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IN THIS ISSUE

ORNAMENTED MORTISED HANDSTAMPS

JAMES W. MILGRAM, M.D.

Straightlines are the earliest type of handstamped town postmarks on stampless covers in the United States. Their use continued at the occasional post office into the Twentieth Century. They ultimately were replaced by circular postmarks in which the month and date could be more easily changed daily.

Fancy postmarking devices can be classified as markings with unusual lettering or decorations *within* the body of the postmark or markings with unusual frames *around* the lettering. This article will discuss and list all known varieties of the most fancy type of fancy frame, the ornamented mortised straightline handstamps.

Sometime in the late 1830s devices were manufactured utilizing an ornamented metal frame made from a mold. They had a mortised space cut away allowing insertion of a line of printer's type, and a screw at one end to hold the type flush with the rest of the design. These handstamps sometimes have been called "linen stamps" because some persons used them to put their names on textiles. But they also served the purpose of straightline postmarking devices, and examples of different designed frames exist with postal usages known into the mid 1860s.

Figure 1. Ornamented frame handstamp; view of bottom showing the design, a rectangular hole for the type, and the screw protruding from one side of the metal frame

Figure 2. Same handstamp from the side showing the wooden handle, the metal bottom and the screw with shell shaped thumbscrew

Many years ago I purchased one of these handstamps, the common eagle design, **Type F**, from Sylvester Colby. Figures 1 and 2 show the bottom and side views of this handstamp. The width is 45mm, the height is 25mm, and the hole is 36x5½mm with a depth of 9mm. The screw has a shell form for tightening the slug of printer's type within the mortise. Part of the metal handstamp has been permanently inserted into a 44mm tall walnut handle; it bears no marks to identify its maker or its place of use. It's very nicely made and is an attractive object. A metal handstamp can hold a complex design for a long time, but it does require regular cleaning to show the details.

After this article was written and awaiting publication, William Stearns sent me two more examples of these handstamps. Both have the same shape and block size, and one has the same walnut handle with shell-shaped screw to hold in the type. One of these handstamps is very worn, but it shows **Type C**, one of the most desirable designs; the other is the floral design designated **Type K**.

This article groups the different handstamp usages **by design types**. For each design type, all examples of known handstamps showing that design are described and illustrated or referenced. They include handstamps on stampless covers, postmarking devices on stamped covers, ancillary markings on stampless or stamped covers, as well as vessel-named markings used on early steamboat mail.

The following references are cited throughout the article:

ASCC	David G. Phillips, Editor in Chief, *American Stampless Cover Catalog* (North Miami, Fla.: David G. Phillips Publishing Co., Inc.). Vol. I, 5th ed., 1997; Vol. II, 4th ed., 1993.
Alexander	Thomas J. Alexander, *Simpson's U.S. Postal Markings 1851-61* (Columbus, OH: U.S. Philatelic Classics Society, Inc., 1979).
Lincoln	James W. Milgram, *Abraham Lincoln Illustrated Envelopes and Letter Paper, 1860-1865* (Northbrook, IL: Northbrook Publishing Co., Inc., 1984).
Milgram	James W. Milgram, *Vessel-named Markings on United States Inland and Ocean Waterways, 1810-1890* (Chicago: Collectors Club of Chicago, 1984), and 8-part supplement published in installments in *Postal History Journal* No. 90 (February 1992) - No. 98 (June 1994).
Registered	James W. Milgram, *United States Registered Mail, 1845-1870* (North Miami, FL: David G. Phillips Publishing Co., Inc., 1998).
Simpson	Tracy W. Simpson, *U.S. Postal Markings 1851-61 and Related Mail Services* (Berkeley, CA: T.W. Simpson, 1959).

Type A. Two cherubs facing sun at top, lyre, two anchors and floral branches at bottom.

A1. NEW PROVIDENCE N.J. This marking (Figure 3) is considered to be the most fancy New Jersey stampless cover marking. It is also very unusual in having a handstamped date as a second line of type. This example is dated November 3, 1845. Another cover dated December 1 has a very muddy strike indicating the need to keep these complicated handstamps clean.

A2. S B W TENNESSEE (Milgram No. 1481). This 1844 steamboat cover (Figure 4) is the only known example. The letter written aboard the *Dr. Franklin* describes the sinking of a third steamboat, *Warrior*, on a snag. The name of the *Fawn* is written at the upper right, indicating two boats probably carried the letter out of the mails, the reverse direction from that of the *Dr. Franklin*.

Type B. Two cherubs facing a lyre at top, central lyre with vine type decoration at bottom.

B1. JEFFERSON GA. APR Although this is listed as a stampless cover marking of 1842, the copy that I have located is on an 1855 cover with a 3¢ 1851 (Figure 5). Every reproduction of the marking shows the APR dating (the "A" is light), so all presumably refer to this same cover. Lacking any known example, I believe that the listing of 1842 is an error, and that the marking does not exist on stampless covers. The marking is manuscript dated "9" to the right of the strike, and the letter is docketed as being answered

Figure 3. NEW PROVIDENCE N.J NOV 3 (Listing No. A1)

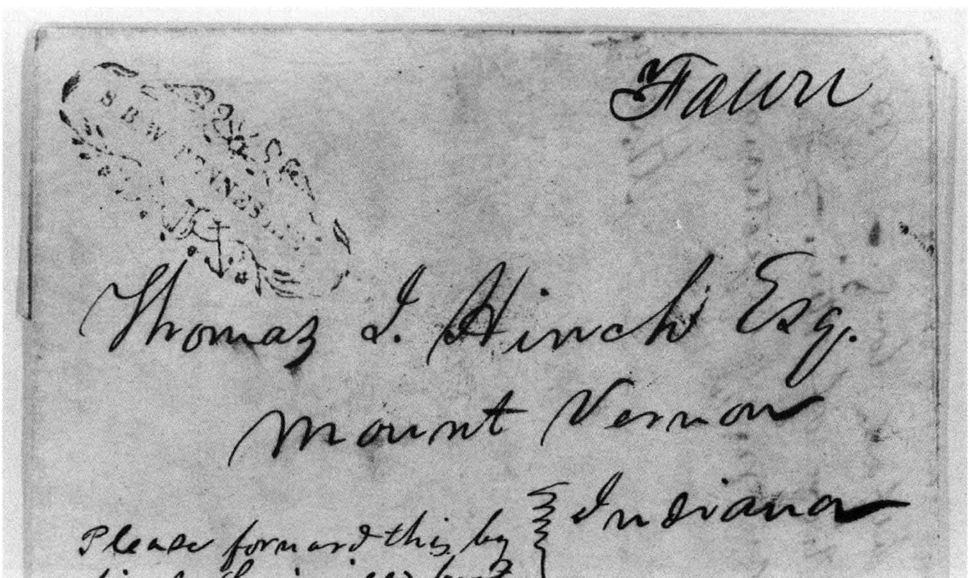

Figure 4. S B W TENNESSEE (Listing No. A2)

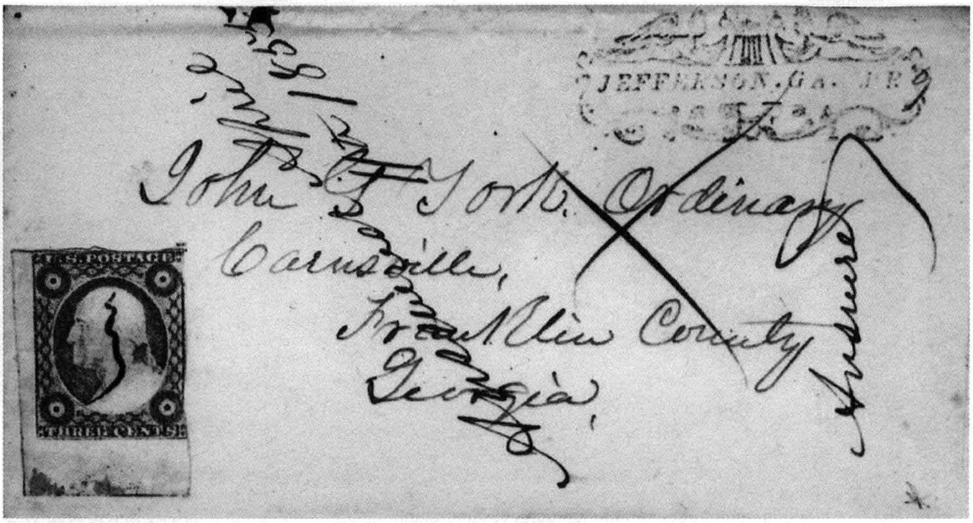

Figure 5. JEFFERSON. GA. APR (Listing No. B1)

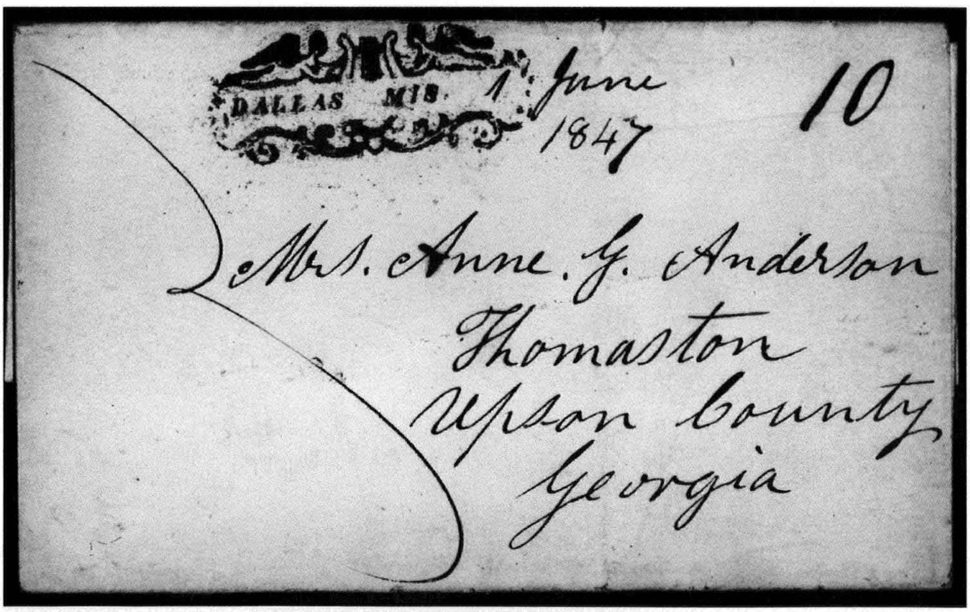

Figure 6. DALLAS MIS. (Listing No. B2)

on April 11, 1855. There is a drawing in *Postal Markings*, November 1938 with perhaps a different tracing. The "APR" is clear and the manuscript date appears to be "12" or "2."

B2. DALLAS MIS. The only known example (Figure 6) has a handwritten date "1 June 1847." This marking and the sunburst marking of Columbus are the most unusual Mississippi postal markings during the stampless period.

B3. S.B. HARRY HILL (Milgram No. 583). This (Figure 7) is the only example of this marking, which is in red ink. The usage is 1847 and the "STEAM" is a typical blue marking from Memphis. There is no indication of a postal charge. Bill of lading letters could be carried free by steamboats.

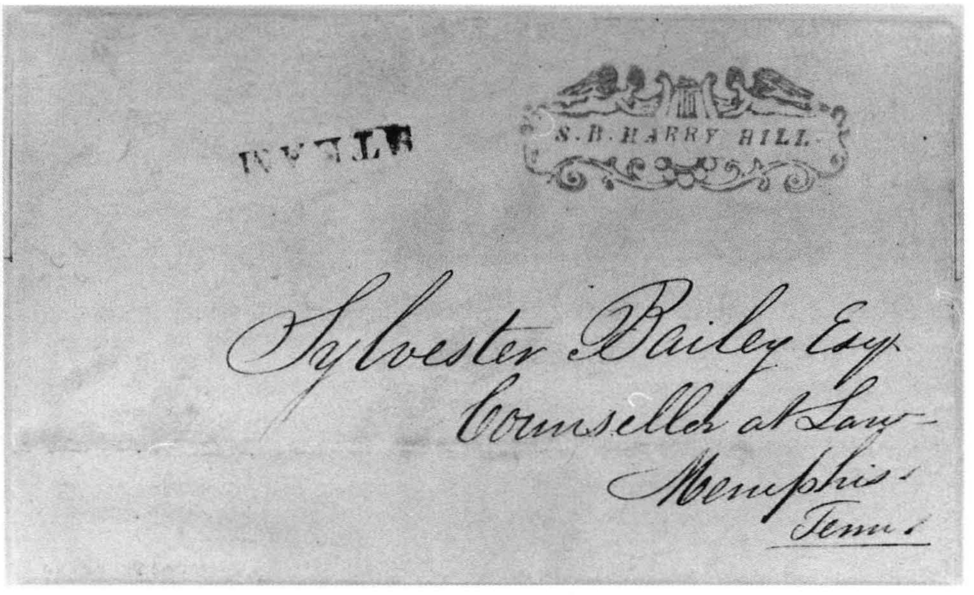

Figure 7. S. B. HARRY HILL. (Listing No. B3)

B4. S. B. RED. WING. (Milgram No. 1170). This 1846 cover is in black, and as a bill of lading (for lead pigs) was free of postage. The usage is going north from Galena, Illinois on the Upper Mississippi.

B5. UNCLE. SAM (Milgram No. 1395). This marking is known from several examples from the late 1840s. The cover illustrated (Figure 8), although stained, was addressed by Henry Clay to a relative. This strike is clearer than most of the others.

B6. 2 CTS FOR DELIVERY. Figure 9 illustrates a "MAGNETIC TELEGRAPH" envelope with a red fancy frame, showing a slightly different type of frame from what has been shown above; some of the ornaments at the bottom appear solid rather than hollow. The telegram within this envelope is dated from Baltimore, November 4, 1847.

Type C. Two kissing birds on branch at top, floral design at bottom with two overlapping hearts.

C1. NEWARK. VALLEY. N Y. This (Figure 10) is arguably the finest example of the ornamented mortised handstamp because it is larger and has an interesting design. The date, Feb. 24 [1844], is written in below the town's name. Another clear example on a forwarded cover is seen in lot 163 of Richard C. Frajola's auction, June 10, 1984.

C2. *Middletown Va.* This similar marking (Figure 11) has a script type face and also a handwritten date from 1839. This makes it the earliest handstamped device of the mortised types.

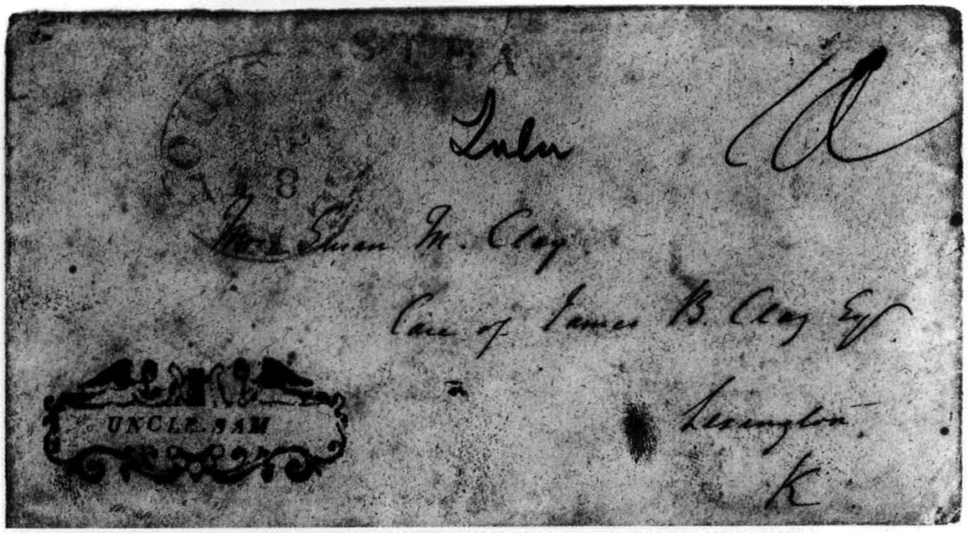

Figure 8. UNCLE. SAM (Listing No. B5)(Illustration courtesy Smithsonian Institution)

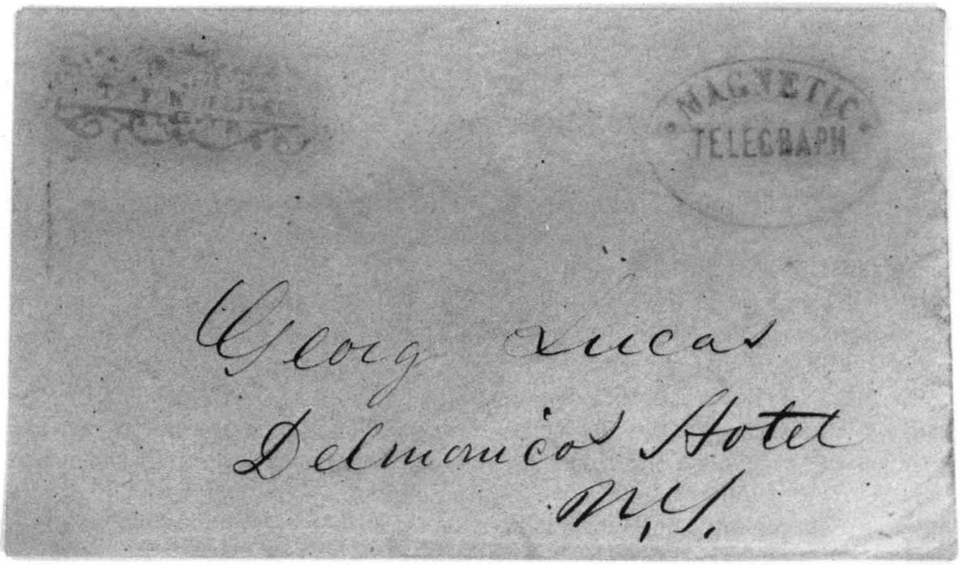

Figure 9. 2 CTS FOR DELIVERY (Listing No. B6)

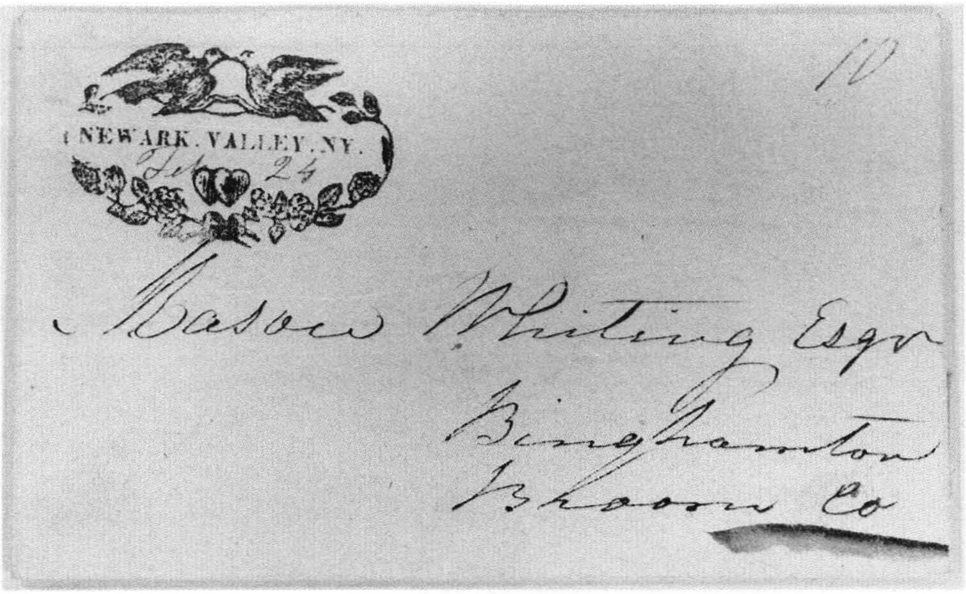

Figure 10. NEWARK. VALLEY. N Y. (Listing No. C1)

Figure 11. *Middletown Va* (Listing No. C2)

Figure 12. Mr. J.H. VAN HOUTEN. (Listing No. C4)

C3. (Blank) The marking was struck five times by a little girl on this 1843 stampless cover before the letter was sent. This is described in the letter. It is shown as lot 117 in the Daniel F. Kelleher auction of November 10, 1998.

C4. MR. J. H. VAN HOUTEN. This (Figure 12) is a slightly different variety because the birds are not kissing, and the hearts have an arrow. In this example, a private individual used this handstamp as a personal name type of marking on an 1860s letter to his relative. This stamp could also have been used to mark books and other possessions.

C5. J.M. PARRISH. This is the same handstamp as in **C4** with an arrow through the hearts. The handstamp is a corner card type of marking, on a cover mailed by a Civil War soldier from New Orleans on June 6, 1862. The letter is on patriotic stationery although the envelope is plain.

C6. MR. EIDEL HERR. This marking was used as part of an address for a Civil War era cover from Nashville to Michigan. The marking was in bronze ink. The remainder of the address was handwritten. The cover is illustrated as lot 137 in the Robert A. Siegel auction of May 28, 1975.

(to be continued)

THE PLATES OF THE 1851-57 3¢ STAMPS OF THE UNITED STATES

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Part III: Perforated Stamp Plates of 1857-60

Background

On March 16, 1855, the Post Office wrote to TCC asking that they make preparations to perforate the stamps they were printing, citing the success of perforations in England. TCC wrote to Perkins, Bacon for advice and by September 24, 1855 TCC had made the decision to order from W. Bemrose and Sons of Derby, England one of their recently patented[1] rouletting and perforating machines. Though the machine arrived in the spring of 1856, TCC found that it required significant modifications before it performed successfully as a perforator and it was not ready until early 1857.

As the contract with TCC was due to terminate June 30, 1857, TCC wrote to the Post Office Department asking to be indemnified in the event their contract was not renewed, \$500 each for making thirteen new plates (including six new 3¢ plates) with spacings designed to accommodate perforations. And they also asked to be reimbursed \$3,000 for the perforating machine. This was agreed in February 1857. Though the Department asked that perforating begin as soon as possible, TCC did not want a repetition of the shortages in supply which occurred in 1851. Samuel Carpenter wrote on February 9, 1857:[2]

Private
J. Marron, Esqre
3rd Asst. P. M. Genl.
Washington
Dear Sir:
I feel the most anxious desire to meet the wishes of the Post Master General in regard to delivery of some of the Perforated Stamps before the close of this month, but as it will be impossible to furnish (within time) more than a small quantity, it remains for him to determine whether we shall furnish any, within that time, or wait until we have a sufficient number perforated, to enable us to supply the demand <u>uninterruptedly</u>. I fear that if we once give the public a <u>taste</u> of these things, and are then unable to <u>continue</u> the supply, and are obliged to fall back on the unperforated, the result will be that the Department and the Contractors will be abused in the most approved style for <u>neglect</u> of the public convenience. However, I am bound to do whatever the Postmaster General thinks best, and rely upon its being done, if within the bounds of my utmost efforts to accomplish.
Very Sincerely & Respf
S. H. Carpenter

In addition to the above reservations, TCC was concerned that their contract had not been extended, and with a new Administration taking office in March the future was uncertain. On February 14, 1857 Mr. Carpenter wrote to Mr. Marron again:[3]

Private
Dear Sir:
Your favor of 10th recd. Yesterday. Unless we have some breakdown, or some accident not now anticipated, the request of the Post Master General shall be complied with. It is

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[1]William Bemrose and Henry Bemrose, "Machinery for Punching and Perforating Paper," United Kingdom Patent No. 2607, December 11, 1854.

[2]Travers Historical Documents, Letter 460.

[3]Travers Historical Documents, Letter 462.

enough for me to know he wishes it, to insure my personal attention to its accomplishment, if possible.

It is proper however that I should remind you of a fact which your own practical experience will no doubt assure you, and that is, that in starting any new thing, particularly new Machinery (and that which must be adjusted with the most perfect accuracy) time and patience are both necessary to Success, and that there must necessarily be a great deal of trouble, and a great deal of fixing before every thing can be made to work smoothly & successfully. All this we must encounter at the start, and therefore, I must ask in advance, indulgence for any Shortcomings that may possibly occur. I trust that none will happen, and that we shall be able to accomplish all that the Post Master General asks, but, as it will be quite impossible to furnish uninterrupted supply until at least one month after we can get all 3 of our Machines in operation, (which cannot be less than 3 months), we must prepare for a terrific onslaught from the New York Herald and kindred prints, for our shameful negligence of the public convenience, and a gentle intimation to the New Post Master General, that if he wishes to do his duty and get things done right, he will give the contract now in the hands of those slow Villagers, to some fast New Yorker, who will do things up O.K. Heaven help us.

Yours Respectfully and Sincerely

S. H. Carpenter

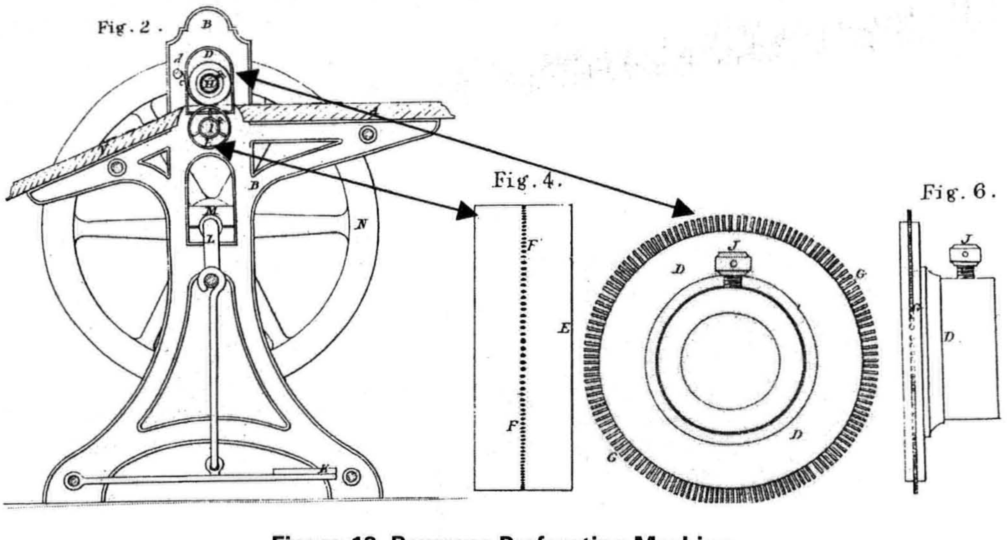

Figure 13. Bemrose Perforating Machine

Although some 3¢ perforated stamps (Scott No. 25) were delivered soon after this letter was written (the earliest known use is February 28, 1857), their numbers were very limited before July 1, 1857. Examples datemarked from this experimental period are quite scarce.[4] However, beginning in March, TCC began building stocks of perforated stamps so that by July 1, 1857 when TCC's contract extension took effect, they had sufficient inventories of perforated stamps to permit an immediate change to them with no interruption in supply. Figure 13 illustrates the Bemrose perforating and rouletting machine. Multiple pin disks were clamped on a shaft and aligned to mesh with matching disks with punched holes. For rouletting, the machine was fitted with knife-edged disks matched with slotted disks.

[4]A detailed census by Wilson Hulme indicates only about 1,000 sheets of perforated stamps were delivered prior to June 30, 1857.

Overview

The first perforated stamps to be issued were printed from imperforate No. 11 Plates 2L, 3, 4, 5L, 6, 7 and 8 because there had not been sufficient time to make new plates designed with spacings more suitable for receiving perforations. This group of plates will be referred to as the Type I Plates. Over the last half of 1857, eleven new 3¢ plates were made with spacing between stamps designed to receive perforations. These plates were made from a new transfer roll with six reliefs so that six impressions could be rocked in with a single setting. The first three plates (in order of use) were 10, 11 and 9. They will be referred to as the 9-11 Group. Plates 12 to 19 (except Plate 15), will be referred to as the 12-19 Group. Plate 15 will be dealt with separately. Though Plate 9 is usually included in the 12-19 Group because of its similar continuous side lines (Type II design), for this article it is grouped with 10 and 11 because, as will be shown below, it was made of the same or similar steel and was probably made about the same time.

Because of wear of the 9-11 Group, and particularly the 12-19 Group, the Type I Plates had to be brought back into use starting in the spring of 1858 and were not finally fully retired until June of 1859. During this provisional use of the Type I Plates, TCC made Plates 20 through 27, and in May of 1860 made Plate 28. This group of plates (except Plate 21) will be referred to as the 20-28 Group. Plate 21 will be dealt with separately.

Dr. Chase estimated that the Type I Group was used for about three months in 1857 and he provides an estimate of impressions per plate based on his census. He also concluded that the Type I Group comprised only about 5% of the stamps delivered in 1859 and provides an estimate for each. He qualified his estimates as "decidedly unscientific" and that "I make no pretense that the figures given are no more than an approximation."[5] In his article in the *Perforation Centennial Book*,[6] he indicated progress in plating showed that Plate 6 perforated stamps were scarcer than he originally thought and that Plate 4 stamps were more common. He also concluded that Plate 7 stamps were by far the most common of the Type I Group.

Plates 10 and 11 were reentered twice and Plate 9 once. Dr. Chase provides a rough estimate of the numbers of impressions printed from each state of the 9-11 Group. However, he did not have sufficient information to project the usage of each of the plates in the 12-19 and 20-28 Groups.

In this Part III, revisions to his estimates will be presented for all of the perforated stamp plates, by group. These revisions indicate that nearly double the Type I Group impressions and over double the 9-11 Group impressions were needed to overcome the short life of the 12-19 Group of plates. In addition, it will be demonstrated that the 9-11 Group and 12-19 Group of plates were never hardened. It will also be shown that Plate 15 and the 20-28 Group were hardened.

Production Model

Considerable progress has been made in plating the 3¢ perforated stamps since the last usage data was published by Dr. Chase. Earliest known use dates (EKU) of many of the plates have been revised and brought forward. In addition, considerably more census data has been collected which matches dated postmarks with stamp shades typical of the time of use so that the length of time a particular plate was used can be estimated. Also, key correspondence has been found which helps establish the number of presses in use and the printing capacity per press. When linked with published Post Office Department

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[5]Carroll Chase, *The 3 Cent Stamp of the United States 1851-1857 Issue*, rev. ed. (Lawrence, Mass.: Quarterman Publications, 1942). pp. 83-85.

[6]Carroll Chase, *U.S. Perforation Centennial 1857-1957* (Washington, D.C.: National Philatelic Museum, 1957), pp. 41-42.

delivery data for each fiscal year commencing June 30, monthly production can be estimated throughout the period. Current earliest known use data are listed in Appendix D.

From this additional information, a model was constructed of the month-by-month usage of the various perforated stamp plates from July 1, 1857 through to the last deliveries in 1861. A number of assumptions were made and several spreadsheets were constructed to test these assumptions. The results of the case which best fits all the data is summarized below. It should be noted that delivery data is used which precede usage dates. For example, Type I perforated stamps stockpiled ahead of July 1, 1857 were delivered July through October along with stamps printed after July 1. Usages of both continue on through to the end of the year.

The key assumptions underlying the model are:

A. July 1, 1857- June 30, 1858

Maximum press capacity is assumed to be 10,000 sheets per month per press based on TCC's letter dated July 11, 1851 (5,000 per week double handed = 2,500 normal rate). Time to clean plates and do maintenance is taken into account.

Because Type I Group perforated stamps were stockpiled ahead of the change to perforated stamps, and also because pipeline filling was needed, higher than 10,000 sheets per month per Type I plate were delivered in the first few months.

The number of impressions (sheets of 200 stamps) per month is assumed to have grown linearly from 54,000 to 58,000 except in the early months when Type I stamps were filling the supply chain.

It is assumed that TCC's first priority was to deliver all of the Type I stamps they had perforated ahead of July 1 as soon as demand allowed. Secondly, they would want to shift as quickly as possible to plates designed for perforations. And thirdly, they would want to avoid shifting back and forth from Type I to Type II plates because that caused resetting of the spacings on the perforating machines.

The Type I Group is assumed not delivered after October 1857 until reintroduced in April 1858 when Plates 12 and 13 were set aside because of wear.

Consistent with paragraph 4 above, Plates 9, 10 and 11 in all states are brought on as quickly as possible, as is Plate 15. The 12-19 Group enter in accordance with EKU data and current censuses.

B. July 1, 1858 – June 30, 1859

Growth in monthly deliveries from 58,000 sheets to 61,000 is assumed to be linear with a few exceptions.

Based on latest census information, Type I Group Plates appear as follows:

Plate 7 heavy from May 1858 through March 1859 and lighter through to June.

Plate 8 light starting in June 1858, then heavy from September through December 1858.

Plate 4 is shown light from August to November 1858, then heavy from December through March 1859 and then light April through June.

Plate 6 stamps were not delivered after October 1857.

Plates 12 and 13, being rare, are assumed at less than half the impressions of the rest of the 12-20 Group (excepting 22). Plates 14, 16, 17, 18 and 19 are all assumed about equal for lack of a better basis.

C. July 1, 1859 – June 30, 1860

Linear monthly growth is assumed from 63,000 sheets to 70,000 sheets.

Type I Group assumed as per B.2. above.

The 20 through 28 Group (except for 22) is assumed to have received the number of impressions needed to meet demand. The scarce Plate 22 is given the life indicated by the census data.

D. July 1, 1860–June 30, 1861

The number of sheets delivered monthly starts at 70,000 in July and decreases slowly to December.

Starting in January, the decrease per month accelerates until March through June, when the numbers drop off sharply to end at 46,000. This is based on the assumption that Lincoln's election began to influence shipments (trade and communication slowing between North and South), but the steep decline did not take place until secession started (February) and then hostilities began (April).

Though the entire spreadsheet is too detailed and large to reproduce in this article, Table IV illustrates a portion of it from July 1857 to January 1858. Impressions delivered in months of their earliest known usages are highlighted.

Table IV
Impressions per Plate - July 1857 to January 1858

Plate		July	August	September	October	November	December	January
No.	**EKU**	**1857**	**1857**	**1857**	**1857**	**1857**	**1857**	**1858**
2L	7/16/1857	4000						
3	7/16/1857	5000						
4	5/9/1857	12000	10000	10000	10000			
5L	4/15/1857	3000						
6	4/30/1857	13000	11000	10000	10000			
7	2/28/1857	10000	10000	10000	7000			
8	7/6/1857	6000	10000	6000				
9E	9/14/1857			5000	8000	8000	7000	7000
9L	12/31/1858							
10E	7/11/1857	3000	10000	10000	8000	8000	7000	7000
10i	4/28/1858							
10L	1/3/1859							
11E	7/29/1857	0	10000	10000	8000	8000	7000	7000
11i	3/31/1858							
11L	12/3/1858							
12	10/5/1857				1000	3000	3000	3000
13	10/?/1857				1000	3000	3000	3000
14	10/26/1857				1000	3000	3000	3000
15	10/30/1857					10000	10000	10000
16	10/19/1857				2000	3000	3000	3000
17	11/?/1857					2000	3000	3000
18	11/19/1857					2000	4000	4000
19	11/16/1857					2000	4000	4000
	Deliveries	56000	61000	61000	56000	52000	54000	54000
	Est. Demand	54000	55000	55000	55000	56000	56000	57000
	Presses	6	6	6	6	6	6	6

Type I Group

Meshing EKU data, census data and monthly impressions confirms Chase's estimate that the Type I Group Plates were delivered for about four months in 1857 (160,000 impressions/55,000 average per month). However, his estimate that only 5% of Type I Group stamps were used in 1859 was much too low. The number of impressions needed to meet demand was 224,000, equating to 3.6 months for the Group (Plates 4, 7 and 8). This is due to the fact that current censuses indicate that there were many Type I usages in 1858, and the numbers needed in 1859 extended into June of that year. Table V summarizes the estimates for the Type I Group. The percentages for each plate follow Chase's revised prediction closely.

As press time was needed for the 1¢ and 12¢ denominations also, the number of presses rose to seven by mid-1859. In general, TCC strove to have at least one more plate than the number of presses in use as back-up to allow cleaning and polishing.

Table V

Type I Group Estimated Perforated Impressions

Plate Number	1857 Impressions	1858/59 Impressions	Total Perforated	%
2L	4,000	0	4,000	1.1
3	5,000	0	5,000	1.3
4	42,000	64,000	106,000	28
5L	3,000	0	3,000	0.8
6	44,000	0	44,000	12
7	37,000	120,000	157,000	41
8	22,000	42,000	64,000	16
Total	157,000	224,000	383,000	

The year of delivery can be distinguished by the color of ink used. The 1857 stamps were printed in rose brown, yellow brown and claret, while the 1858/9 deliveries were in the typical dull red shades of those years. Figure 14 illustrates Plate 7 stamps in shades typical of their years of use with date stamps of July 29, 1858 and May 16, 1859. The 1858 stamp shows the development of the plate crack on position 47R7.

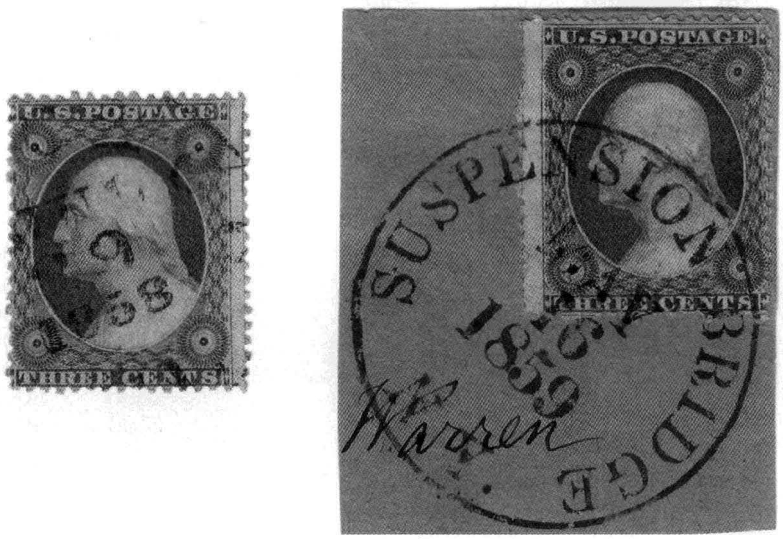

Figure 14. July 29, 1858 and May 16, 1859 Plate 7 Usages

The 9-11 Group

Plate 10 first appeared July 11, 1857, followed by Plate 11 at the end of the month and Plate 9 in mid-September. EKU and census data for this group indicate nearly double the impressions estimated by Dr. Chase, which were needed because of the rapid wear of the 12-19 Group. All three of the 9-11 plates became very worn. Plates 10 and 11 were reentered within a year and were reentered again nine months later. Plate 9 was reentered after a little over a year. Typical of the wear on these plates is that of Plate 10, shown in Figure 15. Enlargements of the rosettes and busts of the early, intermediate and late states of Plate 10 all show severe plate wear.

Plate 10E **Plate 10i** **Plate 10L**

Figure 15. Plate Wear on the Three States of Plate 10

The following Table VI summarizes the estimated number of impressions for this Group:

Table VI 9-11 Group Impressions

Plate No.	EKU	Impressions
9E	9/14/57	75,000
9L	12/31/58	52,000
10	7/11/57	72,000
10i	4/28/58	64,000
10L	1/3/58	47,000
11E	7/29/57	63,000
11i	3/31/58	58,000
11L	12/3/58	25,000
Total		456,000

The fact that each plate in the 9-11 Group was reentered, and wore badly, supports the conclusion that these plates were never hardened. The amount of wear on each was much more than any of the imperforate stamps except Plate 1L. This Group must have been made of superior steel because the plates sustained many more impressions than did those of the unhardened Orange Brown plates and the 12-20 Group.[7]

Figure 16. Early and Extremely Worn Impressions from Plate 19

The 12-19 Group

The plates of the 12 to 19 Group were all made in the last quarter of 1857 and they too wore quickly. They were obviously not made of the same high quality steel, because worn copies began to appear in early 1858. Some plates in this group lasted only a matter of months. It is estimated that the rare Plate 12 produced only 12,000 sheets and Plate 13 about 16,000, while the rest of the group averaged about 34,000. Therefore, none of these plates was hardened. Figure 16 shows early and worn copies from Plate 19 which is typical of the wear sustained by this group.

[7]Edward Denny Bacon reported the same experience at Perkins, Bacon printing the Penny Blacks and Reds: "The number of impressions printed from the plates varied very greatly, the length of life of a plate depending principally upon the quality of the steel." Bacon, *The Line Engraved Postage Stamps of Great Britain,* Volume I (London: Charles Nissen & Co., 1920), p. 60.

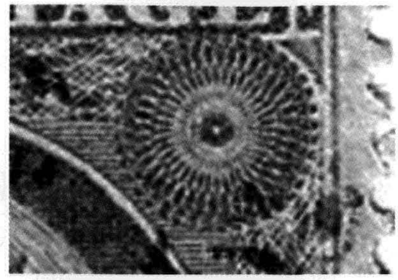

Figure 17. July 9, 1861 Use of Plate 15 – No Wear

The 12-19 Group plates wore so quickly that they began to be withdrawn in April of 1858. Census data indicate that TCC was forced to put three of the No. 11 plates, Plate 4, 7 and 8, back onto the presses to cover the resulting shortage of plates until new, hardened plates could be made. As shown above, this provisional printing of over 200,000 impressions of Type I stamps lasted from the spring of 1858 to the spring of 1859.

Plate 15 entered service in the midst of the 12-19 Group. It obviously was hardened as it lasted into 1861, sustaining over 350,000 impressions. The reason the 12-19 Group plates were not hardened was likely due to the immediate need for plates designed for perforations. TCC probably expected that the steel from which the 12-19 Group was made would wear as well as that of the 9-11 Group and could be reentered. However, the reason Plate 15 was selected to be hardened is not clear. Figure 17 illustrates position 68L15 used on July 9, 1861. Even at this very late date, it shows no wear.

The 20-28 Group

It is estimated that plates in the 12-19 Group were all retired by April or May of 1858, having been replaced provisionally by the Type I Plates until the 20-28 Group plates were made. All plates from the 20-28 Group were in service by September of 1859, except Plate 28 with an EKU of May 9, 1860. Except for Plate 22 (and 21), this group remained in use until the issue was demonetized in the summer of 1861. The average number of impressions per plate in this group was 214,000, and none showed any signs of wear. They were certainly all hardened. Plate 22 displays all the cutting and impression characteristics of this group, but was removed from service after only about 18,000 impressions. Reasons for its rapid demise are not known. Perhaps it was damaged in use.

Plate 21 is the "odd one out" among all of the perforated stamp plates. It was not hardened, wore quickly and was reentered. Examples from this plate are scarce. Dick Celler has completed the top row and center line reconstruction for both 21E and L (Chase's plate "Z") and has recently completed enough of the imprint from both to conclusively establish that two states existed. Approximate numbers of impressions for the two states are: 10,000 for 21E and 14,000 for 21L.

Part III Conclusions

The use of Type I Group plates to print perforated stamps is nearly double the amount previously estimated (378,000 impressions versus 194,000[8]). This was primarily due to the rapid wear of the 12-19 Group of plates, which were not hardened. The 9-11 Group also printed twice the number of impressions estimated by Dr. Chase. Although they sustained more impressions, they also were not hardened. Plate 15 was hardened and had a very long life.

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[8] Chase, *The 3 Cent Stamp*, p. 84.

The 20-28 Group plates were hardened and, except for Plate 22, lasted to the end of TCC's contract without showing any wear. Plate 21 was not hardened and was reentered. It must have been made from very inferior steel as it is estimated to have provided only 24,000 total impressions from the two states.

The scarcest plates are Plate 12 (12,000), Plate 21 (10,000 for 21E + 14,000 for 21L), Plate 13 (16,000) and Plate 22 (18,000). The most common are Plates 15, 24 and 20.

Table VII
Estimated Impressions from the Nine "Imperforate" Plates

Plate Number	Imperforate Impressions	Perforated Impressions	Total Impressions	Total Stamps Perf. and Imp.
'0'	26,000	0	26,000	5,200,000
1E	21,000*	0	21,000*	4,200,000*
1i	24,000	0	24,000	4,800,000
1L	369,000	0	369,000	73,800,000
2E	25,000	0	25,000	5,000,000
2L	510,000	4,000	514,000	102,800,000
3	466,000	5,000	471,000	94,200,000
4	225,000	106,000	331,000	66,200,000
5E	30,000	0	30,000	6,000,000
5L	123,000	3,000	126,000	25,200,000
6	127,000	44,000	171,000	34,200,000
7	127,000	157,000	284,000	56,800,000
8	101,000	64,000	165,000	33,000,000
Total	**2,175,000***	**383,000**	**2,557,000**	**511,400,000***

*Includes 6,000 Spoiled Sheets Never Delivered (1,200,000 stamps)

Table VIII
Estimated Impressions from the Twenty "Perforated" Plates

Plate No. or Group	Total Impressions	Total Stamps
9-11	456,000	91,200,000
12-19	198,000	39,600,000
15	358,000	71,600,000
20-28	1,518,000	303,600,000
21E&L	24,000	4,800,000
Total	**2,555,000**	**511,000,000**

Of the 1,021,000,000 total 3¢ stamps delivered from July 1, 1851 to June 30, 1861, revised estimates indicate that approximately 433,318,000 were imperforate and 587,740,000 were perforated, 76,600,000 of which were perforated stamps from the Type I Group.

Acknowledgments

Richard Celler contributed in many ways to this article. I wish to thank him particularly for his creative thinking and astute editing skills. Part III of this article could not have been written without the generous sharing of extensive databases assembled by Wilson Hulme and Richard Celler. For over 25 years, Wilson has meticulously recorded over 10,000 entries on usages and shades of the 3¢ 1851 to 1861 era. He was particularly helpful in providing key data on Plates 21 and 22, and sharing copies of relevant correspondence from the Travers Historical Documents. Richard Celler's extensive plating of the 3¢ plates and his census of dates of usage were equally indispensable in compiling the production model for the perforated stamps. Thank you also, Roy Weber, for reviewing early drafts and supplying several images used in figures.

I would like to thank Dr. Michael Wilson, adjunct professor of chemistry at Temple University, for his advice on phase changes in steel, and particularly for thinking of and providing information on the use of casehardening in making firearm parts.

For assistance with research into the contributions of Jacob Perkins and background into the engraving and printing of the Penny Black and Penny Red stamps by Perkins, Bacon, I would like to express my deep appreciation to David L. Beech, a Director of the British Library and President of the Royal Philatelic Society of London; Ronald Negus, Curator of the Perkins, Bacon archives at the RPSL; Philip Lindley, Acting Librarian of the RPSL; and the staff of the RPSL. Special thanks is due Richard Payne, Fellow of the RPSL, for reviewing and commenting on the sections of this article dealing with Perkins, Bacon and the Penny Black. Also I would like to thank Rhys Lyons of the British Patent Office for his prompt, excellent service.

Thanks are due to Bill Creech and Lo South, archivists at the U.S. National Archives, to Meg Ausman, Historian for the U.S. Post Office Museum, and to Ellen Peachey for her prompt assistance at the American Philatelic Research Library. □

Appendix B
Adjustments to Dr. Chase's Estimated Number of Impressions
Of the Nine "Imperforate" 3¢ Plates

Plates 0 and 1i – 8

On page 84 of Dr. Chase's seminal book on the 3¢ stamp of 1851-57, he provides a table showing his rough estimate of the number of sheets of stamps printed from each of the nine "imperforate" plates. The top part of the table estimates the printings of the imperforate stamps (Scott #10 and #11), and the bottom part adds in his estimate of the printings of perforated stamps from these plates (Scott #25). In reviewing this article, Dick Celler discovered a significant arithmetic error, amounting to 71 million stamps, or about 20% of the imperforate issue, in Dr. Chase's calculations. Following is a description of how Dr. Chase's numbers have been revised for Plates 0 and Plates 1i through 8.

On page 39 and 40, Dr. Chase shows the total number of 3¢ stamps issued during each fiscal year (ending June 30) for the 10-year period July 1, 1851 to June 30, 1861. He estimated that 60% of the stamps issued in 1857 were perforated, and should be subtracted from the 1857 *calendar year* total to get the number issued imperforate. In making this adjustment, however, he forgot he was working with fiscal year totals through June 30, 1857, and used the fiscal year total as if it were through December 31, 1857. Thus, in attempting to subtract out perforated stamps issued in the latter half of 1857, he actually deducted them from the total issued through June 30, 1857, making his total for imperforate stamps (362,272,200 stamps) too low by about six months of production, or 71 million stamps.

To correct Chase's page 84 table for this error, the assumption has been made that the total number of imperforate 3¢ stamps is equal to the number of 3266 stamps issued during the 6-year period from July 1, 1851 to June 30, 1857 (433,318,283 stamps). This is based on the observation that relatively few perforated stamps (all Scott #25) were delivered in the first half of 1857, perhaps 200,000 in all, and that by mid-1857 all stamps being issued were perforated.[1]

The correction factor for the top part of the table is 433,318,283 divided by 362,272,200 = 1.196, thus the number of imperforate stamps and the number of impressions for each plate has been increased by this factor. In the bottom part of the table, the revised number of Scott #25s from Part III of this article has been added to the revised imperforate numbers to arrive at the total number of impressions for each plate as summarized in Table V of Part III.

Example

The revised number of impressions from Plate 7 was calculated by multiplying Chase's 106,055 imperforate impressions by 1.196 = 127,000 (rounded to the nearest 1,000). To this was added the new estimate of 157,000 perforated impressions from Plate 7 (see Part III). This gives the total impressions from Plate 7 of 284,000.

Plate 1E

The data used to arrive at a new estimate for the number of impressions for Plate 1E are based on Post Office records, including the ledger *Postage Stamps Issued to Postmasters July 1, 1847 to June 30, 1853*, as reassessed by Wilson Hulme.[2] Mr. Hulme solved a long standing anomaly in the shipment data by discovering that two sets of shipments were being tracked by the Post Office separately. As stated in the main text, one set, Report No. 1, followed the initial inventory building deliveries (called load-in shipments) and the other, Report No. 2, recorded shipments sent to replenish stamps sold (called "replenishment" shipments). To arrive at the total shipments, these two must be added together.

The number of 3¢ stamps delivered to the Post Office was 1,710,000 up to and including June 30, 1851.[3] The number of replenishment shipments by the Post Office on

June 30 was 159,000. It is therefore assumed that the number of load-in shipments made prior to July 1 was 1,551,000.[4] All were from Plate 1E. The number of replenishment shipments shipped July 1 through July 10 (none were shipped on July 11) was 939,500 or 4,698 impressions.

Data on the total load-in shipments after June 30 are not as detailed. Load-in shipments are shown as ending August 5, 1851 and a grand total of 2,491,000 was shipped. Thus it is assumed 939,800 were shipped from July 1 to August 5 (2,490,800 – 1,551,000). Prorating this number over the first eleven days of July gives an estimate of 295,000 additional load-in shipments (939,800 divided by 35 days times 11 days).

The total deliveries for Plate 1E, without taking spoilage into account, therefore amounts to 2,945,600 stamps, or 15,000 impressions.

Table B-1

Summary of Adjustments to Delivered Imperforate Impressions

Plate Number	Chase Estimates	1.196 Factor*
'0'	21,809	26,000
1E	11,339	15,000**
1i	20,251	24,000
1L	308,475	369,000
2E	20,849	25,000
2L	426,231	510,000
3	389,388	466,000
4	187,983	225,000
5E	25,468	30,000
5L	102,849	123,000
6	106,055	127,000
7	106,055	127,000
8	84,609	101,000
Total	**1,811,361**	**2,168,000**

*Original Chase Estimates Multiplied by 1.196
**Actual shipments through July 10.
***Excludes Spoiled Sheets Never Delivered

[1]This estimate was provided by Wilson Hulme based on correspondence in the Travers Documents.

[2]Wilson Hulme, "July 1st, 1851 Usages, The U.S. 1851 Issue" (awaiting publication by the USPCS).

[3]Data obtained from the Post Office by John N. Luff and reported in his book The Postage Stamps of the United States (New York: Scott Stamp and Coin Co., 1897), p. 73.

[4]This assumes that all stamps received from TCC by July 1 were needed for load-in shipments and were shipped out that same day.

Appendix C
Number of 3¢ Stamps Delivered by Fiscal Year*

Year ending June 30, 1852	48,410,035
Year ending June 30, 1853	51,461,040
Year ending June 30, 1854	47,820,000
Year ending June 30, 1855	61,952,758
Year ending June 30, 1856	105,264,313
Year ending June 30, 1857	118,410,137
Total Imperforate Stamps	**433,318,283**
Year ending June 30, 1858	134,804,002
Year ending June 30, 1859	142,087,800
Year ending June 30, 1860	159,463,600
Year ending June 30, 1861	151,223,056
Total Imperforate and Perforated	**1,020,896,741**

*Source: Carroll Chase, *The 3 Cent Stamp of the United States 1851-1857 Issue*, rev. ed. (Lawrence, Mass.: Quarterman Publications, 1942), pp. 39-40.

Appendix D
Earliest Known Use of Perforated Stamp Plates

Plate No.	Date	Plate No.	Date
7	Feb. 28, 1857	14	Oct. 26, 1857
5L	April 15, 1857	15	Oct. 30, 1857
6	April 30, 1857	16	Oct. 19, 1857
4	May 9, 1857	17	Nov. ?, 1857
8	July 6, 1857	18	Nov. 19, 1857
2L	July 16, 1857	19	Nov. 16, 1857
3	July 16, 1857	20	Sept. 8, 1858
10E	July 11, 1857	21E	Dec. 7, 1858
10i	April 28, 1858	21L	May 9, 1859
10L	Jan. 3, 1859	22	April 5, 1859
11E	July 29, 1857	23	April 25, 1859
11i	March 31, 1858	24	June 9, 1859
11L	Dec. 3, 1858	25	June 25, 1859
9E	Sept. 14, 1857	26	Aug. 11, 1859
9L	Dec. 31, 1858	27	Aug. 11, 1859
12	Oct. 5, 1857	28	May 9, 1860
13	Oct. ?, 1857		

DALE-LICHTENSTEIN AUCTIONS OF BRITISH COLUMBIA AND VANCOUVER ISLAND AND WESTERN EXPRESSES AND THE MILLARD H. MACK COLLECTION OF 1869 PICTORIAL ISSUE COVERS

JEFFREY FORSTER

Introduction

This past spring three very important yet very different auctions were held in New York City. Each contained rare or unique 1869 postal history. The material in the Millard H. Mack sale had not been on the market for almost 40 years, and some of the Dale-Lichtenstein material not for over 60 or 70 years.

As an 1869 postal history collector, I attended all three sales. Here I will be focusing on the Louise Boyd Dale/Alfred F. Lichtenstein collections of British Columbia and Vancouver Island, held on May 11, 2004, and the Western Express sale, held on May 13, 2004, both at Harmers, plus the Millard H. Mack collection of 1869 covers held on June 12, 2004, at Robert A. Siegel Auction Galleries.

The Dale-Lichtenstein Auctions

During the week of May 11, Harmers sold the remaining three collections of the father/daughter "team" of Alfred F. Lichtenstein and Louise Boyd Dale, who had formed many other collections covering Europe, Asia, British North America and the United States. Both were Fellows of the Royal Philatelic Society, London, and were elected to the Roll of Distinguished Philatelists in 1927 and 1956, respectively. Mr. Lichtenstein was the founder of the Philatelic Foundation and its chairman from 1945 to 1947, and his daughter was chairman from 1953 to 1967.

The British Columbia and Vancouver Island sale contained some very unusual and rare usages of British Columbia material used in combination with the 1869 issue.

I had previously inspected the material at the Harmer offices and found that most of it was very scarce, so that even if the condition was not as pristine as that of other covers offered for sale in the years gone by, the rarity of the usages, in combination with British Columbia stamps and the Wells Fargo Express Company frankings, told me that these covers were going to be highly sought after by other collectors as well as by dealers seeking to add to their stock.

The rates from British Columbia and Vancouver Island to the United States have never really been the subject of scholarly articles. From my research and investigation, I have determined that from January 1868 to July 1, 1870, 5¢ British Columbia colonial postage was required on local letters paying the rate from the port cities of either Vancouver, Victoria or New Westminster to the ship. This 5¢, which is seen on many of the covers in this sale, is paid by a bright red three pence British Columbia 5¢ overprint stamp (Scott 9). This 5¢ paid the local colonial postage. On letters from the northern reaches of British Columbia, near the mines, the local colonial postage was 25¢, paid by a three pence yellow or yellowish-orange British Columbia overprint stamp (Scott 11). The local postage for those geographical areas between the northern areas and Vancouver, or New Westminster, required 12½¢ colonial postage. (A pair of three penny blue British Columbia stamps - Scott 7 - was sold for 12½¢ at the post office.)

Before I discuss the individual lots, a word of explanation is needed on the rates depicted by these covers. The question is: What postage was required to take a letter from British Columbia to either the United States or beyond to Ontario, Canada, or even Great Britain? Based on my studies, I believe that between January 1868 to June 30, 1870, the rate between Vancouver or British Columbia, which were not part of the Dominion of

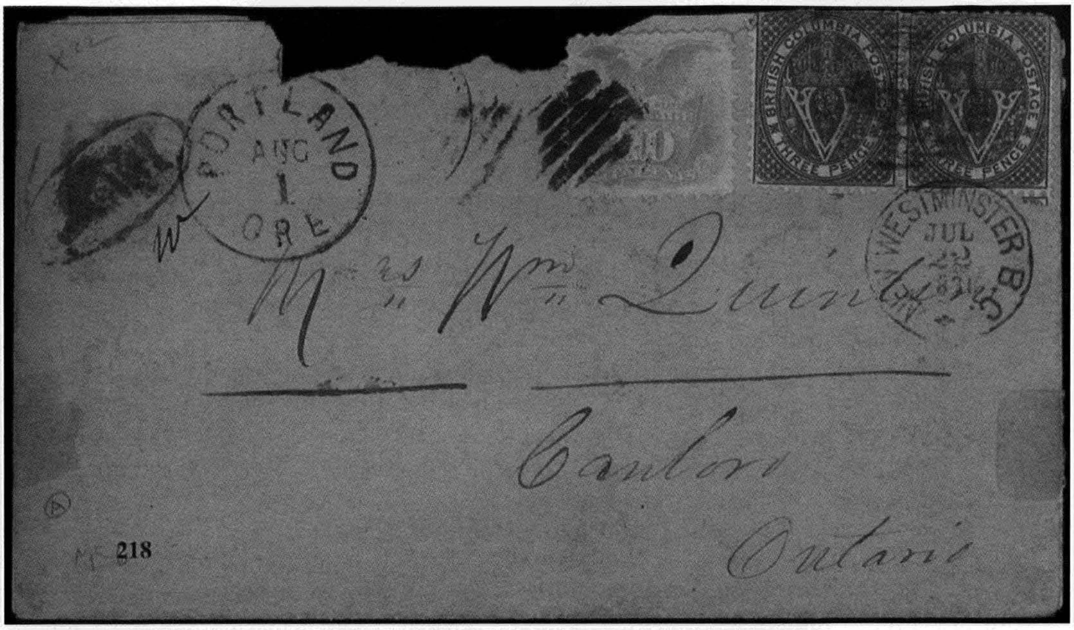

Figure 1. Pair of 3 pence British Columbia with 10¢ 1869 on 1870 cover, New Westminster to Canboro, Ont. via Portland, Oregon, ex Dale-Lichtenstein (photo courtesy Harmers)

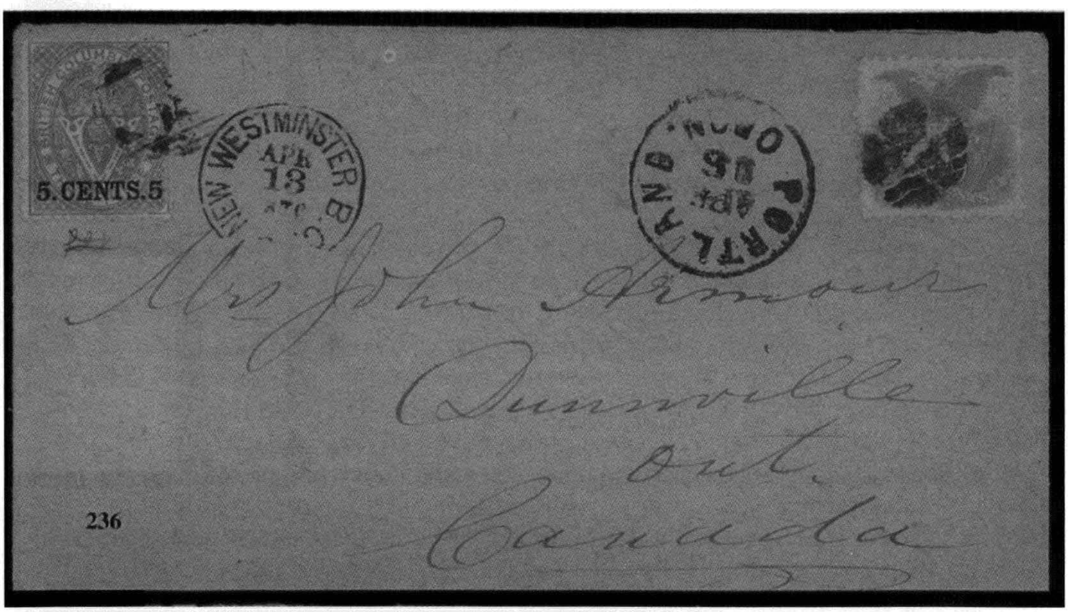

Figure 2. British Columbian 5¢ red overprint and 10¢ 1869 on 1870 cover, New Westminster to Dunville, Ont. via Portland, Oregon, ex Dale-Lichtenstein (photo courtesy Harmers)

Canada, was 10¢ U.S. postage. Supplies of U.S. stamps, including the 2¢, 3¢ and 10¢ 1869 stamps, were available in British Columbia and Victoria to pay these rates to and beyond the United States so that mail could be carried to eastern Canada and even on to Great Britain. This 10¢ postage paid the U.S. postage, that is, the rate from British Columbia or Vancouver Island (Victoria), via the U.S. to either eastern Canada or to Great Britain. After 1871, no colonial postage was required to take a letter from these origins and thence on to the United States or beyond. On July 1, 1870, it appears that the rate became 6¢ per ½ ounce from Vancouver Island or British Columbia, if prepaid, and 10¢ if unpaid. These same rates were applicable on letters from the United States.[1]

There were eight lots which contained British Columbia and 1869 stamps on cover. The first of these usages was lot 218, a pair of three pence (Scott 7) tied by a New Westminister July 22, 1870 circular datestamp on an amber envelope to Canboro, Ontario, and bearing an 1869 10¢ (Scott 116), tied by a grid cancel, and a Portland, Oregon, Aug. 1 circular datestamp, and a "Paid" cancel in an oval. (Figure 1) The pair of British Columbia stamps paid the six pence (12½ cents) local postage, and the 10¢ stamp overpaid the 6¢ rate from British Columbia via the United States to Ontario, Canada.[2]

This cover, which emanated from Vancouver, came down to Portland, Oregon, and was carried by the United States post office and thence to Canboro, Ontario. The 1869 stamps used in combination with British Columbian stamps are quite rare as mixed frankings.[3] Although this cover had a fairly significant tear or rip in the top of the envelope itself, and one of the British Columbia stamps had a short perf, it sold for $5,000 to a client of Jeff Purser's. (Note: These prices do not include the 15% buyer's commission in the Harmer auctions.)

Lot 236 (Figure 2) offered another cover with a 10¢ 1869 and a 5¢ British Columbia bright red 5¢ overprint on an amber colored envelope canceled by an indistinct grid, with the 10¢ canceled by a segmented black cork cancel. The Portland April 16 and New Westminister April 13, 1870, circular date markings are in black, and there is a Dunnville, Ont. receiving mark on the reverse. The cover had a 2004 Philatelic Foundation certificate declaring it a genuine usage. This is another cover where the local postage was paid by the British Columbia stamp, while the 10¢ stamp paid the 10¢ rate from British Columbia via Portland, Oregon, to Ontario, Canada, as the rate at that time between British Columbia and the United States was 10¢. Note, however, the 10¢ postage could prepay a letter from British Columbia or Vancouver to the United States, to eastern Canada, *i.e.*, Ontario, or to Great Britain.

This cover was in exceptional condition, and though the bidding started at $2,500, it sold for $9,500 to a Frank Mandel client. This writer was the underbidder.

Lot 237 was another 10¢ 1869 used on an amber colored envelope to White Lake, New York, with a 25¢ British Columbia orange overprint stamp tied by a black "20" of Soda Creek (a town in northern British Columbia) in a segmented grid. The cover, which has a Portland circular datestamp and a New Westminister circular datestamp of origin on

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[1]U.S. 16 Statutes at Large, pp. 1115-1117. See also entry for July 1870 in *The United States Mail and Post Office Assistant* (Chicago, IL: Collectors Club of Chicago, 1975), pg. 470.

[2]It should be emphasized, for purposes of the treaties with Canada, that British Columbia and Vancouver Island did not join the Dominion of Canada until July 20, 1871. While the rate from the U.S. to Canada was 6¢, it was 10¢ to and from British Columbia and Vancouver until June 30, 1870.

[3]I have previously made a study of mixed frankings with the 1869 issue, and determined that there are approximately 14 covers with 1869 and British Columbia stamps used in combination with each other, excluding those in this sale. See Jonathan W. Rose and Richard M. Searing, *The 1869 Issue On Cover: A Census and Analysis* ([San Jose, CA]: The United States 1869 Pictorial Research Associates, Inc., 1986).

its reverse, was badly damaged on the top and left sides and had extensive water staining and toning affecting both stamps. This unusual combination fetched $1,100 from a Jeff Purser client.

Lot 234 was a usage from Victoria to Canton, Ontario, Canada, with a British Columbia brown two pence stamp with a 2¢ overprint (Scott 8) tied by a black "35" cancel of Victoria in a grid on a bright amber envelope, bearing a strip of three of the 1869 2¢ stamp (Scott 113), all three of which are tied by black cork cancels. There is a Portland December 10 circular datestamp and a Victoria B.C., November 29, 1870 circular date stamp of origin on the reverse. This cover is reduced by approximately a half inch on the left. It is unclear why there is only 2¢ in colonial postage, as it should be 5¢. The three 2¢ stamps paid the 6¢ rate to the United States and on to Ontario. (This cover was previously lot 495 in the Henry Gibson sale, sold by Philip Ward in June 14 -15, 1944.) The bidding on this cover started at $2,000; it was purchased for $5,000, again by a Mandel client.

Lot 235 had a pair of 3¢ 1869 together with a 5¢ bright red B.C. overprint stamp. The 5¢ red is tied by a blue "35" of Victoria in a grid, and the pair of 3¢ stamps is tied by an Olympia WTY (Washington Territory) September 16 circular datestamp. The folded letter sheet bears a red London paid OC 17, 70 receiver marking and a Victoria, British Columbia, circular datestamp on the reverse, with a red British Packet marking. This cover was sent from Victoria with the 5¢ paying the local colonial postage. The pair of 3¢ stamps, affixed in Victoria, fully paid the 6¢ rate to the United States and beyond to England. There is a red Chicago postmark on the reverse dated October 3, 1870. Again, this cover went to a Mandel client and sold for $4,750.

The last three lots of this fabulous holding of British Columbia and Vancouver Island stamps and postal history showed 1869 stamps used with British Columbia postage in combination with Wells Fargo & Company franked entires.

Figure 3. 1871 cover, Victoria, B.C. to London, 5¢ British Columbia overprint on 10¢ Wells Fargo entire, carried by Wells Fargo to U.S. railhead, rail to Chicago, American packet to London, ex Dale-Lichtenstein (photo courtesy Harmers)

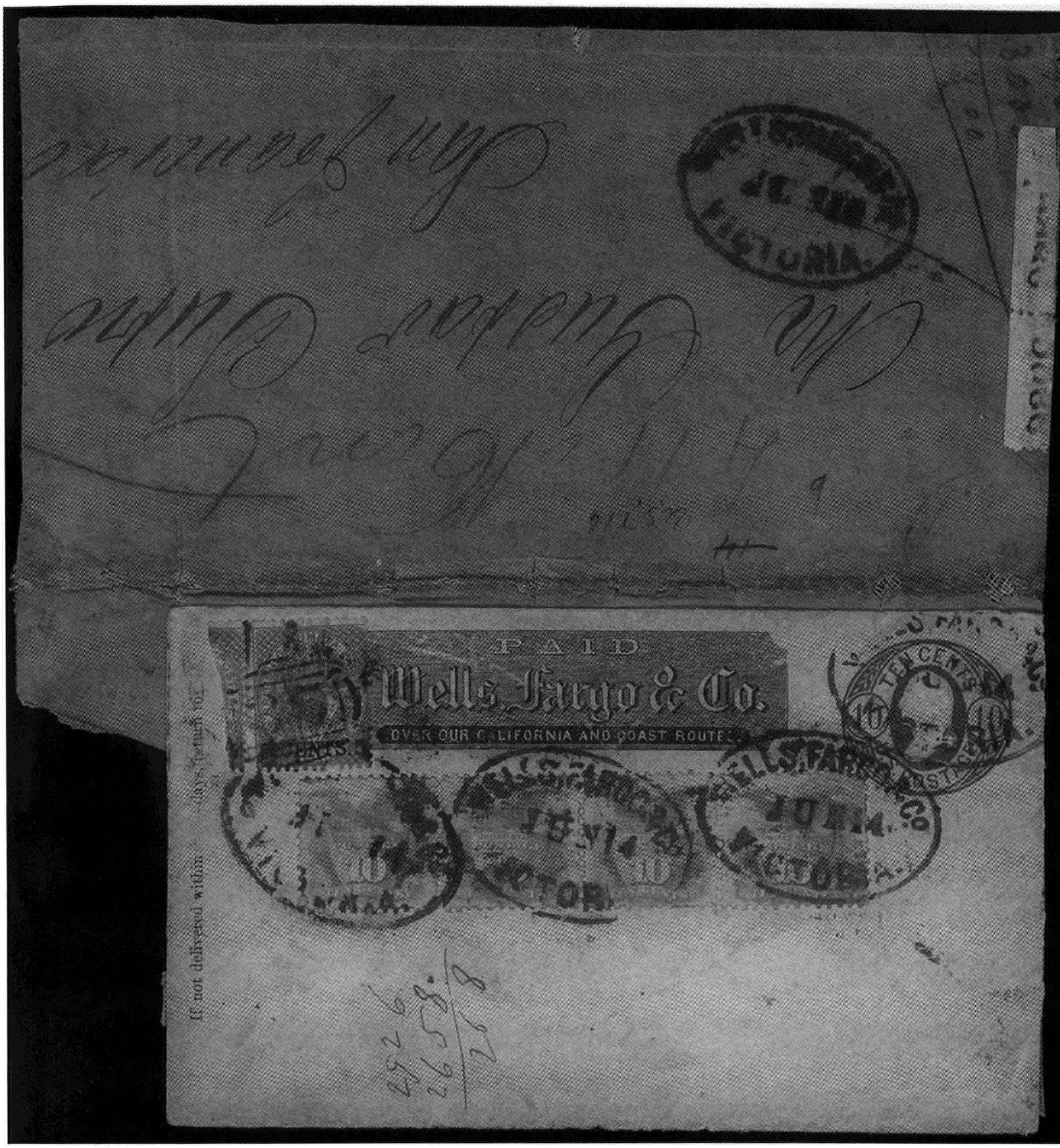

Figure 4. Paste-up combination of a 10¢ green envelope with Wells Fargo printed franking on larger blue envelope, bearing 5¢ red overprint and a strip of four 10¢ 1869 stamps, canceled "June 14 Victoria" in blue oval, carried privately to the U.S. by Wells Fargo, ex Dale-Lichtenstein (photo courtesy Harmers)

Lot 347 (Figure 3) was a cover from Victoria to London, England, which has a 5¢ British Columbia overprint stamp tied with a blue "35" Victoria grid cancel on a Wells Fargo 10¢ green entire, which bears a 6¢ 1869 stamp tied by a cork cancel. The 10¢ green envelope is canceled by a black grid. On the reverse is a manuscript "recd. 19/1/71" together with a red Chicago AM Pkt (American Packet), PAID Jan. 4. This cover was carried by Wells Fargo from Victoria to the railhead, for either the Central or Union Pacific Railroads (a light black cancel appears to be a railroad cancel for one or the other of those lines) with carriage by the railroad to Chicago. The cover then went via American Packet with the 6¢ stamp paying the rate to Great Britain, the rate which was in effect as of January 1, 1870. In sum, this cover was carried by the British Columbia post office, with a British Columbia stamp. The Wells Fargo Express Company probably carried it from Victoria to the railhead in the United States, where it was probably carried by rail to Chicago and via packet to London, England.

Lot 347 has a 2004 Philatelic Foundation certificate saying it is a genuine usage but indicating it does have soiling and some small tears. Nevertheless, this well-traveled letter, which started at $1,500, was sold to this writer for $8,000.

Lot 348 (Figure 4) was a paste-up combination of a 10¢ green envelope with a Wells Fargo printed franking on a larger blue envelope. The entire envelope has a single 5¢ bright red overprinted stamp tied by a blue "35" of Victoria in a grid and a strip of four 10¢ 1869 stamps. Each stamp is canceled by a Wells Fargo & Company "June 14 Victoria" in a blue oval. This cover was carried privately to the United States by Wells Fargo to its addressee, Gustav Sutro, an early San Francisco stockbroker. This lot sold for $13,000 to a private collector who specializes in the 10¢ green stamps and 10¢ green entires.

The final 1869 lot in this sale was 349 (Figure 5), a 3¢ pink entire with Wells Fargo printed frank and a 5¢ bright red British Columbia overprint stamp tied by a blue "35" of Victoria in a grid. The cover also bears a 3¢ 1869 stamp tied by a small cork cancel. In a two-line handstamp at the left side of the cover is a marking "For Great Britain and Ireland" in blue as well as a blue WELLS FARGO & Co. EXPRESS VICTORIA V.I. oval and a manuscript "Via Paige & Sons." There is a red London paid 20 FE 71 receiving mark on the front and a red Chicago AM Pkt. paid circular datestamp on the reverse. The 5¢ paid the local fee, Wells Fargo carried the letter from Victoria to the railhead in the United States, and the cover then traveled by railroad to Chicago. The 6¢ rate to London was paid by the 3¢ stamp and the 3¢ entire. Although the cover shows some edge wear aging, it is a wonderful rarity in a lovely combination of stamps and postmarks. It sold for $10,000 to a phone bidder.

The Dale-Lichtenstein Western Express auction had some fascinating and wonderful usages with various express companies, including Adams & Co., F.W. Blake & Co., California Pony Post Co., Central Overland, California & Pikes Peak Express, Crawford's Middlefork Express, and of course, Wells Fargo & Co. usages. Again, I was in attendance, and again the prices far exceeded the estimates. For the most part, if you were not in attendance or personally represented at the sale, or bidding by phone, you were probably doomed to come up empty handed. The sale had four Western Express covers used in combination with 1869 stamps.

Lot 1330 was a 3¢ pink entire with a Wells-Fargo imprint and three 2¢ 1869 stamps and a 3¢ 1867 "F" grill stamp. Blue cork strikes cancel each of the stamps. A Vallejo, California, Jan. 13 circular datestamp is also struck on the gray all-over advertisement obscured by the franking. There is a Montreal, Canada receiving mark on the reverse, but no Wells-Fargo markings whatsoever. The absence of Wells Fargo markings suggests that this cover was not handled by the Wells Fargo company. Use of the Wells-Fargo envelope

Figure 5. 3¢ pink entire with Wells Fargo printed frank, 5¢ red British Columbia stamp, plus 3¢ 1869 stamp, Wells Fargo & Co. "EXPRESS VICTORIA V.I." oval and ms. "Via Paige & Sons," traveled via Wells Fargo to U.S. railhead, rail to Chicago and by American packet to London, ex Dale-Lichtenstein (photo courtesy Harmers)

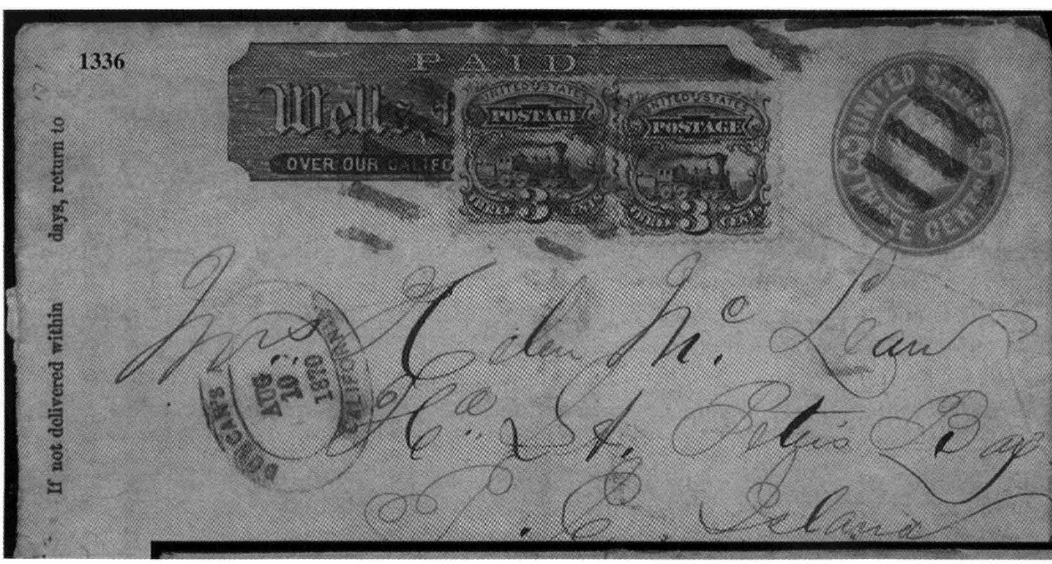

Figure 6. 3¢ pink entire with Wells Fargo imprint and 10¢ 1869 adhesive on overall grocer's advertising cover, carried August 1870 by Wells Fargo from San Francisco to Victoria, ex Dale-Lichtenstein (photo courtesy Harmers)

is really superfluous, as the only reason for the use of the entire was for its 3¢ postage, which helped make up the 12¢ rate, *i.e.*, the double 6¢ rate from Vallejo to Montreal. After careful inspection, I believe this cover was carried entirely by the United States postal service from California to Canada. It sold for $2,100 to a Mandel client.

Lot 1336 was another cover with a Wells Fargo & Company franking on a 3¢ pink entire envelope (which was exploded, damaged and rejoined). This is another cover that was never carried by the Wells Fargo. The 3¢ pink entire and the two 3¢ 1869s are tied by blue grid cancels with a blue DUNCAN'S MILLS California Aug. 10, 1870 in double oval marking on the reverse. The 9¢ postage appears to be an overpayment of the 6¢ rate to Prince Edward Island. It sold for $525 to Ed Hines, a well known cover dealer in attendance at the sale.

Lot 1337 (Figure 6) was a wonderful cover from San Francisco. This is a 3¢ pink entire envelope with a Wells-Fargo imprint on a tan all-over advertisement for a wholesale grocer, plus a 10¢ 1869 stamp. This cover never touched the U.S. mails. Wells Fargo carried it on its entire journey from San Francisco to Victoria. Although it has several small faults, including two tears on the top of the envelope, it is a wonderful usage showing a letter being sent entirely by private carriage. As would be expected, the bidding was rather frenzied. The item opened at $4,500; it was knocked down for $15,000 to a dealer who attended the sale in person.

As noted, all these covers had been off the market for many years. Most were purchased for well in excess of the estimates and certainly will brighten up the pages of the collectors who purchased them.

The Millard H. Mack 1869 Sale

One month later, on June 12, 2004. the Millard Mack sale was held by Robert A. Siegel Auction Galleries. It too had many covers which had not been on the auction block for more than 40 years. Mack is a country gentleman who lives in Cincinnati, with numerous collecting interests. Perhaps his most enduring collecting interest is the 1869 Pictorial Issue used on cover. He had exhibited his material with other 1869 collectors on the last three occasions (in 1983, 1994 and 2004) that the group had come together for a combined exhibition.

Thus, it was with great anticipation and yearning that I went back to New York to attend this sale, which was held just prior to the 2004 Siegel Rarity Sale, always a much anticipated event. The prices for the Mack holdings were beyond anyone's expectations, including those of the auctioneer, as some of the estimates were greatly below what the item eventually fetched. This result, much to the chagrin of this writer who had thought that he could purchase several more covers than he went away with, was a joy and surprise for Mack (who attended the sale), and of course, for the auction firm.

The auction comprised only 133 lots, yet the realization was approximately $455,000, well above the pre-sale estimate of $250,000. This auction was another of those sales where you probably didn't purchase much, unless you were in attendance or had given substantial leeway in your bids to your agent, or were on the phone with one of the Siegel representatives.

At the start of the sale, which commenced at approximately 1:00 p.m. that Saturday afternoon, those in attendance, besides Scott Trepel, the auctioneer, were two auction agents, Frank Mandel and Jeff Purser, this writer and Irwin Weinberg, a well known dealer from Wilkes-Barre, Pennsylvania. A bank of six telephones manned by six Siegel representatives awaited telephone bidders. Also in attendance was Mack, his wife Helene, their two daughters and a son-in-law. I can certainly imagine Mack's glee in watching the proceedings.

Figure 7. Strip of 6 of 3¢ 1869 plus 3¢ green, on cover from Greensboro, Ala. to Demopolis, Ala., largest on-cover multiple of the 6¢ stamp, ex Mack (courtesy Robert A. Siegel Auction Galleries)

The auction catalog was divided into various sections commencing with domestic usages followed by the rest of the world divided by mail service or by destination. The sale began with a group of 1¢, 2¢ and 3¢ domestic usages, and prices were rather unremarkable for the first 30 odd lots. One high spot was lot 10 (ex-Ackerman), a legal size cover from New Orleans to New York City, refolded at the left but with a block of six, a pair and a single of the 1¢ 1869 paying the triple 3¢ rate. This brought $1,700 after spirited bidding. (All the prices refer to the hammer price and do not include the 10% buyers commission.)

Lot 30 was a 3¢ 1869 cover from Savannah, Georgia, to Randolph, Vermont, with a lovely blue circle of wedges cancel and a matching blue Savannah circular datestamp, together with "Steamboat" and "Due 3" handstamps. This cover originated outside Savannah. It was carried there by steamboat, thence by the mails to Vermont. Estimated at $100 to $150, it sold for $400.

Commencing with lot 32, the auction featured uses of the 6¢ 1869 stamp. Lot 34 (Figure 7) had a strip of six of the 6¢ stamp used with a 3¢ green (Scott 147), tied by circular cork cancels and a faint "Greensboro Ala. Jul. 23" circular datestamp on a legal-size Office of Register in Chancery lithographed cover to Demopolis, Ala. The catalog indicated that this cover bears the largest recorded multiple on cover of the 6¢ stamp, and I would not dispute that observation. The bidding began at $3,750, and climbed quite rapidly. The cover finally found a home at $7,000 with telephone bidder 41.

While most cover holdings rarely have more than one 10¢ 1869 stamp used domestically, the Mack holding had three such covers. Lot 35 bore a 10¢, a 6¢ (Scott 115), and a 2¢ (Scott 113), all tied by segmented cork cancels. The cover was posted at New York to Wethersfield, Connecticut, and bore a "New York Registered Oct. 6" rimless date stamp. It started at the lowly price of $250 and rose very rapidly to $1,300. The next lot had a pair of 10¢ used with a 1¢ ultramarine Bank Note stamp (Scott 145), tied by cork cancels on a registered cover from Columbia, South Carolina, to Chesterfield Courthouse in South Carolina. This combination of stamps paid the 15¢ registration fee plus the 2 x 3¢ letter rate. This cover sold for $1,300 to telephone bidder 34.

Closing out the domestic portion of the sale, lot 40 had a 15¢ Type II, in combination with a 2¢ and a 10¢, each tied by a circle of wedges and a duplex "New York Sept. 3, 4:00 p.m." circular date stamp, on a legal-size cover to Canajoharie, New York, docketed on the reverse with an 1869 year date. Although the cover was reduced at right, this combination of a 15¢ (Scott 119) and a 10¢ (Scott 116) is extremely rare. The cover fetched $2,100.

Lots 41 and 42 had 24¢ and 30¢ 1869 stamps on them, respectively, each paying a large multiple of the basic 3¢ rate. Both were courthouse covers. The 24¢ cover, sent from New York to Mobile, Alabama, sold for $6,500. The 30¢ cover, which also bore a 3¢ green Bank Note (Scott 147) was from St. Louis, Missouri, addressed to Trenton, New Jersey. This is one of five known 30¢ 1869 domestically used covers. The bidding, which began at $3,500 and climaxed at $8,500, again went to telephone bidder 34.

Up to this point, for the first 40 or so lots, I had not been very impressed with the realizations. But one can almost describe the bidding thereafter as a "philatelic war" involving numerous competitors vying for the remaining 90 or so lots.

Lot 43 was a Hawaiian mixed franking with a pair of Hawaii 5¢ blue (Scott 32), and a pair of 10¢ 1869s which paid the double trans-Pacific rate from Honolulu to Reading, Michigan. The bidding began at $4,000 and ended up at $9,500, selling to telephone bidder 34. Telephone bidder 34 also purchased lots 44 and 45, which were both 10¢ covers. The first had a New York Steamship cancel on a single 10¢, paying the rate from the Caribbean. It sold for $1,250. Lot 45 was a triple rate from Philadelphia to Havana, with three 10¢. It sold for $2,000.

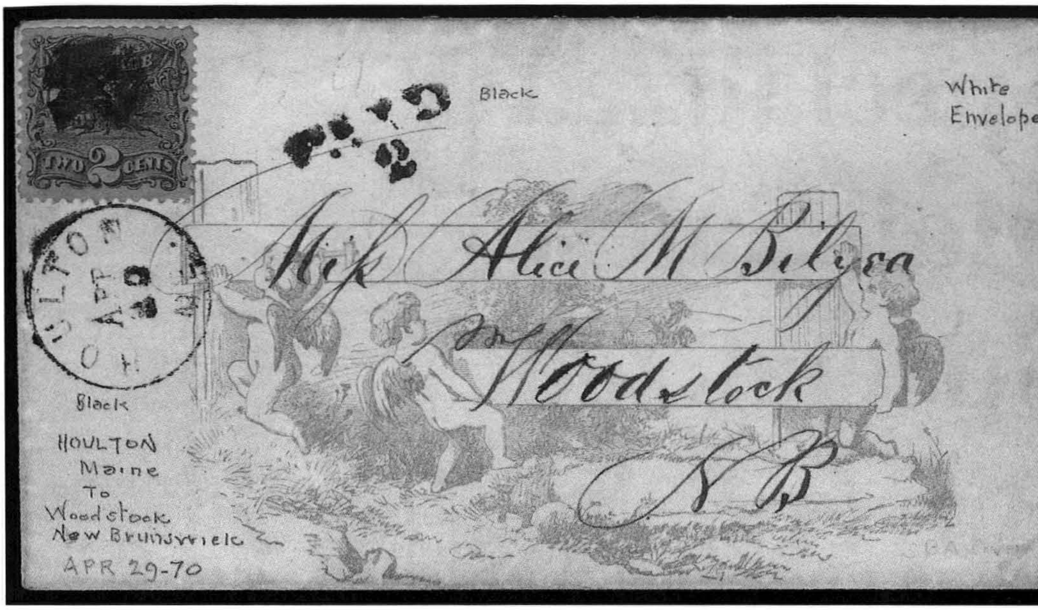

Figure 8. Cover, Houlton, Maine to Woodstock, New Brunswick, considered the finest of ten known examples of the 2¢ line office rate usage, ex Mack (courtesy Robert A. Siegel Auction Galleries)

In a section of the catalog entitled "Cross-Border Mail to British North America," lot 48 stood out, as it is perhaps the finest known of the 2¢ line office rate usages from Houlton, Maine, to Woodstock, New Brunswick (Figure 8). The cover has a hand stamped "Paid 2" which was applied at Houlton, denoting full payment for this 2¢ rate to a matching Canadian post office near the border. I wrote about these covers in *Chronicle* 180 (November 1998) and *Chronicle* 185 (February 2000). I would agree with Scott Trepel that the Mack cover is the finest of the ten known examples of this scarce rate. This cover is illustrated in Ashbrook's *Special Service*, and his notes are on the face of the cover. Although estimated at a $1,000 to $1,500, the bidding began on this lovely item at $2,000 and climbed very rapidly (aided by this author) to $5,250. This truly gorgeous cover joined a group of other lots purchased by telephone bidder 41.

Lots 52-65 were covers to Great Britain or Ireland, containing the usual litany of 6¢ and 12¢ rates. Lot 58 clearly stood out. This was a small cover from Hoosick, New York, to Cambridge, England, but the 6¢ rate was paid by what I had referred to in *Chronicle* 201 (February 2004) as an uncommon franking for a common rate. The 6¢ rate was paid by a 5¢ brown (Scott 76) and a 1¢ 1869 stamp, tied by black square grids. In perusing auction catalogs for decades, I had never seen such a combination to England. The bidding started at $500 and the lot was eventually purchased by a Purser client for $1,150.

The next group consisted of covers sent by the British mails to various destinations. Although the condition of some of the covers was not as nice as others, the sale had some very lovely covers to Spain. Lot 72 had two 10¢, a 2¢, and a 6¢ paying the 28¢ rate to Barcelona. It fetched $1,900. Two examples of the 22¢ rate to India brought $2,000 and $2,300, respectively.

Lot 75 was a beautiful cover with a pair of 10¢ brown (Scott 150), used with a 2¢ 1869 from Milwaukee to Batticotta, Ceylon. All of the stamps are canceled by a circle of hearts fancy cancel, and the cover has a scarce red "Chicago Paid 18" marking, a circular credit handstamp and red London transit and red crayon "1" British colonial rate transit and receiving backstamps. Covers to Ceylon are rare, and I know of only one other with

1869 stamps. The Mack cover was ex-Stark, and signed by Ashbrook. The bidding commenced at $2,100 and sold to this author for $3,250. It will make a nice addition to the British mail section of my exhibit.

Another unusual combination in the British mail section of the auction was lot 77, which had a 30¢ orange, F grill (Scott 100), used in combination with a pair of 2¢ 1869s paying the 34¢ rate to Singapore. The cover has New Bedford, Massachusetts and London markings, together with a red "24" New York credit handstamp and matching New York transit backstamps. Singapore is a rather unusual destination, and lot 77 sold for $3,250 to a Mandel client.

Every 1869 collection has an assemblage of covers to France containing the 15¢ treaty rate which was in effect until December 31, 1869, and various permutations of that same rate, including perhaps a double or triple rate cover. The Mack collection was no different. It did have a nice pair of the 15¢ (Scott 118), carried by French packet, and this cover brought $3,250. Other lots also contained multiples of the 15¢ rate, culminating with lot 88, which had two 30¢ 1869s paying the quadruple rate to France from New York. This cover was carried on the HAPAG line, and the 60¢ postage prepaid the quadruple 15¢ rate with the United States retaining 48¢. There is only a handful of covers with two 30¢ 1869s on them, and the auction description indicates that this is one of eight recorded covers. The bidding commenced at $13,500 and sold to telephone bidder 34 for $32,500.

Lots 89 through 102 featured uses to France with rates that were in effect after 1869, and included the 4¢ short paid rate, the double 4¢ short paid rate, and offshoots of that rate. Notable was lot 99, a lovely cover with a 2¢ and three 6¢ 1869s canceled by circle of wedges from New Orleans to Bordeaux. Red New York circular datestamps were struck three times on different dates, with the final strike appearing to be dated March 3, 1870. This is a very colorful cover with an unusual franking paying the double 10¢ French packet rate. Although estimated at $1,000 to $1,500, the bidding began at $625, and when the cloud of dust lifted, it had sold to a Purser client for $6,500.

That same bidding frenzy occurred with lot 101 (Figure 9), which is a phantom rate usage with 2¢ and 10¢ 1869s on a 3¢ pink entire, all tied by segmented cork cancels to Caussade, France. The cover has the usual "New York Paid All British transit" marking and a matching "8" credit handstamp, a red London transit and "PD" in an oval marking together with Calais transit and French receiving backstamps. This cover is a wonderful example of the phantom rate. 12¢ was the unannounced rate to France and Algeria, via England, after expiration of the U.S.-French postal treaty, and this cover was prepaid for the old 15¢ rate and credited for the 12¢ rate. The bidding on this rare usage began at $1,200 and quickly climbed to $6,500, selling to Purser client P11, the same bidder who had purchased lot 99.

Mail to Germany and destinations beyond Germany, including Scandinavia, Syria and Turkey, were lots 103 through 121. Again, the 10¢ and 15¢ rates to Germany were well represented. There was, however, a pair of covers (lots 109 and 110) to Hungary, a scarce destination. The former showed the 10¢ direct mail rate via Germany, with 8¢ registry fee paid by a 15¢ (Scott 119) and a 3¢ 1869. Lot 110 was a single 10¢ 1869 from New York to Szalka, Hungary. Both lots sold to Irwin Weinberg. Lot 109 sold for $2,100 and lot 110 for $375. It is not often that you see two covers in the same sale with 1869 stamps to Hungary.

Lot 117 (Figure 10) was a cover with a 10¢ 1869 along with a 3¢ green Bank Note (Scott 147) from Chicago to Copenhagen, with the red Bremen transit and other typical markings for this usage. Rarely does one find the 13¢ rate to Denmark properly prepaid with 1869 stamps. The colorful combination of the yellow and green stamps is very eye appealing. Starting at $700, it became mine for $3,500.

Figure 9. Cover to Caussade, France, with 2¢ and 10¢ 1869 adhesives on 3¢ pink entire, phantom rate usage following expiration of the U.S.-French postal treaty, ex Mack (courtesy Robert A. Siegel Auction Galleries)

Figure 10. 13¢ rate to Denmark on Chicago to Copenhagen cover paid by 3¢ green Bank Note and 10¢ 1869, ex Mack (courtesy Robert A. Siegel Auction Galleries)

Finally, in the German mail section, lots 120 and 121 had covers to Beirut, Syria, and Constantinople, Turkey, respectively. The cover to Beirut had a pair of 10¢ 1869 stamps which paid the 20¢ rate via the North German Union closed mails. 15¢ was the rate to Germany, and 5¢, as shown by a red "5" in a circle, indicates the additional postage necessary for carriage beyond Germany to Syria. This lot opened at $1,600 and was hammered down at $2,900 to a Mandel client. Lot 121 also had a pair of 10¢ stamps to Turkey from Washington, D.C. This cover sold for $1,600 to telephone bidder 34, a frequent buyer in the Mack sale.

Figure 11. April 7, 1869 cover New York to Shanghai, 10¢ and 24¢ 1869 stamps, short-term rate, earliest documented use of the 24¢ 1869 and second-earliest documented use of the 10¢, ex Mack (courtesy Robert A. Siegel Auction Galleries)

Leaving the best for last, lots 122 through 130 were certainly the highlights of the auction. Lot 122 (Figure 11) is a cover from New York to Shanghai, China, with 24¢ and 10¢ 1869s, both canceled by a square quartered cork of New York City. There is a red "New York Paid All British transit April 7" (1869) backstamp, a red London transit datestamp and a red crayon "1" British colonial credit on the front and a Hong Kong Marine Sorter backstamp on the reverse. This rate was only in effect from January 1, 1868 to December 31, 1869; covers showing the rate are rare. This cover, however, is even more desirable in that the April 7, 1869 origin date is the earliest documented usage of the 24¢ 1869. It is also the second earliest usage of the 10¢. (The earliest documented usage of the 10¢ stamp, dated April 1, 1869, reposes in the Hirzel collection on view at the Swiss Postal Museum in Berne, Switzerland - see *1869 Times*, No. 30, page 9). The cover is signed by Bartels as well as by Ashbrook and has a 1949 Philatelic Foundation certificate. The bidding commenced at $18,000, and even this writer put his hand up for several increments. But then a feeding frenzy began as the cover climbed through the $30,000 and $40,000 range, finally stopping at $75,000, selling to a Purser client. This lovely cover was subsequently seen in the collection of Alan Berkun, a collector who appreciates rare and beautiful earliest known usages.

Figure 12. 1872 cover from Nagasaki via San Francisco to Hamburg, Germany, 12¢ 1869 and 2¢ and 3¢ Bank Note stamps paying the 10¢ trans-Pacific rate and the 7¢ NGU closed mail treaty rate to Ireland, each stamp canceled with bold Nagasaki "N" strike, ex Mack (courtesy Robert A. Siegel Auction Galleries)

Subsequent lots showed uses from United States Post Offices in Japan. Lot 126 (Figure 12) has a 2¢ red brown and 3¢ green Bank Notes (Scott 146 and 147), together with a 12¢ 1869, each canceled by a bold strike of the Nagasaki "N" cancel. There is a matching "Yokohama, Japan, Aug. 22" circular datestamp on this 1872 cover to Hamburg, Germany, with a San Francisco, California, September 13 double circle datestamp and a red New York transit stamp together with a Hamburg receiver. As the auctioneer pointed out, this is one of the few covers with the "N" cancellation of Nagasaki. The postage paid the 10¢ trans-Pacific rate and the 7¢ North German Union closed mail rate for combined postage of 17¢. Mail from Nagasaki, prior to the arrival of the circular datestamp in late 1872 or early 1873, was typically canceled with a form of obliterator such as the "N," and then, as is the case with this cover, postmarked at the U.S. Post Office in Yokohama. This lovely item, with its colorful combination of markings and stamps, started at $11,000, and was hammered down at $35,000 to telephone bidder 41.

The same buyer purchased lot 127 for $25,000. This cover is ex-Gibson. It has three individual 2¢ 1869s, each tied by a black "X" chop cancel on a 10¢ yellow green entire (Scott U41). It is not known whether the cover originated in China or Japan, but it is addressed to Dublin, Ireland, and went via San Francisco. There is a magenta "2" handstamp with a matching San Francisco datestamp on the reverse, as well as a Dublin May 3, 1870 backstamp. The postage paid the 10¢ trans-Pacific rate together with the 6¢ treaty rate to Ireland. Somewhat puzzling is the magenta "2" handstamp. The catalog indicates that it was applied at San Francisco. It has been seen on other Trans-Pacific covers, but no one can explain its meaning.

Lot 128 (Figure 13) was a cover from Yokohama, Japan, to Lyons, France. Although the addressee's name has been crossed out in ink, the combination of the 10¢ 1869 stamp and a pair of 2¢ red browns (Scott 146), tied by black cork cancels, make a striking

Figure 13. 10¢ 1869 stamps and a pair of 2¢ Bank Notes on cover from Yokohama to Lyons, France, ex Mack (courtesy Robert A. Siegel Auction Galleries)

Figure 14. 1884 registered cover, Baltimore to Hungary, franked with the 1¢, 2¢ and 12¢ 1869 reissues, ex Mack (courtesy Robert A. Siegel Auction Galleries)

appearance with the red New York transit marking and the Yokohama markings. The postage paid the 10¢ Trans-Pacific rate and the 4¢ British open mail rate from the United States to France. This author was the underbidder on this cover when the hammer came down at $25,000. Once again, telephone bidder 34 was the lucky buyer.

The Mack collection contained two beautiful covers bearing the reissued 1869 stamps. Lot 129 (Figure 14) had the 12¢, the 1¢ and the 2¢ reissues, all tied by circular cork cancels. There is a purple registered Baltimore, Maryland, May 2, 1884, oval registry datestamp on a corner envelope used by Frank Y. Jones, Baltimore stamp dealer. The postage paid the 5¢ U.P.U. rate and the 10¢ registry fee in effect in 1884. This cover is also addressed to Hungary. The bidding began at $21,000 and climbed to an astounding $47,500.

Figure 15. 1881 registered cover Brooklyn to Hanover, Germany, 24¢ 1869 reissue and 1¢ Bank Note paying triple UPU rate and registry fee, ex Mack (courtesy Robert A. Siegel Auction Galleries)

Lot 130 (Figure 15) has a 24¢ reissue (Scott 130), used with a 1¢ dark ultramarine Bank Note (Scott 182), both bearing black cork cancels, paying the triple 5¢ U.P.U. rate plus 10¢ registry fee to Hanover, Germany. There is a purple "Registered/June 13, 1881, Brooklyn, NY" datestamp. This is one of four recorded 24¢ 1869 reissue covers. Bidding for this lovely cover began at $21,000. The cover was hammered down to a Mandel client for $32,500.

When the dust lifted on this lovely holding assembled over more than 50 years, the total prices realized came to approximately $455,000, not including the auctioneer's commission. This total is all the more remarkable considering that the floor consisted of only myself and Weinberg, auction agents Purser and Mandel, and six telephones (which were used extensively during the course of the sale). It is also remarkable to note that the 130 or so lots took almost two hours to find new homes. Sales like this are a joy to attend and a pleasure to report in these pages. □

A LOPSIDED CDS FROM FLORIDA IN THE BANK NOTE PERIOD

JOE H. CROSBY

Magnolia *Springs* (Clay County), Florida, had its post office established on 25 October 1870 as Magnolia *Mills*. On 1 Dec 1870 the name was shortened to Magnolia. That post office was discontinued on 23 December 1873, then reestablished on 17 April 1882 (still with the name Magnolia).

Interestingly, when the post office name Magnolia was not being used in Clay County it was adopted in Hernando County, when Pemberton's Ferry (today Istachatta) was changed to Magnolia on 8 August 1881. It was changed again only eight months later, on 14 April 1882, to Pemberton. That made it possible for the Clay County post office to be reestablished just 3 days later as Magnolia. The proximity in timing of the Hernando County name change and the Clay County reestablishment certainly suggests these were coordinated actions, but I haven't found any records to substantiate it.

On 9 July 1890 the Clay County name again was changed, from Magnolia to Magnolia Springs. The post office continued under that name until 24 May 1926, when the mail was moved to Green Cove Springs.[1]

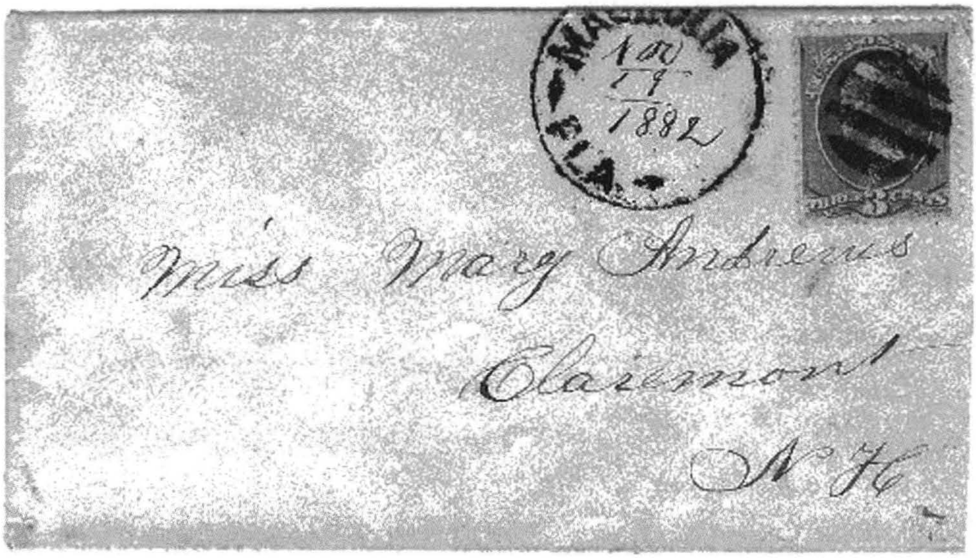

Figure 1. MAGNOLIA FLA. circular date stamp with decorative fleurons and manuscript date Nov. 19, 1882; cork grid killer socked on the nose of 3¢ blue green re-engraved American Bank Note Company issue of 1881

The cover at Figure 1 was postmarked on 19 November 1882, during the reestablished period, when the former Magnolia Mills was operating under the name Magnolia. The Clay County postmaster simply cut away or removed "Mills" from the 32mm CDS, leaving the decorative fleurons on either side of "FLA.," and continued its use, even though it made the postmark quite asymmetrical. It is obvious that the 4-bar grid cork killer was not duplexed with this device.

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[1]Alfred G. Bradbury and E. Story Hallock, *A Chronology of Florida Post Offices* ([Vero Beach?] FL: The Florida Federation of Stamp Clubs, 1962). See also Ken Schoolmeester, "Post Offices of Clay County, Florida," *La Posta*, Nov. 1989, pp. 23-28, for an excellent map of the area.

What are the earliest and latest known uses of this unusually lopsided circular date stamp? It *could have been* used from 1870-1873 and from 1882-1890. Deane Briggs, editor of the *Florida Postal History Journal*, has furnished me copies of this same marking used on Nov. 5, 1882 (manuscript as in Figure 1), which is it the earliest so far. He has a Mar. 15 (no year date) in green ink with the same lopsided appearance but the day/date is in type face. This has to be no earlier than 1883 and is the latest use of the subject cancel so far reported.

Briggs also reports a 28mm double circle April 10, 1899 Magnolia, Fla. marking on a cover addressed to Magnolia and forwarded to Boston, Mass., and a much smaller 26mm single circle date stamp that is a normal symmetrical marking which had replaced the lopsided cancel by April 4, 1890. From this we now know that the Magnolia post office had discontinued using the subject marking before it changed its name to Magnolia Springs.[2] Can other collectors tell us the rest of this story? We simply need to uncover a lot more Magnolia Mills and Magnolia, Fla. cancels to fully understand the time period of these postal markings. If you have any information, please contact the author at joecrosby@cox.net or at 5009 Barnsteeple Court, Oklahoma City OK 73142. □

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[2]A careful review of *The Florida Collection of Charles F. Meroni*, David G. Phillips Co. Inc. Auction Sale of Jan. 26, 1985, found no similarly lopsided Florida postmark from the stampless period through the Spanish-American War period. However, Lot 491 does illustrate an earlier Magnolia, Fla. cds on U9 (1854) which is symmetrical though no such post office is listed at that time in any Florida county. Additionally, Lot 493 is an 1891 cover from Magnolia Springs, Fla., with a grid tying a #220, without illustration.

OFFICIALS *ET AL.*
ALAN C. CAMPBELL, Editor

DEPARTMENT OF THE TREASURY FIRST DAY USAGE

MATTHEW KEWRIGA

The sale of the Robert L. Markovits collection of United States Official Stamps, 1873-1884, by Matthew Bennett, Inc. on February 7, 2004, contained two of the four recorded first day usages of official stamps. Illustrated in Figure 1, the 3¢ Treasury first day cover to Canada, lot 3185, was the first to be offered. This cover has great appeal on two fronts; first, it is the only recorded official first day cover used to a foreign destination, and second, it is the only recorded Treasury first day cover. After spirited bidding, the lot was hammered down to a prominent collector of first day covers and earliest documented usages for the hammer price of $10,000, fully twice the presale estimate. The lot was placed on extension and submitted to The Philatelic Foundation for verification of its usage on July 1, 1873. Without dated contents or docketing, the Foundation erred on the side of caution and issued a certificate stating genuine usage, but declining opinion as to the year of use, since Washington, D.C. postmarks in the period 1873-1876 did not include the year date. In the Markovits exhibit write-up, in the auction lot description, and in the census of EKUs for official stamps conducted by Alan C. Campbell,[1] this item had always been represented to be a first day cover. But unless the year date could be confirmed as 1873, both the buyer and seller stood to be bitterly disappointed.

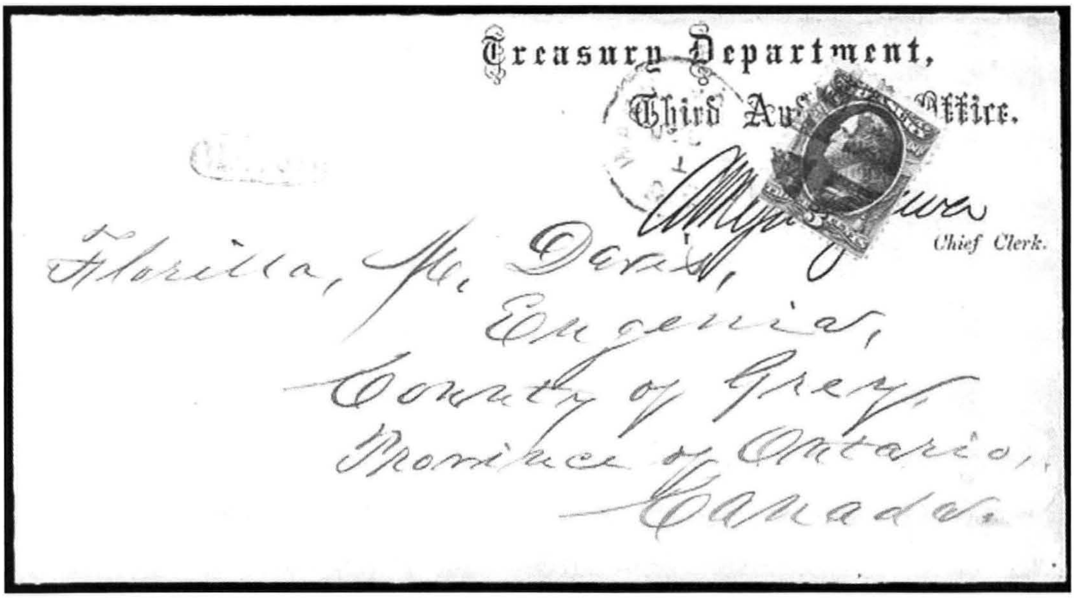

Figure 1. 3¢ Treasury Department first day usage, short-paid single treaty rate to Eugenia, Canada (photo courtesy of Matthew Bennett, Inc.)

Newly employed at the Bennett firm, I was given the task of coordinating research to establish the year date for this 3¢ Treasury cover. In the absence of dated contents or docketing, the only technique for establishing the year date of Washington, D.C. usages from this period is the careful study of the postmarks themselves and their attached killers.

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[1] Alan C. Campbell, "Usage of Official Stamps in Washington, D. C., 1873-1874," *Chronicle*, Vol. 52, No. 3 (Whole No. 187) (Aug. 2000), pp. 205-215.

The three confirmed official first day covers bear matching 24mm diameter Washington circular datestamps duplexed with the same distinctive cut cork killer. In order of discovery, they are:

1. 3¢ State, letter carried in diplomatic pouch from the U.S. Consulate in Malta to Washington, D.C., where posted July 1, 1873 to Mrs. J.H. Royce in Albion, N.Y.; enclosure dated June 10, 1873. (ex-Ehrenberg, Siegel Sale 577, lot 335)[2]

2. 3¢, 6¢ Interior on U.S. Patent Office free frank envelope to A.D. Briggs, Springfield, Massachusetts; Chief Clerk Grinnell signature at upper right. (Lanphear Collection)[3]

3. 3¢, 6¢ Interior on Office of Indian Affairs free frank envelope to T.W. Bennett, Governor of Idaho in Boise City, Idaho Territory. (ex-Markovits, lot 3400, see Figure 2)

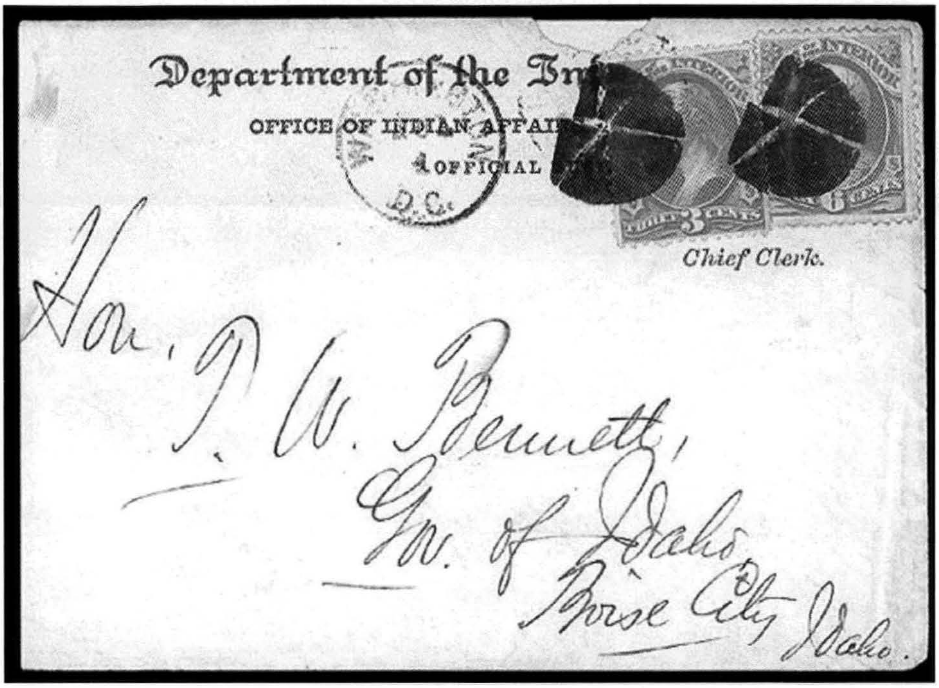

Figure 2. 3¢, 6¢ Department of the Interior first day usage, triple domestic letter rate (photo courtesy of Matthew Bennett, Inc.)

Research by Lester C. Lanphear III has shown that the 24mm Washington, D.C. circular datestamp was only used through September 1873.[4] The only other size of datestamp recorded as being used in July 1873 is 26 mm in diameter and duplexed with an incised pentagram killer. This size of datestamp without a year date and hour of the day was used through September 1874. The Markovits Treasury cover matches neither of these combinations, having a misshapen datestamp of intermediate size duplexed with a widely quartered cork killer. Finding another Washington, D.C. usage with this same cancellation combination and dated contents or docketing would be the key to proving the year date of the Markovits cover.

I began by searching my personal library of auction catalogs and photocopies of collections. Thumbing through a complete photocopy of the Tuck Taylor collection of

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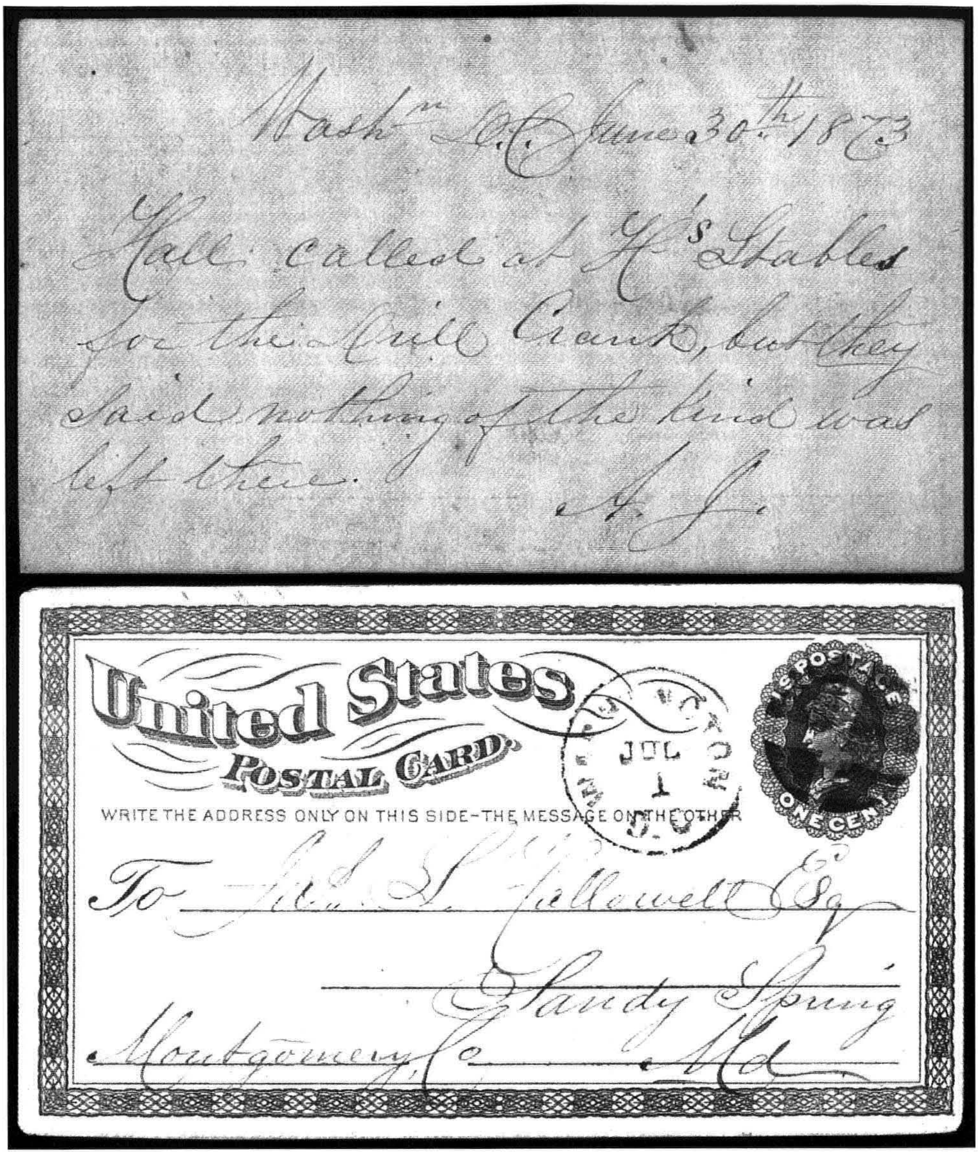
[2]Lester C. Lanphear III, "Department of Interior First Day Usage," *Chronicle*, Vol. 48, No. 2 (Whole No. 170) (May 1996), Figure 2, p. 112.

[3]*Ibid.*, Figure 1, p. 111.

[4]*Ibid.*, pp. 111-17.



Figures 3 and 4. Front and message side of a 1¢ postal card, July 1, 1873 usage from Washington, D.C. with 25.5mm circular datestamp duplexed with a wide quartered cork killer (photos courtesy of Roger D. Curran)

Washington, D.C. postal history, I was amazed to come across the postal card shown in Figure 3. This item had not been included in the copy of Mr. Taylor's exhibit collection on file with the U. S. Philatelic Classics Society, and as a result had not been previously seen by collectors of official stamps. Not only does this postal card have the same 25.5mm diameter datestamp and widely quartered cork as the 3¢ Treasury cover, but it also has the same July 1 date. Mr. Taylor's exhibit write-up identified this as an 1873 usage, but it wasn't clear how this had been determined. I was able to track down the current owner, Roger D. Curran, President of the U. S. Cancellation Club and an indefatigable researcher, who had purchased the Bank Note portion of Mr. Taylor's collection. Illustrated in Figure 4, the message side of this postal card provides the first evidence that a 25.5mm diameter datestamp was also used at the main Washington, D. C. post office in July 1873. So far,

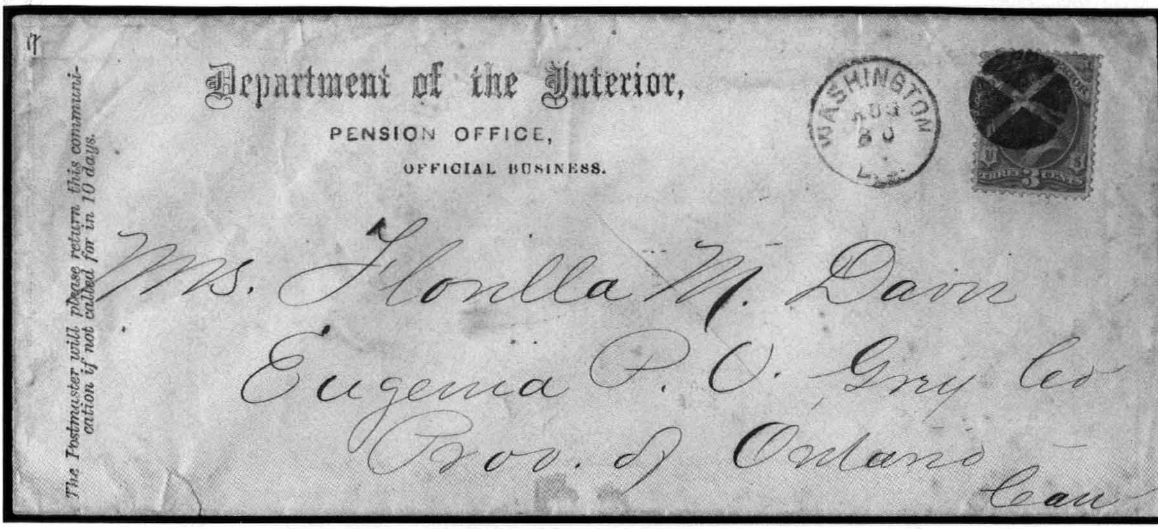


Figure 5. 3¢ Department of the Interior August 30, 1873 usage, short-paid single treaty rate to Eugenia, Canada

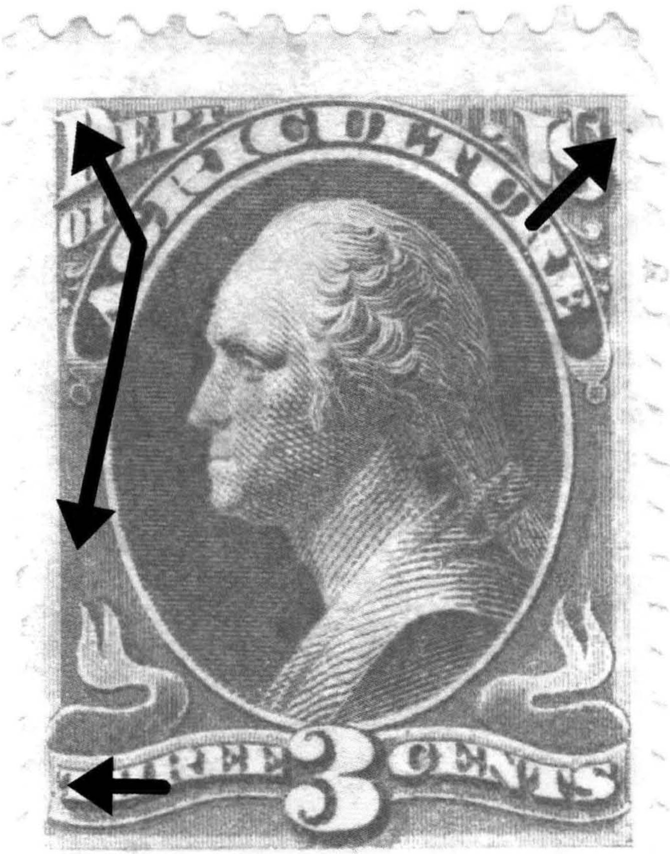
this postal card and the Markovits Treasury cover are the only recorded examples of this datestamp and killer combination.

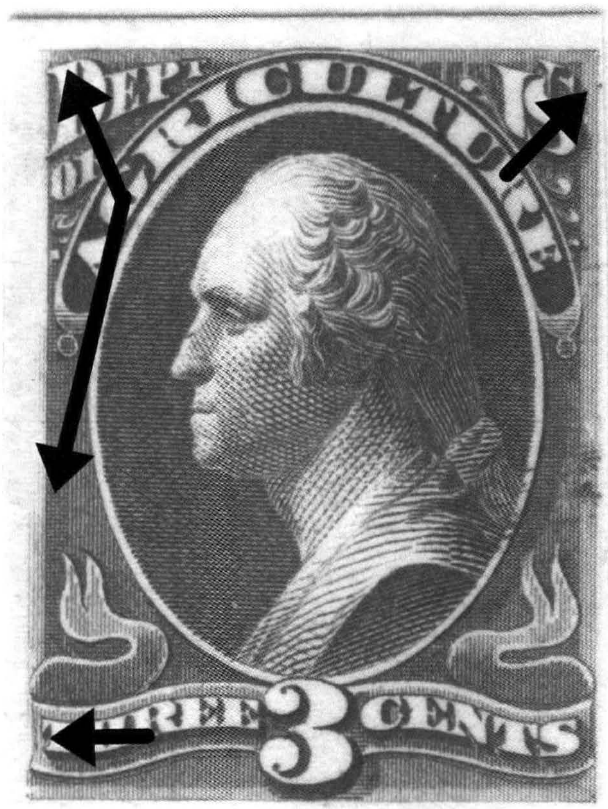
Further analysis of the Markovits Treasury cover reveals clues corroborating the 1873 date of use. This is an obsolete free frank envelope bearing the chief clerk's signature. Prior to the introduction of official stamps, the requirement was for an authorized official to frank the outgoing mail from the departmental offices. Designated franking clerks were known to have pre-franked envelopes to speed up the handling of the mail, an illegal but common practice. Of course, the clerks would have ceased pre-franking envelopes once the official stamps came into use. The cover in question was prepared for free frank usage with the corner card and signature space printed in the upper right, leaving no room for a stamp. Due to the heavy mail volume from the large Third Auditors Office of the Treasury Department, stocks of obsolete pre-signed free frank envelopes would probably have been used up by the end of 1873.

Figure 5 depicts another official mailing to Mrs. Florilla M. Davis in Eugenia, Ontario, the same addressee as on the July 1 Treasury cover. This cover is from the Department of the Interior, and is franked with a single 3¢ Interior short-paying the 6¢ treaty rate to Canada. Due markings are not present, suggesting the Canadian post office may not have noticed the deficiency. Postmarks include a 24mm diameter Washington, D.C. circular datestamp and an 1873 Canadian receiver on the reverse. It is rather odd to find short-paid official covers from two different departments addressed to the same recipient. This second cover from the same correspondence establishes that Mrs. Davis was receiving mail from the U. S. Government in 1873.

The 3¢ Treasury stamp partially pays the 6¢ per half-ounce treaty rate to Canada in effect from April 1, 1868 to January 30, 1875. The partial payment was not accepted per postal regulation (no credit given for partial payment) and was handstamped "U.S. 10 cts" in an oval for postage due by the addressee. During this period, the unpaid rate to Canada was 10¢ per half-ounce.

This supporting evidence is consistent with an 1873 usage. But the true proof that the ex-Markovits 3¢ Treasury cover is a first day usage is the ex-Taylor postal card with the matching July 1 duplex postmark from Washington, D.C. and manuscript date on the message side confirming the 1873 year of usage. This 3¢ Treasury cover is now the fourth confirmed official first day cover. □





Shade enhanced stamp image

Green "Atlanta" trial color proof

Figure 1. 3¢ Agriculture Position 10 "Short Transfer" Upper Left Frame

3¢ AGRICULTURE "SHORT TRANSFERS" OF THE LEFT SIDE

GEORGE G. SAYERS

Figures 1-3 show stamps and "Atlanta" proofs of the three major types of short transfers of the left side of the 3¢ Agriculture stamp discovered so far. At least one additional position shows a small short transfer at the left top corner. The stamp illustrations are shade enhanced to develop sufficient contrast of the yellow stamps to enable generation of a legible halftone black image.

For yellow stamps such as these, plate varieties are difficult to recognize. The eye does not detect differences in intensity of yellow very well, rendering the small variations of plate varieties virtually invisible. The author was fortunate to first recognize two of the short transfers described here on the much scarcer black Atlanta trial color plate proofs. The varieties are much easier to recognize in the darker colors of the trial color proofs. However, it is difficult to distinguish between short transfers like these and scrape damaged proofs, so there were a few anxious months until confirming stamps were found. Fortunately, these plate varieties are readily attainable in the much more common 3¢ Agriculture stamp with the templates from the proofs as a reference.

Position 10 shows erasure of the four frame lines at the left from the top corner to just below the level of Washington's chin, and erasure of the outer line at the value ribbon. This position shows the characteristic mark of a bright dot just outside the right frame line 1mm below the top right corner.

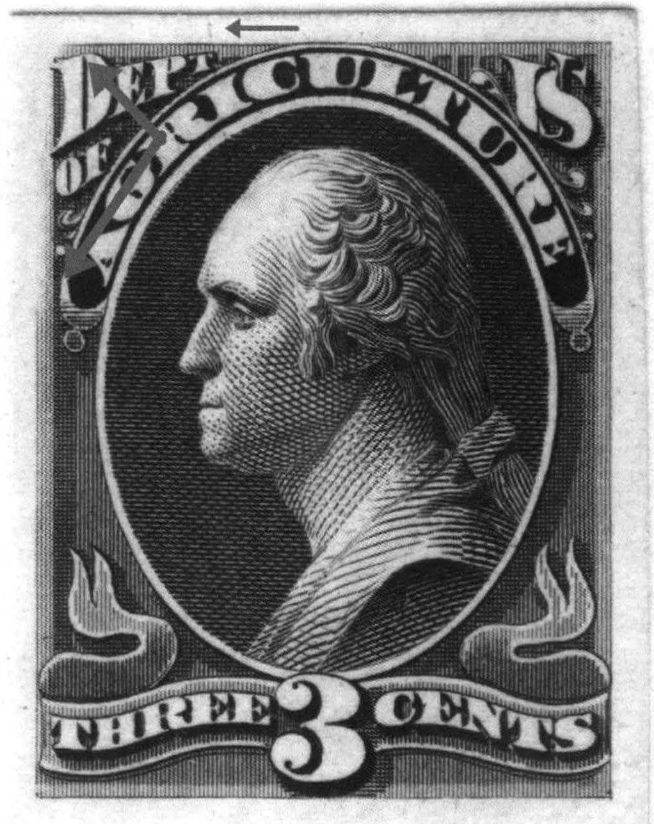
Position 18 shows erasure of the four frame lines from the level of the "A" in "AGRICULTURE" to the top corner, and erasure of the top frame line from the corner, six to seven vertical lines to the right. There is a weak short vertical mark in the top margin above the "T" of "DEPT" which shows on the black and brown "Atlanta" trial color plate proofs, but which may not show on stamps. The erasure of the top frame line above the "D" of "DEPT" is probably the best distinguishing mark.

Position 28 shows erasure of the four left frame lines from the level of the "A" of "AGRICULTURE" to the top corner and a "weak" area at the level of Washington's chin. This position shows a characteristic mark of a short vertical line in the top margin just above the "T" of "AGRICULTURE."

Note that each position has a distinguishing mark that appears to show on most printings, making positive identification of each type generally possible. The plate positions for each of these varieties. and the illustration of O43 below, have been confirmed by Lester C. Lanphear III by examination of his set of photographs of plate proof sheets prepared by Elliott Perry from the proof sheets owned by the Earl of Crawford and Senator Ackerman. With these examples in hand, it is worthwhile to examine the distinction between the classic short transfer which results from the transfer roll making less than a full image roll-in, and these "short transfers," which resulted from unintentional erasure of part of the image of one position, as part of the removal of a plate defect which caused an unacceptable ink mark on the printed sheet.

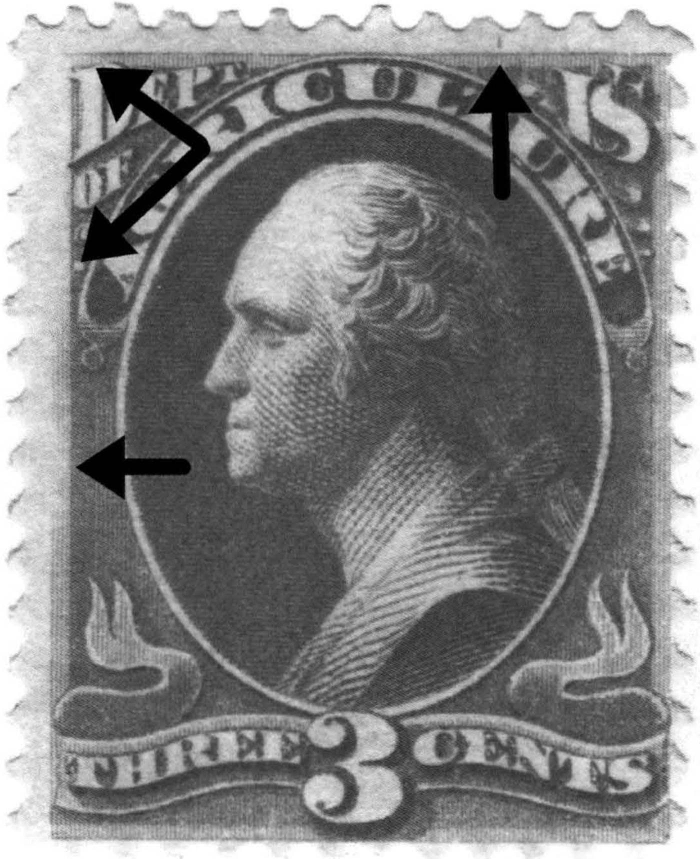
For the 19th Century Departmentals, two plate varieties probably qualify as true classic short transfers: the short transfer across the top of the 24¢ Treasury (Scott O80) at position 61, and the short transfer across the entire top of the 30¢ Treasury (Scott O81) at position 41. The "short transfers" at the left side of the 3¢ Agriculture described in this article, and probably all the other short transfers on the Departmentals, are the result of the erasure of marks on the plate. This task is generally accomplished, not with a burnishing tool as some literature citations have indicated, but with the use of an engraver's stone, as

Shade enhanced stamp image

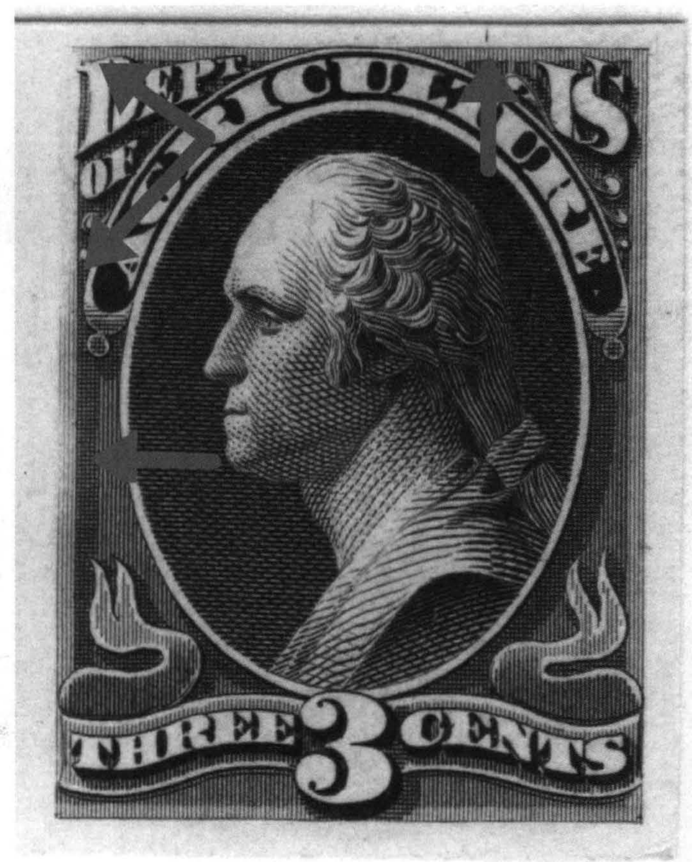


Black "Atlanta" trial color proof

Figure 2. 3¢ Agriculture Position 18 "Short Transfer" Upper Left Frame



Shade enhanced stamp image



Black "Atlanta" trial color proof

Figure 3. 3¢ Agriculture Position 28 "Short Transfer" Upper Left Frame

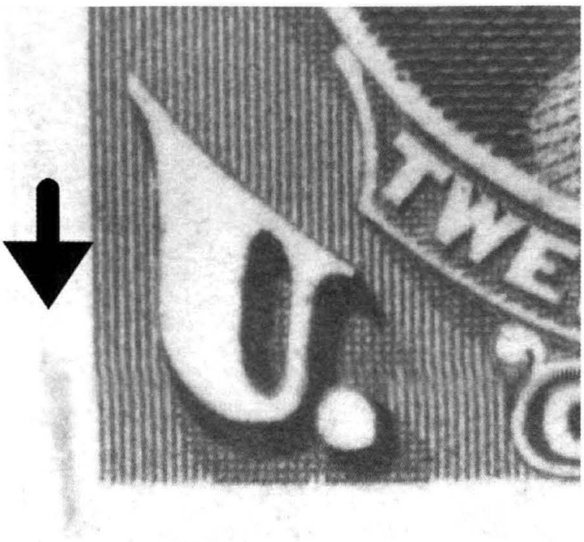


Figure 4. 24¢ State, vertical smear lower left

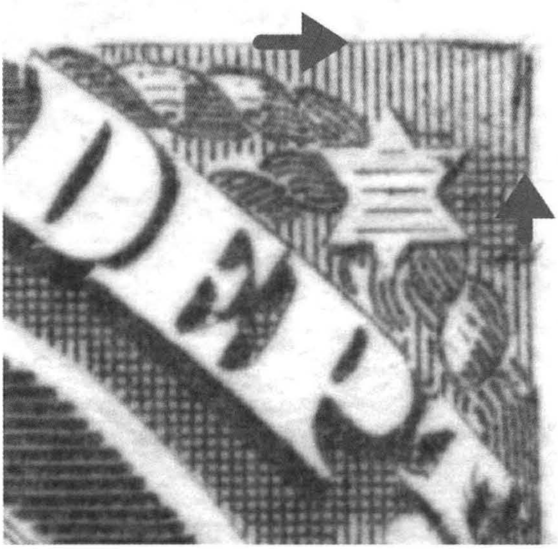


Figure 6. 24¢ Navy, over-erasure and repair, top right corner

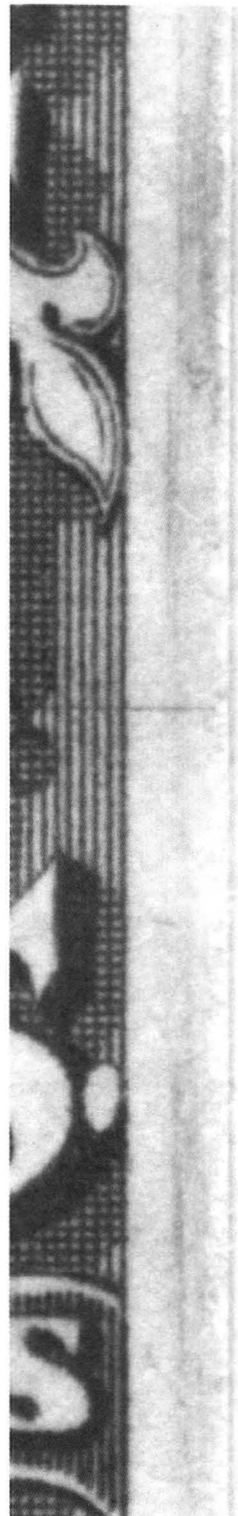


Figure 5. 6¢ State, vertical smear right margin

described and illustrated in Ernest A. Kehr's article, "Erasing a Stamp Plate," in *The Essay-Proof Journal*, Volume 1, 1944, pp. 11-13. From his personal experience in erasing steel plates (which are similar to the author's experience in repairing copper engravings), Mr. Kehr states:

> When a portion of a steel (or copper) plate is to be erased, . . . the plate is usually given to an apprentice or a low-salaried employee of an engraving firm. It is the type of work which requires time rather than unusual skill. The desired "erasure" is indicated and the workman proceeds to do his job by "wearing down" the entry with a "stone" (a piece of abrasive material) the size of which varies from 1/4-inch square to 1-inch square, depending upon the size of the area to be erased. A coarse stone is used to remove the bulk of the design and then a fine stone to complete the "erasing."

Mr. Kehr goes on to describe the use of scraping tools, hammering out the back, and finally resurfacing to produce a clean, polished plate. For the low skill level engraving damage repair with which the author is familiar, the purpose is to remove a mark which causes an inappropriately placed spot of ink, without altering the surrounding engraving. The repairer (or "tooler") works from a proof printed on a proof (proofing/proving/approving) press and marked up by the quality control unit. He removes the causes of stray ink blotches, and occasionally then strengthens engraving lines which may have been damaged in the process. The engraver's stone can be shaped to work in small areas. While the burnishing tool is useful for closing scratches and fine engraved lines, it is difficult to push metal around, and the tool frequently causes high and low spots which must be "stoned" flat.

Good examples of stray ink marks which would normally be removed can be found on the 24¢ State plate. In several positions there is a vertical smear at the lower left corner, probably caused by an irregularity of the transfer roll-in resulting in a high spot which did not wipe clean. (Figure 4) If the plane tangent to the contacting surface of the transfer roll is not parallel to the plane of the plate, the transfer roll may push up metal ahead of itself as the engraving is rolled in, on one side more than the other. This causes an "L" shaped ridge at the end of the roll-in path which has a sharp vertical edge next to the image, but slopes more gently in the opposite direction. The vertical (with respect to the image) portion of this ridge will cause the final wipe of the polishing blade to raise off the plate slightly at the ridge, leaving a small streak of ink. The other leg of the ridge wipes clean. This vertical ridge can be easily removed with a stone. The short transfer of this corner which occurs at position 10 on the 24¢ State plate is likely a result of repair of this type of high spot.

Similarly, several positions of the 6¢ State plate show a vertical smear probably caused by the track left by the following edge of the transfer roll. (Figure 5) The cause of this stray ink would normally be removed, and it may be repair of such a track which caused the "short transfers" on the 3¢ Agriculture positions which are the subject of this article.

An interesting erasure of design lines and subsequent attempted repair of those lines occurs at the upper right corner of a few positions of the 24¢ Navy (Scott O43). See Figure 6 which shows the erasure and recut at position 33. One can see from the illustration that the solution is much uglier than the problem, the reason why in most cases no attempts are made to repair the over-erasure.

In conclusion, the haste with which the Departmentals plates were made certainly caused compromises in the normal quality standards for the Continental plates. The resulting plate varieties are an entertaining and rewarding area of research. □

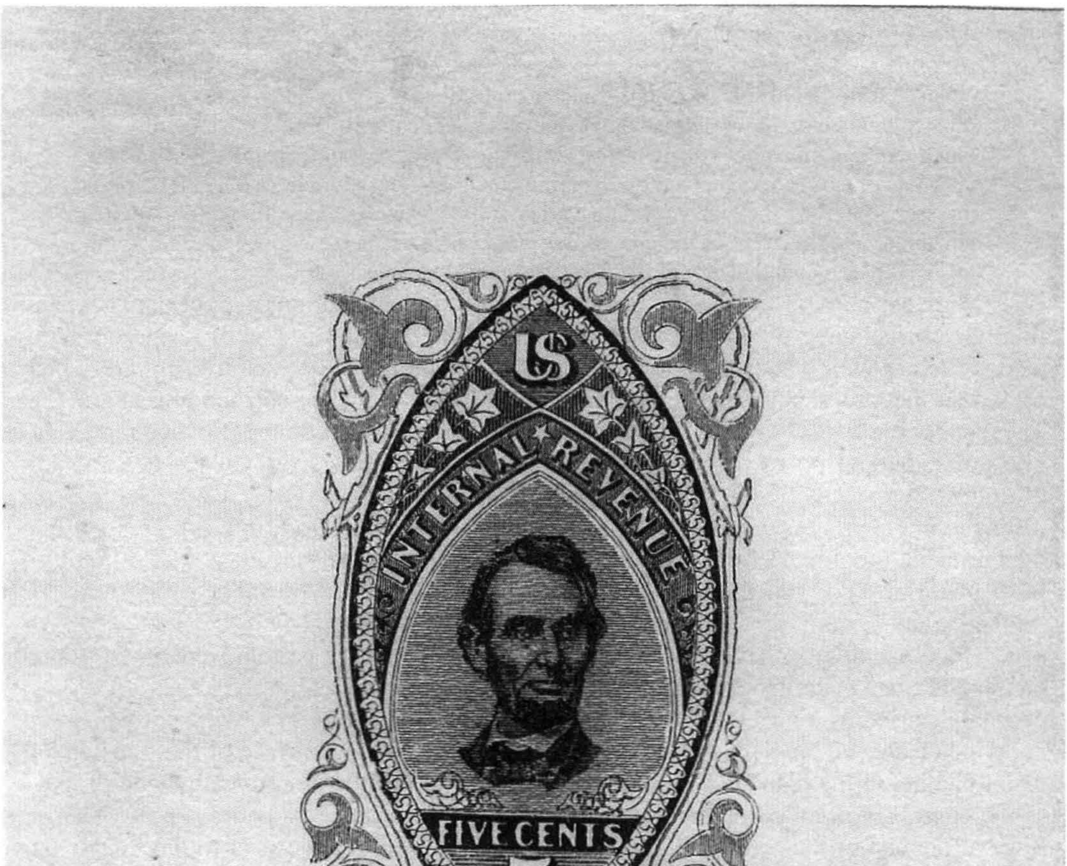


Figure 1. Type P approval

GUEST PRIVILEGE

THE FIRST USE OF LINCOLN ON U.S. STAMPS: REVENUE STAMPED PAPER

RONALD E. LESHER AND WILLIAM J. AINSWORTH

Since the publication of Turner's monumental *Essays and Proofs of United States Internal Revenue Stamps* (1974), we have known that the 5¢ Type P design for revenue stamped paper was approved on May 31, 1865, just 46 days after the death of Lincoln. This approval date is also the earliest approval date of any of the designs for revenue stamped paper. The 50¢, Type V, also featuring the portrait of Lincoln, was approved on June 22, 1865. The approval date of the 25¢, Type T, is in 1865 as well, but the actual date has been trimmed off. No such approval pieces are known for the other types with deliveries in 1865 (*i.e.*, the two different 2¢ types (A and B) and the single 10¢, Type R); their approvals seem likely during May-June 1865.

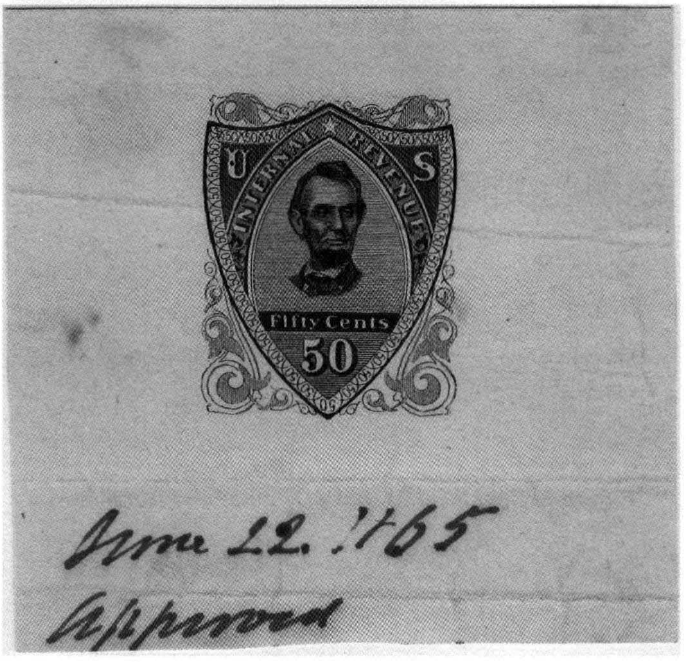


Figure 2. Type V approval

From the American Phototype Archive (Czech, 2003) we know that Type P was used to imprint certificates of deposit for the American Exchange National Bank (Specimen D). The bank was at 128-130 Broadway in lower Manhattan, just around the corner from American Phototype at 87 Cedar St. Further, there was a very close relationship between the American Exchange National Bank and the American Phototype Company. The President of American Phototype, William A. Booth, was formerly the President of the American Exchange National Bank. The President of the bank at the time was George S. Coe; William P. Coe was Treasurer of the American Phototype Company. While we do not know unequivocally the relationship between these two men, there is the suspicion that they were brothers.

Specimen K from the American Phototype archive is a red Type B stamp (Scott RN-B10) on a generic check for the American Exchange National Bank. This same check is known to have been used by at least three account holders in the American Exchange


ORIGINAL

No.

New York, 18

ha deposited in

The American Exchange National Bank

Dollars,

payable to the order of on return

of this Certificate properly endorsed, provided the duplicate has not been paid.

$

Cashr. Teller.

INTERNAL REVENUE

FIVE CENTS

5

DUPLICATE

No.

New York, 18

ha deposited in

The American Exchange National Bank

Dollars,

payable to the order of on return

of this Certificate properly endorsed, provided the original has not been paid.

$

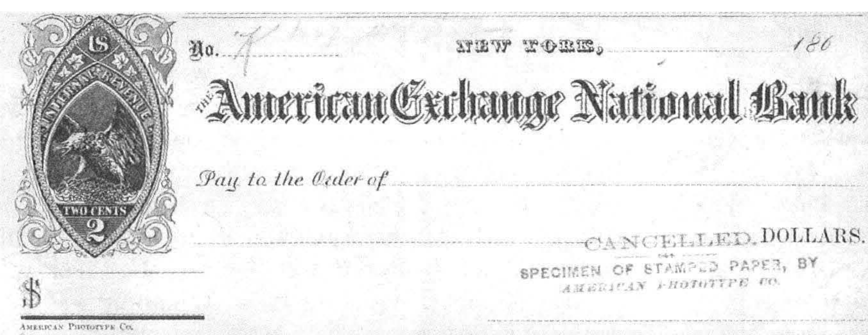
Cashr. Teller.

INTERNAL REVENUE

FIVE CENTS

5

Figure 3. Specimen D (both Original and Duplicate)


No.

NEW YORK, 186

The American Exchange National Bank

Pay to the Order of

CANCELLED. DOLLARS.

SPECIMEN OF STAMPED PAPER, BY

AMERICAN PHOTOTYPE CO.

$

AMERICAN PHOTOTYPE CO.

INTERNAL REVENUE

TWO CENTS

2

Figure 4. Specimen K

National Bank. In fact the earliest known use of an imprinted check is August 3, 1865, suggesting that Specimen K checks were among the first deliveries.

The recent discovery of an imprinted receipt (Scott RN-B2) of the steam sugar refiner, Booth & Edgar, dated June 22, 1865 pushes back the first deliveries of stamped paper into June 1865. This is significant because it has long been assumed that regular deliveries of stamped paper had begun July 1. It should also be noted that the William A. Booth, President of the American Phototype Company, was one of the named partners of the steam sugar refiner! Fortunately, this same instrument also has been found in the American Phototype archive; it is specimen M. It seems reasonable that if the Booth & Edgar receipts (specimen M) were available for use in late June 1865, then both the generic checks and the certificates of deposit for the American Exchange National Bank (specimens K and D, respectively) also must have been delivered by June 22, 1865.

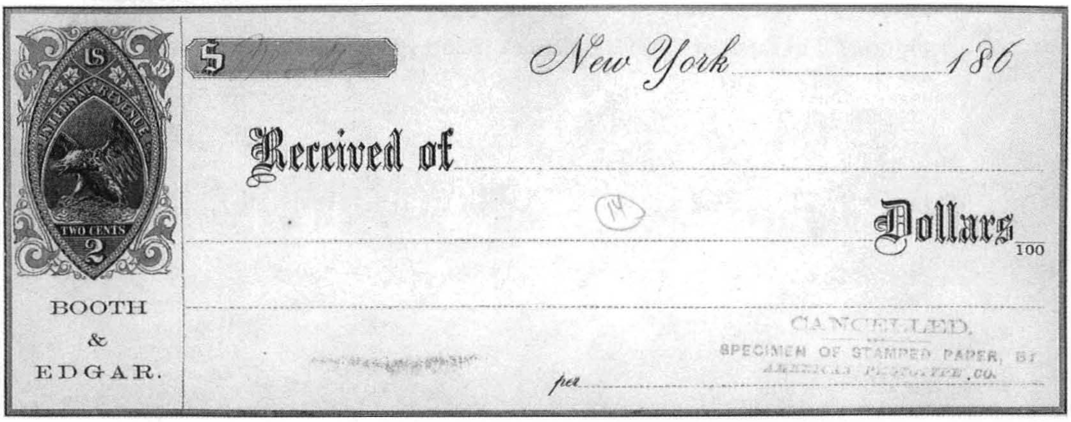


Figure 5. Specimen M

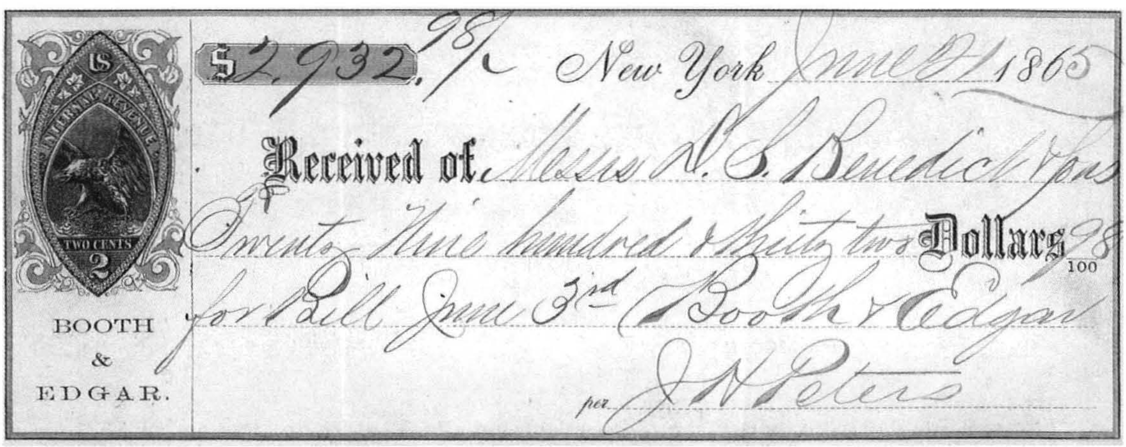


Figure 6. First use of Type B on receipt (Scott RN-B2)

There is one other matter that needs to be resolved to complete this argument. The annual reports of the Commissioner of Internal Revenue include the following quantities for the first delivery of stamped paper in April 1865: 2¢, 40,000; 5¢, 1,000; 10¢, 500; 25¢, 400; 50¢, 100. There are no deliveries listed for May or June 1865! One speculation about this report for April (with no deliveries for May or June) has been that this was for approval purposes. But why would American Phototype deliver 40,000 2¢ specimens or

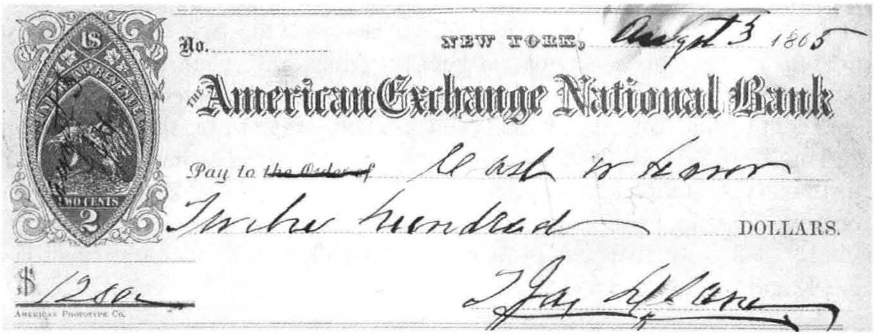


Figure 7. First use of Type B on check (Scott RN-B10), August 3, 1865

Figure 8. RN-B10 used by B.H. Van Auken, President, D.V.M., January 23, 1866

Figure 9. RN-B10 used by H. C. Lord, President, Ind, Cin & Laf RR Co, January 19, 1871

proofs just for approval purposes? Similarly, why would one deliver varying quantities of different denominations? Surely, these are deliveries of imprinted instruments.

We now have justification to dismiss this speculation about a delivery for approval purposes. In light of the documented use of the imprinted 2¢ stamp Type B in June and the approval of types P and V in May and June, it would make more sense if this anomalous report of an April delivery was simply a clerical error and was really meant to be the report of June deliveries.

By assuming that these deliveries were in June rather than in April, several other matters are resolved in a parsimonious fashion. First, there is a new found continuity in deliveries of stamped paper beginning in June 1865 with no two month hiatus. Secondly, there is no further need to puzzle about deliveries of stamps before their approval dates.

So it would appear that the first delivery of the 5¢ Type P revenue stamped paper, featuring the portrait of the "Martyred President" Abraham Lincoln, was on the certificates of deposit of the American Exchange National Bank about two months after the assassination, probably just prior to June 22, 1865.

There was a delivery of 500 of the 10¢ stamp as well, an imprinted stamp that also featured the portrait of Lincoln. A delivery of 500 seems likely to have been the work for a single user. What might it have been? We cannot know with any certainty, but we do know that three categories of documents are the most likely candidates: casualty insurance policy or renewal on which the premium was under $10, broker's contract, and general agreement. The earliest recorded uses are from 1867, so we have no reasonable candidate for the first user of the Type R 10¢ imprinted stamp.

Finally, the delivery of 100 of the 50¢ stamp would have also featured Lincoln's portrait. Once again the best we can do is to suggest the most likely categories of documents on which these imprinted stamps might have occurred: casualty insurance policy on which the premium exceeded $50, life insurance policy with a face value exceeding $1000 but under $5000, entry of goods over $100 up to and including $500, mortgages of $500 (often marketed as $500 mortgage bonds), promissory notes of $1000 (often marketed as unsecured bonds). These latter two are frequently seen as railroad bonds, either secured by a mortgage on the property of the company or unsecured promises to pay which in recent times we have known as junk bonds. As with the 10¢ stamp, the earliest recorded uses are from 1867, so we have no reasonable candidate for the first deliveries of the imprinted 50¢ stamp.

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Turner, George. *Essays and Proofs of United States Internal Revenue Stamps* (Arlington, MA: Bureau Issues Association, 1974), pp. 95-112. □

Section Editor's Note: It is always a pleasure to have an article by a new author. Dwayne Littauer is well established as a successful exhibitor of transatlantic material with German, French and British mail exhibits. From his collection, he reports an important addition to our knowledge of the Prussian mail, supporting previous research published in the *Chronicle*.

WESTBOUND PART PAID PRUSSIAN CLOSED MAIL COVER DISCOVERED

DWAYNE O. LITTAUER

In *Chronicle* 181, Heinrich Conzelmann discussed letters sent in the Prussian closed mail that were not fully paid.[1] Article II of the United States-Prussian convention of 1852 prohibited payment of less than the whole rate.[2] Nevertheless, an August 31, 1853, notice of the United States Post Office Department to postmasters instructed that ". . . contrary to the practice under the United States and British Postal Convention, in the Prussian mail every full rate of 30 cents is credited, whether the whole postage on a letter or packet is prepaid or not, leaving any balance due to be collected at the office of delivery."[3] As a result, if a double rate letter sent under the Prussian Convention was paid at least one full rate, that part of the prepayment would not be wasted. Due postage to the recipient would be only the remaining full rates.

Conzelmann showed examples of several multiple-rate Prussian convention letters from the United States on which at least one whole rate was prepaid and the remaining whole rates were collected from the recipient. He showed covers only from the United States to Prussia (and one beyond Prussia to Sweden).

At the end of his article, Conzelmann noted that, to date, no partially paid covers from Germany to the United States have been found. Such a cover now can be reported. It is interesting not only because it is a westbound example of this unusual practice, but also because it shows the practice employed in an exchange office other than New York, *i.e.*, Chicago. Finally it is interesting because it shows examples of two exchange office markings that previously were unlisted.[4]

The newly discovered cover is shown in Figure 1. The letter is from Augsburg, Bavaria, June 3, 1861, to East Des Moines, Iowa. Since the cover has no year date, the 1861 date was deduced from the following information. The letter was sent after Chicago, along with Detroit and Portland, became an exchange office under the Prussian convention in the spring of 1861, which allowed it to correspond with Aachen by means of the Canadian mail packets of the Allan Line.[5] The 25¢ Aachen credit is consistent with a 30¢ rate. Thus, the letter was sent before the prepaid Prussian convention rate to the United

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[1]Heinrich Conzelmann, "Part Paid Covers in the Prussian Closed Mail," *Chronicle* 181:58-67.

[2]16 U.S. *Statutes at Large* 963-75.

[3]Notice in the August 31, 1853, *National Intelligencer*, also reprinted in *Postal Laws and Regulations of the United States of America, 1851*, reprint ed. (Holland, Michigan: Theron Wierenga, 1980), newspaper clippings section in the back of this reprinted edition appended by Horatio King, Superintendent of the Foreign Mail Service in 1852.

[4]Leonard Piszkiewicz, "The Chicago Exchange Office and Pre-U.P.U. Transatlantic Mail," *Chronicle* 179:220-33.

[5]16 U.S. *Statutes at Large* 978, Additional Articles to the United-Prussian Postal Convention of 1852, signed December 28, 1860, and April 24, 1861. Article IV of those Additional Articles provided the change would be effective 15 days after notice was received in each country that the Additional Articles were concluded.

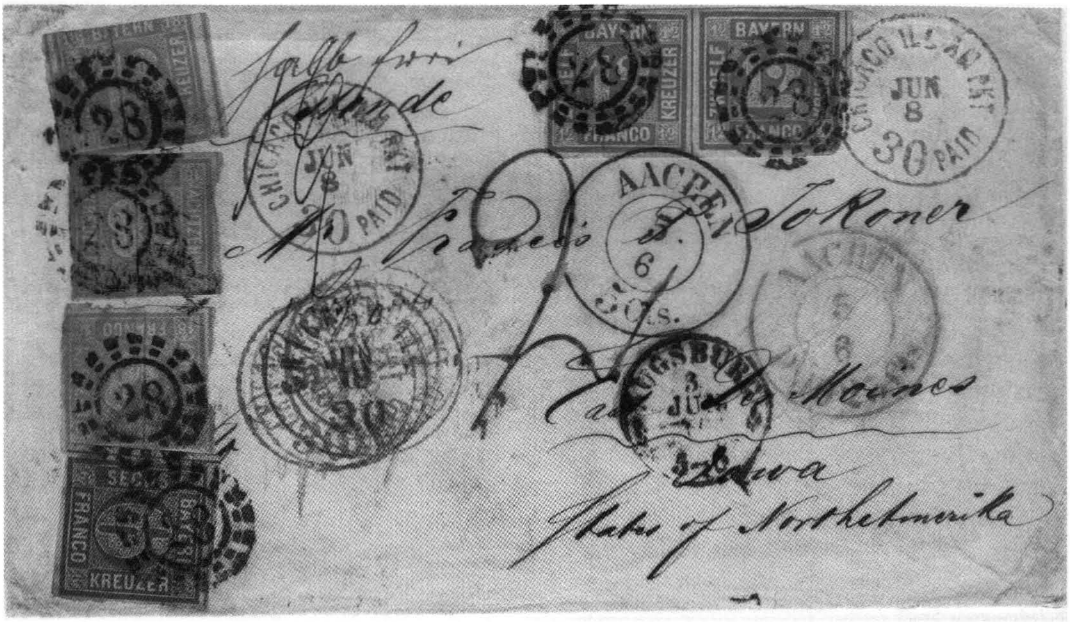

Figure 1. Double rate letter from Augsburg, Bavaria, June 3, 1861, to East Des Moines, Iowa. Only 84 kreuzer of the required 90 kreuzer was prepaid. A Prussian exchange office clerk accepted 45 kreuzer of the 84 kreuzer prepayment and treated the letter as part paid, writing in blue "halb frei," meaning "half free." The two Aachen marks are a 25¢ credit to the United States and a 5¢ debit to the United States. The Chicago exchange office clerk applied both its red paid exchange office marking and its blue unpaid exchange office marking.

States was reduced to 28¢ in September 1861, when the credit would have been 23¢.[6] It was prepaid 84 kreuzer by three copies of the orange yellow 18 kreuzer Bavarian issue of 1854, a pair of the red 12 kreuzer Bavarian issue of 1858, and a single of the brown 6 kreuzer type II Bavarian issue. Each is canceled with the cogwheel numeral "28" obliterator of Augsburg. The letter was endorsed "Ostende," which referred to the route of the Prussian closed mails through Ostend, Belgium. The black "MAINZ /4 6 III /CÖLN" straight line back stamp indicates the letter was carried on the Prussian railroad from Mainz to Cologne.

The single Prussian convention rate from Bavaria to the United States in 1861 was 45 kreuzer for a letter weighing up to one loth.[7] A Prussian exchange office clerk weighed the letter at one loth or more, requiring a double rate of 90 kreuzer. The statement of the weight is written in blue ink in the upper left corner just to the right of the adhesives, but it is not clear what amount was written. The 84 kreuzer prepayment was insufficient to pay two rates, but it was enough for one rate. The clerk wrote in blue "halb frei," meaning "half free," to indicate that only one full rate was paid. Accepting at least 45 kreuzer of the postage meant that only 39 kreuzer was wasted.

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[6]Charles J. Starnes, *United States Letter Rates to Foreign Destinations,1847 to GPU-UPU* revised ed. (Louisville, Kentucky: Leonard H. Hartmann, 1989), p. 17. This rate change first shows up in the October 1861 *United States Mail and Post Office Assistant* reprint (Chicago: Collector's Club of Chicago, 1975), p. 52.

[7]Karl Zangerle, *Handbuch der Auslandstaxen der süddeutschen Postgebiete – Gulden-Währung - 1850-1875* (Wiesbaden, Germany: Heinrich Köhler KG, 1990), p. 118.

The Prussian clerk applied the Aachen exchange office markings applicable to both paid and unpaid letters. With respect to the unpaid portion, the black "AACHEN/5 Cts." double circle hand stamp was a 5¢ debit to the United States for German internal postage. With respect to the paid portion, the red "AACHEN PAID/25 Cts." double circle hand stamp was a 25¢ credit to the United States representing 20¢ for sea, British and Belgian transit and 5¢ for United States postage. The large blue manuscript "2" meant 2 silbergroschen, which equaled the 5¢ debit to the United States and was due to the originating office in Bavaria. There is a red German crayon manuscript at the lower left that has been obliterated by five strikes of the Chicago exchange office markings. Part of the crayon marking is "wf," meaning *weiterfranco*, or foreign postage. The "wf" usually is followed or preceded by a number. While the number here is illegible, the number could have been "11," the silbergroschen equivalent of the 25¢ credit to the United States.

The letter was placed in a mail bag that was sent through Belgium and England without being opened in those countries (thus the name "Prussian closed mail"). In England, the mail bag was probably placed on board the Allan Line *Jura*, which sailed from Londonderry June 7, 1861, and arrived in Quebec on June 17, 1861.[8] The closed mail bag was sent to Chicago on the Canadian Grand Trunk Railway.[9] The clerk in the Chicago exchange office appears to have been uncertain what to do with this letter. From the markings it appears that he first thought that it was an insufficiently paid cover and required one rate of 30¢, which he noted with the blue "CHICAGO ILL/JUN 18/30" datestamp struck over the *weiterfranco* crayon rating markings on the lower left side. Subsequently, he changed his mind and considered that the letter was paid. He applied a red "CHICAGO ILL AM PKT/JUN 8/30 PAID" once at the top left and again at the top right. The "JUN 8" date in the paid marking is obviously an error, evidently forgetting to add the "1" slug to the date. He then struck this marking four more times over the marking that he had applied to show the letter required postage due. It appears that he decided that no postage was due after all. As these marking were not listed in the Piszkiewicz article on the Chicago Exchange Office, they are traced as Figures 2 and 3.

Figure 2. Newly reported Chicago exchange office marking in red ink, indicating that one 30¢ rate was prepaid. It appears the Chicago clerk used this marking to obliterate a German crayon marking and the blue due Chicago marking.

Figure 3. Newly reported Chicago exchange office marking in blue ink indicating 30¢ was due. The clerk may have used the red exchange office marking to cancel this blue marking.

While this is the only westbound part-paid Prussian convention cover recorded to date, others must exist. Since most mail went through New York and Boston, they could exist through those exchanges office as well. □

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[8]Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988), p. 137. It is also possible the letter was sent by the Inman Line *City of Baltimore*, which sailed from Queenstown June 7, 1861, and arrived in New York on June 17, 1861.

[9]*Ibid.*, p. 130.

BOOK REVIEW: *AUSTRALIA NEW ZEALAND UK MAILS TO 1880, RATES ROUTES AND SHIPS OUT AND HOME*

Australia New Zealand UK Mails to 1880, Rates Routes and Ships Out and Home, by Colin Tabeart. Published 2004 by the author, 238 Hunts Pond Road, Fareham, PO14 4PG, England. A4 format, 422 pages plus 9 pages of introductory text, tables of contents, and a closing page about the author. Eleven chapters, a bibliography, two indexes, and information about the Stuart Rossiter Trust Fund. 103 illustrations of covers, maps, miscellaneous documents and pictures of ships. Hardbound $90 surface mail or $110 airmail from the author. Also available from Leonard Hartmann, P.O. Box 36006, Louisville, KY 40233, at $105 delivered to a U.S. address.

Colin Tabeart has long been a favorite author of mine for maritime postal history information. He has the unique ability to gather facts, which he does with inexhaustible energy, from numerous official and non-official sources, correctly interpret the data, and then organize it into a concise and logical explanation of the events that took place. This talent allows him to assist postal history students in a way that few others do as successfully. If his books are not in your philatelic library, then you are missing a very important source of solid reference information.

In 1989 Tabeart published *United Kingdom Letter Rates Inland and Overseas 1657 to 1900*. The book was again printed in 1990 and 2002 with a supplement printed in 1991. A second edition of this book was published in 2003 with a completely rewritten text, the inclusion of the supplemental information, and a considerable amount of new information. In 1997 he published *Robertson Revisited: A Study of the Maritime Postal Markings of the British Isles based on the work of Alan W Robertson.*[1] In 2002 he published *Admiralty Mediterranean Steam Packets1830 to 1857.*[2]

With the ink still damp on earlier publishing efforts, he now provides us with the fruits of his research labors in another important area. For over thirty years he has collected information about the Australian mail. Now, after two years to write and publish this work, he presents his latest book, *Australia New Zealand UK Mails to 1880, Rates Routes and Ships Out and Home*. This new work highlights his skill at assembling facts gleaned from countless hours of search at the Post Office Heritage (the new name for the Post Office Archives, London), the National Archives (formerly the Public Records Office), the British Library Newspaper Department and the Portsmouth Library.

When we first met in June 1985, I was in London collecting sailing data to complete the work that Walter Hubbard's untimely death had left incomplete. Tabeart introduced me to a wonderful series of articles published in *Postal History*, the journal of the Postal History Society (of the United Kingdom) between 1970-82. For many years, these articles by Captain T.G.S. Ward provided the only information available on many of the mail voyages between the United Kingdom and Australia. It was obvious to me now that these articles sparked an interest in the Australian mails that never left Colin Tabeart. As he points out in his Preface, articles such as these, and the published work of John White (New South Wales), Reg Kirk (P&O Lines), G.P. Molnar (European and Australian and Orient Lines) and Gerald Ellott (New Zealand) told only part of the story of the nineteenth century maritime mails between Australia and the United Kingdom. Access to these writings required ownership of six books and several magazines, which, in total, still did not fully answer the principal questions: how did the covers travel and why were they rated as shown by the cover's markings. Well, Tabeart's new book does that and more. I don't know when I have been more enthusiastic about adding a reference book to my

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[1]See review in *Chronicle* 177: 84-88.
[2]See review in *Chronicle* 195:222-25.

library. This book exceeds my expectations as far as the mails to Australia and New Zealand are concerned; I have long felt that there was inadequate reference information available in this area to help collectors understand their covers.

Chapter 1 is extraordinarily important and is my nomination for the most useful chapter of this book. Titled "Notes on each Colony and Postage Rates to 1880," this chapter fills in many holes about Australian colonial rates with which I have struggled over the years. In his typical manner, Tabeart sets out all his information in chronological order. As those familiar with his *United Kingdom Letter Rates Inland and Overseas 1657 to 1900* recognize, this presentation allows one to quickly and easily find rate data and when rates changed. First he assembles British inland rates as they would apply to mail with Australia and New Zealand, then he addresses ship letter and packet letter rates. In each case, he follows detailed explanations with helpful tables that summarize the rates for a particular type. Next, in the same chapter, he takes each colony in alphabetical order and provides a snapshot history of the colony, showing with maps the key ports and landmarks used by the sailing and steamship lines that will be addressed in later chapters. He also provides inland rates, ship and packet letter rates for each colony, besides discussing the various route used to get mail to and from that colony. For any one who has struggled to find information such as this for a cover of a particular colony, the importance of this chapter will become immediately obvious.

Chapters 2 and 3 provide excellent overviews of ship letter and packet letter mail. In the case of mail to and from Australia this is particularly complicated, perhaps explaining why assembling all this data hasn't been undertaken by a single author up to now. Before the mid-1840s, mail between the United Kingdom and Australia was carried by private sailing ships via the Cape of Good Hope, with some letters occasionally being carried by ships of the Royal Navy. From 1844 to 1849, mail was carried by contract sailing ships, via the Cape of Good Hope. From 1849 to 1852, mail again was carried by private sailing vessels. Contract steamships began to carry mail during the period 1852 to 1854, mostly via the Cape of Good Hope. The service reverted to contract sailing ships between 1854 and 1856 via the Cape of Good Hope. Finally in 1856 contract mail by steamships resumed, routed via Suez and Ceylon. Routing of mail across the Pacific to South America and Panama to hook up with the British steamship service to Panama was possible from the early 1840s, but organized contract routes did not start until the late 1860s. From 1870, there were numerous steamship lines that carried British mail between San Francisco and New Zealand via Hawaii. From the mid 1870s steamship lines carried mails from the northern part of Australia via the Torres Strait and Indonesia to hook up with the British mail service to Singapore.

From Chapter 4 through Chapter 11, Tabeart provides very specific information about contract mail operations, starting with the Toulmin sailing packets of 1844 carrying mail from London to Sydney and ending with the Orient Line of steamships carrying mail from 1877 from Plymouth, England to Sydney. For each mail line, he provides the history of the contractual arrangements, information about the ships of the line and how the mails were handled, including specific markings that may have been associated with the line, and all the sailing data that he could assemble for the mail voyages of the line. Using the technique that he perfected in his book *Admiralty Mediterranean Steam Packets 1830 to 1857*, he presents sailing data by year and in the direction of the voyage, outbound and home bound. The sailing data is presented in tabular form with arrival dates shown at the major points of call in the voyage, along with extensive footnotes. In some cases, there is so much footnote information that he has chosen to break up the tabular listings to incorporate the footnote data within the appropriate voyage listings rather than put these notes at the end of a page or the end of a table. Not all his tables are complete, but he has accomplished a Herculean task with the data that he has assembled. Over 253 pages of his book provide specific sailing information of lines such as the Toulmin Packets; the Australian Royal Mail Steam Navigation Company; Peninsula & Oriental (P&O) Steam Navigation Company; General Screw Steam Ship Company; a variety of clipper sailing ships; the European and Australian Royal Mail Company; the Panama, New Zealand and Australian Royal Mail Company; the California, New Zealand, and Australian Mail Line; the Australian and American Mail Company; the Pacific Mail Steamship Company; the Eastern & Australian Mail Steamship Company; the Orient Line; and a host of other ships that carried mail on either a trip or short term contract.

To demonstrate the value of this book, I have selected a cover from my collection. When I first evaluated this cover many years ago, the task was much more difficult than it would be today thanks to Tabeart. Figure 1 illustrates a printed circular to the United States from one of the British colonies in Australia. This 26 January 1854 circular of Newell, Hooper & Stevens, Melbourne, Victoria, was addressed to Boston. The printed heading inside the circular reads "Per Steamer 'MADRAS,' via India." The circular was marked in the upper left corner "2 Circulars" to indicate that originally there were two circulars together, only one of which is in my collection. The circulars were posted in Melbourne on 27 January 1854, and marked in the upper right corner with a red datestamp of that office. The datestamp also indicated that the circulars were paid. The only payment that could be made was the Victoria charge of 1 penny per circular. Since there were two circulars, 2 pence was paid as shown by a red crayon "2" across the center of the circular. There are no other datestamps on the circular. Reconstruction of the routing of the circular is based on the stated desire to send the circular by the *Madras*. This steamship was one of the early P&O steamers under an 1853 contract negotiated with the British government to carry mail to Australia. The original contract ended in 1854 with many of the P&O steamers being called-up to serve as transports for the Crimean War.

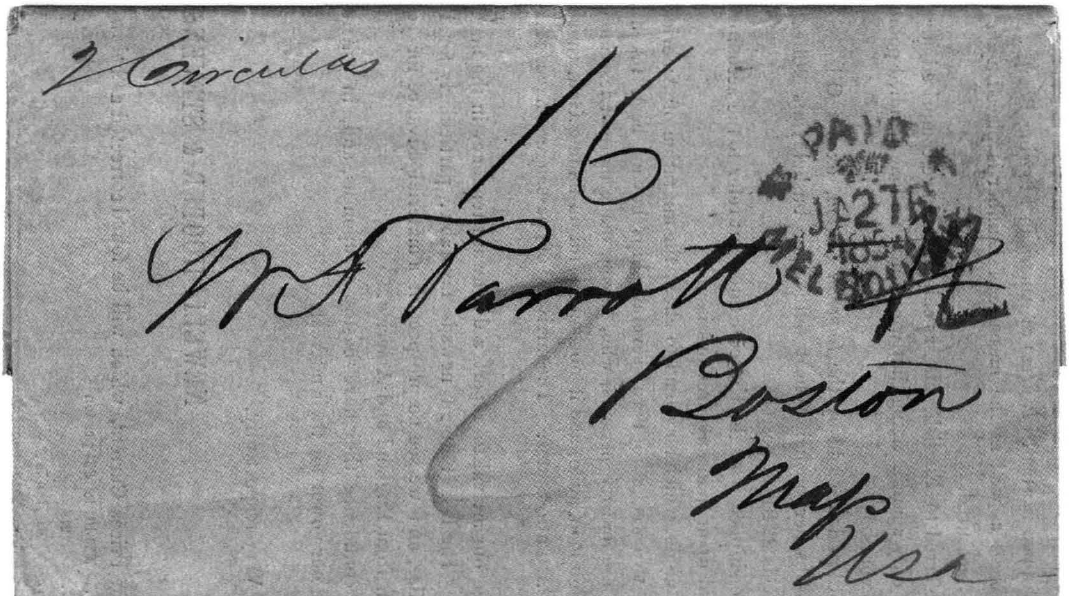

Figure 1. 26 January 1854, printed circular from Melbourne, Victoria, to Boston, paid 2x1d = 2d for two circulars. Circulars carried by P&O *Madras* to Ceylon under the first, short-lived P&O mail contract. Since circulars were sent in the express mail via France, they incurred a 6d or 12¢ charge for transit through France. Postage due in U.S. was 16¢, the 12¢ debit from France plus 4¢ U.S. fee for two circulars.

Ship	Dep Sydney	At Mel	At Adlaide	At KGS	At Spore	At Galle	Arr Suez	Dep Alex	At Malta	Arr Mars	Arr Soton	Notes
Shanghai	19 Sep	24/27	1-2 Oct	9/11 Oct	X	31 Oct						7
Bombay						13 Nov	29 Nov					[88]
Euxine								8 Dec	12 Dec		24 Dec	
Vectis									12 Dec	14 Dec		
Chusan	26 Nov	29/30	3-4 Dec	10/11	X	29 Dec						8
Oriental						14 Jan	31 Jan					[78]
Himalaya						**1854**		4 Feb	7 Feb		16 Feb	
Vectis									7 Feb	10 Feb		
Madras	25 Jan	28/30	2/2 Feb	6/8 Feb	X	23 Feb						9
Bengal	**1854**					28 Feb	15 Mar					[63]
Ripon								20 Mar	24 Mar		3 Apr	
Valetta									[24 Mar]	[26 Mr]		
Chusan	21 Mar	23/25	28/29	3/4 Apr	X	22 Apr						10
Hindostan						28 Apr	14 May					[77]
Simla								Note 10	31 May		10 Jun	
Valetta								22 May	25 May	28 May		
Madras	25 May	29/30	1-2 Jun	7/8 Jun	X	25 Jun						11
Ganges						26 Jun	14 Jul					[69]
Tagus								22 Jul	26/27		7 Aug	
Valetta								19 Jul	22 Jul	25 Jul		

Figure 2. Portion of Tabeart's sailing table showing homebound voyage of *Madras* and connecting voyages of P&O steamships *Bengal, Ripon,* and *Valetta* that carried the circulars to Marseille. Note how easy it is to read the table's dates.

Figure 2 shows that portion of the homeward sailing table for the P&O steamships in late 1853-early 1854 as it appears on p. 112 in Tabeart's book. A quick glance at the table layout and the presentation of the date information shows how easy it is to use the Tabeart tables. This particular table shows departures from Sydney, Melbourne, Adelaide, King George's Sound, arrivals at Singapore, Galle and Suez, departure from Alexandria, arrivals at Malta, Marseille, and Southampton. The voyage of the steamship *Madras* appears in the center of the table. On 30 January 1854, the *Madras* departed Melbourne and arrived at Galle, Ceylon, on 23 February 1854. Here the mail was transferred to the P&O steamer *Bengal*, departing on 28 February and arriving at Suez on 15 March 1854. The mail was carried overland to Alexandria for the next P&O steamer. The steamship *Ripon* left Alexandria with the mail on 20 March and arrived at Malta on 24 March 1854. An express mail was sent by P&O steamer *Valetta* to Marseille, and the heavy mail continued on to Southampton by the *Ripon*. Apparently, the circulars were in the express mail. We know this because newspapers from Australia were carried free by the P&O steamers; however, those traveling via Marseille were liable each to a 3d charge for transit via France.[3] Since these circulars, which were treated under the newspaper category, incurred a debit of 2x3d = 6d, it must be assumed that the circulars went in the express mail via Marseille. P&O steamer *Valetta* departed Malta on 24 March and arrived at Marseille on 26 March 1854.[4] This mail reached London on 28 March 1854. A London postal clerk marked a 12¢ debit to the U.S. in black pen on the right side at the bottom of the Melbourne datestamp. This was the debt incurred for transit through France, 6d or 12¢. The next steamship to the United States was the Ocean Line steamship *Hermann* departing Cowes on 29 March and arriving at New York on 14 April 1854. This expected routing of the circulars was consistent with two known letters from Melbourne carried on the same voyage of *Madras* that have New York arrival dates of 14 April 1854. A New York exchange office clerk added 2x2¢ = 4¢, the U.S. fee for two circulars, and marked the total postage due in Boston of 16¢ in black ink.

One very thoughtful feature of this book is a second index devoted entirely to the names of the ships. Many of the vessels that carried letters, especially the sailing ships, often made trips to Australia either with or without a mail contract. Regardless of the status of the voyage, the voyages probably will be listed in the book. The ship index allows the reader to enter with the name of the ship that appears on his cover and quickly locate the vessel's voyage, whether contract or non-contract. I found that this index provided the quickest way to isolate the appropriate voyage without having to determine the time period of the letter and what types of voyages were being made at the time, contract or non-contract. Once the voyage has been located, the contract status of the vessel on that voyage will be evident from its placement in Tabeart's listings. This information will be very important later in determining the rates charged on the letter. As I said, the study of mail to and from Australia is very complicated.

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[3]Michael M. Raguin, *British Post Office Notices: 1666-1899*, 9 vols. (Medford, Massachusetts: Michael M. Raguin, 1991-93), vol. 5, pp. 84-85, Post Office Instruction No. 5.

[4]Tabeart shows these dates in brackets because he differed with Kirk on the dates for *Valetta's* voyage. Tabeart was correct as shown by a listing in *The Malta Times* of 28 March 1854 and *Lloyd's List* of 27 March 1854, which provided the departure of *Valetta* from Malta and arrival at Marseille. Kirk's list agrees that this was the steamer that carried the mail from Malta to Marseille, but gives a later date for the arrival at Marseille. The 26 March arrival at Marseille was consistent with the mail reaching London by 28 March as reported in *The Times, London* of 29 March 1854, which also showed a 26 March arrival at Marseille.

There is one small concern that I have related to the construction of the book and not its contents. Although this is a hard cover book, the pages are perfectly bound, which means that they are glued rather than stitched. A decision was made to use this type of binding rather than a fully stitched binding, which would have added considerably to the price of the book. The author reports that the printer has a fine performance record using this type of binding, and that he expects the construction will hold up to heavy use. I hope that the author's faith in the printer is well-founded for this book will be heavily used by some collectors.

For those with any interest in the mail to and from Australia before 1880, Tabeart's book is an essential reference to understand the rates and the transport of the mail. And for those, who like me, have spent many hours trying to figure out the rating of covers from Australia that might be in their collections, I can think of no finer source of helpful information than this new book. In his well-organized and methodical explanation of a very difficult subject, this very talented postal historian has produced his finest work to date.

- Reviewed by Richard F. Winter □

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b. Paid and/or Requested Circulation (1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541. (Include advertiser's proof and exchange copies)	1,058	1,048
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f. Total Free Distribution (Sum of 15d. and 15e.)		
g. Total Distribution (Sum of 15c. and 15f)	1,126	1,110
h. Copies not Distributed	324	340
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Date: 1 October 2004

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THE COVER CORNER
RAYMOND W. CARLIN, Editor

PROBLEM COVERS FOR THIS ISSUE

The following cover (Figure 1) was submitted by Route Agent Dr. Charles Di Como. It is representative of three covers, all of which are addressed to Ives, Upham and Rand of Meridan, Connecticut, and all from New York City circa 1895. All are hand-stamped with circular numerals, which in this case is 20. The others are 22 and 24. Are the hand-stamps postal, or privately applied on receipt for internal purposes? Does anyone have an explanation for these hand-stamps?

Route Agent Jim Milgram provided a problem cover (Figure 2) which is a challenge to figure out. It is a 3¢ envelope to which a 10¢ 1857 (with imprint at right) has been added. Both stamps are canceled with a duplex "SAN FRANCISCO / MAR / 1 / CAL" CDS and a 4-circle obliterator. (Note the weak CDS over the 10¢ stamp which gives assurance that the postmark was a duplex type.) The left obliterator ties the stamp to the cover. The letter is addressed to Clifton, California and a pencil note on the cover face states "Date of Letter / Feb. 27, 1866." A "Due 6" in blue crayon is at upper left, and two small numbers in manuscript reading "31" over "23" appear at lower center. Please explain the 6¢ postage due, the rate in effect for letter postage, where the short paid was noted and the significance (if any) of the two numbers (31/23).

Send your answers to: Greg Sutherland, P.O.B. 24231, Huber Heights, OH 45424-0231 or gregfree@coax.net.

Editor-in-Chief's Note: This issue marks Ray Carlin's retirement as Section Editor of the Cover Corner. He took over that position with the August 1998 issue, following the death of Scott Gallagher. Prior to that, he had assisted Scott for a number of years, both "anonymously" and later with formal recognition as Assistant Editor. His contributions have always been appreciated for their diversity and general interest, a good eye for the true puzzlers and a trenchant writing style–we're obliged to him for some 10 years of entertainment and enlightenment. Health considerations have caused Ray to step down from the editorship, but we certainly hope it won't deter him from occasional "problem cover" submissions.

Ray's Assistant Section Editor, Greg Sutherland, will officially take on the editorship with the February 2005 issue. □

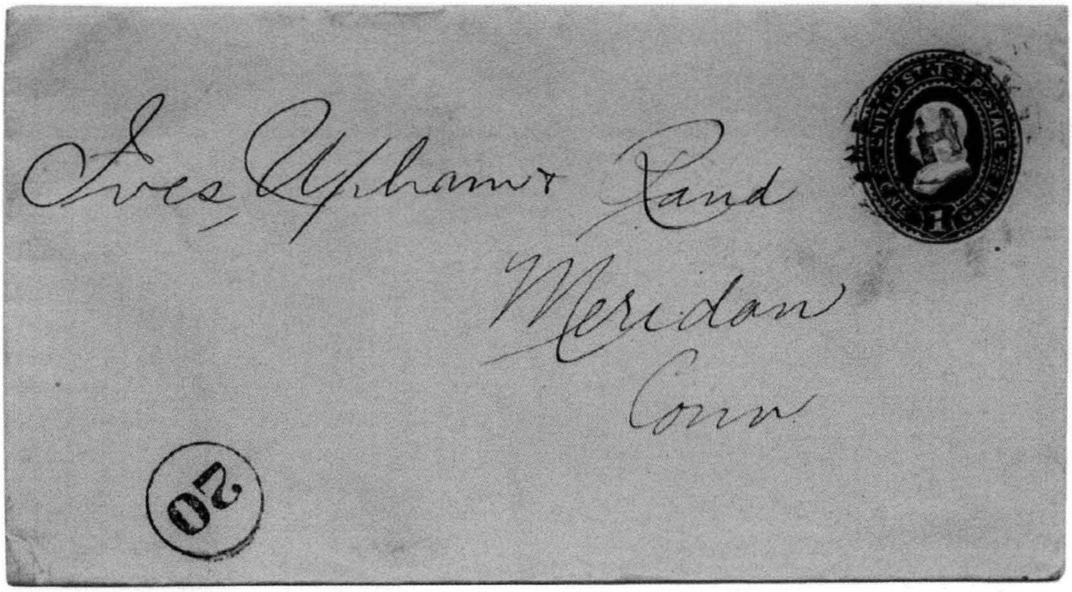


Figure 1. New York City to Meriden, Connecticut cover, circa 1895, with circular numeral "20"

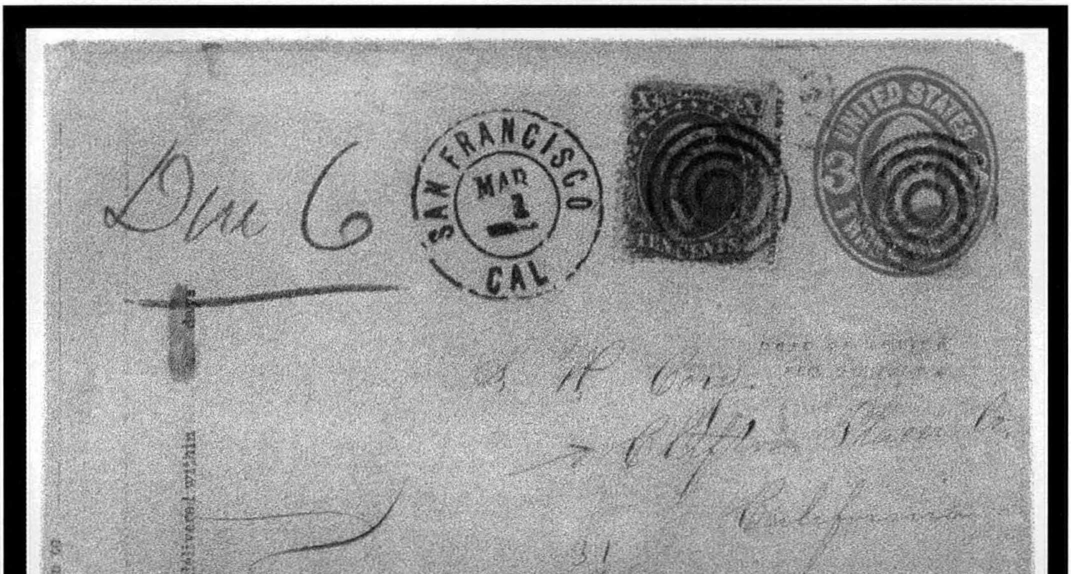
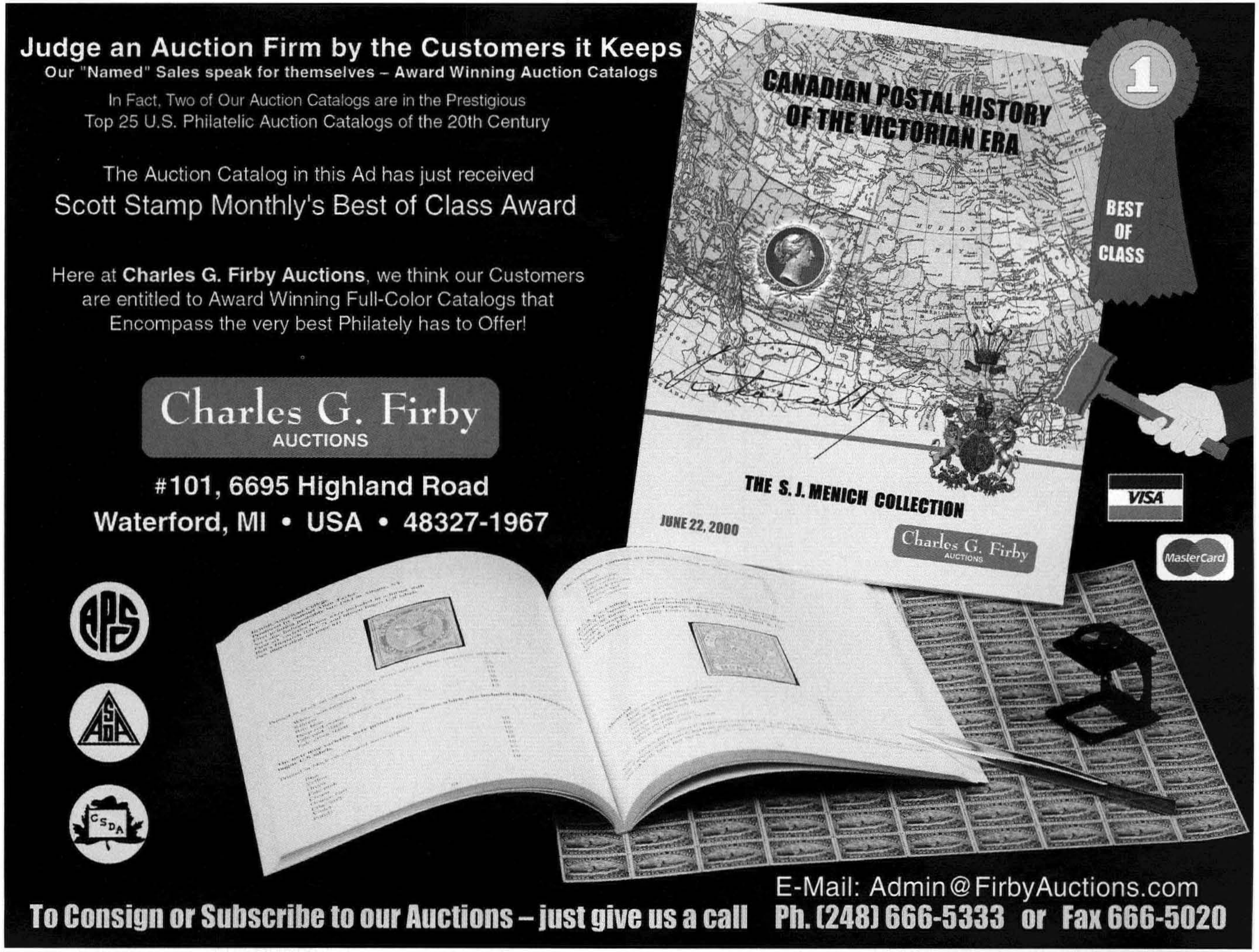


Figure 2. San Francisco to Clifton, California, March 1866, 10¢ adhesive on a 3¢ envelope marked as short paid by 6¢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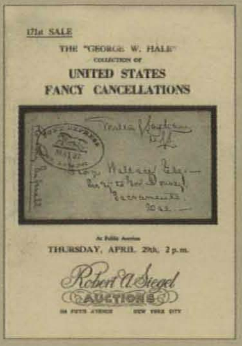
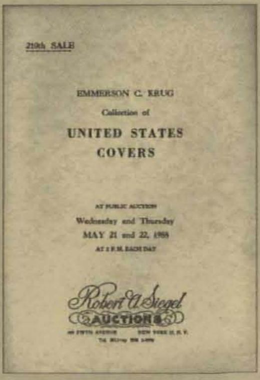
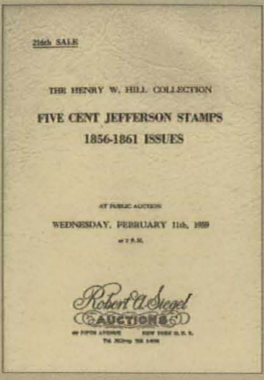


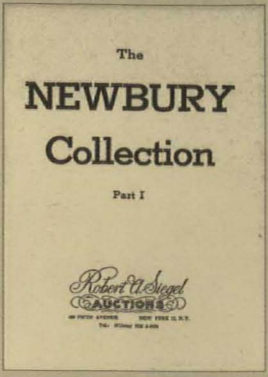
Hale 1954



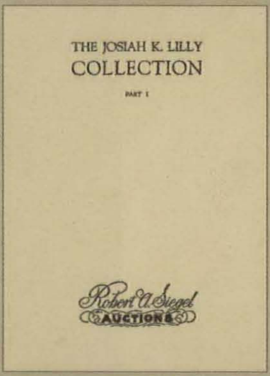
Krug 1958



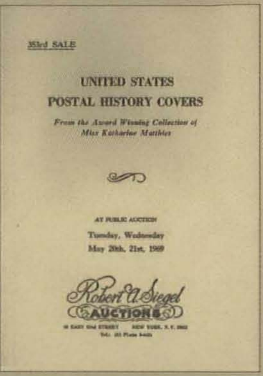
Hill 1959



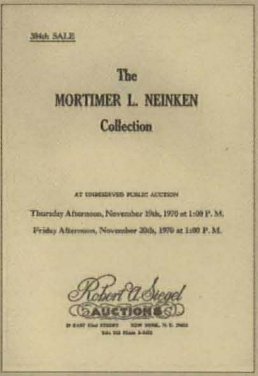
Newbury 1962



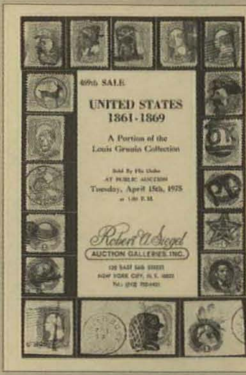
Lilly 1967



Matthies 1969

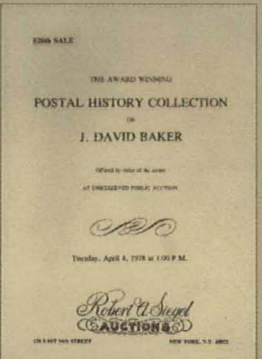


Neinken 1970

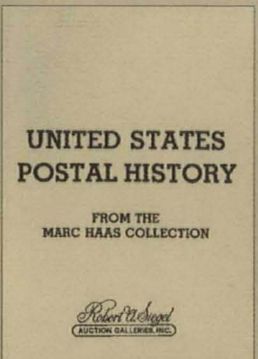


Grunin 1975

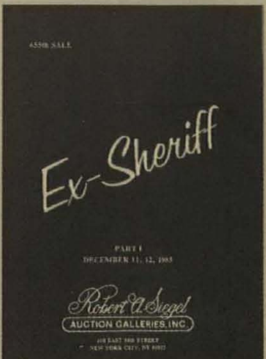
Rohloff 1977



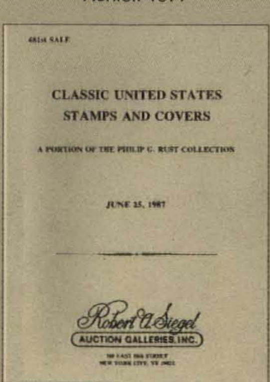
Baker 1978



Haas 1980

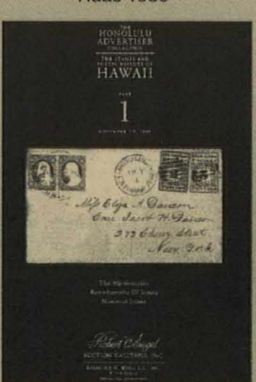


Sheriff 1985

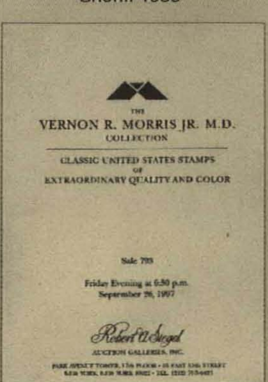


Rust 1987

Kapiloff 1992



Honolulu Advertiser 1995



Morris 1997

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