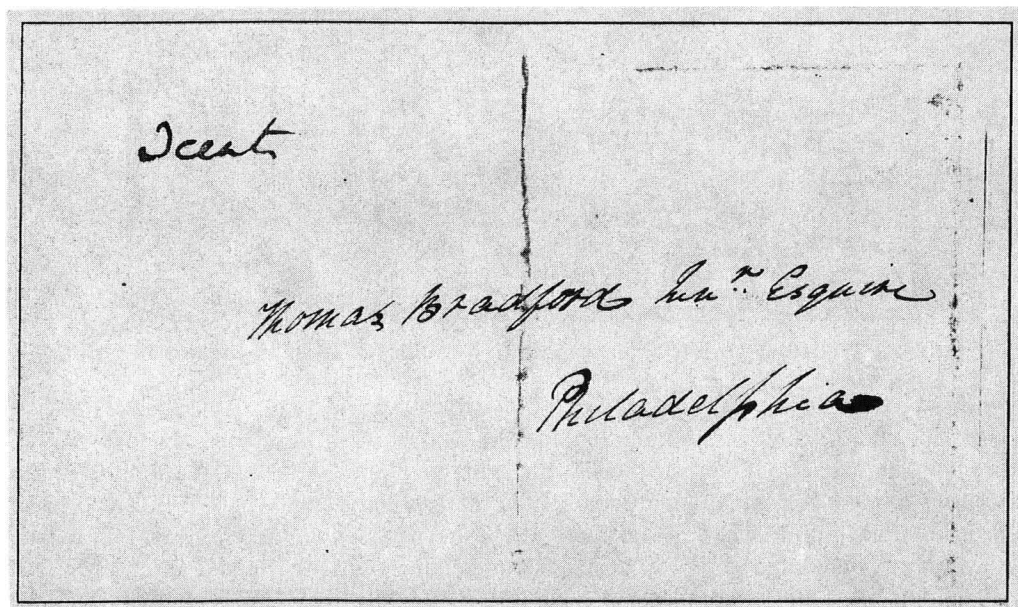


Figure 18. 1807 folded letter carried out of mails from New Castle to Philadelphia, then given carrier service to addressee as denoted by annotation "2 cents."

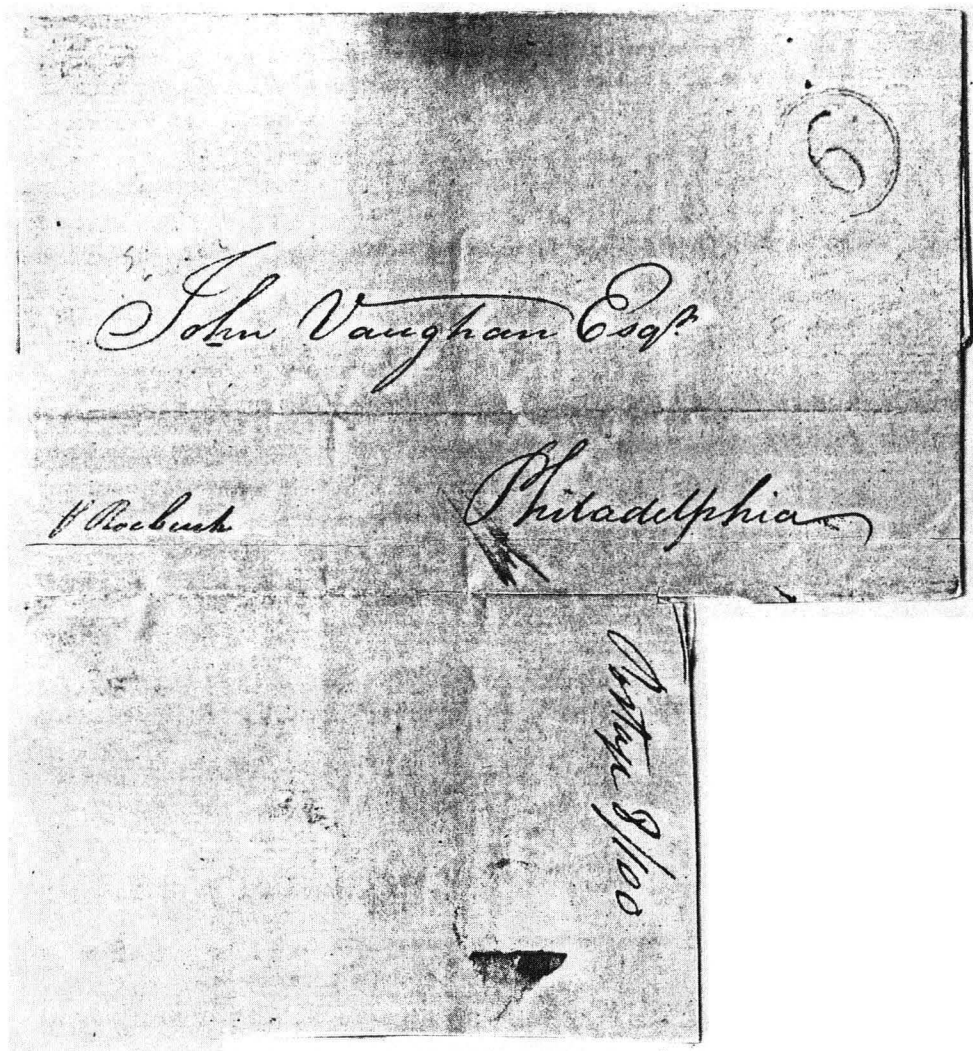


Figure 19. Incoming ship letter rated 6¢, docketed on reverse "Postage 8/100" reflecting adding of 2¢ carrier fee.

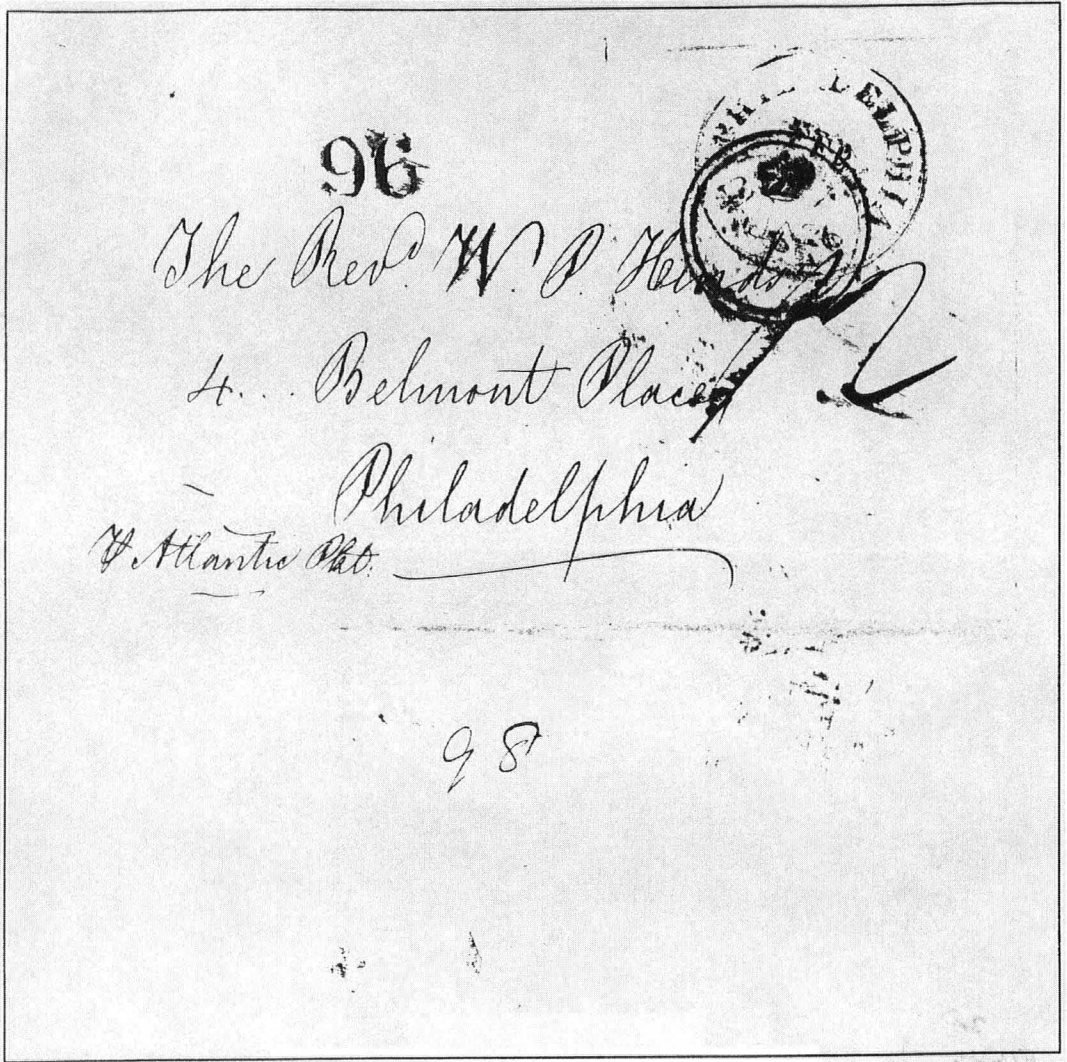


Figure 20. 1854 transatlantic quadruple weight letter, rated 96¢, docketed "98" reflecting addition of 2¢ carrier fee.

Figure 18 is an example of an 1807 folded letter that was privately carried from New Castle to Philadelphia, where it was given directly to a carrier for delivery. I am satisfied for the reasons set forth in my analysis of this cover in *The Penny Post*¹⁷ that this does in fact evidence carrier service and not a way fee or ship captain's fee.

Another set of rates that subsumes the carrier fee is found on incoming ship and treaty ocean mail. The folded letter shown as Figure 19 was properly given the port of destination ship rate of 6¢ when it arrived in Philadelphia. The letter is docketed on its back, however, with the phrase "Postage 8/100." The extra 2¢ was the carrier fee.

Figure 20 originated in London in 1854 where it was handstamped 96 [cents] for four times the transatlantic rate due. Upon arrival in Philadelphia it was inscribed on the back flap by hand "98." The extra 2¢ was for the carrier fee. Likewise, Figure 21, an 1855 cover which originated in Liverpool, was handstamped in England to indicate 24¢ due upon arrival. It was inscribed in Philadelphia with the phrase "26 cents." Carrier service was the reason for the extra charge.



Figure 21. 1855 Liverpool to Philadelphia cover, handstamped at 24¢ rate, annotated "26 cents" to reflect carrier fee.

C. Covers that likely received carrier service

Lowell Newman, writing in *The Penny Post*,¹⁸ persuasively concluded that covers in Philadelphia and Washington, and perhaps in other cities having carrier service, which had a check mark on their face had been processed by the carrier department of the post office. I will not repeat Mr. Newman's reasoned argument here, but I recommend the article as an example of how seemingly innocuous markings might have carrier significance. Figures 22 and 23 are examples of such covers.

Similarly, one sometimes finds a cover with a simple pencil stroke on its face. It is believed that this mark was put on the folded letter by the carrier to indicate 1¢ due.¹⁹ Figure 24 is an example.

¹⁷Steven M. Roth, "The Writing Says '2 Cents': Why?," *The Penny Post*, Vol. 4, No. 4 (Oct. 1994), pp. 22-25.

¹⁸Lowell Newman, "The Carrier Check Marks," *The Penny Post*, Vol. 4, No. 4 (Oct. 1994), pp. 12-15.

¹⁹For a discussion of this in New York City, see Hahn, "Letter Carrier Service in New York," *op. cit.*, p. 247.

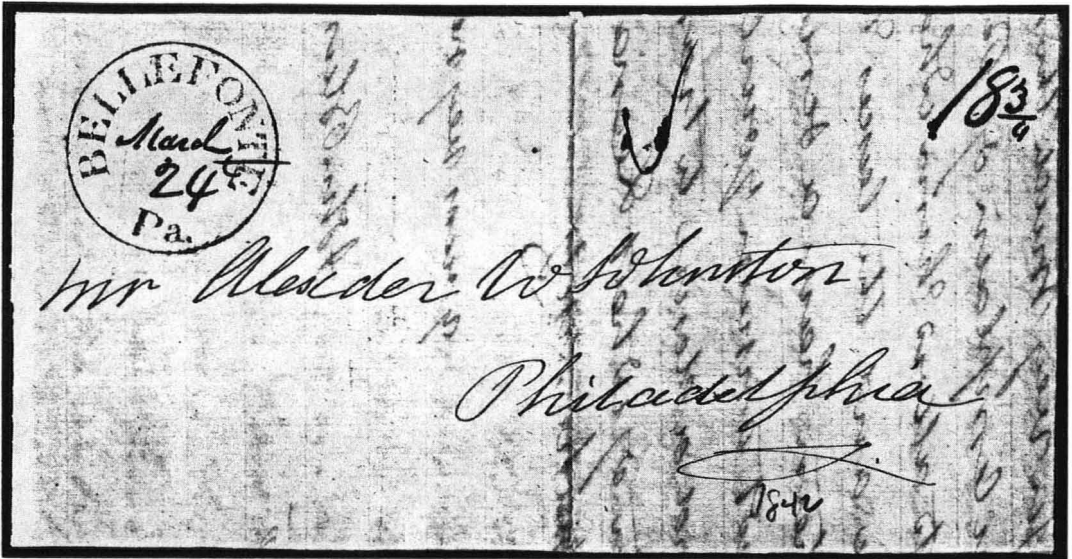


Figure 22. Bellefonte to Philadelphia, Pa. folded letter, March 24, 1842, with check mark on cover indicative of carrier department processing.

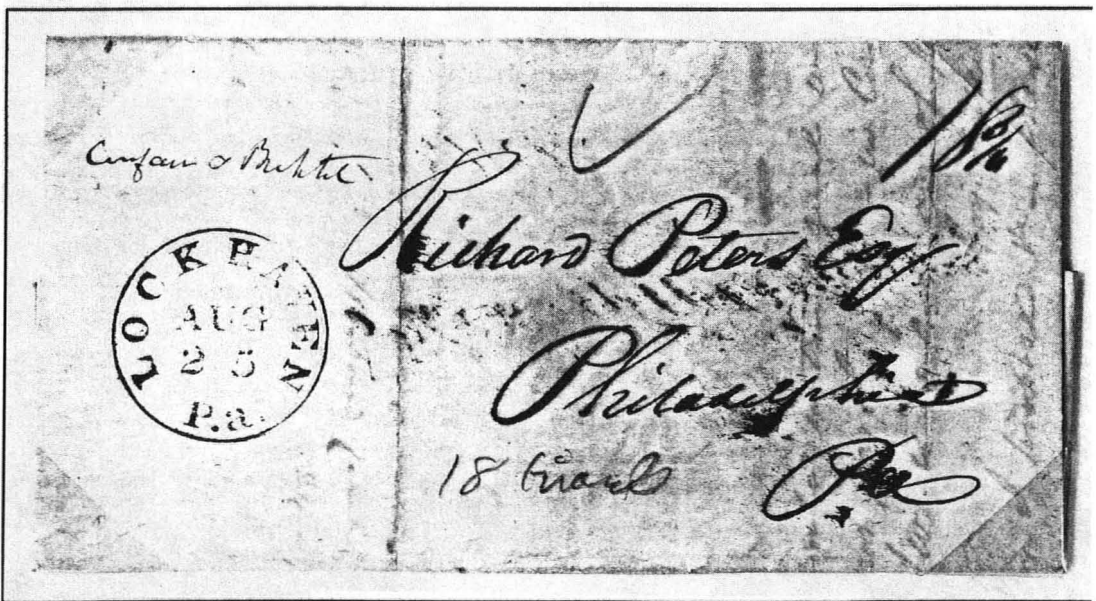


Figure 23. Lock Haven to Philadelphia, Pa. folded letter with check mark on cover indicative of carrier department processing.

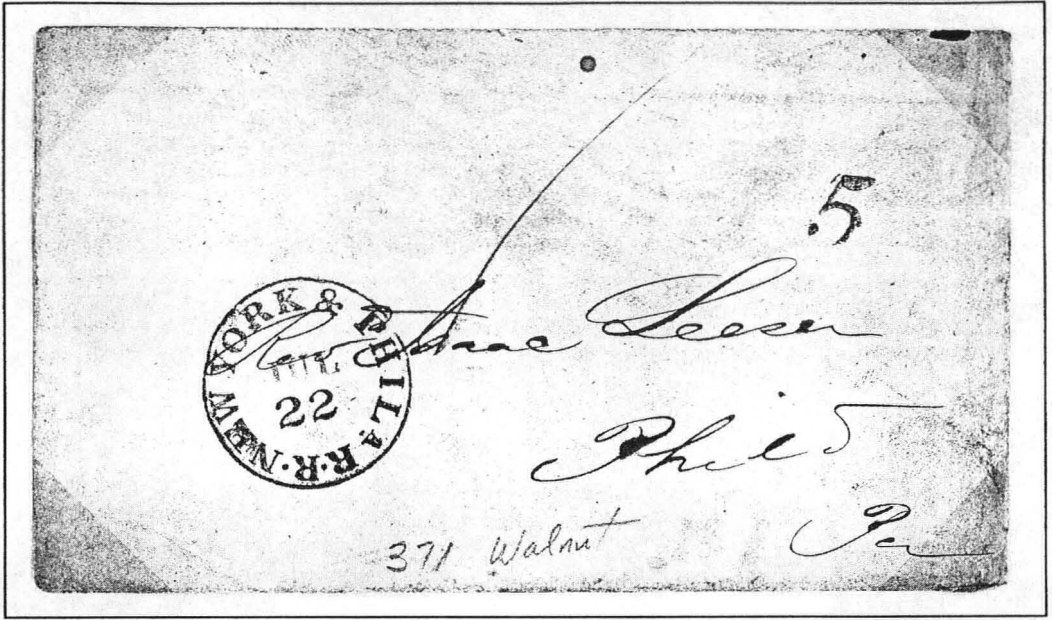


Figure 24. Pencil mark on cover, possible 1¢ due marking by carrier.

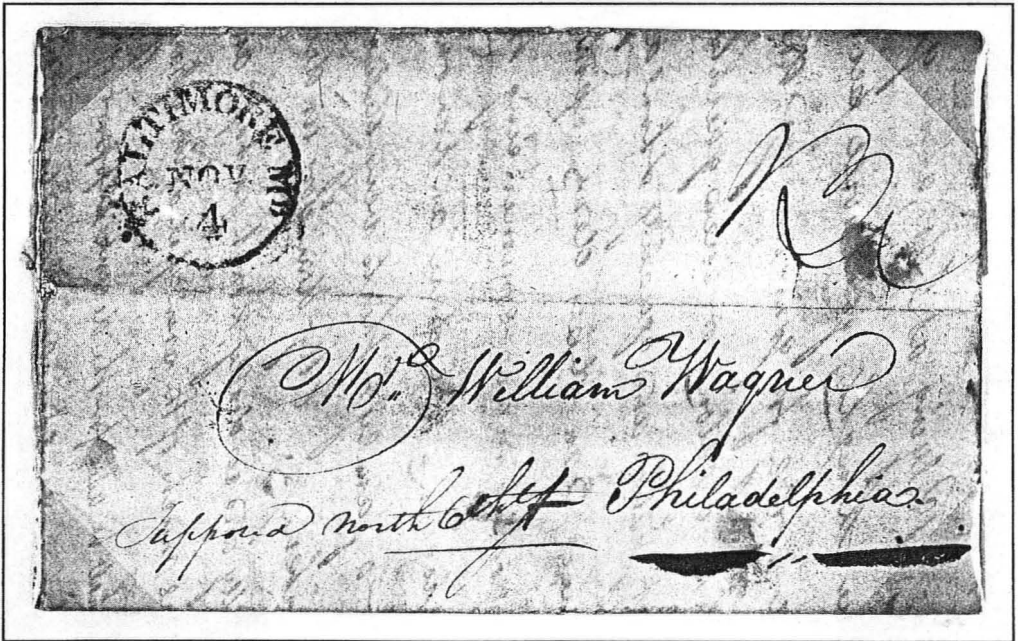


Figure 25. Addition of street address, suggesting carrier service.

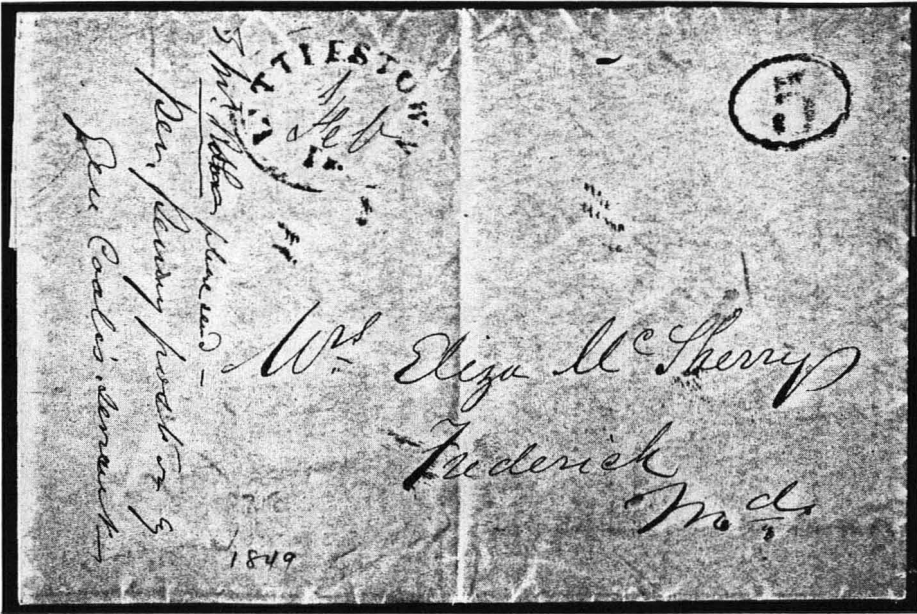


Figure 26. 1849 folded letter, annotated with instructions to send by penny post "or by Gen Cole's servant."

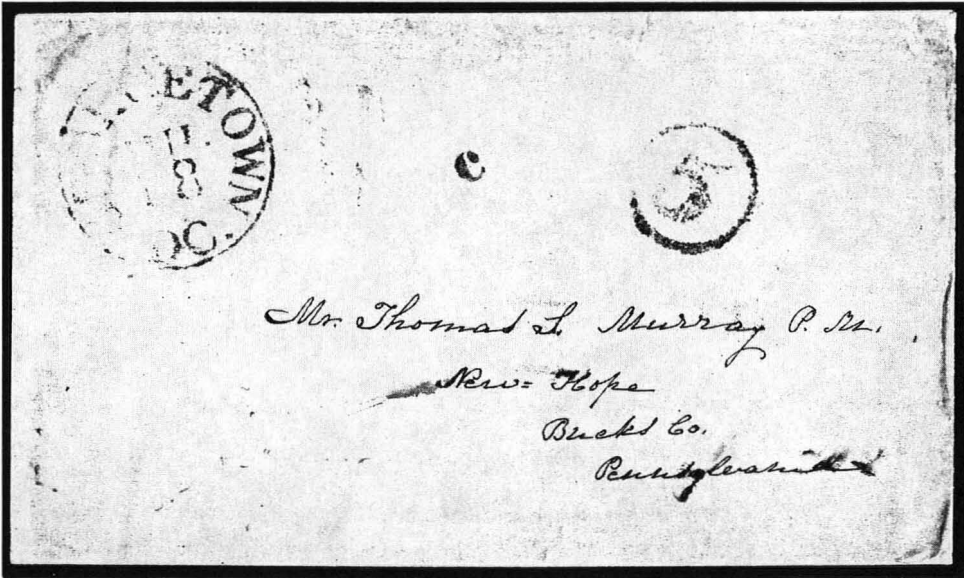


Figure 27. Georgetown, D.C. to New Hope, Pa. folded letter, "c" handstamp of unknown significance.

Finally, letter carrier service is indicated, too, by the presence of the street address.²⁰ This is especially true when the street address has been added in the city of receipt. Figure 25 is an example where the street address has been added in a different hand and ink than that used to address the folded letter.

D. Covers that we would like to think received carrier service, but about which we will probably never be sure

This class of covers is limitless. I will illustrate two covers to show the kind of clues we respond to.

Figure 26 is an ordinary 1849 folded letter that originated in Littleton, Pa. and was addressed to Frederick, Md. The unusual feature of this cover, however, is the sender's admonition to the postmaster: "Mr. _____ please send/per penny post or by Gen Cole's servant."

We will never know if or how this admonition was acted upon since there is no evidence of carrier service on the cover. But it is intriguing that the sender believed that there was a penny post either in Littleton or Frederick. Indeed, as Robert Stets has shown,²¹ a penny post had operated in Fredericktown before 1809. But was it still in operation in 1849?

The cover shown as Figure 27 originated in Georgetown, D.C.; it was addressed to New Hope, Pa. Neither town is reported as having had carrier service. But I have now found two examples of covers from this same correspondence with a handstamp "C" on their face. Does this indicate carrier service in one or the other of the towns? Or was it a private receiving mark? It is likely we will never know.

V. Conclusion

The search for carrier serviced covers that do not scream out "post boy" when you see them is challenging and occasionally rewarding. I would appreciate other examples of types of carrier serviced covers one can look for. The information will be noted in this Section.²² □

²⁰*Idem.*, p. 248.

²¹Stets, *op. cit.*

²²My thanks go to Mr. Calvet M. Hahn who read the draft of this article and made several helpful suggestions to correct it.

**1996
Our 31st Year**

PHILATELIC BIBLIPOLE
<http://pbbooks.com>
Authoritative Philatelic Literature



US, CSA, Maritime, Forgery, GB and the Empire, etc.

Purchaser of major and minor philatelic libraries, stocking new titles from over 100 publishers. 112 page Stock Catalog: \$3 to a US address, Foreign by air \$5.

PB Blank Pages, Mylar and Page Boxes

The state of the art for both archival preservation and appearance, our pages are 100% cotton rag, neutral pH and buffered; blank and quadrille. Custom steel engraved page heads and paneling available. Will run on most Laser Jet Printers. All made exclusively for us in the US. Page Sampler: \$3 to a US address. Foreign by air \$7.

Leonard H. Hartmann

**P.O. Box 36006, Louisville, KY 40233
Phone (502) 451-0317, Fax (502) 459-8538**

Before It Comes Time To Sell, You'll Need This Brochure.

Did you know that two stamp collections that are exactly the same might sell for totally different amounts of money just because the collector forgot to do something simple?

Why is the way you store your collection important to the buyer?

Do expertizing service certificates really add value to your stamps and covers?

If you're planning to sell all or part of your stamp or cover collection, you need to know the answers to these and many other questions.

Why? Because as a smarter seller, you'll get the optimum value for your collection. No matter your years of experience in philately, when it comes time to sell, you need to be prepared.

That's why Andrew Levitt has published **SPECIAL TIPS WHEN IT COMES TIME TO SELL.**

For Every Philatelist...

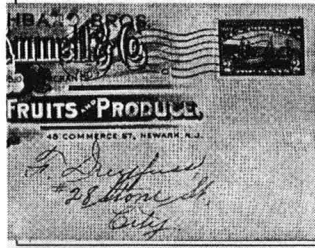
Special Tips For When It Comes Time To Sell

By Andrew Levitt



The market for proofs and essays has improved dramatically in recent years. Items like this small die proof (No. 292P2) of the \$1 Trans-Mississippi issue add importance to your holdings.

Unusual postal history items—like this first day cover of the 2c Parcel Post issue—are highly sought after, especially when in excellent condition.



Over 35 years experience in handling more than \$240 million in philatelic holdings has gone into this very special publication. Whether you plan to sell your holdings now or later, you need this brochure today.

And by the way, if you want to sell your collection today you couldn't have picked a better time to sell to our firm. The market is strong and we have more than \$5 million available now. Not only that, but for valuable properties, we can travel to you at a moment's notice.

Rest assured you will be selling to one of the most reputable buyers in our hobby. We have worked with many of the greatest collectors, including Boker, Rosenthal, Grunin, DuPuy, Perry, & Haas. Write or call for our brochure today. You'll be glad you did.

Post Office Box 342
Danbury CT 06813

Andrew Levitt
ALPC
Philatelic Consultant

(203) 743-5291
FAX: (203) 730-8238

**SOME COMMENTS ABOUT A RARE
COMBINATION 5¢ 1847 PLUS SWARTS LOCAL COVER**
JEROME S. WAGSHAL

The 1847 period cover pictured in Figure 1, which was offered in Christie's 9/27/95 sale, is sufficiently noteworthy to merit mention in this journal. It bears a 5¢ 1847 used in combination with a green Swarts local stamp, identified in the auction catalogue as Scott No. 136L2.

Estimated by the house at \$3,000 to \$5,000, it was knocked down at \$13,000 hammer, which amounts to a final buyer's price of \$14,950, or approximately three times the high estimate figure.

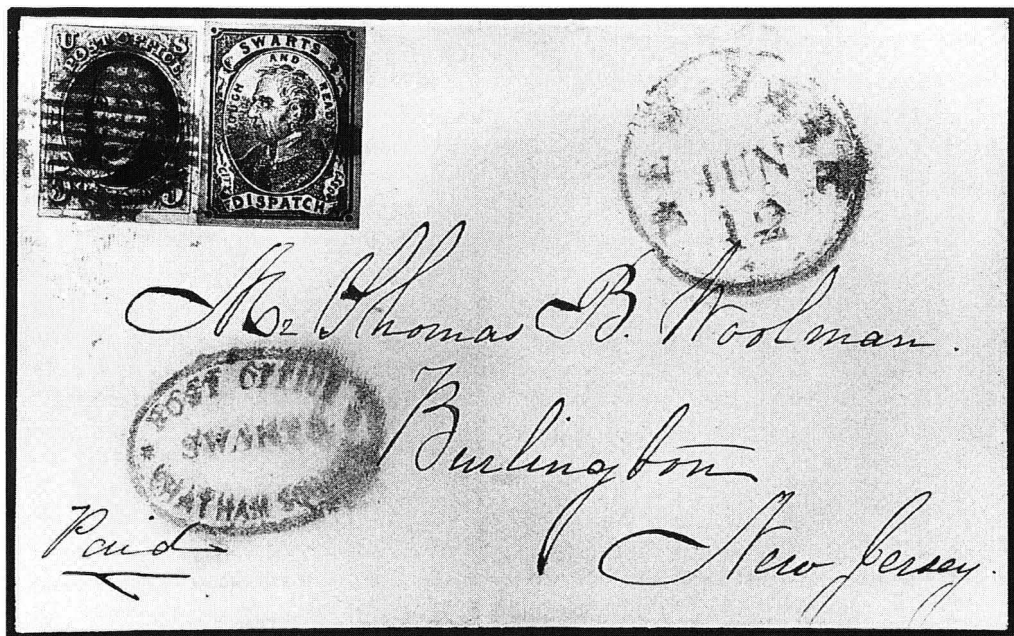


Figure 1. Swarts Express + 5¢ 1847 combination cover, New York June 12 [1849] cds, to Burlington, N.J. ("the Christie's cover"). (All photos by Datillo)

Faithful readers of the *Chronicle* will understand why such high regard was shown for this cover. During 1991 and 1992, Robert B. Meyersburg, Section Editor emeritus of the U.S. Carriers section of this journal, presented a series of articles reviewing "1847 Postage Stamps Used In Combination With Carrier and Local Adhesives." In the final installment of Mr. Meyersburg's study, in the November 1992 *Chronicle* (Whole No. 156), p. 244, it is stated that only one cover with the combination of the 5¢ 1847 and Scott No. 136L2 was known, a cover dated June 12 [1849] to Burlington, N.J. This description fits the cover in the Christie's sale, and the two are of course the same. Thus, the cover in the Christie's sale (hereinafter referred to as "the Christie's cover") is, according to published records, a unique combination usage.

However, it should be noted that Christie's did not describe it as unique, and although this cover is doubtless a very rare item, whether it is unique is open to question.



Figure 2. Swarts Express + 5¢ 1847 combination cover, U.S. Express Mail June 8 [1849] date stamp, to New London, Conn. ("the Ashbrook cover").

To investigate that issue, the trail begins with Stanley B. Ashbrook. A little over forty years ago the status of the Christie's cover as a unique combination might have been challenged by the cover illustrated in Figure 2, which also bears a 5¢ 1847 plus a green Swarts local. In the January 1, 1954, edition of his *Special Service*, Stanley Ashbrook identified the Swarts stamp on this cover (hereinafter referred to as "the Ashbrook cover") as 136L2, the same local as on the Christie's cover. However, Ashbrook condemned the Ashbrook cover as a complete fake, stating his opinion in these words:

In my opinion, this was originally a "stampless cover" and genuine in every respect except that neither stamp was used on the cover. The letter was given to Swarts to convey to the "Post" - in this instance to the route agent bound for Boston aboard the "U. S. Express Mail." Swarts was paid the sum of 2¢. No payment of the 5¢ U.S. rate to New London was made, hence the mail clerk handstamped the letter with a "5" or 5¢ due on delivery. Here was a stampless cover with very little value to which some "fixer" attached two stamps and forthwith a very "rare cover" was produced.¹

The "5" marking is persuasive evidence that Ashbrook was correct in opining that the 5¢ 1847 was added. Moreover, the fact that this stamp is pen canceled rather than tied with a New York diamond grid obliterator further supports this conclusion. However, Ashbrook gave no basis for his opinion that the green Swarts stamp, which is barely tied by the "D" of the familiar Swarts "PAID" handstamp, was also added to this cover. With due deference to this master, I believe Ashbrook's opinion that the Swarts local was also added may not be correct. And, for the reasons explained below, his identification of the Swarts stamp as 136L2 is also open to question.

¹Stanley B. Ashbrook, *19th Century U.S. Postal History: A Special Service Prepared by Stanley B. Ashbrook* [short title: *Ashbrook's Special Service*], Issue No. 34 (January 1, 1954), p. 253.

The key to these questions is to be found in yet a third cover with a 5¢ 1847 plus green Swarts stamp which Ashbrook was apparently unaware of when he analyzed the Ashbrook cover. This third cover is shown in Figure 3. The illustration is taken from the Siegel 4/4/78 sale of the J. David Baker collection (and the cover will hereinafter be referred to as “the Baker cover”). The Baker cover is obviously from the same correspondence as the Ashbrook cover, being addressed to the same addressee and in the same distinctive hand—a fact which I do not believe has hitherto been publicly noted.

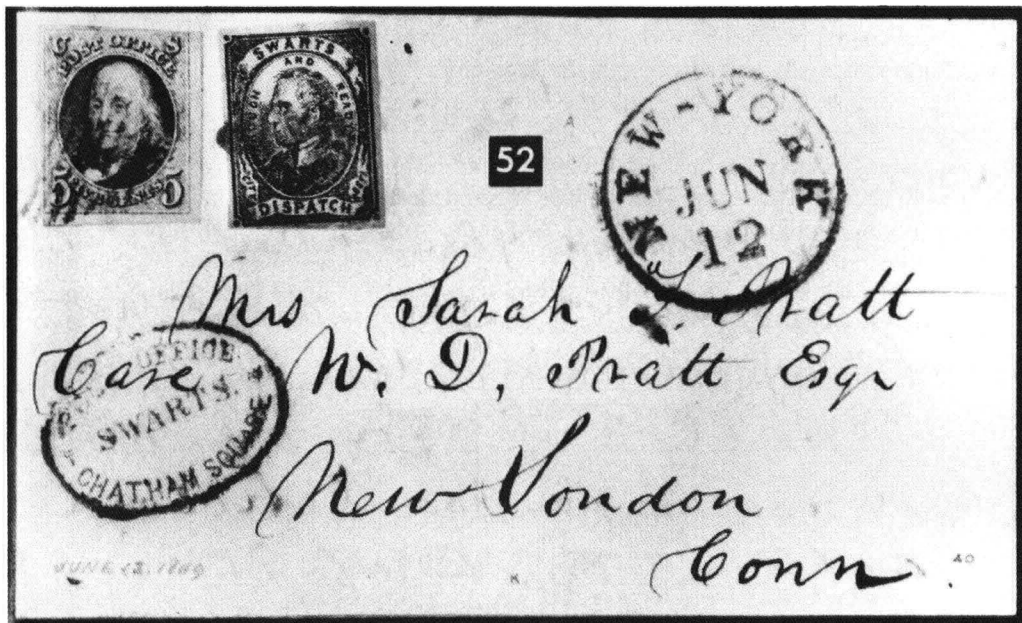


Figure 3. Swarts Express + 5¢ 1847 combination cover, New York June 12 [1849] cds, to New London, Conn. (“the Baker cover”).

The Baker cover was described in the Siegel sale as a combination usage of the 5¢ 1847 with Scott 136L1. According to the *Scott Specialized Catalogue of United States Stamps*, the 136L1 stamp has an identical design to 136L2, with the only difference between the two being that 136L1 is on “light green” paper whereas 136L2 is on “dark green” paper. It is a curious fact that, as in the case of the 136L2 listing, Mr. Meyersburg also lists only one known 5¢ 1847 plus 136L1 cover,² and, once again, this is it.

Ashbrook’s condemnation of the Ashbrook cover as having had the 5¢ 1847 stamp added does not apply to the Baker cover, as can be seen from Figure 3, because there is no “5” marking on the Baker cover. Further, unlike the Ashbrook cover, the 5¢ stamp on the Baker cover is canceled by the standard NYC red diamond grid.³ For these reasons the 5¢ stamp on the Baker cover appears to be a genuine usage.

The Baker cover is an important aid to analysis for several reasons. First, although the fact that the Swarts green local was genuinely used on the Baker cover does not necessarily establish the genuineness of the use of the Swarts stamp on the Ashbrook cover, it does tend to support the authenticity of the use of the Swarts stamp on the Ashbrook

²Chronicle No. 156 (Vol. 44, No. 4)(November 1992), p. 244.

³In the Siegel auction catalogue, the 5¢ stamp on the Baker cover is described as having a “removed ms. to improve appearance.” Since the faker of the Ashbrook cover used a pen-canceled 5¢ stamp without attempting to remove the pen marking and without adding a fake diamond grid, the removal of the pen marking on the Baker cover was probably done by some other mechanic. Of course, the diamond grid on the Baker cover could conceivably be counterfeit, but if so, then why didn’t the faker do the same on the Ashbrook cover?

cover, with the Baker cover being sent U.S. postage prepaid and the Ashbrook cover sent collect. A faker may have gotten the idea of adding the 5¢ 1847 stamp to the unpaid Ashbrook cover by being aware of the existence of the paid Baker cover, with the genuine 5¢ combination usage, when both were together, possibly at the time of discovery of this correspondence.

However, the fact that the Baker cover has a 136L1 “light green” stamp whereas the Ashbrook and Christie’s covers are described as having 136L2 “dark green” stamps is somewhat troublesome, since it indicated either that the two green papers, light and dark, were in use contemporaneously⁴ or else that the green paper of all three covers is really the same. Further analysis suggests that the latter is more likely.

According to Patton, who wrote the most authoritative work in the field of New York locals, Nos. 136L1 and 136L2 were printed from two different lithographic stones which may be distinguished from one another by a clear design difference as well as by the difference in paper.⁵ Patton states that there is “a short dash of colour in the colourless space between Taylor’s forehead and the ‘H’ of ‘ROUGH’” in the vignette of all Stone II stamps. Patton’s illustration of this dash, known to some collectors as “the horn,” is reproduced here as Figure 4. “The horn” is a clear, strong distinguishing mark which can be expected to show on any illustration of 136L2, even a half tone.



Figure 4. The distinctive marking (the “horn”) on Swarts local Stone II (Scott No. 136L2).

As can be seen from Figures 1 and 2, both the Christie’s and Ashbrook covers appear to lack the Stone II dash. Thus the Swarts stamp on each cover under consideration here appears to be a 136L1 from Stone I. If this conclusion is correct, this means that two genuine 136L1 plus 5¢ 1847 combination covers exist (the Christie’s and Baker covers), and there is no known 136L2 plus 5¢ 1847 combination cover.⁶ We therefore have a probable correction to the record of combination 5¢ 1847 plus local covers, which those who in the future may have access to these covers should consider. However, regardless of whether the local stamps on the Christie’s and Baker covers are 136L1 or 136L2, these are combination usages of great rarity. □

⁴As can be seen from Figure 3, the Baker 136L1 combination cover bears precisely the same date as the Christie’s 136L2 combination cover, June 2 [1849], with both therefore being just a few days later than the June 8th Ashbrook cover.

⁵Donald Scott Patton, *The Private Local Posts of the United States*, Vol. I: New York State (London: Robson Lowe Ltd., 1967), pp. 38-39. Patton agrees with the Scott U.S. Specialized Catalogue that 136L1 was printed on “light green surfaced paper,” but differs from the catalogue in stating that 136L2 was on “bright or dull green glazed paper,” rather than “dark green” paper. This difference in color and paper identification suggests that greater reliance should be placed on the design difference in distinguishing between 136L1 and 136L2.

⁶I referred this issue to one of the most knowledgeable students of the New York locals (who requests anonymity), and, based on the absence of the “horn,” he agrees that the Swarts stamp on each of the three covers—Christie’s, Ashbrook and Baker—is indeed 136L1.

SOME COMMENTS REGARDING FAKES AND FAKERS,
or,
HOW MR. STEINER GOT HIS BUTTONS
JEROME S. WAGSHAL

The threat of being taken in by fake material is undoubtedly one of the most detrimental factors affecting philately. The existence of fake material in the market creates insecurity and discourages collectors, particularly novice collectors, who otherwise would progress and enrich the hobby.

On the other hand, for the knowledgeable, the analysis and discovery of fake material can become a game. It is a non-violent form of the ancient contest between the criminal and the law enforcer. The contest still continues.¹ Moreover, with advances in reproduction technology it is likely that there will be increasingly clever attempts to defraud collectors than in the past. It is therefore important to be familiar with the principles and techniques for identifying a fake. Of course, the existence of expert services helps, but the best first line of defense remains the knowledgeable collector.

In the history of classic U.S. philately, the greatest philatelic sleuth was Stanley B. Ashbrook, whose analysis of rate markings on covers addressed to foreign destinations led to his detection of many fake covers containing added stamps. Ashbrook's accounts in his *Special Service* of how he identified the faked covers of "Zareski of Paris," whom Ashbrook characterized as "the most notorious faker of U.S. 19th Century covers on the Continent,"² are the fascinating philatelic equivalent of the heroic struggles between Sherlock Holmes and the evil Professor Moriarty.

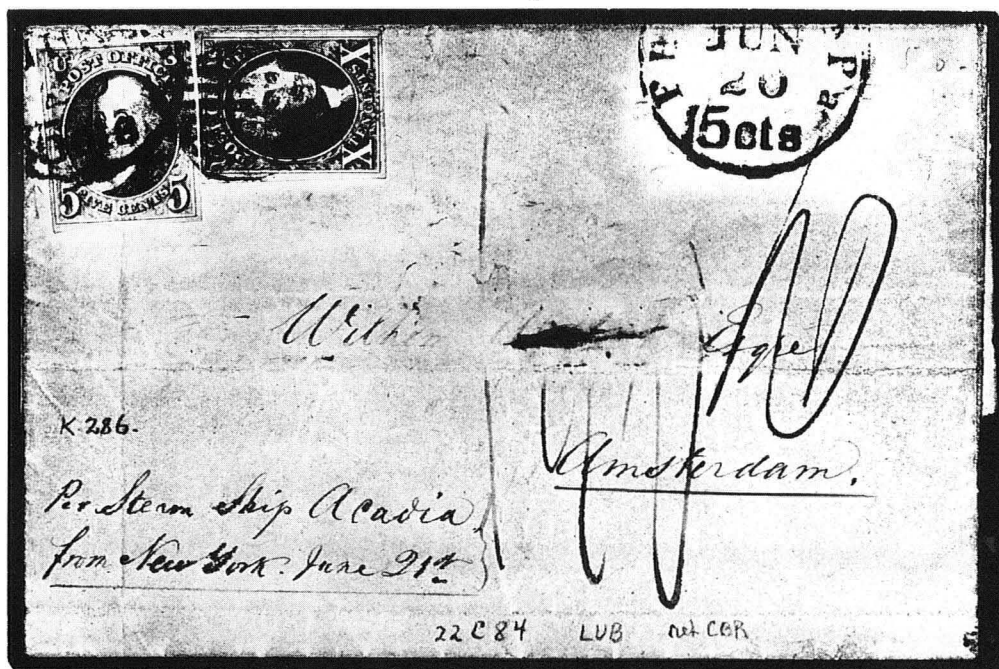


Figure 1. Fake 5¢ + 10¢ 1847 cover with "15 cts" cds of Philadelphia, June 20 [1848], attributed to Zareski (from Ashbrook's *Special Service*). (This and subsequent photos by Datillo)

¹Indeed, in a 1994 meeting of the DC-Maryland USPCS club, there was much discussion about the six-figure sale within the last decade of a cover which is highly regarded in philately, but which on close analysis has highly suspicious features.

²Stanley B. Ashbrook, *19th Century U.S. Postal History: A Special Service Prepared by Stanley B. Ashbrook* [short title: *Ashbrook's Special Service*], Issue No. 25 (April 1, 1953), p. 182.

One of the fakes which Ashbrook attributed to the notorious Zareski is shown in Figure 1, a cover which sold in the 1941 auction of the great Knapp collection as lot 2284, for what was then the substantial sum of \$325.³ Ashbrook determined the cover was a fake based on several confirming factors:

- the markings showed the letter to have been a single rate cover, requiring only 5¢ in postage by weight. The cover, dated June 20, 1848, preceded the first U.S.-British postal treaty, and prepayment beyond the U.S. border was not possible;
- Philadelphia never had a “15 cts” cds such as appeared on this cover. This was actually the familiar “5 cts” integral cds of Philadelphia to which a painted “1” had been added before the “5”; and
- the added 10¢ stamp showed evidence under UV light of a removed pen cancel, indicating that a stamp in less-than-desirable condition had been used to manufacture a valuable 5¢ plus 10¢ combination cover.

According to Ashbrook, the cover was subsequently submitted to the Philatelic Foundation by Mr. Gordon Harmer, of Harmer, Rooke & Co., where it received certificate No. 2160, dated June 12, 1950, as being “genuine in all respects.” Based on that certificate, the cover sold in a Harmer Rooke sale for \$220, a substantial drop from the \$325 previously realized in the Knapp sale, perhaps indicating that knowledgeable buyers had recognized this cover for what it was. The Harmer firm subsequently canceled the sale of the lot when it was returned by the winning bidder on the strength of Ashbrook’s condemnation.

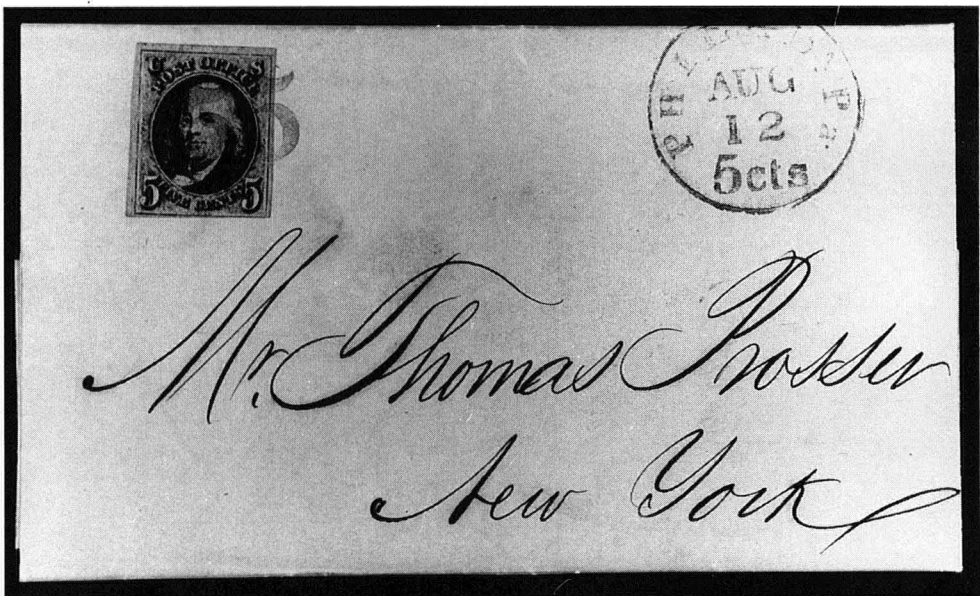


Figure 2. Fake 5¢ 1847 cover, Philadelphia cds of August 12 [1847], with two strikes of blue “5” handstamp.

I recently identified a more modest companion to the notorious Zareski’s fake, shown in Figure 2. It is a domestic usage bearing the same Philadelphia cds as the Zareski fake, though this time the cds was genuinely struck and unaltered. However, the cover incorporated other fraudulent features. Analysis of this latest Philadelphia fake will be of interest because it has general applicability in demonstrating the principles and processes

³Ashbrook’s extended discussion and analysis regarding this cover is found in the *Special Service* at pp. 13-18.

for detection of fakery, particularly in the 1847 issue. (This example is especially useful because the identification of the fakery involved both study of the stamp itself and the postal history aspects of the cover, demonstrating again that stamp study and postal history are a seamless web of knowledge, not the dichotomy which some seek to make it.)

The cover in question was offered in a 1994 auction by a house of impeccable integrity, which, in an uncharacteristic lapse, simply overlooked its character. Thus, the auction catalogue described it as, "Just four margin 5 cent dark brown tied by two strikes of blue '5' hdstp at left on Aug 1847 FL, VG blue PHILADA.Pa/5 cts cds at right F-VF."

Upon examination, the most immediately apparent evidence of fakery was the fact that although this letter was sent in 1847, as established by the contents, which are shown in Figure 3,⁴ the stamp on this cover was not a sharp 1847 impression of the 5¢ stamp.

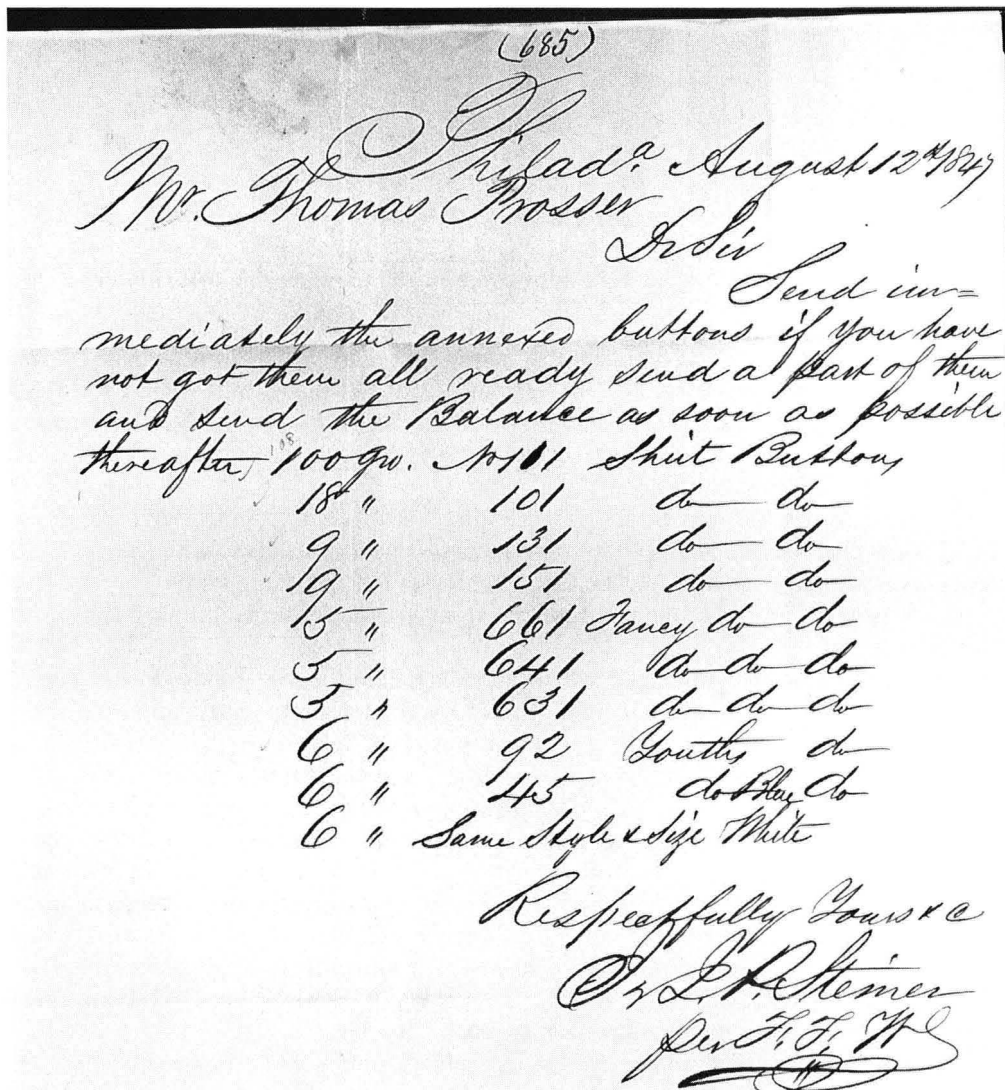


Figure 3. Contents of cover shown in Figure 2.

⁴Note that the configuration of the "7" of "1847" in the dateline might be thought to be a "9" with the top circle not completely closed. However, several other "9"s in the body of the letter established that the numeral in the year date was indeed a "7."

Rather, it was a very poor impression, as can be seen in a close-up of the stamp (Figure 4). Note particularly the blurred horizontal background lines of the design which are invariably clear and sharp in early impressions.

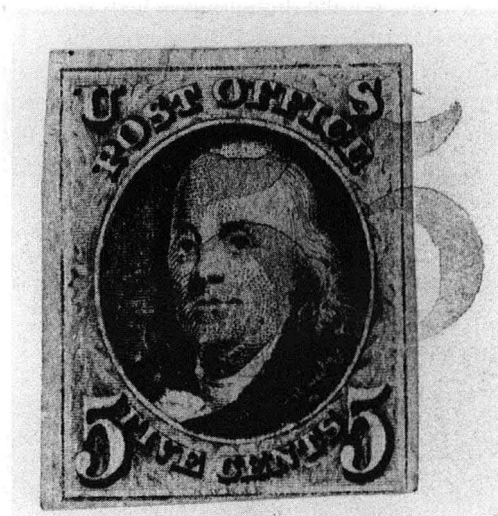


Figure 4. Enlargement of 5¢ 1847 adhesive and “5” handstamps from Figure 2.

If any stamp had been properly used on the cover, it would have had to come from the initial production from the 5¢ plate, that is, the first delivery which was made on June 3, 1847, since the second delivery of these stamps was not made until March 15, 1848.⁵ All the stamps from the first delivery were of course printed when the 5¢ plate was unworn, and therefore it would not be possible that a 5¢ stamp used in August 1847 would have such a poor, blurred impression.

Figure 5 shows a stamp which was genuinely used on an August 1847 cover. Note the fine detail characteristic of a stamp from the first delivery. This is how the stamp on the suspect cover should have looked. The fuzzy impression of the stamp on the suspect cover is characteristic of 5¢ 1847 stamps produced from a later delivery and used during the 1849-1850 period.

Evidence of fakery cumulated when the stamp, like the 10¢ stamp on the Zareski fake, showed indications under UV light of a removed manuscript cancellation. A vestige of this removed pen marking can be seen even in normal light in the dark marking in the top margin of the stamp in Figure 4, leading vertically and slightly to the left into the “S” of “POST.”

The postal history aspects of the cover further confirmed the conclusion of fakery. What of the numeral “5” cancels on the stamp, tying it to the cover? The impressions of these markings have an unnaturally precise and even texture, rarely encountered in strikes of numeral cancellations of this period. And the serendipitous tie is, to the experienced eye, too good. Again, see Figure 4. Few strikes of a numeral marking during the 1847-1851 period were so precise. Figure 6 shows a numeral “5” marking used as a tying cancel on another stamp with a typical impression for such a marking.

Moreover, both strikes of the “5” on the subject stamp are of approximately equal strength, whereas normally a second strike would be made without a second hit on the ink pad, and thus would be a weaker impression.

⁵Luff established that the entire supply of the 1847 issue came from the manufacturer—Rawden, Wright, Hatch & Edson—to the government agent in five deliveries, and he gives the date of each of these deliveries. John N. Luff, *The Postage Stamps Of The United States* (New York: Scott Stamp & Coin Co., Ltd., 1902), pp. 60, 62.



Figure 5. Genuine used copy of first delivery 5¢ 1847 adhesive, from August 1847 cover.

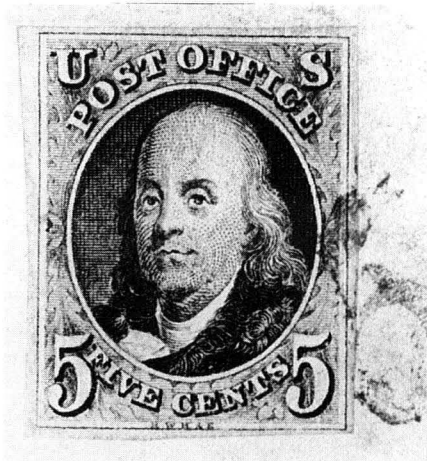


Figure 6. Genuine "5" handstamp tying 5¢ 1847 adhesive.

Even more damning, however, is the configuration of the numeral “5” obliterator. No numeral “5” marking of this design, with a wide, curved flag, is known from Philadelphia in this period, as established by reference to postal history studies of Philadelphia.⁶

The subject cover was doubtless sent as an unpaid letter, with the integral “5” in the Philadelphia cds indicating the postage due from the recipient. Most letters during the four-year period when the 1847 issue was valid for postage were sent collect, so the odds generally favor a letter having been unpaid in this period. However, it was even more likely that this particular letter was sent unpaid because of the nature of the communication. A Philadelphia button customer, Mr. Steiner, was placing a sizeable order with a New York button seller, Thomas Prosser. Again, see Figure 3. This was obviously the kind of a communication which a buyer such as Mr. Steiner would regard as appropriate to send collect, and which the recipient would be happy to pay to receive.

The final question to be asked in any analysis of a possible fake is why it would have been worthwhile for a faker to take the trouble to make the item in question from components, that is, whether there was a sufficient economic motivation for fakery. In this case, the stamp itself as a pen canceled off-cover item would have been worth no more than \$100 in the current market, and probably less. The cover itself, as a stampless cover with the blue Philadelphia cds, would be worth no more than \$10, and, again, probably less.⁷ However, a sound off cover single hit by two strikes of a genuine numeral “5” cancel might be worth well over \$500, and a fair estimate of the market value of a cover like this, again, if genuine, would be between \$800 and \$1,000.⁸ In short, there was ample economic incentive for an unscrupulous philatelic mechanic to have manufactured this fake.

The ineluctable conclusion is that this cover was a stampless cover in 1847, and at a later time a faker partially cleaned the cancel from a pen canceled 5¢ 1847 stamp and added it to the cover with two much-too-careful strikes of a blue “5” numeral cancel from his (or her) own device. Although this analysis was immediately accepted by the auction house when the facts were noted, and the cover was withdrawn from the sale, the fact that it was offered in the first place demonstrates once again that there are still fakes in the market which even careful and ethical sellers may occasionally overlook, and which buyers should guard against by thoughtful inspection. Or, to put the matter another way:

When Mr. Steiner bought buttons select,
He decided to mail his order collect.
 It gave him a tickle
 To save paying a nickel,
And the stamp on this cover’s not correct. □

⁶See particularly Robert J. Stets, ed., *An Illustrated Catalog of Philadelphia Postal Markings Found on Stampless Covers 1728 - 1863* (The Associated Stamp Clubs of Southeastern Penna. & Delaware, Inc. 1983), p. 22. The cds itself is marking C-41 in this catalog. Mr. Stets, an acknowledged authority on Philadelphia postal history, confirmed by letter to the author that, “[i]n Philadelphia, in 1847, the normal cancel for the stamps was a blue circular grid, and occasionally, the town mark itself.” He adds that a “5” similar that shown on the stamp was used at Philadelphia at a later time, during the 1850s.

⁷The definitive reference on stampless covers, the *American Stampless Cover Catalog*, 4th ed. (North Miami, Fla.: David G. Phillips Publishing Co., Inc.), Vol. 1(1985), p. 316, notes that there are three minor varieties of this marking, but lists them as a group at \$5. This is also the value range (“up to \$5.00”) assigned by the *Illustrated Catalog of Philadelphia Postal Markings*, *supra*, note 6, at p. 23.

⁸This was the estimate in the sales catalogue before the cover was withdrawn, and I believe it was conservative had the cover been genuine. In a recent net price offering, I noted a similarly margined off-cover stamp with two strikes of a red “5” cancel believed to be genuine, and having a PF certificate, offered at \$1,100.

EARLY CANCELLATIONS OF NEW YORK CITY: PART I
1842-1852
HUBERT C. SKINNER

(Continued from *Chronicle* 168:245)

Addenda and Corrigenda

This is the third portion of "Part One" of this series of articles on the "Early Cancellations of New York City." It was originally planned as a single paper, but space limitations in the *Chronicle* forced the Editor-in-Chief to divide Part I into two sections, here redesignated Part Ia (*Chronicle* 167, pp. 171-178) and Part Ib (*Chronicle* 168, pp. 241-245). Unfortunately, this division altered somewhat the thrust of the paper, since Part Ia was designed originally to be an introductory review of early mail handling practices and was intended to serve as a background to the introduction of new rates and postage stamps in mid-1851 and the innovative and extensive changes made at this time in the methods of sorting, canceling, postmarking and dispatching the mails at the Post Office in New York City. Most of my description of this innovative and experimental period which began on 1 July 1851 was presented in Part Ib. However, three initial paragraphs of the text on the 1851 period, as well as Figure 3, to which extensive references were made in Part Ib, appeared in Part Ia.

New York Postmaster's Provisionals

The distinguished student of the 1845 and 1847 issues, Philip T. Wall, has called to my attention several additional usages. In *Chronicle* 167, p. 175, I reported three examples of the 5¢ New York canceled with the boxed "U.S." marking, two of these on cover. Mr. Wall advises that based on his records there are at least four covers and three to five off-cover examples of this cancellation on the New York provisional.

The 1847 Stamps

Mr. Wall also called my attention to a *lapsus calami* in the footnote on page 177. I stated that the time span permitting the combined use of first issue Canada with first issue United States was only 38 days; the correct number is 69 days.

A prominent dealer and a collector who are serious students have reminded me that we examined the Beaver/Franklin combination cover [Kapiloff lot 121] when it was shown at Chicago in 1992, where we noted some problems. With a low power magnifier, even through glass, we observed what appeared to be a manuscript cancel which had been (partially) removed. It is in the lower part of the 5¢ Franklin and extends under the target cancel. Further, the impression of the target cancels is such that one observer suggested that they were struck by a hard rubber replica rather than the original Canadian metal device. A comparison with the photograph of the Caspary cover (Sale II, lot 119) lends some support to this idea. Perhaps the Kapiloff cover should be submitted for further expertization. However, until such expert examination can be completed, the cover must remain an accepted usage.

The 1851 Issue

A large number of readers have responded to my request for additional records of the experimental integral postmarks. It is apparent that the known time span for usage of several of these will be altered, but it is too soon to do this since I expect many more dates to be reported.

The Bold Single-Bar Integral Postmark

Thomas J. Alexander has provided me with photocopies of 21 examples of the single-bar integral postmark from August 1851 (see Figure 3, NYDM 51-4, *Chronicle* 167, p.173). These range from August 12 through August 26, with only two dates missing.

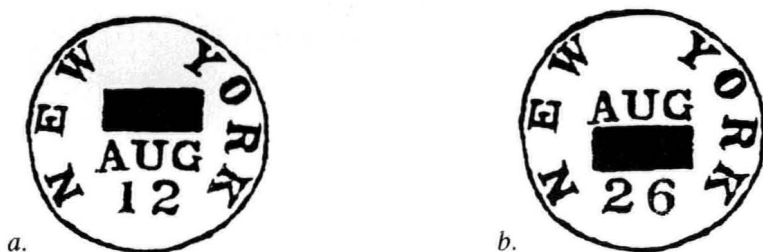


Figure 8. The two subtypes of the bold single-bar integral postmark used in 1851 at New York City from August 12 through August 26. Figure 8a [NYDM 51-4a] was used August 12 through 17 [1851]. Figure 8b [NYDM 51-4b] was used August 18 through August 26 [1851].

About ten other examples have been recorded—all are from this interval. Thus, it is possible that this bold single-bar integral postmark was in use for only those fifteen days in August 1851. Further, for the first six days (August 12-August 17), the bold single-bar was positioned *above* the month and day at center (see Figure 8a) and afterward (August 18-August 26) it was placed *between* the month and day (see Figure 8b). Postmark NYDM 51-4 is here redesignated NYDM 51-4a [bar above month] and NYDM 51-4b [bar at center below month]. This early eccentric placement of the bar is unique to the bold single-bar integral postmark, since in all later ones—the four-bar, three-bar and two-bar types—the bar killer is at the center of the device between the month and day.

Acknowledgments

This writer is very much indebted to Philip T. Wall, Thomas J. Alexander and the other readers named and unnamed who have most kindly contributed to his records of usages and who have made invaluable suggestions. This assistance is most gratefully acknowledged. □

QUINTESSENTIAL COVERS: PART V—ADDENDUM

HUBERT C. SKINNER

Steven M. Roth has offered comments on the Hale & Company quintessential cover article in *Chronicle* No. 166. He notes that this writer did not include two articles from *The Penny Post* on Hale & Co. by Michael Gutman in the list of references. Mr. Roth is quite correct. The earlier of Mr. Gutman's two articles is very brief and consists mainly of a list of the covers in his own large collection, with a request that further information pertaining to Hale & Company be forwarded to him by other interested collectors. Mr. Gutman's second article is "The Precancels of Hale & Company," and largely is beyond the scope of our discussion, since the pen stroke precancels have little to do with the thrust of the article. However, Mr. Gutman does illustrate an initialed and precanceled single of Scott No. 75L2 on a Portsmouth cover addressed to Charlestown, Massachusetts (somewhat similar to our cover), and mentions several other Portsmouth covers (but the only

other example illustrated is franked with 75L5, not 75L2). Similar covers from Marblehead, Nantucket, Warren and Wareham were listed by Mr. Gutman. A third article from *The Penny Post*, "The Forgeries of Hale & Co.," is by another author, Richard Schwartz; all three are referenced below. None of these was used or quoted in our original article.

Further, Mr. Roth has advised that the large "P" on Hale adhesives used in Philadelphia is not the initial of this city, and has furnished photocopies of several other Philadelphia covers with a large manuscript initial "R" as the apparent obliterator. He suggests that these are carrier's initials, stating in his letter of 22 July 1995, "But I know of no specific authority for the assumption nor have I been able to identify such a clerk [or carrier] from the City Directories." In addition, he enclosed photocopies of two covers bearing adhesives canceled with "N Y" in manuscript, but as both are addressed to New York City and bear oval company handstamps which show they were forwarded from Boston, these script initials cannot indicate the city of origin.

Also, Mr. Roth advises that our cover was a double weight letter, requiring the two Hale adhesives as postage, and the 2¢ fee for prepaid delivery had to be paid in cash as Hale & Company had no 2¢ stamps. We are most grateful for this additional information and Steve Roth's kind assistance.

Michael S. Gutman also responded with helpful comments. He, too, states that the second stamp most likely represents double letter postage rather than prepayment for delivery. Further, he advises in his letter of 25 July 1995 that though Hale operated "both a package and foreign letter service before that date" he "did not carry domestic mail earlier than late 1843 [EKU 26 December 1843]" and "While he [Hale] advertised routes much farther north and west [than Portland, Maine, and Albany, New York] they were in conjunction with other independent mail carriers and not carried by Hale's company. For example, his service into Canada was actually carried by Gunnison..." This input is most welcome and is gratefully acknowledged.

Finally, this writer does not pretend to be an authority on Hale & Company and its operations, and did not attempt nor intend to be either complete or definitive about Hale & Company and its routes and services in describing this one quintessential cover; thus, there is much more that could and should be written about this independent letter mail company which falls outside the purview of this article and this section.

REFERENCES

- Gutman, Michael S. "The Offices of Hale & Co." *The Penny Post*, Vol. 2, No. 2 (April 1992), pp. 24-25, 2 figs.
- _____. "The Precancels of Hale & Company." *The Penny Post*, Vol. 4, No. 1 (January 1994), pp. 20-25, 6 figs.
- _____. Personal communication. Letter, 25 July 1995, enclosures.
- Roth, Steven M. Personal communication. Letter, 6 July 1995, 9 illustrations.
- _____. Personal communication. Letter, 22 July 1995, 3 illustrations.
- Schwartz, Richard. "Forgeries of Hale & Co." *The Penny Post*, Vol. 3, No. 2 (April 1993), pp. 23-25, 9 figs. [from the Elliott Perry/Arthur Hall manuscript]
- Skinner, Hubert C. "Quintessential Covers: Part V." *Chronicle*, Vol. 47, No. 2 (Whole No. 166)(May 1995), pp. 85-88, 4 figs. □

**THE SPECIAL PRINTINGS OF THE 1851 FRANKLIN AND
EAGLE CARRIER STAMPS**

WILLIAM E. MOOZ

This continues the series of articles which deal with the special printing program begun in 1875 and terminated in 1884. The program was allegedly begun because of demands by "stamp gatherers" for the Post Office Department to supply them with copies of "old stamps" which were no longer printed. The program resulted in the special printing of all stamps which had been issued from 1847 to 1875, and then continued until its termination in 1884 by issuing special printings of the then current postage stamps. These stamps are generically referred to as special printings, but within that heading stamp collectors subsequently subdivided these special printings into reproductions, reissues, reprints and special printings. The purpose of these articles is to bring together data from several sources in a way that builds a story about these elusive items, and which determines how many of the special printings there were, who printed them, when the printings were made, and how the printings differ from each other.

Previous articles have mostly dealt with the special printings of the 1¢ denominations of the Departmental stamps, and have been of interest to collectors and students of the regularly issued U. S. Departmental stamps, as well as to students of the 1875 Special Printings. This article focuses on the special printings (or reprints) of the 1¢ Franklin and Eagle Carrier stamps, examples of which appear in Figs. 1 and 2. It is consistent with the previous articles in the sense that it deals with the 1875 Special Printings, but it probably will be of more interest to the students of the U. S. Carrier stamps. These collectors may or may not also be interested in the 1875 Special Printings as a discrete subject, and the Departmental special printings may be of even lesser interest to them.

Each of the reprints described in this article had an initial printing of 10,000, consistent with other stamps in this series, and additional printings were made as the demand for the reprints increased.

The Franklin Carrier

The records of the Post Office Department indicate the following purchases of the Franklin Carrier reprints:

Purchased from Continental Bank Note Company, 7/21/75	10,000
Purchased from Continental Bank Note Company, 12/31/75	10,000
Purchased from the American Bank Note Company, 2/28/81	5,000
Total	25,000

Copies of the payment records for these purchases appear in Figs. 3, 4 and 5.¹

Of the 25,000 reprints delivered, 2,890 copies were destroyed at the end of the program.² The number sold was 25,000 less 2,890, or 22,110 copies. The Franklin Carrier reprint was the fourth best selling item in the entire series of stamps sold during this program by the Third Assistant Postmaster General's office.

Sales during the period from May 1879 and July 1882 are recorded in the "Press Copies of the Invoices,"³ and are tabulated in Table 1. During this period, there was a total of 6,156 individual 1¢ reprints sold, and there were an additional 72 reprints sold as part of

¹Records of the Post Office Department, Record Group 28, Bill Book #3, entries for June 30, 1875, December 31, 1875, February 28, 1881, and August 31, 1881.

²John Luff, *Postage Stamps of the United States* (New York: Scott Stamp & Coin Co., Ltd., 1902), p. 356.

³Records of the Post Office Department, Record Group 28, Press Copies of Invoices, 1879, GSA, National Archives and Record Service, Washington, D.C.

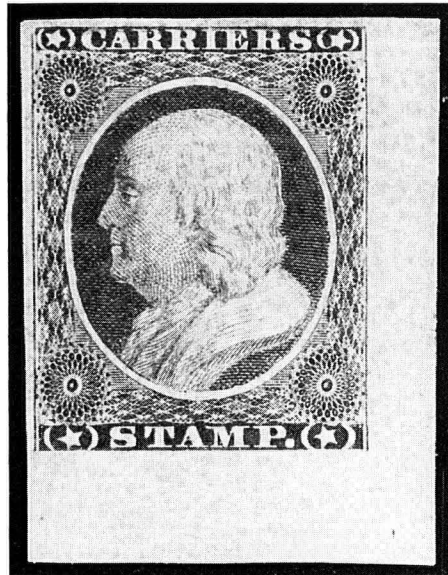


Figure 1. The 1¢ Franklin Carrier reprint.



Figure 2. The 1¢ Eagle Carrier reprint.

Specimens.

235

June 30, 1875.

Postage. Stamps of the issue of 1851. (including two designs of carrier stamps ("Eagle" and "Franklin") furnished for sale as specimens by the Department to stamps gatherers. - Furnished by Continental Bank Note Co., of New York. - Bill approved July 6, 1875, act of Congress certified for payment as for articles purchased in open market under Treasury charge. 575

10,000	One cent.
10,000	Three . .
10,000	Five . .
10,000	Ten . .
10,000	Twelve . .
10,000	Twenty four cent.
10,000	Thirty cent.
10,000	Ninety . .
<hr/>	
80,000	Stamps in all, at 80 cents per thousand. \$64.00
<hr/>	
10,000	"Franklin" carrier stamps, issue 1851.
10,000	"Eagle"
<hr/>	
20,000	Stamps, at 80 cents per thousand. \$16.00

Figure 3. Bill Book record for June 30, 1875, for initial purchase of Eagle and Franklin Carrier reprints from Continental Bank Note Company.

complete sets of the reprints of the 1851 issue. These sets contained both the Franklin and Eagle Carriers, as well as the 1¢ through 90¢ 1851 issue, Scott numbers 40 through 47. The sets were sold in small envelopes on which was printed the composition of the set. One of the envelopes is shown in Fig. 6. The total number of the 1¢ reprint sold during this period was thus 6,228. A chart showing the pace of the sales appears in Figure 7.

As in previous articles in this series, these data from the invoices may be combined with data about the receipt of the reprints, and the known total quantity sold, to produce a simulation of the sales over the entire program. This chart is shown in Figure 8, and demonstrates reasonably brisk sales at the beginning of the program, followed by a relatively moderate pace, and then shows a modest upward trend to the sale of the reprints towards the end of the program. Most of these sales were made to dealers. The records show the following sales to dealers during the period covered by the invoices:

Whitfield, King, & Co.	1,290
A. W. Mephan	570
Dr. W. Dempster	500
Julius Goldner	500
Nichols, Butler & Co.	500

December 31, 1875.

Specimen Postage Stamps of various issues furnished for sale as specimens to Stamp Gatherers during the quarter ending as above. Continental Bank Note Co. Contractors. - Bills rendered separately - Rec'd Jan. 6, 1876 Jan. 10, 76

Issue of 1876 (Current)	10,000	Two-cent (vermillion)	
	10,000	Five-cent	
	<u>20,000</u>	Stamps, at 14.99 cents per thousand	\$ 3.00
Issue of 74-Stamp Historical	10,000		
	10,000		
	<u>20,000</u>	Stamps, at \$1 per thousand	\$ 20.00
Issue of 1851:	10,000		
	10,000		
	<u>20,000</u>	Stamps, at 80 cents per thousand	\$ 16.00
Issue of 1873 (Official)	10,000		
	10,000		
	10,000		
	10,000		
	<u>40,000</u>	Stamps, at 80 cents per thousand	\$ 32.00

Figure 4. Bill Book record for December 31, 1875, for additional purchase of Eagle and Franklin Carrier reprints from Continental Bank Note Company.

Stanley Gibbons	400
Wm. P. Brown	350
L.W. Durbin	212
J. Strauss	205
Fabian & Co.	200
E.F. Ganiles	200
E.A. Holton	200
Edward Peck & Co.	200
Jus. P. Biedenstein	103
C.W. Campbell	100
Henry Hechler	100
Wm. W. Phair	100
J.C. Roses & Co.	100
Scott & Co.	100
Collins & Mills	55
J. H. Isaacs	25
Geo. M. Finckel	18
A.A. Heard	10
Total	6,038

This is almost 97% of the total single reprints sold during this period. If the sale of sets to dealers and the sale of smaller quantities of the single reprints are added, almost all of the sales were to dealers. This is consistent with what has been found for the other 1,875 special printings examined in earlier articles. Multiples of the Franklin Carrier reprint are known in various sizes.

February 25th 1881

Specimen postage stamps furnished during the month ending as above - The American Bank Note Company of New York, Contractors.

Number				
10 000	1 cent	-	Issue 1851	Eagle.
5 000	1 "	-	" 1851	Franklin.
5 000	5 "	-	" 1865	A & C.
5 000	1 "	-	Navy Department	
5 000	1 "	-	War	"
5 000	1 "	-	Executive	"
35 000				\$ 50.00

The above articles not provided for by contract, were purchased in open markets - the exigencies of the service requiring their immediate delivery.

August 31, 1881

Specimen postage stamps furnished during the month ending as above - The American Bank Note Company of New York, Contractors.

Number				
10 000	1 cent		Issue of 1851	Eagle Carrier
10 000	1 "		" 1869	
5 000	1 "		State Dept.	
25 000				\$ 35.00

The above articles not provided for by contract, were purchased in open markets - the exigencies of the service requiring their immediate delivery.

Figure 5. Bill Book records for February 25 and August 31, 1881, for purchases of Eagle and Franklin Carrier reprints from American Bank Note Company.

Table 1 - Cumulative Sales of 1851 Sets and Franklin			
Carrier Singles			
Month	Singles	Sets	Total
Jul-79	200	1	201
Aug-79	275	2	277
Sep-79	476	3	479
Oct-79	531	5	536
Nov-79	631	7	638
Dec-79	856	7	863
Jan-80	1056	8	1064
Feb-80	1147	9	1156
Mar-80	1249	11	1260
Apr-80	1351	15	1366
May-80	1655	17	1672
Jun-80	1656	18	1674
Jul-80	2056	20	2076
Aug-80	2066	22	2088
Sep-80	2116	24	2140
Oct-80	2144	24	2168
Nov-80	2246	27	2273
Dec-80	2847	27	2874
Jan-81	2850	27	2877
Feb-81	2869	30	2899
Mar-81	2900	31	2931
Apr-81	2903	38	2941
May-81	3129	43	3172
Jun-81	4030	46	4076
Jul-81	5047	47	5094
Aug-81	5052	48	5100
Sep-81	5242	50	5292
Oct-81	5257	50	5307
Nov-81	5472	50	5522
Dec-81	5475	50	5525
Jan-82	5500	50	5550
Feb-82	5604	54	5658
Mar-82	5631	54	5685
Apr-82	5793	60	5853
May-82	5968	65	6033
Jun-82	6156	69	6225
Jul-82	6156	72	6228

Table 2 - Cumulative Sales of 1851 Sets and Eagle			
Carrier Singles			
Month	Singles	Sets	Total
Jun-79	200	0	200
Jul-79	200	1	201
Aug-79	275	2	277
Sep-79	576	3	579
Oct-79	626	5	631
Nov-79	1426	7	1433
Dec-79	1451	7	1458
Jan-80	1451	8	1459
Feb-80	1492	9	1501
Mar-80	1494	11	1505
Apr-80	1496	15	1511
May-80	1546	17	1563
Jun-80	1547	18	1565
Jul-80	2547	20	2567
Aug-80	2556	22	2578
Sep-80	2606	24	2630
Oct-80	2634	24	2658
Nov-80	2736	27	2763
Dec-80	3937	27	3964
Jan-81	4652	27	4679
Feb-81	5670	30	5700
Mar-81	6771	31	6802
Apr-81	8774	38	8812
May-81	9017	43	9060
Jun-81	9635	46	9681
Jul-81	11252	47	11299
Aug-81	11256	48	11304
Sep-81	11256	50	11306
Oct-81	11272	50	11322
Nov-81	11572	50	11622
Dec-81	11575	50	11625
Jan-82	11600	50	11650
Feb-82	11604	54	11658
Mar-82	11731	54	11785
Apr-82	11843	60	11903
May-82	12043	65	12108
Jun-82	12081	69	12150

Tables 1 and 2. Tabulations of monthly sales of Franklin and Eagle Carrier reprints.

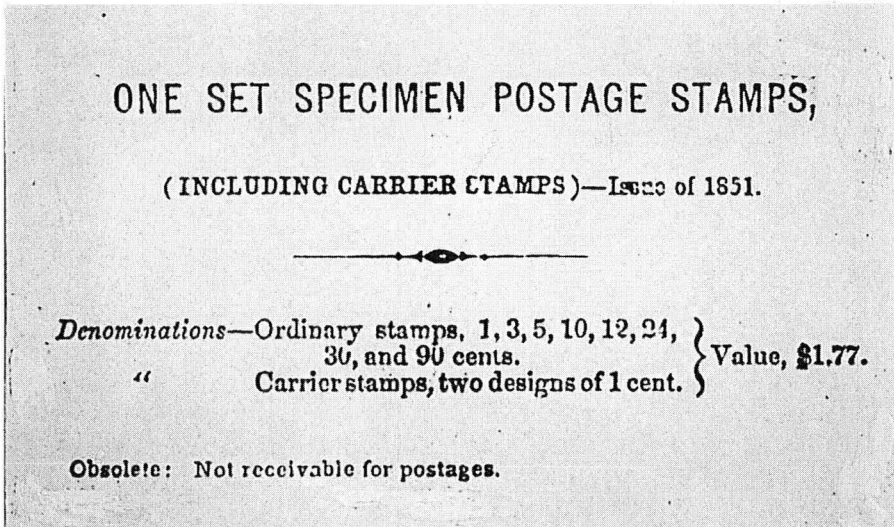


Figure 6. Envelope in which the set of special printings (reprints) of the Issue of 1851—including the Eagle and Franklin Carriers—were sold to the public.

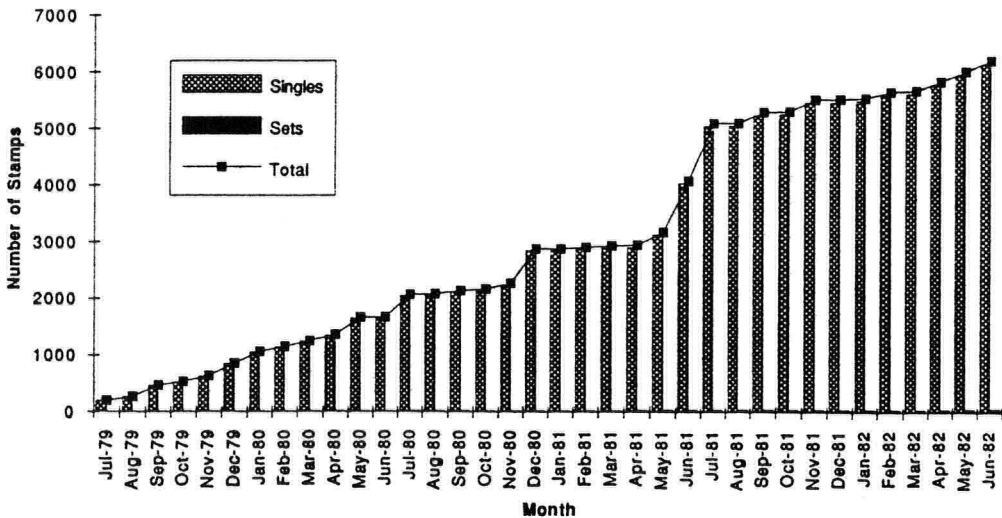


Figure 7. Sales of Franklin Carrier reprints in sets and as singles.

INDEX TO THE CHRONICLE OF THE U.S. CLASSIC POSTAL ISSUES

VOLUME 47 (1995)

Compiled by C.J. Peterson

Vol./Issue	Whole No.	Date	Pages	Editor-in-Chief
47/1	165	February 1995	1-72, i-iv	Charles J. Peterson
47/2	166	May 1995	73-144	Charles J. Peterson
47/3	167	August 1995	145-216, i-iv	Charles J. Peterson
47/4	168	November 1995	217-88, (i-iv)	Charles J. Peterson

This index is in two parts: the **Author Index** includes precise titles of the articles, with parenthetical notation where necessary to indicate the primary subject matter; the **Subject Index** provides subject matter identification, avoiding unneeded citation of titles of articles.

Citations are to Whole Number and inclusive pages. Thus, **168:246-51** refers to the article in Whole No. 168 (Vol. 47, No. 4, Nov. 1995), at pages 246-51.

Author Index

Albrecht, Carl W., [review of <i>Postmasters & Postoffices of the United States, 1782-1811</i>]	166:82-84
Campbell, Alan C., "The Design Evolution of the United States Official Stamps" [continues to Vol. 48]	168:267-71
Campbell, Alan C., "Meet Me in St. Louis!" [Lanphear and Markovits exhibits to be in St. Louis]	165:52
Campbell, Alan C., "The Scarcity of Used United States Official Stamps"	165:38-52
Clark, Douglas N., "Ship Fee + Treaty Rate Covers to Canada"	166:137-38
Conzelmann, Heinrich, "Accounting on Earliest North German Lloyd Cover from the United States to Württemberg via Bremen"	165:63-66
Curran, Roger D., "The 'Chittenden Eagle'"	167:182-86
Graham, Richard B., "Mount Vernon, Ohio Square Grid"	167:187
Lanphear, Lester C., III, "Departmental Used Blocks"	166:118-27
Lawrence, Ken, "Behind the Scenes with the Experts: The 15¢ Grill Stamps of 1861 and 1862 [sic]"	168:246-51
Mandel, Frank, [review of <i>Cancellations and Killers of the Banknote Era 1870-1894</i>]	168:254-56
Mandel, Frank, [review of <i>The Catalog of Union Civil War Patriotic Covers</i>]	167:150-53
Mandel, Frank, "Town Markings Lacking Date Logos: Drop and Circular Mail"	168:222-26
McClung, Michael C., "Pigeon Blood Pink or Passenger Pigeon"	165:33-35
McClung, Michael C., "A Rarity Scale for the Shades of the 3¢ 1861"	166:90-92
Meyersburg, Robert B., "A Brief History of Boston Carrier Operations"	165:7-15
Mooz, William E., "The Special Printings of the 1¢ Justice and Navy Department Stamps"	168:257-66
Mooz, William E., "The Special Printings of the 1¢ State and War Department Stamps"	166:104-116
Peterson, C.J., comp., "Index to the <i>Chronicle of the U.S. Classic Postal Issues</i> Volume 46 (1994)"	165:i-iv
Peterson, C.J., "It's All Been Written . . . Not!" [editorial, encouraging new authors]	166:79-80
Reinhard, M. Jack, "A Bank Note Collector's Bookshelf"	166:97-103
Roth, Steven M., "Detecting Carrier Serviced Covers in the Fee Paid Period: A Primer" [continues to Vol. 48]	168:229-40
Sacher, John, "Liberian Mail to the United States"	166:130-36; 167:198-209
Schmidt, Dennis W., M.D., "United States Official Stamped Envelopes"	167:189-97
Skinner, Hubert C., "Addenda and Corrigenda" ["fouled anchor" cancellation]	166:89

Skinner, Hubert C., "Early Cancellations of New York City: Part I"	167:171-78; 168:241-45
Skinner, Hubert C., "Quintessential Covers: Part V" [1845 Portsmouth, N.H. to Boston folded letter, two Hale & Co. adhesives]	166:85-88
Skinner, Hubert C. and Eugene C. Reed, Jr., "Quintessential Covers: Part IV" [four-color 1857 + 1861 mixed franking on transatlantic cover]	1857 + 165:25-31
Tabcart, Colin, "By West India Steam Packet" [cont. from Vol. 46]	165:54-63
[Trepel, Scott], "The Pogue-Fiske Correspondence from Hawaii to Persia"	167:i-iv
Wagshal, Jerome S., "The A-B-C's of the Double Transfers of the Five Cent 1847: With Particular Emphasis on the Underappreciated 'C' Double Transfer"	167:155-69
Wagshal, Jerome S., "The Identification of a Triple Transfer on the 5¢ Stamp of 1847—The Wagshal Shift"	165:18-24
Wagshal, Jerome S., "The Rare Cracked Plate Variety on the 3¢ Stamp of 1861"	166:92-96
Winter, Richard F., "Insufficiently Paid North German Union Mails"	168:273-82

Subject Index

Accountancy markings <i>see</i> Foreign mails, Postal Markings	Liberian mail to U.S.	166:130-36; 167:198-209
Canada, cross-border mail:	Liverpool-S. F., 1867, "INSUFFICIENTLY/STAMPED"	165:70; 166:139; 167:215
ship fee + treaty rate covers	166:137-38	
Carriers and local posts:	New York-Parma 1861 cover, via HAPAG contract steamer	165:25-31
Boston carrier operations, history	165:7-15	
covers, how to detect [continues to Vol. 47]	168:229-40	
Hale & Co., Portsmouth-Boston cover	166:85-88	
New York City	167:171-74	
<i>Chronicle</i> , index to Vol. 47	165:i-iv	
Civil War:		
<i>Catalog of Union Civil War Patriotic Covers, The</i> [review]	167:150-53	
Covers, patriotic:		
<i>Catalog of Union Civil War Patriotic Covers, The</i> [review]	167:150-53	
"History of Stars and Stripes," with Boston carrier adhesive	165:10,14	
Cross-border mail <i>see</i> Canada		
Drop letters:		
Boston, 1850, with carrier adhesive	165:9-10	
Drop and circular mail markings	168:222-26	
Fakes and forgeries:		
Central American Steamship Co. adhesive, <i>Mary Carr</i> cover?	168:287	
"Chittenden Eagle" cancel	167:184-86	
Foreign mails:		
Cincinnati-Victoria cover routed NYC and Brindisi, not transpacific	168:287	
Havana-Edinburgh 1857 stampless cover, "STEAMSHIP"	167:213-14; 168:284-86	
	Liverpool-S. F., 1867, "INSUFFICIENTLY/STAMPED"	165:70; 166:139; 167:215
	New York-Parma 1861 cover, via HAPAG contract steamer	165:25-31
	North German Lloyd mail, U.S. to Württemberg via Bremen	165:63-66
	North German Union-U.S. convention, insufficiently paid mails	168:273-82
	ship letters to Canada, via NYC	166:137-38
	Spain-Phila. via London, 1870, due 3¢	165:69-70
	Tobago-NYC surtaxed cover	166:143; 167:213
	U.S.-British postal convention	167:198,205f
	U.S.-Hawaiian postal arrangements	167:i-iv
	U.S.-Spain mails via Brit. convention	165:69-70
	West India Steam Packet	165:54-63
	Hawaiian Islands:	
	Pogue-Fiske corresp., Hawaii-Persia	167:i-iv
	U.S.-Hawaiian postal arrangements	167:i-iv
	Local posts <i>see</i> Carriers and local posts	
	Louisiana:	
	New Orleans, SHIP/6	166:142; 167:212-13
	Shreveport, late use of PAID handstamp	166:142; 167:212-13
	Maryland:	
	Baltimore, "MISSENT SOUTH" [WEST, EAST]	165:71; 166:139-42
	Massachusetts:	
	Boston carrier operations, history	165:7-15

- Portsmouth, Hale & Co. office, cover 166:85-88
- New York:
- "Chittenden Eagle" cancel 167:182-86
 - NYC, early cancels 167:171-78; 168:241-45
 - NYC exchange office,
 - "BREMEN PK PAID" 165:63-66
 - NYC, extended validity of 1857 stamps 165:26-30
 - NYC, "I.D." & "C.L." markings 167:214-15; 168:286
- Newspaper and Periodical stamps *see* Official stamps
- Official stamps:
- design evolution, U.S. officials [continues to Vol. 47] 168:267
 - stamped envelopes 167:189-97
 - Justice and Navy 1¢, special printings 168:257-66
 - State and War 1¢, special printings 166:104-16
 - used blocks, census of multiples 166:118-27
 - used copies, reasons for scarcity 165:38-52
- Ohio:
- Mount Vernon, square grid cancel 167:187
- Patriotic covers *see* Covers, patriotic
- Penny posts *see* Carriers and local posts
- Postage stamps:
- Postmaster's provisionals, NYC 167:174-75
 - 1847 issue:
 - 5¢, double transfers 167:155-69
 - 5¢, pair on cover with Boston carrier 165:9
 - 5¢, triple transfer—Wagshal shift 165:18-24
 - killers on 1847 stamps, study initiated 166:79
 - usage in NYC 167:175-77
 - 1851-57 issue:
 - demonetization, late use 165:25-31
- New York-Parma 1861 cover, mixed franking of
- 1857 and 1861 issues 165:25-31
 - usage in NYC 167:177-78; 168:241-45
- 1861-69 issue:
- issuance, availability, exchanging for obsolete stamps 165:26-30
- New York-Parma 1861 cover, mixed franking of 1857 and 1861 issues 165:25-31
- 3¢ 1861, "Chittenden Eagle" cancel 167:182-86
 - 3¢ 1861, color ranges 165:33-35
 - 3¢ 1861, cracked plate variety 166:92-96
 - 3¢ 1861, shades, rarity scale 166:90-92
 - 15¢ Z grill 168:246-51
- Bank Note issues:
- bibliography 166:97-103
- Cancellations and Killers of the Banknote Era 1870-1894* [review] 168:254-56
- Postal markings:
- "BREMEN PK PAID," NYC exchange office 165:63-66
 - Cancellations and Killers of the Banknote Era 1870-1894* [review] 168:254-56
 - carrier serviced covers [continues to Vol. 48] 168:229-40
 - "Chittenden Eagle" 167:182-86
 - "fouled anchor" pictorial cancel 166:89
 - "INSUFFICIENTLY/STAMPED," Liverpool-San Francisco, 1867 165:70; 166:139; 167:215
 - "MISSENT SOUTH" [WEST, EAST], Baltimore 165:71; 166:139-42
 - North German Union-U.S. mails, deficiency markings 168:273-82
 - NYC, early cancels 167:171-78; 168:241-45
 - NYC, "I.D." & "C.L." 167:214-15; 168:286
 - PAID and date stamps, West India Steam Packet 165:56-58
 - "paid 165" manuscript marking 165:68-69
 - PENNY POST PAID, Boston 165:10-12
 - registered markings, project initiated 166:80
 - SHIP / 6, New Orleans, on unpaid loose ship letter 166:142; 167:212
 - square grid cancel, Mount Vernon, Ohio 167:187
 - "STEAMSHIP," Havana-Edinburgh 1857 stampless cover, 167:213-14; 168:284-86
 - time of delivery marking, Boston 165:10,12
 - town markings lacking date logos 168:222-26
- Postal service:
- Postmasters & Postoffices of the United States, 1782-1811* [review] 166:82-84
- Postal stationery:
- U.S. official stamped envelopes 167:189-97
- Puerto Rico, 1889 due cover, 6¢ rate 165:67-68
- Registered mail, project initiated 166:80
- Reviews:
- Cancellations and Killers of the Banknote Era 1870-1894* 168:254-56
 - Catalog of Union Civil War Patriotic Covers, The* 167:150-53
 - Postmasters & Postoffices of the United States, 1782-1811* 166:82-84
- Ship mail *see* Foreign mails
- Special Printings:
- Justice and Navy Dept., 1¢ 168:257-66
 - State and War Dept., 1¢ 166:104-16
- Specimen stamps *see also* Special printings:
- U.S. official stamped envelopes 167:191-92

Steamboat mail:
 Central American Steamship Co. 168:287
 HAPAG transatlantic service as
 Civil War expediency 165:30-31
 Havana-Edinburgh 1857 stampless
 cover, "STEAMSHIP" 167:213-14;
 168:284-86

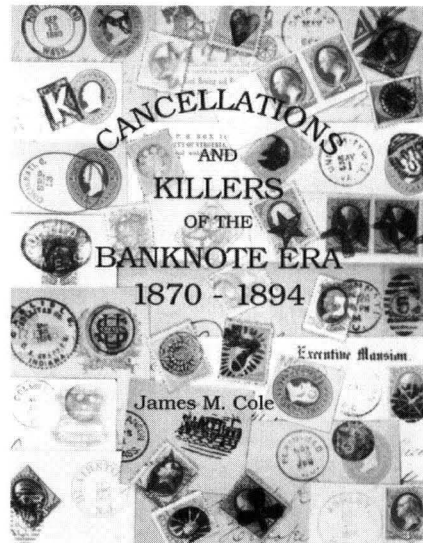
West India Steam Packet 165:54-63
 Whaling Vessel *Mary Carr* 168:287
 Transatlantic mails *see* Foreign mails
 Treaties and conventions *see* Foreign mails

**CANCELLATIONS
 AND KILLERS
 OF THE BANKNOTE ERA
 1870-1894**

by James M. Cole

Tracings of over 5,000 cancellations of the banknote era, approx. 150 halftone illustrations. With essay on cancel collecting, introductory chapter on postmarks and post-marking devices, bibliography, town index and Cole catalog index. 360 pages, 8 1/2 x 11, cloth bound.

\$49.50 postpaid from:



U.S.P.C.S., P.O. Box 455, Wheeling, IL 60090

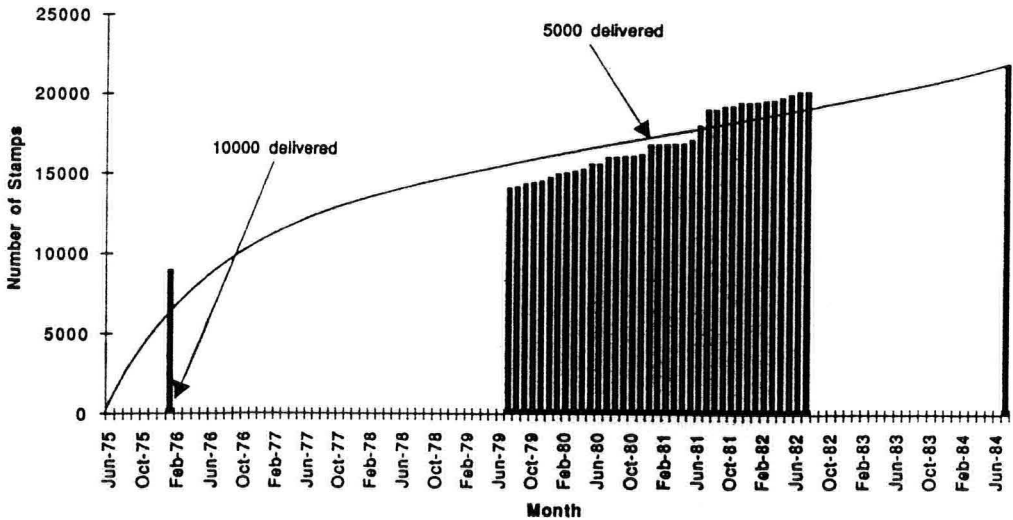


Figure 8. Total sales of Franklin Carrier reprints.

The Eagle Carrier

The records of the Post Office Department indicate the following purchases of the 1¢ Eagle Carrier reprint:

Purchased from Continental Bank Note Company, 7/21/75	10,000
Purchased from Continental Bank Note Company, 12/31/75	10,000
Purchased from American Bank Note Company, 2/28/81	10,000
Purchased from American Bank Note Company, 8/31/81	10,000
Total	40,000

Copies of the payment records for the first and second purchases were shown in Figs. 3 and 4, and the record of the third and fourth purchases are shown in Fig. 5.

We know that 10,320 copies were destroyed at the end of the program, and thus the number sold was 40,000 less 10,320, or 29,680 copies.⁴ Since the number of reprints destroyed exceeds the number purchased in August 1881, we assume that none of this latter printing survived, and that there are three printings which might be identifiable. The Eagle Carrier reprint was the second most popular stamp in this series of special printings, exceeded only by the 1¢ 1869 reissue.

The sales during the period from May 1879 and July 1882, recorded in the "Press Copies of the Invoices," are tabulated in Table 2.⁵ During this period, there was a total of 12,081 individual 1¢ reprints sold, and there were an additional 72 sold as part of complete sets. The total number of the 1¢ reprint sold during this period was thus 12,153. A chart showing the pace of the sales appears in Figure 9.

As shown above, these data from the invoices may be combined with data about the receipt of the reprints and the known total quantity sold to produce a simulation of the sales over the entire program. This chart is shown in Figure 10. The records show the following sales to dealers during the period covered by the invoices:

F.A. Finke	4,200
Stanley Gibbons	2,000
Julius Goldner	1,711
Whitfield, King, & Co.	1,100

⁴Luff, *loc. cit.*

⁵Records of the Post Office Department, Record Group 28, Press Copies of Invoices, 1879.

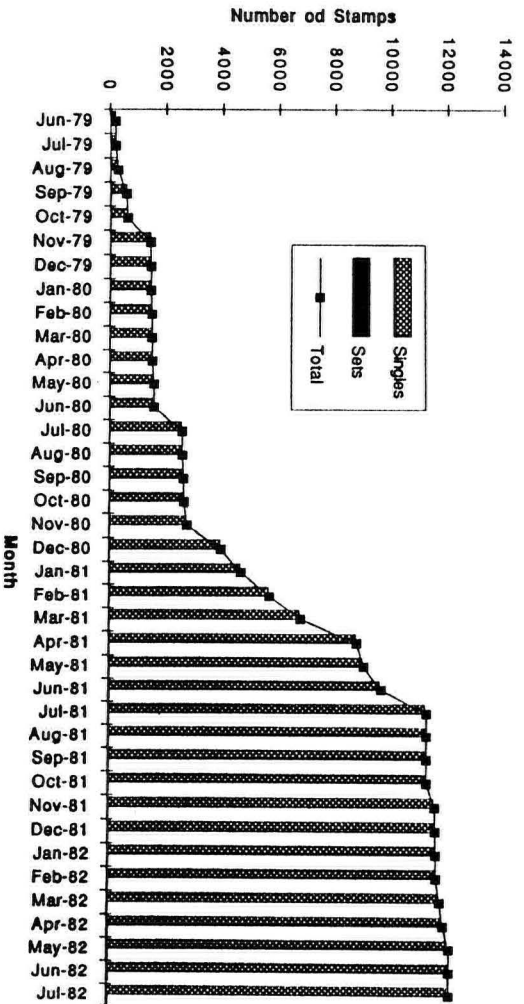


Figure 9. Sales of Eagle Carrier reprints in sets and as singles.

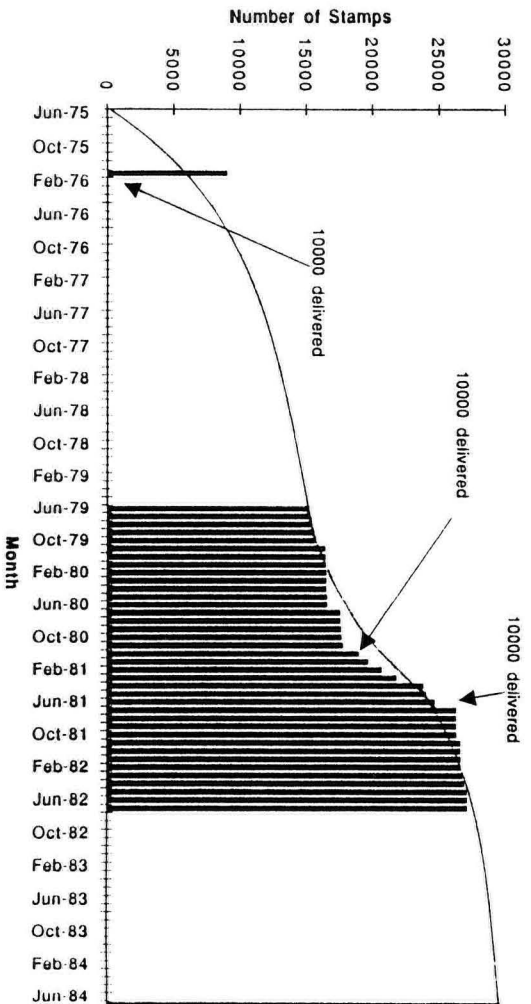


Figure 10. Total sales of Eagle Carrier reprints.

A.W. Mephan	715
Nichols, Butler & Co.	500
J. Strauss	200
Fabian & Co.	200
E.F. Ganiles	200
Paul Lietzow	200
Edward Peck & Co.	200
L. Durbin	155
Jus. P. Biedenstein	103
R.S. Halsey	100
Henry Hechler	100
Wm. W. Phair	100
J.C. Roses & Co.	100
Collins & Mills	40
J.H. Isaacs	25
Geo. M. Finckel	17
A.A. Heard	11
Total	11,977

Dealer sales represent over 98% of the total sales of individual 1¢ reprints, and it is easily seen that this reprint was highly popular. Multiples of various sizes exist.

The Printings

The Eagle and Franklin Carrier reprints present some special and puzzling problems which set them aside from others of this special printing series. While, in general, it is possible to distinguish among the various printings of these special printings fairly easily, the same general rules do not apply to the Carriers.

Let us examine the printings of these reprints. Along with the special printings of other pre-1875 stamps which were ordered for this program in the summer of 1875, both the Eagle and Franklin Carriers were ordered. The Eagle was printed on the same hard white paper that the other stamps were printed on, but the Franklin was on remainder paper from the regular issue stamp, as will be discussed in detail below. This paper is a distinctive rose in color, and because the original paper and the original plates were used, the reprint and the original stamp are easily confused.

The first printing of the Franklin and Eagle reprints sold fairly briskly, and a second printing of both of them was ordered at the end of 1875, and was paid for in January 1876. This second printing consisted of 10,000 copies each of the Eagle, the Franklin, and the 1¢ denominations of the Agriculture (O1SDc), Executive (O10SDb), Justice (O25SDc) and State (O57SDc) Departments. The latter four special printings are on the horizontally ribbed paper used by the Continental Bank Note Company, but neither of the Carriers appears to be known on this paper, which seems to be a peculiar and unexplained departure from the usual practice of the Continental Bank Note Company.

Both Carrier reprints were again reordered in early 1881, and the payment record appears in the records as 2/28/81. The order for these also included additional copies of the 5¢ 1865 Newspaper and Periodical (PR8), the 1¢ Executive (O10XSD) and 1¢ Navy (O35XSD), and the complete then-current issue (Scott 192-204). This printing was made by the American Bank Note Company, and all of the items on the order were printed on the soft porous paper used by American except for the Carriers, which do not seem to be found on the identical paper. This is again a departure from the prevailing practice, except that this time it was the American Bank Note Company which did the printing.

Sales of the Eagle Carrier reprint exceeded sales of the Franklin, and in mid-1881, the Eagle Carrier reprint was again ordered, together with the 1¢ 1869 reissue (Scott 133) and the 1¢ State Department (O57XSD). Once again, the American Bank Note Company

printed these on the firm's soft porous paper. We do not know what kind of paper was used for the Eagle Carrier, because we assume that all of this printing was destroyed.

The Scott catalog has the following to say about these reprints:⁶

The first reprinting of the Franklin stamp was on the rose paper of the original, obtained from Toppan, Carpenter, Casilear & Co. Two batches of ink were used, both darker than the original. The second reprinting was on much thicker, paler paper in indigo color. All of these differ under ultraviolet light.

Most of the reprints of the Eagle stamp are on the same hard white paper used for special printings of the postage issue, but a few have been found on both very thin and very thick soft porous white paper. A very small number are known to fluoresce green. Reprints may be differentiated from the originals under ultraviolet light by the whiteness of the paper. Nos. LO1-LO2 have brown gum.

Referring to Luff, we find additional information. As with some of the other items in this series, Luff overlooked some of the later printings, and this led him to incorrectly estimate how many had been issued and sold. In the case of the Eagle and Franklin Carriers, Luff did not recognize the additional two printings in 1881 by the American Bank Note Company (paid for on 2/28/81 and 8/31/81). Because of this, he assumed that there had been 17,110 copies of the Franklin reprint sold, in comparison to the actual number of 22,110. He also assumed that there had been 9,680 copies of the Eagle reprint sold, in contrast to the actual number of 29,680.⁷ Consequently, we must take his opinions concerning which paper was used for which printing in the context that Luff did not understand that American had also supplied reprints.

About the Franklin, Luff states, "The first printing of the Franklin stamps [*sic*] was made on remainders of the original rose-colored paper. The second printing was on a slightly thicker and softer paper of a paler tint. . . . The reprints of the Franklin stamp are imperforate and without gum." Here Luff recognizes two types of paper, but since he does not know about the American printing in 1881, we cannot know whether the "slightly thicker and softer paper" was used for the 1876 or the 1881 printing. The implication is that there were two paper types used for three printings. Since two of the printings were made by the Continental Bank Note Company, it might be reasonable to assume that they both used the same paper, which in this case could have been the rose colored paper remaining from the printing of the actual stamp in 1851.

About the Eagle, Luff states, "The reprints of the 'Eagle' carriers' stamps [*sic*] are on the hard white paper which was used for other reprints and special printings. They are also found on a coarsely woven paper which some have thought might be the paper of the American Bank Note Co., but it lacks the thickness and softness which characterize that paper. . . . The reprints of the 'Eagle' stamp [*sic*] were at first perforated 12 but they were afterwards issued imperforate. There is nothing in the records to show the number prepared and distributed of each variety."

In this case, we have three surviving printings, and, according to Luff, there are two kinds of paper. We have no evidence in previous publications to give a clue as to the paper used.

Compounding the question of the paper is the question of perforations. Scott lists both the Franklin and the Eagle in perforated form as well as imperforate. The perforated Eagle is not a particularly difficult stamp to locate, but the Franklin is rare.

While all of the first printings of this 1875 series printed by the Continental Bank Note Company used the hard white paper that is well known to students of this series, the Franklin Carrier did not, as noted above. A series of letters and telegrams was exchanged

⁶Scott 1995 *Specialized Catalogue of United States Stamps* (Sidney, Ohio: Scott Publishing Co., 1994), p. 271.

⁷Luff, p. 355.

between D.M. Boyd, of the United States Postage Stamp and Envelope Agency, and the Third Assistant Postmaster General on this subject, and on the delays in furnishing the stamps which it caused. On May 3, 1875, Mr. Boyd wrote that "...it has been thus far impossible to find in New York any paper to match the original..."⁸ Then, on May 5, 1875, there was a sheet of the stamps printed on the hard white paper and then perforated, which was sent to Washington as a specimen of the paper, but with the admonition that a Mr. McDonough, of the National Bank Note Company, "...says it is printed on white paper..."⁹ [sic] But since this paper did not match the paper of the original stamp, the sheet was returned and rejected, and all except six copies were destroyed. One pair of these perforated Franklins exists, and appears in Fig. 11. This pair has Philatelic Foundation certificate 43,000, and is ex Kharasch. Then, on May 7, 1875, Mr. Joseph R. Carpenter, in Philadelphia, wrote to the Acting Third Assistant Postmaster that "[a]n old employee [of Toppan Carpenter] recollects that it was a pink paper [sic] and oddly enough I have in my possession some pink sheets of paper which tradition informs me were used to print this Franklin stamp in old time days. I have hunted up a sheet and enclose it for your examination."¹⁰

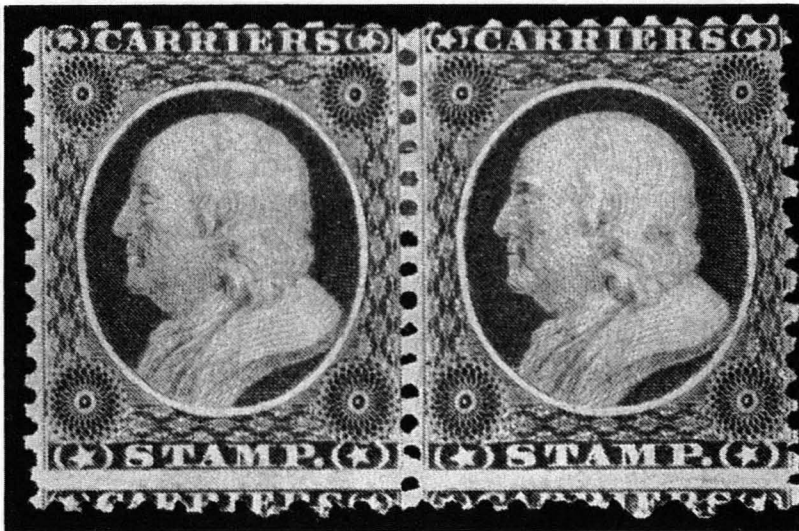


Figure 11. Pair of perforated Franklin Carrier reprints (PF Certificate #43,000).

So the first reprinting of the Franklin Carrier was printed on original paper remaining from 1851, and using the original plates. Thus it is a distinct departure from the other special printings in the series. This paper is approximately 0.003 inches thick. The Franklin reprint is shown in Fig. 1.

The first reprinting of the Eagle Carrier is also fairly easy to deduce, since it appears on the "standard" hard white paper used for other special printings in the series. The first reprinting occurs in both perforated and imperforate form, and we can infer that the first sheets were perforated in ignorance, just as the first sheet of Franklins was, and that this was corrected part way through the production run. The imperforate Eagle reprint is illustrated in Fig. 2, and the perforated variety appears in Fig. 12.

The second and third reprintings of these two Carriers can be individually identified, although which of them is which printing has not heretofore been addressed. Mr. Donald

⁸D.M. Boyd, letter to William M. Ireland, May 3, 1875.

⁹D.M. Boyd, letter to E.W. Barber, May 5, 1875.

¹⁰Jos. R. Carpenter, letter to William M. Ireland, May 7, 1875.



Figure 12. Block of four of the perforated Eagle Carrier reprints.

Johnstone has extensively researched these Carriers, and published a series of articles in the May, August and November 1984 and February 1985 issues of the *Chronicle*.¹¹

Mr. Johnstone identified three varieties of the Franklin Carrier reprint, which he designated as Type I, Type II and Type III. Type I is on the same rose paper as the original stamp, and seems to clearly be the first reprinting, delivered in early 1875. There were 10,000 of these, and we presume that all were sold. Mr. Johnstone reports that the Type II is on a soft paper, approximately 0.006 inches thick, and is printed with ink which does not fluoresce under ultraviolet light. It is said to be rarer than the Type III. The Type III is on a rose paper, approximately 0.003 inches thick, and the ink fluoresces green under ultraviolet light. Referring to the numbers sold, a reasonable assumption is that all 10,000 of the second printing were sold, and that only 2,100 of the third printing were sold. These numbers would imply that Mr. Johnstone's Type III is the second printing, and his Type II is the third printing. Since there were presumably 10,000 each of the first and second printing sold, and 2,100 of the third printing, one could easily speculate that the scarcest of the three identifiable types would be the third reprint. This assumption is supported by the thicker paper used, since the American Bank Note Company was noted for using a paper which was markedly different from either the Continental or National Bank Note papers. Usually it was the soft porous paper, but in this case it just might have been a thicker paper. Additional support might be found in the use of the rose paper for the second reprinting, in an attempt to keep the stamp looking authentic or at least very similar to the original stamp. Further, one would expect that multiples of these Franklin stamps would tend to be either the second or third reprinting, rather than the first. The author has seen several Type III blocks of four. Then there is a block of 50 shown as being in the 1950 Frajola stock and identifiable as Type III. Past auction catalogs show various other blocks of different sizes, but they are not identifiable as to their type, so these cannot be used to support the hypothesis.

With regard to the three printings of the Eagle Carrier reprint, we can speculate as follows:

¹¹Donald B. Johnstone, "Franklin and Eagle Carrier Stamps," *Chronicle*, Vol. 36, No. 2- Vol. 37, No. 1 (May 1984-Feb. 1985)(Whole Nos. 122-25).

The first reprinting was made on hard white paper. An unknown number of sheets were perforated, and the remainder was imperforate. Both of these varieties of the first reprinting are not difficult to identify. The second reprinting is likely to be the variety which Mr. Johnstone has identified as fluorescing green under ultraviolet light. This seems logical because the second reprinting of both the Eagle and the Franklin were made at the same time, and probably used the same ink. The third reprinting then is the only variety remaining, and is on a soft or wove paper, again, up to approximately 0.006 inches thick. The paper is different from the soft paper used for other stamps printed by the American Bank Note Company, but it is soft in comparison to the other printings of this stamp, and is thicker.

There is an interesting question about the relative quantities of these three Eagle reprintings. We assume that 10,000 each of the first and second reprintings were sold, and that 9,680 of the third reprinting were sold. From these data, one would assume that there would be slightly fewer of the third reprinting than the other two reprintings. However, this neglects the fact that some of the first reprinting were perforated and some were not. If more than four sheets were perforated, then the scarcest variety would be the perforated first reprinting, followed by the imperforate first reprinting, then the third reprinting. The most prevalent variety would be the second reprinting, which fluoresces green. Of course, this assumes that the same relative proportions still exist as existed when the reprints were sold.

Suggested Scott catalog listings for these Carriers are as follows:

- 1875 (May) **Franklin Reprints of 1851 Issue**
 Produced by the Continental Bank Note Company
 Imperforate
 Rose paper, issued without gum, non-fluorescent ink
 LO3 (1¢) blue (10,000)
 Perf. 12
 Hard white paper, issued without gum
- LO4 (1¢) blue (6)
 pair
 1875 (December)
- Imperforate
 Rose paper, issued without gum, ink fluoresces green
 LO3a (1¢) blue (10,000)
 pair
 block of four
- 1881
- Produced by the American Bank Note Company
 Imperforate
 Light rose thick wove paper, issued without gum, non-fluorescent ink
 LO3b (1¢) blue (2,210)
- 1875 (May) **Eagle Reprints of 1851 Issue**
 Produced by the Continental Bank Note Company
 Imperforate
 Hard white paper, issued without gum
 LO5 1¢ blue (quantity uncertain, but less than 10,000)
 block of four
 Perf. 12
 LO6 1¢ blue (quantity uncertain, but less than 10,000)
 block of four
 1875 (December)
- Imperforate
 Ink fluoresces green

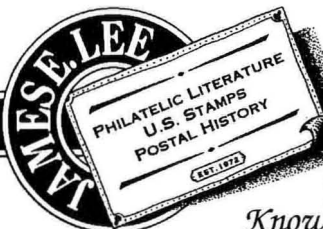
LO5a 1¢ blue (10,000)
pair
block of four
1881

Produced by the American Bank Note Company
Imperforate

Thick wove or soft paper, issued without gum, non-fluorescent ink
LO5b 1¢ blue (9,680)

Acknowledgment

This article benefits in countless ways from the unselfish help given by Don Johnstone. Don is a keen researcher, outstanding philatelist, and above all, a delightful and fun person to be with. Working with Don has been more than a pleasure; it has resulted in one of those friendships which begins with a common (philatelic) interest, but then continues because the people like each other. □



*Your
Knowledge
Resource*

**CURRENT
PHILATELIC LITERATURE
CATALOG**

U.S., BNA & CSA
Books, Auction Catalogs
and Periodicals

Always Buying

Send \$2.00 for a copy today!

JAMES E. LEE
P.O. DRAWER 250 - DEPT. CH
WHEELING, IL 60090-0250
(708)215-1231 FAX (708)215-7253

**TAYLOR
MADE**
PROTECTIVE POUCHES

For PHILATELISTS, NUMISMATISTS, EPHEMERISTS,
ARCHIVISTS, COLLECTORS AND SAVERS.

**The clear, strong, inert, dimensionally stable
film we use is DuPont's "Mylar"™ Type D only!**



☎ (610) 459-3099
FAX (610) 459-3867

Taylor Made Company
P.O. Box 406
Lima, PA 19037

- Pouches for Philatelic covers.
- Pouches for page & document protection.
- "TUCK'S T'S", Pouches and Sleeves for cover mounting on pages without adhesives.
- Folders and Pouches for document preservation.

*MYLAR™ IS A TRADE NAME OF DUPONT

THE DESIGN EVOLUTION OF THE UNITED STATES OFFICIAL STAMPS

ALAN C. CAMPBELL

(continued from *Chronicle* 168; 271)

Thus we see that Congress was determined to hold the Cabinet members entrusted with the disbursement of official stamps strictly accountable for their legitimate use. As we saw earlier in the case of South Australia, departmental stamps were deemed preferable to a generic all-purpose set of official stamps because it would make the source of misuse easier to locate and correct. It is this feature of added control Congress was after when it initially specified separate stamps for each department.

The Post Office Department, which for years had been protesting the large annual deficits in its budgets caused by the franking privilege, had a direct financial interest in seeing that the official stamps were not used inappropriately. The best way to insure against this was to make these special new stamps radically different in appearance from regular postage stamps, so that postal clerks would be immediately alerted to check for the confirming "Official Business" imprint on the envelope. The expedient options of overprinting or perforating initials onto regular postage stamps would have met this need, but probably never got serious consideration for aesthetic reasons, despite the time constraints on production. The only solution left then was to prepare a special set of stamps for each department, adapted from the regular issue designs. The heightened contrast needed to distinguish official stamps from the regular issues would be achieved by the innovation of assigning one characteristic color to all values of each department. In this concept, later employed for such special services as postage due, parcel post and parcel post postage due, primary emphasis is placed on making the type of stamp distinct and unmistakable, while the ease of distinguishing one value from another by virtue of color is sacrificed. That this was a radical notion in 1873 is born out by the fact that two years later, when the 7¢ stamp was withdrawn after the rate change and the color vermilion became available, the color of the 2¢ regular issue was immediately changed to prevent further confusion with the brown 10¢ stamp.

In his circular to postmasters dated May 15, 1873, the newly appointed Third Assistant Postmaster General, Edward W. Barber, discussing the numerals on the Post Office stamps, stated: "These, printed in black, and resting on an oval-shaped white background, render the stamps especially distinctive, and leave no good excuse for confounding them with other stamps." Had the original portrait vignettes been retained, it is hard to imagine any postal clerk (other than a profoundly color-blind one) from mixing up black official stamps with the brightly colored regular issues (except possibly for the 30¢ value). It seems likely that Barber, taking a dim view of his charges' powers of discrimination, realized that a set of all black stamps with unobtrusive numerals would cause a rash of misfrankings. Therefore, in a last minute act of enlightened self-interest, he had the portrait vignettes replaced with bold bullseye numerals. Mercifully, there wasn't time to apply this type of safeguard to the stamps of the other departments, whose designs had been approved by his predecessor, W. H. H. Terrell. If there had been, the unrelieved ugliness would have repelled all but the most determined collectors.

It is worth considering, from the surviving covers posted with official stamps, whether the extra measure of control and security provided by issuing separate departmental stamps was in fact warranted. The vast majority of covers encountered do bear an imprinted corner card which confirms the legitimacy of the use. Even in the event imprinted envelopes were temporarily unavailable, most authorized users scrupulously added a

handwritten official business designation, sometimes as simple as the initials "O.B." Because this practice was so standardized, collectors of official covers are suspicious of any cover lacking a corner card. Though a mute envelope is automatically suspect, in truth they are seldom encountered, and among those that are, some are certainly legitimate usages where the official was guilty only of oversight. Confirmed illegitimate usages are in fact quite scarce. There exist several fascinating covers from a private correspondence out of New Orleans franked with 3¢ Navy stamps, where the illegitimate usage was detected by a sharp-eyed clerk and marked "INSUFFICIENTLY PAID." There also exists a large correspondence from Washington, D.C. to a Marine in Philadelphia, again franked with 3¢ Navy stamps, where the docketing on the covers clearly indicates that the writer, the Marine's sister, was blithely using official stamps on her personal mail (see Figure 5). Had postal inspectors tried to intercede and apprehend the guilty party, the fact that Navy Department stamps were being used, instead of generic official stamps, would have certainly helped them narrow the focus of their investigation. Incorrect private usages as revealed by the docketing are also known from the State Department and the Executive Office. President Hayes, whose inauguration coincided with the introduction of penalty envelopes on March 3, 1877, immediately converted to using penalty envelopes for official business, while at the same time using up the remaining stock of Executive stamps on his personal mail.¹¹ The fact that we don't encounter many obviously illegitimate usages does not necessarily demonstrate that the extra precaution was unwarranted, since the improved odds of detection may well have served as a deterrent.

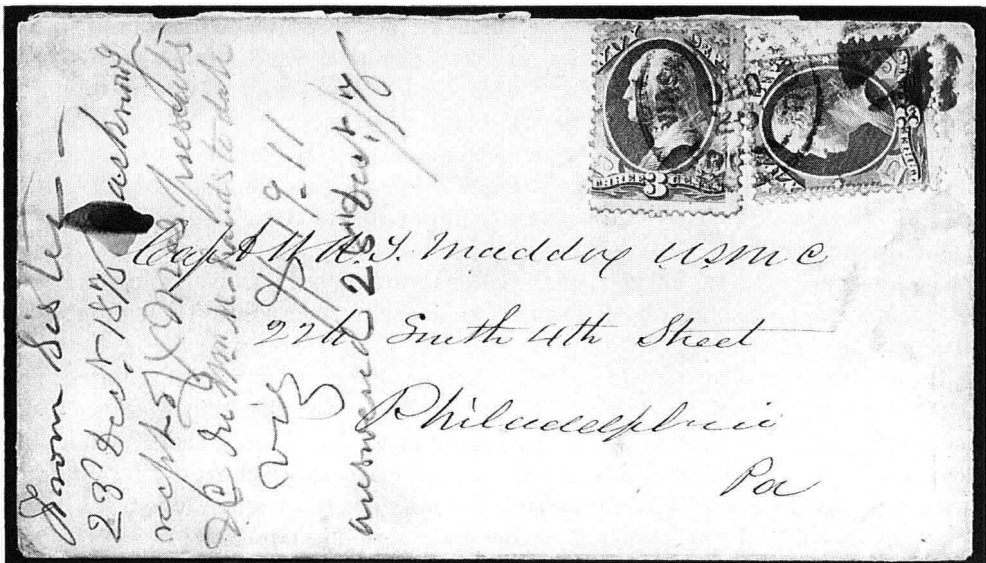


Figure 5. Double domestic rate, Washington, D. C. to Philadelphia, December 26, 1876. Docketing indicates that in the enclosed letter, the Marine's sister acknowledged receipt of Christmas presents. Note incorrect use of "LOCAL" date stamp.

The 1869 regular issue, put out under a contract signed by the Postmaster General during the disgraced administration of President Andrew Johnson, had received much adverse criticism. It was therefore announced that a new stamp issue—a Grant administration issue—would replace the unpopular 1869s.¹² Grant's Postmaster General, John Angel James Creswell, wrote in his annual report, dated November 15, 1870:

¹¹Unpublished research by Alfred E. Staubus.

¹²Calvet M. Hahn, "The National Bank Note Issues," *Collectors Club Philatelist*, Vol. 68, No. 5 (September-October 1989), p. 297.

The adhesive postage stamps adopted by my predecessor in 1869 having failed to give satisfaction to the public, on account of their small size, their unshapely form, the inappropriateness of their designs, the difficulty of canceling them effectually, and the inferior gum used in their manufacture, I found it necessary, in April last, to issue new stamps, of larger size, superior quality of gum and improved designs . . . one-third larger in size, and to adopt for designs the heads, in profile, of distinguished deceased Americans. This style was deemed the most eligible because it not only afforded the best opportunity for the exercise of the highest grade of artistic skill in composition and execution, but also appeared to be the most difficult to counterfeit. The designs were selected from marble busts of acknowledged excellence . . .¹³

In light of these political considerations, it seems obvious that the new official stamps to be disbursed by the members of President Grant's cabinet would be modeled after the new regular issues for more than just pragmatic reasons of simple expedience. The official stamps would be perceived as a Grant issue too, and despite all history has taught us about the corruption in his administration, the care with which they were conceived and prepared suggests a keen awareness of their symbolic and ceremonial purpose. These special stamps would convey dignity and importance upon any official communication, from the Executive Mansion and the lofty Department of State down to the humble, user-friendly Agriculture Commission, with its popular mailings of free seeds to farmers. Postmaster General Creswell, who had long regarded the franking privilege as "the mother of frauds" and had urged its repeal for years, in his annual report dated November 14, 1873 proudly stated:

Section 4 of the Act of March 3, 1873, making it the duty of the Postmaster General to provide official stamps and stamped envelopes for the several Executive Departments, has been strictly complied with. The stamps and envelopes furnished have been executed in the highest style of art, and will compare favorably with those of any other country.¹⁴

As we shall shortly see, the Continental Bank Note Company, having just taken over the contract for stamp production from the National Bank Company, made a heroic effort to have 90 of the new official stamps ready for use by July 11, 1873 when for the first time, postage would be required on government mail. The scope of this enterprise is summarized in the following chronology:

Jan. 27, 1873	By act of Congress, the franking privilege was abolished effective July 1, 1873
March 3, 1873	By act of Congress, money appropriated for purchase of special stamps for use of the executive departments
April 1, 1873	Dies, transfer rolls, and plates used by National turned over to Continental
April 4, 1873	Postmaster General Creswell orders Continental to design and engrave the new official stamps
April 18, 1873	Die proofs for the first official stamps (3¢ Interior, 3¢ Navy, 3¢ War) approved in their issued colors
May 24, 1873	Official stamps first issued by Continental
June 13, 1873	Last die proof (7¢ Navy) for the original series of 90 official stamps approved
July 1, 1873	Effective date for abolition of the franking privilege; first day of usage for official stamps; all values except the supplemental 24¢ Agriculture and 24¢ Treasury available for use in Washington, D. C.
Sept. 30, 1873	24¢ Agriculture and 24¢ Treasury issued by this date

¹³U. S. Post Office Department, *Annual Report of the Postmaster General of the United States for the Fiscal Year 1870*, p. 33.

¹⁴*Executive Documents*, 43rd Congress, 1st Session, 1873-74, Doc. 1, Part 4, p. xix.

In the month that elapsed between March 3, when Congress authorized the official stamps, and April 4, when Postmaster General Creswell ordered Continental to begin work on them, the basic planning for these issues must have been undertaken at the Post Office Department. The departments would have been consulted about their specific mailing needs, in order to determine a schedule of values and also to decide which departments would need stamped envelopes in addition to adhesives. The concept of assigning a single distinctive color to the stamps of each department would have been settled upon, and even some preliminary thought given to which colors might be appropriate. Even at this early stage, it was probably apparent that the designs for the new issues would have to be adapted from the regular issues then in use, in order to afford the manufacturer any chance of meeting the July 1 deadline. National's contract to manufacture stamps was to have expired on January 31, but it was extended for three months to May 1, possibly because Continental had not been able to locate suitable fireproof premises.¹⁵ Then, just three days after taking possession of the National dies and setting to work making new plates for the regular issues, Continental was handed the enormous job of producing all the new official stamps in less than three months!

Design Evolution

The regular issue of 1870, with portrait vignettes all of a uniform size, all left-facing, and all adapted from classical style marble busts, began a new trend in United States stamp production towards consistency of design among all values of a single issue. However, in order to prevent the images from becoming too monotonous, subtle variations were introduced into the frame designs, affecting most noticeably the value tablets or ribbons. In two instances, symbolic elements were also incorporated into the frame design to commemorate the accomplishments of the individual depicted: a flag, field artillery, shells and muskets for General Winfield Scott; bits of rope with eyehook fittings and anchors for Commodore Oliver Perry. Otherwise, the enlivening variations were undertaken for strictly artistic reasons.

When it came time to adapt these designs for the new official stamps, the portrait vignettes were retained intact for several obvious reasons. First and most importantly, the accelerated schedule of production did not allow for the laborious effort of new portrait engraving. Also, the pantheon of great Americans depicted, who had all distinguished themselves in government service, was eminently suitable to be featured on stamps franking mail from the Executive departments. Moreover, since the different denominations would not be distinguishable by color alone, preserving the portraits from the regular issue would afford mail room and postal clerks alike a familiar visual clue to prevent and detect misfrankings.

However, when it came time to design the frames for the new official stamps, the original principle of artistic and iconographic variation developed by designer Butler Packard at National was respectfully followed by designer Joseph Claxton at Continental, resulting in a single distinctive, consistent frame design for the stamps of each department, but with predictable changes between denominations in the design of the value tablet. If the official stamps are arrayed in a matrix by value and department, the pattern becomes obvious, as does the fact that the frame designs for all 92 stamps are different and distinct. In order to avoid the laborious reengraving of elements that repeat from one stamp to another, a more efficient design would have retained most of the original National frames intact and created a blank tablet at the top, in which the names of the departments could have been entered from a set of small master dies. A similar trick was in fact employed in the production of the plates for the State \$5, \$10, and \$20 stamps, where the legend "TWO DOLLARS" was burnished out and the correct value reentered at each position. However,

¹⁵Hahn, *op. cit.*, p. 312.

to apply such a technique to all the official stamps would have rendered them depressingly uniform in appearance, and would have forfeited the opportunity to create appropriate and distinctive frame designs for each department, incorporating such symbolic elements as the nautical rope for the Navy set and the national shield for the War set.

While Claxton's design instincts were correct, they were not fiscally prudent, considering the enormous labor of engraving they would entail, quite disproportionate to the insignificant quantities in which most of these stamps would be issued. We are told that the talented Charles Skinner, here early in his career, spent three to four weeks laboriously engraving the portrait head of Seward alone, at a cost of over \$500;¹⁶ yet only 4,597 copies of the four State Department dollar values were ever issued. During the life of their contract for stamp production, National had been compensated at the rate of 27.5¢ per thousand. Continental had won the new contract with a bid of 14.99¢ per thousand (obviously anticipating a competing bid of 15¢ per thousand) based on the understanding that they would inherit National's dies and would not incur any new costs for design and engraving. Upon being asked to produce the new official stamps in less than three months, Continental's first reaction was to declare the task an impossibility, yet they quickly rolled up their sleeves and set to work. The entire work force was mobilized to concentrate on this project, and all other outside orders were put aside. Employees worked double time and were paid accordingly.¹⁷ All this work was undertaken without prior negotiation as to proper compensation. At the prevailing rate of 15¢ per thousand stamps, Continental could expect to earn back on stamps like the 90¢ Justice (10,000 printed and delivered to the Stamp Agent in 1873, but only 3,200 issued in total, 1873-1879) the pathetic sum of \$1.50! Figuring the minimum cost of producing a plate at \$180 (the rate at which Butler and Carpenter had been compensated for revenue stamps), Continental would need to print at least 1,200,000 of each value in order to break even. A cynical interpretation of these events would have Homer H. Stuart, the President of Continental, rubbing his hands in glee at the prospect of all this extra work being added to his contract in a non-competitive situation, with enormous time pressure rendering effective cost control impossible. It was a calculated risk worth taking. Claxton's designs would be beautiful and expensive to produce, but ultimately the government would have to pay for the folly of commissioning such an elaborate series of stamps.

We know from surviving essays that the frame designs of the National regular issues were developed by creating models, using a proof of the portrait vignette pasted down around which the frame design was painted with watercolor washes. This same technique was used by Joseph Claxton in developing the frame designs for the official stamps, except that in addition to the portrait vignette the engraved numeral and value tablet from a regular issue proof was also pasted down. Claxton, a talented independent engraver, had been hired by Continental in 1872, and eventually worked his way up to head the Design Department. He was given the task of designing the official stamps because Continental's chief designer, James Macdonough, was still in disfavor from his 1869 fiasco at National.¹⁸ From his initial set of design studies, the following models, all signed by Claxton and all in the collection of Robert L. Markovits, survive: 2¢ Agriculture, 3¢ Executive, 3¢ Interior, 3¢ Justice, 3¢ Navy, 3¢ Post Office (three different designs), 3¢ and \$2 State, and 3¢ War. Since a model of the 3¢ Treasury stamp must have been prepared and has since been lost, it is possible that other models depicting alternate rejected frame designs were lost too. It is unlikely, though, that there was any need to develop models of values other

¹⁶Alfred J. Barcan, "United States: Official Stamps and the Just Petition," *Collectors Club Philatelist*, Vol. 39, No. 3 (May 1960), p. 118.

¹⁷*Ibid.*

¹⁸Craig J. Turner, "The Postmaster General's Postage Stamp—VI," *S.P.A. Journal*, Vol. 35, No. 11 (July 1973), p. 665.

than the 3¢ since the necessary variations in the value tablets and ribbons would be self evident.

Because this was not a competitive bidding situation in which Continental needed to prove the skill of its engravers, and also because of the accelerated time schedule, it is most likely that the models described above were reviewed and approved directly by Third Assistant Postmaster General Terrell, who was in New York early in April overseeing the transition from National to Continental.¹⁹ There would have been no time to send the models to Washington, D. C. so that Postmaster General Creswell, as a courtesy to his fellow cabinet members, could give them a peek at their new special stamps. After receiving the National dies on April 1, Continental had immediately made a set of transfer rolls and put them to use in laying down the new plates for the regular issues (Continental plates #1-#26, #31, 1¢ through 15¢ values: following National's lead, these were prepared in the order of anticipated need, with the 3¢ plates coming first). The first of these plates was ready on April 7. In the meantime, a second set of transfer rolls was made, to be used in producing the dies for the official stamps.

Elliott Perry once wrote that "neither in Luff's book nor in any other publication can one learn how the department stamps were made."²⁰ On this second set of transfer rolls, most of the frame portions were burnished away, and multiple new impressions from each master relief (the number varying according to how many departments had been assigned that value) were then laid down. Then, working from Claxton's approved models for the new frame designs, the work of engraving the new frames around the portrait vignettes could begin.



Figure 6. 7¢ Bank Note regressive die essay (Scott #149-E5b).

As we have seen, Claxton's models had utilized the numerals and value wording off the original National dies, and it appears that these elements were also preserved, in addition to the portrait vignettes, on the new transfer rolls. There exist incomplete die essays for the 1¢, 2¢, 3¢, 6¢, 7¢ and 12¢ Bank Note stamps showing the head, numeral and value wording, as well as essays for the 15¢ and 30¢ stamps showing the head and numeral only (see Figure 6). These were originally identified by Brazer as being products of the National Bank Note Company. However, John Donnes, a specialist in the 12¢ Bank Note stamp, noticed that on the essay for this stamp (151-E10), the lobes of the numeral "2" in

¹⁹Hahn, *op. cit.*, pp. 308-09.

²⁰Elliott Perry, *Pat Paragraphs*, compiled and arranged by George T. Turner and Thomas E. Stanton (Takoma Park, Md.: Bureau Issues Association, Inc., 1981), p. 496.

“12” contain the secret marks, and that these marks had been strengthened in retouching the dies for the official stamps.²¹ Since the secret marks were added when the dies were turned over to Continental in 1873, this 12¢ essay must have been produced then, rather than in 1870. Therefore, we must conclude that these essays were not in fact progressive proofs, taken as the dies were originally worked up by National, but regressive proofs, taken after the rest of the frame had been burnished away on the transfer rolls, by Continental. Moreover, in engraving the frames of the original National dies, we would not have expected to see the numeral and value wording entered first; however, we *would* have expected to see these elements preserved on the new official dies, in order to save much repetitive and unnecessary labor. The listings for these essays in the catalogue have recently been supplemented with the note, “May be essay for Official stamps,” and include a date in parentheses (1873).

Following this theory, one would expect to find the numeral and value wording to be identical from one department to the next, but in actuality small variations can be detected under magnification. These variations do not affect the size, shape or placement of the letters, and were probably caused by selective retouching and strengthening as the ribbons forming the value tablets were subsequently added. As one would expect, greater variation is found on the 15¢ and 30¢ values, where the essays suggest the value wording had been inexplicably burnished off the transfer rolls. With the exception of the redesigned Post Office stamps, which were reengraved in their entirety, the preponderance of evidence and logic points towards the numeral and value wording on the rest of the official stamps as having been preserved from the original National dies. Ultimately, it will require a detailed, well-illustrated analysis, beyond the scope of this article, to confirm this theory.

In general, the first set of dies produced consisted of the 3¢ values for each department. The reasons for this are obvious: first, because the anticipated need for this value was greatest, and second, because it was desirable to receive approval as soon as possible for at least one die of each department, which could then serve as a prototype for engraving subsequent values. Because demand for the 3¢ Post Office stamp would far exceed that for all the other official stamps combined, there is no doubt that a die for this stamp, based on one of Claxton’s three models utilizing the portrait vignette of Washington, was among the first produced. Since dies for the 2¢, 3¢ and 90¢ values with portrait vignettes were also produced (and the 6¢ was well in progress too), and since it seems unlikely Continental would have proceeded impatiently on their own initiative, the most likely explanation is that a proof from at least the 3¢ die was initially approved by W. H. H. Terrell. Certainly Terrell must have approved the model for this stamp, since it (unlike the other two rejected frames designs) was signed by Claxton. The design change occurred in late April, reflecting fresh thinking on the part of the newly-appointed E. W. Barber after he replaced Terrell.

Once the decision was made to replace the portrait vignette with a large numeral on the Post Office stamps, new models were prepared (presumably also by Joseph Claxton) in which the vignette was cut out from proofs of the 3¢ die and the numeral “3” was painted inside a lathework collar overlaid with the words “OFFICIAL STAMP.” Two different unsigned versions survive, one in the collection of Robert L. Markovits, the other belonging to Rollin C. Huggins, Jr. Neither model was satisfactory, and the final design is credited to a postal clerk who produced a crude model of his own, consisting of a 1¢ regular issue stamp stuck to an envelope with the vignette cut out and “OFFICIAL STAMP,” a numeral “3” and two little stars all drawn clumsily in pencil. There are two blue pencil notations on the backing envelope, “1st design of official stamp for P O D” and “Design drawn by xxxx (sic) Joseph Barber for P O D Official.” (The catalogue repeats Brazer’s transcription of the scrawling cursive as Mr. J. Barber). In the final design, the stars were

²¹Personal communication with Mr. Donnes.

eliminated and a period was ungrammatically added after the word "STAMP." Although the completed dies with portrait vignettes already existed for four values, the option of burnishing out the portraits and reentering the numerals was rejected, for all these dies were reengraved in their entirety. This is most obvious in comparing the die essay and die proof for the 2¢ value, where the ends of the value tablet ribbon, instead of curling under, now float up and overlap the circles containing the initials "U" and "S" (see Figure 7).

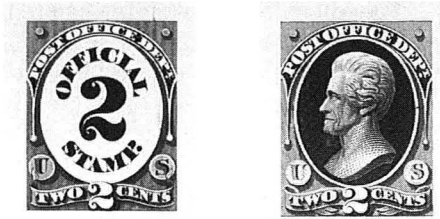


Figure 7. 2¢ Post Office die essay on proof paper (Scott #O48-E1b) and large die trial color proof (Scott O48TC1).

Aside from the redesign of the Post Office stamps, the only other major revision in the dies occurred when the first 3¢ Executive die, following Claxton's model, was discovered to bear the wording "EXECUTIVE DEPT." Since the Executive office was not in fact a department (nor, technically, was Agriculture), a new die was engraved stating simply "EXECUTIVE."

Choice of Colors

The distinctive colors chosen for the different departments bear a vague resemblance to the regular issue stamps (with the exception of the "cochineal red" used for War and the "straw" used for Agriculture) but the exact shades and inks employed are different. The colors were assigned partly for symbolic reasons, and the following list employs the designation of the colors used in Barber's announcement of May 15, 1873: Executive, *carmine*—the color of the livery of English royalty; State, *green*—a color associated with civility and sensitivity to social customs; Treasury, *velvet brown*—the color of doctorate hoods for graduates in economics, business and accounting; War, *cochineal red*—a shade of the color of shed blood, long symbolizing war; Navy, *blue*—the color of the sea and of naval dress uniforms; Interior, *vermilion*—a miscellaneous department not easily characterized; Justice, *purple*—the color of a doctorate hood for a degree in law; Agriculture, *straw*—the color of the principal grains, and of the doctorate hood worn for a graduate in agriculture; Post Office, *black*—by default, providing the greatest visual contrast with the regular issues. Unfortunately, consulting with several collectors who specialize in single departments did not yield any further insights into whether these color associations were actually based on long-standing tradition. Another factor in the choice of colors was the need to minimize potential confusion with the regular issue stamps, and especially the 3¢ green. Clearly, it would have made no sense to have assigned this color to a department generating a large volume of mail, such as Interior, Post Office, War or Treasury, because postal clerks might then have easily overlooked illegitimate usages.

One would naturally hope to be able to learn something about how the final choice of colors was decided by studying the surviving trial color proofs. In analyzing these, the Goodall die proofs of 1879 and the Atlanta plate proofs of 1881 are clearly irrelevant because they were produced after the fact. The choice of the final colors was clearly resolved early on, since from evidence to be presented later, we have at least one dated die proof in the issued color for each department by April 23. With respect to trial color plate proofs, we find 17 assorted values from various departments having been printed in black

on India paper, presumably to inspect the quality of the plates. The only plate proofs taken in color were the 2¢ Executive in brown carmine (listed but never seen by the author, possibly a changeling), the 2¢ Navy in green on wove paper (still a controversial item, long listed as a genuine error of color for the issued stamp, of which three copies have been authenticated as postally used), and the 3¢ Justice in bistre yellow, dull orange and black violet. Again, we would have expected yellow to have been reserved for Agriculture, while the blackish violet approximates the color of the 12¢ regular issue. Although the 3¢ Justice die was among the first engraved, the notion that the plate was laid down and trial color proofs taken prior to April 19 contradicts evidence to be presented later that there was at least a two week delay between die and color approval and plate production.

Large die trial color proofs exist for all 3¢ values, all 2¢ values except Justice, three 1¢ values and various higher values of Agriculture and Treasury. The latter proofs are all printed in black and were presumably taken for internal purposes to inspect the quality of the engraving, quite understandable for Agriculture where the yellow ink is so hard to read. If we set aside all the die proofs printed in black, virtually all of the rest were printed not in a rainbow of experimental hues but in approximately the same colors as the regular issue stamps: 1¢ light ultramarine (State, Treasury, War); 2¢ deep brown (Executive, Interior, Navy, Post Office, State, War); 3¢ deep green (Agriculture, Executive, Interior, Justice, Navy, Post Office, Treasury, War); 6¢ brown carmine (Post Office). From this pattern, one might at first conclude that in the beginning, it was planned to print the official stamps in the same colors as the regular issues, thereby preserving the use of color as a means to distinguish between values. However, as we shall soon see, three die proofs in their final issued colors had already been approved on April 18. The documented evidence of the sequence of die approval and plate production has a clear logic of its own which explains the delay caused by the redesign of the Post Office stamps but which does not allow for all 18 of these dies (including the redesigned 1¢-6¢ Post Office) being produced prior to April 18. One plausible explanation is that the die trial color proofs were printed in this pattern for the purpose of comparing side-by-side, in the same color, the regular issue and official stamps, to verify that the new designs would be clear and legible when printed in typical stamp colors. One example of the 3¢ Justice die proof in green is inscribed "Justice" and "Good Shade of Purple," a perplexing comment unless one accepts that the color of the proof had nothing whatsoever to do with the final color of the stamps.²²

With respect to die trial color proofs for the 1¢, 2¢, 3¢ and 90¢ Post Office with portrait vignettes, those printed on proof paper exist in the same five colors used for the Goodall proofs of 1879 and should be considered a part of that production. The die proofs on white ivory printed in orange red, blue, gray black and brownish black (the current catalogue listings are woefully incomplete) may possibly represent mediating attempts to arrive at the final color for this department, although the use of blue is problematical, since this color ought to have been reserved for Navy. The catalogue lists a 3¢ Post Office with revised numeral design printed in brown, but this seems an anomaly since the color for this department must have been determined before the design was altered. There exist in the collection of Robert L. Markovits two unlisted die proofs, a 3¢ War printed in brown with pencil notations "Chocolate" and "Executive," and a 3¢ Interior in orange brown, and in the collection of Lester C. Lanphear a 3¢ Justice printed in brown, all of which could well be true experimental colors. From this overview of the trial color proofs, we must conclude that most of them were either printed later for display purposes or were printed earlier as a quality control measure during the production of the dies and plates. In general, there is little to be learned from them about the process undergone to determine the final colors for the issued stamps.

²²Robert A. Siegel, 597th Sale, May 14, 1982, Lot #1618.

Table I. Sequence of Die Approval for the Official Stamps

Date	Values
April 18	3¢ Interior, 3¢ Navy, 3¢ War
April 19	3¢ Justice, 3¢ Treasury
April 21	3¢ Agriculture, 3¢ State
April 23	3¢ Executive, 2¢ War
April 28	2¢ Navy, 2¢ State, 2¢ Treasury, 90¢ Treasury
April 29	2¢ Interior, 1¢ Treasury, 1¢ War
May 1	10¢ Treasury
May 3	3¢ Post Office, 12¢ Treasury
May 8	90¢ State
May 9	2¢ Executive, 2¢ Post Office, 6¢ Post Office
May 12	1¢ State
May 14	1¢ Post Office
May 15	10¢ Post Office, 30¢ Post Office
May 16	1¢ Interior, 6¢ Treasury
May 17	6¢ Interior, 12¢ Interior, 6¢ Navy, 12¢ War
May 19	6¢ Agriculture
May 20	1¢ Agriculture, 2¢ Agriculture, 12¢ Agriculture, 6¢ War
May 21	6¢ Justice
May 22	15¢ Post Office, 30¢ Treasury
May 23	1¢ Executive, 12¢ State
May 24	6¢ Executive, 12¢ Navy, 12¢ Post Office, 24¢ Post Office
May 26	6¢ State, 15¢ Treasury, 10¢ War
May 27	1¢ Justice
May 28	2¢ Justice, 12¢ Justice, 15¢ War*, 24¢ War, 90¢ War
May 29	90¢ Post Office
May 30	15¢ Interior*, 15¢ Navy*, 30¢ War
June 2	30¢ Interior*, 30¢ Navy*
June 3	15¢ Agriculture*, 10¢ Navy*, 24¢ Navy*, 10¢ State, 7¢ Treasury*
June 4	24¢ Interior*, 90¢ Interior*, 90¢ Navy*, 7¢ War*
June 5	30¢ Agriculture*, 10¢ Justice*, 15¢ Justice*
June 6	24¢ Justice*
June 7	10¢ Agriculture*, 10¢ Interior*, 30¢ Justice*, 7¢ State
June 9	10¢ Executive
June 10	90¢ Justice*, 15¢ State, 24¢ State*, 30¢ State*
June 13	7¢ Navy*
July 12	24¢ Treasury
September 17	24¢ Agriculture

*Bears the initials of William M. Ireland, Acting Third Assistant Postmaster General

Note: proofs in the bound album for the 1¢ Navy and the State dollar values are undated.

Table 2. Sequence of Plate Production for the Official Stamps

Plate No.	Value	Date Die Approved	Plate No.	Value	Date Die Approved	Plate No.	Value	Date Die Approved
27	3¢ Interior	4/18	62	10¢ Post Office	5/15	97	10¢ Justice	6/5
28	3¢ Justice	4/19	63	3¢ Executive	4/23	98	10¢ State	6/3
29	3¢ Treasury	4/19	64	2¢ Agriculture	5/20	99	15¢ Justice	6/5
30	3¢ Post Office	5/3	65	1¢ Agriculture	5/20	100	30¢ Agriculture	6/5
31	(15¢ Regular)	—	66	15¢ Post Office	5/22	101	10¢ Navy	6/3
32	3¢ War	4/18	67	90¢ State	5/8	102	7¢ War	6/4
33	3¢ Treasury	4/19	68	30¢ Post Office	5/15	103	7¢ Treasury	6/3
34	3¢ Navy	4/18	69	30¢ Treasury	5/22	104	24¢ Interior	6/4
35	2¢ War	4/23	70	3¢ State	4/21	105	15¢ Agriculture	6/3
36	3¢ Post Office	5/3	71	12¢ Post Office	5/24	106	90¢ Navy	6/4
37	2¢ Post Office	5/9	72	6¢ Agriculture	5/19	107	24¢ Navy	6/3
38	2¢ Post Office	5/9	73	12¢ Agriculture	5/20	108	90¢ Interior	6/4
39	6¢ Post Office	5/9	74	24¢ Post Office	5/24	109	10¢ Interior	6/7
40	3¢ Post Office	5/3	75	2¢ Executive	5/9	110	30¢ Justice	6/7
41	3¢ Post Office	5/3	76	6¢ Executive	5/24	111	10¢ Executive	6/9
42	2¢ Treasury	4/28	77	6¢ Justice	5/21	112	7¢ State	6/7
43	1¢ Post Office	5/14	78	12¢ State	5/23	113	90¢ Justice	6/10
44	1¢ Treasury	4/29	79	10¢ War	5/26	114	10¢ Agriculture	6/7
45	2¢ Interior	4/29	80	1¢ Navy	—	115	24¢ Justice	6/6
46	12¢ Treasury	5/3	81	30¢ War	5/30	116	30¢ State	6/10
47	6¢ Post Office	5/9	82	1¢ Executive	5/23	117	24¢ State	6/10
48	1¢ War	4/29	83	6¢ State	5/26	118	15¢ State	6/10
49	12¢ Interior	5/17	84	15¢ Treasury	5/26	119	7¢ Navy	6/13
50	2¢ Navy	4/28	85	1¢ Justice	5/27	120	\$5 State frame	—
51	6¢ Treasury	5/16	86	24¢ War	5/28	121	\$2 State frame	—
52	1¢ Interior	5/16	87	15¢ War	5/28	122	\$10 State frame	—
53	6¢ Navy	5/17	88	90¢ Post Office	5/29	123	Seward portrait	—
54	12¢ War	5/17	89	90¢ War	5/28	124	\$20 State frame	—
55	1¢ State	5/12	90	2¢ Justice	5/28	134	24¢ Treasury	7/12
56	6¢ Interior	5/17	91	12¢ Justice	5/28	140	3¢ Post Office	5/20
57	3¢ Agriculture	4/21	92	12¢ Navy	5/24	141	3¢ Post Office	5/3
58	10¢ Treasury	5/1	93	15¢ Interior	5/30	145	24¢ Agriculture	9/17
59	2¢ State	4/28	94	15¢ Navy	5/30	249	6¢ Post Office	5/9
60	6¢ War	5/20	95	30¢ Interior	6/2	285	2¢ Post Office	5/9
61	90¢ Treasury	4/28	96	30¢ Navy	6/2			

Sequence of Die and Plate Production

In 1965, Elliott Perry published a listing of the dates on which the dies for the official stamps were approved.²³ His data were clearly derived from a leather bound album of large die proofs, printed in the issued colors, which resurfaced at public auction in 1994.²⁴ In this album, there are penciled dates on all the proofs except for the 1¢ Navy (erased) and the four State dollar values. Twenty-four of the proofs, dated between May 28 and June 13, bear the initials of William M. Ireland, a chief clerk in the Post Office Department who had been deputized Acting Third Assistant Postmaster General and dispatched to New York to oversee the final production of the official stamps. Perry's transcription of the dates was correct except for the 10¢ Treasury and War stamps. The data are repeated here in two different forms. Table 1 shows a chronological listing of the dates on which the die proofs in their issued colors were approved. Table 2 shows a sequential listing of the official plate numbers with the dates the corresponding dies were approved shown adjacent. Since plate number multiples are not known for many of the official stamps, Luff may have needed access to the complete set of plate proof sheets once owned by the Earl of Crawford in order to complete his list of plate numbers.

Assuming that the numbers engraved on the Continental plates accurately reflect the chronological order in which they were produced (and not some predetermined order which was artificially respected), the sequence of the plate production in general corresponds logically to the sequence in which approval was obtained for the dies. The most notable exceptions are of course the dies for the redesigned 1¢ - 6¢ Post Office stamps. During the two week delay in which the Post Office stamps were being redesigned and reengraved, the dies for 14 other official stamps—whose plates were all ultimately prepared after plate #30, the first 3¢ Post Office plate—all received approval. Had plate production started the moment the first dies were approved, in order to avoid delay the low value Post Office stamps would have been taken out of the predetermined sequence based on anticipated need and produced later. At the time the first official dies were approved on April 18, the Continental siderographers would have still been working on the plates for the regular issue stamps. Therefore, it can safely be concluded that plate production for the official stamps was not begun when the first dies were begun, but some two weeks later, around the time the new die for the redesigned 3¢ Post Office was approved (May 3) and its transfer roll put to use.

The dies for about ten official stamps were prepared prematurely, that is, out of sequence with respect to the final order of plate production. For the 3¢ Agriculture, 3¢ Executive and 3¢ State, these dies would have been needed early to serve as prototypes for the engravers. For the other values, though, we can only assume that either the order of anticipated need—obviously a very inexact science for these unprecedented issues—was subject to constant revision, or that it was impossible to coordinate a team of engravers working at different speeds so that their output would be completed in the precise order needed. The first 45 dies approved included all nine 3¢ values, eight 2¢ values, seven 1¢ values, seven 6¢ values and six 12¢ values, exactly what one would expect. Predictably, the very last plates produced were the State dollar values. The proofs for these stamps included in the bound album are actually hybrids (plate proofs mounted on India paper and die sunk), understandable since no dies *per se* existed at this time for the \$5, \$10 and \$20 values. Unfortunately, these hybrid proofs are not dated; however, the die proof for the last plate produced before the State dollar values, the 7¢ Navy (plate #119), bears a date of June 13.

July 1, 1873 was the announced date on which the franking privilege was to be abolished, and four covers bearing official stamps and postmarked in Washington, D. C. on

²³Perry, *op. cit.*, pp. 495-96.

²⁴Weiss Philatelics, Sale No. 123, October 18, 1994, Lot #385.

this date have survived. The most famous of these is a 3¢ State cover carried by diplomatic pouch to Washington, D. C. containing a letter from the U. S. Consulate at Malta dated June 10, 1873.²⁵ The contents are of special importance in this case because the circular date stamps used in Washington, D. C. up until 1877 did not contain the year date. On the basis of this single proven example, the other three covers can be confirmed as first day usages because they bear the same distinctive 24 mm. diameter date stamp, which was only in use during 1873. Due to the overall scarcity of official covers (less than ten examples survive for most values, so any cover from 1873 is considered an early usage), there is simply not enough material to develop in a meaningful way the concept of earliest known usage for most of these stamps. Barcan stated that the stamps were ready for distribution on May 24;²⁶ although some distribution began on this date, only a fraction of the stamps could have been available, if we trust the evidence of the dated die proofs. However, from other documentation it can be proven that all but two of the 92 official stamps issued were available for use in Washington, D. C. by July 1.

The report of the Postmaster General dated November 14, 1873 noted that between July 1 and September 30, the State Department had been issued 60,495 total stamps in 14 [sic] different denominations.²⁷ But in a report dated October 20, 1873 in the appendix, Third Assistant Postmaster General E. W. Barber indicates that these same 60,495 stamps were in fact distributed prior to the close of the fiscal year, for use after July 1.²⁸ Since the final plates produced were the State dollar values, and since the State Department had received all 15 values before July 1, it can safely be concluded that the other departments had received all values also, since if the plates for their stamps were finished earlier, they had presumably gone to press earlier also.

Two die proofs in the bound album bear an approval date later than July 1: the 24¢ Treasury (July 12) and the 24¢ Agriculture (August 17). In light of Continental's heroic and successful effort to have all the other official stamps printed in time to be distributed and available for use by July 1, the delay in producing these two stamps should not be blamed on the contractor. Instead, it is more likely that the original schedule of denominations for each department as specified by the Postmaster General simply did not include these two stamps. The 24¢ stamp was originally issued for the U.S./U.K. rate, but when the rate was reduced to 12¢ in January 1868, the demand for this value fell off. It is unclear how the Post Office foresaw the 24¢ official stamps being used. In hindsight, their initial reluctance to produce 24¢ stamps for Treasury and Agriculture seems correct, since after the initial order for the fiscal year 1874, the 24¢ Treasury was never reordered, and the 24¢ Agriculture was not reordered after the fiscal year 1875 (except for a mysterious requisition of 50 stamps in 1883). In fact, all the high value Agriculture stamps (10¢, 12¢, 15¢, 24¢ and 30¢) were rendered obsolete by a new postal regulation effective March 3, 1875, by which the Commission was now able to send seeds and reports through the mail free of postage.²⁹ When the 24¢ Agriculture plate was produced, the plate number was entered in error to the left of the Continental Bank Note Company's imprint (see Figure 8). On the only two official plates produced after the 24¢ Agriculture, the supplemental 2¢ Post Office (Plate #249) and 6¢ Post Office (Plate #285), the numbers were engraved in large florid italics instead of following the previous standard of small Arabic numerals.

²⁵Robert A. Siegel, 577th Sale, April 10, 1981, Lot #335.

²⁶Barcan, *op. cit.*, p. 118.

²⁷*Annual Report of the Postmaster General of the United States for the Fiscal Year 1870*, p. xix. Since there are actually 15 denominations in the State set, the number "14" is probably a misprint.

²⁸*Ibid.*, Appendix, p. 9.

²⁹United States, Post Office Department, *Postage Rates 1789-1930* (Washington, D.C.: Government Printing Office, 1930), Act of March 3, 1875, p. 44.



Figure 8. 24¢ Agriculture plate proof on India paper multiple, showing misplaced plate number.

As Admiral Combs demonstrated from analyzing the tables in Luff, for 58 of the 92 different official stamps, the quantity of stamps printed by Continental and delivered to the Stamp Agent for the calendar years 1873-1876 exceeded the total quantity requisitioned by the departments during the entire period of usage, July 1, 1873 to June 30, 1884.³⁰ This diminished usage and resultant oversupply of stamps is due in part to various minor changes in the postal regulations (such as the one regarding Agriculture stamps mentioned above), but mainly to the introduction of penalty envelopes in 1877. But for 34 of these 58—the 6¢ Agriculture; all values of Executive except the 3¢; all values of Justice except the 3¢ and 6¢; the 10¢, 12¢ and 15¢ Post Office; all values of State except the 3¢, 6¢ and 10¢; and the 1¢, 2¢, 7¢, 12¢, 15¢ and 24¢ Treasury—the initial supplies furnished to the Stamp Agent in the calendar year 1873 exceeded the total requisitions over the 11 year period of usage, to the extent that for many of these stamps, the quantity of unissued stamps taken from the vaults of the American Bank Note Company in 1884 and burned actually exceeds the total quantity issued. This demonstrates that the original projected need for many values was badly overestimated. In October 1873, E. W. Barber projected that 50,000,000 official stamps would be issued in the fiscal year 1875, but in actuality only 18,500,000 were distributed.³¹

Eccentricities in the Die Engraving

From the progressive die essay for the 6¢ Post Office stamp with portrait vignette, we can see that after starting with the head, numeral and value wording retained from the original National die, the rest of the design elements—including the department lettering and its tablet, the value ribbon, and the devices bearing the initials “U” and “S”—were all outlined first before being shaded in. (See Figure 9).

Regrettably, I have not been able to accurately attribute the work of Continental’s engravers for the official stamps, with the exception of the Seward portrait by Charles Skinner. The die history cards in the archives of the Bureau of Engraving and Printing are mute, and Les Schriber’s *Encyclopedia of Designs, Designers, Engravers, and Artists of United States Postage Stamps* does not cover these issues. Turner reported that Claxton en-

³⁰W.V. Combs, “United States: Departmentals—Quantities Issued,” *Collectors Club Philatelist*, Vol. 43, No. 6 (November 1964), p. 345.

³¹*Annual Report of the Postmaster General of the United States for the Fiscal Year 1870*, Appendix, p. 9.

graved the frames for all the 90¢ values.³² There exists a large die proof of the 3¢ Post Office stamps signed by one C. A. Koehler.³³ David J. Smillie, nephew of the famous engraver James Smillie, has been identified as the letter engraver for the State dollar values, partly on the evidence of a \$2.00 die proof signed by both him and Charles Skinner.³⁴ Douglas S. Ronaldson in the course of his career worked for all three Bank Note companies and was the frame and letter engraver for most of the 1869s, the large Bank Notes, the small Bank Notes and the Columbians. He is credited as the letter and frame engraver for the 5¢ Taylor of 1875, but it is unclear if he transferred to Continental early enough to work on the official stamps.³⁵

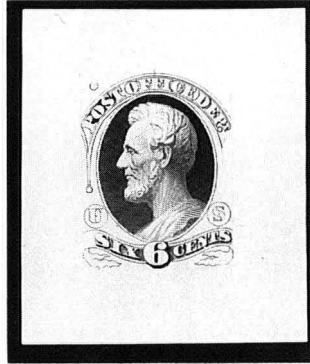


Figure 9. 6¢ Post Office incomplete die essay (Scott #O50E1), courtesy Lester C. Lanphear.

Since we are told that Continental concentrated their entire work force on this project, surely a team of engravers would have been needed to put out this volume of work in an eight week time span. Considering the time pressure under which they were working, it is not surprising that certain design elements which were intended to remain constant from one value to another within each set of stamps, in actuality betray certain small differences in their final engraved state. Admiral Combs has already done a thorough, well-illustrated analysis of these “errors” which typically manifest themselves in the inconsistent rendering of tiny scrollwork details or erratic shading techniques in larger ornaments.³⁶ To the naked eye, there are also some sizable and distracting variations in the letter engraving.

In Figure 10, comparing the 2¢ and 10¢ Interior stamps, note on the 2¢ that the words “of the” in the departmental title, instead of following the curve of the scrolling ribbon, slant sharply upwards. On the 10¢, the shields containing the initials “U” and “S” are drawn with graceful swelling sides instead of the sharp concave curves typical for the other values. In Figure 11, comparing the 3¢ and 90¢ Justice stamps, note that on the 3¢, the six-pointed stars containing the initials “U” and “S” are large, but the sans-serif initials are very sparingly rendered. On the 90¢, attenuated shields inexplicably replace the stars, while the initials “U” and “S” are now robust serif letters. (Since Claxton created the model for the 3¢ Justice, and according to Turner also engraved the 90¢ Justice, one can only

³²Turner, *op. cit.*, p. 668.

³³Personal communication with Robert L. Markovits.

³⁴Clarence W. Brazer, “A Historical Catalog of U.S. Stamp Essays and Proofs,” *Collectors Club Philatelist*, Vol. XXIII, No. 3 (July 1944), p. 110.

³⁵Dealer William S. Langs showed me copies of the 2¢ and 12¢ Bank Note progressive die essays (#146-E10 and 151-E10), both bearing Ronaldson’s signature. It is unclear whether he signed these when he first engraved the dies for National, or later when he was working at Continental.

³⁶W.V. Combs, “Designs of the U.S. Departmentals,” *American Philatelist*, Vol. 72, No. 12 (Whole No. 704)(September 1959), pp. 891-97.



Figure 10. Plate proofs on card of 2c and 10c Interior.

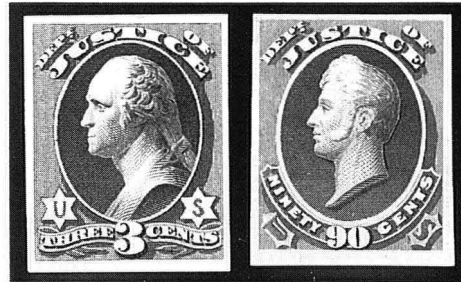


Figure 11. Plate proofs on card of 3c and 90c Justice.



Figure 12. Plate proofs on card of 6c and 30c Post Office.



Figure 13. Plate proofs on card of 2c and 15c State.

assume, as my grandmother used to say, that “even Homer nods!”) As Combs pointed out, the six-pointed stars in the upper corners of the 15¢ Navy stamp are unshaded, unlike all other values of this set. In Figure 12, comparing the 6¢ and 30¢ Post Office stamps, note that the words “OFFICIAL” and “STAMP” curve gracefully around the large numeral “6.” On the 30¢, the numeral is too wide to permit this, so the words are pushed to the top and bottom of the vignette oval and the numeral is reduced in height from 8 mm. to 6.5 mm. in order to be accommodated. In Figure 13, comparing the 2¢ and 15¢ State, note that on the 2¢ there are no periods after the initials “U” and “S” (as in three other values of this set) and the initials are unshaded. On the 15¢, the initials, here followed by periods, are now heavily shaded.

In some cases, these inconsistencies are glaring enough to make us pause and wonder if the engravers might have forgotten to refer back to the prototypical 3¢ die engraved for each department. The obvious explanation for these mistakes is that since the dies were prepared in the sequence of anticipated need, the engravers were forced to jump from department to department and value to value, instead of proceeding in an artistically logical way through their work. The deviations described above would have been minimized if one engraver had been assigned all values of a single department, but apparently the whirlwind pace of production, with up to five dies being completed in a single day, did not allow for this luxury.

The Cost of Production

Basking in the warm afterglow of having accomplished on schedule the herculean labor assigned to Continental, President Stuart sent a bill to Postmaster General Creswell on July 1. In his petition, he asked to have the original contract “adjusted on principles of equity, justice, and law,” arguing that since the official stamps “were unknown to the law when the contract was made . . . and cannot be regarded as coming within the contract . . . your petitioner is entitled to a fair and just remuneration for the materials and for the work performed in furnishing your department with the special stamps.” Stuart claimed that the dies, rolls and plates alone for the official stamps were worth \$50,000. He asked to be reimbursed for these costs, and suggested two alternatives for modifying the original contract for stamp production: furnish regular issue and official stamps alike at a rate of 25¢ per thousand, or leave the original contract intact, and furnish official stamps at a special rate of \$1.00 per thousand. He illustrated his argument with the example of furnishing stamps to more than 23,000 fifth class post offices, where the cost of the envelope for each order (approximately 2¢) would actually exceed what the company would be paid under the prevailing rates by filling it with the quarterly requisition of one hundred stamps (1.5¢). Besides the overtime costs associated with the accelerated schedule of production, Continental had incurred the inconvenience and expense of remodeling its vault at the new premises on William Street (superintended by Charles F. Steel, the same individual who held the grilling patent) and dividing it into over one hundred apartments, instead of the eleven required for the regular issues. Postmaster General Creswell, in a letter to Congress dated January 20, 1874, reported:

The manufacturers have asked an extra allowance, on the ground that the act to which I have referred (authorizing preparation of the official stamps), requiring special designs for each department, entailed upon them, in the preparation of dies, rolls, plates &c, &c, a considerable expense, which, they allege, was not contemplated by their contract for manufacturing the ordinary stamps. This claim has not been adjusted, but is the subject of an examination now pending.³⁷

The Assistant Attorney General for the Post Office Department established an investigating committee to ascertain the normal cost of manufacturing plates, which sought in

³⁷*Executive Documents*, 43rd Congress, 1st Session, 1873-74, Vol. 9, #1607.

put from Continental's principal competitors, American and National. This committee found that the cost claimed for plate production was fair, and that the compensation for printing the official stamps should also be adjusted, since due to the small volume, the output of each printer was sharply reduced; also, because it was costly to separate the work of each printer in segregated gumming and drying rooms. In the end, Postmaster General J. W. Marshall approved the committee's recommendations on July 17, 1874. Continental was reimbursed \$50,000 for the cost of producing the dies, rolls and plates, and had their compensation for manufacturing and distributing official stamps raised to a rate of 80¢ per thousand.³⁸

While this may have been fair to Continental, the ultimate loser in the elaborate and costly production of the official stamps was surely the Post Office Department. If one considers the five values produced for the Executive stamps, the cost of the plates (\$2,618) and printing 62,500 stamps (\$52) actually exceeded the face value of the 50,050 stamps issued (\$1,800), meaning that all mail from the Executive mansion was in effect carried free and the Post Office Department was still out of pocket.

Conclusion

The production of the United States official stamps—involving the engraving of new dies for all values, laying down the plates, and printing, gumming and perforating the stamps—was accomplished in less than three months by the Continental Bank Note Company, at the same time they were beginning their new contract to print regular issue postage stamps. Looking back on this remarkable achievement, it seems amazing that the quality of the stamps produced was so consistently high. This article, based on widely available references and a close examination of the stamps, has resulted in the following conclusions, which to the author's knowledge have not been previously formulated in print:

1. Congress specified and the Post Office had produced departmental stamps instead of a generic set of official stamps as a security measure, to make it easier to identify the source of stamps misappropriated for private use. Special colors were used to make these stamps distinctive, so postal clerks would be alerted to check that they had been legitimately used for official business.

2. New dies—in which only the portrait vignette, numeral and value wording were retained from the original National dies—were engraved for all values by Continental. The dies for the redesigned Post Office stamps were reengraved in their entirety. The dies were prepared in the order of anticipated need, since there was considerable doubt whether this mammoth undertaking could be completed by July 1. This sequence of die production, not artistically logical, resulted in certain minor but amusing inconsistencies in the engraving.

3. Approval of the Post Office dies with portrait vignettes was rescinded after four dies had been completed. The new Third Assistant Postmaster General, E. W. Barber, intervened and had these stamps redesigned partly to make it easier for postal clerks handling an all black set of stamps to distinguish one value from another.

4. The vast majority of the surviving large die trial color proofs were printed for internal purposes, to inspect and compare the quality of the engraving, and were not instrumental in determining the final colors chosen for the issued stamps.

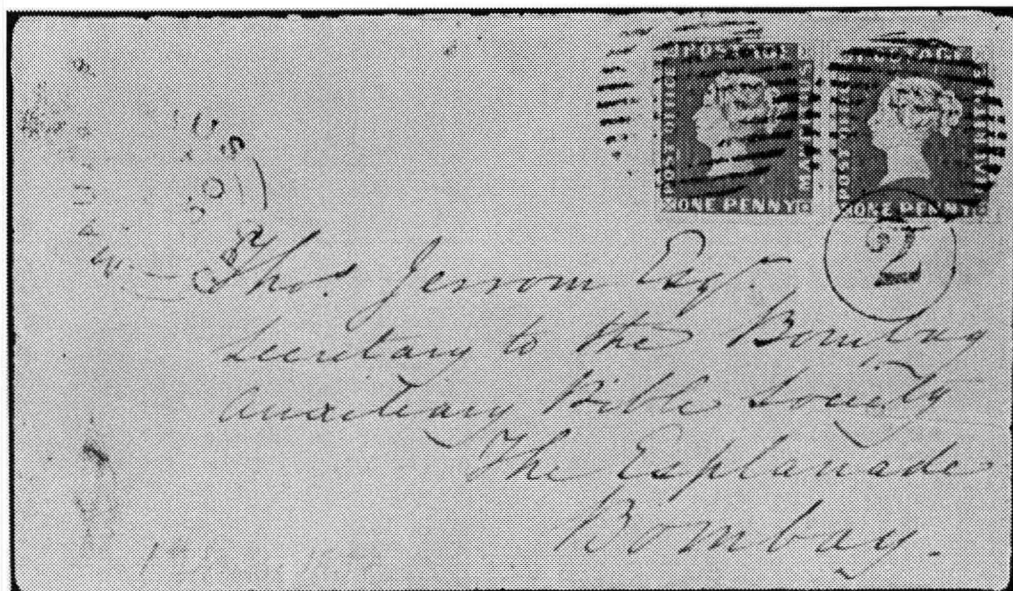
5. All of the official stamps (with the exception of the 24¢ Agriculture and 24¢ Treasury, which were not included in the original schedule of values) were available for use in Washington, D. C. by July 1, 1873.

With this improved understanding of why and how the United States official stamps were prepared, it can be hoped that they will gradually come to be appreciated as the most ambitious and artistic issue ever devised by any postal administration to regulate the carriage of official mail. □

³⁸Barcan, *op. cit.*, pp. 119-20.

**GUIDO CRAVERI
HARMERS AUCTIONS SA
SWITZERLAND**

The World's Most Valuable Cover



**Mauritius 1847 'Post Office' Issue
The 'Thos Jerrom' Letter**

**GUIDO CRAVERI
HARMERS AUCTIONS SA**

Via Pocobelli, 16. CH-6815 MELIDE, Switzerland
Tel: (+41.91) 649.42.85 Fax: (41.91) 649.42.94

Important: please note our new 'phone and fax numbers as above.

You May See A Pattern In Our Upcoming Sales



When you sell with Shreves Philatelic Galleries, you're in good company. Because more and more collectors are selling their best material with Shreves. The reason is simple. Shreves invests more of its resources in the preparation, promotion, and successful execution of its sales than any other auction firm. With spectacular results. For a closer look at the success we bring to our consignors, call us toll-free at 1-800-556-STAMP.

We'll send you a consignor information packet with complete details on our innovative professional services, breathtaking auction catalogs, and exceptional prices realized. We'll also talk with you about your collection and answer any questions you might have.

Consign now with
Shreves Philatelic Galleries.

Whether you are considering selling just a few select items, or your entire collection, perhaps through one of our "Private Collection" Sales devoted exclusively to a particularly valuable collection, call us today. We'll introduce you to a pattern of success.

Consignments
are now being accepted for
upcoming sales.

Call Today:

1-800-556-STAMP (556-7826)



SHREVES
Philatelic
Galleries,
Inc.

DALLAS &
NEW YORK

14131 Midway Road ■ Suite 1250 ■ Dallas, Texas 75244-9984 ■ FAX (214) 788-2788 ■ (214) 788-2100
145 West 57th Street ■ 18th Floor ■ New York, New York 10019 ■ (212) 262-8400

AUCTION LICENSE, NEW YORK ■ Tracy L. Shreve # 914454, # 914455

ADDITIONAL ANSWERS TO PROBLEM COVERS IN ISSUES 165 & 167

Figure 1 shows a cover from Philadelphia to Baltimore with a curious "MISSENTSOUTH." handstamp in blue. Pat Walker and Scott Gallagher provided extensive discussions about this marking in the May 1995 *Chronicle*, and Scott provided a companion cover to Baltimore with a "MISSENT EAST." handstamp (Figure 3 in the May issue). Mike McClung followed in the November *Chronicle* with a complete analysis of the use of these markings at various Baltimore branch post offices or stations to explain the delay in delivery and return to the main office.



Figure 1. Philadelphia to Baltimore cover, "MISSENTSOUTH."

Now Scott Gallagher has discovered a sequel to the Baltimore markings, as shown in Figure 2. It is a cover from Giessen (Germany) via Bremen to New York and Baltimore, struck with both "MISSENT EAST." and "MISSENT WEST." handstamps in blue. Both markings are smudged, but the combination of two such markings on the same cover is a significant discovery. It remains for someone to report a Baltimore cover with a "MISSENT NORTH." handstamp to complete the set!

The Figure 3 cover response appeared in the November 1995 *Chronicle*. Additional comment was received after the issue went to press from Harry Parsons (in England), and from Norman Gahl (in Barcelona). We recognize that over-the-ocean answers to the Cover Corner will generally not be in time to be included in the next *Chronicle* issue. But we value your participation and will include new information received in subsequent issues. Use of our Fax number may help speed your responses.

It is also necessary to correct the oval "STEAM-SHIP" applied to this cover as being a marking used at Charleston, South Carolina (not at Havana). Austin Miller, Jim Milgram, Greg Sutherland, Norman Gahl, Bob Stets and Dick Winter all gave the correct answer. Bob Stets commented:

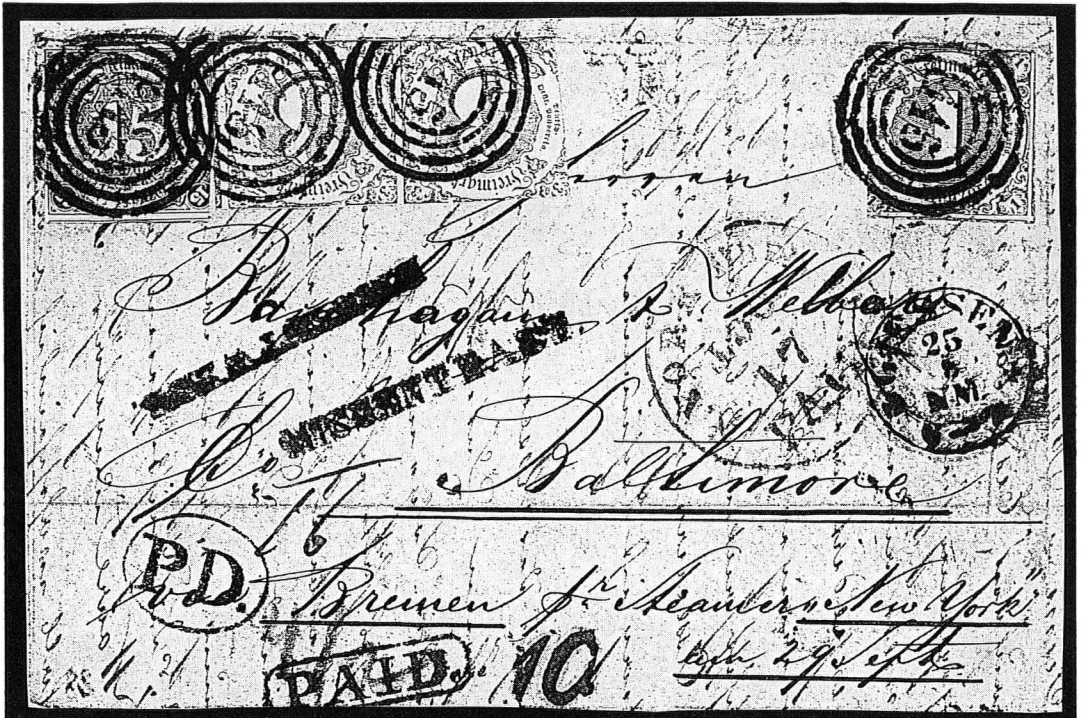


Figure 2. Germany to Baltimore cover, "MISSENT EAST." and "MISSENT WEST."

The oval "STEAM-SHIP" marking was applied at Charleston, S.C., not at Havana. The "HAVANA" marking on page 93 of the *American Stampless Cover Catalog*, Volume II, is not a new heading, but one of the handstamps used at Charleston to identify mail coming in from Havana.

In the November 1995 issue there was no response to Figure 4, a problem cover from *Chronicle* 167. Doug Clark writes to remind us that the same cover appeared in the Cover Corner of *Chronicle* 116, November, 1982! However, reruns can often provide new information beyond what has previously been revealed. So it is with this cover. The only answer received is by Warren Bower, who writes that he has studied New York City U.S. postage due covers in the 1876-1899 period for over 25 years. His erudite and comprehensive response follows:

A) The Main NYC Post Office sorted mail received for NYC delivery into three groups : 1- for PO Box and General Delivery; 2 - Carrier Mail; 3 - Branch Mail. The split was roughly 50% Box, 25% Carrier, and 25% Branch.

B) The Box Mail often did not have PO Box Numbers in the addresses, and the Carrier and Branch Mail also relied on the sorters' memories to be correctly sorted into boxes and routes.

C) The "C.L." in circle means "Carrier (Delivery) Letter." Handstamps were normally in blue until about 1888, then in violet. Undeliverable Carrier Mail was returned to the Main PO to the "C.L." group, which after 1883, and for about ten years, affixed the white or yellow "Letter returned by the office by Carrier." sticker. This mail was then turned over to the "I.D." group for better addresses where possible.

D) The "I.D." in circle with "UNCLAIMED / N.Y." handstamp stands for "Inquiry Division (or Department)." It is often accompanied by a dated backstamp with



Figure 3. 1857 cover from Havana via New York to Edinburgh, Scotland.



Figure 4. Letter to New York returned by carrier, advertised and unclaimed.

"NEW YORK / (date) / I.D." in circle. The "I.D." group was to give advice on forwarding, locate addressees in NYC or other city directory addresses, etc. It seems to have been allied with a "Directory Service" desk for this purpose and some covers are known with a twin oval handstamp "D.S. / No.1" in black on the obverse. But it was not a Dead Letter Office and did not open mail to find information.

E) Letters for which good addresses could not be found were returned to sender, if there was a return address. If not, it was "Advertised" as indicated by the purple oval "NEW YORK POST OFFICE / JUL 31 / ADV. / Due 1 Cent." The 1¢ Postage Due adhesive was affixed at the time of advertising. (Carrier PO's were allowed to charge the postage due before delivery.)

F) If the addressee was not found by advertising, the letter was routed to the Dead Letter Office in Washington, D.C. for further efforts to return or for disposal. The NYC Post Office was then credited with the 1¢ due charge. The fact that this cover exists today indicates it was either returned to sender or the addressee was found, otherwise it would have been destroyed at the DLO.

G) The "Letter returned by Carrier." stickers were also used in the same period by Chicago, Boston, Baltimore, and others. The stickers were replaced sometime in the 1890's by a rectangular handstamp in purple, which was replaced by various types of the familiar "Pointing Finger" handstamp.

H) There was also a "B.L." in circle handstamp used contemporaneously with the "C.L.", except it was a bit smaller in diameter. It was for "Branch (Delivery) Letters" which had delivery problems. The "Letter returned by Carrier" stickers, as well as "I.D.," Advertising, and DLO markings, were also used on "B.L." covers.

ANSWERS TO PROBLEM COVERS IN ISSUE 168

Figures 5 and 6 show the front and back of an 1878 cover from Cincinnati to Kilmore, Victoria, franked with 10¢ in stamps. Explain the routing of this cover via New York and Brindisi and the "1/1 TO PAY."

This cover would normally be routed to San Francisco for Pacific transit to Australia in accordance with the U.S. - Victoria Postal Convention effective July 1, 1878. But the letter was only franked with 10¢ postage and the single rate to Victoria was 12¢. The Convention would only allow letters prepaid with at least one rate of postage to be carried by the transpacific route. Thus, the Cincinnati Post Office had to send via New York, a much longer, slower and more expensive way to go.

The letter was posted at Cincinnati on "OCT 28" and was not received at New York until "NOV 12" according to the "NEW YORK / F.D." cds (under the "BRINDISI" cds). The New York Post Office handstamped "N.Y. / T" indicating postage due, but did not forward the letter until "NOV 30." Perhaps the delays in forwarding by both Cincinnati and New York were caused by the uncertainty of both offices as to the routing of this letter to its destination.

Thanks to Dick Winter who pointed out that there was an alternate rate and routing from the U.S. to Australia, *viz.*, via Brindisi at 19¢ single, made up by 5¢ U.P.U. plus 14¢ British Transit. Thus, the letter was sent on its way—the U.P.U. postage being (over)paid by the 10¢ in U.S. postage, the 14¢ British Transit being unpaid. It arrived in Melbourne on "JA 30 / 79" and at Kilgore the same day. The "1/1 TO PAY" was the 14¢ unpaid plus a fine of 6d (= 12¢) levied by Victoria on insufficiently paid mail. The total due was 26¢ = 1/1 (1 shilling and 1 pence).

The "prize" cover submitted by our Cover Corner Editor, Scott Gallagher, is Figure 7. Is this a bogus cover? How can the dual 2¢ franking by U.S. and Central American



Figure 5. Front of cover from Cincinnati to Kilmore, Victoria, "1/1 TO PAY."

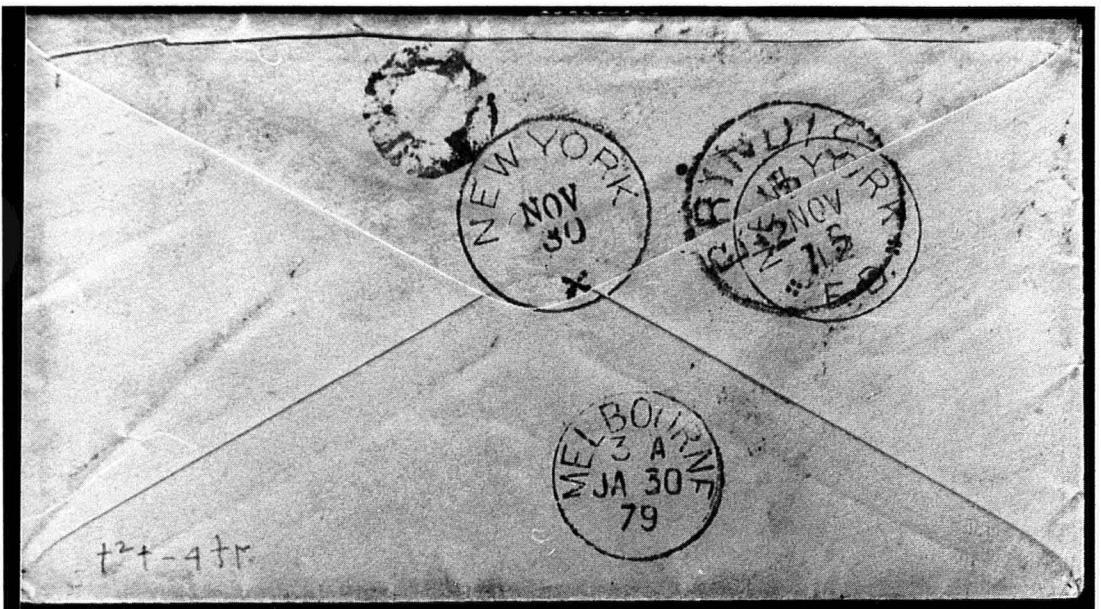


Figure 6. Reverse of cover from Cincinnati to Victoria showing transit markings.

Steamship Co. stamps be explained? And Scott will award philatelically significant prizes if you can answer:

- 1) When and where was the Central American Steamship Co. incorporated?
- 2) Identity of the ship *Mary Carr* and when was it at Panama?

The lone response came from Gene Fricks, who submitted a bibliography of articles from 1892 to 1995 referring to The Central American Steamship Co. stamps. So no prizes to be awarded yet. We'll wait for one more issue and publish any information received in the May 1996 *Chronicle*.



Figure 7. Cover from New Bedford to Whaling Vessel *Mary Carr*.



Figure 8. 1846 cover from Rotterdam to Philadelphia via London and New York.

PROBLEM COVERS FOR THIS ISSUE

Colin Tabcart of Fareham, England, submits Figure 8, an 1846 cover from Rotterdam to Philadelphia via London and New York. It is endorsed to the *Great Western* leaving Liverpool for New York on 30 May 1846. The front is also marked in manuscript "Paye / to / Liverpool / 4/2." Datestamps in chronological order are: a truncated circle "ROTTERDAM / 26 / 5 / Franco"; a twin circle (London) "PAID / ? / 27 MY / 1846"; two skeleton ovals "PAID SHIP LETTER-LONDON / Crown / MY 27 / 1846"; and a cds "NEW-YORK / SHIP / JUN 15 / 12." All datestamps are red, except the Rotterdam Franco which is bluish-black. In manuscript on the back are: "From H Messchert Paris May 16, 1846 Rotterdam May 26, recd June 16 1846"; and "300" (representing 300 Dutch cents prepaid).

The rates of postage charged by the Dutch and Great Britain are a puzzle to be explained. Also, did the *Great Western* actually carry this cover from Liverpool to New York, or was it another vessel?

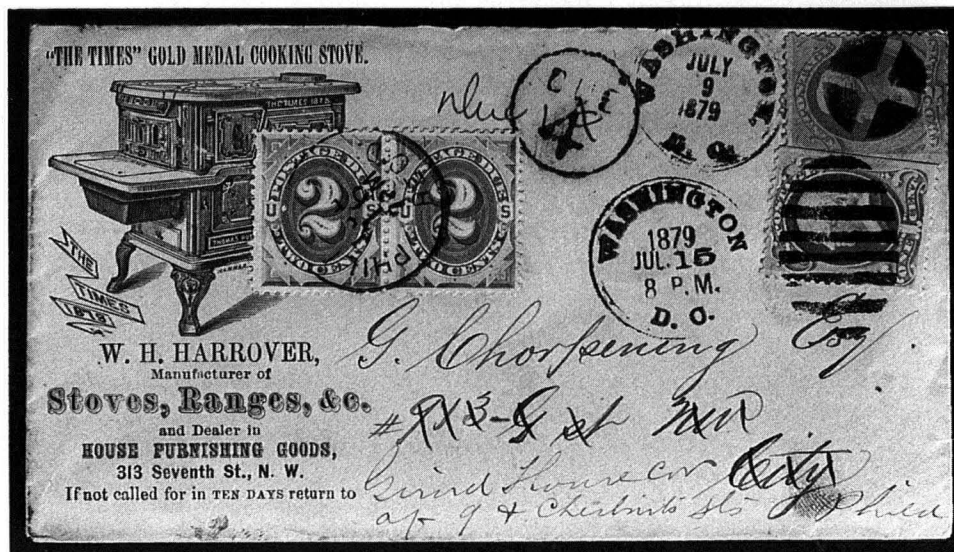


Figure 9. 1879 cover, first month of use of U.S. postage dues.

The cover in Figure 9 is a favorite of mine. It is a first month of issue usage (July 1879) of the newly introduced U. S. postage due stamps. Originally a drop letter, it was paid for local delivery by a 2¢ stamp, which received a segmented obliterator and a cds "WASHINGTON / JULY / 9 / 1879 / D. C." Apparently the addressee had moved and the cover was forwarded to Philadelphia. But it was no longer a drop letter and required additional postage—a manuscript "Due 1c" appears in the upper middle of the envelope. A 1¢ stamp was added (by whom?) and received a barred obliterator and a cds "WASHINGTON / 1879 / JUL 15 / 8 P.M. / D. C." A circle "DUE / 4" was added (why?) and two of the new 2¢ Postage Due stamps affixed and struck with a cds "PHILA[D'A, PA.] / JUL / 16 / 7 AM / REC'D." The cover back has two cds's—a "CARRIER / JUL / 10 / ?AM" in purple, and a "PHILAD'A / JUL / 16 / 5AM / REC'D."

What is the basis for collecting 4¢ postage due in Philadelphia?

Please send your answers to the problem cover(s) of this issue, and any further discussion of answers to previous problem covers, within two weeks of receiving your Chronicle. I can receive mail at P.O. Box 42253, Cincinnati, Ohio 45242, as well as by Fax at (513) 563-6287.

—Ray Carlin □

ADVERTISER INDEX

Christie's Robson Lowe	6
Guido Craveri	63
Leonard H. Hartmann	15
Edward Hines	1
Ivy & Mader Philatelic Auctions Inc.	Inside Back Cover
Victor B. Krievins	4
James E. Lee	44
Andrew Levitt, Philatelic Consultant	16
Jack E. Molesworth, Inc.	Inside Front Cover
Shreves Philatelic Galleries, Inc.	64
Robert A. Siegel Auction Galleries, Inc.	2
Taylor Made Company	44
Raymond H. Weill Co.	Back Cover
USPCS Publications	
<i>Cancellations and Killers of the Banknote Era 1870-1894</i>	iv

CLASSIFIED

FOR SALE: 3ct. 1851 issue on cover, suitable for plating purposes. ASK FOR SELECTION FROM: Brad Sheff, P.O. Box 246, Northfield, VT 05663, (802) 485-8239. (171)

FOR SALE: STAMPLESS TRANSATLANTIC MAIL: 18th century to 1860's. SELECTIONS FROM: Brad Sheff, P.O. Box 246, Northfield, VT 05663, (802) 485-8239. (171)

WANTED: Fort Wayne, Indiana advertising covers, trade cards, post cards, letterheads, medals, trade tokens, etc. All types of paper, celluloid or metal advertising items. Myron Huffman, 12409 Wayne Trace, Hoagland, IN 46745. (171)

WANTED: Straightline fancy and unusual cancels on Confederate General Issue stamps—on or off cover. For research and exhibit. Conrad Bush, Box 956, FWB, FL 32549. (169)

U.S. OFFICIAL STAMPED ENVELOPES (UO1-UO69), Official Covers, and pre-1890 Penalty Mail. Top prices for better items. Send photo or items with price. Dennis Schmidt, 4325 Smallwood Road, Paris, TX 75462-3137. (171)

WANTED: Complete copy of Price List of Paul L. ("Bud") Shumaker RA 412 (deceased) for Sc# 35 Type Five 10¢ Green 1855-59, published during the period 1967-70. Len Mason, 1833 Donald Circle, Boise, ID 83706-3122, Phone (208) 343-4202. (169)

3ct 1851-7 Calendar collectors - Large inventory of calendar dates on #11 available. Send your want list of such dates on #11 to Robert Chipkin (RA #1489), P.O. Box 532, Suffield, CT 06078. Also buying #11 dates for collection (list on request). (169)

WATERBURY CANCELLATIONS, on or off cover, individual, items, collections, accumulations wanted to buy. Also interested in all U.S. 19th Century cancellations. A. Levitt, Box 342, Danbury, CT 06813, 203-743-5291. (169)

FOR SALE: 3ct. 1851-57 issue on cover with various usages: WAY, SHIP, TRANSATLANTIC MAIL, ETC. Write today for approvals. Brad Sheff, P.O. Box 246, Northfield, VT 05663. (171)

WANTED: U.S. Scott No. 1 tied on cover originating from Indiana. Larry Haller, 4300 Butte Circle, Anchorage, AK 99504. (169)

WANTED: Highly illustrated U.S. Government postal cards (1873-1898), or postally used trade cards or private cards of same era that were mailed or meant to be mailed. Especially want classic early cards (Lipman's, Quincy, Fire Insurance, Herrick's and printers' cards of 1870's). Bruce Nelson, P.O. Box 3565, Portland, ME 04104. Tel. (207) 799-7890. (174)

WANTED: US Scott #219D or 220 used on cover. I need unusual usages, destinations, mixed frankings, etc. Send photocopies and price to: Bob Toal, 6530 Westminster Rd., Knoxville, TN 37919. (170)

WANTED: US private or picture postcards postally used 1870-1921 for postal history study. Unusual frankings, destinations, usages, etc. Send photocopies with price to: Bob Toal, 6530 Westminster Rd., Knoxville, TN 37919. (170)

WANTED: Common stampless covers in large quantities. U.S. only. Write with description. Don Nicoson, P.O. Box 2495, Phoenix AZ 85002. (180)

BLACK JACKS: Searching for paper folds, star cancels and anything out of the ordinary; send for offer or your price: Bob Gesell, Box 8248, Ann Arbor MI 48107. (169)

WANTED: U.S. Civil War Revenues and Bank Checks with vignettes. Roy Tillotson, 207 East Ave., Batavia, NY 14020. (169)

YOUR AD HERE FOR 50¢ A LINE
Send payment to: Richard M. Wrona, P.O. Box 7631, McLain, VA 22106-7631. Next Deadline: April 5, 1996.

**Your Confidence is our
Guiding Value!**

At Ivy & Mader,
*we take pride in our
integrity, reliability, and personal service.*

*But
all the principals can be summed up in one:
your confidence that we are the right choice
to handle the sale of your collection.*

*All of our efforts
are directed toward assuring you that your
valuable stamps are in the best of hands!*

*Call Walter Mader or Rex Bishop
to inquire further how
Ivy & Mader, Inc.
can assist you in the sale
or
the building of your collection.*

1-800-782-6771

**IVY
&
MADER**

Philatelic Auctions, Inc.



32 East 57th Street, 11th Floor
New York, New York 10022-2513
212-486-1222
Telefax 212-486-0676





RECOGNIZED

Roger G. Weill

407
ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS
LA.

Raymond H. Weill

BUYERS