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IN THIS ISSUE

A REPORT OF TWO RARE 1847 PLATE PROOFS EACH SHOWING DOUBLE TRANSFERS

HENRY F. MARASSE, M.D.*

[**Editor's Note:** A word about terminology: this article deals with two kinds of "plate proofs," namely, a plate proof in the issued color of the stamp, and another plate proof in a different color from the issued stamp, that is, a "trial color (plate) proof." Since the distinction is not significant for the purposes of this article, the generic term "plate proof" has been used throughout most of this discussion.]

Two 1847 issue plate proofs with double transfers have recently surfaced, one of each denomination, which merit the attention of the philatelic community.

The 5¢ double transfer proof is in a pair, positions 89-90R, the right-hand position being Scott's double transfer "B." It is shown in Figure 1. This pair is a black trial color proof, with diagonal red "SPECIMEN" overprint, and is ex-Malcolm Brown.[1]

The black 10¢ proof is a single on India paper with card backing. It is the "Post Office" shift, Scott's double transfer "B," which is position 31R.[2] It is shown in Figure 2. It, too, has a diagonal red "SPECIMEN" overprint, which in this case apparently has been lightened. A notation on the back indicates that it is ex-Earl of Crawford.

The philatelic importance of these varieties is indicated by the fact that, after submission by the author, Scott listed the 10¢ double transfer for the first time in the 1996 edition of the *Specialized Catalogue of United States Stamps.* No other double transfer is listed among the plate proofs of the 1847 issue. Although the 5¢ double transfer is not yet listed in the trial color proof section, its more recent acquisition precluded submission in time for the current edition of the *U.S. Specialized.* It of course merits listing no less than the 10¢ variety.

The rarity of these two items, and how they relate to the present state of knowledge of the 1847 issue, make them particularly interesting.

Figure 1. Pair of black trial color proofs of 5¢ 1847 stamp, "SPECIMEN" overprint, positions 89-90R, "B" double transfer on position 90R.

*The author assumes responsibility for the contents of this article, and expresses appreciation to the Section Editor and Wade Saadi for their generous assistance which brought it to its present form.

[1]It has Philatelic Foundation (PF) certificate 295396.

[2]It has PF certificate 248687.

Rarity of Double Transfers on 1847 Plate Proofs

Although these double transfers are well known on actual stamps of the 5¢ and 10¢ 1847 issue, a review of pertinent sales over the past forty years has yielded no record of any other 1847 plate proof double transfers specifically identified by Scott designation.[3] The 5¢ pair was sold by Kelleher in that company's November 1994 auction. No prior public sale has been found, in research going back as far as 1956. The only sale of the 10¢ proof in the past forty years appears to have been in the Robert A. Siegel sale of October 18, 1972, Lot 33. The description of that lot did not mention a lightened "SPECIMEN" overprint, but did state that the proof has a "small soiled spot on forehead," a statement which probably referred to the portion of the lightened overprint which is evident on Washington's forehead. Several congruent factors appear to compel the conclusion that Lot 33 in the 1972 Siegel sale is the same item as illustrated in Figure 2.

Figure 2. 10¢ 1847 plate proof, position 31R, with "B" double transfer.

The rarity of these plate proof double transfers is of course a function of the rarity of the plate proofs themselves. According to Clarence Brazer, the late leading authority on U.S. plate proofs, two sheets of 200 stamps (two side-by-side panes of 100) were printed of each denomination in each of three colors: black, brown and orange. Also, according to Brazer, one of the two sheets in each of these three colors was overprinted "SPECIMEN," this being done in red ink on the black proofs, and in black ink on the brown and orange proofs.[4]

If Brazer was correct, this means that each denomination was represented by two proof sheets and four color trial proof sheets. Specifically, the 5¢ was represented by two brown proof sheets (one of them having each position overprinted with a black "SPECIMEN"), and two sheets each in black and orange, respectively (with one of the black sheets having each position overprinted with "SPECIMEN" in red, and one of the orange sheets having each position overprinted with "SPECIMEN" in black). Similarly, the 10¢ was represented by two black proof sheets (one sheet having each position overprinted with a red "SPECIMEN"), and two sheets in orange and brown, respectively (with one of

[3]In the Robert A. Siegel sale of Clarence W. Brazer's reference collection of 1847 issue essays and proofs on January 16, 1956, Lot 221 is described as having a "Double Transfer in left '5'" but this description is insufficient to tie it to one of the Scott letter-designated 5¢ double transfers.

[4]Clarence W. Brazer, *A Historical Catalog of U.S. Stamp Essays & Proofs: The 1847 Issue* (New York: the author, 1947), pp. 25-26. [A revised and expanded version of Brazer's long article series which appeared in the *Essay Proof Journal* beginning in 1940.

the orange sheets and one of the brown having each position overprinted with a black "SPECIMEN"). Thus, by Brazer's assertion, each 1847 plate proof position is a unique item by virtue of its color and whether or not it bears the "SPECIMEN" overprint. Stated differently: according to Brazer, two plate proof examples of each double transfer should exist, one with "SPECIMEN" overprint and one without. And four trial color plate proof examples of each double transfer should exist, two in each of the two trial colors, with one of the two in each color being overprinted "SPECIMEN."

However, these plate proofs may be even rarer than Brazer believed. In a landmark article in the *Essay Proof Journal,* Karl Burroughs observed that "no duplication of plate positions has been found in proofs or 'SPECIMEN' proofs of the same color."[5] In other words, no single position of either denomination had been found in two examples, one of which was overprinted and the other not. To this day, there has been no public report of such a duplication. This would suggest that there was only one of each sheet made of each color in each denomination (three in all for each value), and that some positions on each sheet were overprinted while other positions on the same sheet were left without overprint.

This would of course make any proof example unique, regardless of whether or not it bears a "SPECIMEN" overprint.

Brazer never accepted the one-sheet-per-color conclusion suggested by Burrough's comment. In the 1956 Siege sale catalog of Brazer's reference collection of 1847 issues and proofs,[6] almost a decade after Burrough's article appeared, the comments preceding each section of the sale appear to have been authored by Brazer. At pages 24 and 26, in the sections entitled "ORIGINAL PLATE PROOFS OF THE 1847 ISSUE" and "1847 PLATE PROOFS WITH SPECIMEN OVERPRINTS," the text continues to maintain Brazer's position that there were twelve sheets in all, six overprinted and six not.

The Importance of the 5¢ Plate Proof Double Transfer

The 5¢ "B" plate proof double transfer constitutes yet one more piece of evidence which is consistent with Stanley Ashbrook's theory regarding the 5¢ double transfers. It will be recalled that Ashbrook noted the relatively greater number of "A" and "B" double transfers on the 5¢ stamp as compared to the "C" and "D" double transfers. Based on this difference in comparative rarity and other circumstances, Ashbrook was of the opinion that the 5¢ plate originally contained the "A" and "B" double transfers when first used for stamp production in 1847, but that the plate was reworked in late 1850, just before the fifth and final delivery of these stamps fromn the manufacturer to the Post Office, and in the course of this late reworking the "C" and "D" double transfers were created.[7]

The existence of the 5¢ trial color plate proof "B" double transfer gives support of a negative kind to Ashbrook's proposition. The reported plate proofs and trial color proofs of the 1847 issue have the appearance of having been made when the plates of these stamps were new. Even the finest lines of the engravings are present. This is especially apparent in the case of the 5¢ stamp, where the plate became badly worn during the four-year period of its use, and later printings never achieved the detailed character of the first delivery in mid-1847. Even after the 5¢ plate was apparently cleaned and reentered in 1850, the best resulting impressions are easily distinguished in quality of detail from those made from the plate in its original state. Thus, for purposes of analysis the 5¢ plate proofs may be considered as having the same status as actual stamps produced when the plate was new.[8]

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[5]Karl Burroughs, "Five Cents, 1847, Plate Proofs," *Essay Proof Journal,* Vol. 4, No. 1 (April 1947), p. 77.

[6]Brazer considered it probable that these plate proofs were submitted to the Post Office by the printers [in May 1847] as part of the contract approval process; however, he gives no basis for this supposition other than "plate proofs now extant in philatelic ownership" (apparently relying on the freshness of the impressions, as discussed above?). Brazer, *op. cit.*, p. 7.

If the 5¢ 1847 plate proofs and trial color proofs were pulled from the plate when new, and if Ashbrook's conclusion is correct about the 5¢ "C" and "D" double transfers having been made in late 1850, after the plate had been in use for about three years, one would expect to find only the 5¢ "A" and "B" double transfers among these plate proofs, whether "SPECIMEN" overprinted or not. The actual discovery of one of these varieties, the "B," therefore tends to substantiate Ashbrook's conclusion. According to the Ashbrook theory it should exist. It has now been established that it *does* exist.

By the same token, the absence of any known 5¢ plate proof example of the "C" or "D" double transfers, which Ashbrook believed were created in late 1850, well after the proof sheets were apparently made, also tends to substantiate his conclusion. In the event either the "C" or "D" double transfer should ever turn up in proof form in an impression which indicates it comes from the same time of manufacture as the presently known plate proofs, Ashbrook's conclusion would be seriously undercut. That of course has not happened.

The Scott listed 5¢ "E" and "F" double transfers fit logically into the above analysis. The "E" ("Mower Shift"), which is probably not a true double transfer but is nevertheless a constant plate variety of some kind, was definitely on the plate from the beginning. Accordingly, an example may be expected to exist in plate proof form. However, it appears from all available evidence that the "F" double transfer ("Wagshal Shift") is akin to the "C" and "D," in that it was probably created in late 1850. Therefore, discovery of an "F" double transfer in plate proof form would have the same upsetting effect on Ashbrook's thesis as discovery of either the "C" or "D" in plate proof form.

Conclusion

The two plate proof double transfers which are the subjects of this article are very rare items, each possibly being unique. As a student of essays and proofs for over half a century, I am especially pleased to offer evidence from plate proofs as a contribution to the study of the 1847 issue. The 5¢ proof in particular is significant evidence supporting Stanley Ashbrook's theory regarding the 5¢ plate. □

EPILOGUE: AN EDITORIAL COMMENT

JEROME S. WAGSHAL

In mid-1993, when I first began the editorship of this 1847 section, I took issue with the philatelic philosophy that everything that could be said about the stamps had been said and that scholarship should therefore continue to focus on the postal history aspects of this issue. I stated that, "it is my opinion that, regardless of whether the 5¢ stamp can or cannot be plated down to the last position, far more can be accomplished on the subject than has hitherto been published, and it can be of great interest to the collecting community." [*Chronicle* 159:175]

In retrospect, this was a bold statement: the 1847 issue had been the subject of collecting interest and study for well over 100 years. Logic seemed to support the conclusion that the study of these stamps for such a long period would have exhausted the possibility that anything new and important would be discovered.

It is therefore with what I hope will be considered pardonable pride that I can say that the opinion I expressed just three short years ago has been demonstrated to be correct:

• Wade Saadi reported his discovery of the "T" crack on the 5¢ stamp in May 1994 [*Chronicle* 162:94]. It is the first discovery regarding the 1847 issue to appear in the *Chronicle* of a variety which was subsequently accepted for listing in the Scott *Specialized Catalogue of United States Stamps.* In my opinion this discovery has not received the full recognition and accolades to which it is entitled.

• Now, with the article which appears above, Dr. Marasse has entered the list of *Chronicle* authors who have reported an 1847 issue variety which has been listed in Scott's *Specialized Catalogue.*

• Also, I believe that the article on the 5¢ "C" double transfers [*Chronicle* 167:155] had some influence on correcting the pricing of this double transfer variety and that of the "D" double transfer as well. However, I am even more pleased to have had a role in encouraging others to report their findings. I continue to believe that philatelic scholarship should be an exercise in sharing, not secrecy. Based on articles now nearing completion, I can report that readers of this section can look forward to even more reports by members of our Society of important information both about the stamps and the postal history of the 1847 issue.

My views on the sharing of philatelic information have dissenters as well as proponents. The sad possibility therefore exists that valuable knowledge may be lost to philately if this knowledge is not published. All of us who keep track of such matters are aware of past examples where this has occurred, and, if the past is prologue, it is possible it will happen again. An example of this kind of unfortunate loss is the fact that although the "T" crack was known to Stanley Ashbrook as a plate variety, Ashbrook never published this finding. Wade Saadi, by his independent research and without any inkling of Ashbrook's discovery, rescued this variety from its oblivion of many decades.

Therefore I hold both Wade Saadi and, now, Dr. Marasse up as role models of responsible 1847 issue scholars. Based on articles now in preparation, I know that others will be coming forward to join their ranks, and I hope that those who may presently be hanging back decide to join this distinguished group as well. □

NOTICE

The article about the three combination 5¢ 1847-plus Swarts local covers which appeared in the last issue (*Chronicle* 169:17-21) has generated some challenging comments by several knowledgeable readers regarding the authenticity of these covers—comments being both pro and con. Accordingly, investigation is in progress for a follow-up article. Assistance will be appreciated from any reader who can add to this effort by providing verifiable information. □

EARLY CANCELLATIONS OF NEW YORK CITY: PART IIa
DATED CIRCULAR POSTMARKS - 1851-1855

HUBERT C. SKINNER and KEIJI TAIRA

The preceding installments of this series of articles have been concerned with the canceling devices used at New York City to obliterate the local and carrier stamps of the City Despatch Post (in its several forms), the New York Postmaster's Provisionals, and the 5¢ and 10¢ stamps of 1847. Also described and illustrated were the new obliterators made to cancel the then-new 1851 stamps, including the innovative and experimental-style integral postmarks introduced in late 1851, and designed to place the killer grid or bar at the center of the circular postmark itself—evidently intended not only to save time and labor but to improve postal clerk efficiency in obliterating adhesive stamps and postmarking letters.

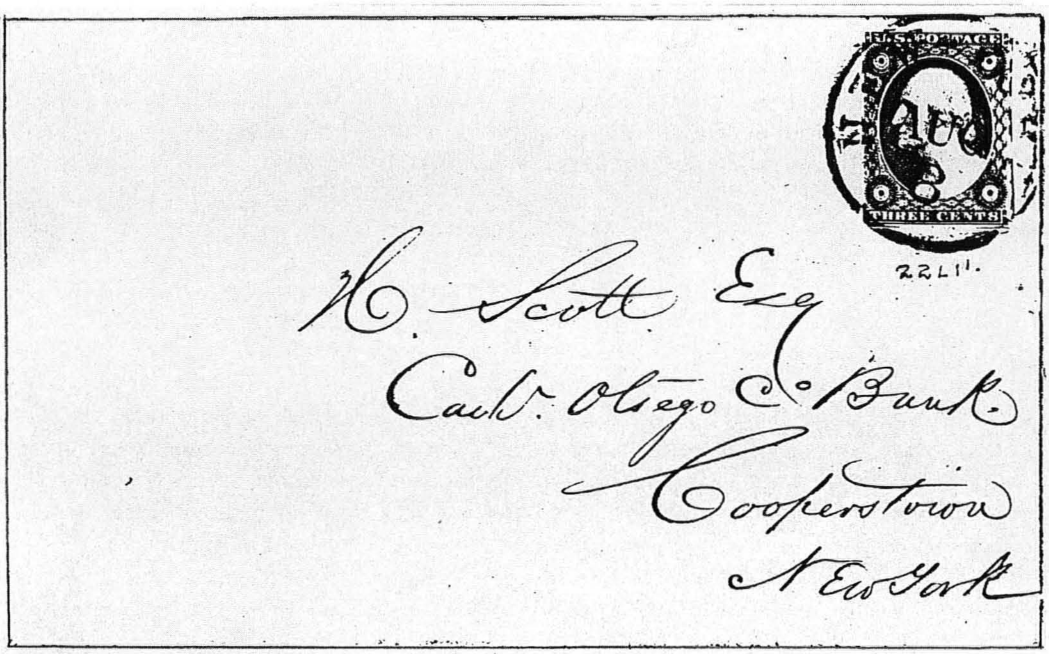
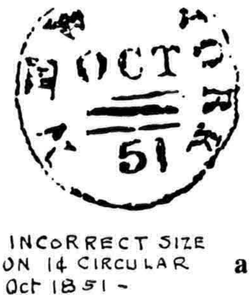


Figure 9. The earliest recorded cover with the CDS used as both an obliterator and a dated postmark on the 1851 issue (August 8, 1851). The orange brown adhesive is from Plate One Intermediate, position 22L.

Throughout these early years, 1842 to mid-1851, ordinary circular date stamps (CDS) which unequivocally were intended as dated postmarks (**not** as cancels or obliterators) were from time to time used (misused?) to cancel adhesive stamps. A few examples of such usage are known from each of the previous issues, but it was not until late 1851 that the first dated handstamps were used deliberately as canceling devices.

Clearly, late 1851 was a period of experimentation and tests of canceling devices in the New York Post Office (NYPO). The aforementioned integral postmarks with the killer positioned at the center of the CDS are part of these tests and trials (previously described in Part Ib, *Chronicle* 168, pp. 241-245). However, the earliest known 1851 *deliberate* usage of an ordinary CDS to double as a cancel and postmark was on August 8 (see Figure 9). Ashbrook (1938, p. 116) was the first to report this early second month usage of a CDS as a canceling device. From this date, numerous covers both postmarked and (with the adhesives) canceled by a CDS used alone have been recorded; in fact, this was the normal and characteristic practice at the NYPO until duplexed postmarking devices were introduced at NYC in late 1860. After late 1855, most circular postmarks included the year date within the handstamp.



a

b

Figure 10. (a) Drawing of the earliest reported year-dated postmark, "OCT[ober 18]51" [reproduced from Ashbrook (1938, p. 115)]; (b) Tracing of the experimental three-bar integral device introduced at NYC as an attempt to reduce the labor of postal clerks by placing the obliterator inside the circular date stamp [NYDM 52-1].

Early Year-dated Postmarks

The earliest reported year-dated postmark is an equivocal device illustrated in Ashbrook's classic book on the 1¢ stamps (1938, v. II, p. 115). He records it as the postmark and cancellation (see Figure 10a) on a single 1¢ imperforate stamp franking a printed circular dated October 1851. Ashbrook notes (p. 119) that the inserted typeslugs for days 11 to 31 were single and solid such that transposition of a "1" and "5" (an error for "15") normally would not occur. He suggests that the "51" in this postmark is a deliberate usage and that this single example known to him represents a brief period of use for the "51" year date on circular mail (in October 1851 only). Very recently, an apparent second example of this marking has reached friendly hands; it is on an unsealed envelope and appears to support the opinions expressed by Ashbrook. Examination and measurement of this item reveal that it almost certainly is an ordinary three-bar device with integral grid (30 mm) and with the "51" inserted in place of a day slug. Compare the size, format and layout of this handstamp with that of the three-bar device shown in Figure 10b [NYDM 52-1*].

The next known year dated postmark is the well-known CDS with sans serif "JUL" and "1853" (see Figure 11a-c) which has been described and illustrated by numerous writers including Stanley B. Ashbrook (1938) and Hunter M. Thomas, Jr. (*Chronicle* 62 and 68, 1969- 70). This CDS differs from the previous one in its "NEW-YORK" in larger letters (with hyphen) and its larger diameter (32 mm). This marking has been recorded from July 11-26 inclusive (Ashbrook, 1938, p. 118; and others); thus, only 16 days within a single month. The present writers can confirm only August 11 through August 25, thus 15 days; we have been unable to locate an example from August 26 in any collection or in the auction record.

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*NYDM 52-1: New York Domestic (postal) Marking, 1852, type 1. These postmarks are illustrated with such enumerated designations in Figure 3 from this series (*Chronicle* 167, p. 173).

Figure 11. (a) The 1853 year-dated CDS, July 12 [after Ashbrook, 1938]; (b).Tracing of the 1853 postmark from July 14 after deterioration became noticeable; (c) Tracing of the 1853 postmark from July 15 after serious dents and breaks appeared in the outer circle.

The outer circle of this year-dated postmark deteriorated rapidly as it was used. The postmark was evidently introduced on August 11; the examples recorded from this date and the following two days are generally quite well struck and the circle is entire (see Ashbrook's drawing, reproduced in Figure 11a [NYDM 53-2]. However, on July 14th, small dents or irregularities became apparent at 11 and 4 o'clock and the outer circle began to show weaknesses at 6 o'clock (see Figure 11b). On July 15th, a serious dent at 10 o'clock deformed the outer circle above the "EW" of "NEW" and at 6 o'clock the outer line was further weakened and became broken. Further, additional weaknesses and breaks began to appear in the outer circle (see Figure 11c). These dents and weak areas can be seen in all later strikes of the "1853" device and some additional deterioration is noted. Peculiarly, even with its badly worn outer circle, this same handstamp with the "1853" removed can be recognized on subsequent covers as late as July 1855, an additional two years of usage!

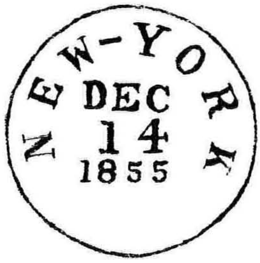

Figure 12. The new year-dated CDS from late 1855. Note the smaller letters and the type style with serifs throughout the later style postmark. Similar dated postmarks were used as cancelers until the duplexed devices appeared at NYC in late 1860.

Sometime in 1855, a new year-dated handstamp with a smaller year date (with serifs) was introduced at New York City. It has smaller letters in "NEW-YORK," a hyphen, and the city designation is nearly confined to the upper hemi-circle of the postmark; the diameter is 32 mm (see Figure 12). Ashbrook (1938, p. 119) reported [from the Chase records] the earliest known as September 21 (in red) and the second earliest as October 25 (in black). The present writers have not yet seen or confirmed an example earlier than the one here illustrated, December 14, 1855. From 1856-1860 [and beyond], year-dated CDS are quite common.

We acknowledge the help of several collector friends and dealers who have assisted us in compiling our records of postmarks and cancellations. Our readers are invited to submit photocopies to us of any items which will further aid us in our studies. All such submissions will be gratefully received, and will be acknowledged in print when they contribute new information to the usages described. □

Addenda and Corrigenda (Continued)

In *Chronicle* 169 (page 27), we discussed the famous cross-border combination cover [ex-Kapiloff, Lot 121] with an 1847 5¢ Franklin stamp used together with an 1851 3p Beaver on a folded letter from the Kennedy Correspondence carried to New York City from Montreal in June 1851, and made a comment reflecting on the absence of expertization. Fellow Editor Scott R. Trepel has advised us that this cover in fact does have a certificate from the Philatelic Foundation which was issued in 1992. (This certificate possibly was secured concurrently with or after the sale, as it is not mentioned in the detailed description of this lot in the auction catalogue—although certificates *are* noted in the descriptions of nearby lots.)

Regrettably, the fact that this cover has been so certified was not known to us at the time of writing the article. The Philatelic Foundation expertization service is the premier authority on United States stamps and postal history, and its opinion must be accepted as fully valid and authoritative. The existence of this PF certificate stating "it is a genuine usage" adds to the impressive history and distinguished pedigree of this magnificent cover and removes any question of the authenticity of the usage or the postmarks.

- Hubert C. Skinner, 1851 Section Editor
- Charles J. Peterson, *Chronicle* Editor-in-Chief □

DOUBLE TRANSFERS ON THE 3¢ 1861

MICHAEL C. McCLUNG

In a recent article in this section,[1] Jerome Wagshal pointed out that plate varieties on the 1861 issue are quite scarce, especially when compared with the previous issues. This relative scarcity is due to the higher level of competence (or sobriety) and quality control maintained by the National Bank Note Company. Therefore double transfers are not common, but they do exist and are well worth investigating in the course of studying this stamp.

The term "double transfer," in the context of this article, means a doubling of some or all of the lines in the design of a stamp due to the presence on the plate of extra lines. There are two basic situations under which these extra lines can be transferred to the plate:

1. **Original Entry.** This category of double transfer occurs when the registration between the transfer roll and the plate changes during the rocking-in process as the plate is being laid down.

2. **Re-entry.** This category of double transfer occurs when a subject on a plate is reworked using the transfer roll. There are two ways to re-enter a plate:

> a. The subject on the plate is erased and a new one is entered in its place; if the erasure is incomplete, some extra lines may remain on the plate.
>
> b. A worn subject on the plate is sharpened by direct application of the transfer relief and rocking it in; if the alignment is not perfect, extra lines will result.

Because a double transfer is a characteristic of the plate, the variety is repeated every time a sheet of stamps is printed with that plate. So, one way to confirm that a doubling of part of the design of a stamp is a true double transfer is to find another example which matches it. This "confirming copy" eliminates the possibility that the variety is a one-time occurrence related to the accidents of printing or handling, such as a double impression, a smear, a fingerprint or a "kiss."

The following illustrations represent the beginning of a project to record the double transfers found on the 3¢ 1861 stamp. Below are the criteria established for this listing:

1. Parts of at least three lines must be doubled. We found numerous examples of very slight doubling of one or two lines on stamps; although these marks may be useful for plating, they probably should not be granted the status of catalog-listed plate varieties.

2. The lines must actually be doubled and not just widened.

Each of the double transfers shown here has been given a designation that can be used for future reference. This numbering system works as follows:

- The first letter or set of letters represents the position on the stamp (LL = lower left, UC = upper center, etc.).
- The second letter or set of letters indicates the direction of the shift (S = south, NW = northwest, etc.).
- The final number is based on the order in which we have identified these varieties.

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[1] Jerome S. Wagshal, "The Rare Cracked Plate Variety on the 3¢ Stamp of 1861," *Chronicle*, Vol. 47, No. 2 (Whole No. 166) (May 1995), pp. 92-96.

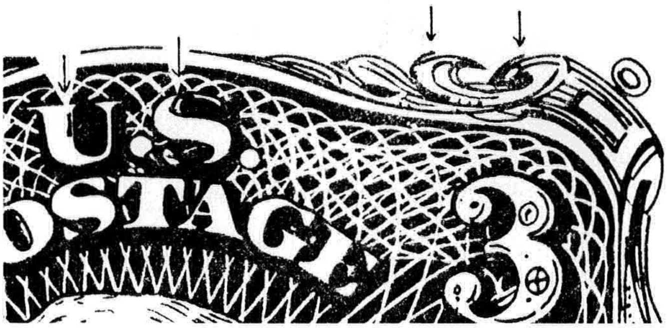

Figure 1. 3¢ 1861 double transfer UC/W/1.

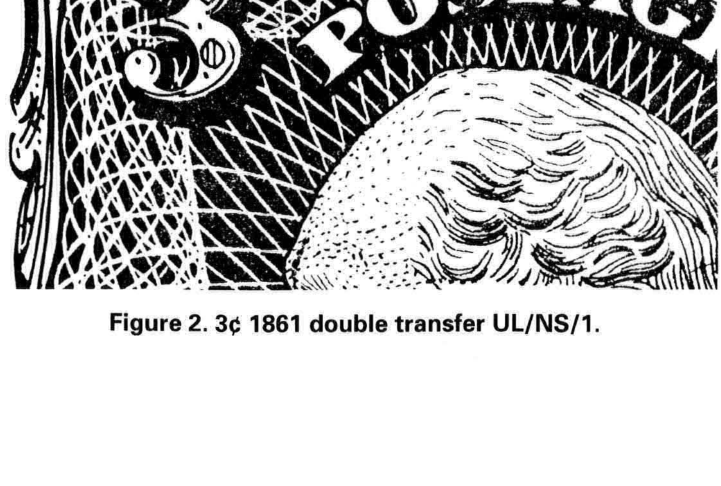

Figure 2. 3¢ 1861 double transfer UL/NS/1.

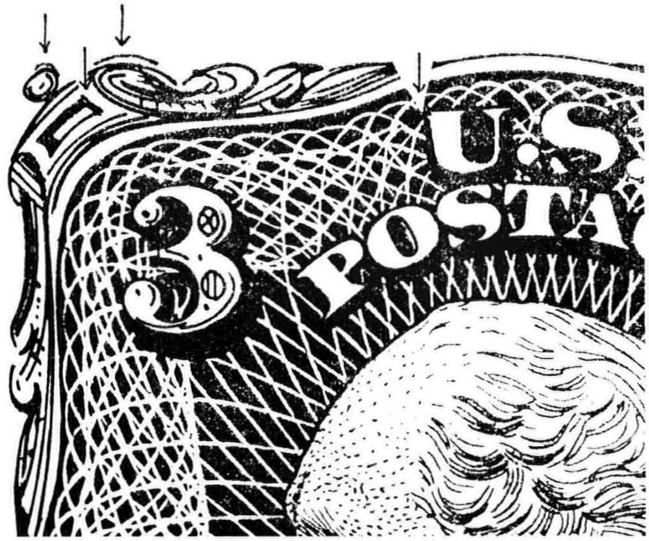

Figure 3. 3¢ 1861 double transfer UL/NS/2.

Figure 4. 3¢ 1861 double transfer LL/W/1*.

Figure 5. 3¢ 1861 double transfer LL/W/2*.

Figure 6. 3¢ 1861 double transfer LL/SE/1.

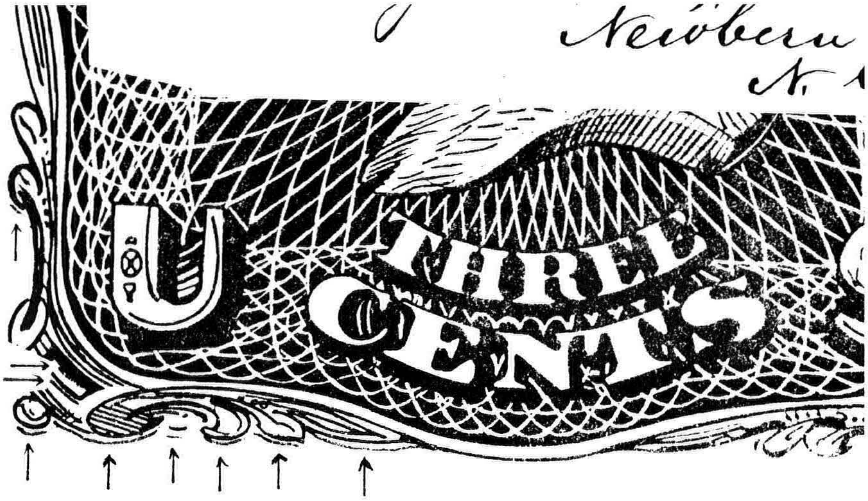

Figure 7. 3¢ 1861 double transfer LL/S/1.

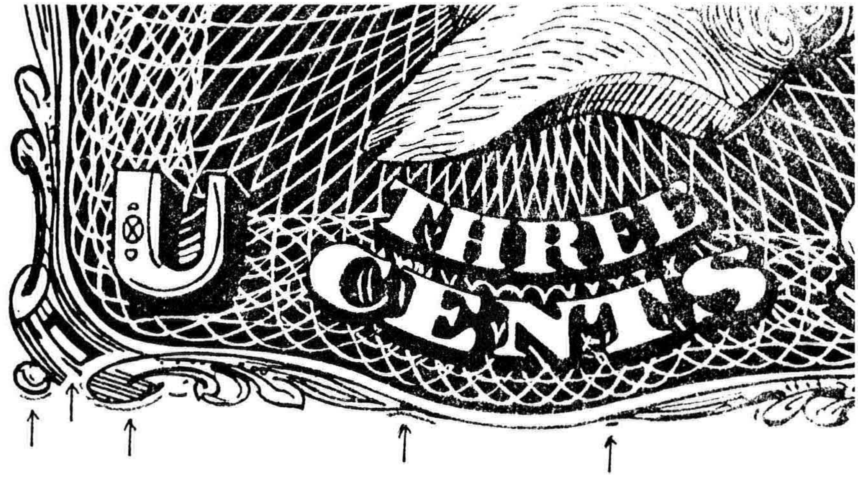

Figure 8. 3¢ 1861 double transfer LL/S/2.

Figure 9. 3¢ 1861 double transfer LL/S/3.

Figure 10. 3¢ 1861 double transfer L/S/1.

Figure 11. 3¢ 1861 double transfer L/S/2.

Figure 12. 3¢ 1861 double transfer L/S/3*.

Figure 13. 3¢ 1861 double transfer LC/S/1.

Figure 14. 3¢ 1861 double transfer LR/SW/1.

Thus, if a double transfer is designated as LL/SE/2, it is the second different example we have seen of a shift to the southeast found in the lower left corner of the stamp. If the designation is followed by an asterisk (*), it means we have seen a confirming copy of that variety.

In addition to the designation for the double transfers in each illustration, we have included the shade of the stamp(s) and the grill type (where applicable), along with the approximate time of issuance of the shade and grill.[2] Since some of these shades were in use over a long period of time, the dates in the captions for the illustrations can serve only as starting points.

Although this listing of double transfers is just a beginning, we already see a few trends taking shape:

- 8 of 14 occur primarily in the corners.
- 11 of 14 occur in the lower part of the stamp.
- 9 of 14 show at least some doubling in the lower left corner.
- 11 of 14 were printed on worn plates and in shades that were issued in 1865 or later.
- Only one example shows nearly complete doubling of the affected area (LL/S/1, Figure 7); this stamp seems to have been printed on a fresh plate.
- We have not seen any doubling in the vignette.

Obviously, a number of conclusions might be drawn from these trends, but they would only be conjectures at this point, since this study is still in its early stages. We have examined a few tens of thousands of copies of the 3¢ 1861, but there are many hundreds of thousands more in existence. At this point we are asking our readers for help. We are interested in seeing additional double transfers as well as confirming copies of those which have not yet been matched up; we will feature them in the next installment on this subject. □

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[2]Michael C. McClung, "Shades of the 3¢ 1861," *Chronicle* No. 159 (Vol. 45, No. 3)(August 1993), pp. 185-87; and "Shades of the Three Cent Grills," *Chronicle* No. 147 (Vol. 42, No. 3)(August 1990), pp. 173-77.

BOOK REVIEW: LINN'S HANDBOOK ON THE 1869 ISSUE

United States Postage Stamps of 1869. By Jon W. Rose. Published by *Linn's Stamp News,* Amos Press, 1996. 191 pages plus 7 pages of introductory text and table of contents. 229 illustrations. Appendixes A, B and C. Detailed index. Available in softbound edition, \$14.95, or hardbound edition, Smythe sewn, gold-stamped on blue buckram, \$30.00, from *Linn's Stamp News,* P.O. Box 29, Sidney, Ohio 45365-0029. Discounts provided for quantity orders.

The 1869 book by Jon Rose is the fifth in a series of *Linn's* handbooks on philately. Apart from Dale Pulver's book on Mexico, the series has focused on different U.S. subjects. Michael Laurence, editor-publisher of *Linn's* and a former 1869 section editor, has made the handbooks a major priority, not only as a profit-generating venture, but more significantly as a long-lasting contribution to philately. While weekly issues of *Linn's* come and go, the handbooks are meant for library shelves. By making them informative and inexpensive, Laurence is spreading the gospel of U.S. philately in a significant way. His stated mission is to cover "a broad range of stamp-collecting subjects, conceived, created and priced to be within the grasp of ordinary stamp collectors." Success in achieving his objective will mean a lot to this hobby.

The 1869 book is Rose's second *Linn's* handbook. The first, *Classic United States Imperforate Stamps (1990),* was generally not well received by critics belonging to the Classics Society. This reviewer happens to give Rose's first book three stars for tackling a broad and complex subject in a style "ordinary" collectors can follow, in line with the publisher's mission. From that perspective, the surest way to snuff out the ember of a potential classic-stamp collector is to put him alone in a room with copies of the Chase and Neinken books. Advanced specialized literature has its proper place in philately—the *Linn's* handbooks do, too. While specialists who have studied imperforate classics for many years might have found Rose's treatment of the subject too superficial, they missed the point. The 3,000 to 4,000 people who buy these handbooks are more likely to be overwhelmed, not underwhelmed, by the amount of information contained within each volume.

For this reason, Rose's 1869 book presents something of a dilemma.

If you have studied the 1869 Pictorials in detail; if you have spent years collecting and studying the essays, proofs, stamps, blocks and covers; if you have tremendous recall and think you know all there is to know about the subject; if you are 1869 section editor for the *Chronicle*—it does not matter—you will still learn something new or need something in this book. It is jam-packed with information based on current scholarship (earliest known uses, facts and statistics, largest known multiples, estimated surviving covers, etc.). There are 229 illustrations of key items. The three appendixes (cancellations available on each of the eleven stamp types, safety paper essays listed and cross-referenced with Brazer and Scott, and a bibliography of 1869-related books, articles and auction catalogues) are worth the \$14.95 by themselves. The book pays tribute to the expression, "an expert is someone who learns more and more about less and less."

And that is the dilemma.

The critics who characterized Rose's first book on classic imperforates as superficial could not possibly say the same for his 1869 book. It is dense in facts and substance. So dense, one wonders what will be the reaction of the "ordinary" folk for whom this book is intended. This reviewer fears that some might be turned off by the detailed narrative that covers everything from the latest research on issued quantities to the relative merits of foreign mail rates paid by different 1869 stamps. If this uneasy feeling that the 1869 book has overshot its target audience proves false, and 3,000-4,000 books sell to *Linn's* reader's, then the Classics Society has a very bright future—in which case, the first thing the society directors should do is convince *Linn's* to give us access to the buyer list to promote membership.

For serious collectors the 1869 book is the written version of a three-hour walking tour through the greatest 1869 exhibits and collections, as well as a compendium of 1869 research. For those who need convenient and easy access to key facts and information about the 1869 issue, this book is a blessing. Within short reach are answers to questions such as "how many used blocks of the 24¢ 1869 are there?" or "which grill varieties exist on the different 1869 values?"

Rose is on very familiar territory here, and he has done his homework. He has carefully and thoughtfully cited the work of others throughout his narrative. This reviewer appreciated the frequent references to the 1869 Invert studies the reviewer has published in these pages. Not only does this raise the level of scholarship, but it gives currency to the numerous references to "recorded examples" and "known examples." When Rose discusses blocks of the high values, he identifies each and every block with details about pedigree, condition and price. That sort of information has never been available in handbook format before now.

The "Stamp Facts" format, familiar from *Linn's* weekly column by that name, is used to introduce each of the eleven stamp types, which are given chapter numbers. Following the opening chapter illustration and facts page, the narrative is divided into categories related to the particular stamp: Introduction (to the stamp), Essays, Proofs, The Issued Stamp, Specimen Overprint, Cancels, Covers, and The Reissues. The categories vary slightly, depending on the stamp, but the pattern is easy to follow. Only occasionally does a sub-topic appear out of order; for example, a general discussion of 1869 reissues is located in the 1¢ reissue section, although several of the points made relate to other values. There is no way to know that if one is looking for information in one of the other reissue sections.

Anyone who knows the author and his writing and speaking styles will recognize the meandering prose as vintage Jon Rose. His mind holds a great many facts, anecdotes and theories about the 1869 issue. He has seen thousands of items in collections, has read tens of thousands of words and statistics about the subject, and he has been privy to discussions among philatelic luminaries (some living, many deceased). Like the trained journalist he is, Rose writes down as much as he can and tries to remember everything. When he sits down to a keyboard, one can only imagine the frenetic effort made by his fingers to keep up with the words his mind wants to see on paper.

That much understood, one can enjoy the stream-of-consciousness narrative that takes the reader from a detailed list of 90¢ 1869 blocks to possible sources of the Holy Grail of 1869 philately, a 90¢ cover. Interspersed throughout are tidbits about past sales, opinions about scarcity and market values, and his musings over the relative value of certain items. While these insights generally inform and entertain, they do sometimes lapse into eccentric remarks, such as describing the price of a 24¢ Inverted Jenny (Scott C3a) as "outlandish" in comparison to a 24¢ 1869 Invert. Elsewhere in the text Rose himself explains many prices in terms of supply-and-demand ratios—his decision to ignore market fundamentals in this instance is never explained.

The book will be most useful to a collector who wishes to structure his 1869's in a meaningful way and set a course for acquiring key representative items. Rose tells all, and anyone who wants to know which items to include or exclude from a want list, or how to value a piece offered as "rare," will wear out the pages of this book quickly. Exhibitors will find the easy access to vital information a much-needed solution to piles of assorted books and publications. Dealers and auction describers no longer have an excuse for under- or over-describing 1869 items—this book provides fast answers to questions of rarity and condition.

The typeface, column width and quality of the illustrations make this book easy to use and pleasing in appearance. The only production shortcoming—especially when the subject is the first bi-colored stamps—is the absence of color illustrations, save for the front cover, which pictures the 90¢ reissue plate block. *Linn's* is currently looking at expanding the use of color in its publications, and the time is coming when more color will make a *Linn's* handbook an equal to today's auction catalogues.

This reviewer wonders whether members of the Classics Society recognize how valuable the *Linn's* handbooks are to our long-term goal of attracting more collectors from the periphery of U.S. philately to the heart of its classic issues. With the publication of the 1869 book, Michael Laurence and Jon Rose have made an outstanding contribution to the esteemed halls of scholarly philately. Classics Society members should and will applaud. However, perhaps of greater significance will be whether or not Laurence and Rose succeed in their stated ambition to create a mass market for a handbook of such depth and detail. This reviewer sincerely hopes they do succeed, and this review reflects that hope—as well as some anxiety that the masses may not be ready for the kind of philately readers of this journal enjoy.

- Scott R. Trepel □

THE SPECIAL PRINTING OF THE 1879 POSTAGE DUE STAMP

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 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.

Figure 1. 1¢ Postage Due special printing.

This article deals with the special printing of the 1879 1¢ Postage Due stamp. It is consistent with the previous articles in the sense that it deals with the special printing program begun in 1875, but it probably will be of more interest to students of the Postage Due stamps. These collectors may or may not also be interested in the special printing program as a discrete subject, and the individual other special printings may be of even lesser interest to them. The Postage Due special printing is illustrated in Fig. 1, and was taken from

October 31st 1879.

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

Bill approved Jan 10th [illegible]

Printing 500 sets of 171 Stamps each comprising all stamps issued by U.S. Post Office Department.
Printing 7 sets 500 Stamps, One each of 1.2.3.5.10.30.50c - Postage-due Stamps.
Printing 500 Stamps, Gummed and perforated, of each of postage-due stamps. $500.00

December 5th 1879.

Specimen Stamped Envelopes furnished, by The Plimpton Manufacturing Co. and Morgan Envelope Co of Hartford, Conn Contractors

Bill approved Dec 9th 1879

498 Boxes Samples of War and Post Office Department Official Envelopes @ .50c $249.00

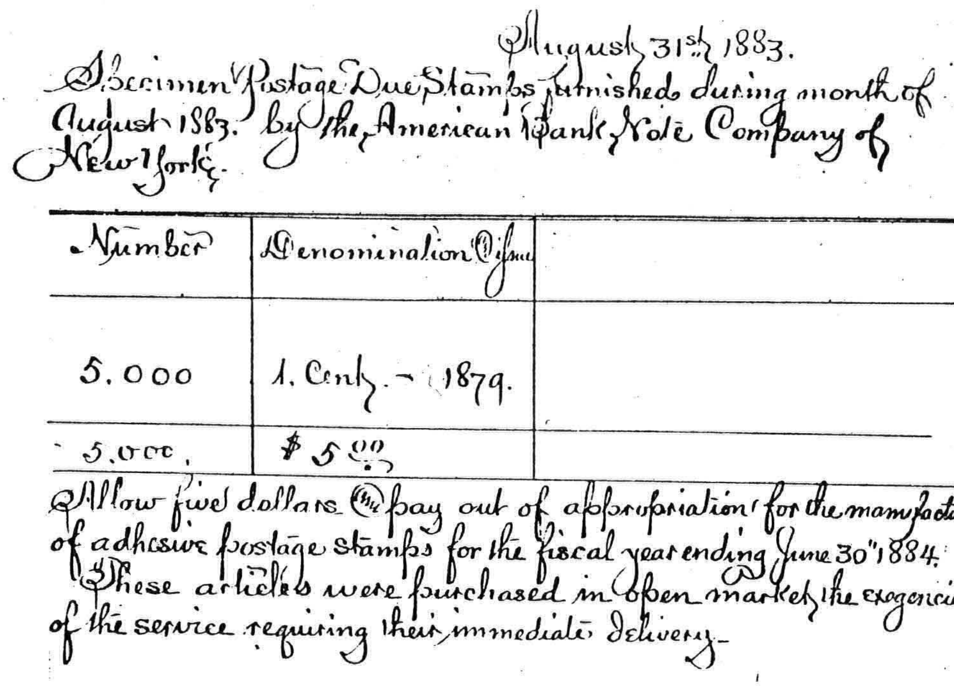
The above articles, not provided for by contract, were purchased in open market - the exigencies of the service requiring their immediate delivery

November 14th 1879.

Specimen Postage due Stamps furnished, by the American Bank Note Company, Contractors

5,000 1-cent, 5,000 2-cent, 5,000 3-cent, 3000 5-cent, 3,000 10-cent, 1,000 30-cent & 1,000 50-cent.
Total 23,000 Stamps in all amounting @ .975 per M, to $2 30

Figure 2. Bill Book record for October 31 and November 14, 1879, for 1¢ Postage Due special printings purchased from American Bank Note Company.



August 31st 1883.

Specimen Postage Due Stamps furnished during month of August 1883. by the American Bank Note Company of New York.

Number	Denomination of Issue	
5,000	1. Cent. - 1879.	
5,000	$5.00	

Allow five dollars to pay out of appropriation for the manufacture of adhesive postage stamps for the fiscal year ending June 30" 1884. These articles were purchased in open market, the exigencies of the service requiring their immediate delivery.

Figure 3. Bill Book record for August 31, 1883, for 1¢ Postage Due special printings purchased from American Bank Note Company.

an auction catalog listing. As is the case with many of the other stamps issued under this program, there are no differences between the special printing and the regular issue stamp which can be seen in a photograph. The special printing of the 1¢ Postage Due stamp was made from the same plate as the regular stamp, and thus a photograph of it appears identical to a photo of Scott number J1.

The special printing of the Postage Due stamp is of considerable interest, since it was printed and sold contemporaneously with the actual stamp, and because we fortunately have more historical information about the sales of the stamp than we have for most of the other stamps in the series.

The 1¢ Postage Due

The records of the Post Office Department indicate the following purchases of the 1¢ Postage Due special printing:

Purchased from American Bank Note Company, 10/31/79	500
Purchased from American Bank Note Company, 11/14/79	5,000
Purchased from American Bank Note Company, 8/31/83	5,000
Total	10,500

Copies of the payment records for these purchases appear in Figs. 2 and 3.[1]

The first 500 of these stamps originated from a printing of 1,200 of them made by the American Bank Note Company (ABNC) in September 1879, and reported to the 3rd Ass't PM General in a letter dated November 30, 1881.[2] The letter details the delivery of

[1]Records of the Post Office Department, Record Group 28, Bill Book #3, entries for November 15, 1879, and August 31, 1883.

[2]J. McDonough, Vice President, American Bank Note Company, to Hon. A.D. Hazen, Third Assistant Postmaster General, Nov. 30, 1881, as illustrated in reference 3.

500 of the stamps, as shown above and recorded in Figure 2, and documents the fact that 700 stamps remained in the possession of the ABNC. These facts, and a copy of the letter, are detailed in a study by Admiral W.V. Combs.[3] The importance of this cannot be overlooked. The ABNC letter describes the 1,200 stamps by noting that they were "manufactured, but not forming part of the general stock . . . " and that "records of these stamps were kept in separate books and not in our general books for the reason that four (4) years ago we were verbally directed by the Special Agent to keep our records of all specimen and special orders separate from our records of regular (or ordinary) stamps." It should be noted that this first delivery included 500 of each denomination. This is an important fact, since most of the higher denominations appear to be gummed, in agreement with the bill book record shown in Figure 1. This would imply that these first 500 stamps were gummed. The ABNC letter unfortunately does not indicate in any way that this printing of 1,200 stamps was either different or the same as the regularly issued stamps. The only conclusion which one can reach is that the 1,200 stamps were printed for some unstated purpose, then kept in separate stock by ABNC, and finally 500 of each denomination were used to satisfy the order from the 3rd Ass't PM General's office. Seven hundred of each denomination remained with ABNC, and we do not know their fate, and especially whether they were used to fill succeeding orders from the 3rd Ass't PM General.

Of the 10,500 special printings delivered, 1,080 copies were destroyed at the end of the program.[4] The number sold was 10,500 less 1,080, or 9,420 copies. Data presented in Luff and in Scott do not agree with these figures. Luff failed to record the third printing of 5,000 copies in 1883 (he had failed to account for similar additional printings of some of the other special printings in this series), and Scott bases its data on Luff's work.

Sales during the period from May 1879 and July 1882 are recorded in the "Press Copies of the Invoices,"[5] and are tabulated in Table 1. During this period, there was a total of 4,143 individual 1¢ Postage Due special printings sold, and there were an additional 58 special printings sold as part of complete sets of the 1879 Postage Due issue. The total number of the 1¢ reprint sold during this period was thus 4,201. A chart showing the pace of the sales appears in Figure 4. These data and this chart are unique, in that they illustrate the sales of the special printing from the first day that it was available. Other stamps in this series were issued prior to the earliest date that these records exist, and thus our knowledge of the pace of sales prior to May 1879 must be implied and synthesized.

However, sales continued after July 1882, the last date for which we have hard data, and 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. These additional data are also shown in Figure 4, and demonstrate reasonably brisk sales at the beginning of the program, followed by a relatively moderate pace, and then show an upward trend towards the end of the program. Most of the recorded sales were made to dealers. The records show the following sales to dealers during the period covered by the invoices:

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[3]W.V. Combs, "Special Printings of the 1879 U.S. Postage Dues," 30th [American Philatelic] Congress Book, 1964.

[4]John Luff, *Postage Stamps of the United States* (New York: Scott Stamp & Coin Co., Ltd., 1902), page 364.

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

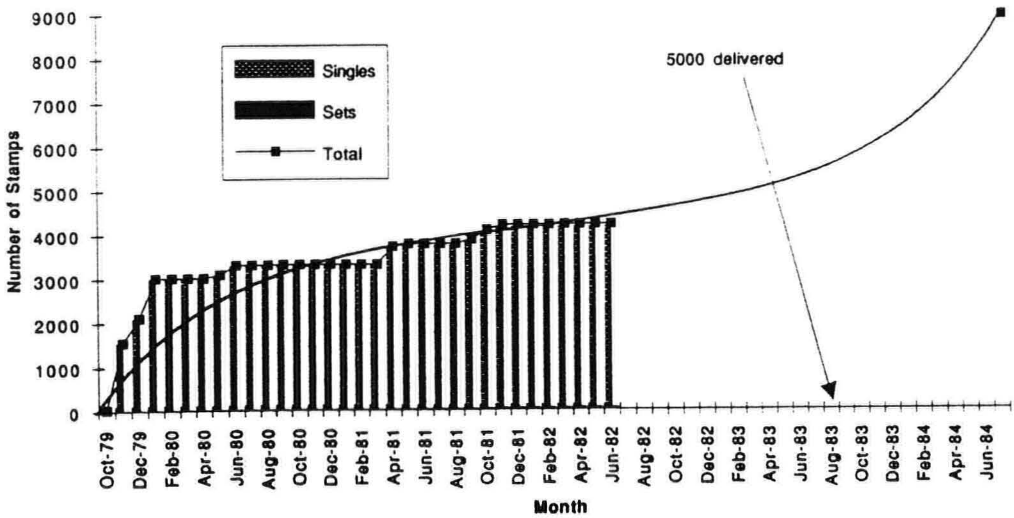

Figure 4. Sales of 1¢ Postage Due special printings in sets and as singles.

G. B. Calman	1,450
Stanley Gibbons	500
Whitfield, King	471
Butler & Co.	400
Paul Lietzow	300
Unknown [illegible]	210
Scott & Co.	200
J. T. Hanford	100
David H. Anthony	50
Henry Heckler	50
Collins & Mills	6
Total	3,737

Dealer sales represent about 89% of the total sales of individual 1¢ special printing sales.

There were some interesting and pertinent peculiarities regarding the issuance of the special printing. The regular issue of the 1¢ Postage Due stamp was delivered to postmasters on May 9, 1879.[6] Five hundred copies of the special printing were apparently received in October 1879, but dealers must have anticipated that the special printings would have been available shortly after the regular stamp was issued. The first five orders, dated June 24, July 14, September 2, September 5 and September 10, were not filled. A note was entered into the invoice book which said "Dept. is not yet prepared to furnish specimens of its postage due stamps. Will notify you when ready." Then, on October 24, 1879, a single order for 50 stamps was filled, and on November 10, 1879, an order by Mr. G.B. Calman for 400 stamps was filled. On that same date, an order placed by Mr. G. B. Calman was not filled, and a notation was sent to him which read "retained $13.00, Our stock of postage due stamps having become exhausted the balance of your order 1,100 1¢ & 100 2¢ . . . sent the latter part of the present week. Which we trust will be satisfactory to you." The 1,100 1¢ stamps referred to in this notation were then sent on November 18. Following this series of events, no additional delays are recorded in the invoice book. This situation, and its ramifications, is explored extensively by W. V. Combs.[7]

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[6] Luff, *op. cit.*, page 330.
[7] Combs, *op. cit.*

Table 1 — Sales of Postage Due 1¢ Singles and Sets					
Month	Sales of Singles	Cumulative Sales of Singles	Sales of Sets	Cumulative Sales of Sets	Total Cumulative Sales of 1¢
Oct-79	50	50			50
Nov-79	1500	1550	2	2	1552
Dec-79	550	2100	7	9	2109
Jan-80	900	3000		9	3009
Feb-80		3000		9	3009
Mar-80		3000		9	3009
Apr-80		3000		9	3009
May-80	72	3072	1	10	3082
Jun-80	210	3282		10	3292
Jul-80		3282	1	11	3293
Aug-80		3282		11	3293
Sep-80		3282	4	15	3297
Oct-80		3282	2	17	3299
Nov-80		3282	3	20	3302
Dec-80		3282		20	3302
Jan-81		3282		20	3302
Feb-81		3282		20	3302
Mar-81		3282	1	21	3303
Apr-81	402	3684	5	26	3710
May-81	50	3734	1	27	3761
Jun-81		3734		27	3761
Jul-81		3734	1	28	3762
Aug-81		3734		28	3762
Sep-81	101	3835	1	29	3864
Oct-81	201	4036	7	36	4072
Nov-81	106	4142	10	46	4188
Dec-81		4142		46	4188
Jan-82	1	4143	1	47	4190
Feb-82		4143	2	49	4192
Mar-82		4143	3	52	4195
Apr-82		4143	2	54	4197
May-82		4143	3	57	4200
Jun-82		4143	1	58	4201

Table 1. Tabulation of monthly sales of 1¢ Postage Due special printings.

The Printings

Knowledge about the pertinent characteristics of this special printing is especially lacking, a fact that is reflected in the Scott catalog value ascribed to the 1¢ denomination. Although the 1¢ denomination was more popular than any of the other denominations of the Postage Due special printing, its catalog value exceeds the others by a wide margin, and implies that the special printing is scarcer than the sales data would suggest. The Scott catalog has no additional explanatory information about this special printing and neither does Luff.

Research into the lack of clear history of this special printing was done by Admiral W.V. Combs, who was intrigued by the apparent scarcity of this denomination in contrast to the other denominations in the set. Combs observed that the number of stamps demanded in the first few days of their availability was many more than had been expected, and concluded that the second delivery of 5,000 1¢ denominations was probably made from the stock of regular issue stamps, partially due to the time pressure exerted by the orders which were on hand. His reasoning for this is sound, and diminishes the number of special printings that should be counted by 5,000. Combs carries his theory one step further by suggesting that a single order for 400 stamps by G. B. Calman, a stamp dealer, had been lost, strayed or was stolen, thus reducing the number of true 1¢ special printings from 500 to 100.

However compelling the Admiral's arguments, they do not seem to take into account the next 5,000 special printings which appear in the records on August 1, 1883. One could ask why these were ordered, and what happened to them.

Referring back to Table 1 and Figure 4, we see that a total of 4,201 of the 1¢ special printing had been sold by July 1882, leaving the balance of 1,299 in stock. But it is clear that sales had been proceeding at a snail's pace, and the graph in Fig. 4 is fairly flat for almost two years. If we analyze the monthly sale of single 1¢ denominations, a plausible reason for ordering an additional 5,000 copies suggests itself. The data show that while the number of sales was small, the individual quantities ordered were not. It is possible that the same situation which precipitated the order for 5,000 stamps on November 14, 1879 repeated itself in the summer of 1883, and resulted in the additional order for 5,000 more stamps. At this point in the life of the special printing program it is possible that any or all discipline had vanished. We have already seen that it was likely that regular issue postage due stamps were supplied as special printings in November 1879, and in a previous article concerning the special printing of the 5¢ Garfield, Scott 205C,[8] it was shown to be almost without doubt that the regular issue Garfield was also substituted for the special printing. The same situation exists for the special printing of the 2¢ Washington, Scott 211B, which has never been positively identified.

Based on these inferences, it is possible that (a) Mr. Calman, or some other dealer, suddenly placed one or more orders for a total quantity of 5,000 of the 1¢ special printing. The timing of the order(s) was such that an additional 5,000 copies were ordered by the office of the 3rd Ass't PM General; and that (b) the American Bank Note Company simply took 5,000 copies of the regular issue and supplied them. These would have been gummed.

If these suppositions are correct, then there were three printings of the 1¢ denomination. However, only the first of these, originally comprised of 500 copies, is the true special printing. And if Comb's thesis is sound, perhaps only 100 of these actually found their way to the public.

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[8]William E. Mooz, "Why is this Stamp Rare?," *Chronicle* 153 (Vol 44, No. 1) (February 1992), pp. 40-52.

Identification of the first 500 (or 100) copies of the special printing is difficult for most specialists, probably because of the lack of discipline into which the program had drifted, and the resulting similarity of the special printing to the regularly issued stamp. For example, the data in Figure 2 implies that the first 500 stamps were gummed, despite the fact that the original intent of the program was to issue all of these stamps without gum. The letter from ABNC makes it clear that these stamps were not prepared for this program, but that they had been printed for some other, unstated, purpose and simply used to fill the order for 500 when it arrived. Admiral Combs disputes that these stamps were gummed, based on the presumption that all special printings in this program were to be ungummed. We do not have positive evidence that the stamps were gummed, not that they were ungummed, but since most of the higher denominations are known to be gummed, and since 500 of each of these came from the same printing of 700 stamps, it is defensible to argue that the 1¢ stamp was gummed. If true, this is one example of how the program had lost some of its original discipline, and how the original objectives had been forgotten or perhaps neglected over time. After all, the delivery of 500 stamps was a very tiny special order for the Post Office Department in comparison to their regular business. But it would be impossible to differentiate the 8,920 copies which were composed of the November 1879 and August 1883 deliveries, if these indeed were comprised of the regular issue. The author corresponded with Warren Bowers, a specialist in the field of Postage Dues, with Lewis Kaufman, and with Jack Molesworth. Mr. Molesworth provided a portion of his file of auction offerings of the Postage Due Special Printings, and from these it is clear that virtually all of them, in all denominations, were gummed. None of these three experts were able to definitively list characteristics by which one could positively identify the special printing. The Philatelic Foundation was also contacted; they have two reference copies for comparison, a 1¢ gummed stamp and a 3¢ stamp without gum. These reference copies have been in the possession of the Foundation for over 20 years, but their provenance before that time is unknown. But the characteristics which the Foundation uses to identify the stamp are all subjective, rather than the clear differences in paper, separation, color or design which are present in many other of the special printings which were first issued in 1875. The Foundation also notes that they have seen copies of the special printing which appear to have been issued without gum, and they acknowledge that it is extremely difficult to distinguish the special printing from the regularly issued stamp.

Several suggestions can be made about the catalog listing for this special printing. These include reporting the date of the printings, correcting the numbers sold, and noting the likelihood that regular issue stamps may have been sold as the special printing. The catalog entry might look as follows:

SPECIAL PRINTING

October 1879 Unwmk. Perf. 12

Soft porous paper

Printed by the American Bank Note Co.

J8 D1 1¢ deep brown (500)

November 1879 (5,000)
August 1883 (3,920)

The identifying characteristics of the November 1879 and August 1883 printings are unknown, and it is likely that regular issue stamps were sold as special printings. □

DEPARTMENT OF THE INTERIOR FIRST DAY USAGE

LESTER C. LANPHEAR III

Every stamp collector has dreamed of discovering in the attic a sea chest full of stamps and covers or of finding in a junk box an item missed by everyone else. Some of us are lucky enough to find it during our lifetime. This is the story of one such discovery.

In my early days of collecting United States official stamps (Departmentals), I bought many items just because they were beautiful. This included duplicates of covers already in my collection. In 1977 I bought a beautiful triple domestic rate cover from the Patent Office of the Department of the Interior in a public auction and added it to my collection.[1]

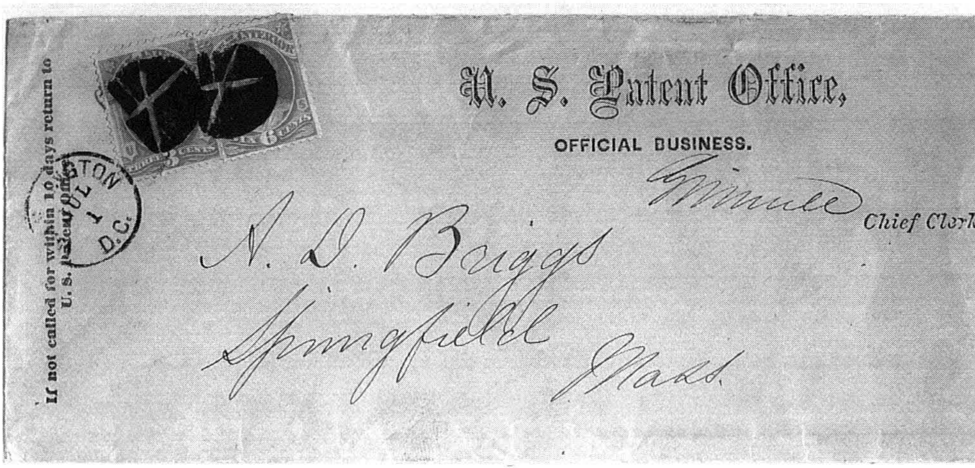

Figure 1. Department of the Interior triple rate cover, first day of usage

In looking at the cover, shown in Figure 1, the following points should be noted:

- Printed corner card in the upper right corner of the Chief Clerk of the U.S. Patent Office;
- Signature below the corner card;
- Washington D.C. circular date stamp of July 1; and
- Cork obliterator tying the 3¢ and 6¢ Interior stamps to the cover.

At the time I acquired this item my covers were organized by the specific department and then by value. One Saturday, after owning the cover for almost nine years, I was looking at my Departmental covers from the perspective of Washington, D.C. postmarks. This was an effort to determine if I had examples of all the known Washington, D.C. postmark types used during the Departmental Period, from 1 July 1873 to 5 July 1884. The basis for this effort was three issues of *Official Chatter* which described the Washington, D.C. circular date stamps in use during that period.[2] The early period of the Departmentals presents a problem because the circular date stamps did not contain a year date. (Research is

[1]Henry Spelman Auction # 27, 25 August 1977, lot 622.

[2]Rollin C. Huggins Jr., "Washington D.C. Cancels 1873-84," *Official Chatter* dated January, March and September 1986. [*Official Chatter* is a small-circulation newsletter published and distributed by Huggins which is devoted exclusively to the study of U.S. departmental stamps and postal stationery. It first appeared in September 1982, and continues on an irregular basis.]

ongoing to determine whether a cover can be accurately dated solely on the basis of the style of the circular date stamp and the form of the cut cork obliterator.)

During this process, a couple of covers were noted bearing circular date stamps that were not described in the article. While examining these covers in more detail a light went off in my head and I turned to a copy of the "Crystal" sale catalog[3]—in particular to one cover with a 3¢ Department of State first day of usage (Figure 2). One might ask, "Why did I choose this particular sale?" In thinking back on this event it seems to have something to do with the shape and nature of the cork obliterator.

Figure 2. 3¢ Department of State first day of usage single rate cover (photo courtesy of the Philatelic Foundation)

In comparing the cork cancel from the Department of State first day of usage cover with the Department of the Interior cover, they were an exact match. In order to confirm this, an additional comparison was performed using a full size photocopy of the Department of State cover. This comparison showed the cork obliterators to be identical and the circular date stamps on the covers to be the same size and style, both lacking the year date. The Department of State cover was sent by diplomatic pouch to Washington, D. C. from Malta and contained a letter dated June 10, 1873. The letter was posted on July 1st in Washington, D.C. Soon after the sale the cover received a Philatelic Foundation certificate stating it was a 1 July 1873 first day usage cover.[4]

You can imagine my excitement in discovering that the postmarks on my Interior cover and those of the expertized State cover matched exactly. This (presumably) raised the number of known Departmental first day of usages at the time to three. The other two covers were the 3¢ State previously described and a 3¢ Treasury cover listed in the Scott *Specialized Catalogue of United States Stamps.* (Since that time, an additional 3¢ Treasury cover has been reported.)

However, more proof was needed to verify that this Interior Department cover was indeed a first day of usage. Over the next several years further research was performed. First the circular date stamp was carefully examined. It was 24 mm. in diameter and easily distinguishable from other circular date stamps of the period. After examining hundreds of

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[3]Robert Siegel Sale 577, 10 April 1981, lot 335.

[4]Philatelic Foundation certificate #99,000, issued on 26 June 1981.

Departmental covers and talking to Washington, D.C. specialists, I have determined that this circular date stamp was only used in July, August and September of 1873. Early Departmental usages with this circular date stamp have been seen by the author from at least five departments: Department of Interior, Department of Justice, Post Office Department, Department of State, and The Treasury Department.

Next I analyzed the position of the corner card printed in the upper right corner of the envelope. Departmental covers with stamps normally have the corner card in the upper left corner to allow stamps to be placed in the upper right corner. The cover in question was printed for free frank usage with the corner card in the upper right corner. This indicates that the envelope was left over from the free frank period and would thus have most likely been used very early in the Departmental period.

I observed below the corner card a manuscript signature. This signature must have been applied by the Chief Clerk ahead of time to facilitate the handling of outgoing mail. This was an illegal practice, but was common in most of the departments. Figure 3 shows an additional cover signed by the Chief Clerk, but with a different circular date stamp. It should be noted that few pre-franked envelopes are recorded used with Departmental stamps and these two are the only known examples from the Department of the Interior.

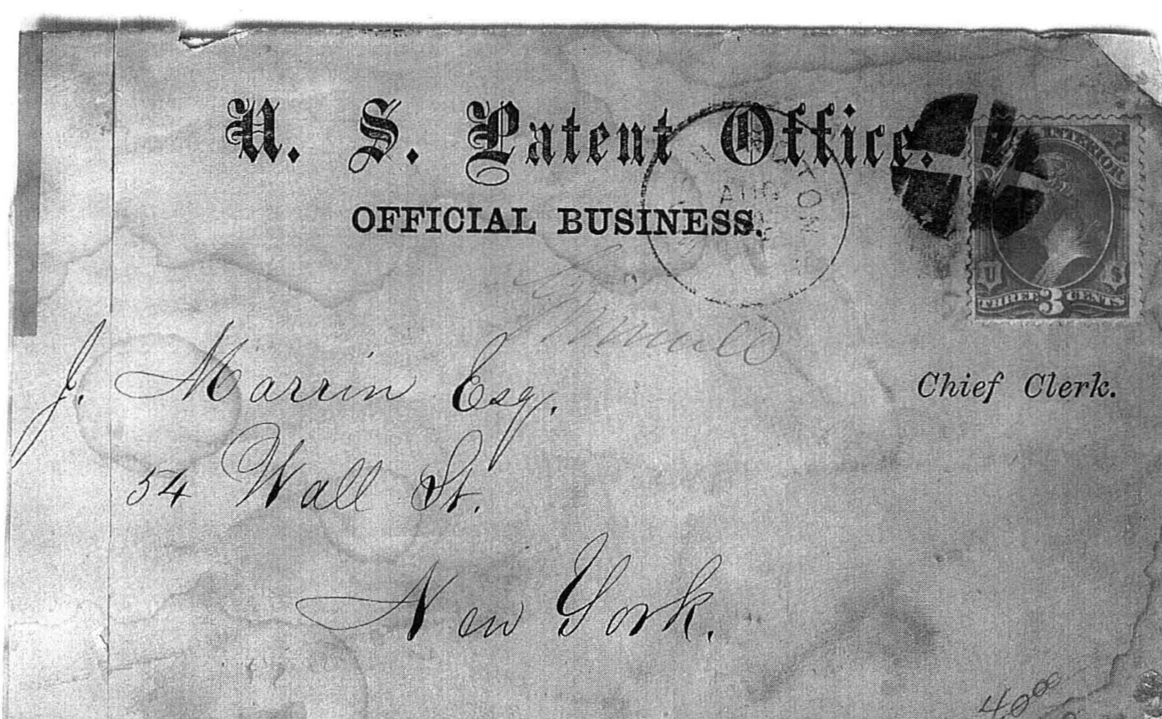

Figure 3. Department of the Interior pre-franked cover (faint Grinnell signature) with 3¢ Interior adhesive [photographically reduced]

Recently I was given a free frank cover from Washington, D. C., with a franking signature that matches the one on the cover in question (Figure 4). A photocopy of the cover was sent to Richard B. Graham, an authority on early free franks, and he verified the signature as being that of James S. Grinnell.[5] Grinnell was Chief Clerk of the Post Office

[5]Private correspondence between the author and Richard B. Graham.

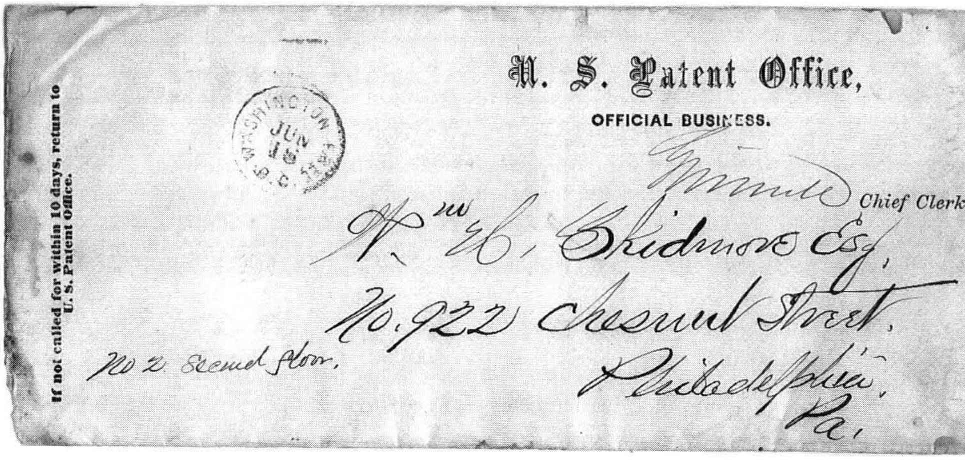

Figure 4. Department of the Interior free frank cover (Grinnell signature)

from 1869 to 1873[6] and was appointed from Massachusetts. The exact dates of service are unknown as the U.S. Registers only provide a reference for the date of publication and do not give the dates when specific appointments were made. Richard B. Graham reported he has a virtual duplicate of the Figure 4 free frank cover, and described another cover in a Siegel sale.[7] In correspondence with the National Archives no records pertaining to appointments were located which show the dates of service.[8]

In summary, research on the July 1 Patent Office cover has yielded four specific points that confirm it as first day of usage:

1) The circular date stamp with a diameter of 24 mm. was only in use during the first three months the Departmental stamps were used.

2) The cork killer is identical to the cork killer on the confirmed Department of State first day of usage.

3) The position of the corner card, in the upper right, is typical of the free frank period. From the few covers that have survived it appears that the supply of these obsolete free frank envelopes was largely exhausted within six months after the introduction of official stamps.

4) James S. Grinnell was Chief Clerk of the Patent Office from 1869 to 1873. During the usage period of Departmentals he was only in office during the year of 1873. His signature was probably applied previously to facilitate mailing. A free frank cover with James S. Grinnell's signature matches the signature on the Department of the Interior cover.

Taking all of these items into account it appears indisputable that the cover in question is indeed a first day of usage of the Department of the Interior stamps. This brings the recorded number of Departmental first day usage covers to four. This cover is the only known Departmental first day usage with two values and also the only one having a value other than 3¢.

We should all keep searching for that elusive item, and as shown by this article sometimes the treasure is already in our hands and we just need to look more closely. □

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[6] *American Stampless Cover Catalog.* 4th ed. Volume II (North Miami, Fl.: David G. Phillips Publishing Co., Inc., 1987), page 259.

[7] Robert Siegel Sale 543, Lot 287.

[8] Private correspondence with the National Archives.

POSTSCRIPT TO "THE DESIGN EVOLUTION OF UNITED STATES OFFICIAL STAMPS"

ALAN C. CAMPBELL

In this article, which was published over the last two issues of the *Chronicle*, I speculated that the pattern of colors for the surviving large die trial color proofs suggests that it was originally planned to print the new official stamps in the same colors as the regular issues.[1] I am delighted to report that new evidence has just come to light confirming this theory. In a letter dated April 14, 1873 addressed to Postmaster General John A.J. Creswell, Third Assistant Postmaster General W.H.H. Terrell and E W. Barber advised that in the company of stamp agent D.M. Boyd, they had visited the premises of the National and Continental Bank Note Companies beginning on April 5:

> The abolition of the franking privilege, to take effect July 1, 1873, rendered it necessary that stamps, somewhat different in appearance from the ordinary adhesive postage stamps now in public use, should be adopted to meet the requisitions of the various Departments of the Government. Bearing in mind the views you had expressed to us respecting this matter, we consulted with the officers of the "Continental" and were gratified to find them ready and willing to meet our wishes to the fullest extent. Within two or three days they submitted new designs for all of the Departments embracing the eleven denominations now in use, which, with a few slight changes, we approved. The "heads" as they appear on the present series of stamps remain the same, but different borders with the names of the several Departments are to be engraved.
>
> To meet the special requisition of the Department of State, four additional stamps of entirely new designs - $2., $5., $10., and $20., - are to be engraved. We selected the profile head of the late Hon. William H. Seward for these special stamps, and from the designs submitted (which we approved) we are confident the stamps will proved satisfactory.
>
> The regular departmental stamps will correspond in colors with those now in public use; the special stamps for the Department of State will be double the ordinary size and printed in black, velvet brown, milori green, and cochineal red.[2]

Previously, in the absence of this confirming evidence, I had hedged on my theory, because it seemed to contradict the evidence of the bound volume of large die proofs, which contained several proofs in their final issued colors approved as early as April 18. It is now clear that while the dies may have been completed on this date, the proofs in the album were actually printed and annotated later, after the new color system had been devised. The first proofs pulled from the new dies would have been printed either in black, to inspect the quality of the engraving, or in the same color as the regular issue stamp appropriate for that denomination.

When was the radical decision made, then, to assign a special color to each department so as to make these stamps more readily distinguishable from the regular issues? The last value for which a "trial color proof" was taken in the same color as the regular issue was the 1¢ State in ultramarine, whose die was completed on May 12. (Continuing to call these "trial color proofs" is a matter of respecting cataloging traditions, since they were in no sense experimental colors.) By that date, a total of 24 dies had been completed, and

[1]Alan C. Campbell, "The Design Evolution of the United States Official Stamps," *Chronicle*, Vol. 48, No. 1 (Whole No. 169) (February 1996), p. 53.

[2]Philip H. Ward, Jr., "Our Bank Note Engravers of the Seventies," *Mekeel's Weekly Stamp News*, March 5, 1951, p. 74. Brought to my attention by Theodore Lockyear, a longtime specialist in the stamps of the Department of Justice.

trial color proofs survive for all but six. For three of these—3¢ State, 2¢ Treasury and 10¢ Treasury—color proofs may exist which have not yet been recognized as such, since for these particular values the colors of the regular issue and departmental stamps are too similar. For the other three values—90¢ State, 12¢ Treasury and 90¢ Treasury—no proofs in the expected rose carmine or blackish violet shades have been reported. In the bound volume of dated large die proofs, the earliest of the 24 proofs bearing the initials of Acting Third Assistant Postmaster General William M. Ireland is the 15¢ War, dated May 28. Therefore, my conclusion is that the decision to change the colors of all the new official stamps was arrived at some time between May 12 and May 28. This is before the dies for the Department of State dollar values were produced, so unfortunately one cannot expect to find proofs of these stamps in the advertised "black, velvet brown, milori green, and cochineal red."

However, this span of time is after the decision had already been made to change from portrait vignettes to large numerals on the Post Office Department stamps (3¢ numeral die approved May 3), and sheds new light on the reason for that design change. If, as we now know, the Post Office stamps were originally meant to be printed in the same range of colors as the regular issues and would differ only in their frame designs, the potential for confusion by postal clerks handling two sets of nearly identical stamps is obviously much greater than if they had been furnished an all-black set of official stamps. I am at a loss to explain why we encounter die trial color proofs on white ivory paper for the 1¢, 2¢, 3¢ and 90¢ Post Office portrait vignette essays in orange red, blue, gray black and brownish black. To be consistent with the proofs taken for other official stamps prior to the across-the-board color change, one would expect to find only the 1¢ printed in ultramarine, the 2¢ in brown, the 3¢ in green and the 90¢ in rose carmine. I can only conclude that these trial color essays, like the set in five colors on proof paper produced by Albert C. Goodall in 1879, were printed later for display purposes.

In my discussion of Continental's engravers for the official stamps, a portion of the text was inadvertently omitted. According to Ehrenberg, for all departments except Post Office, A.W. Cunningham engraved the frames and lettering for the 1¢ values, G.H. Seymour the frames for the 6¢ values, and D.S. Ronaldson the frames for the 2¢, 3¢, 7¢, 24¢ and 90¢ values and the lettering on all values except the 1¢. She also identifies Ronaldson as the letter engraver for the 3¢, 10¢ and 12¢ Post Office stamps. No sources are given, and her credibility is a bit undermined when she seems to credit the National portrait engravers (Peace: 1¢; Delnoce: 2¢, 10¢, 12¢, 15¢, 90¢; Ourdan: 3¢, 6¢, 7¢, 24¢, 30¢) with having reengraved the vignettes to create the official dies, and by the improbable coincidence that Cunningham and Ronaldson had engraved the frames for the original National dies.[3] Also, Robert L. Markovits has been able to confirm that C.A. Kohler, whose signature appears on a die proof of the 3¢ Post Office stamp, was employed by Continental as an engraver and worked on the newspaper stamps. Nevertheless, the numerous inconsistencies in the engraving of the official dies provide ample evidence that, as Ehrenberg suggests, the Continental engravers were assigned specific values to prepare, not specific departments.

I am indebted to Calvet Hahn for providing clarification on several matters. Citing evidence that the new Continental regular issue plates were produced with great speed in early April 1873, he had disputed my speculation that the siderographers might still have been working on the regular issue plates as late as April 18. From the sequence of the official plate numbers, I would still maintain that production of the official plates was held off for whatever reason until after the redesigned 3¢ Post Office die was approved on May 3.

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[3]Rae D. Ehrenberg, "Proofs of the U. S. Official Stamps," *The Essay-Proof Journal,* Vol. 19, No. 1, (Whole No. 73)(Winter 1962) , p. 4.

Mr. Hahn also pointed out that John Luff was able to verify the plate numbers for the official stamps on the basis of proof sheets furnished to him directly by officers of the American Bank Note Company. He also challenged Barcan's claim that Continental's employees worked double time on this project and were paid accordingly, since as he points out the normal working day then was a staggering twelve hours. I am happy to be able to report that some of the fascinating data given in Barcan's article, "United State Official Stamps and the Just Petition,"[4] was either derived from or is corroborated by an earlier column of Philip H. Ward, Jr.[5] Finally, Rev. Stephen Knapp, a keen student of the regular Bank Note issues, has indicated his support for the idea that the numeral and value wording on the official stamps was retained intact on the transfer rolls made from the original National dies. □

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[4]*The Collector's Club Philatelist,* Vol. 39, No. 3, (May 1960), pp. 117-120.

[5]Philip H. Ward, Jr., "United States Notes and Comments - Mere Chatter," *Mekeel's Weekly Stamp News,* January 26, 1948, p. 55.

NORTH GERMAN UNION MAILS: CORRIGENDUM

RICHARD F. WINTER

In my article, "Insufficiently Paid North German Union Mails," which appeared in *Chronicle* 168:273-82 (November 1995), I provided a discussion of an unpaid letter from St. Louis to Dettingen, Württemberg on p. 276 and illustrated it as Figure 2 (reprinted below with corrected caption). The year date of this cover was incorrectly stated as 1869. The correct year date is 1868. While it might be convenient to say that this was merely a typographical mistake, in fact I incorrectly read the year of HAPAG steamer *Germania's* 20 October sailing in *North Atlantic Mail Sailings 1840-75*. The correct sailing date is found on p. 182 of that book, 20 October 1868 from New York. Even the author of the book occasionally misreads a date when using the tables. Collaborating support for 1868 being the correct year may be found in the New York circular datestamp on the cover. This marking type is Hubbard-Winter No. 231, which I have recorded in use during the period 16 April 1868-24 August 1870. □

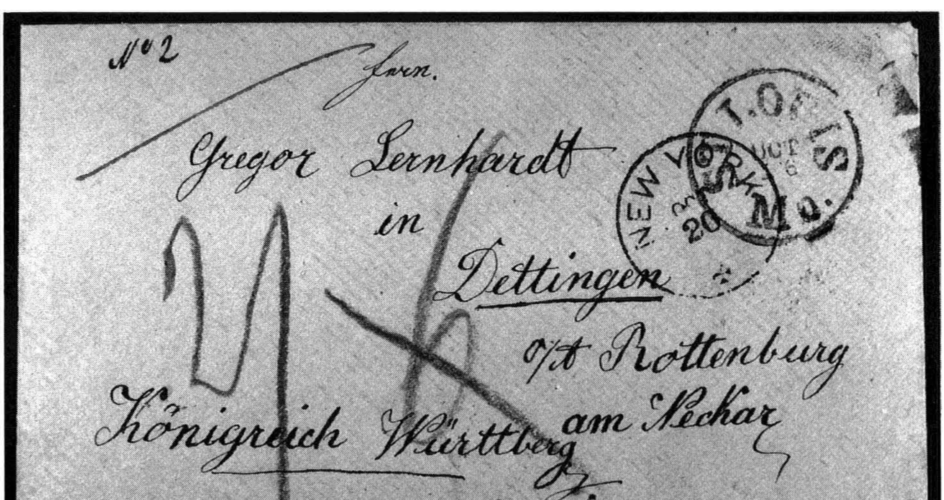

Figure 2. St. Louis, 16 Oct 68, to Dettingen, Württemberg, sent wholly unpaid. 6 silbergroschen or 21 kreuzer postage due marked in blue crayon. Direct service routing to Germany.

WHAT HAPPENED TO *GREAT BRITAIN'S* MAILS?

RAY CARLIN

THE TIMES, LONDON

FRIDAY 25 SEPTEMBER 1846

DISASTER TO THE STEAM-SHIP GREAT BRITAIN.

LIVERPOOL, Thursday.

We regret to announce the occurrence of a disaster to the steam-ship Great Britain of a most serious and lamentable character.

The Great Britain ran ashore at half-past 9 o'clock on Tuesday night in the Bay of Dundrum. The ship left Liverpool for New York at 11 o'clock on Tuesday forenoon, with the largest number of passengers (upwards of 180) that ever crossed the Atlantic in any steamer. She sailed south of the Isle of Man, the intention of Captain Hosken being to run up the Irish Channel, and to reach the Atlantic by the northern coast of Ireland. The Great Britain ran on shore on the main land near the Cow-and-Calf, as it is called, in Dundrum Bay. This bay is situated on the eastern coast of Ireland, almost opposite the southern shores of the Isle of Man and is about half way between Belfast and Drogheda.

The passengers and crew, we are rejoiced to say, were all landed in perfect safety. The majority of them reached Belfast, and several of them arrived in Liverpool this morning, by the Sea King and Maiden City steamers.

Mails (ship letters) for America were on board the unfortunate *Great Britain*. How did these letters reach their destinations when the ship did not?

Background

In the 1820's and 1830's the United States captured most of the transatlantic trade, as well as passenger and mail business, with a fleet of privately owned, swift and reliable sailing ships. By leaving port on regularly scheduled dates, whether fully loaded or not, these so-called "packets" satisfied the merchants' need for regular communications to Great Britain.

Meanwhile, in the 1830's, the ports of Liverpool and Bristol were vying to become the preferred terminal for transatlantic trade. In 1832 the Great Western Railway Co. was organized to connect London with Bristol and compete with the railway under construction from London to Liverpool. The 27-year old Isambard Kingdom Brunel, who already had been commissioned to construct a suspension bridge to span the Avon Gorge downriver from Bristol, was appointed Chief Engineer of the Great Western Railway. He provided ingenious solutions to seemingly insurmountable problems, and proved indefatigable in managing all phases of railway construction and in acquiring locomotives and rolling stock.

The S.S. *Great Western*

In 1835, before the Great Western Railway was completed, Brunel proposed to "make it longer" by having a steamship, called the *Great Western*, go from Bristol to New York. Brunel envisioned that large steamships would be faster than sailing ships, more efficient and reliable, and capable of crossing the Atlantic without running out of coal. The Great Western Steamship Co., with Brunel as its Chief Engineer, built its first ship of wood, propelled by steam-driven paddle wheels and by sail. The *Great Western* was equipped with powerful engines and the ship was larger than any afloat, registered at 1,340 tons (compared with 300 to 600 tons for sailing ships). She began her crossing of the Atlantic on 8 April 1838, and continued until 1846 when she had completed 45 round trips.

The *Great Western* was a very reliable steamship, but the Great Western Steamship Co. never had a British Government contract to carry mails. That was awarded exclusively to the Cunard Line commencing in 1840. Cunard offered a more frequent service by quickly building several steamships similar to the *Great Western*, and sailed from Liverpool, a more convenient port. Therefore, the many letters carried by this ship (and later by the *Great Britain*) were charged the British ship letter rate (usually 8 pence for a 1/2 ounce letter, vice the Government Packet letter rate of 1 shilling per 1/2 ounce), provided that each ship letter was endorsed with the name of the ship to qualify for the lower rate.

The S.S. *Great Britain*

The success of the *Great Western* led Brunel to plan a sister ship, but better and faster, to be named the *City of New York*. Beginning his design in 1838, Brunel's innovative talent led him to include two fundamentally important developments of others. The first was to build the hull of iron (rather than of wood); the second, to use a screw propeller (rather than a paddle wheel). This caused the ship to grow in size, and its name was changed to the *Mammoth*. The ship had become so large, 3,270 tons, that no shipbuilder would submit a quotation, so the Company built its own drydock in Bristol and laid the keel in 1840. Renamed the *Great Britain*, the ship was launched on 19 July 1843, and finally sailed on her maiden voyage from Liverpool to New York on 26 July 1845. She was the largest steamship of her time, and the first ocean vessel to have an iron hull, a clipper bow, six masts, a screw propeller, a chain drive connecting the engine to the propeller shaft, and a balanced rudder.

Stranding of the *Great Britain*

The *Great Britain* had completed four voyages from Liverpool to New York, two in 1845 and two in 1846. On two occasions she "touched ground" on shoals, once severely damaging her propeller; both mishaps required drydocking for inspection and repair. She received a new propeller and her six masts were reduced to five to improve her sailing qualities.

On her fifth voyage she left Liverpool midday on Tuesday, 22 September 1846. At about 10 P.M., she ran hard aground on the beach of Dundrum Bay on the East coast of Ireland. After an agonizing night on board, all passengers and crew were safely removed the next morning. The mail bags were taken by the Surgeon of the *Great Britain* to Liverpool via Belfast. It was not until 27 August 1847, eleven months later, that the ship was refloated.

Mail from the Stranded *Great Britain*

There are only three known letters from the stranded *Great Britain* (Figures 1, 2 and 3). Each is a ship letter properly endorsed "p Great Britain." Since the Cunard Line had been awarded the transatlantic mail contract by the British Government in 1840, letters intended to be carried across the Atlantic on other vessels were sent as ship letters rather than as "packet letters."

Figure 1 shows the outer portion of a folded letter from Liverpool to New York, a single rate ship letter endorsed "p Great Britain 22 Sept. 46." It was struck on the reverse with the circular rimless SHIP LETTER-LIVERPOOL datestamp and a manuscript "8" in red, indicating 8 pence prepaid (the outgoing ship letter rate). In New York, the letter received a large red handstamp "7" postage due marking (2¢ ship letter fee plus 5¢ U.S. inland charge for a distance under 300 miles). On incoming ship letters to New York in this time period, typically there were no New York datestamps, just the postage due markings.[1] Since the postage due at New York would have been 6¢ for a ship letter brought

[1]*See* Richard F. Winter, "Indications of a U.S.- British Mail Arrangement Prior to the 1848 Convention," *Chronicle* 161:60-67, 162:120-130 for information on the rating of mails at other than the arrival port.

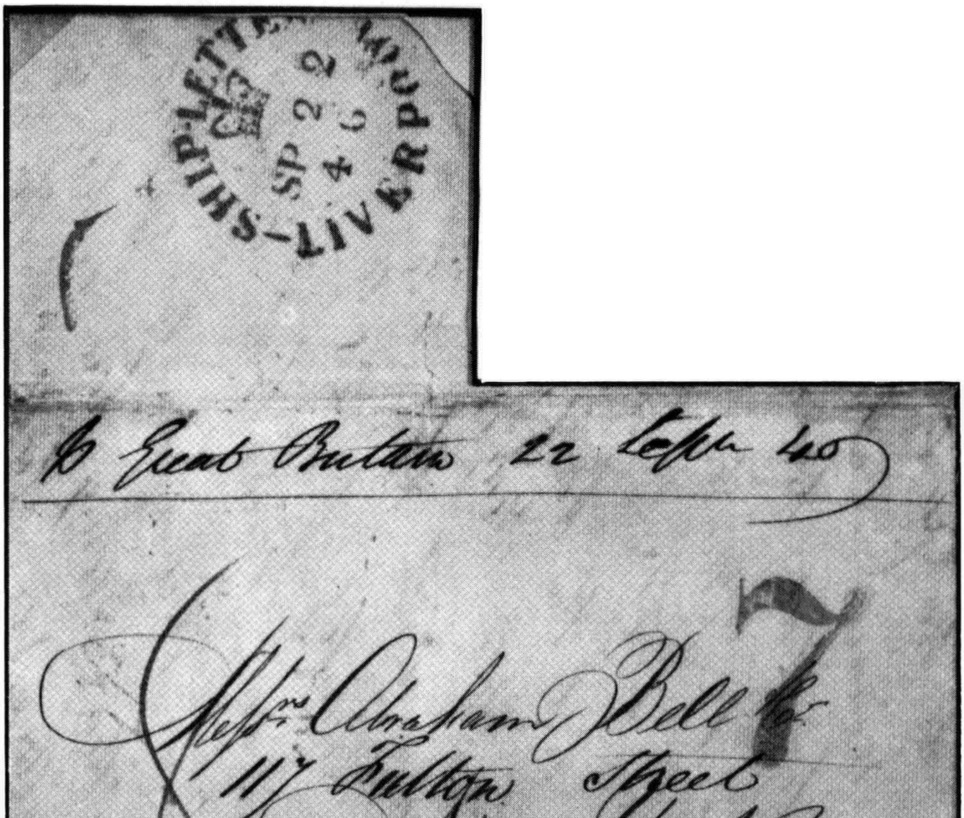

Figure 1. Liverpool to New York, "p Great Britain 22 Sept [18]46." Eight pence prepaid (manuscript "8") marked at Liverpool, and 7¢ postage due (2¢ ship + 5¢ U.S. inland) marked at New York. (From Robertson's *A History of the Ship Letters of the British Isles;* used with permission.)

directly to that port, we know the letter must have arrived at another U.S. port. The Figure 1 cover was in the Frank Staff collection and is pictured in Robertson's *A History of the Ship Letters of the British Isles.*

Figure 2 illustrates the outer portion of a second folded letter carried on the Great Britain's stranded voyage, also a single rate ship letter endorsed "p Great Britain," and prepaid 8 pence. This cover entered the mails in London on 21 SP 1846, addressed to Montreal, Lower Canada. It was struck with the oval rimless SHIPLETTER-LONDON datestamp and the PAID Maltese cross datestamp of the Lombard Street post office. On arrival in the U.S., it received a BOSTON / SHIP / MS. circular datestamp OCT 21 and a red handstamp "7" for U.S. postage due to the Canadian border (2¢ ship letter plus 5¢ U.S. inland). At Montreal a circular datestamp OC 24 / 1846 was struck and a manuscript "7d" (Canadian currency) applied for the combined U.S. and Canadian postage due. This amount represented the 4½ pence currency conversion of 7¢ U.S. postage, plus the Canadian inland postage of 2½ pence currency applied to letters in closed mails from Boston. The Figure 2 cover is in the collection of Route Agent Edward Bedell of Shrewsbury, England.

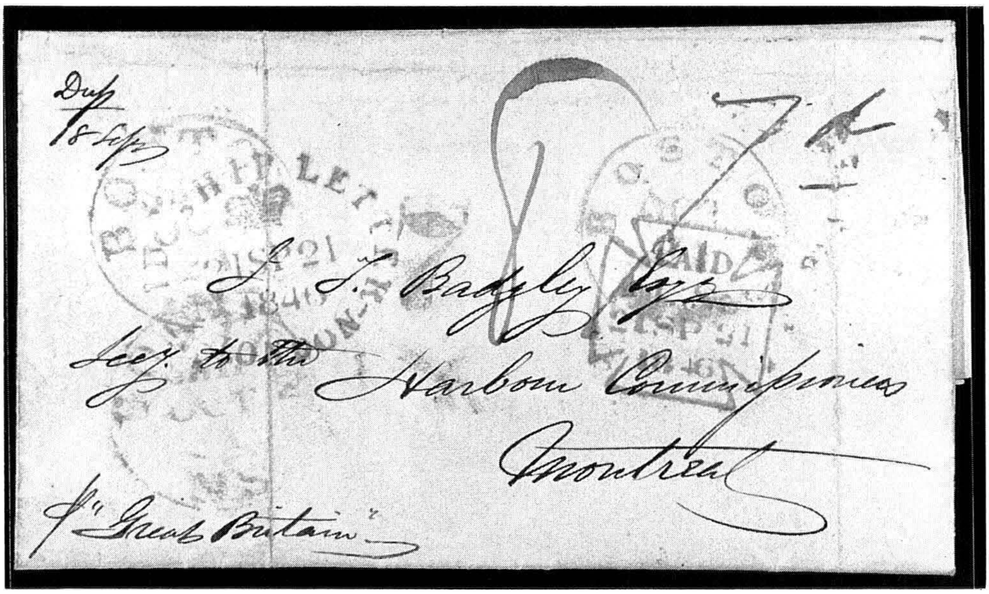

Figure 2. London, 21 Sep 1846, to Montreal, "p Great Britain." Eight pence prepaid (manuscript "8") marked at London. Boston marked 7¢ due for postage to the border (2¢ ship + 5¢ U.S. inland). Montreal marked 7 pence currency total U.S. and Canadian postage due. Boston arrival datestamp OCT 21 identified Cunard *Caledonia* as ship that carried letter to U.S. after mails taken off the stranded *Great Britain.*

Figure 3 pictures the obverse and reverse of the third *Great Britain* stranded cover, a double rate ship letter from Liverpool to New York, endorsed "p Great Britain." The letter was prepaid 1 shilling 4 pence (2x8 pence) for a letter weighing between ½ and 1 ounce. It was struck with the same circular rimless SHIP-LETTER LIVERPOOL datestamp as the Figure 1 cover. Upon arrival in New York, the letter first received a large red handstamp "7" postage due marking for a single rate letter. This was corrected in manuscript to "12" cents postage due for a double rate cover (2¢ ship letter plus 2x5¢ U.S. inland). The Figure 3 cover is in the collection of the author.

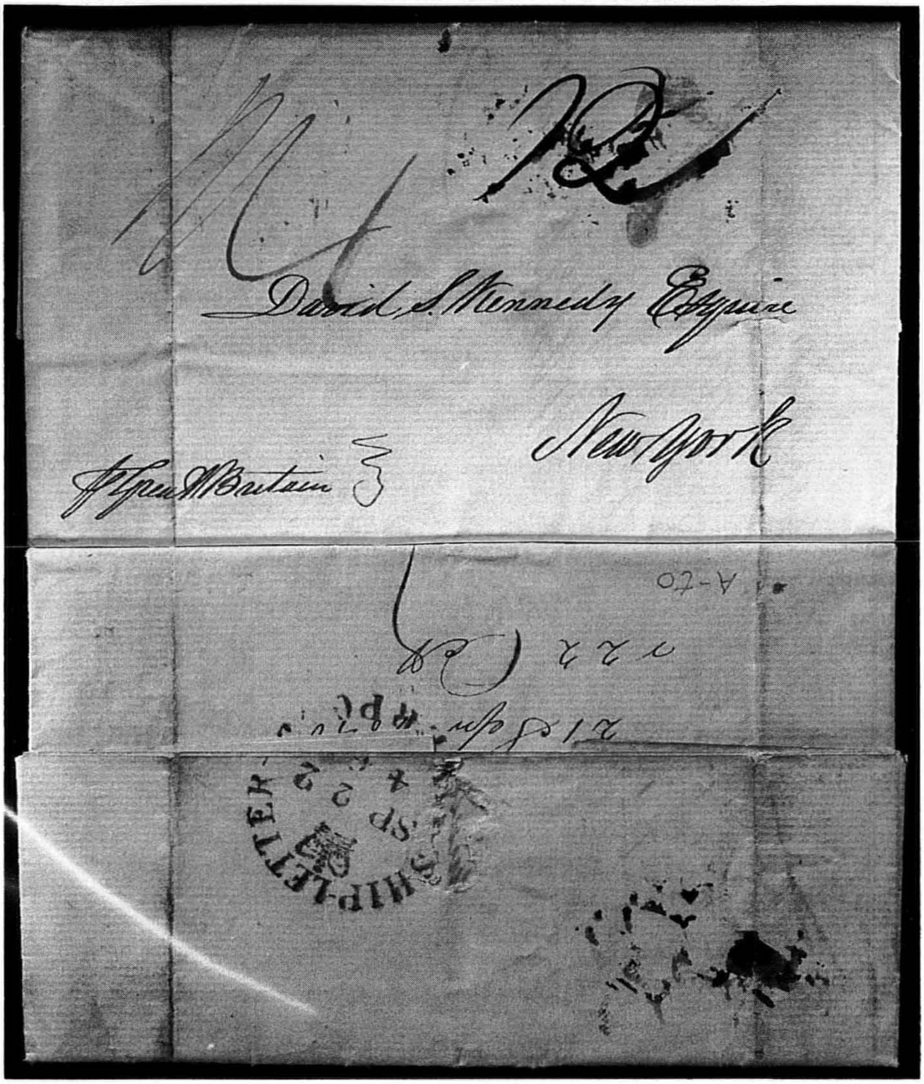

Figure 3. Liverpool, 22 Sep 1846, to New York, "p Great Britain." Double rate letter prepaid 2x8d or 1sh/4d (manuscript "1/4") marked at Liverpool. New York marked for 7¢ postage due (handstamp "7"), then corrected for double rate (2¢ ship + 2x5¢ U.S. inland) with manuscript "12." Docketing on the reverse, 1 day after arrival at Boston, confirms the *Caledonia* as the ship that brought the stranded *Great Britain's* mails to the U.S.

The receiving dates are the key to determining how these letters came to the United States. Note that the Figure 2 letter addressed to Montreal received a BOSTON / SHIP marking dated OCT 21, whereas the Figures 1 and 3 letters addressed to New York have no receiving markings. However, the Figure 3 letter is docketed in manuscript with a receiving date of 22 Oct. So the letters apparently arrived (or were processed) in Boston on 21 October 1846. Confirmation was found in the *Boston Post* of October 21:

> The steamer "Caledonia", Capt. Lott, which left Liverpool on the 4th instant, arrived here on Tuesday night at half past 11 o'clock, bringing with her own mails those of the Great Britain, the unfortunate steamship for New York.

Thus the question is answered: The stranded *Great Britain's* mails were returned to Liverpool and brought to Boston by the Cunard steamship *Caledonia* which sailed on 4 October and arrived in Boston late the night of Tuesday, 20 October. Mails were processed on 21 October with closed bags for New York arriving on 22 October.

The three letters are unusual examples of mail rated as ship letters for the Great Britain (8 pence single and 1 shilling 4 pence double) being carried across the Atlantic by a Cunard steamship, the *Caledonia*, which usually carried mail at the contract packet rate of 1 shilling single and 2 shillings double.

Further Voyages of the Great Britain

The *Great Britain* was grossly under-insured by her owner, the Great Western Steamship Co., which could not afford her repair. After finally bring refloated in 1847, the *Great Britain* was sold for the Liverpool to Australia run. She was provided with new engines directly geared to a new propeller and shaft through a clutch, her masts were reduced to four, and her passenger accommodations increased. In 1852, a successful trial run was made to New York.

After her first round trip voyage to Melbourne in 1852, the *Great Britain* was refitted with three square-rigged masts. She made 32 round trip voyages to Australia, many times sailing only eastward (thereby circumnavigating the globe). Twice she was requisitioned for trooping, first in 1855-56 to Crimea, and then in 1857 to India; and in 1858 and in 1859 she made one round trip voyage each to New York. In 1876, her passenger usefulness over, she was laid up. In 1882, her engines were removed and the *Great Britain* became a sailing cargo ship carrying coal from Wales to San Francisco via Cape Horn. In 1886, on her third such voyage (Voyage No. 47 in her log), she put in to Port Stanley, Falkland Islands for shelter, having failed to round the Cape. There she was sold to the Falkland Islands Company and used as a store ship for coal and wool until 1937. A leaking hulk, the *Great Britain* was scuttled in nearby Sparrow Cove.

Return of the *Great Britain*

In 1968, a British group formed the "S.S. Great Britain Project" to salvage the "first iron-built ocean going steamship and the first to be driven by propeller." After bring refloated, the ship was towed on a submersible pontoon to England. On 19 July 1970, the *Great Britain* entered the Great Western drydock in Bristol, her first and only return, exactly 127 years after being launched on 19 July 1843. Restoration is ongoing to return the ship to her original (as launched) design. The exterior appearance (including six masts) is mostly completed; the interior will include a full scale replica of the engine and chain drive (capable of rotation by a hidden electric motor). The *Great Britain* now attracts over 200,000 visitors a year, and has become an asset to the city of Bristol and an exceptional national treasure. Her longevity is a testimony to Brunel's innovative decision to build the *Great Britain's* hull of steel.

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Covers from the voyages of the *Great Britain* to Australia are well known. However, additional information regarding surviving covers from the stranded *Great Britain* voyage in 1846, from its 1852, 1858 and 1859 voyages to New York, and from its trooping voyages to the Crimea and to India in 1855-57, would be welcomed by the author. These would all be ship letters since the *Great Britain* never held a contract from the British Government to carry mails.

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NEW YORK EXCHANGE OFFICE MARKINGS - UPDATE

RICHARD F. WINTER

In *Chronicle* 159, August 1993, I began an update of the markings used on transatlantic mails brought to the New York post office by steamships before and after that office had been designated an exchange office under the various United States postal conventions. At the time that the article was begun, almost six years had elapsed since I first introduced my listing of these markings in Chapter 32 of *North Atlantic Mail Sailings* 1840-75. As I had accumulated a significant number of new markings and revised dates of use of older markings, the time seemed appropriate for an update.

Soon after the update began to run in the Foreign Mails section, a large donation of covers from the Lanman & Kemp archive was made to the society's Stamp & Cover Repository and Analysis Program (SCRAP). The purpose of SCRAP is to remove faked, fraudulent, forged, or otherwise counterfeit U.S. philatelic from the market and to retain this material for study and reference. While none of the Lanman and Kemp archive donated to the society was fraudulent material, each of the covers had one or more adhesives removed. The covers were donated so that they would not be available for any future attempts to add the missing adhesives and place them back on the market. This huge donation, over 4,900 covers from 55 different countries during the period 1853-1880, contained a windfall of New York postal marking data. Since the prospect loomed of finding as many changes to the New York markings update as had been collected in the previous six years, I decided to place the published update on hold until the extent of the new data became clear. The delay was well worth the wait. There was so much new information available from this archive that I decided to start the update over again to incorporate all the new data.

This article provides changes to the information published in *North Atlantic Mail Sailings 1840-75* on 213 markings, and adds 151 new markings to the listing. Some of the markings were in use on sailing ship covers as well, but are included when they also appeared on steamship covers. Many collectors and dealers have contributed new information since *North Atlantic Mail Sailings 1840-75* was published. I have listed them at the conclusion of this article. All new data is shown in ***bold italics.*** If there is no new information on a particular marking, the marking is not shown. For completely new markings, ***all*** the data is listed in bold italics. New markings have sub-numbers (such as "8a"), or completely new numbers (such as "220") where the number was not previously used. All tracings are actual size.

I hope that our readers will continue to submit new data from which tracings may be made or information updated. Photocopies are the best sources so long as the markings are readable in the photocopies. Since it is important to be able to determine the date a marking was struck, the photocopies must also provide year date evidence whenever possible, or be marked with a year date if the information is available from within the cover. Please send your data to me at the address shown on the masthead at the beginning of the journal.

(to be continued)

American Packet — Unpaid
(begins on page 353)

1

29 mm.
Blk: 11 Nov 52
30 Jul 68
Red: 9 Apr 53
27 Aug 59

2

29 mm.
Blk: ***25 Aug 63***
13 Jul 67

3

29 mm.
Blk: 12 May 58
16 Aug 64

Unused year date slot sometimes filled with ink

5

35 mm.
Blk: ***5 Dec 50***
11 Aug 59

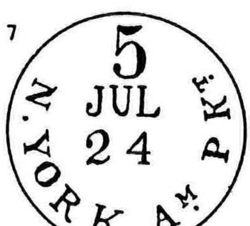
6

35 mm.
Blk: 14 Sep 51
9 Dec 56
Red: ***22 Aug 52***
24 Jan 56

6a

31 mm.
Blk: 8 Mar 52

7



31 mm.
Blk: 7 Mar 53
29 Oct 67

8

31 mm.
Blk: 18 Dec 63
6 Apr 66

8a

31 mm.

Blk: ***23 Dec 61***
9 Sep 62

9

32 mm.

Blk: 10 Aug 53
28 Jan 57
(tracing change only)

10a

32 mm.

Blk: ***1 Jun 54***
15 Apr 57

11

31 mm.

Blk: 6 Nov 52
19 Dec 59

12

31 mm.

Blk: 5 Dec 55
1 Mar 62

15

31 mm.

Blk: ***30 Oct 52***
21 Aug 62

16

32 mm.

Blk: 19 Jul 53
16 Aug 53

17

30 mm.

Blk: ***8 Apr 59***
8 Jun 57

18

31 mm.

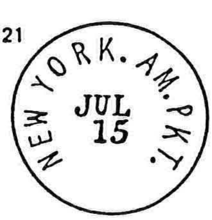
Blk: ***30 Oct 52***
29 Jan 59
Also w/yd 1858

20

30 mm.

Blk: 13 Dec 54
11 May 59

21



26 mm.

Blk: 9 Jun 60
23 Mar 69
Red: ***26 Jan 61***

21a

25 mm.

Blk: ***12 Oct 61***

23

24 mm.
Blk: ***14 Mar 61***
20 Dec 62
Red: 19 Aug 61

25a

26 mm.
Blk: ***14 Mar 61***

26

24 mm.
Blk: 25 Aug 60
9 Dec 64
Also w/yd 1862, 1863

American Packet — Paid

(begins on page 355)

30

35 mm.
Red: ***16 Feb 51***
24 Jan 56

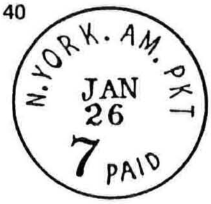
33

32 mm.
Red: 2 Apr 53
11 Jun 59

34

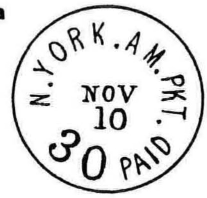
32 mm.
Red: 22 Jan 53
12 Feb 59

40



26 mm.
Red: ***15 Sep 60***
9 May 67

43a



25 mm.
Red: ***10 Nov 59***

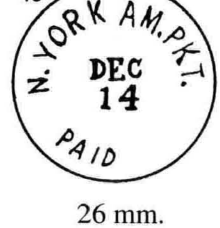
43b

26 mm.
Red: ***2 Sep 62***

44

26 mm.
Red: ***9 Jun 60***
24 Dec 67

46



26 mm.
Red: ***25 Jul 63***
5 Feb 68
Also w/yd 1863, ***186-***

Bremen Packet — Unpaid
(page 356)

50

29 mm.
Blk: 8 Jul 54
7 May 66

50a

30 mm.
Red: 11 Mar 60

51

29 mm.
Blk: 12 Dec 61
24 Apr 66

54

31 mm.
Blk: 31 Dec 59
28 Mar 67

57a

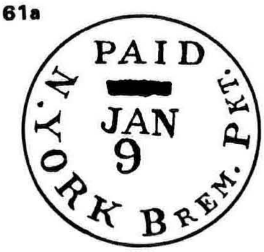
31 mm.
Blk: 9 Dec 64

58

31 mm.
Blk: 19 Sep 60
24 Jul 61
Also w/o bar

Bremen Packet — Paid
(page 356)

61a



31 mm.
Red: 9 Jan 62
14 Nov 63

65a

31 mm.
Red: 17 Jul 58

66

31 mm.
Red: 9 Oct 58
27 Jun 67
Also w/yd 1858

British Packet — Unpaid

(begins on page 357)

70

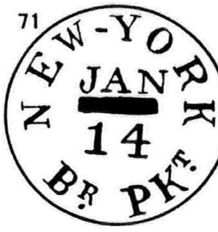
29 mm(B)/28 mm(R)

Blk: 15 Oct 56
14 Jan 68

Red: 26 Jan 53
13 Jun 56

Also w/yd 1862

71



30 mm.

Blk: ***31 Dec 62***
2 Dec 64

72

30 mm.

Blk: 19 Mar 65
29 Dec 67

73

35 mm.

Blk: 16 Feb 50
2 Jul 51

74

32 mm.

Blk: 30 Jun 53
26 Nov 67

76

31 mm.

Blk: ***16 Jul 62***
4 Dec 63

76a

31 mm.

Blk: ***2 Jan 61***
2 Jul 62

77

32 mm.

Blk: 5 May 53
19 Oct 58

82

32 mm.

Blk: ***12 Mar 50***
19 Jul 53

84

32 mm.
Blk: ***16 Aug 50***
20 Jun 61

84a

31 mm.
Blk: ***31 Mar 58***
21 Jul 59

86

31 mm.
Blk: 20 Apr 53
2 Oct 67

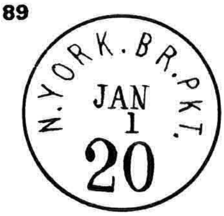
87

35 mm.
Blk: ***4 Jun 51***
11 May 59

88

26 mm.
Blk: 20 Nov 61
27 Dec 67

89



25 mm.
Blk: ***1 Jan 62***
1865

Bremen Packet — Paid

(page 359)

101

33 mm.
Red: ***7 Apr 50***
23 Dec 51

103

32 mm.
Red: 9 Apr 53
22 May 61

104

31 mm.
Red: ***29 Aug 54***
5 Dec 60

105

30 mm.
Red: ***14 Dec 58***
26 Oct 59

106

31 mm.
Red: ***4 Nov 52***
25 Apr 61

107

30 mm.
Red: ***7 Feb 57***
26 Jan 61

111

25 mm.
Red: 6 Nov 61
22 Aug 66

112

26 mm.
Red: 21 Nov 60
23 Jan 67

113

26 mm.
Red: 9 May 61
2 Nov 67

113a

25 mm.
Red: ***28 Jun 67***
27 Dec 67

114

25 mm.
Red: 29 Apr 65
10 Jan 68

114a

25 mm.
Red: ***29 Jan 65***
12 Jan 67

116

25 mm .
Red: ***23 Apr 62***
9 Oct 66

118a

25 mm.
Red: ***3 Feb 61***
14 Aug 61

119

26 mm.
Red: 12 Aug 62
12 Feb 64
Also w/yd 1862

British Transit
(page 360)

120


25 mm.
Blk: 4 Jan 68
30 Dec 75
Red: ***2 May 72***
17 Nov 75

120a


24 mm.
Blk: ***7 Jan 77***

122


25 mm.
Red: ***4 Jan 68***
17 Jun 75

122a


30 mm.
Red: ***2 Mar 72***
15 May 72

123


25 mm.
Blk: ***7 Feb 77***
8 May 77
Red: ***23 Apr 77***

124


24 mm.
Blk: ***5 Mar 78***
23 Dec 78

124a


24 mm.
Blk: ***17 Feb 79***

French Packet
(page 360)

125


25 mm.
Blk: ***3 Sep 64***
4 Nov 66

128


25 mm.
Red: ***12 Mar 67***
3 Jun 68

Hamburg Packet — Unpaid

(page 361)

130

30 mm.

Blk: 31 Oct 58
4 Apr 64

131

30 mm.

Blk: ***17 Oct 63***
22 Jun 67

135

30 mm.

Blk: ***18 Feb 60***
1 Jul 62
Also w/yd 1862

136

30 mm.

Blk: ***21 Jan 61***
20 Nov 62

Hamburg Packet — Paid

(page 361)

141

30 mm.

Red: ***23 Dec 65***
16 Nov 67

142

30 mm.

Red: 2 May 59
10 Aug 61

143

29 mm.
Red: ***31 Oct 63***
3 Aug 67

144

30 mm.
Red: 15 Apr 59
6 May 64

145

30 mm.
Red: 28 Nov 63
11 Nov 65

148

30 mm.
Red: 17 Oct 63
6 Jan 66

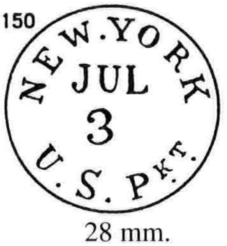
149

N. YORK PAID
HAMB PKT/34

U.S. Packet — Unpaid

(page 362)

150



28 mm.
Blk: ***14 Apr 54***
9 Apr 70
Red: 3 Jul 56
16 Jun 69

150a

28 mm.
Blk: 16 Jan 69

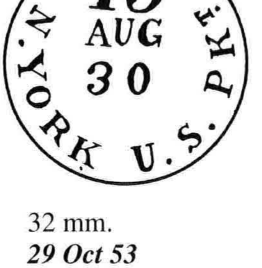
150b

32 mm.
Red: 23 Sep 70
23 May 72

151

32 mm.
Blk: ***20 May 54***
20 Apr 67

154



32 mm.
Blk: ***29 Oct 53***
22 Oct 57

157

32 mm.
Blk: 7 Oct 54
12 Jul 56

159a

32 mm.
Blk: 29 Jun 57

General — Without "Paid"

(begins on page 363)

171

30 mm.
Blk: ***20 Mar 50***
18 May 53

171a

NEW 6 YORK

31 mm.
Blk: 29 Oct 53

172

31 mm.
Blk: ***28 May 50***
20 Sep 54

173

30 mm.
Red: ***8 May 50***
17 Sep 61

174

30 mm.
Blk: 12 Aug 51
29 Mar 53

175

33 mm.
Blk: ***4 Jan 52***
18 Jun 53

176a

31 mm.
Blk: 21 Feb 53
5 Apr 53

177

30 mm.
Blk: 20 Jul 50
14 Jun 51

177a

31 mm.
Blk: 7 Feb 53

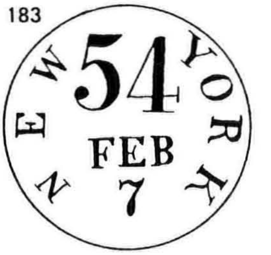
180

30 mm.
Red: ***20 Sep 54***
22 Sep 57

181

31 mm.
Blk: 25 May 50
11 Jul 55

183



32 mm.
Blk: ***7 Feb 52***
23 Mar 53

184

32 mm.
Blk: 6 Aug 50
20 Jun 51
Red: ***16 Jul 45***
31 Jul 49

185

29 mm.
Blk: ***7 Apr 50***
4 Jun 51

187

32 mm.
Blk: ***23 Sep 51***
1 Mar 53

190

30 mm.
Blk: ***22 Jul 51***
21 Feb 53

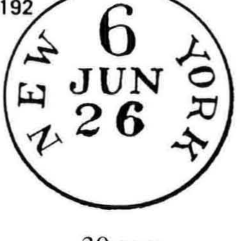
190a

32 mm.
Blk: ***5 Jul 51***
2 Jan 52

191

30 mm.
Blk: 21 Apr 57
12 Feb 70

192



30 mm.
Blk: 1 Apr 57
22 Feb 68
Red: ***20 Oct 70***
26 Jun 73

194

32 mm.
Blk: ***30 May 57***
4 Mar 74

197

30 mm.
Blk: ***20 Aug 57***
14 Jan 63

THE COVER CORNER
SCOTT GALLAGHER, Editor
RAYMOND W. CARLIN, Assoc. Editor

Figure 1. Cover from New Bedford to Whaling Vessel *Mary Carr.*

ANSWER TO PROBLEM COVER IN ISSUE 168

The cover in Figure 1 did not receive any response in the February 1996 issue to the questions of whether it is bogus and how to explain the dual 2¢ franking by U.S. and Central American Steamship Co. stamps. Jerry Devol now writes:

> It looks like this cover was addressed to Maryland and the state name altered to read "Mary Carr." There is a partially legible word under "Carr" and also another address under that shown. It may be "George" under "Fred" and "M" under the "W" of "Whaling."
>
> The ship on the stamp, as well as the printing format of the stamp and the "NOT PAID," all appear to be 1900's style. It looks to be a crude attempt at fraud.

Our Cover Corner Editor, Scott Gallagher, plans to examine the cover in black light and then to submit it to The Philatelic Foundation for an opinion.

ANSWERS TO PROBLEM COVERS IN ISSUE 169

Figure 2 shows 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. Did the Great Western actually carry this cover? Also, explain the rates of postage charged by the Dutch and the British.

Jack Arnell confirms that "this cover was carried by the *Great Western* on her 42nd round trip from Liverpool on May 30 and arriving at New York on June 15. This is reflected in the 'PAID SHIP LETTER-LONDON' datestamp, which was only used on non-Cunard letters at this period."

No response has been received regarding the postage rates. We'll wait for one more issue and publish the best information available in the August 1996 *Chronicle.*

Figure 2. 1846 cover from Rotterdam to Philadelphia via London and New York.

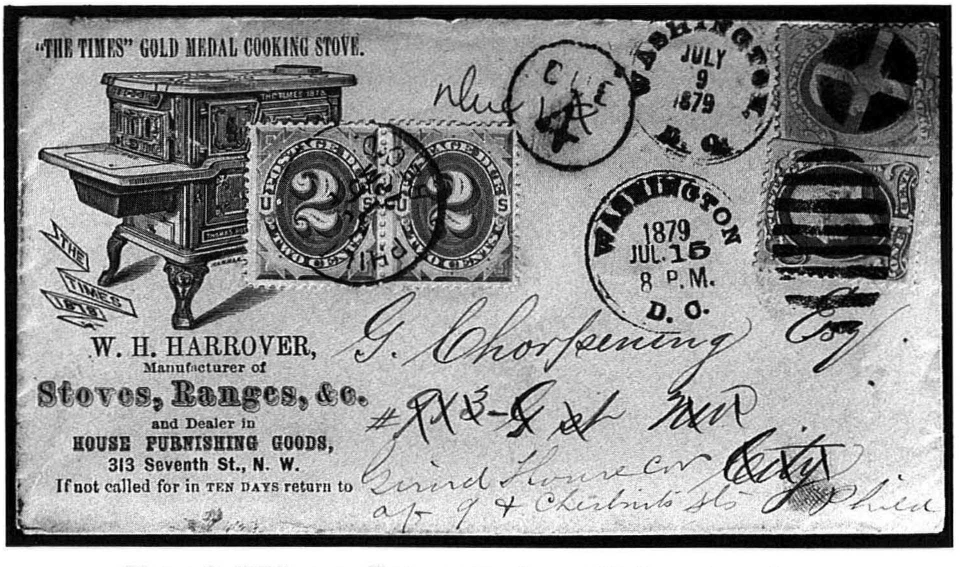


Figure 3. 1879 cover, first month of use of U.S. postage dues.

The cover in Figure 3 was originally a drop letter in Washington, D.C., prepaid by a 2¢ stamp and delivered by carrier (as marked on the reverse). It was forwarded to Philadelphia, marked "Due 1¢" in manuscript, and received a 1¢ stamp canceled at Washington. It also received a circle "DUE / 4" and two of the newly issued 2¢ Postage Due stamps canceled at Philadelphia. Why was 4¢ due in Philadelphia? An excellent explanation was submitted by Bob Stets:

> Sources differ on just how to handle drop mail that required forwarding. Beecher and Wawrukiewicz, in *U.S. Domestic Postal Rates, 1872-1993,* report on page 212, "Redirecting (Forwarding), Rules and Rates":
>
> "Up to and including Sep. 1875, drop letters, if redirected, were charged a whole new rate, as if the letter was sent anew (*USM&POA,* Sep. 1875). From Oct. 1875 *(USM&POA),* drop letters, if redirected, were rated for collection of additional postage for the difference between the amount prepaid and the total postage computed at the first class rate."
>
> However, the *Official Postal Guide,* January 1886 , states on page 720:
>
> "The practice of requiring a new prepayment on local letters prepaid with one full rate of postage which have been taken out of the post office and carried away, or delivered by carriers and then offered again for mailing to another post office, has been changed under the regulations. . . ."
>
> The cover was taken out of the Washington, D. C. post office by a carrier. The addressee was out of town, so the envelope was readdressed for forwarding to the Girard House, a hotel in Philadelphia, and returned to the carrier. The carrier returned it to the Washington, D.C. Post Office, where following the practice quoted in Beecher, a 1¢ stamp was added to cover the increase from a 2¢ drop rate to a 3¢ out of town rate, and "Due 1¢" was marked on the envelope. Upon receipt at Philadelphia, that office resorted to the practice described in the 1886 Postal Guide and charged 3¢ due (a new prepayment) for forwarding the envelope from Washington. Then, noting the "Due 1¢" applied at Washington, they raised the due charge to 4¢, stamped "DUE / 4" over the "Due 1¢" and affixed and canceled a pair of 2¢ Postage Due stamps before sending it out for delivery to the Girard House.
>
> This actually resulted in a double charge for forwarding—an extra 1¢ assessed at Washington to make up the difference between the local rate and the out of town rate, plus a full 3¢ assessed at Philadelphia for the same service.

PROBLEM COVERS FOR THIS ISSUE

Figure 4 is an envelope to San Francisco franked with both a 2½d Leeward Islands Queen Victoria and a 2¢ U.S. Washington stamp. The cancel on the Leeward Islands stamp appears to be a barred obliterator, but no island identification is visible. The U.S. stamp is canceled with a clear "NEW YORK / SEP 4 / 11 AM / P" duplex cds with a station "P" obliterator and "97" between. The envelope is endorsed in manuscript "Per Fontabelle / 27. 8. 97." An arrival cds is on the reverse "SAN FRANCISCO BOX / SEP / 8 / 12 PM / 1897 / 8." All markings are in black.

Please explain why and where the 2¢ U.S. stamp was added. Also, can anyone identify the ship "*Fontabelle*" and where it picked up this envelope?

The next problem cover, Figure 5, is a beautiful example of penmanship. It originated as indicated by a bold red "TROY / NY / JUL. 14" in dotted oval, and was addressed to Rutland, Vermont. The letter inside is headed "Troy July 12 1833." The address and

Figure 4. Leeward Islands cover to San Francisco via New York "Per Fontabelle"

Figure 5. 1833 letter from Troy, NY, "Paid 10" & "Due 2½"

"Paid" in upper left are in black. The upper right has two manuscript markings in magenta: a "Paid 10" and a "Due 2 1/2." There are no markings on the back. Why was this cover assessed an additiona! 2 1/2 (cents) postage due?

* * * * *

Please send your answers to these problem covers, and any further discussion of previous answers to other 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.

It's time once again to request new examples of problem covers for The Cover Corner. Please submit a glossy black and white photograph of each cover, including the reverse if it has significant markings. It is also important to identify the color of markings on covers submitted. Thanks.

- Ray Carlin □

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