THE CHRONICLE August 2009 (No. 223)

The Chronicle

of the U.S. Classic Postal Issues

Eight 3¢ D-grill stamps on a registered cover from New York City to Newburgh, New York, posted 4 February 1868, two days after the first known use of the D-grill. From an article on these scarce grilled stamps by Michael C. McClung, page 219.

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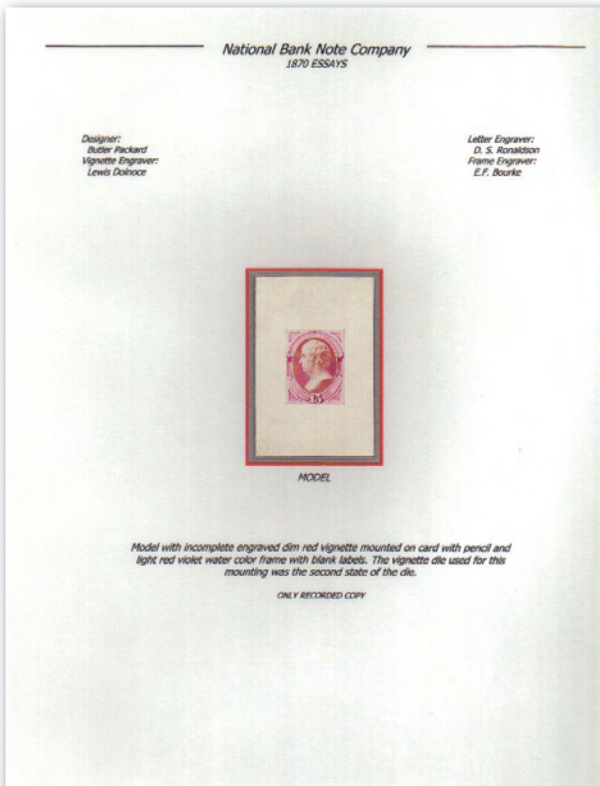
Congratulations

to Stephen Tedesco on winning the APS single frame
Champion of Champions with his exhibit,
*The U.S. 15c Webster of 1870 From
Model to Finished Plate*



National Bank Note Company
1870 ESSAYS

Designer:
Butler Packard
Vignette Engraver:
Lewis Dolnoce

Letter Engraver:
D. S. Ronaldson
Frame Engraver:
E.F. Bourke

MODEL

Model with incomplete engraved dim red vignette mounted on card with pencil and light red violet water color frame with blank labels. The vignette die used for this mounting was the second state of the die.

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THE EDITOR'S PAGE
MICHAEL LAURENCE

IN THIS ISSUE

This issue introduces a new editor for our 1851 section. Gary Granzow, who for the last two years served as assistant editor, has agreed to take on this key portfolio. Gary has a distinguished record as a collector, scholar and author in the 1851 area. His introductory section, beginning on page 213, pays homage to the late Hubert Skinner, his predecessor as 1851 editor, and to Carroll Chase, whose APS pamphlet, published just a century ago, sparked collector interest in the plating of the 3¢ 1851 stamps. Over time, that interest evolved into a national study group and ultimately gave birth to the U.S. Philatelic Classics Society and its quarterly *Chronicle*. Please join me in welcoming Granzow to this important responsibility.

Richard B. Graham, dean of U.S. postal historians, has been contributing to *The Chronicle* since its beginnings as a study-group newsletter. This issue features two contributions from Graham: An article (starting on page 223) explaining year-dating confusion on double-circle postmarks from the 1860s, and a review (page 256) of Leonard Piszkiewicz's new book on supplementary mails.

In our stampless section (page 193), James Milgram continues his exploration of integral-rate markings on stampless covers, this time discussing postmarks created for the special California rates that prevailed between 1847 and 1863.

Our Carriers and Independent Mails section, starting on page 202, presents Gordon Stimmell's analysis, supported by the beginnings of a cover census, of the circular labels created by George H. Gray, a Boston wholesaler and forwarder. As Stimmell makes clear, the Gray labels survive in several types, at least one of which appears to have served, for a while anyway, as a local postage stamp.

In our 1847 section, page 209, Gordon Eubanks discusses a 10¢ bisect cover, posted just before the 1847 stamps were demonetized. Eubanks examines the unusual route this cover took and speculates it entered the mails in New York City as an overpaid drop letter.

Featured on our cover is a registered envelope franked with eight 3¢ D-grill stamps of 1868, by far the largest number of this stamp recorded on a cover. The D grills are the subject of the lead article in our 1861 section (page 219), by editor Michael McClung.

Our Foreign Mails section this issue (page 241) contains the conclusion of a two-part article by Dale Forster on the treaty-mandated PAID ALL markings found on transpacific mail during 1867-1886. And our Officials section (page 229) continues its ongoing exploration of plate varieties on Departmental stamps, this time focusing on the stamps of the Navy Department, jointly written by George Sayers and Alfred E. Staubus.

Starting on page 259, a special In Memoriam section mourns the passing of three men, each of whom touched our Society in very different ways: Charles Peterson, my predecessor, who served as editor-in-chief of this journal for 13 years; Floyd Risvold, postal history collector extraordinaire and occasional contributor to these pages; and Carl Walske, renowned student of stamp forgeries and father of Steve Walske, editor of our section on the Western Mails. *Requiescat in pace*.■

DOMESTIC POSTMARKS SHOWING INTEGRAL RATE WITHIN THE CIRCULAR TOWNMARK: CALIFORNIA RATES

JAMES W. MILGRAM, M.D.

This continues a series of articles describing dated town markings that include information about the postal rate or prepayment, as found on U.S. stampless covers. The first two articles, published in *Chronicles* 213 and 214, listed and discussed attached-rate markings—those on which the rate indicator is part of but outside the circular datestamp.

Two subsequent articles, in *Chronicles* 216 and 222, discussed integral-rate markings, on which the rate information is contained within the marking. The *Chronicle* 216 article was devoted to markings from the 1845-1851 era, when the rates were 5¢/10¢ for under/over 300 miles, prepaid or unpaid. The *Chronicle* 222 article discussed markings from the 1851-1855 era, when domestic postage rates for distances under 3,000 miles were 3¢ prepaid and 5¢ unpaid.

This article discusses integral rate markings showing California rates. These are sufficiently distinctive to justify separate consideration.

Early California rates can be divided into three periods. The first period involves letters carried under the Act of March 3, 1847, which established the 40¢ rate for mail between the two coasts of the United States. This act was reinforced by another a year and a half later. Letters between locations in California were charged 12½¢. This was during the era when rates of 5¢ and 10¢ prevailed in the eastern portion of the country. The second California rate period commenced July 1, 1851, when a dual rate structure was introduced for letters between the two coasts: 6¢ if prepaid and 10¢ if unpaid. At this time the domestic rate of 3¢ applied to letters that traveled less than 3,000 miles.

The third California rate period began April 1, 1855, when prepayment became compulsory. The rate up to 3,000 miles was 3¢, and the rate over 3,000 miles became 10¢. This actually raised the prepaid rate to California and required it on all letters. Practically no letters went overland to California in the 1850s. Most all correspondence went on steamers via Panama, a distance of much more than 3,000 miles.

California rates did not change again until June 30, 1863, when the 3¢ domestic rate became universal for any distance. By that time, stampless domestic correspondence (except for soldier letters) had largely ceased.

Rather than dividing integral-rate postmarks into rate periods, as we did in the previous sections, we will consider the California-rate markings (the numbers are fairly small) in two broad groupings: markings used by California towns (Table 1) and markings used by eastern towns (Table 2). Data has been adapted from the stampless cover catalog with additions from my record. Usage dates have been updated based on John H. Williams' two-volume California book.[1]

[1] Williams, John H., *California Town Postmarks 1849-1935,* Western Cover Society, 1997.

Table 1: Integral Rate Markings Showing California Rates, California Towns

Marking	Date	Marking	Date
Culloma Alta Cal 40	1850	Sacramento CAL 12½	1850
Culloma Alta Cal 80	1850	San Francisco 40	1849-51 (two types)
Culloma Alta Cal 12½	1850	San Francisco 80	1849-51 (two types)
Marysville CAL 40	1850-51	San Francisco 12½	1849-51
Marysville CAL 80	1851	San Francisco 6	1851 (separate PAID)
Marysville CAL 12½	1851	San Francisco CAL PAID 6	1852-54
Marysville CAL 6 PAID	1853-55	San Francisco 10	1851-55 (two types)
Marysville CAL 10	1851-55	San Francisco CAL 10 PAID	1855-56
Marysville CAL 12 PAID	1853-55	San Francisco 20 CAL	1857-58
Marysville CAL 20	1853	San Francisco CAL FREE	1855-58
Marysville CAL FREE	1857-58	Shasta CAL 10	1853
Nevada City Cal 10 PAID 1855	1855-56	Stockton CAL 40	1850-51
Placerville Cal 6 PAID	1854-55	Stockton CAL 12½	1851
Placerville Cal 10	1854-57	Stockton CAL 6 PAID	1853-54
Sacramento 40 straight line	1849	Stockton CAL PAID	1851-55
Sacramento CAL 40	1850	Stockton CAL 10 PAID	1855-57
Sacramento CAL 80	1850		

California Rates from California Towns

The cover in Figure 1, from Culloma, California, to Lancaster, South Carolina, shows the highest value known on an integral domestic-rate marking, 80¢, representing double the California rate. The marking, in use 1849-51 (see Table 1) reads "CULLOMA ALTA CAL 12 SEP 80" in black with a matching curved "PAID." This cover is from the Wiltsee Collection, a wonderful showing of western covers on display in the History Room at the Wells Fargo Bank in San Francisco. This is one of the great collections of postal history on continuous public display.

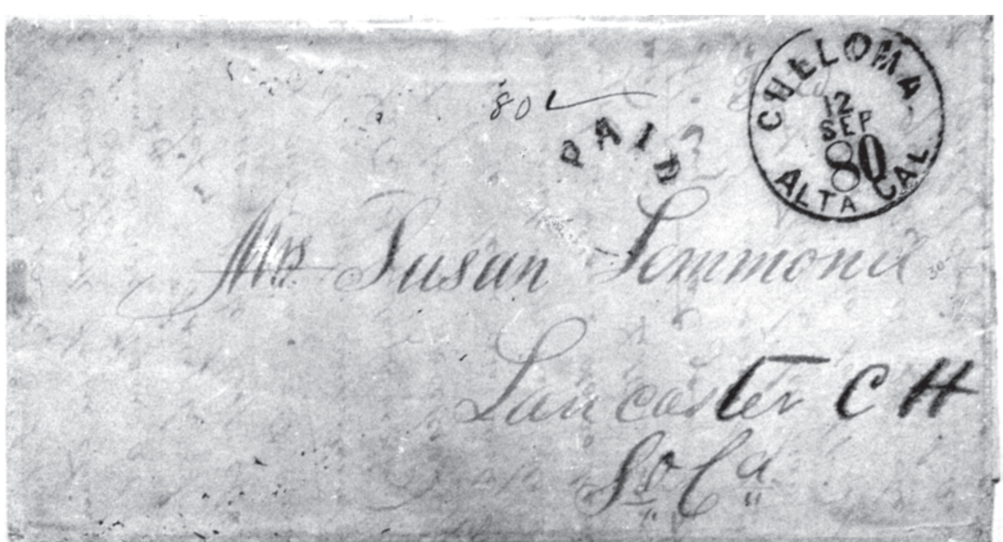

Figure 1. Cover from the 1849-51 era from Culloma, California to Lancaster, South Carolina, showing the very rare integral-rate 80 marking, representing double the 40¢ rate. From the famed Wiltsee collection, on public display in San Francisco.

Figure 2. This is a fine example of the straightline Sacramento 40 postmark—"SACRAMENTO 40 OCT 28 1849"—on a cover to New Jersey. Very few towns used integral-rate straightline markings.

Figure 3. The typical California postmark with integral 40¢ rate takes this configuration, here in an example from Sacramento, on a cover to Connecticut.

Certainly the finest example of a California integral-rate postmark is the 1849 straightline from Sacramento. A typical example— "SACRAMENTO 40 OCT 28 1849" in black—is shown on the cover to New Jersey in Figure 2. This is only the second straightline postmark with an integral rate that we have encountered in this entire series of articles. The first, from Willington, Connecticut, was illustrated as Figure 4 in *Chronicle* 222, page 101. The Figure 2 cover is unpaid. If the postage had been prepaid, this same marking would have been used with a separate PAID marking.

Sacramento also used the circular integral 40 postmark "SACRAMENTO CAL 27 JUN 40" shown on the cover in Figure 3. This also bears the odd arched "PAID" used at Sacramento. From the docketing at upper left, one can see it took almost six weeks for this cover to reach its destination in Norwich, Connecticut.

Figure 4. A number of California towns also had this type of integral 12½ postmark to indicate the 12½¢ rate for covers traveling between California towns. This cover from Sacramento is addressed to "Coloma, American River, Cal."

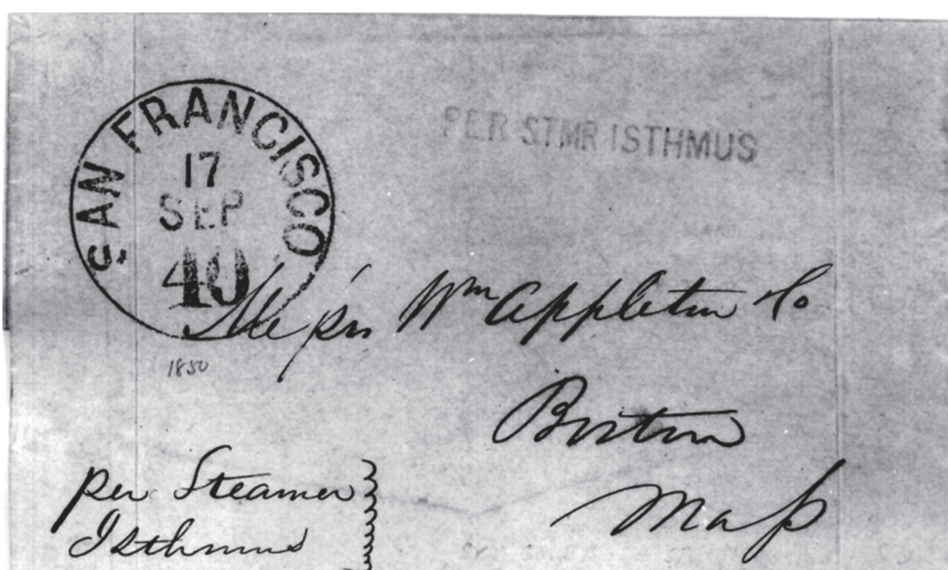

Figure 5. While the red San Francisco integral 40 marking is quite common, the red "PER STMR ISTHMUS" on this 1850 cover to Boston is very rare.

The cover in Figure 4, also from Sacramento, shows "SACRAMENTO CAL OCT 23 12½," representing the special 12½¢ rate for covers traveling between towns in California. This type of marking was used at a number of larger settlements in California.

The chief post office in California was San Francisco. In the early days, all California mail entered and left through the port of San Francisco. A strike of San Francisco's red circular integral 40 marking is shown on the 1850 cover to Boston depicted in Figure 5. The marking reads "SAN FRANCISCO CAL 17 SEP 40" and the cover also shows a

Figure 6. Integral double 40¢ rates are known from only a few cities. The San Francisco integral 80 on this cover to Baltimore is the most common type.

Figure 7. This integral-rate PAID 6 postmark from San Francisco (second rate period) has an unusual format, because much information had to be squeezed in.

light strike of a routing marking, "PER STMR ISTHMUS," also in red. This integral-rate San Francisco circular datestamp was the most important postmark of the early gold-rush era. While the red San Francisco 40 postmark is quite common, the red "PER STEAMER ISTHMUS" is very rare.

The same basic configuration was used for the double-rate marking on the cover to Baltimore, also from 1850, shown in Figure 6. The marking reads "SAN FRANCISCO 15 NOV 80." Integral double 40¢ rates are known from only a few cities, either east or west. This integral 80 from San Francisco is the most common type.

From the second rate period there were many more towns and postmarks. Marysville, Placerville, San Francisco and Stockton all had "PAID 6" markings (see Table 1) and at least Marysville had a PAID 12, not listed in Williams. The "SAN FRANCISCO 16 MAR

Table 2: Integral Rate Markings Showing California Rates, Other Towns

Marking	Date
Boston 6 cts	1851
New Orleans La. 6 PAID	1855
Detroit Mich 6 PAID	1855
Newark N.J. 6 PAID	1851
Newark N.J. 10	1854
Rockaway N.J. 6 PAID	date unknown
Albany N.Y. 6 PAID	1854-55
New York 40	1849-50
New York 40 (curved)	1850-51 (a variety exists with attached PAID)
New York PAID 6 cts	1851 (a variety exists with attached PAID)
New PAID York 6	1852-54
New-York 10 cts	1852-57
Syracuse N.Y. 6 PAID	1854
Troy N.Y. 6 PAID	1855
Philadelphia Pa. 6 PAID	1854-55
Philadelphia Pa. 10	1853

PAID 6" integral-rate circular datestamp is shown on a cover to Albany, New York, in Figure 7. This is an example an integral-rate postmark used to designate the prepaid rate. The example in Figure 7 is black, but the marking comes in red and blue too. This San Francisco postmark from the second rate period has an unusual format, no doubt because so much information is squeezed into it. After the 6¢ prepaid rate period had ended, the "6" was carved off this marking and (because it said "PAID") it was used all the way up into the 1870s as an exchange-office marking on prepaid foreign mails.

California Rates from Eastern Towns

It needs to be mentioned that a double 3¢ rate for letters carried within the east coast region required the same marking (during the 1851-1855 era) as the single prepaid rate for a California letter from the eastern half of the country. Thus a town with an integral 6 circular datestamp could use it for either purpose. Nonetheless, I believe that most of the integral 6 markings were devised to indicate the western rate. Boston is a good example. The Boston 6¢ integral-rate marking (see Table 2) dates from the beginning of the 6¢ California rate period in 1851, but this marking does not include a PAID. It definitely was used for the double domestic 3¢ rate as well.

The cover in Figure 8 shows the integral-rate postmark Boston used during the second rate period to designate the unpaid rate to the Far West. On this cover the marking reads "BOSTON 3 NOV 10 CTS." Note the address: "Great Salt Lake City, Uta Territory." In the 1850s mail to Salt Lake City went first to San Francisco and then eastward by wagon. So this letter traveled even greater distance than one addressed to a California town. Inbound covers to Utah Territory during this era are not common.

The only integral-rate 40 marking from an eastern city appears on the cover shown in Figure 9. There was no eastern integral-rate postmark for the double rate. If prepaid, covers with the New York "40" marking show a separate handstamped PAID. Note that this cover bears a "Steamer Ohio" notation, applied by the sender.

Any double-rate letter with an integral-rate postmark is unusual. An example is shown in Figure 10, an 1852 cover addressed to Auburn, California. This bears a railroad route agent's handstamp "N.YORK & N. HAVEN R.R. JUN 8" and was delivered into New York

Figure 8. Boston integral-rate 10 postmark used to indicate the unpaid California rate in the second rate period. The destination "Uta Territory" is scarce.

Figure 9. New York was the only eastern city to create an integral 40 marker for use on California mails. This cover was sent collect. Prepaid covers show the same marking with an additional handstamped PAID. The "Pr Steamer Ohio" legend is a routing notation applied by the sender.

the following day where it received the very unusual New York integral 20 marking ("NEW YORK 20 JUN 9"). This marking may have had other maritime uses, but it was here clearly used to indicate the double unpaid rate to the west coast.

Since the rate was 10¢ for an unpaid letter in the second rate period, a cover showing Paid 10 must represent usage from the third rate period, when the single rate was 10¢ and always had to be prepaid. An example from New York in 1855 is shown in Figure 11. Stampless covers at this rate from this era, such as Figure 11, are less common than stamped covers or government entire envelopes.

Figure 10. Any double rate paid with an integral-rate postmark is very unusual. This 1852 cover from New York City to Auburn, California, shows an integral-rate 20 representing double the 10¢ unpaid rate. This marking had maritime uses as well.

Figure 11. Since the rate was 10¢ for an unpaid letter in the second rate period, a PAID 10 marking means the third rate period when the rate was 10¢ and had to be prepaid. This cover was sent from New York to San Francisco in 1855.

From towns other than Boston and New York, integral-rate markings showing California rates are fairly rare. Figure 12 shows a cover from New Orleans to San Francisco bearing a red "NEW ORLEANS LA. 6 PAID FEB 9" marking. This cover was sent in 1852, during the split-rate period when the prepaid rate was lower than the collect rate. As a general rule, handstamped integral rate postmarks for the prepaid California rate from the second period are very scarce.

Figure 12. Cover from New Orleans to San Francisco bearing a red "NEW ORLEANS LA. 6 PAID FEB 9" marking. This cover was sent in 1852, during the split-rate period when the prepaid rate was lower than the collect rate. Handstamped integral rate postmarks from the second period showing the prepaid California rate are scarce.

Figure 13. Trenton had only an integral "3 PAID" marking. On this cover to San Francisco the marking was repurposed for the third California rate period by over-printing the "3" with a handstamped "10".

The cover in Figure 13 shows a red "TRENTON N.J. 3 PAID JUN 3" on a cover docketed 1855. The address is to San Francisco and the rate after April 1, 1855 was 10¢ prepaid (no unpaid rate). Trenton had only an integral 3 PAID marking, not suitable for California mail. But on the Figure 13 cover this was repurposed for a higher rate by over-printing the "3" with a handstamped numeral "10."■

GRAY'S ANATOMY

GORDON STIMMELL

Long a subject of postal history conjecture, the status of the tiny round labels of George H. Gray of Boston remain cloaked in mystery 160 years after they first appeared on letters.

Were they actually local stamps, with a 2¢ carrier delivery charge per letter? Were they merely the labels of a forwarder? Or were they advertising labels?

Whatever status they are ultimately assigned, these little labels are extremely rare, with only half a dozen known. The going rate for an example, properly affixed to a letter, runs about $2,000.

A close examination of the Gray labels, which were used in the 1847-50 period, reveals two distinct designs, both variants on the same wording, with "Boston" in the center and "GEO. H. GRAY & CO." circling the outer ring, with an ornament below. Both are embossed, resembling the later Nesbitt back-flap seal found on early U.S. postal stationery.

The earliest type of Gray label, from 1847-48, is shown greatly enlarged in Figure 1. Here the lettering is relatively large and widely spaced, with an ornament showing two balls and a period after "CO." About 1849 a close variant of the label appeared. An example is shown in Figure 2. This has smaller lettering and the letters are closer together. And it has a new ornament resembling a trefoil leaf and no period after "CO". Both labels show evidence of having been die cut from a larger sheet.

Figure 1

Figure 2

Enlarged images of the two types of red Geo. H. Gray & Co. embossed labels, used during 1847-1850. Figure 1, electronically lifted from the cover shown in Figure 7, is the earlier type. The lettering is larger and more widely spaced. Figure 2, from the cover fragment in Figure 8, shows lettering more tightly spaced and lacks a period after "CO". The bottom ornaments also differ.

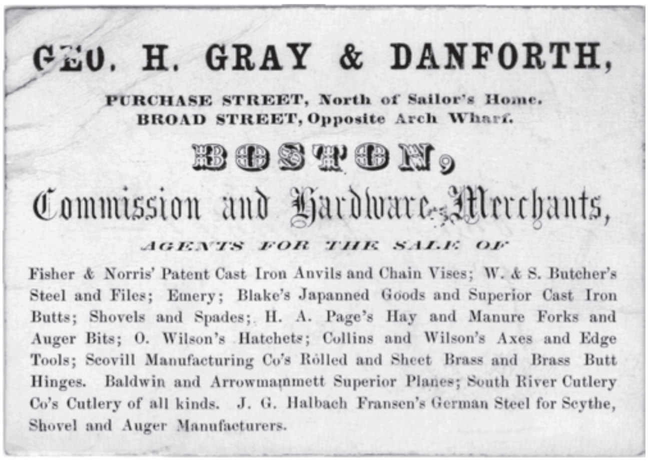

Figure 3. A Gray's advertising card from the early 1850s. This locates the firm of Gray and Danforth as "Commission and Hardware Merchants" on "Purchase Street, North of Sailor's Home" and on "Broad Street, Opposite Arch Wharf." The card includes a listing of some of the devices and brand names for which that Gray firm served as agent.

To compound things, a third label surfaced at auction recently, in dark green instead of red, with "BOSTON" in the center, and "GEO. H. GRAY" in the upper rim and "& DANFORTH" in the lower rim. This dates from 1856. The green label is cut square.

So who was George H. Gray? He was a Boston commission merchant, rising into prominence in the 1840s and 1850s. A massive search of Boston newspapers shows a Geo. H. Gray & Co. first listed in 1830 on Water Street. Then a big gap ensues until a multiplicity of ads shows up for Gray from 1843 onward, usually with a long list of the types of goods his company imported from overseas. The 1845 *Simpson Boston Directory* lists him as: "Gray, George H. & Co. (Wm. G. Prince & H.A. Page) domestic hardware, 57 Milk; h. U.S. Hotel." Express historian Bruce Mosher, who was conducting a parallel search to my own, located him in the 1850 U.S. Census living in East Cambridge, age 55.

After combing hundreds of ads in U.S. newspapers, I should note that many "commission merchants" in the 1840s were also listed as "forwarders," not necessarily of mail but of goods. As a dealer in imported hardware from Europe, George Gray acted largely as a wholesaler, shipping to retail merchants up and down the eastern seaboard.

Some time between 1850, when uses of the red label terminate, and 1856, Gray moved his offices from 57 Milk Street and formed an alliance with a man named Danforth. An ad in the *Boston Evening Transcript* of Dec. 30, 1856, lists the firm as George H. Gray & Danforth on Purchase Street, which lends added credence to the newly discovered green label.

After searching of tens of thousands of archival U.S. documents, I managed by some miracle to locate a surviving Gray's advertising card from the early 1850s. This is shown in Figure 3. It lists the firm of Gray and Danforth as "Commission and Hardware Merchants" on "Purchase Street, North of Sailor's Home and Broad Street, Opposite Arch Wharf."

Gray continued to be listed as a reputable merchant in the Boston newspapers of the day, in news items regarding a petition to have a horse and carriage removed from in front of his Milk Street business in 1850, to being listed on boards of directors, to being on committees for fashionable dress balls. He is also cited in news items about honorably delivering invoices to the Customs House for clearance and paying duties on overseas imported goods.

Let's sift the surviving postal history for clues as to the ultimate status of this label.

The evidence for "local" usage: When Robson Lowe offered the cover in Figure 4 (with a Gray label bearing a manuscript "2") in his Basel 1 March 1973 Sale (lot 1569), he described it as "The ONLY RECORDED EXAMPLE of this service, on 1848 F.L. from Birmingham, England to Philadelphia, brought by the S.S. *Arcadia* from Liverpool to Boston where Gray & Co. collected a parcel of mail and posted it, charging 2 cents for the

Figure 4. Gray label bearing a manuscript "2" on 1848 folded letter from Birmingham, England to Philadelphia. Carried from Liverpool to Boston outside the mails or in a larger packet. Gray & Co. collected the parcel of mail and posted the contents, charging 2¢ per letter for this service. The circular datestamp indicates arrival in Boston as Feb. 1 and the contents are internally dated Jan. 14, 1848.

Figure 5. Like Figure 4, this cover, internally dated Dec. 17, 1847, also originated at Birmingham, from the same correspondence. The Gray local also shows a pen manuscript "2" and is tied by a Boston Jan. 5 (1848) red circular datestamp. This cover lends further credence to the theory that the Gray stamp served a local post function, at least briefly.

Figure 6. Another cover from Birmingham via Boston to Philadelphia, dated Oct. 18 (1847). On this cover, the red Gray label does not bear a manuscript "2" marking.

service." This caused a few philatelic jaws to drop, with the cover estimated at 2,500 Swiss Francs. The circular datestamp indicates Boston arrival on Feb. 1 and the contents are internally dated Jan. 14, 1848, according to the current owner, who notes the cover crossed the Atlantic on the Cunard *Arabia* (not *Arcadia*) out of the mails.

Robson Lowe was a dean of many philatelic subjects including U.S. locals. When I met him for dinner at the East India Club in London in the early 1990s, he smiled recalling this cover. But he preferred to tell me about his placing the British Guiana One Cent Magenta for $1 million with investors and was disturbed it had been exhibited so often in the decade since that artificial lighting had oxidized the stamp so black that the design was almost invisible. Admittedly, this was more interesting grist than the little Gray's label.

It is also far from being the only recorded example. A second cover exists with a Gray's label also bearing a manuscript "2." Shown in Figure 5, this cover lends further credence to the theory that the stamp served a local post function, at least briefly. Like the Lowe cover, this also originated at Birmingham, from the same correspondence (Price, Newlin and Co. in Philadelphia) as Figure 4. The Figure 5 cover is internally dated December 17, 1847. The cover bears the Gray local with a pen manuscript "2" and a "20" due rater in circle, representing double-rate postage due in Philadelphia. The Gray label is tied by a Boston Jan. 5 (1848) red circular datestamp. The dating difference is no doubt due to the trans-Atlantic crossing times. This was in the Colonel E.H.R. Green collection (Laurence & Stryker sale of Oct. 5-8, 1942, lot 39).

Figure 6 shows a third cover, on which the red label does not bear a manuscript "2" marking. This was also sent from Birmingham via Boston, in this case to T. and L. Thompson in Philadelphia. This is dated Oct. 18 [1847] with a faint red Boston marking. A fourth cover exists, with the label affixed in lower left quadrant of the cover, addressed to "The New York Gas Light Company" in New York City, dated Feb. 1, 1848. It shows a red 5¢ Boston circular datestamp dated February 1. Again, the adhesive has no manuscript "2."

A fifth cover has been submitted to our census by James W. Milgram, editor of the

Figure 7. Folded letter from Birmingham, England, October 4, 1847, with partially printed contents, also to T & L Thompson of Philadelphia. As with the cover in Figure 6, the Gray label does not bear a manuscript "2" marking.

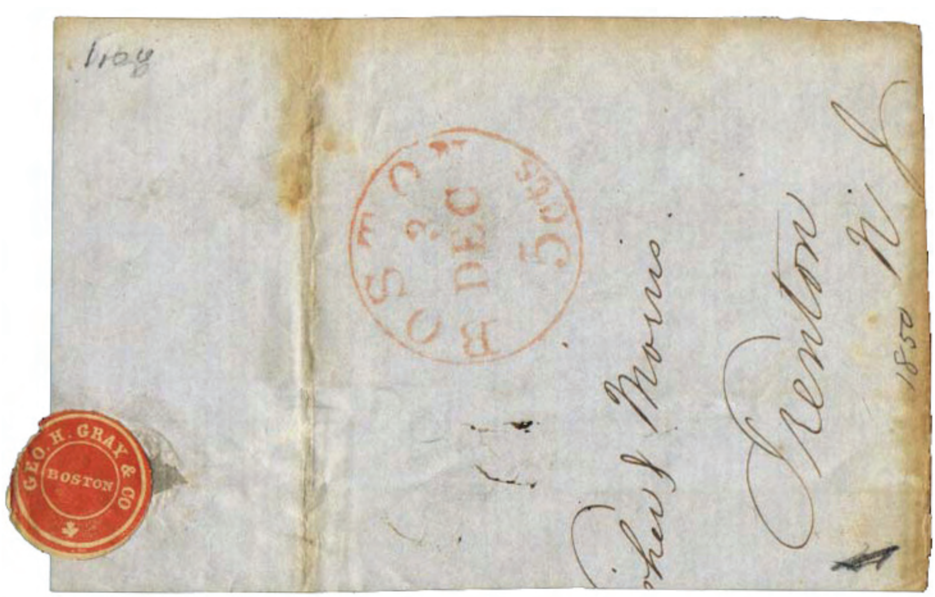

Figure 8. Fragment of a cover addressed to Trenton, New Jersey, origin unknown, with Boston "3 DEC 5cts" rater in red. Affixed over what would have been the flap of the envelope is the so-far-unique example of the Type 2 red stamp shown in Figure 2. The label does not show a manuscript "2."

stampless section of this *Chronicle*. Shown in Figure 7, Milgram's is a folded letter originating at Birmingham, 4 October 1847, with partially printed contents, also to T. and L. Thompson of Philadelphia. The cover shows the red round Gray label (no manuscript "2"),

Figure 9. Dark green Gray label with new partner "Danforth" added, on a cover sent from Boston (red 13 AUG Br. Pkt. PAID) to Pictou, Nova Scotia. The cover shows a Pictou Aug 16, 1856 receiving backstamp and the cut square green label on the reverse. The use here appears to be a company advertisement or forwarder label, not a carrier stamp.

on the lower left front of the letter as usual, tied by a red receiving manuscript notation "duplicate invoice." Milgram notes: "Gray & Co. would have forwarded this letter from the wharf to the post office where red 'BOSTON 10 Cts 10 OCT' was applied to charge for postage to Philadelphia."

A fragment of a sixth cover has surfaced as well. This is shown as Figure 8 and is the source of the enlarged label shown in Figure 2. The die-cut round stamp, with no manuscript "2," is affixed over what would have been the flap of the envelope, addressed to Christopher Morris of Trenton, New Jersey, origin unknown, with Boston "3 DEC 5cts" rater in red. This is the so-far-unique example of the Type 2 red stamp with the smaller lettering. It bears a pencil date of "1850" on the piece, which cannot be confirmed, because docketed internal contents are missing. But as the illustrations in Figures 1 and 2 should make clear, the label is definitely a different type from the 1847-48 uses.

Since the first five covers, bearing the Type 1 adhesive, all cluster in the four months between Oct. 4, 1847 and Feb. 1, 1848, why do two bear the "2" manuscript marking, and the other three lack it? Postal historians are divided on this, some insisting Gray merely collected letters at the docks and forwarded them. Others aver the "2" markings indicate a local post, or at least a company carrier service. Was the 2¢ charge just a passing experiment with Gray's carriers bearing the letters from the wharves to the Post Office where they were dropped into the mails? Or did the carriers merely omit penning a "2" on three of the covers? Or were the two stamps marked "2" collect, and the three not marked "2" prepaid at the wharves?

The Siegel May 19-22 1970 sale, lot 728, offered a cover bearing a handstamp which read "Forwarded by Geo. H. Gray & Co. Boston." This is not in *Boston Postal Markings*. Scott Trepel searched for, but could not provide, a photograph of the cover. However, it is shown in the *American Stampless Cover Catalogue*, volume II, page 16. This would certainly indicate that Gray considered himself a forwarder at some point in time. Which makes sense, as most commission merchants regarded themselves as forwarders. This was part of the definition of their vocation as importers and distributors of special goods imported from overseas.

The real "Gray" area here: if Gray charged (or had his carriers/messengers collect) 2¢, then this was a local usage. But how to prove the ones not marked with a "2" cent manuscript are local usages? Impossible.

Leaping ahead six years, our final cover, shown in Figure 9, bears the dark green label with new partner "Danforth" added. The cover was sent from Boston (red 13 AUG Br. Pkt. PAID) to Pictou, Nova Scotia. The cover bears a Pictou, NS Aug 16, 1856 receiving backstamp and the cut square green label on the reverse. The cover entered the mails at Boston prepaid at the 5¢ rate (equal to the British Open Mail Rate), and was carried by the Cunard *Arabia*, departing Boston August 13, 1856 and arriving Halifax August 15. The letter was rated 8d Nova Scotia currency due, which was comprised of 5d currency packet postage plus 3d currency for the inland postage from Halifax to Pictou.

This is a wonderful cover, but the green wafer appears used as a company advertisement or forwarder label, rather than as a carrier stamp.

I would like to thank Bruce Mosher for sharing his sweat, research and wisdom and David D'Alessandris for his analysis of the Figure 9 cover. And I invite any *Chronicle* detectives to submit further examples of Gray labels so we can make more cogent sense of this ancient conundrum.■

10¢ 1847 BISECT MAILED IN NEW YORK CITY: A DROP LETTER?

GORDON EUBANKS

Figure 1 shows a cover sheet on which a diagonally bisected 10¢ 1847 stamp is tied by the New York City 19-bar square grid. There is no town postmark. The attached folded letter, shown in Figure 2, is dated 28 June 1851, in Philadelphia. This cover was most likely carried to New York City on a barge along the Delaware and Raritan Canal. It finally entered the mails in New York City, where it received the red square grid cancel. Based on the time to travel the canals and rivers by barge, this letter was most likely cancelled on 30 June 1851, the last day of legal use of the 1847 issue. Or perhaps it was cancelled shortly thereafter.

The enclosed letter is a bill of lading from the Philadelphia & New York Steam Transportation Co. The illustrated letterhead features a paddle steamboat towing a rather large barge. The bill of lading is for a shipment of ale, which was towed by the *Anthracite* via the Delaware and Raritan canal. Built in the 1830s, this canal connected between the Delaware

Figure 1. Diagonally bisected 10¢ 1847 stamp on a bill of lading headed Philadelphia, June 28, 1851. The stamp is tied by the New York City 19-bar square grid, suggesting the bisect might have overpaid the 2¢ drop rate.

and the Raritan Rivers, providing a commercial link between Pennsylvania (especially Philadelphia) and New York City. Goods from Philadelphia could travel up the Delaware to Bordentown, then on the canal to New Brunswick, on the Raritan River. Upon leaving the river, the vessel went out into Raritan Bay, through Sandy Hook and up the Narrows into New York harbor.

Assuming the shipment described on the bill of lading in Figure 2 was delivered to the agent named on the bill, it went to up the East River to South Street, which ran along

Philadelphia & New York Steam Transportation Co.

SWIFTSURE LINE,

FOR THE CONVEYANCE OF MERCHANDISE, &C.

VIA DELAWARE AND RARITAN CANAL.

AGENTS { WM. M. BAIRD & CO. No. 53 South Wharves, Philadelphia.
J. & N. BRIGGS, No. 40 South Street, New York

Contents & Condition unknown.

Philadelphia, June 28 1851.

Received from Poultney Collins & Mc

on board the Anthracite

One Hundred Hhds Ale

Forty Eight Bbls do

Marked and numbered as per margin, which we promise to forward, danger of navigation and other unavoidable accidents excepted, and no damage allowed without being notified within twelve hours after delivery, to Owen Byrne in New York, upon surrendering this receipt at our Office, No. 40 South Street, and paying freight and charges therefor,

Hhds 50c Each
Bbls 25c do

For the Company, Cooper

Figure 2. Contents of the Figure 1 cover, a bill of lading from the Philadelphia & New York Steam Transportation Co., for a shipment of ale that was towed to Manhattan by the steam tug *Anthracite* via the Delaware and Raritan Canal.

the water's edge, just southeast of Wall Street. The company that produced the ale was Poultney, Collins and Massey, one of Philadelphia's largest breweries.

Should this cover be considered a drop letter, since it entered the mailstream in New York City and was addressed to a New York City recipient? Or is it a cover rated at 5¢ for the under-300-mile distance from Philadelphia to New York?

According to the postal regulations at that time (Act of Congress approved March 3, 1845): "… nothing in this act...shall be construed to prohibit the conveyance or transmission of letters, packets, or packages, or other matter, to any part of the United States, by private hands, no compensation being tendered or received therefore in any way.…" This allowed a letter to be carried privately as long as the person carrying the letter was not compensated. Thus it was proper for this letter to be carried on the barge and mailed at New York City as a drop letter requiring just 2¢ postage.

This leaves unanswered why the sender would overpay by 3¢. In today's pennies, accounting for inflation, this is about 78¢. That seems imprudent. Business people of the day should have been more careful with their money. It could be that the writer intended to mail the letter in Philadelphia, or that it was more convenient for to spend 5¢ by applying the stamp at Philadelphia, rather than wait on line to pay 2¢ cash at the New York City post office. It may be that the sender was unaware of the drop rate altogether. We will probably never know what led to this overpayment.■

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NOTE FROM THE SECTION EDITOR

GARY W. GRANZOW

After years of collecting the 3¢ 1851-61 stamp, I am honored to be asked to edit the *Chronicle* section that embraces my area of specialization. When asked at a stamp show recently "how can you collect one stamp?" my long answer caused the inquisitor to drift off to sleep. Seriously, there is such endless fascination involving this one stamp that I'm hoping to receive many 3¢ 1851 articles for publication.

But the 3¢ 1851 stamp is only one of at least 10 (depending how they are counted) that falls within the scope of the 1851-61 period. Contributions concerning any and all of these stamps will be most welcome. If you are doubtful about whether your special focus or new idea would qualify for publication, please contact me to discuss it. Contact information appears in our masthead page. All inquiries will be greeted with enthusiasm and helpfulness.

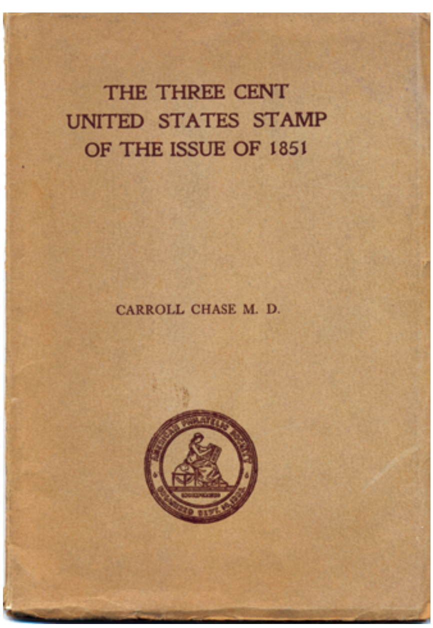

Figure 1. Cover of Carroll Chase's 1909 handbook on the plating of Plate 3 of the 3¢ 1851 stamp. This was the first handbook published by APS and the first published work devoted to plating a United States stamp.

I realize that I am following in the footsteps of one of the greatest philatelists of our era. Losing Hubert Skinner was a shock to all of us. His vast knowledge helped bring many ideas to life in the pages of the *Chronicle*. He will be sorely missed. I will do my best to bring interesting material to every issue, but your help is critical to fulfilling that goal.

In addition to Mr. Skinner, there is another great philatelist who deserves to be recognized this year. It was precisely 100 years ago that Dr. Carroll Chase wrote the first handbook for the American Philatelic Society. Its subject was the method of manufacture of the early plates of the United States 3¢ 1851 stamp, focusing specifically on Plate 3.

With the publishing of *A History of the Adhesive Stamps of the British Isles* in 1899, it became popular in Great Britain to try to identify the position a particular 1d or 2d stamp occupied on the plate from which it was printed.[1] This study of "plating" was greatly aided by the check letters that appeared in the corners of early British stamps. These did not identify the plate but did identify the column and row the stamp occupied. Beginning in 1864, the plate number

[1]Wright, H.E. and Creeke, A.B., *A History of the Adhesive Stamps of the British Isles*, The Philatelic Society of London, London, 1899.

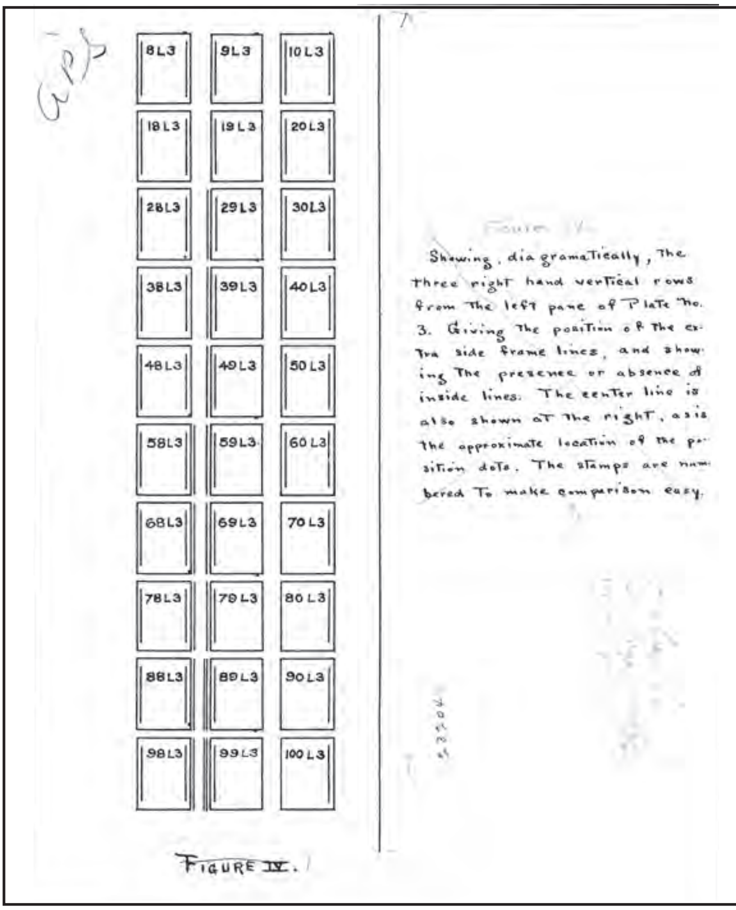

Figure 2. Chase's diagram of the extra side frame lines from the right vertical rows of Plate 3. The pencil markings are editorial notations made by APS in preparing the manuscript for publication.

appeared on each stamp, after which plating the position and plate number became obvious. Stamps printed prior to 1864 still presented a challenge.

The task of plating the early U.S. issues was much more difficult. In fact, the plating of the first United States stamp, the 1847 5¢ Franklin, is still not complete. The 10¢ 1847 stamp was plated in the 1920s by Elliot Perry. But the 3¢ imperforate issue of 1851-57 was the first, and it presented a monumental challenge. There were 13 plates and 2,600 unique positions to be identified.

In 1907, while ill, Chase became fascinated with the many varieties he noted on the issue. He was able to acquire vast numbers of 3¢ 1851 stamps because of their low cost: at that time one could buy packets of 100 unsorted covers for $1. Off-cover stamps were much cheaper. Chase could often buy pairs and strips for the price of a single copy.

In 1909, he published the first APS handbook and displayed the plating of the three right-hand rows of the left half of Plate 3. The handbook launched the study of plating in this country and sparked great interest in the 3¢ stamp. Chase was the first to complete the plating of all 2,600 3¢ 1851-57 positions. Only a few have accomplished this since then.

The original type-written manuscript draft of the Chase booklet, showing APS editorial markups and diagram placement instructions, now resides in my collection, along with

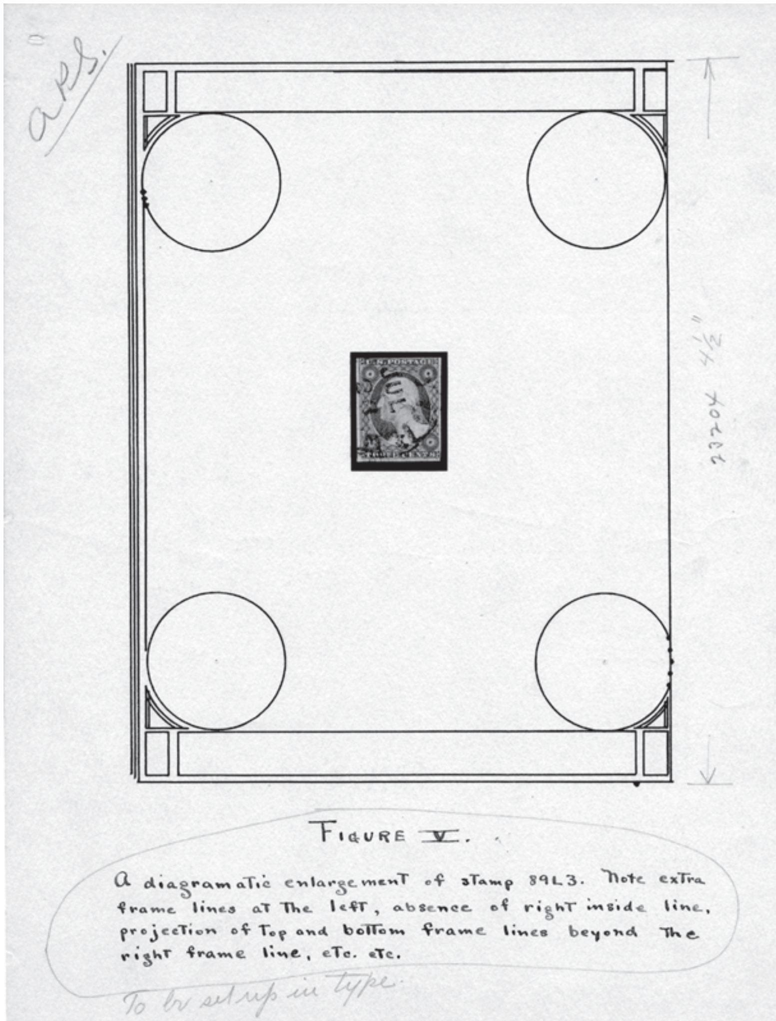

Figure 3. Chase's enlarged sketch of the distinguishing features of position 89L3, again showing editorial notations.

the original hand-drawn illustrations by Chase showing how the plate was re-cut. The cover of the APS handbook is shown in Figure 1.

Working mainly with pairs and strips, Chase found that the three right-hand vertical rows of the left pane of Plate 3 were badly laid down, leaving wide gaps between some of the stamps. Rather than scraping the plate and starting over, the engraver decided to inscribe extra lines between the stamps that were most misaligned. He did this by using a graver and a rule as a vertical guide. For an explanation of the likely cause of this spacing problem, see my article "The Plates of the 1851-57 3¢ Stamps of the United States" in *Chronicle* 203, page 205.

Figure 2 reproduces Chase's diagram, a page from the manuscript he submitted to APS, showing the extra lines that were recut. The page also shows penciled mark-ups applied by APS in the course of preparing the book for publication.

One of the drawings Chase created for the book was an enlarged schematic diagram of Position 89L3, indicating the extra lines on the left side and the absence of an inner line on the right side. An image of this drawing is presented in Figure 3.

Figure 4. Mint block of 12 showing positions 66-69L3, 76-79L3 and 86-89L3. The 89L3 stamp is at lower right.

Figure 4 shows a mint block of 12 of the positions 66-69L3, 76-79L3 and 86-89L3. An enlargement of the 89L3 stamp (lower right in the Figure 4 block) is shown in Figure 5. The “two extra vertical lines outside of the left frame line” at position 89L3 were one of the first position-defined plate varieties listed in the Scott specialized catalog. The listing remains to this day.

In the years following the publication of Chase’s handbook, the study of the 3¢ 1851-57 stamp became increasingly popular. In 1946 and 1947, Warren S. Stuart of Portland, Oregon, launched a national study group devoted to the subject. Stanley Ashbrook, Dr. Chase, Bill Hicks and Leo Shaughnessy and were among the charter members. By July 1, 1947, 52 members had been enrolled. July 25, 1948 saw the publication of the group’s first technical journal. It was called *The 3¢ 51-57 Chronicle*. Tracy Simpson was editor and Bill Hicks was president of the group, then called chairman. New discoveries and scholarship were published in the *3¢ 51-57 Chronicle*. Current events and news involving the group’s members and membership activities were presented in a separate bulletin called the *Chairman’s Chatter*.

In 1951, after application to the American Philatelic Society, the group was recognized as an official unit of APS and was appropriately designated “Unit No. 11,” this being the Scott number of 3¢ 1851 stamp that was the group’s main preoccupation.

In 1963, in response to substantial efforts by J. David Baker and others, the group expanded its scope and published the first issue of the slick-paper *Chronicle of the U.S. Classic Postal Issues*, with George Hargest as Editor-in-Chief.[2] The *Chronicle* soon embraced the format and the quarterly publishing frequency it has followed ever since.

[2] For a history of the *Chronicle*, see “The U.S. Philatelic Classics Society, Inc.: A History,” *Chronicle* 177, pg. 7.

Figure 5. An enlargement of the 89L3 stamp from the Figure 4 block, showing the extra vertical lines that were added to the left of the outer frame line.

The current *Chronicle* and its parent Classics Society are direct descendants of the 3¢ 1851 study group, and the study group itself was an offshoot of the works of Carroll Chase. As Harry Lindquist said at the perforation centennial celebrations of 1957: "If it were not for Dr. Carroll Chase there would probably be no group of collectors specializing in the study of the U.S. 3¢ 1851-57 stamps."[3] A century after the publication of Chase's landmark work, discoveries are still being made and new exhibits are still winning medals and bringing other rewards to many collectors who study this "single" stamp. Please join me in continuing this great tradition.■

[3]*Perforation Centennial Book*, American Philatelic Society, Philadelphia, 1957, pg. 12.

THE 1861-69 PERIOD
MICHAEL C. McCLUNG, EDITOR

EIGHT 3¢ D GRILLS ON A SINGLE COVER

MICHAEL C. MCCLUNG

Figure 1 shows a registered cover, from New York City to Newburgh, New York, dated 4 February 1868. It bears eight 3¢ stamps of the 1861 design—a strip of four, a strip of three and a single. The 24¢ total pays 3¢ first-class postage plus the 20¢ registered-letter fee, so it is 1¢ overpaid. The 20¢ fee was in effect from 1 July 1863 until 31 December 1868. From its inception in 1855 until 31 May 1867, the registered-letter fee was always prepaid in cash. After that date, regulations required that it be prepaid by stamps, as on this cover.

Each of the stamps on the Figure 1 cover is embossed with a D grill. The earliest documented use of the 3¢ D grill, Scott 85, is 2 February 1868, also from New York City, two days before this cover was mailed. The eight D-grill stamps on the cover is, by far, the most I've seen on a cover. Used and unused blocks of four have been reported off cover, as well as an unused block of six, but no multiples of any size on original cover. It is possible that other covers with eight or more 3¢ D grills exist, and if they do, I would certainly like to see them.

Figure 1. Registered cover, posted 4 February 1868, with eight 3¢ D grill stamps, paying 3¢ letter postage plus the 20¢ registered letter fee—1¢ overpaid.

The D Grill

The letter designations for the issued grills were established by William L. Stevenson nearly a century ago. His sequential system, starting with A for the earliest, is still in use today, except in the case of the B grill. Stevenson's B grill is a variety of C grill based on a partially erased A grill. Today's B grill is an entirely separate entity, not related to the A or C grills, and it was produced much later. Another letter that was always out of sequence is the Z grill. Stevenson was not certain where it fit in the grilling timeline, so he gave it an algebraic symbol for "unknown."

The D grill is defined by 15 vertical rows of points in 18 or 19 horizontal rows, with the points downward through the face of the stamp. The definitive feature of the D grill is exactly 15 vertical rows. With fewer or more than 15 vertical rows, it is not a D grill.

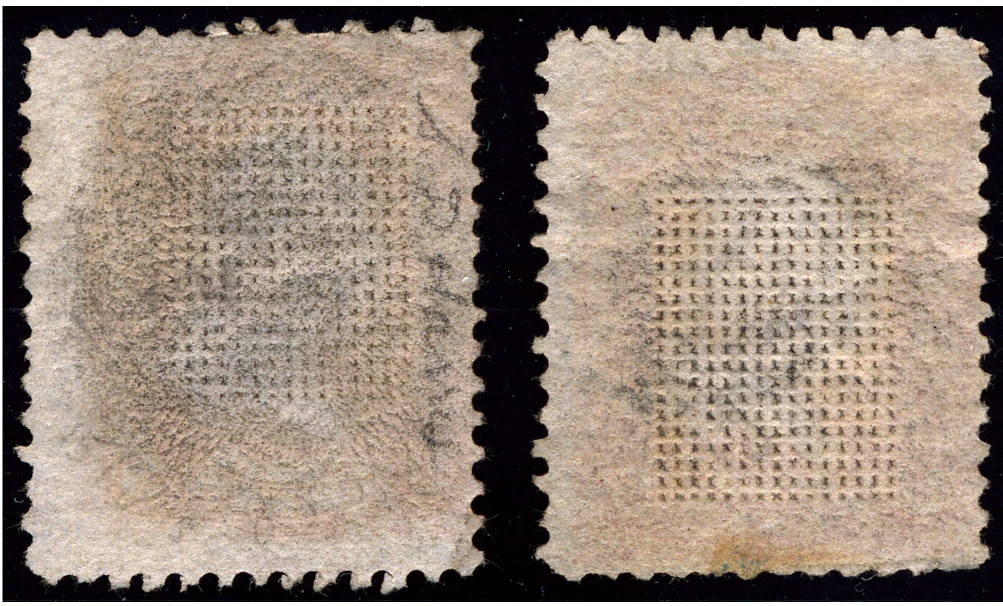

Figure 2. Enlarged examples of the D grill. All D grills must have 15 rows of points, but the number of columns can vary. The grill on the left measures 15 x 18 points; the one on the right measures 15 x 19 points.

Figure 2 shows enlarged examples of typical D grills. The one on the left shows 18 horizontal rows, and the one on the right shows 19 horizontal rows. The 3¢ D grill is found only in the dull rose shade, which has a broad color range. The paper is the same as that of the ungrilled stamps of the period, and the perforations are usually somewhat ragged. The D grill is found only on 2¢ and 3¢ stamps of the 1861-1869 series.

The D grill is the fourth in the chronological sequence, and it is the last of the experimental grills (A, C, Z and D) that were produced and issued in small quantities before the National Bank Note Co. (NBNC) began embossing grills on all the stamps they printed. Lester Brookman estimated that 500,000 3¢ D grills were issued along with 200,000 2¢ D grills. At the time, NBNC was turning out more than 1,300,000 stamps per day, so the entire production of D grills represented what should have been about half a day's work. It might have taken a little longer (maybe a full day) to produce the D grills because this exercise was an experiment and was probably monitored and measured to some extent.

Table 1 presents a comparison of the four experimental grills. It shows the grill types, their sizes, the denominations on which they were produced, the estimated number issued and the earliest recorded dates of use.

From looking at Table 1, it appears that the denominations of the experimental grills, as well as their relative quantities, are completely random. The reason that the denominations and their quantities are so dispersed is that only sheets that have been printed, gummed and dried, but not yet perforated, were in the correct state for the grilling machine.

Grill	Points	Denomination	Quantity issued[1]	Earliest use
A	All over (up)	3¢	50,000	13 Aug 67
	"	5¢	2,000	N/A
	"	30¢	2,000	N/A
C	17x20 (up)	3¢	300,000	16 Nov 67
Z	14x18 (down)[2]	1¢	1,000	N/A
	"	2¢	500,000	17 Jan 68
	"	3¢	100,000	29 Jan 68
	"	10¢	2,000	N/A
	"	12¢	100,000	15 Feb 68
	"	15¢	1,000	N/A
D	15x18 (down)	2¢	200,000	15 Feb 68
	"	3¢	500,000	2 Feb 68

1. Based on Lester Brookman's estimates.
2. The points of the Z grill are tiny horizontal ridges, those of the D are vertical.
N/A indicates no dated stamps or covers known.

Table 1. Comparitive data for the four experimental grills that were regularly issued in small quantities before the National Bank Note Company began grilling all the stamps they printed.

So, on the morning of each of the trial runs, an employee of NBNC went to the drying room to gather up the required number of sheets of whatever denominations were available; these denominations probably varied a good bit from one day to the next. On the morning of the D grill trial, sheets of 2¢ and 3¢ stamps happened to be ready.

Because of the small quantities involved and because the process was being tested for fast-paced, high-output factory work, I believe that each of the four experimental grills was produced in a single trial run. The Post Office Department (POD) and NBNC must have had several objectives for each of these trial runs, including the following:

They needed to see that the grill actually did its job of soaking up the canceling ink, thus preventing cleaning and reuse of stamps. This included issuance to local postmasters and the general public for feedback.

They needed to see that the grills did not adversely affect the appearance or integrity of the stamps.

They needed to see that the grilling machine was fast enough to keep up with stamp production. They could not afford to have the grilling process become a bottleneck and slow down the fulfillment of orders—this would have been an absolute deal-breaker.

They needed to see that the machine was sturdy enough to withstand continuous use without breaking down.

They needed to see that the grilling machine was precise enough that it turned out the same quality grills continuously.

When a manufacturing company tests a proposed new piece of equipment, they want to really put it through its paces, because they need to be certain they can depend on it. At the time of the D grill trial, NBNC was in the middle of a one-year contract extension with the POD, which began on 15 August 1867. Among the provisions of this extension was the requirement that NBNC grill all the postage stamps they printed and that the POD would pay 20¢ per thousand for grilled stamps and 12¢ per thousand for ungrilled stamps. We know these provisions did not go into effect from the beginning of the contract extension because NBNC produced about 354,000 grilled stamps in 1867, but the Stamp Agent did not record delivery of any grilled stamps that year.

Beginning sometime during the first quarter of 1868, the Stamp Agent began keeping track of the number and the denominations of grilled stamps for payment purposes, but I don't believe he started counting grilled stamps until after all the experiments were completed and NBNC began grilling all the stamps the were printing. This would mean that the D grills and all the other experimental grills were recorded as ordinary postage stamps, along with all the ungrilled stamps.

Here are the reasons I believe this is the case:

The earlier issued grills, A and C, were delivered in 1867, but the Stamp Agent did not record any grilled stamps received in 1867. This indicates that the POD was not willing to pay the premium for experimental grills, so the Z and D grills were probably not counted either. I believe the POD was not willing to pay the 8¢ per thousand grilling premium until they were certain that they had a grill that satisfied all their requirements. A total of 56.5% of the stamps delivered to the Stamp Agent in the first quarter of 1868 were recorded as grilled. If the count of grilled stamps began at the same time that NBNC started grilling all the stamps they printed (in compliance with the contract), the count of grilled stamps began early in the second week of February. This was some time after the D grills and Z grills were delivered, but it coincided with the delivery of the first E grills, for which the earliest documented use is 12 February 1868.

15¢ Z grills exist. Month dates on extant Z-grill covers indicate production in mid January and, with a couple exceptions, usage in the first quarter of 1868. The Stamp Agent did not report delivery of any 15¢ grills in the first quarter; the first recorded 15¢ grills were accepted for payment in May, 1868. This means (a) that the Z grills (including the 15¢) were not counted for premium payment by the Stamp Agent, just as the A and C grills had not been counted, or (b) that the Z grill apparatus, if it still existed, was resurrected for five minutes of work in May 1868, while the E and F grills were in full production. The latter does not seem likely or even sensible in the high-output, efficiency-driven environment of stamp production. If the Z grills were not counted by the Stamp Agent, I doubt that the D grills were either.

The D grill appears to be the parent of the production grills of the 1861 designs, the first of which (E grill) was issued about two weeks after the D grill trial. The E grill looks like a D grill that has been trimmed down to 14 x 17 rows, and the later F grill (earliest documented use is 21 March 1868) trimmed to 12 x 16 rows. The D, E and F grills all have the same appearance and the same average distance between points—about 0.8 mm. This does not necessarily mean that the E grill device was made from the actual D grill device, but it appears that they were at least made to the same specifications. The grills became progressively smaller in area as time went on in order to produce a grill that was large enough to absorb part of the cancel, but small enough that it would not interfere with separation of stamps, even if the grill was off-center.

D-grill stamps as shown in Figures 1 and 2 do not get as much attention as their experimental cousins. The Z grills get much more notice because some of them are famous stamps, among the great rarities of U.S. philately. The A grills are more recognizable and more dramatic in appearance. However, the D grills, both 2¢ and 3¢, represent an important chapter in the story of postage stamp production in the U.S., so they are well worth studying and collecting. As stated earlier, I am interested in seeing and recording any covers with multiples or numerous copies of any of the experimental grills.■

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"G.I." POSTMARK YEAR-DATE CONFUSIONS OF "1863" WITH "1862"

RICHARD B. GRAHAM

One of the more bothersome aspects of collecting Civil War covers with government issued (G.I.) postmarks of 1862 and 1863 is the frequent difficulty in deciding whether the year-date in a small double-circle G.I. postmark reads 1862 or 1863. This refers to the small double-circle marking types, with outer rim approximately 1-1/32" in diameter and inner ring approximately 17/32", using the dimensions current in those years. Today, we say 26 x 13 millimeters.

The first of this type of postmarking handstamp appeared in 1859, and it continued to be issued to larger cities, usually in duplicate versions that sometimes can be distinguished by small differences in the markings they produced. While year date slugs apparently accompanied the devices, they were not always used. When they were, the configuration of the lower loop of the 3 in 1863 was sometimes made too small and often loaded quickly with ink so that the date in the postmark could easily be read as a 2 rather than a 3 in the 1863-dated examples. This problem causes confusion at times in describing Civil War covers, especially from some of the Union occupation towns such as New Bern, N.C., and particularly New Orleans.

Figure 1 shows a New Orleans cover with a year date that can easily be read as Feb. 4, 1862. However, since New Orleans was not occupied by Union forces until May 1, 1862, the year of use is obviously not 1862. Another example, in my collection, with a patriotic design of the 38th Massachusetts Volunteers, appears to be dated May 2, 1862, the day after Union troops landed at New Orleans. However, the 38th Massachusetts did not land at New Orleans until late December 1862.

At times the confusing year dates applied by the New Orleans devices in 1863 have caused errors that appeared in print.

For example, on page 300 of *Chronicle* 208 (November 2005) is illustrated, as Figure

Figure 1. New Orleans double-circle marking on a patriotic cover. This is a 4 February 1863 use, although the postmark year-date can easily be read as 1862.

1, a nice cover with a New Orleans postmark, which author James W. Milgram interpreted as dated May 23, 1862. But it can be proven that this cover was sent in 1863. While Milgram believed that the May 23, 186X date was 1862 and thus the earliest example of use of the new postmarks after the New Orleans post office was reopened, actually the new postmarking handstamps could not have reached New Orleans until May 29, six days later.

This information is based upon the fact, as presented in the *U.S. Mail & Post Office Assistant* of June 1862, that learning of the occupation of New Orleans, Chief Clerk Maj. Robert K. Scott of the Post Office Inspection Department in Washington was sent by the

Abstract of outward trip of U. S. S. Connecticut, with dates of vessels supplied.

Date.	Arrival.	Departure.	Name of vessel.	Location.	Remarks.
1862. May 15	....	....	....	....	Left New York 3:15 a. m.
May 17	2 p. m.....	....	U. S. gunboat Unadilla.	....	No supplies.
May 18	6:15 a. m..	10 a. m....	U. S. flagship Wabash, Vermont, etc.	Port Royal..........	Delivered to storeship Vermont draft of men.
May 20	4 p. m.....	....	U. S. flagship Niagara, sloop Marion, U. S. S. R. R. Cuyler and Quaker City, U. S. brig Bainbridge and schooner Wanderer, U. S. schooner Eugenia, etc.	Key West..........	Delivered to flagship draft of men; delivered to naval storekeeper assorted cargo; delivered to mechanics fresh provisions. Left Key 5:50 a. m. 23d.
May 24	5:30 a. m..	11:20 a. m.	U. S. bark Ethan Allen.	Tampa Bay..........	
May 24	7:20 p. m..	....	U. S. gunboat Somerset.	South Cedar Keys...	Left 9:15 a. m., 25th instant.
May 25	4:50 p. m..	....	U. S. bark Kingfisher..	St. Marks lighthouse, N. W. by W. ½ W. 11 miles.	Left 3:40 a. m., 26th instant.
May 26	7 a. m.....	10 a. m....	U. S. gunboat Sagamore:	Dog Island light, N. ½ E. 5 miles.	
May 26	12:30 p. m.	3:10 p. m..	U. S. bark J. L. Davis.	Off Cape St. George.	
May 26	7:30 p. m..	....	U. S. schooner J. S. Chambers.	Off St. Joseph's.....	Left 4:20 a. m., 27th instant.
May 27	5:20 a. m..	7:55 a. m..	U. S. schooner Samuel Rotan.	Off St. Andrew's.....	
May 27	4:30 p. m..	....	U. S. schooner Maria A. Wood.	Off Pensacola Navy Yard.	
May 27	5:10 p. m..	6 p. m.....	U. S. sloop Vincennes, ship Morning Light.	Off Pensacola......	
May 27	11 p. m....	....	U. S. sloop Preble, frigate Colorado, steamer Kanawha.	Off Mobile Point....	Left 9:30 a. m., 28th.
May 28	11:30 a. m.	....	U. S. brig Bohio.......	....	No supplies. Delivered mail.
May 28	2:05 p. m..	7:30 p. m..	U. S. gunboats Octorara, Calhoun, Miami, Jackson, Clifton, ship Young Rover, 1st, 2d, and 3d divisions Mortar Flotilla.	Ship Island..........	Delivered supplies to machinists.
May 29	7 a. m.....	9 a. m.....	U. S. ships Fearnot, Pampero, Nightingale; barks Kuhn, Arthur; steamer Sachem.	Pilot Town..........	Delivered supplies to hospital.
May 29	7:40 p. m..	....	U. S. sloops Richmond and Brooklyn, U. S. flagship Hartford, U. S. S. Mississippi and Pinola, U. S. sloops Pensacola and Portsmouth, U. S. S. Kensington.	New Orleans........	
May 31	....	....	U. S. schooner Sportsman.	....	Left New Orleans 6:50 a. m., 31st; left S. W. Pass 1:30 p. m.
May 31	9:15 p. m..	....	U. S. S. Hatteras......	Off Ship Island Shoals.	Left 5 a m., June 1.
June 1	7:30 a. m..	9:10 a. m..	U. S. S. De Soto.......	Off Timbalier Island.	
June 2	2 a. m.....	9:40 a. m..	U. S. frigate Santee....	Off Galveston.......	
June 2	4 p. m.....	5:55 p. m..	U. S. bark Midnight...	Off Pass Cavallo, Matagorda.	Left for S. W. Pass.

Figure 2. Report from the Navy Official Records of the outward trip of the Navy supply steamer *U.S.S. Connecticut*, leaving New York on May 14, 1862 and arriving at New Orleans on May 29, after many stops along the way.

Figure 3. A June 2, 1862 use of the new double-circle handstamp that was brought to New Orleans on the *U.S.S. Connecticut* by Robert K. Scott of the Post Office Department. No earlier date of use has been recorded.

steamer *U.S.S. Connecticut* from New York on May 14, with instructions to see to the re-opening of the New Orleans post office. As noted in the *U.S. Mail* write-up, Scott had with him stamps and other supplies. It seems a safe assumption that new New Orleans postmarking devices were among the supplies that accompanied him.

Knowing that Scott left New York on May 14, the author writing about the cover with the May 23 date assumed that nine days was ample time for the ship to reach New Orleans. But this ignored an important fact. The vessel was the *U.S.S. Connecticut*, a Navy supply steamer that made many stops along the way to deliver and collect mail and supply the blockading ships in the Gulf squadrons.

Figure 2 reproduces a portion of the report of *U.S.S. Connecticut's* trip to the Gulf, from the published *Official Records of the Union and Confederate Navies*, which includes nearly 400 pages on the operations of the Navy supply steamers. It may be seen from Figure 2 that *U.S.S. Connecticut* made many stops en route to New Orleans, where she arrived at 7:40 PM on May 29. On May 23, 1862, the presumed date of the misread cover, she was approaching Tampa Bay.

Arriving late on May 29, 1862, a Thursday, Scott landed, and, as his later report to the Department noted, he began organizing the New Orleans post office according to instructions, including officially placing the Ship Island postmaster, John Parker, in charge. So it is not surprising that the earliest use of the new postmark handstamps I have recorded is June 2, 1862, the following Monday. An example of this date on a cover is shown here as Figure 3. Although a June 28 forwarding postmark of Presque Isle, Maine is struck over the New Orleans handstamp, the date of the New Orleans postmark is clearly June 2, 1862.

This clarity of the "2" is common with most year-dated 1862 postmarks of these small double-circle G.I. handstamps. The final digit of 1862 is usually as distinct as shown on the Figure 3 cover. When the final digit is blurry, the year date is probably not 1862 but usually 1863 or sometimes 1865.■

CONSTANT PLATE VARIETIES OF THE 1873 OFFICIAL STAMPS: THE NAVY DEPARTMENT

GEORGE G. SAYERS AND ALFRED E. STAUBUS

Introduction

This is the fifth of nine studies documenting the constant plate varieties currently reported and verified in the philatelic literature both public and privately distributed, for the 1873 Official stamps. Definitions and historical references are found in the introduction to the series at the start of the first article.[1] Most plate varieties not illustrated but described in these studies can be found as enlarged, printed scans in author Sayers' book, *Departmentals Plate Varieties* at the American Philatelic Research Library.[2] These studies are intended to be informative and useful to the interested non-specialist collector. Suggestions to further these goals will be welcomed.

Most plate varieties listed in this study of the Navy Department stamps are catalog-listed, however some of the catalog-listed plate varieties are minor. Many of the numerous citations in the philatelic literature are inadequate and a few are misleading. Harry M. Konwiser wrote news columns on the "Departmentals" in several philatelic publications during the 1920s and 30s, largely based on unconfirmed reports of plate varieties he had not examined. His reports are therefore suspect. This study corrects only part of the problem. Substantially more research must be done. All of the Navy plates were plates of 100 impressions and were used for all printings. For those collectors fortunate enough to find them, all of the documented plate varieties should occur on the Special Printings, as no new plates were required. However, for the 3¢, 6¢, and 10¢ through 90¢ values, sales of the 1875 Special Printing ranged from 102 to 123 stamps. It is unlikely that copies of all of the plate varieties of these stamps were sold, and even less likely that they have survived.

This study of the Navy plate varieties has been greatly improved by the availability of plate reconstructions of 56 to 60 positions consisting mostly of card and India proof multiples, assembled by author Staubus, and the Perry negatives which also belong to Staubus. Note that the main components of these reconstructions are from late in the life of the plates. Not unexpectedly, this study raises more questions than it answers, and the authors propose some areas for further research into the Navy plates. Particularly for the Navy plates, students should recall from the historical references that are part of the introduction of the series, that Scott uses the listing "double transfer" to include all positions which show similar minor double transfers.

[1] George G. Sayers, "Constant Plate Varieties of the 1873 Official Stamps: The Department of Agriculture, Introduction and Definitions," *Chronicle* 219, pp. 218-220. Part 2, dealing with the Executive Department appears at *Chronicle* 220, pp. 323-327. Part 3, dealing with the Department of the Interior, appears at *Chronicle* 221, pp. 63-71. Part 4, dealing with the Department of Justice, appears at *Chronicle* 222, pp. 161-168.
[2] George G. Sayers, *Departmentals Plate Varieties*, privately published, 2nd Edition, two volumes, 2005.

Navy Department: 1¢ (Scott O35)

The central portion of the top frame is a rope. A double transfer of some of the design elements of the rope and to a lesser extent of the adjacent design elements, from an unknown position, was reported in 1978 for the 1875 Special Printing.[3] The separation of the transfers is too small to yield an illustration. Examination of the proof multiples shows no double transfers in the block of 30 India proofs from the upper right. The plate strip of 30 card proofs from the bottom three rows shows prominent double transfers of the top frame rope at Positions 90 and 91, and lesser double transfers at Positions 75, 79, 86 and 95. The reasons for this apparently common plate variety not being reported earlier in the literature are not clear. A double transfer has been reported on the soft paper Special Printing of 1881 (Scott O35xS).

Position 71 of the Crawford card proof block shows a possible plate scratch through the "D" of "DEPT." which the authors have not found on a stamp. This variety was first reported on a proof by Konwiser in 1937.[4] There are similar vertical line through the "D" of "DEPT." type plate varieties on some other Official stamp plates which may be part of the position dot layout grid.

Navy Department: 2¢ (Scott O36)

A single card proof shows a double transfer of the top frame line with minimal separation of the two transfers. This plate variety was not found on any of the proof multiples' 60 positions. The authors have not found a stamp showing this double transfer, which was reported by Konwiser in 1925 and has been catalog-listed since 1924.[5] The separation may be too small to appear on a production stamp.

Figure 1. 3¢ Navy, Position 6. Double transfer of the bottom frame line with downward extension of the vertical shading lines into the tops of the letters indicated by the red arrows. 1875 Special Printing (O37S).

Navy Department: 3¢ (Scott O37)

The authors have not found a description in the literature of the double transfer that has been listed in the catalog since the mid-1930s. There is a well-defined double transfer of the bottom frame line at Position 6. This is shown as Figure 1 (from an 1875 Special Printing stamp). The red arrows show the double transfer of the bottom frame line and the

[3] Cloudy French, "Plate Varieties," *The United States Specialist*, June 1978, pg. 281.
[4] Harry M. Konwiser, "U. S. Department Stamps," *Mekeel's*, December 6, 1937, pg. 673.
[5] Harry M. Konwiser, "U. S. Department Stamps, 1873-79," *American Philatelist*, March 1925, pg. 349.

downward extension of the vertical shading lines into the tops of the letters. Similar double transfers with smaller separations of the two bottom frame lines can be identified at a few other positions. These are likely the basis of the listing.

There is a plate damage reported at Position 7 which presents an interesting question. The original description of this variety, by Alan C. Campbell in *Chronicle* 197, is from the Superior Stamps auction of May 22, 2002: "Lot 988, a mint 3¢ Navy with a large scratch and a gash in the shoulder, Position 7, sold for $488.75." The India-paper proof block examined, which includes Position 7, shows an extremely worn plate with the horizontal lines in the top stars worn off along with most of the top frame rope details. The authors believe this proof, part of the ex-Mandel, Ackerman, Lilly set of India proof sheets, is from the final printing of India-paper proofs retained by ABNC when the plates were returned to the Bureau of Engraving and Printing in 1894, and would therefore show the most wear. The enlarged damaged area of Position 7 is shown as Figure 2, revealing nothing but a tiny pit not much bigger than the adjacent engraving dots. Clearly the plate damage also has worn away. Early printings and the India-paper publicity proofs printed in 1873 may show this plate variety clearly.

Figure 2. 3¢ Navy, Position 7. Plate damage in Washington's neck, indicated by black arrow. Late India-paper proof (O37P3), part of a block of 30 from the Ackerman collection.

The blue mineral pigments used during the 1873-1884 period were probably derived from lapis lazuli or azurite, with lapis lazuli being associated with the ultramarine shade and azurite with the blue shade of the Navy stamps. The lapis pigment sometimes had high levels of silica (quartz dust), a material exceptionally abrasive to soft steel plates. Therefore, one might expect this and other Navy plates to show signs of wear.

Navy Department: 6¢ (Scott O38)

Author Staubus' reconstruction of this plate from stamp multiples is over 70 percent complete. His study allows identification of all 18 positions showing the line through "N" plate variety. After a careful, thorough evaluation of the relative importance of each position the authors recommend Positions 2, 22, 36, 46, and 66 as major plate varieties suitable for catalog listing. These positions are illustrated in Figure 3.

The authors have developed a format for differentiating the positions by describing the extent of the line in the three legs of the "N" and its location with respect to the five vertical shading lines below the "N" to the right of the rope frame. This format allows the construction of an algorithm for the identification of the position of each example.

In Position 2 the line prints strongly in all three legs of the "N" extending upward toward the top star, and the downward extension prints strongly on top of the third vertical shading line to the right of the rope almost down to the midline star.

In Position 22 the line prints moderately strongly in all three legs of the "N" extending upward toward the top star, and the downward extension prints strongly and brokenly between the second and third vertical shading lines to the right of the rope down to the midline star. This position also shows a weak transfer of the right top corner and a double transfer of the lines in the top left star.

Position 2 **Position 22** **Position 36** **Position 46** **Position 66**

Figure 3. 6¢ Navy, line through "N" plate varieties, various positions suitable for catalog listing. The authors have developed a methodology for differentiating the various positions and a plausible explanation for the cause of the line.

In Position 36 the line prints unevenly and with moderate strength in all three legs of the "N", and the downward extension prints somewhat brokenly on top of the second shading line to the right of the rope about 3/4 of the distance to the midline star.

In Position 46 the line prints weakly and brokenly in all three legs of the "N" extending slightly upward toward the top star with a further upward extension into the top margin from the ninth vertical shading line above the star. The downward extension prints very brokenly between the second and third vertical shading lines to the right of the rope about 3/4 of the distance to the midline star.

In Position 66 the line prints brokenly with medium strength in all three legs of the "N" extending upward slightly toward the top star, and the downward extension prints brokenly and with medium strength between the first and second vertical shading lines to the right of the rope down to the midline star.

For students interested in a more specialized collection of this variety, the authors have identified Positions 6, 40, 50, 78, 87 and 88 as minor varieties of the line through "N". Positions 9, 29, 30, 39, 55 and 98 also show some small parts of the plate variety in and immediately below the "N". Position 65 shows a small vertical line cutting the top frame line between the eleventh and twelfth vertical shading line without any part of the line printing in the stamp below. Students should note that the intensity and quality of the printing of the line varies significantly among the several printings of this stamp. The line through "N" variety has been discussed in the philatelic literature several times.

The authors have developed a plausible explanation for the line in its multiple manifestations. The transfer rolls are hardened at high temperatures for several days in a high-carbon reducing bed of charcoal. At the corners of the disc, the steel sometimes may absorb an excess of carbon, then cool too quickly, producing a thin layer of brittle, glassy steel that cracks when pressure is applied. The resulting network of cracks can yield a loose chip which remains wedged in the network of cracks. An example of the network of cracks so produced can be found in the vertical margins between some 6¢ State Department stamps. In this case, the trailing edge of the transfer roll cracked and the pattern of cracks was repeatedly transferred to the plate between the column being transferred and the preceding column of transfers.

Looking at the stamp sheet, which is the mirror image of the plate, the engraver rolls in the 10 positions in column 1, then the ten positions in column 2, etc. If such a chip is on the leading edge (right outer edge from the stamp sheet view) of the transfer roll oriented in such a way that it puts a gouge in the plate when the image is rolled in for column 1, the gouge is in the left image area of column 2. When column 2 is rolled in, the raised gouge walls are flattened out by the transfer roll, but do not neatly fill in the original gouge. Instead, the surface shows a mark resembling an irregular string of pits. Below the surface, the pits interconnect with the bottom of the gouge. If the gouge happens to be directly under one of the engraved line ridges on the transfer roll, the transfer will obliterate the gouge, although the edges of a few pits may show. This description is consistent with the high-resolution images of the line varieties the authors have made, and it is consistent with the observation that there are no line through “N” varieties in the first column rolled in, and that the Position 2 line (which would be the first gouge rolled in) is the strongest. The partly loose chip may or may not wedge in an orientation resulting in a gouge on any given transfer, or the transfer may completely obliterate it.

Figure 4. 6¢ Navy, Position 14. Very unusual plate damage through the “VY” of “NAVY” illustrated from a proof on card stock (O38P4).

A strange plate damage found through the “VY” of “NAVY” at Position 14 is shown as Figure 4, from a proof on card stock. This damage is reported on card proofs and the Perry negative, but inexplicably has not been reported on a stamp. In fact, Spink Shreves sale 111, scheduled for April 17, 2009, has as Lot 401 the first 6¢ Navy top plate and imprint block of 14 stamps recorded. This contains Position 14, and that stamp shows no plate damage. Interestingly, the mark resembles the type of loose chip proposed as the agent of the line through “N” variety, although that is obviously not the culprit.

Konwiser reported a cracked plate variety in 1925.[6] However, the authors have not found any variety resembling a plate crack, and we believe this is an early report of the line through "N" variety.

Position 93 and a second unknown position show minor but distinguishable double transfers of the top frame line and a few adjacent design elements, which the authors believe are the basis for the catalog listing.

The bottom imprint shows a short transfer on the left.

Navy Department: 7¢ (Scott O39)

The double transfer has been catalog listed since 1924. Although no description of this variety has been found in the literature, the authors believe the listing refers to a doubling of the top frame and adjacent design elements, particularly the horizontal lines in the stars. Some positions show just doubling of the lines in one or both stars. Stamps showing this plate variety appear to be quite rare. Examination of the proof multiples showed double transfers of the top frame at Positions 39, 84 and 96. Positions 97-100 and several other positions showed double transfers only of the lines in the stars. Position 95 of the card proof block shows a clear triple transfer of the top frame line and adjacent design elements, including the lines in the stars. This variety was first described in Matthew Bennett's October 2, 2004 sale of the Theodore Lockyear collection and subsequently received Philatelic Foundation certificate 418,885, the first copy of this variety recorded. Regrettably, the authors' attempts to produce illustrations of these varieties have not been successful. As with other similar Navy minor double transfers, the question arises as to why these varieties appear to be so rare on stamps.

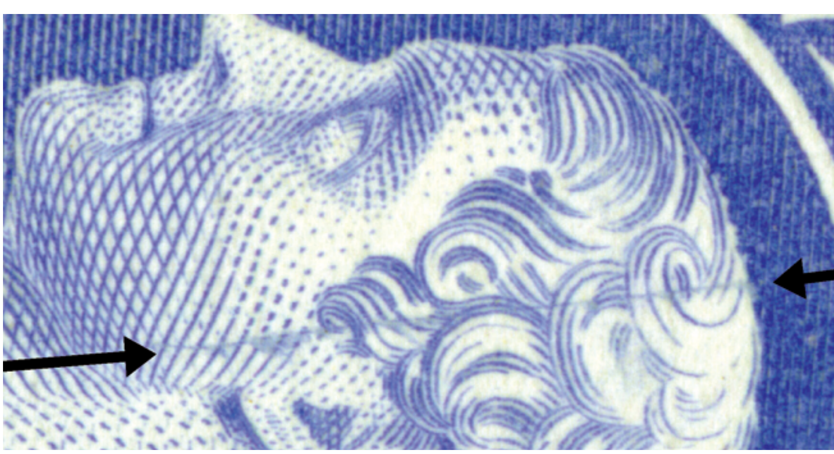

Figure 5. 10¢ Navy, Position 3. Plate scratch through Jefferson's head, indicated by arrows. From an India-paper proof (O40P3).

Navy Department: 10¢ (Scott O40)

The catalog-listed scratch in Jefferson's head at Position 3 is indicated by arrows in Figure 5, from an India paper proof.[7] This plate damage is one of the few with before-and-after examples recognized. An imprint and plate number proof block of 12, on India paper, includes Position 3 and does not show the scratch. This proof block is probably a

[6] Harry M. Konwiser, "Varieties of U. S. Departmental Stamps," *American Philatelist*, June 1925, pg. 581.

[7] Author Sayers has examined several copies at high magnification and believes it has the characteristics of a plate crack. See Rollin C. Huggins, Jr., "That Elusive Crack", *Chronicle* 155, pp. 204-207 for a thorough discussion. An example of the 1875 Special Printing Position 3 with crack was sold in the H. R. Harmer sale 975, June 20, 2007 as lot 763.

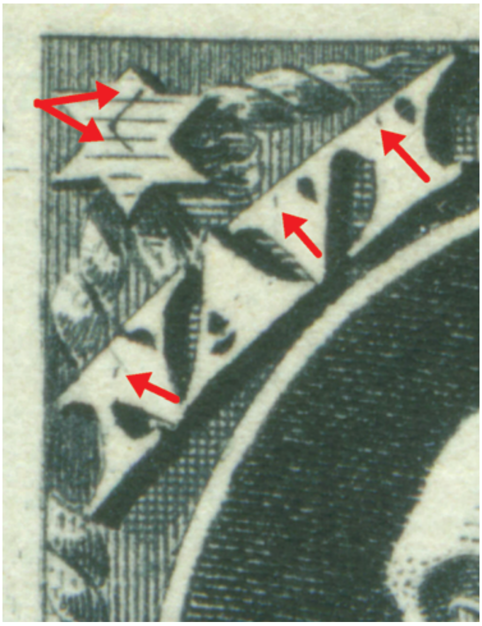

Figure 6. 12¢ Navy, Position 60. Double transfer shifted left. The double red arrows at upper left indicate the clock-hands-like mark in the star. Black Atlanta trial color proof (O41P4TC).

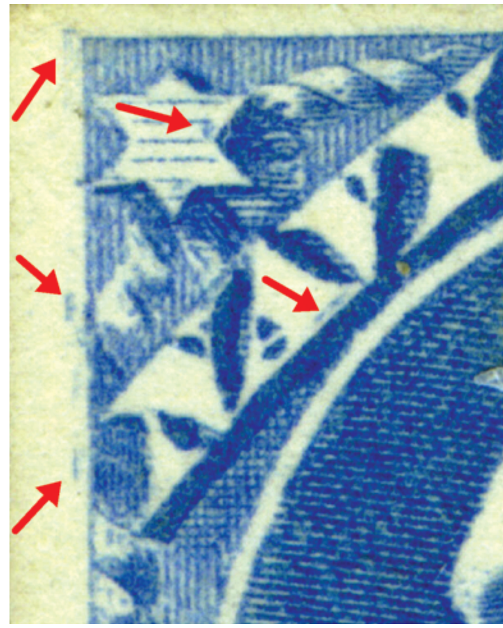

Figure 7. 12¢ Navy, Position 70. Double transfer shifted left much less than Positions 50 and 60. The red arrows indicate characteristic design remnants of this position. Proof on card stock (O41P4).

remnant of the "approval" proof sheet retained in the archive of the Continental Bank Note Company. Ideally, additional copies of undamaged Position 3 can be found as part of the first India-paper "publicity proof" set, which CBNC printed for the office of the Third Assistant Postmaster General to distribute to the media in 1873. This position also shows a short transfer/erasure of the upper left frame line adjacent to the star as mentioned below. In theory, this secondary characteristic and another mark would be sufficient to identify not just the first proofs, but the Position 3 stamp printed before the damage occurred. If this exists it is a most desirable item.

There is a double transfer at Position 4 of the bottom frame line and the adjacent design elements including the tops of the "10" digits and the tops of the "TEN" and "CENTS" ribbons. No similar double transfer was found in the proof multiples at other positions.

There is a short transfer/erasure of the upper left frame line and small parts of the vertical shading lines next to the left star. This is most prominent at Position 38 on the India proof block, with similar varieties found at Positions 3, 30, 81 and 94. Position 41 shows a similar short transfer on the Perry negatives, but there is a question of the quality of the negative at the left edge of the left column. The sharpness of the printing varies greatly, and there is at this time no way to distinguish these positions. Further research is required.

Philips reported a "marked scratch in the upper margin extending into the design over the "E" in "DEP" on the right,"[8] which the authors have not been able to confirm.

Konwiser reported a short transfer of the right bottom which the authors have not been able to confirm.[9] This may refer to the double transfer at Position 4.

[8] Charles J. Phillips, "U. S. Departmental Stamps—Plate Varieties," *Collectors Club Philatelist*, July 1931, pg. 244. His contemporaries recognized that much, if not all, of the research into plate varieties attributed to Phillips was done by his associate Frank Baldwin.
[9] Harry M. Konwiser, "U. S. Departmental Stamps," *Mekeel's*, August 9, 1937, pg. 437.

Figure 8. 12¢ Navy, Position 10. Short transfer/erasure of the lower right frame and corner is indicated by the arrows. Proof on card stock (O41P4).

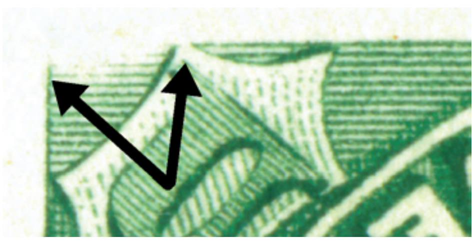

Figure 9. 12¢ Navy, Position 36. Short transfer/erasure of the lower left corner. Atlanta proof (O41P4TC). Image rotated 90 degrees clockwise.

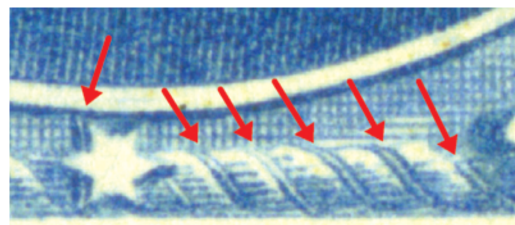

Figure 10. 12¢ Navy, Position 94. Double transfer of the star and the rope above, inside the right frame line. Proof on card stock (O41P4). Image rotated 90 degrees clockwise.

Navy Department: 12¢ (Scott O41)

The spectacular double transfer of the left side of Position 50 has been described and illustrated by author Staubus in *Chronicle* 152, pp. 272-274. More thoroughly erased subsequent double transfers at Positions 60 and 70 are shown as Figure 6 (from a black Atlanta trial color proof) and Figure 7 (from a proof on card stock). In Figure 6, the clockhands-like mark in the top left star indicated by the double arrow is located similarly to the same mark in Position 50. Therefore the double transfer in Position 60 was shifted left a similar distance, but more thoroughly erased. There are just a few small remnants in the left margin, and a few remnants in the letters of "NAVY" indicated by the arrows. Figure 7 shows the double transfer remnants indicated by the arrows shifted slightly up and to the left, much less than in Positions 50 and 60.

There is a short transfer/erasure of the lower right frame line[10] and corner of Position 10 shown as Figure 8, taken from a proof on card stock (O41P4). The area of erasure is indicated by the arrows.

There is a short transfer/erasure of the lower left corner of Position 36 shown as Figure 9, taken from a green Atlanta trial color proof (O41P4TC).[11] The area of erasure is indicated by the arrows.

A small double transfer of the bottom frame line appears on an unknown position.

There is a double transfer of the star and the rope above, inside the right frame line of Position 94.[12] This variety shown as Figure 10, from a card proof, is a displacement of the horizontal elements, and is quite deceptive, appearing to be part of the actual design. The arrows show where the twist lines of the rope and the base of the star are doubled.

[10] W. V. Combs, *U. S. Departmental Specimen Stamps*, (State College, Pa.: American Philatelic Society, 1965), pg. 25.
[11] Rollin C. Huggins, Jr. "Navy Department," *Official Chatter*, privately published undated, pg. 2.
[12] Editor, "Supplement to Shift Hunter Letter No. 43", *The Bureau Specialist*, December 1931, pg. 130.

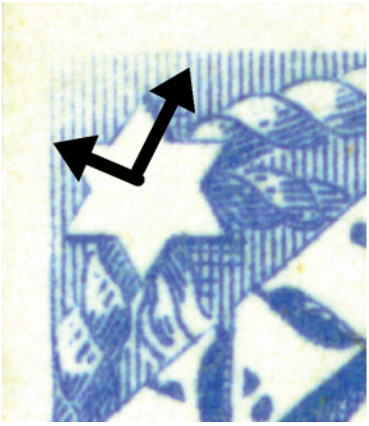

Figure 11 (left). 15¢ Navy, Position 26. Short transfer/erasure of the top left corner indicated by the arrows. India-paper proof (O42P3).

Figure 12 (right). 24¢ Navy, Position 95. Arrows indicate the recutting of the tops of three vertical shading lines of the top right corner. India proof (O43P3).

Navy Department: 15¢ (Scott O42)

There is a short transfer/erasure of the top left corner of Position 26. Examination of the proof blocks and Perry negatives confirms the variety at Position 26 and shows no similar positions elsewhere. This variety is shown as Figure 11, from an India-paper proof. The black arrows indicate where the vertical shading lines have been partially erased. The erasure appears more extensive on production stamps.

Navy Department: 24¢ (Scott O43)

In addition to the catalog-listed recuts of the top right corner at Positions 33 and 92, Positions 93, 94 and 95 show slightly differing recutting of the tops of three vertical shading lines at that corner. The recut of Position 95 is shown as Figure 12, from an India-paper proof. Position 33 is illustrated in *Chronicle* 204, pg. 298. The 1875 Special Printing for Position 94 has been reported.

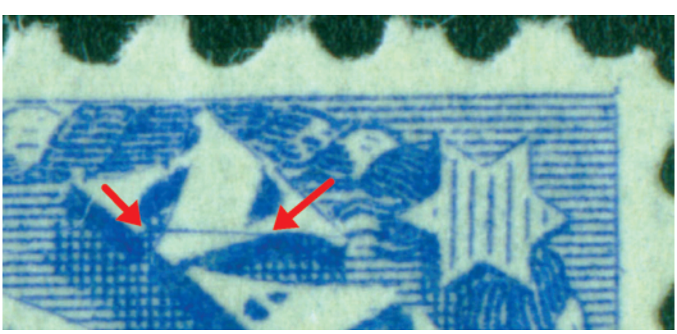

Figure 13. 24¢ Navy, Position 32. Arrows indicate the plate scratch line through the "N" of "Navy".

An almost vertical plate scratch through the "N" of "NAVY" was reported by Rollin C. Huggins[13] and identified as Position 32 by Lester C. Lanphear, working from prints of the Perry negatives. This variety is shown as Figure 13, indicated by the arrows.

The bottom imprint of the 24¢ plate is an excellent example of a double transfer. This was illustrated in author Sayers' article in *Chronicle* 218, pg. 144.

Navy Department: 30¢ (Scott O44)

This catalog-listed "double transfer" on the 30¢ Navy stamp is a good example of the all-inclusive nature of the phrase. Double transfers of the top frame line and adjacent design elements are recognizable on at least 10 positions of the proof blocks. Double transfers

[13] Huggins, *Loc. Cit.*

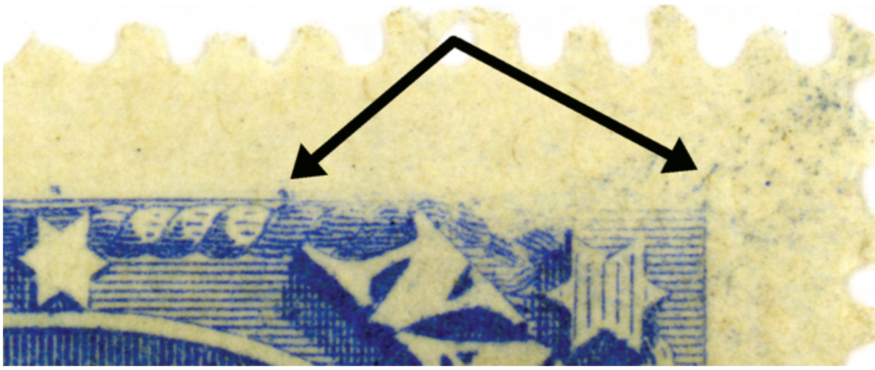

Figure 14. 90¢ Navy, Position 1. Arrows indicate the more extensive short transfer/erasure of the upper left corner, distinguishable from the similar plate variety at Position 5. This stamp courtesy of Alan C. Campbell.

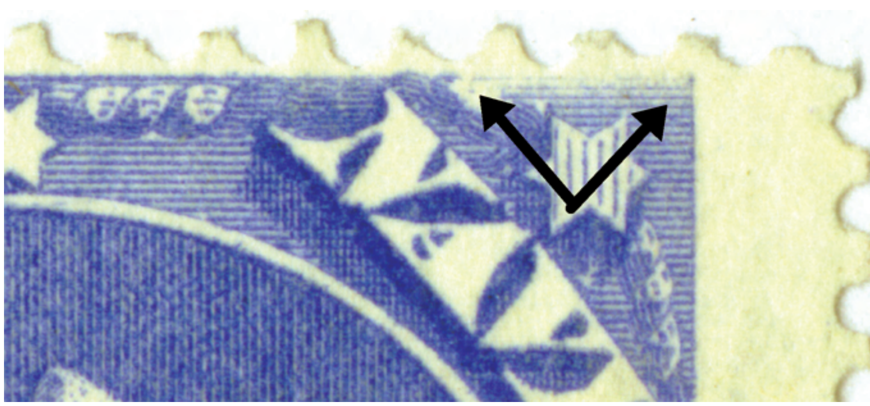

Figure 15. 90¢ Navy, Position 5. Arrows indicate the short transfer/erasure of the upper left corner, readily distinguishable from the similar plate variety at Position 1 (Figure 14).

of the horizontal lines adjacent to the bottom value tablet can be seen on about one third of the positions. Many show doubling at the top of the numerals "30" and at the top of the left ribbon above "THIRTY". Interestingly, some positions show double transfers of both top and bottom. Several copies of the 1875 Special Printing with a double transfer have been reported. Within the body of the "3" and the "0" in the bottom value tablet, many stamps show a weak patch of color. This is not a double transfer, but a sign of wear on the plate. These are closed figures, and when they are rolled in, the metal pushed out by formation of the bordering groove can end up as a high spot somewhere in the figure. An abrasive ink will cause rough wear on this high spot which may then retain ink and print a smear. Surprisingly, of the 60 positions of late proofs examined, not one showed this patch of color. Possibly the plate was repolished late in its life.

Navy Department: 90¢ (Scott O45)

The two catalog-listed short transfer/erasures at Positions 1 and 5 have been well documented in Alan C. Campbell's article, "Varieties of United States Official Stamps: 90¢ Navy Short Transfer and 3¢ Treasury Double Impression," in *Chronicle* 171, pp. 183-186. Position 5 stamps with wide top margins will show part of the script "No." The more extensive erasure at Position 1 is indicated by arrows in Figure 14. The smaller erasure at Position 5 is indicated by arrows in Figure 15.

Philatelic historians should note that the spectacular 90¢ Navy double impression was apparently incorrectly described as a double transfer in a 1917 auction catalog and that error was echoed in subsequent philatelic literature.[14] The authors have not identified any double transfers on this stamp.

Conclusion

The multiple double transfers identified on the 1¢, 3¢, 7¢, and 30¢ plates generally show quite small displacements of the second transfer. The double transfers are quite variable and frequently asymmetric. Some show only doubling of a few horizontal lines in one of the stars and adjacent design elements. For the top double transfers, most are found in the bottom three rows of the plate, while the blocks of 30 India proofs from the top five rows show almost no double transfers. Most of these double transfers appear to be quite rare on stamps and somewhat more common on proofs.

Many of these relatively small double transfers were first described in the late 1920s and early 1930s by Charles Phillips and Philip Ward, noted professional philatelists. Some were published by Phillips and some were part of traveling exhibits shown at the important stamp clubs of the time. Then as today, the publication of new discoveries enhanced one's professional reputation, aiding the discoveror in the intense competition for wealthy clients. This dynamic seems to have pushed plate-variety recognition to extremes in that era. Phillips identifies his source as sheets and part sheets of India-paper proofs of the Official stamps which he owned. Author Sayers' examination of the described plate varieties on proofs has led him to conclude that many are so small, they are unlikely to be observed on stamps produced in the normal course of printing. The double transfer of the 2¢ Navy stamp is probably one of several examples of these.

Having said this, consider as part of the same data the extreme wear shown by the more heavily utilized 3¢ plate, and the relative lack of wear found on the rest of the plates. As noted above, some batches of the ultramarine ink could have been abnormally abrasive. Abrasive wear as the result of wiping would be greater near the bottom of the plate. The positions of many double transfers in the bottom rows and the relative scarcity as stamps suggests the possibility that re-entries late in the life of the plates can equally well be an explanation for some of these double transfers. Unfortunately, the position pieces from early printings which could answer this question are rare or nonexistent. Author Sayers believes there are early India-paper proof multiples from the 1873 approval sheets extant for some plates, and these proofs are possibly those used by Charles Phillips to identify the many plate varieties he reported.[15] Students should carefully examine bottom-margin multiples and identifiable singles for discrepancies with the descriptions and positions of the small double transfers listed above. Intentional variation in the printing characteristics of the ink is another plausible explanation, which will be examined in the next article in this series.■

[14] Harry M. Konwiser, "U. S. Departmental Stamps," *Mekeel's*, May 17, 1937, pg. 313. Konwiser notes that a 1917 J. C. Morgenthau auction catalog describes the famous double impression as a double transfer. It sold for $81. Today the Scott value is $20,000 (in italics).

[15] These India-paper proof multiples were being used by Phillips at a time when the set of full sheets of India-paper proofs were in the Ackerman collection.

THE FOREIGN MAILS
RICHARD F. WINTER, EDITOR

PAID ALL MARKINGS: POSTAL CONVENTIONS WITH PACIFIC-RIM COUNTRIES, 1867–1886 PART II

DALE FORSTER

Introduction

The first portion of this study, discussing the PAID ALL markings associated with United States postal conventions with New Zealand and the Australian colonies, appeared in *Chronicle* 219 (August, 2008). This final portion discusses PAID ALL markings resulting from U.S. conventions with Hong Kong, British Columbia, Hawaii and Japan.

Update to Part I

Since the publication of *Chronicle* 219, an 1876 envelope from Queensland with the earliest recorded example of the single-circle Brisbane PAID ALL marking (Figure 13 in Part I) has been seen, used the same year Queensland signed its postal convention with the United States. This 1876 cover to Cincinnati is shown in Figure 1. The cover is franked with a Queensland 1 shilling violet stamp of 1875 (Scott 43) paying twice the 6 pence convention rate from Queensland to the United States. The Queensland departure datestamp is unclear but reads June 1876. The San Francisco PAID ALL arrival datestamp reads 28 July 1876. It is significant that the single-circle Brisbane PAID ALL marking is in a muddy red ink, showing that Queensland intended to follow the convention requirement that red ink

Figure 1. Earliest recorded use of the Brisbane circular PAID ALL marking and the only recorded example in red ink. Unclear June 1876 Queensland departure datestamp and a San Francisco PAID ALL marking dated July 28. Double 6 pence convention rate from Brisbane paid with a one shilling Queensland stamp, Scott 43.

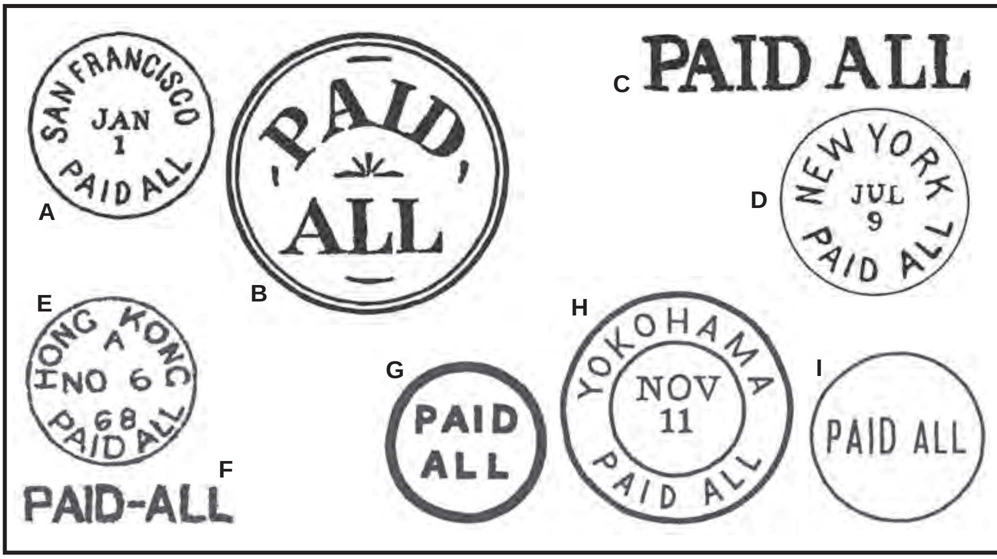

Figure 2. PAID ALL markings used in red ink on transpacific mail under the U.S.-Hong Kong postal convention of November, 1867. Upper left: San Francisco markings; upper right: New York markings; lower left: Hong Kong markings. At lower right are three types of Japanese PAID ALL handstamps used under the January 1875 U.S.-Japan convention.

be used for PAID ALL markings. This is the only Queensland cover seen so far with the Brisbane marking in red ink; later examples all show black.

U.S.–Hong Kong Postal Convention

The United States–Hong Kong postal convention became effective 1 November 1867.[1] The relevant portions of the convention are summarized as follows:

Article I: New York and San Francisco were established as exchange offices in the United States and the Hong Kong General Post Office was established as the exchange office in Hong Kong.

Article III: For half-ounce letter mail, the rate from the United States was 10¢ and the rate from Hong Kong 8¢, both fully prepaid to destinations in the other country. All letters to be plainly stamped PAID ALL in red ink and to bear the datestamp of the mailing exchange office.

This postal convention was effective until 1 April 1877, when Hong Kong joined the General Postal Union. The full text of the convention is available in *The United States Post Offices in China and Japan 1867 to 1874* by Richard C. Frajola, Michael O. Perlman and Lee C. Scamp, Collectors Club of New York, 2006, pages 225–226. (For the sake of convenience, I will abbreviate this book title as *USPOCJ*.) Lee Scamp previously published an article titled “The Straight-line ‘PAID-ALL’ Puzzle” as a supplement to the *Hong Kong Study Circle Journal.* His conclusions in that work were incorporated into *USPOCJ.*

San Francisco was inconsistent in its application of PAID ALL markings, as detailed in *USPOCJ* on pages 80–81. Two different red San Francisco PAID ALL markings are seen on outbound mail. Tracings of these markings are shown as A and B in the tracing plate in Figure 2.

The large double-circle marking (B) was seldom used; only about eight covers have been seen, all from 1868 and early 1869. Michael Laurence’s soon-to-be-published book

[1] 16 *U.S. Statutes at Large,* pp. 1107–08.

Figure 3. San Francisco fancy PAID ALL handstamp on a cover from Brooklyn, December 8, 1868, franked with a grilled 10¢ stamp, probably Scott 96, paying the 10¢ convention rate to Hong Kong, via San Francisco.

includes a census of all covers known with the 10¢ 1869 stamp. Of the 13 transpacific covers Laurence records to Hong Kong (and via Hong Kong to destinations beyond), not one shows the large double-circle PAID ALL handstamp. Ten covers show the small San Francisco PAID ALL datestamp (A) and three show no San Francisco PAID ALL markings at all. As detailed in John Mahoney's *San Francisco Postal Markings, 1847-1900*, pages 100–101, there are several slightly different types of the small San Francisco PAID ALL circular datestamps. This article will not attempt to differentiate these types, which are also seen on some inbound mail, applied to either the front or back of covers.

Figure 3 shows a cover sent from Brooklyn to Hong Kong on December 8, 1868, franked with a 10¢ 1861 Washington stamp paying the 10¢ convention rate. This is also illustrated *USPOCJ.* The fancy San Francisco circular PAID ALL handstamp (B) was applied in January, 1869. This marking also appears on a 27 July 1869 cover from Batavia, New York, to Hong Kong, recently offered as lot 68 of the 19 April 2009 Spink-Shreve sale of the William Ainsworth collection. This was franked with 15¢ and 30¢ "F" grill stamps and 2¢ and 6¢ 1869 stamps, apparently intending to prepay the obsolete 53¢ British-mail rate via Marseilles. But it was sent across the Pacific and received the balloon PAID ALL marking at San Francisco.

New York, the other U.S. exchange office, also used two red PAID ALL markings. These are illustrated as C and D in Figure 2. According to *USPOCJ*, the 43-millimeter straightline marking (C) was discontinued by March 1868, with the single-circle PAID ALL datestamp (D) replacing it. This datestamp was used also as a transit marking on incoming transatlantic covers arriving via England. For examples of 1868 and 1869 covers showing these San Francisco and New York PAID ALL markings see *USPOCJ* pages 78–81.

Hong Kong was consistent in using its two PAID ALL markings, also illustrated in Figure 2. The straightline marking (F) was used until March 1868 and was superseded in April 1868 by the PAID ALL circular datestamp (E). Covers showing these markings can be seen in *USPOCJ,* pages 82–83.

Effective November, 1868, the range of the United States–Hong Kong postal conven-

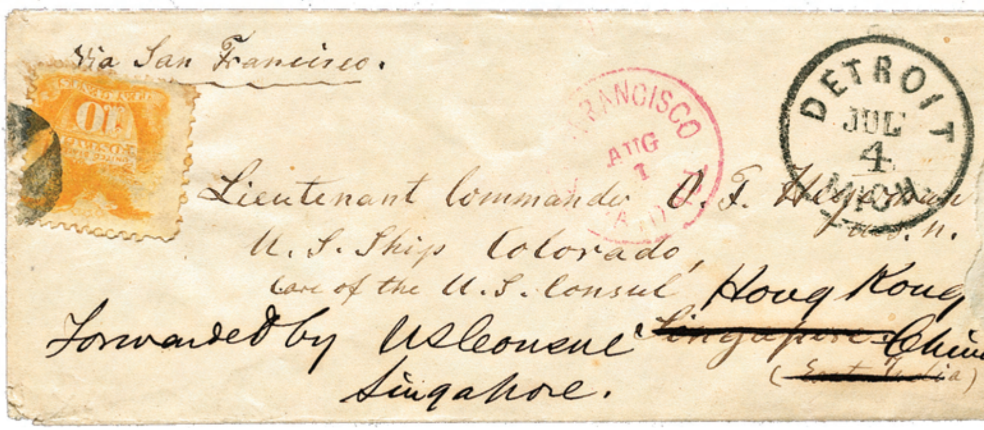

Figure 4. 10¢ 1869 stamp paying convention rate via Hong Kong to Singapore. Posted at Detroit on July 4, 1870. Magenta San Francisco PAID ALL Aug 1 datestamp. Forwarded by U.S. Consul from Singapore back to Hong Kong.

tion was expanded by a U.S.-British convention that extended the 10¢ transpacific treaty rate to the Straits Settlements and the British East Indies.[2] This allowed mail from the U.S. to these destinations to be routed via the Pacific and Hong Kong, in addition to the traditional route via London and Suez. Exchange offices were established in the U.S. at New York and San Francisco, and in Singapore, Calcutta, Madras, Bombay and Aden for the overseas offices. Article IV provided that every letter "shall be plainly stamped in red ink with a stamp bearing the words 'paid all' on the upper right-hand corner of the address, and shall also bear the dated stamp of the office at which it was posted."

Michael Laurence showed me the 10¢ 1869 cover posted 4 July 1870 from Detroit to Singapore illustrated in Figure 4. It is marked "via San Francisco" and traveled the transpacific route to Hong Kong. San Francisco applied a magenta PAID ALL datestamp as an exchange-office marking. The cover shows a Singapore backstamp. It was then forwarded back to Hong Kong and ultimately caught up with its recipient at Shanghai.

I have not seen a transpacific cover during this period from Singapore or the East Indies to the United States. In theory, such a cover should have a PAID ALL handstamp applied at the overseas exchange office in compliance with the operative convention. I have seen covers from Singapore to the United States during this period that were sent via Suez and London. These show black Singapore PAID datestamps and red New York PAID ALL datestamps.

United States–British Columbia Postal Convention

A postal convention between the United States and British Columbia became effective 1 July 1870.[3] From 1858 until this convention was signed, mail from Vancouver Island (which the convention calls "Vancouver's Island") and mainland British Columbia (the two colonies united as British Columbia in November 1866) addressed to the United States required postage stamps from both countries. The colonial post offices at Victoria and New Westminster sold United States stamps as a convenience to customers. For mail to the United States and beyond during the pre-convention period, combination covers with colonial and U.S. stamps are the norm.

The 1870 postal convention established a prepaid rate of 6¢ per 15 grams in the Unit-

[2] 16 *U.S. Statutes at Large,* pp. 849–50.
[3] 16 *U.S. Statutes at Large,* pp. 1115–17.

ed States and 6¢ per half ounce in British Columbia. Prepaid letters from British Columbia no longer required United States adhesive stamps. When British Columbia joined Canada in July 1871, the 6¢ B.C./U.S. rate continued, now payable with Canada stamps. This rate continued until 1 January 1875, when a postal convention between the United States and the Dominion of Canada established a fully-paid rate that was the same as the domestic postage in the country of origin, then 3¢ per half ounce.

Ships from Victoria often stopped at Puget Sound ports of Washington State or at Portland, Oregon. If there was no convenient ship departure to San Francisco, mail from Victoria was sometimes routed via Port Townsend or Olympia, Washington, then overland and by the Cowlitz River route to Portland. From Portland, mail to the east was routed via Boise; mail to California went south, either by ship or by the daily stage line to Sacramento.

The relevant portions of the U.S.-B.C. convention are summarized as follows:

Article I: Exchange offices were established in the United States at Boston, New York, San Francisco, Portland (Oregon), and Olympia (Washington Territory) and at Victoria for British Columbia.

Article VII: Prepaid letters were to be plainly stamped “Paid all” in red ink, in the upper right corner of the address side, in addition to the datestamp of the office of origin.

During the one-year period between the effective date of the convention (1 July 1870) and confederation with Canada, British Columbia did not have a 6¢ stamp to pay the convention rate. The 6¢ rate from British Columbia to United States destinations is seen paid with three 2¢ brown surcharged stamps or with the old British Columbia 3d blue stamp, which was accepted as 6¢.

From examination of surviving pre-confederation covers, neither the colony of British Columbia nor the United States complied with the PAID ALL provision of the postal convention. Figure 5 shows a cover sent 22 June 1871 from Victoria, British Columbia, to San Francisco, on which the 6¢ convention rate is paid with a horizontal strip of three copies of the brown 2¢ B.C. surcharged stamp, Scott 8. This was lot 223 in Harmers’ Li-

Figure 5. Envelope posted at Victoria, British Columbia, 22 June 1871, showing 27 June San Francisco PAID datestamp. This is the 6¢ B.C.-U.S. convention rate, here paid by a strip of three of the brown 2¢ B.C. surcharged stamp, Scott 8.

Figure 6. Unusual Portland PAID ALL in circle on October 1874 envelope from Okanogan Mission, British Columbia, via Portland, to Manson, Iowa. Here the 6¢ convention rate is paid by Canadian Small Queen stamps: two 1¢ orange (Scott 35a) and two 2¢ green (36).

chtenstein–Dale sale in 2004. The cover shows a large red San Francisco PAID datestamp dated 27 June. No PAID ALL handstamps have been seen used from Victoria and no United States PAID ALL handstamps have been seen from U.S. exchange offices on pre-confederation mail addressed to British Columbia. Also, no transit PAID ALL handstamps from Portland or San Francisco have been seen used before British Columbia became a province of Canada in July 1871. Occasionally one sees PAID handstamps applied in transit at United States exchange offices.

I have seen three 1874 covers used from British Columbia (as a province of Canada) with identical red PAID ALL in circle handstamps. Figure 6 shows an example of this marking on an October 1874 cover from Okanogan Mission, British Columbia, via Portland, to Manson, Iowa. On this cover the 6¢ convention rate was paid by Canadian Small Queen stamps: two 1¢ orange (Scott 35a) and two 2¢ green (36). Note the small circular PAID ALL that ties one of the 1¢ stamps. Page 30 of Ken Kutz's book, *Untold Wealth*, pictures an August 1874 envelope from Dease Lake, British Columbia, to Indiana, with this same marking.

There is a question where this marking was applied. The three covers I have seen with this marking all show Portland transit datestamps. This leads me to believe the marking was applied by the Portland exchange office. Other B.C.-U.S. covers from this period, routed through San Francisco, do not show this unusual PAID ALL marking.

Assuming my conclusion that this is a Portland transit marking is correct, the convention, which required PAID ALL markings only from exchange offices in the originating country, did not require the marking. Apparently, the Portland postmaster used the device to compensate for Victoria's not following the PAID ALL directive. I am keeping my eyes open for a cover from Portland to British Columbia during this period. Such a cover should show the same PAID ALL in circle marking.

After the completion of the transcontinental railroad in May 1869, much British Co-

Figure 7. 1878 cover from San Francisco to Hawaii with San Francisco PAID ALL marking dated APR 15. Mailed with two 3¢ Bank Notes stamps to pay the single convention rate, this cover was double-weight and marked HELD FOR POSTAGE at San Francisco. A 6¢ Bank Note stamp was added to send the cover on its way.

lumbia mail was routed through Portland, then up the Columbia River and via Boise to the railroad. Some post-confederation mail from British Columbia to the U.S. east coast was routed through San Francisco and received red PAID ALL transit datestamps there. An 1877 envelope from Cassiar, British Columbia, to New Hampshire, illustrated on page 30 of *Untold Wealth*, has a San Francisco PAID ALL circular datestamp.

United States–Hawaii Postal Convention

Early mail from Hawaii to the United States was prepaid with Hawaiian postage and treated as ship mail in the United States with postage due. United States adhesive stamps were available in Hawaii from 1852, and combination covers with Hawaiian and U.S. stamps are seen until July 1870. After 1870, these combination covers are sometimes seen on registered mail, printed matter, and covers transiting the United States to destinations beyond. The United States signed a postal convention with Hawaii on 4 May 1870, which went into effect on 1 July 1870 and was valid until Hawaii joined the Universal Postal Union on 1 January 1882.[4]

The relevant portions of that convention are summarized as follows:

Article II: Exchange offices were established at Honolulu and Hilo in Hawaii and in the United States at San Francisco, New York, Boston and Portland (Oregon); and at Teekalet, Olympia, and Port Townsend, Washington Territory.

Article IV: The single letter rate was established at 6¢ per half ounce. No accounts were to be kept, and the originating country retained all postage collected. Prepaid postage was required from the origin country; if a letter was not fully prepaid, it was not to be forwarded. While registered mail was not discussed in the convention, registered covers are recorded during the convention period showing both Hawaiian and United States stamps.

[4] 16 *U.S. Statutes at Large*, pp. 1113–14.

Figure 8. Balloon G.P.O. HONOLULU H.I. PAID ALL datestamp on a cover sent from Honolulu to Albany, New York, in August 1870. Here the 6¢ convention rate is paid by a 5¢ Kamehameha V stamp and a bisected 2¢ rose-vermilion Kamehameha IV stamp (31b).

Article VI: Letters between the countries were required to have red "paid all" marked on the upper right corner of the address side, in addition to the datestamp of originating office.

From surviving covers it is evident that U.S. exchange offices often did not comply with the PAID ALL provision of the convention. San Francisco occasionally applied PAID ALL datestamps on mail to Hawaii either originating in or transiting San Francisco. PAID ALL markings are not recorded from other United States exchange offices on mail to Hawaii during the convention period.

Figure 7 shows a cover that originated at San Francisco franked with two 3¢ Continental Bank Note stamps (Scott 158) to pay the single convention rate to Hawaii. But the letter was double-weight. San Francisco held the letter for postage to comply with the convention's requirement that insufficiently paid letters were not to be forwarded. The sender was apparently notified, a 6¢ Bank Note stamp (159) was added, and the cover sent on its way, struck with the San Francisco PAID ALL circular datestamp (A in Figure 2) dated 15 April (1878). This cover is illustrated on Fred Gregory's award-winning Post Office in Paradise website, viewable at www.hawaiianstamps.com.

On mail originating in Hawaii and sent to U.S. destinations, San Francisco sometimes used the same red PAID ALL datestamps seen on mail originating in Hong Kong. The convention did not require these transit handstamps, but they were used to alert U.S. postmasters at the town of destination that the letter was properly prepaid and not subject to postage due charges. For details of the different types of San Francisco PAID ALL datestamps and their approximate dates of use, I again refer you to Mahoney's monograph.

During the convention period, Honolulu consistently complied with the PAID ALL provision. Gregory's website illustrates six different types of Honolulu PAID ALL date stamps used on convention mail to the United States between July 1870 and December 1881. Covers illustrating each of these Honolulu markings are shown in Figures 8-13.

Figure 8 shows a cover sent from Honolulu to Albany, New York, in August 1870, with the 6¢ convention rate paid by a 5¢ Kamehameha V stamp (Scott 32) and a bisected 2¢ rose-vermilion Kamehameha IV stamp (31b). The balloon G.P.O. HONOLULU H.I. PAID ALL datestamp is applied prominently, in red, in the proper location.

Figure 9. Red double-circle G.P.O. HONOLULU PAID ALL datestamp on a September 1873 cover from Honolulu to New Haven. Here the 6¢ convention rate is paid by a 6¢ green Kamehameha V stamp.

Figure 10. 20 May 1875 cover from Honolulu with G.P.O. HAWN. ISLDS PAID ALL datestamp, 6¢ convention rate paid with strip of three of the 2¢ brown Kalakaua stamp. Same correspondence as Figure 9.

Figure 9 shows the 6¢ convention rate more conventionally prepaid, with a 6¢ green Kamehameha V stamp (33), on a cover sent from Honolulu to New Haven in September, 1873. This shows a red double-circle G.P.O. HONOLULU PAID ALL datestamp, also applied in the proper location.

Figure 10 shows a cover from Honolulu to New Haven, from the same correspondence as Figure 9, here with the 6¢ convention rate paid by a strip of three of the 2¢ brown

Figure 11. 23 April 1877 cover from Honolulu with HONOLULU H.I. PAID ALL rimless datestamp, same franking as Figure 10, sent via San Francisco (6 May 1877 PAID ALL transit datestamp) to Buffalo, New York.

Figure 12. 28 August 1880 cover from Kouala, with rimmed HONOLULU H.I. PAID ALL. 6¢ convention rate paid by a 6¢ green Kamehameha V stamp.

Kalakaua stamp (35). This is well struck with a G.P.O. HAWN. ISLDS PAID ALL circular datestamp clearly dated May 20, 1875. The San Francisco PAID ALL transit datestamp is dated June 17.

Figure 11 shows a cover with similar franking, sent to Buffalo, New York, in 1877. This shows a rimless circular datestamp reading HONOLULU H.I. PAID ALL, clearly dated April 23, 1877. The San Francisco PAID ALL marking is dated May 6.

Figure 12 shows an 1880 cover on which the 6¢ convention rate is paid by a 6¢ green Kamehameha V stamp (33). The cover was sent from Kouala, via Honolulu and San Francisco, to Ann Arbor, Michigan. It shows a HONOLULU H.I. PAID ALL circular datestamp dated AUG 30, 1880.

Figure 13. Honolulu to Columbus, Ohio, 4 June 1881, showing HONOLULU H.I. PAID ALL rimmed datestamp. This is a double-rate cover, with twice the 6¢ convention rate paid by a 12¢ black Lileiohoku stamp.

Figure 13 shows an 1881 cover from Honolulu to Columbus, Ohio, on which the double 6¢ convention rate is paid by a 12¢ black Lileiohoku stamp (36). This cover is well struck with a HONOLULU H.I. PAID ALL circular datestamp that is smaller than the marking in Figure 12, with more space between the lettering and the rim.

Hawaii signed a convention with New Zealand in 1870, and this convention also mandated red PAID ALL handstamps. That convention lasted until New Zealand joined the Universal Postal Union on 1 October 1891. From 1870 through 1881, on mail to New Zealand and the Australian Colonies, Honolulu sometimes used the same PAID ALL markers used on mail to the United States. An 1880 cover from Hawaii to New Zealand with a Honolulu PAID ALL datestamp was offered as lot 1339 of the Shreve Philatelic Galleries' September 1996 sale of the Charles J. Pietsch III collection of Hawaiian stamps and postal history.

From about 1882, Honolulu used a special PAID ALL in oval marking very similar to markings used at Sydney, New South Wales, but with a period after "ALL." The few examples recorded were used on mail to either New Zealand or the Australian Colonies. Figure 14 shows an example on an 2 March 1888 postal card from Honolulu to Brisbane, Queensland. This card was sent to Brisbane under Hawaii's 1870 convention with New Zealand. The same marking on an 1891 envelope to Melbourne is viewable on the Gregory website. As we established in Part I, under the New Zealand convention a few loose letters picked up in Honolulu bear New Zealand Marine Post Office datestamps and New Zealand straightline PAID ALL markings.

Well after the United States–Hawaii postal convention, Tacoma, Washington, used a PAID ALL duplex device on ship mail arriving from Hawaii. An example from 1900 can be found at www.hawaiianstamps.com in the Foreign Mails & Covers section under Soldier's Mail. In that period, Tacoma was the U.S. destination for some transpacific contract steamship lines.

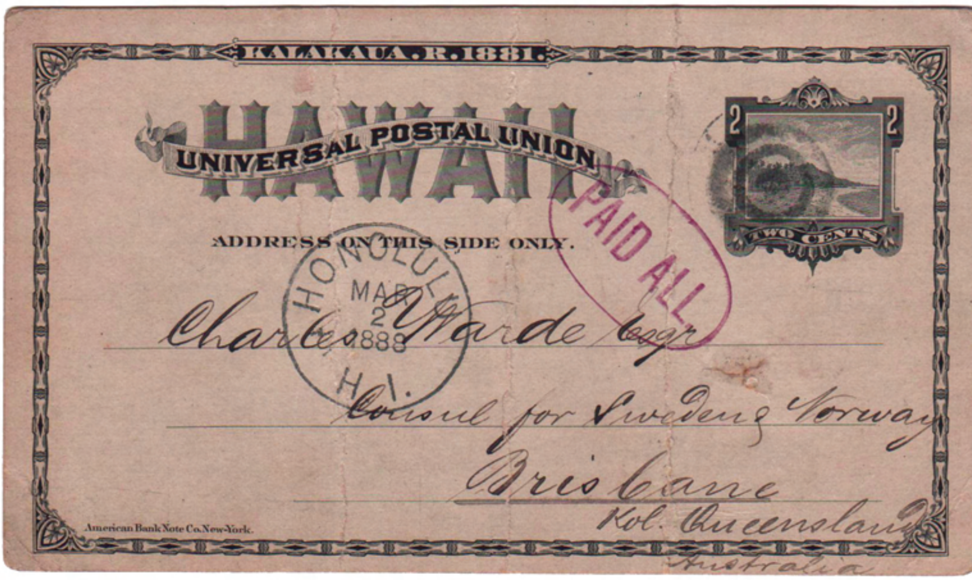

Figure 14. 2 May 1888, postal card from Honolulu with magenta oval PAID ALL marking very similar to markings used at Sydney, New South Wales, but with a period after "ALL." This card was sent to Brisbane, Queensland, under Hawaii's 1870 convention with New Zealand.

United States–Japan Postal Convention

The United States–Japan postal convention was originally signed on 6 August 1873, to become effective "upon the day on which the Postal Agencies of the United States in Japan shall be discontinued." Detailed regulations for this convention were agreed to by both countries on 15 July 1874. The convention was further amended on 27 April 1875. The convention was finally announced in a Post Office Department notice of 9 December 1874. This was published in the January 1875 issue of *United States Mail & Post Office Assistant* with an effective date of 1 January 1875.[5] This convention remained in effect until 1 June 1877, when Japan joined the General Postal Union.

The relevant portions of the convention are summarized as follows:

Article II: Exchange offices were established at San Francisco and Yokohama.

Article III: The single letter rate was 15¢ in the U.S. and 15 sen in Japan, per half ounce or 15 grams. This rate was reduced to 12¢ and 12 sen on 1 January 1876, one year after the convention became effective.

Article XVIII: Fully prepaid letters to be marked "paid all" in red ink on the upper right corner in addition to the datestamp of the dispatching office.

The detailed regulations of 15 July 1874 do not mention the PAID ALL handstamps, but Article IV stated, "All letters exchanged in the mail shall bear the stamp of the office of origin and the date of mailing, and also the stamp of the exchange office dispatching them." April 1875 amendments changed the printed matter rates and February 1876 amendments reduced the letter and printed matter rates and made other changes.[6] However, neither amendment affected the markings on the mail.

San Francisco was inconsistent in its use of PAID ALL markings, sometimes applying red PAID ALL datestamps on mail originating in Japan and transiting San Francisco. These San Francisco PAID ALL transit markings are sometimes seen on the front of covers, some-

[5] 19 *U.S. Statutes at Large,* pp. 557–68.
[6] 19 *U.S. Statutes at Large,* pg. 635 (1875 amendments); pg. 640 (1876 amendments).

times as backstamps, and sometimes were omitted completely. These same San Francisco red PAID ALL datestamps are sometimes, but not always, seen on convention mail from the United States to Japan.

Japan observed the PAID ALL provision of the convention. Markings G, H and I in Figure 2 are three PAID ALL devices that are illustrated in John Gordon Bishop's 1979 monograph *The Roman Letter Postmarks of Japan.* Markings G and H were definitely applied at Yokohama. Four covers with Nagasaki datestamps have been reported showing marking I. Several authors believe the I markings were applied at Nagasaki, although that city was not an exchange office under the 1875 postal convention. It seems possible to me the markings on the four reported covers were applied in transit at Yokohama. See Horst Mueller's useful website called the Koban Collection for a discussion of this marking and an illustration of a cover that shows it. The double-circle H marking has been seen used after the convention period ended.

Thanks to John Barwis, Richard Frajola, Steve Frumkin, Fred Gregory, Michael Laurence and Richard Winter for their help.■

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ADDITIONAL STEAMSHIP COVER FOR *UNITED STATES INCOMING STEAMSHIP MAIL, 1847-1875*

THERON J. WIERENGA

Section Editor's Note: The following cover, and others to follow in subsequent Chronicles*, was discovered by Theron Wierenga after his book,* United States Incoming Steamship Mail, 1847–1875, Second Edition*, went to press in 2000. Had he seen it prior to its publication, it would have been included in the book. At the start of the description is listed the chapter heading and subheading, along with the page location where the cover would have been inserted in the book. The initial installment of this update was published in* Chronicle *218 and a second installment was published in* Chronicle *221*.

Chapter X: The Steamship Markings, Charleston Steamship Markings (add after Figure 236 on page 181)

The stampless folded letter in Figure 1 is datelined "P Merchant Havana 14 Sept 1850" and endorsed in the lower left corner, "Merchant," the name of the vessel that carried the letter to Charleston. There the letter entered the U.S. mail, as evidenced by the red CHARLESTON/S.C. townmark dated SEP 26. Charleston applied the manuscript "12½" due marking in red ink indicating the 12½¢ steamship rate from Havana.

The vast majority of covers carried into Charleston from Havana are inscribed to be carried by the steamship *Isabel*. Beginning in 1849, *Isabel* was taken out of service during

Figure 1. From Havana, "per *Merchant*," datelined 1850 and addressed to Portland, Maine. Entered the U.S. mails at Charleston, which applied the "12½" due marking indicating the steamship rate from Havana.

the summer months for maintenance. The boilers were often in need of repair since seawater was used in them. Other normal repairs on her machinery were also necessary. These early ocean paddle-wheel steamships were prone to frequent breakdown.

In 1850, the packet-schooner *Merchant* made trips to Havana in place of *Isabel*, clearing Charleston on August 1, 1850 and returning on August 23. She again cleared Charleston on September 1, returning September 25 (carrying the Figure 1 cover), and again on October 15, returning November 12.[1] So in Figure 1 we have the unusual example of a letter bearing a steamship rate carried by a substitute sailing vessel.

The packet schooners *Charleston* and *Henry Delany* each made a trip in place of *Isabel* during this summer as well. Throughout her operation on the Charleston-to-Havana route, we see this pattern of substituting sailing schooners as well as smaller coastal steamers when *Isabel* was unavailable. *Isabel* normally went to New York for repairs. A similar cover, carried by the coastal steamer *Governor Dudley* in September 1854, is illustrated in *United States Incoming Steamship Mail 1847 – 1875, Second Edition*.[2] The *Governor Dudley* usually ran between Wilmington, North Carolina, and Charleston, South Carolina.■

[1] Wierenga, *op. cit.,* pg. 429.
[2] *Ibid.*, pg. 184.

NEW BOOK ON U.S. SUPPLEMENTARY MAILS

The Scott *Specialized Catalogue of United States Stamps and Covers* defines supplementary mail markings as those that "designate the special post-office service of dispatching mail after the regular mail closed." The catalog displays tracings of supplementary mail markings applied at New York City, where they were applied to mails sent to departing transatlantic steamships after the regular mails were closed.

As Leonard Piszkiewicz advises us in his new book on this subject, such mails required a prepayment of double the regular postage.

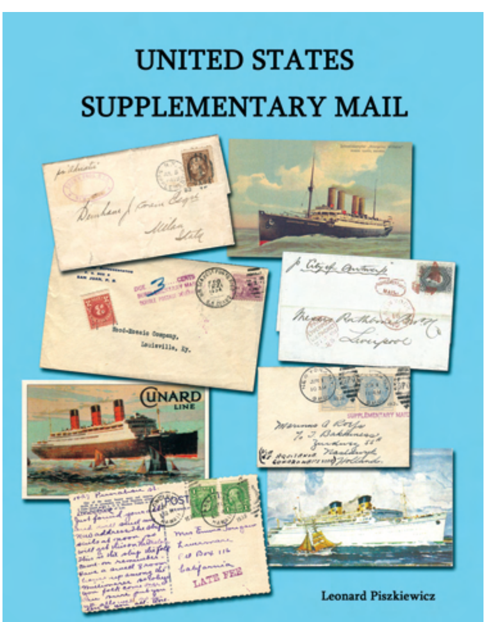
Piszkiewicz also informs us that at least 10 United States ports had supplementary mail service, but only New York and San Juan, Puerto Rico, used markings with the phrase "supplementary mail. " (A few used a "Late Fee" marking for the same service.)

The previously published references on this subject, mostly by Dr. W.L. Babcock, appeared almost 70 years ago, and little has been published since, until Piszkiewicz started researching the subject, and created a series of articles for the *United States Specialist.* He also published one article in the *Chronicle*: "Anonymous Supplementary Mail," in *Chronicle* 213, pages 77–81. Much of his data comes from newspaper notices, and this is where he found that supplementary mail service existed for at least 10 different U.S. seaports.

Since most of these ports did not use markings indicating supplementary service, it is difficult to determine whether covers from these ports bearing double postage were simply double weight or represented supplementary uses.

Piszkiewicz identified the cities using such service from newspaper announcements that the service existed and he has done much work correlating postmark dates with ship sailings. While his book may not be the last word on the subject, it is a giant step in the right direction, and makes previously unidentified double-rated covers candidates for supplementary use. But such has to be proven by correlating time-dated postmarks with ship departure times.

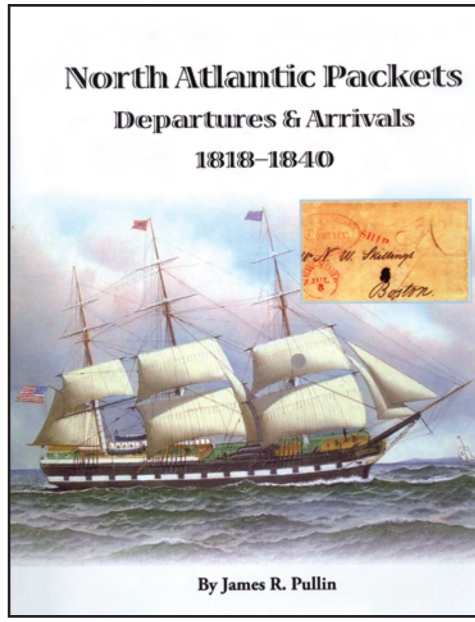
United States Supplementary Mail can lead to discovering supplementary-rate covers in one's own collection and is recommended as a well-organized work on a subject not well documented in our literature.—Richard B. Graham



***United States Supplementary Mail*, by Leonard Piszkiewicz. $40 postpaid from the United States Stamp Society, P.O. Box 6634, Katy, TX 77491 ($32 to USSS members). Hardbound, 140 8½ x 11 inch pages, color throughout, with an attractive dust jacket.**

NEW SAILING-SHIP DATA AVAILABLE

Ever since detailed sailing data for North Atlantic mail steamships became available in 1988, collectors and postal history students have anxiously awaited someone to assemble similar information for the important sailing-ship lines that preceded the steamships. James Pullin has now published this information for the six principal sailing ship lines that operated from New York to Liverpool and London from 1818 to 1840. This is important information as these vessels often carried business as well as personal correspondence from each side of the Atlantic.



North Atlantic Packets, Departures & Arrivals, 1818-1840, by James R. Pullin. Published in 2009 by the Author. Hardbound 8½ x 11 inch format, illustrated throughout in color, 312 pages, approximately $100. Available from philatelic literature dealers or from the author at 2837 Wright Avenue, Winter Park, FL 32789.

When he set out more than 10 years ago to identify the sailing ships that carried covers in his collection, Pullin experienced the frustration of trying to find the sailing data he sought. He learned that the only way to do that was to search contemporary newspapers. He soon discovered that these newspapers were not easily found and the data he sought was extracted only after a painful amount of diligence and patience. Fortunately for us, he decided to expand his research and assemble all the data possible for the six major sailing-ship lines, knowing that he could help others avoid the same experience if he published the information. For that we must all be very thankful.

The six sailing-ship lines thoroughly documented in his book are the Black Ball, Red Star, Blue Swallow Tail and Dramatic Lines sailing between New York and Liverpool and the Black X and Red Swallow Tail Lines sailing between New York and London. Each line is described in a separate section with background information on the line itself and each of the sailing vessels the line used. This is followed by a section on using the sailing schedules that follow, with helpful hints related to understanding the basic information available from the appearance of a sailing-ship cover and general information related to the postal history of the covers.

Over 100 pages follow, providing the detailed sailing schedules of each vessel operated by the six lines, beginning when the lines started operations through the year 1840. The author selected 1840 as the stopping point for his sailing data since the main steamship operations started in this year and carried the bulk of the mail across the Atlantic after 1840. Pullin’s tables are easy to use, providing dates of departure and arrival, ship and captain names and appropriate notes where needed. Finally, the book ends with a bibliography, list of illustrations (of which there are many throughout the 176 pages) and a general index.

The reader will be disappointed to learn that the principal sailing-ship line that carried most of the non-contract mail to Europe during this same period, the sailing vessels travelling between New York and Le Havre, France, will not be found in this book. Until someone is able to document these sailings, there will be a large hole in the available data. Perhaps Pullin will undertake assembling this data in the future for it also is very much needed. This observation is not to criticize the author's fine work, only to point out that this information is not covered in his book.

There is one criticism that must be mentioned, however. Although the foreword provided by David Beech, head of the Philatelic Collections of the British Library, praised the author for not missing the opportunity to provide "refreshingly helpful" information related to maritime postal history, this is the one area where serious shortcomings exist. Throughout the sections (before the sailing tables) that provide historical information about the various sailing-ship lines, the author illustrates and describes the postal markings of over 100 covers, which would be expected to be helpful to the reader. Unfortunately, he has mistakenly evaluated the rate markings on more than 20 percent of these covers. All of the information needed to correctly describe the covers is available in published books and articles, so the errors are those of the author in interpreting the rate markings. The strength of this book lies in the sailing data available from the book and not in the cover explanations.

Having said that, I would be remiss in not recommending this book to anyone with an interest in ship letters, for it is an irreplaceable source of important sailing data information. For that, we have much to thank this author. Since only 300 copies of the book were printed, it may be difficult to find a copy by the time you read this review.—Richard F. Winter.■

CHARLES J. “CHARLIE” PETERSON, 1933–2009

AN APPRECIATION BY PATRICIA STILWELL WALKER

I can’t remember precisely when I first met Charlie Peterson; I knew him first as a literature judge and for his work in international philately. It was always a matter of amusement between us that although our homes in Maryland were only 30 miles apart, we always met at foreign locations or other cities around the United States and never at home.

Thus in 1993, when Dick Winter, then President of the U.S. Philatelic Classics Society, was looking for a new Editor for the *Chronicle*, he called me (I was the Secretary) to help him in set up a meeting with Charlie. We invited Charlie to lunch in Gaithersburg, Maryland, (where I worked at the time) on the pretext of asking his “advice” on whom we should be approaching for the open editorial job. (At the time, Charlie was not a member of the Society!) Of course, Dick’s hidden agenda was convincing Charlie to take the job himself. At the end of that lunch, Charlie had agreed to help us out and take on the task on a temporary basis for a year or two, and to train whomever we tapped for the “permanent” position. Charlie also asked for a membership application (I am embarrassed to admit that neither Dick nor I had remembered to bring one) as he felt that the editor of the Society’s journal of record he should be a member of the Society. (I mailed him one and he joined by return mail.)

As members must know, that temporary position became permanent; Charlie remained as the Editor in Chief of the *Chronicle* for 13 years—finally handing over the reins to Michael Laurence in January, 2006. During Charlie’s tenure, the *Chronicle* won numerous Gold medals at Literature competitions (when Charlie wasn’t serving on the jury, of course) and the prestigious Diane Boehret Award (best philatelic journal in competition) from the American Philatelic Congress twice (1994 and 1995). Charlie never let me forget how he had been “conned” into taking the job.

Besides his work as Editor of the *Chronicle*, Charlie served on the Society’s Board of Directors from 2001 to 2006 and was co-editor of the award-winning *The 1851 Issue: A Sesquicentennial Retrospective*.

Charlie was a signer (1992) of the Society’s Distinguished Philatelist Award and until very recently chaired its Award Committee. In 2003 Charlie was honored for his long service to our Society with the Lester G. Brookman Cup.

Charlie had a distinguished career in philately, most notably as an author, editor, and administrator. He served in many capacities within the American Philatelic Society, including a term on the Board of Vice Presidents, and the American Philatelic Research Library, of which he was President from 2001 to 2005.

At the international level, Charlie served the F.I.P. as commission president of the Literature Commission for 17 years and later served on the F.I.P. board as a director. He served as a jury member for over 30 F.I.P. juries and additionally served as jury chairman on a number of occasions, most recently at Washington 2006.

Needless to say, Charlie received many honors in his philatelic career. Foremost of these was signing the Roll of Distinguished Philatelists in 1991. He was one of only five to have received the Luff Award from the APS twice; first in 1988 for Outstanding Service to Philately and again in 2006 for Service to the APS. The APS Writers Unit elected him to its Hall of Fame in 1997. The Collectors Club, New York, honored him with its Alfred F. Lichtenstein Memorial Award in 2008. And this past June the American Association of Philatelic Exhibitors honored Charlie with only the third Bernard A. Henning Award for excellence and improvements in philatelic judging. Charlie had made it a major goal to attend the NAPEX banquet to receive this well-deserved honor.

Overseas, the Bund Deutscher Philatelisten awarded him both the bronze and silver service pins and the silver pin for Special Service in Research and Literature. The Copenhagen Philatelic Club, Denmark, awarded him its Silver Medal in 1994. Charlie was a member of the Royal Philatelic Society for 40 years and was a Fellow.

Charlie died on June 12, 2009, after an extended illness. To his wife Lanny, their children and grandchildren, and to Charlie's extended family, the Society offers its sincere condolences. Philately has lost a giant and our Society has lost a valued contributor.

FLOYD E. RISVOLD, 1912-2009

Floyd E. Risvold, noted historian, author, and postal history collector, died in Edina, Minnesota on June 2. He was 97 years old.

Mr. Risvold's passion for history, particularly of western expansion in the United States, was fueled in his youth by his service with the National Coast and Geodetic Survey on expeditions throughout the west, southwest and Alaska. While on these many wilderness trips between 1932 and 1946 he gained a lasting respect for and shared kinship with those who had preceded him in the previous centuries. Their accomplishments were kept alive in Mr. Risvold's daily routine as evidenced by his cheerful form of saying good-bye: "Keep your powder dry."

Floyd Risvold at Big Sur, 1932

After his marriage in 1941 to his beloved wife Sophie, and his return to Minnesota, Mr. Risvold owned and operated a successful baby-clothing business. While dividing his time between business and his growing family, after daughters Diane and Kathy were born, he still found time to indulge his passion for collecting.

Mr. Risvold was ahead of his time in his collecting habits. After reading period accounts and books on a subject, he sought out the most important items available or the one key piece needed to best tell the story. These artifacts and letters had to spark his imagination and shed light on the historical events in a way that books could not. His ability to absorb and retain historical information was simply stunning. If you asked him to elaborate on the historical context of an item in his collection, you had better make yourself comfortable for the detailed narrative that would follow.

Mr. Risvold loved to share both his knowledge and his collections. However, his meticulously annotated and researched album pages were not well suited to standard forms of philatelic exhibiting. Still, he did exhibit selected pages by invitation in the Court of Honor at the international stamp show held in Chicago in 1986. More recently he showed pages at the Taos Philatelic Rendezvous held in September 2008, where he the won the best-in-show award.

Mr. Risvold's single-minded determination to acquire only the most significant items in his areas of interest resulted in the formation of several collections, each of which is highly important. His collection of Minnesota Territory was the subject of his 1985 book: *The Minnesota Territory in Postmarks, Letters and Covers*. His interest in Abraham Lincoln led to the publication of his book: *A True History of the Assassination of Abraham Lincoln and the Conspiracy of 1865*. Other collections include the finest group of documents and letters relating to the fur trade in America ever assembled, the California gold rush, western exploration and settlement, the Civil War, and Spanish colonial postmarks.

For those who were fortunate enough to have spent time with Mr. Risvold, the experience was unforgettable. His great passion for history and philately was contagious. He will be missed by all whose lives he touched.—Richard Frajola

CARL WALSKE, 1922-2009

Carl Walske was among the leading collectors and researchers of philatelic forgeries. For over 50 years, he studied the forgeries of stamps and their forgers, and was particularly interested in methods used to produce various forgeries and in the relationships between forgers. He was well known for his work in identifying new types of Sperati forgeries, and was probably the greatest student of Jean de Sperati, the most dangerous forger in philately.

Born on June 2, 1922, in Seattle, Washington, Mr. Walske served with the United States Navy in the Pacific during 1943-45. In 1951, he received his PhD degree in nuclear physics from Cornell University, where he studied under Nobel-prizewinner Hans Bethe. He started his career at the Los Alamos Scientific Laboratory, and later served as the Assistant to the Secretary of Defense for Atomic Energy. His career also took him overseas as Scientific Advisor to the Nuclear Test Ban Treaty talks in Geneva, and to scientific advisory positions in London and Paris. In his last job, as President of the Atomic Industrial Forum, he promoted the peaceful uses of atomic energy. Mr. Walske retired to Seattle in 1987, where he passed away peacefully after a short illness on May 30, 2009.

Mr. Walske wrote many articles on forgeries and forgers, and also co-authored (with his good friend, Robson Lowe) two critically acclaimed books, *The Oneglia Engraved Forgeries, Commonly Attributed to Angelo Panelli* (1996), and *The Work of Jean de Sperati II, including Previously Unlisted Forgeries* (2001).

Mr. Walske was a member of the American Philatelic Society and the Collectors Club of New York. He was also a Fellow of the Royal Philatelic Society London. He leaves his wife Marjorie, daughter Susan Cabiati and son Steven, editor of the *Chronicle* Western Mails section, whom he also enticed into philately. He particularly enjoyed sharing philately with his son, but frequently complained that the study of forgeries and postal history were polar opposite ends of philately.

When asked to explain his low-profile professional and philatelic persona, he explained that he tried "to gain my reward through self-respect rather than public recognition; to expend effort as an offset to my limitations."■

ANSWER TO PROBLEM COVER IN CHRONICLE 222

We received only one response to the problem cover in *Chronicle* 222, illustrated here as Figure 1. As described in *Chronicle* 222, the origin postmark on this cover, with duplexed target killer, reads "CONCORD N.H. OCT 16". On reverse is a well-struck double-circle "OLD POINT COMFORT VA OCT 18" postmark. No year date. The cover is addressed: "Assistant Surgeon D.P. Dearborn, 4th Regt. N.H.V., Tenth Army Corps, Fortress Monroe, Va." The questions were: What is the use, and why the PAID J.M.M., the large black 6, and the reverse-side postmark? Also: Can a year-date be determined?

The lone answer was provided by Dr. James W. Milgram, who had submitted the cover: "I think the cover was sent with the 'PAID J.M.M.' privately applied in New Hampshire. This is why the entire postmark with target was placed to the left above the address. Concord is a likely origin because the addressee was a member of a New Hampshire regiment. The black '6' is a penalty-rate marking which establishes 1863 as the year of use. The '6' was applied at Old Point Comfort.

Figure 1. Problem cover from *Chronicle* 222, a stampless cover postmarked "PAID J.M.M." and "CONCORD N.H. OCT 16," with large "6" on front and "OLD POINT COMFORT VA OCT 18" on reverse. The questions were: What is the use, why the large black 6 and the reverse-side postmark, and can a year-date be determined?

"The address also includes an army corps designation, which suggests usage later in the war. The postmaster at Old Point Comfort was not sure what to do and might have been thinking of sending the cover to the Dead Letter Office. But instead he sent it to the addressee, an army officer, with postage due. It is my belief that the item is a postal fraud that was accepted at the entry post office in New Hampshire but not at the receiving post office in Virginia. It would not be usual to backstamp an unpaid letter. Just the rate would ordinarily have been applied."

PROBLEM COVER FOR THIS ISSUE

The problem cover for this issue is a 1¢ postal card, Scott UX12, used in 1895, probably composed somewhere in Alaska and handed to a passing steamer. The written text on reverse reads in part: “the steamer stopped but a few moments & we had no chance to talk,

Figure 2. Problem cover for this issue.

….and had some oranges from St. Michaels, the first since we were there last July.”

A magenta two-line “Due 2 Cts. SHIP LETTER” handstamp is struck at top center. Two 1¢ Postage Due stamps (J31) were affixed in the lower left corner to pay the assessed postage due. As can be seen by the “SEATTLE, WASH.” duplex cancel, the letter entered the government mails at Seattle. The questions posed here: Since the card paid the prevailing 1¢ card rate, why postage due? And what was the basis for the charge?■

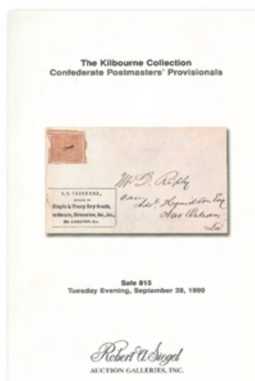
ADVERTISER INDEX

Lilly 1967

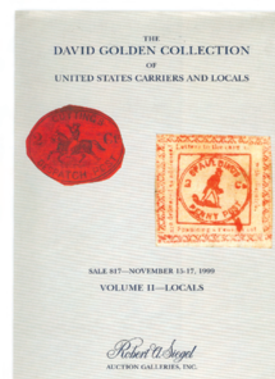
Kapiloff 1992

Honolulu Advertiser 1995

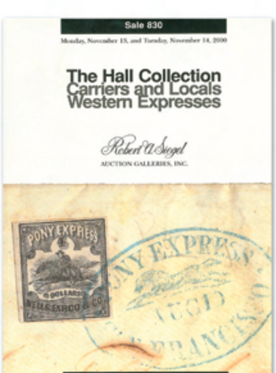
Zoellner 1998



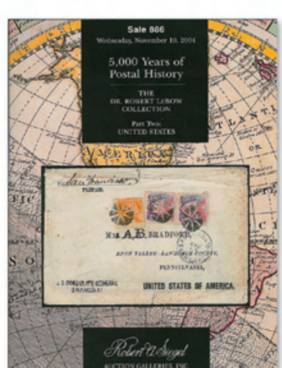
Kilbourne 1999



Golden 1999



Hall 2001



LeBow 2004

Scarsdale 2006

Great collections have one name in common.