

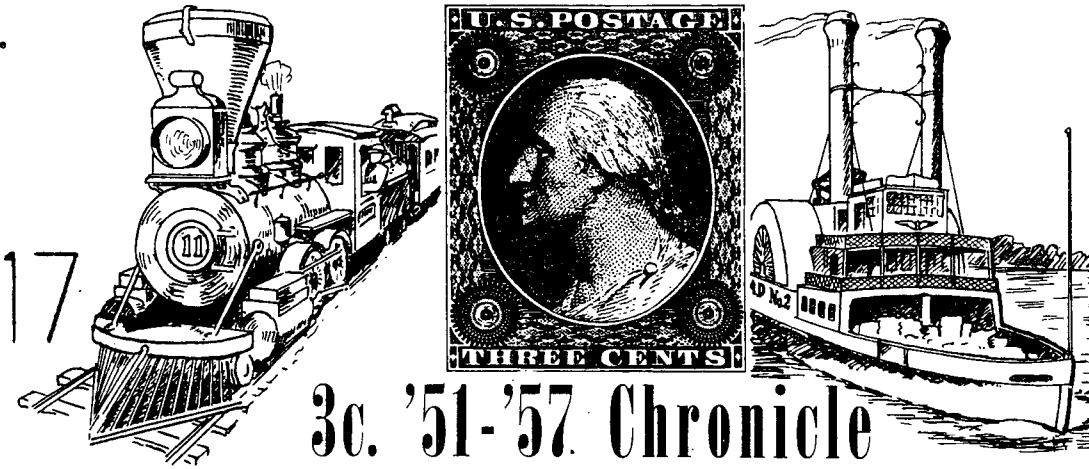
Published  
Every Once in a While

T. W. SIMPSON  
Editor and Publisher  
66 Alvarado Road  
Berkeley 5, Calif.

R. McP. CABEEN  
Contributing Editor  
1029 No. Dearborn St.  
Chicago 10, Ill.

Printed in U. S. A.  
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Issue No. 17



OFFICIAL PUBLICATION  
OF

THE 3c. '51 - '57 UNIT

NO. 11

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## 3c. '51-'57. Chronicle

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### VARIETIES AND SYMBOLS

As more fully set forth in Issue No. 1, the following symbols are used:

- S1 The imperforate orange-brown stamp with four outer frame-lines; Scott's No. 10.
- S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines; Scott's Nos. 11 and 11a.
- S3 The perforated stamp with four outer frame-lines; Scott's No. 25.
- S4 The perforated stamp with outer frame-lines at sides only, discontinuous between stamps; Scott's No. 26a.
- S5 The perforated stamp with outer frame-lines at sides only, continuous between stamps; Scott's No. 26.

The subvarieties of each, designated as types, are described in Issue No. 1. Descriptions of the markings illustrated on the Plate indicate black color unless otherwise stated.

### DAKOTA TERRITORIAL MARKINGS

Readers of the excellent Chase-Cabeen book, *The First Hundred Years of U.S. Territorial Postmarks*, know that owing to unusual circumstances for which the authors were not responsible, the book was published without inclusion of sections on several territories. Among these are Dakota, Utah, and New Mexico territories, all of which existed during a part of the period of use of our 3ct stamp.

In order that Unit members may be informed of the markings of these three territories for the 1851-1861 period, Dr. Chase has made available his notes, from which the Dakota markings are listed in this issue. Utah and New Mexico will be covered subsequently.

<u>Name as in the postmark</u>	<u>Date establ.</u>	<u>Shape</u>	<u>Size</u>	<u>Color</u>	<u>Index</u>	<u>Earliest &amp; latest seen</u>	<u>Fig. no.</u>
SIoux FALLS CITY D.T.	1857	oval	35x25mm	Blk	10	Aug.15,1859 on cover ties S5, mss date in oval	5
GREENWOOD, D.T.	1856(?)	str. line	38x10mm	Blk	10	July 2,1860 printed below town name. On cover with mss Free	7
Greenwood D.T.	1856(?)	mss		Blk	9	May 30,1861 on cover with S5	8

The first of the above is described on page 9 of the Chase-Cabeen book. It was used a year and a half before official creation of the territory on Mar. 2, 1861. The second listed example was similarly used. When the State of Minnesota was formed in May, 1858, portions of the original Minnesota Territory were locally designated Dakota, and the inhabitants petitioned for organization of a territory of that name. The example from which No. 5 is taken is thought to be unique, at least used with adhesive stamp. Sioux Falls City was abandoned in 1862 because of Indian raids but was reestablished in 1865 as Sioux Falls.

The second item, GREENWOOD D.T., is from cover shown in the E. N. Sampson catalog of postal markings as ex-C. F. Meroni. The cover is addressed to Hon. A. B. Greenwood, Commnr of Ind. Affairs, Washington, D.C. with "Free." The third item, mss Greenwood D.T., is authenticated by the second item because the handwriting of the townmark is the same as that of the written address on item two; that is the words "Greenwood" are almost identical. So far as known, this example is the only use of a Dakota Territory marking on cover with 3c stamp of the period used after official creation of the territory.

The numbers under "Index" are the Chase-Cabeen coefficients of rarity, from 1 to 10 in order of increasing rarity. Only a single example of each of the three listed markings is known to the compiler. More information is requested.

#### JEFFERSON TERRITORY

Mr. T. K. Webster's article in Issue No. 16 describing his covers addressed to Jefferson Territory aroused much interest. From the letters received the following additional examples are noted:

Mr. W. H. Semsrott writes: "I have a cover out of Philadelphia with S5 to L. S. Briggs, Golden City, J.T. that is also handstamped 'Hinckley & Co's Express, March 11, 1861, Denver City.' The cover also shows mss 'Hinckley & Co's Express, St. Joe, Mo.'"

Dr. W. S. Polland reports, "My cover has the large Phila octagon dated July 7, 1860 tying S5. It is addressed to L. S. Briggs, Davidson Breash Co., Golden City J.T. It also has the circular 'Hinckley & Co's Express Denver City, Jul. 30, 1860.'"

Mr. E. B. Jessup reports a cover from Alton, Ill., addressed to "L. S. Briggs, Esq., Golden City near Denver, Jefferson Territory." This cover also has the circular handstamp of Hinckley & Co dated Feb. 20, 1861. The stamp is 10 ct Type 3. In lower left corner is in mss, "per Hinckley & Co. Express via St. Joseph." He also has a 3c U10 Nesbitt envelope with small octagon of Philadelphia dated Nov. 10, 1860. It is addressed to L. S. Briggs, Golden City, J.T. A feature of this cover is that the envelope bears a Hinckley corner card; in a scroll at upper left are the words HINCKLEY & CO'S EXPRESS MAIL FAST RUN VIA DENVER PAID THROUGH, printed on the envelope.

Editor's Note: The 10 ct stamp on Mr. Jessup's first cover was probably an overpayment. The new 10ct rate "over Rocky Mountains" did not become effective until July 1, 1861 and even then Golden City was not "over" the mountains.

#### SAN FRANCISCO "TOO LATE"

No. 21 by courtesy of Dr. W. S. Pollard is on a 20-cent rate collect stampless (double-rate) letter, San Francisco to Massachusetts. The townmark is circular SAN FRANCISCO CAL. 15 SEP. The TOO LATE was applied at San Francisco, presumably to forestall criticism of the letter's being delayed so it could not connect with the steamer to Panama that it might have been expected to, based on date written.

The New York and New Orleans TOO LATE's have been illustrated in Issues Nos. 5, 7, and 12. With the one from San Francisco, it is believed that all known in the U.S. postal service are listed for the 1851-1861 period. Although frequently found used by other countries and by private carriers, this marking is one of the scarcest of official U.S. postal markings.

#### WHY SO FEW YEAR-DATE MARKINGS PRIOR TO 1855?

By Edgar H. Kent, R.A. No. 114

I have seen no published explanation as to why the post office apparently forbade the use of year dates in postmarks prior to the middle of 1855 (see Dr. Chase's book, page 249, CHRONICLE No. 1, page 6, etc.). I would like to submit a theory which may or may not have been offered before and proved or disproved.

I believe that the two facts that year dates began to be used about the middle of 1855 and that prepayment of postage was required after April 1, 1855 were not coincidences. I believe that before that time year dates were not approved because of possible confusion of such a year date with a not clearly struck prepayment-of-postage indicia, particularly as the word PAID has the same number of letters as there are numbers in a year date. One has only to examine a dimly struck copy of a New York 1853 year-date marking with one of the many townmarks that contain PAID to see how the year-date marking could be mistaken for one that included PAID. This would not have been of consequence on mail prepaid with stamps, but on a stampless letter such confusion might have resulted in loss of postage. This particularly would have been true prior to July 1, 1851 when the collect and prepayment rates were the same, and it might have resulted in loss afterward -- until April 1, 1855 when prepayment was required by law.

## STRIKING DOUBLE TRANSFERS OF S4

Illustration No. 1 shows several double transfers, all but one being of S4. They were made as a part of an experiment having to do with illustrating stamps for plating purposes. Some of the varieties shown have been illustrated elsewhere. The recut lines on some of the originals were so faint as to have been lost in reproduction, but they have been hand-retouched so are subject to slight variation from the original. No. 65R10(L) does not appear much doubled in the illustration, but it is so much so on the original that one almost becomes dizzy when looking at it. It is an all-over doubling except in the medallion. The tessellated work in the illustration appears different from that of the stamps on either side; this gives a hint as to the curious nature of this doubling -- which almost resembles double printing.

87R15, which is listed in Scott's catalog, is shown for comparison; it is not as extensive as some of the others -- and nowhere near as scarce. Examples from plate 11(L) are genuinely rare because only 5000 impressions were made from this plate, according to estimate of Dr. Carroll Chase. These illustrations also serve to identify some items in the P-10 price list that appears in this issue.

## NEW PLATE FLAW -- 92L11(i) -- DOT IN HEAD

Dr. Carroll Chase announces discovery of a consistent plate flaw in S4, position 92L11(i). He has seen it in a single, pair, and strip of three. The flaw appears as a strong dot of color in head as illustrated in No. 9. Look directly downward from the E edge of "S" of POSTAGE and one abouts hits the center of the dot. This flaw is not seen on the early or late states of the plate.

## A "KISS" OR PARTIAL DOUBLE IMPRESSION

When the sheet after printing is pulled away from the plate, the margin of the sheet may drop and again make contact with the plate, thereby picking up ink so as to show a semblance of a double impression. Example No. 19, sent by Mr. A. S. Wardwell, shows this characteristic nicely. The stamp is 2L5(L).

## RAILROAD MARKINGS

Mr. C. W. Remele reports RALEIGH & GASTON R.R. (No. 18) in blue, owned by Mr. W. Wyer. It somewhat resembles the listed markings of this route but the diameter is smaller, and letters R.R. read clockwise. The example is on stampless cover with mss "5"; there is no evidence of year of use. Mr. Remele also advises that Mr. H. A. Meyer reports a new station marking of LOU.& FRAN.& LEX.& FRAN.R.R. for DRUCKER. This was turned up by Dr. C. L. Roser. It is similar to other station-name markings of this railroad.

An apparently fake railroad marking has been noted by Mr. W. W. Hicks, one of the few such in this category; it reads RICH. & ATLANTA R.R., 28-1/2mm diam., in blue, seen on Nesbitt envelope. Mr. Remele concurs in the opinion that it is fraudulent, first, because there was no such railroad and no such route terminals of a known mail route, second, because a pen cancellation has been cleaned to make room for the marking.

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

Nos. 5 and 7 of Dakota Territory are elsewhere described in this issue. The IRVINE PA. reported in blue on S2 (No. 17 of Issue 2) is now reported by Mr. A. I. Dumas on S5 in black, illustrated as No. 3. The lettering arrangement of middle and bottom lines differs slightly from that on the example formerly reported.

The SAN ANDREAS (Calif.) No. 2, reported by Dr. W. S. Pollard, is on Nesbitt U10 envelope with enclosed letter of 1858. The date "Sep.4" is in the same handwriting and ink as the address. The cover is addressed to Yuba City and is part of Masonic lodge correspondence. From the nature of the letter (a printed notice-form) it appears that many letters of the same kind were mailed to lodges in the Jurisdiction. It is almost certain that the townmark was applied to the cover by the person who addressed the letter (or at least not at the post office), hence the marking is in the interesting class of townmarks "privately applied but recognized by the post office," for it is known that San Andreas had a circular handstamp at the time. Because of its being a bulk mailing, and that the date of mailing was written adjacent to the town name, the postmaster had nothing more to do (though CALIF. should have been added). A few other known townmarks of the period privately applied but recognized by the post office are the ones of Rising Sun, Pa., Waymanville, Geo., and the straight-line Cumberland, Me. Such markings are generally associated with multiple mailings, the postmaster doubtless being pleased that he was thereby relieved of some work.

This marking is listed in Konwiser's "The United States Stampless Cover Catalog," but no dimensions are given.

## BOSTON POSTAL MARKINGS

Mr. L. L. Downing submits No. 14 on cover with S2, used in 1852. He reports that Mr. M. C. Blake discovered it in a batch of Mr. Downing's covers. It resembles Boston Postal Markings (Blake-Davis book) No. 650 on plate 37, but the date is at the extreme bottom.

Mr. Blake also writes with regard to the encircled 15 illustrated as No. 19 of Issue 14. This was then stated as probably applied at Boston. Confirmation that this was the case now comes from Mr. Blake who reports noting two more covers having the encircled-15 marking. One of these almost certainly authenticates usage at Boston, and the other one surely does.

## 3c PLUS 1c USAGE -- WITH SPECIAL REFERENCE TO BOSTON

On July 1, 1860 the Postmaster General made effective a reduction of the previous to-the-mail collection charge of "not over 2cts" to a definite charge of 1ct at offices having U.S. carrier service, and the use of the 1ct stamp of regular issue for such payment became general at Boston, New York, and Philadelphia, and to a minor extent at some other cities. Two examples are reported from Baltimore (used after July 1, 1860) and five from Brooklyn -- according to information supplied by Mr. Stanley B. Ashbrook who also reports a Brooklyn usage in which the carrier collection fee was unpaid and the cover, bearing S5, was marked DUE 1 CENT for collection of this fee from the addressee (this practice was later replaced by one requiring holding the letter for postage).

So much for the cases subsequent to July 1, 1860. As to use of the 1ct stamp of regular issue before this date, investigation is required in each case because the 1ct stamp might have been for prepayment of way fee instead of for carrier collection fee. Of particular interest as evidence of a use prior to July 1, 1860 are two covers in the B. G. Daniels Sale of Mar. 7, 1953, lots 88 and 89, of 1ct imperf Type 4, used with S2 from Boston to Concord, N. H., addressed identically. They are the only uses known to Ye Editor of the imperf 1ct stamp used apparently for carrier collection fee at Boston. From color and postal markings the usage is evidently 1854 or 1855.

Commenting on these covers, Mr. M. C. Blake writes:

The P.O. Notice in Boston Almanac for 1852 states, "Letters for the mails left here (at listed sub post offices) and 1c paid on each will be deposited in post office by carriers." There would seem to be no reason why the 1ct might not be paid (1) by cash, (2) by a 1ct stamp, (3) by a Penny Post Paid carrier stamp ... The notice adds, "Penny post stamps can be bought at all of these offices, which placed upon the letter will ensure their delivery free to all parts of the city, not beyond Dover Street." i.e., local carrier delivery without other postage for such letters with the Penny Post Paid stamp, when not dropped in the main post office. The same statement appears in the Boston Almanacs of 1852 to 1857 inclusive, but omitted for 1858 and later. The unsolved problem is why no Penny Post Paid adhesives have been found used later than July 26, 1854 (Luff) or July 1, 1854 (Hollowbush per Elliott Perry in Ashbrook Vol. II, p. 154). Both local and to-or-from-the-mail letters do exist with the handstamped concentric three-bar PENNY POST PAID in black or red after 1854 -- to 1859 (BPM book No. 492, p. 98), also one or two in blue.

Mr. Blake then gives it as his opinion that perhaps the two Daniels covers had the 1ct imperf stamp applied according to instructions of the Boston Almanac. The notice did not specify exclusive use of the carrier stamp, so why would not some users attach the regular 1ct stamp? Opinion in this case is not given as a certainty because of the curious circumstance that one of the two covers bears in large pencil script "Due 2," implying underpayment of a 6ct rate for double-weight letter. As both covers are from same correspondence to same addressee at about the same time, it is a question as to whether both had the 1ct stamp added as partial payment of an overweight letter -- only one of which was caught and "Due 2" applied. On the other hand, both might have been carrier uses -- and one of them inadvertently overweight. If the latter, a "Due 3" should have been applied, provided the office writing "Due 2" (probably Concord, N.H.) knew that the 1ct had been applied not as partial prepayment of the excess weight, but for carrier collection fee.

#### OBLITERATORS

The Troy, Pa., killer, No. 12 with associated townmark without circle was used on S2, submitted by Mr. A. S. Wardwell. Dr. G. B. Smith sends No. 4, a simple three-bar borderless grid that might have been intended for a Roman numeral III; it is from South Coventry, Ct., and is on S2. Mr. A. Rubel Jr. sends the following: No. 6 small shield monogram containing what appears to be an "O", from Ausable Forks, N.Y., tying S2; No. 10, a double cross on S2, origin unknown; No. 11, odd circular pattern on S2, origin unknown; No. 20, a four-point encircled star of Appleton, Wis., on S2. Dr. W. S. Pollard sends No. 13 tying S2 from Aurora, N.Y.; it comprises a large circle completely filled with diamond-shaped dots, as pictured.

## WHAT STEAMBOATS CARRIED ROUTE AGENTS HAVING ROUTE HANDSTAMPS?

Supplementing data in Issues No. 15 and 16 on this subject, Mr. E. B. Jessup reports a cover with S2 tied by STEAMER LADY PIKE in rectangular single-lined frame (No. 15). The cover also bears the well-known LOU. & CIN. S.B. MAIL LINE circular route-agent mark; both markings are in the same vermilion red that is characteristic of the latter marking. Cover is dated Oct. 26, and from other evidence on the cover it is certain that the year is 1852, and almost certain that its origin was Louisville; the destination was Wisconsin.

This cover is unusual in several respects; it bears a name-of-packet marking of an Ohio River boat; the marking is unlisted in Klein; and except for the case of Str. Natchez and Routes 7309 and 8165, it is the only case known to Ye Editor where a route-agent handstamp appears on a cover that also carries a name-of-packet hand-stamped marking.

Mr. W. W. Hicks reports the circular N.O. & VICKSBURGH R.R. tying S5 used on cover addressed to Carroll Hoy & Co. that bears mss inscription at lower left, "Steamer Grand Duke." The route-agent marking shows date of APR. 24. The address is written in same handwriting as is a similar cover, dated Aug. 14, that is inscribed "Str. Charmer." As it is generally understood that this route-agent marking was used only on Str. Charmer and her summertime alternates (if any), the indication of its use on Str. Grand Duke as early as April requires explanation. This is supplied by Mr. D. A. Somdal who writes that Str. Grand Duke did carry mail on the New Orleans-Vicksburg route in the summer of 1859 on the Tuesday run from New Orleans. The Grand Duke was principally in the Red River service; her master was Sam Applegate, well known as a Red River captain, writes Mr. Somdal. The Str. Princess of the Tuesday run was burned Feb. 27, 1859 and her run taken over by Str. Charmer. From Mr. Hicks' cover and Mr. Somdal's report, it is evident that Str. Grand Duke took over the run from Str. Charmer very early in the summer of 1859.

## NEW NAME-OF-PACKET MARKINGS

Name-of-packet markings on covers used elsewhere than on the lower Mississippi and its lower tributaries are rare. The STEAMER LADY PIKE reported by Mr. E. B. Jessup (No. 15) and described in the preceding is one such case, applying to the Ohio River. In the same category applying to the Alabama rivers are two covers sent by Mr. J. H. Scruggs, Jr., Nos. 16 and 17 -- both unlisted in the Klein book and supplement. They are more extensively illustrated in Mr. Scruggs' recently issued monograph, "Alabama Steamboats 1819-1869," a careful work of philatelic research that deserves the attention of all Unit members. From Mr. Scruggs' letter is obtained the following information:

ADVANCE in oval frame (No. 16) surmounted by silhouette of steamboat: ties pen-cancelled S2 on folded letter dated Mobile Nov. 16, 1857, addressed to Status Landing -- ex-Robert Nelson, from the A. H. Benners collection. The usage is explained by Mr. Scruggs, thus: "Since this envelope does not have the regulation Mobile post-killer, the cotton factor, lacking a Nesbitt envelope, applied a 3c stamp and delivered the letter to the captain or purser who applied the steamer handstamp. The Advance ... carried passengers on a regular schedule on the Alabama rivers ... it was snagged and sunk in 1859."

PACKET JEANNY BEALLE (No. 17) in oval frame on cover having pen-cancelled S1 tied with 34mm STEAM on folded letter of invoice dated Mobile Aug. 17, 1852, addressed

to Nettles Landing -- ex-Robert Nelson and A. H. Benners. To explain this usage, Mr. Scruggs writes that search of archives shows there to have been a severe drought in July and August, 1852, so steamers could not approach many landings. The pilot would unload up or down the river at the nearest available stop, and the mails plus neighborly cooperation brought letters overland to the stranded plantations. Being a cargo letter which did not require a stamp, one had to be added when it was put into the mails, most probably at the place where the STEAM was applied (assuming Regulations were followed in applying the STEAM). Editor's Note: The STEAM is thus not that of Mobile, unless the boat returned the item to the Mobile post office after accepting it out-of-mail. Does anybody know of an up-river town that had this STEAM?

As to Mr. Scruggs' covers in general, his monograph, above mentioned, illustrates 44 handstamped name-of-packet Alabama markings. Of these 28 antedate the 1851-61 period and are stampless, five postdate the period, leaving a remainder of eleven covers undated or of the 1851-61 period. One of these is a Nesbitt envelope and five bear 3c stamps, each cover having a different name-of-packet marking. Two of the five have stamps tied with STEAM, hence they evidently entered the mails at the post offices where the STEAMS were applied. None of the other three stamped covers has a postoffice-applied town handstamp, though one may have a postoffice manuscript townmark and date. In these three cases, the stamps may have been applied, as Mr. Scruggs suggests in the ADVANCE case, to pay postage for out-of-mail transit in lieu of placing the letter in a Nesbitt envelope. The ADVANCE cover, for example, contains an invoice, but the letter with the invoice relates to matters other than the cargo -- so it should have been put in a Nesbitt envelope according to Regulations.

When examining stamped packet covers that have no apparent U. S. postal marking (such as the three mentioned) one must consider the possibility that somewhere along the line the stamps may have been added "philatelically" to a regular out-of-mail packet-marked cargo letter, probably containing an invoice. Such irregularities are difficult to detect because often there are legitimate explanations for such covers as they stand, and we have to seek other ways of determining whether the stamps were applied after time of use of the cover. Ye Editor has a PACKET EMPRESS cover, for example, that bears only a pen-cancelled S5. It cost \$5, whereas had it had the stamp tied with STEAM or with townmark of destination or transit point, it would command vastly more. It so happens in this case of the Packet Empress cover that there is other evidence of the extreme likelihood that the cover was used legitimately for an out-of-mail letter because a Nesbitt envelope was not available. However, this slight uncertainty devalues it to the status of a "cargo" letter that Regulations permitted to be carried without postage.

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

Continuing the project started in Issue No. 15, the sections herein relate to plate varieties of S3, S4, and S5. The preliminary remarks on page 9 of Issue No. 15 apply.

P-8 PREMIUMS FOR PLATE VARIETIES ON USED SINGLE S3 STAMPS, TYPE IC (PERFORATED WITH FOUR OUTER LINES, WITHOUT INNER LINES) When Stamps are in Fine (2+) Condition as Defined by Schedule D-1 (see CHRONICLE, Issue No. 14)

The plate varieties of plates Nos. 4, 6, 7, and 8 are found on this stamp. The premium for plate variety listed in Schedule P-7 is to be doubled when found on the perforated stamp. There are two plate varieties that appear only on the stamp when perforated. These are listed below if in fine (2+) condition. Apply multiplying



factors M-2 as stated in Schedule P-7 for condition other than fine (2+). The premium value is to be added to the value of the stamp per schedule P-3.

Variety	Premium if stamp is <u>fine</u> (2+)
(1) Crack in upper right rosette 47R7	25.00
(2) Crack in upper left rosette 48R7	25.00

P-9 PREMIUMS FOR PLATE VARIETIES ON USED SINGLE S3 STAMPS, TYPE I (PERFORATED WITH FOUR OUTER LINES, WITH INNER LINES) When Stamps are in Fine (2+) Condition as Defined by Schedule D-1 (see CHRONICLE, Issue No. 14)

The plate varieties of plates Nos. 2(late), 3, and 5(late) are found on this stamp. The premium for plate variety listed in Schedule P-7 is to be trebled. Apply multiplying factors M-2 as stated in Schedule P-7 for condition other than fine (2+). The premium value is to be added to the value of the stamp per schedule P-3.

P-10 PREMIUMS FOR PLATE VARIETIES ON USED SINGLE S4 STAMPS (PERFORATED WITH DISCONTINUOUS SIDE LINES) When Stamps are in Fine (2+) Condition as Defined by Schedule D-1 (see CHRONICLE, Issue No. 14)

The values below show the premium to be added for the specified variety to the value of a single stamp without the variety (see P-4, Issue No. 15, page 12) when the stamp is in fine condition (2+) as defined in Schedule D-1, Issue No. 14, page 10. If the condition of the stamp is other than fine, apply M-3 multiplying factors to the variety premium only, as follows: if stamp is graded very fine (1-) or better, multiply listed premium by 1.6; if good (2), by 0.8; if average (2-), by 0.6; if fair (3+) by 0.4; if poor (3) by 0.2.

To command listed premium, if grade is very fine (1-) or better, the variety must show clearly and not be covered by cancellation, except in the case of large-area varieties such as many double transfers where one fourth of the variety may be obscured. In fine (2+) or worse, the variety may be lightly covered by cancellation or one-third obscured, but not such as to prevent identification. Stamps with such poor impressions as to prevent recognition of the variety or those having cancellation substantially obliterating it command no premium. The premium for a combination of varieties is the sum of the separate premiums, unless the combination is listed as 98R11(1). The premiums do not include plating cost.

When considering the value of the varieties it is to be remembered that according to the estimates of Dr. Carroll Chase, plate 11(L) produced only 5,000 impressions, hence their higher price. A "plated" variety may comprise either one on a stamp whose position on the plate is known or one that has been identified by a Dr. Chase symbol (L2, J5, etc.).

In the listing below

"Chr" -- CHRONICLE issue of number stated illustrates one or more of the items listed.

"Cab" -- Mr. R. McP. Cabeen's monograph, Plate C (unless otherwise stated) of illustration number indicated shows one or more of items listed (see CHRONICLE Issue No. 6 for this monograph).

Where two prices are shown, apply top price to first described variety.

Variety	Premium if stamp is fine (2+)	Variety	Premium if stamp is fine (2+)
(1) Triple transfer 98R11(L)	40.00	(10) Double transfer 0.3mm NW all rosettes, oval, upper label, horiz. line at top. 64L11(L); Nos. 63, 65L and 62R similar. Chr-17	15.00 10.00
(2) Double transfer -- outline of upper part of E of POSTAGE shifted 21mm down to lower right rosette 61& 98R10(i &L). Chr-1; Cab-21,22	30.00	(11) Double transfer S to SE lower rosettes and label, horiz. line at bottom 95L11(L), 96-97R11(L). Chr-17	15.00
(3) Double transfer 0.4mm W, all rosettes, both labels, oval 12L10(L). 22L10(L) is similar but 0.2mm shift. Chr-17	30.00 15.00	(12) Other strong double transfers 10(e,i,L), 11(e,i)	2.50
(4) Double transfer 0.2mm NW, all rosettes, labels, oval, tessellated work, wide u-1 block, so extensive as to resemble double impression. 65R10(L). Nos. 68, 75,78 similar but less prominent. Chr-17; Cab-1	25.00 10.00	(13) Same as (12) but 11(L)	4.00
(5) Double transfer 0.2mm E, lower rosettes and label, right side, doubled outer and also recut inner lines at right 98R11(i). Cab-15	40.00	(14) Minor double transfers 10(e,i,L) 11(e,i)	.50
(6) Double transfer 0.4mm N, all rosettes and oval, horiz. line above top label 4L11(L). Nos. 6, 14, 16, and 24 are similar but less shift. Chr-17; Cab-3,6	40.00 15.00	(15) Same as (14) but 11(L)	1.00
(7) Double transfer 0.7mm SE, all rosettes, labels, oval, and extra right line 91R11(L). Chr-17; Chase Fig. 33	50.00	(16) Recut inner line at right except 98R11(i) - see Var. 5 - Chase Figs. 92 &93	10.00
(8) Double transfer, lower label, horiz. lines thru top and bot- tom of THREE CENTS. Dot in lower rt diamond 53L11(L). Chr-17	30.00	(17) Recut inner line at left 79L10 - Chase Fig. 93	25.00
(9) Double transfer, lower label, horiz. line at bottom, 55R10(L), 54-55-89L11(L). Chr-17	7.00	(18) Extra recut line at left of normal thickness (not a doubled or transferred line) 70,80,90,100R11 (e&i)	10.00
		(19) Recut vertical line de- fines top of left edge of tessellated work below upper left rosette	3.00
		(20) Broken transfer roll above lower left rosette (not repaired) 10L. Cab-B54	2.00

(21) Same, repaired, top rows 10R and 11R&L. Cab-B55-57-58	1.00	(24) Plate flaw, dot under E of CENTS	4.00
(22) Same, doubly repaired 10R11(e,i.L)	5.00	(25) Plate flaw, 5 dots near u.r. rosette. Cab-B16	3.00
(23) Plate flaw, dot above E of POSTAGE 85R10(e,i)	3.00	(26) Plate flaw, strong dot in head 92L11(i). Chr-17	4.00

P-11 PREMIUMS FOR PLATE VARIETIES ON USED SINGLE S5 STAMPS (PERFORATED WITH CONTINUOUS SIDE LINES) When Stamps are in Fine (2+) Condition as Defined by Schedule D-1 (see CHRONICLE, Issue No. 14)

The information under the heading of the preceding Schedule, P-10, applies to this schedule to the extent possible. These varieties are found on stamps from plates 9, 12 to 28 incl. The premium is to be added to the value of the stamp itself as shown by Schedule P-5, Issue No. 15, page 12. For condition of stamp other than fine (2+) apply M-3 multiplying factor as stated in P-10.

Variety	Premium if stamp is <u>fine</u> (2+)	Variety	Premium if stamp is <u>fine</u> (2+)
(1) Double transfer, rosettes doubled and line through POSTAGE 87R15. Cab-C2	25.00	(10) Recut inner line at right; the only recut inner line on S5. Cab-A40	30.00
(2) Double transfer, upper left rosette doubled N 1.3mm, lines in S of U.S. 8R24 No. 4R20 is similar but not so clear. Cab-C9	5.00	(11) Extra recut frame line at left or right of equal thickness with continuous line 27,37,47R15,100L15 are best; others not so good half premium	4.00
(3) Double transfer, lines on bust. Cab-16	15.00	(12) Left frame line tripled 7, 99R15. Cab-A43	7.00
(4) Other strong double transfers	3.00	(13) Recutting of top of left band of tessellated work without triangle recutting. Cab-A55,56	4.00
(5) Minor double transfers	2.00	(14) Broken transfer roll above lower left rosette (not repaired)	.20
(6) Major crack 62,71,72L18. Cab-A4,8,9	30.00	(15) Same, repaired	.75
(7) Crack in margin at upper right 1L24. Cab-A5	5.00	(16) Same doubly repaired 8, 9R20	3.00
(8) 5 lines recut upper left tri-angle. Cab-A52	40.00	(17) Quadruple plate flaw. Cab-B2	15.00
Note: Even if necessary to use glass to distinguish the separate lines, this variety commands full premium.			
(9) 1 line recut in upper left tri-angle	10.00		

(18) Cheek flaw. Cab-B3	10.00	(21) Minor plate flaws	2.00
(19) Double flaw 74R25. Cab-B1	5.00	(22) Distinct slips of recutting either frame line	3.00
(20) Other strong plate flaws	5.00	(23) Plate scratches	2.00

## ADDENDA AND CORRIGENDA

Issue No. 4: The plates from which the illustrations of Mr. R. McP. Cabeen's article were made show certain spotting from corrosion. Every effort was made to clean the plates before use, but some imperfections remained.

Pay no attention to the small dots that appear in the medallion on many positions, and partially elsewhere. Vertical abrasion lines in 95R1(i), 19L2(L), and across the "head" of 96L5(L) should be disregarded, as should also the "blob" of black in the medallion of that position, as well as in 19L2(L). The bottom row of the bottom positions on Plate III is not well defined, but the shifts show fairly well.

Editor's Note: The above notice was mailed with Issue No. 4 but was omitted in some cases where the issue was sold subsequently.

Issue No. 14: page 3, 2nd parag. from bottom, line 5;

Mr. Blake's middle initial is "C."

Same, line 6;

Change "922" to "992."

Issue No. 15: page 8, middle of page;

Dr. Smith's middle initial is "B."

Issue No. 16: page 6, 3rd line from bottom;

Change "No. 8" to "No. 9."

Same, 2nd line from bottom;

Change "No. 14" to "No. 16."

Same, page 9, 4th line from bottom;

Change "scarcer" to "commoner."

Same, page 10, Variety (8);

Change "3R1e" to "3L1e."

Same, page 12, Variety (40);

Include position 59.

Same, Variety (42);

Change "56" to "58."

Same, page 5, third parag. from bottom;

Mr. Hicks reports that his Cincinnati first-day cover has now been confirmed as No. 11 of the L. J. Shaughnessy list (Issue No. 7).



1 - Top row - left to right - 12L10(L), 65R10(L), 4L11(L)  
 Center row - 53L11(L), 54L11(L), 96R11(L)  
 Bottom row - 64L11(L), 91R11(L), 87R15

<sup>2</sup>  
 SAN ANDREAS *Sept 4*

IRVINE  
 JUN 21  
 PA. 3

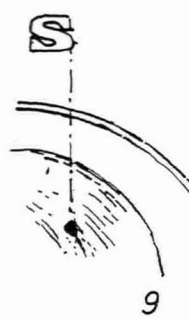


SIoux FALLS CITY  
*Aug 15*  
 1854  
 D.T. 5



GREENWOOD D.T.  
 JULY 2. 1860 7

*Greenwood D.T.,  
 May 30, 1861* 8



9

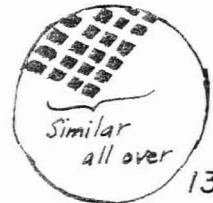


11

R O  
 T MAR 27  
 PA.



12



13

BOSTON  
 B DEC N  
 23 14

STEAMER  
 LADY PIKE 15

ADVANCE 16

STEAM  
 REGULAR PACKET  
 JEANNE D'ARQUE 17

RALEIGH & GASTON R.R.  
 18



20

TOO LATE 21

21

19

