

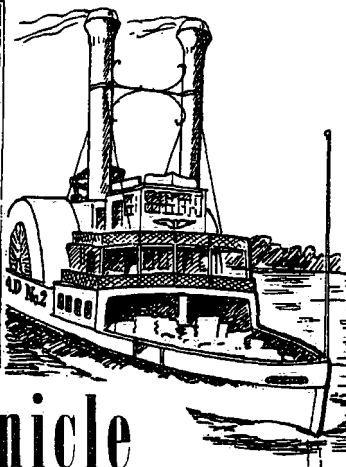
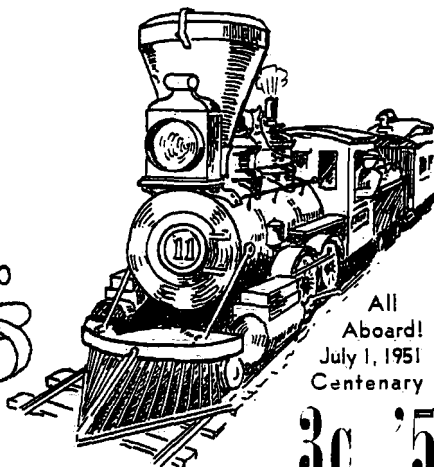
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All
Aboard!
July 1, 1951
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3c. '51-'57 Chronicle

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NO. 11

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EDITOR'S NOTE

Though material is at hand for an issue such as those published in the past, the impending July 1, 1951, Centenary Exhibit of the 1c, 3c and 12c stamps indicates the advisability of devoting this issue to the subject of the 3c section of Scott's U. S. Specialized Catalog, the forms of which will soon be prepared for the 1951 issue. There is apparently no subject upon which there is such unanimity of opinion among collectors of 3c '51-'57 stamps as that the catalog section covering these issues is due for revision in order that it may reflect the listings of these stamps as they actually are collected today by students of the issue.

There are obvious practical limitations as to the amount of specialized information that can be published in the catalog - because of available space and the necessity of having a reasonably uniform treatment of all values of the issue. The comments made herein endeavor to take these considerations into account. They are submitted as representing the views of those of our Unit who have the largest collections of these stamps - with whom Ye Editor has been in touch.

The new publisher of Scott's "Specialized" is recognized as one of the world's leading philatelists. At times he has asked publicly for assistance from those having suggestions as to making the catalog more representative of specialist's needs. He has first-hand knowledge of the response and appreciation accorded the expansion of treatment of the British penny black and penny red in the English catalogs. The facilities of this Unit are pledged to him should he choose to alter the section on the 3c '51-'57 stamps so it may reflect present-day opinion of students of the issue to a somewhat better extent than it does at present.

BOOK REVIEW -- THE 1950 SCOTT'S U. S. STAMP CATALOG SPECIALIZED

Arrival of this excellent book again emphasizes its progress since the vest-pocket booklet of 25 years ago, when under the editorship of a prominent philatelist it made its first bow to U. S. Specialists. Particularly noteworthy in recent years has been the scholarly and lengthy treatment of Confederate, Bureau Issues, Essay Proofs and the 1847 Issue. The 1851-1857 issue has been improved also since the early editions, notably in the 1c and 10c sections. The comparative space and major listings allotted to the imperf and perf stamps of the '51-'57 issues combined

are as follows:

	No. of column- inches	No. of bold-face listings
1c.	51.6	18
3c.	26.2	3
5c.	14.3	6
10c.	30.1	9
12c.	8.6	2

It is to the 3c. section that our Unit members first turn to see if any of the new findings first noted in the 2nd edition of Dr. Chase's book have been incorporated, or whether the new light shed by Mr. Cabeen's monographs in the Stamp Specialist (see CHRONICLE Issues Nos. 4 and 5) has been reflected by any catalog changes. Also, the five issues of our CHRONICLE that preceded closing the forms for the catalog include many items that perhaps deserve listing.

No Unit member has to be reminded that none of these things took place, but few realize the extent that the 3c. section has remained frozen in the same pattern and with the same listings that it had when the catalog was still the little vest-pocket booklet - and admittedly only a start in the direction of listing the issues as specialists collect them.

The history of this early booklet, as we understand it, is that the first edition of Dr. Chase's book had not yet appeared; only his articles in the American Philatelist gave any hint as to the probable future extent that collectors would start collections following in the Chase pattern of what many have since called "the U. S. penny black - or at least the penny red." The first editor of the small vest-pocket booklet with the help of Dr. Chase listed for the imperf. stamp the varieties of the three-right rows of Plate 3(L), the principal triangle recuts (but not combinations), six other recuts, a few other plate varieties, the principal shades and about two column-inches of postal markings. Similar moderate listing was provided for the perf. Types I and II.

This was fine, and everybody was pleased that such a good start had been made. A very slight increase of listings was made in the few years that followed until 1928 - since when, as stated, the listings have practically been frozen as of that date.

* * * * *

That this is the case is evident if we compare the listings of 1928 with those of 1950 - with comments on the few additions made.

The changes in listing during this 22-year period are as follows:

No. 11 (formerly No. 33) additions:

On propaganda cover; Strip of three; Perf. 12 $\frac{1}{2}$ -unofficial; Lower label and left diamond block joined; Cancellations: Violet; Purple; Yellow; 1858, 1859 and 1860 dates; Free; Too Late; "Ship;" "New York Ship;" Canada; Territorial.

Comment: The "lower label and left diamond block joined" is not thought by specialists to exist as a "variety of recutting" under which it is listed. Some heavily inked copies can be found where the ink extends beyond where it should; also, a few double transfers of the lower label are such as to reduce the width of the white line between the label block and the left diamond block so that on heavily inked copies the ink extends across the space. None of these are consistent plate

varieties so are not entitled to catalog recognition.

The "New York Ship" has been unpriced since it was first cataloged, yet it appears frequently on pairs probably taken from Via Nicaragua covers from San Francisco, with which usage it is principally associated. It is nowhere as scarce as the N. YORK STEAMSHIP, and it is about of the same scarcity as the STEAMSHIP in which STEAM appears over SHIP, likewise principally found on pairs from Via Nic. covers. Why then has it remained unpriced all these years?

No. 25 (formerly No. 43) additions:

Strip of three; Cancellations: Orange; "Old Stamps - Not Recognized;" Territorial.

No. 26 (formerly No. 44) additions:

Orange brown; On Confederate patriotic cover; Strip of three; Horiz. Pair imperf. between; Double impression; Triple transfer; Cancellations: Orange; 1862 year date; 1863 year date; Paid All; Free Collect; Steamer; "Southn Letter Unpaid;" Precancellation "Cumberland, Maine;" Territorial.

Comment: Any 1862 or 1863 year-date usage is not in conformity with PL&R as the stamp was obsolete. Should the catalog take notice of such accidental usage?

Deletions from the catalog: Applying to all three stamps, these comprise the elimination of "with original gum," and "stitch watermark."

* * * * *

There are some obvious inconsistencies in some of the listings. A few applying to No. 11 are as follows:

Why is the triple transfer limited to 92L2 (L) when 74 and 84L1 (i) are far more noticeable and extensive. The latter are in orange brown and each occurs 56 times per million of the imperf. stamps; 92L2 (L) occurs 1176 times per million (these figures based upon Dr. Chase's estimates). 4R0 is a less noticeable triple, also in orange brown. The 5-line recut triangle listed is obviously the one from Plate 1(L) occurring 851 times per million, though it is not so stated. The other 5-line recut is far more prominent (47L0) and occurs 60 times per million. Are we to assume that the same catalog price applies to both? Similarly, 69L5 (L) and 69L5 (e) are priced the same, yet one is four times as scarce as the other. Also, are not the extra-line varieties on Plate 6 as worthy of listing as those from Plate 3? If red, black and green carriers are listed, why not the blue? New Orleans used blue for its shovel-type and also for the circular "CITY POST."

* * * * *

But it is not with the idea of criticizing present listings that this review is written. Rather it is submitted in an endeavor to suggest revision that will make the section more useful to those who wish to collect the stamp in a moderately specialized manner.

The irreducible minimum of revision that in the reviewer's opinion should receive consideration by the publishers is outlined in the following:

Suggestion No. 1: Place No. 11b (the orange brown) in major form; that is, give it separate space exactly as No. 30 and 30a are now shown.

This will then permit the important varieties of the "orange brown" plates (Nos. 1(e), 1(i), 2(e), 5(e) and 0) to be included. In this connection see D. A. Grant's fine article in this CHRONICLE, Issue No. 2. At present, for example, the catalog lists only two orange-brown stamps: Nos. 11b and 69L5(e). A collection that included only these two items would not even be considered part of a good general collection of 19th-century U. S., much less aspiring to be called even sketchily specialized.

Suggestion No. 2: For similar reasons, place in major form the variety listed as No. 26 "vertical frame lines extend only to top and bottom of stamp."

Little was known about this variety when the catalog was first published, but research of Dr. Chase has since shown that this variety comes from plates 10 and 11 (three states each). Here we have a case of the stamp manufacturer's purposely making a stamp that differed from anything previously made. We have to remember that the manufacture of all 3c stamps of the issue was in two steps; first, impressing the transfer roll in the plates, and (2) finishing the job by hand engraving. The second process is often referred to as "recutting."

It is true that this dual process of manufacture was forced upon the maker of the stamps because the stamps would not appear properly without this hand-working of the plates. This, however, does not alter the fact that the second process is just as much a part of plate manufacture as is the first process. In plates 10 and 11 (all states), the maker, as stated, purposely made a stamp of a different "design" than that made by the other plates. True, the design is not outstandingly different, but it is different in such respects that if the stamp was made by a single process instead of two, every catalog in the country - even those not claiming to be specialized - probably would list the two varieties.

For our purposes, there is even more reason for giving this stamp independent status; viz., plates 10 and 11 produced many remarkable plate varieties - and being in three states, each, all collectors of the issue try to differentiate the "states," at least by imprint copies.

Suggestion No. 3: Have the listing of postal markings reflect correctly the types of mail service of the period.

There is justification for the viewpoint of the editors of the catalog who long since decided to omit listing of postal markings that have no postal-use significance, such as the Canton lyre, the Running Stag, etc., even though these are much collected (and by the writer, too). However, if the postal-marking listing is to include "markings necessary for the proper functioning of the Postal Service" - to quote from the catalog itself - then the listed markings should present a better picture of the postal service than they now do.

* * * * *

No suggestions are included herein as to what plate varieties might well be included in a revision of the present listings of Nos. 11, 25 and 26 or in the proposed new major listings of No. 11b and No. 26 with discontinuous side lines. Lists of the important varieties are available in the Chase and Cabeen works and elsewhere. The publisher readily may check those that he might deem worthy of listing by reference to the Miller collection and the A. S. Wardwell collection, both in New York City (at least for the varieties of No. 11 and No. 25). Copies for inspection of varieties of No. 26 are readily available from Unit members.

It is, however, suggested that any collection claiming even partial specialization should include at least one typical copy from each plate. True, a tyro cannot

distinguish between stamps from the respective plates. However, there are many sources from which collectors may secure properly identified stamps. Cataloging of stamps that require expert identification is not new. Even non-specialized British catalogs list the various printings of the King Edward VII series, for example, Robson Lowe's Vol. I, "Great Britain and the Empire in Europe," has the following to say as to why it lists and prices penny black stamps from each plate thus:

"The 1d was printed from eleven plates. These can only be identified by an expert, but so popular is "The Plating of the Penny Black" that experts in this are now legion."

The Scott U. S. Specialized Catalog likewise shows major listings of some stamps that require identification by an expert - notably for distinguishing between stamps of the same type from different plates of the 1c. '51-'57.

* * * * *

As to the needed revision of the postal-marking section, the reviewer takes the liberty of offering suggestions in some detail.

We recall that the usual post office of the period had an assortment of handstamps for marking mail prepaid by stamps, and also for much of the period had handstamps for rating and marking stampless collect and prepaid mail. It also had the necessary handstamps for marking the origin of letters brought in by "carriers on their way between post offices," from steamboat and ship captains, etc., and these markings differed somewhat according to whether or not the source was under contract with the post office department. The post office also had handstamps for marking special services and needs of the office, such as Due, Registered, Forwarded, etc. Exchange offices for foreign mail also had a large assortment of various debit and credit marks according to destination, how the mail was carried, etc. If a U. S. sponsored carrier service existed at the office, it is likely that the office also had handstamps that related to this service.

Furthermore, the traveling route agents on contract-mail routes had their own handstamps to apply to mail delivered to them en route. The railroad markings were fairly uniform in make-up because each usually had wording or initial letters to designate the route terminals or other route designation followed by R. R., the latter meaning rail road or railroad route. About the only other designation is express mail. The route agents of the contract steamboats, however, had no such uniformity of designation. Following the identifying terminal names or initials, the handstamps had as weird a collection of designations as can be imagined: River Mail, Mail Line, Mail Route, S. B. Mail Line, Steam, Steamers, and/or initials of these or their combinations. Even the number of the route was used as the sole route-agent identification. It is important to distinguish between a route-agent's marking that includes the words, say, Steam, S. B. (for steamboat), etc. and the post office origin markings containing these words alone (though rarely in combination with a townmark). The two uses, (1) for contract route-agent marking and (2) for marking receipt at a post office from a non-contract steamboat, are widely different as to philatelic classification.

As a case in point, the LOUISVILLE & CIN S.B. circular marking illustrated on page 15 of the Scott U. S. Specialized Catalog as a "steamboat" marking, is not properly classified as such. It is not a marking that was applied at the post office to mail delivered from a non-contract steamboat. The P.L. & R. requires that only such mail shall be marked STEAMBOAT, and it is this usage - and the markings incidental thereto - that are philatelically classified as steamboat markings. The illustrated marking is a route-agent's marking applied to mail first given by the sender to the route agent on board a contract steamboat traveling between Louisville

and Cincinnati.

By custom, and because they reflect the mail conditions of the times, certain unofficial markings are also included as postal markings. Express companies, etc., were permitted to carry letters "out of the mail" under certain conditions; some contract and non-contract carriers used special handstamps to advertise or designate a steamboat, a route, or even the names of personnel and time-table information, etc.

For convenience and sometimes in error the post masters and route agents used combination markings that performed more than one function; when stampless mail could no longer be carried, some of the handstamps associated with such mail continued to be used, etc.

Such was the postal-marking picture of the times, roughly stated ... and so it is not an easy undertaking to compile a satisfactory postal-marking listing that will still be short enough for use in a catalog such as Scott's U. S. Specialized.

* * * * *

The "perfect" approach to the postal-markings problem would be to list every marking that represents a type and also show the comparative worth of each of the sub-examples (by towns) of that type. Robson Lowe's Encyclopaedia substantially does this in its section entitled "The Handstruck Postage Stamps of 1840." The Stampless Cover Catalog of Mr. Komwiser does it for stampless covers. Someday, perhaps, a special catalog can be issued for the early U. S. issues that somewhat parallels the Komwiser catalog except that the markings are those that appear on covers having adhesive stamps.

The Scott's U. S. Specialized Catalog cannot be expected to embark so ambitiously into cataloging of stamps with various postal markings, but it is believed that there is a middle ground - or perhaps a one-tenth-way ground - that it can cover to advantage. Surely, it is not too much to expect it to list the principal types of markings and do so in such a manner that some idea of relative scarcity can be had.

The catalog now lists 41 markings on No. 11, 24 on No. 25, 32 on No. 26 - a total of 97 markings.

It is proposed to show how by listing only about twice this number of markings, the field can be covered on a consistent and classified basis that will serve as a basis for a specialized collection, and that will also represent a framework for further specialization by those who wish to sub-classify by towns, etc.

* * * * *

The basis of the suggested listing is to name each important type only once, but by column heads to make it available for all of the major items of the 3c. issue; thus for example (our Unit's designations would be converted to Scott's numbers, of course; i.e. S1 is Scott's 11b) -

	A.P.S. Unit No. 11 Designations				
	S1	S2	S3	S4	S5
Blue	XXXX	XXXX	XXXX	XXXX	XXXX
Red	XXXX	XXXX	XXXX	XXXX	XXXX

and so on, with suitable prices indicated in spaces having "XXXX."

If the publisher should convert the pricing of postal markings to the "premium to be added" instead of to "total price," then the above number of columns could be reduced from five to three and perhaps to two. Inspection of the present catalog,

for instance, shows the premium above base price is about the same for No. 25 and No. 26 on nearly all markings.

This arrangement conserves space, and it is also adapted for use on other stamps of the issue or of other issues.

In the following suggested listing, each classification is headed by reference to a note which may well serve as a basis for a revision of the catalog's section entitled "Information for Collectors." Obvious omission of pricing of certain items in some of the columns would be necessary, i.e., the 1851 year date would only be indicated for No. 11b (our S1).

Colors (Note 1)

Blue
Red
Orange
Brown
Magenta
Ultramarine
Green
Violet
Purple
Olive
Yellow

Circular Townmarks (Note 2)

Under 24 mm dia.
Over 36 mm dia.
No outline
With bars
- wavy line
- grid (N.Y. Ocean)
- ornaments
- double-lined letters
County
Quaker date
College
Fort
Without State
Year date 1852
- 1853
- 1855
- 1856
- 1857
- 1858
- 1859, 60, 61
Railroad station
Kan., Neb., Minn. Terr.
Ore., Wash, Fla. Terr.
N. Mex, Utah, Colo. Terr.
Calif.
Texas
Use in Canada

Special-Shape Townmarks (Note 3)

Octagon (not Phila)
Oval (not Utica)
- County
- Railroad Station
- Dakota Terr.
Straight-Line
- 1851 year date
- 1852 year date
- County
- Pre-cancelled
Odd shaped
- County

Obliterators (Note 4)

Square grid blk
Square grid red
Target
Patriotic
Postmaster
For two stamps

Townmarks incl Rate or Prepayment (Note 5)

1, 1ct, 1 cent
PAID, 3 PAID, PAID 3, 3, 3cts
3cts PAID, PAID 3cts
5, 5cts
PAID 6
6cts
10 PAID
10, 10cts
PAID BY STAMPS
BALTO PAID
FREE
Pleasant Grove FREE

Route-Agent Markings (Note 6)

Railroad Eastern
 - Central
 - Southern
 - Trans-Mississippi
 Express-Mail N.Y. Boston
 - Atlantic Colonial
 Waterways Route No.
 - Eastern terminals
 - Miss. Riv. terminals
 - MAIL ROUTE
 - POTOMAC STEAMBOAT
 - LAKE CHAMPLAIN S.B.
 STB. & R.R.R.
 PAN & SAN FRAN S.S.

Origin Markings (Note 7)

WAY
 WAY 1
 WAY 5, or 6
 DUE WAY 1c
 STEAMBOAT
 - in scroll
 - TROY & NEW YORK
 TERRE HAUTE STB
 STEAM
 STEAM 5
 MAYSVILLE KY STEAM
 SHIP
 NEW YORK SHIP
 STEAMSHIP
 STEAMSHIP 10 or 20
 N. YORK STEAMSHIP
 F. A. DENTZEL ACT N.O.P.O.

Domestic Rating Marks (Note 8)

PAID str. line
 - in grid (not Boston)
 - in grid (red Boston)
 - in shield or star
 PAID over 1
 PAID 2 str. line
 PAID over 3
 3 over PAID
 PAID over 3cts
 PAID over CIII
 3 on PAID (scroll)
 3 on PAID (oval or circle)
 Colorless 3 in PAID
 PAID 6 str. line
 PAID over 6 (oval)
 PAID over 10
 PAID over 12
 1 or 1ct
 2 or 2cts
 3 or 3cts
 5 or 5cts
 6
 10

Domestic Rating Marks (cont.)

12
 III
 V

Service Markings (Note 9)

DUE
 DUE 2cts
 DUE 3cts
 DUE 5
 DUE 7
 FORWARDED
 MISSENT
 - in townmark
 MISSENT AND FORWARDED
 ADVERTISED, ADV
 ADV 1, or 1ct
 MONEY LETTER
 REGISTERED
 R
 SUPPLEMENTARY MAIL
 Dead Letter
 - in townmark
 HELD FOR POSTAGE
 NOT PREPAID
 SOUTHERN LETTER UNPAID
 NOT CALLED FOR
 REC'D
 IMPROPERLY FORWARDED DELAYED
 TOO LATE
 FREE
 POST OFFICE BUSINESS FREE
 HONOLULU U. S. POSTAGE PAID

Official Carrier (Note 10)

N.Y. U.S. MAIL Cy Deliv 1
 - incl PAID
 - incl PAID and 2
 - U.S. MAIL (hr) Deliv. (sq. frame)
 - CITY DELIVERY 1ct
 - P.O. Station (A etc.)
 - incl PAID
 Boston (hr) DELIVERY fancy
 - plain oval frame
 Phila. red star
 - U.S.P.O. PREPAID ONE CENT DESPATCH
 - U.S.P.O. DESPATCH (octagon)
 New Orleans shovel type
 - encircled type

Semi- or Unofficial (Note 11)

Steamboat names - East

- Great Lakes

- Miss. Riv. etc.

Forwarders

Overland

W. F. Express shield

- oval or circle

- str. line (pre-cancel)

- STEAMBOAT

- MESSENGER

- ASSEMBLY

- COLLECT in oval

- PAID in oval

Other Far West express

Central Overland C & PP

Other Rocky Mtn express

Am. Letter Exp. (Louisville)

Eastern expresses

Via Nicaragua

Via Independent Line

Noisy Carriers

* * * * *

NOTES APPLYING TO LISTINGS

The pricing is for covers bearing the markings as good strokes; that is, with at least 2/3 of the marking readily legible, though there may be some lack of uniformity of the inking. Covers must bear the stamps as indicated. The markings on single stamps command less value, though in the case of small markings that are nearly all shown on the stamp, the value approaches that of a cover. The individual notes applying to the listed classifications are as follows:

- Note 1) The premium for a second color is difficult to determine; it approximates the premium of the second marking, though some scarce combinations command more. (A "premium" is the difference between price of the cover with the marking and the cover with a common marking.)
- Note 2) Circles townmarks have little added value because of doubled circle or name between concentric circles. Markings are in demand that have extra-thick circle, dotted circle, are stencilled, that have state-name spelled out in full, with odd format, with unusual town names (C.H., X ROADS, POST OFFICE, AGENCY, etc.). College markings must show name of college, institute or academy. The "without State" does not include New York or Boston. Railroad station markings show town name, date and railroad. They are station-agent's handstamps; presumably he was also the postmaster. These should not be confused with railroad route-agent's markings.
- Note 3) Straight-line markings may be framed or unframed, but lettering is in a straight line. See Note 2 as to oval railroad-station markings. For territorial, California, college, etc., add premium for special shape to price for circular marking. The Utica oval commands about one-third of listed premium. Philadelphia octagon carries no premium.
- Note 4) No premium applies to the usual grids, smudges, pin-wheels. Fancy designs are much sought after but are unlisted as of no postal significance. Patriotics (flags and shields) are excepted because they are akin to patriotic covers.
- Note 5) These are not to be confused with foreign-mail exchange markings which also bear town name and/or PAID, numeral, etc. The pricing is based on the usual arrangement in which the PAID, numeral, etc. is at the bottom of the circle. Enhanced value applies for other arrangements.

Note 6) These are markings of the route agents applied to mail picked up en route from persons who did not place the mail in a post office. Routes were usually designated by terminal names followed by R.R., RIV MAIL, S.B., MAIL LINE, etc., and sometimes by corporate initials or name of the carrier. Less frequently the abbreviation for State is included. Routes designated by number are 7309 and 8165, the latter with steamboat name. The Potomac Steamboat and the Lake Champlain are thought to be route-agent markings, though the Troy & New York Steamboat is not, so it is listed in the classification of post-office origin marks. The term "Miss. Riv." includes its tributaries.

Note 7) These are applied at a post office to mail picked up and delivered to the post office by non-contract carriers or by contract carriers which had no route agent with a handstamp. F. A. Dentzel represented the New Orleans post office at the dock. His mark appears to have enabled addressee's representative to take the mail directly from him. Mail received from ocean-going ships was similarly marked on arrival. If the ship traveled on waters declared to be post roads, some form of steamship marking seems to have been applied.

Note 8) Should not be confused with foreign-mail rating marks some of which, such as 19, 21, 24, etc., were applied at mailing office regardless of other markings at the foreign-mail exchange offices. The classification of townmarks incl. rate or prepayment also should be noted (see Note 5). The small Boston PAID in grid is the one listed as in red; when in black this mark commands only a slight premium above the price of a normal orange-brown stamp.

Note 9) These are markings applied at the post office for special services.

Note 10) The listed markings are those of the U. S. Postal Service on letters brought to or delivered from the mail by the carrier division. Though some are usually found on 1-cent stamps for intra-city delivery, they are also used with 3-cent stamps as indication of extra payment of carrier fee in cash or when a 3-cent stamp was used instead of a 1-cent. The New York markings are generally in black or red; Philadelphia is in black, except as stated; New Orleans used green or blue for its "shovel" and blue and black for the circle type. Associated with the shovel-type are CAR. 1 or CAR. 2 in oval. Markings relating to semi-official carrier stamps or to local posts are not included.

Note 11) Though these markings are not directly those of the postal service, they are sanctioned by that service to a considerable extent because out-of-mail service under some conditions was permissive. Though for most of the period stamped envelopes were used, adhesive stamps were still used for over-rates on stamped envelopes and also at other times. The Via Nicaragua, etc. markings are also semi-official and permissive because they show evidence of transit over waters declared post roads, on the basis of which the letters were rated when arriving at New York or San Francisco (see Note 7). Much of this mail was marked with an origin marking on arrival at these cities.

No listing of foreign-mail exchange markings (including Canada) is attempted because the space required to cover the listing adequately would occupy about one-third as much space as the preceding listing of domestic-mail markings.

The entire postal-marking listing and pricing for the proposed five major listings of the 3c values (perf and imperf) may be gotten on a single catalog page by using two vertical columns for the listing. Adjacent to each listing would be the five columns of prices. If the pricing is on the premium plan; i.e. the value added because of the marking, it is probable that only two columns of prices would be sufficient (one for imperf and the other for perf). In this case it is possible that three columns of listings could be used, in which case less than one catalog page would suffice.

* * * * *

The preceding list of 189 postal markings, as has previously been stated, is twice the number of individual postal-markings listed in the present catalog.

The listing is given in detail so that it may be readily seen that no monumental expansion of the present section is necessary in order that adequate listing may be available for specialized use and for a framework upon which a collection may still further be expanded. The listing has the advantage that it can also be used for other values of the issue to any extent that appears advisable. It is readily evident that a single printing of the listing at the left of a page would make it available for the other values in vertical columns, so perhaps one printing of the listing would be suitable for all values from 1 ct to 90 ct.

This reviewer submits this listing "to get the ball into play" and not with the idea that it is final or cannot be improved upon. If the publisher were to ask this Unit to present such a listing, not any larger than the one proposed, a committee of members would prepare it so it would represent the well-considered viewpoint of the Unit as a group.

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There remains to be considered the subject of pricing. We all know that a collection of 3ct '51-'57 stamps thrown on the auction market sometimes brings disappointingly low prices as to that portion covering plate varieties, shades and other minutiae. The portion on postal markings, however, will ordinarily bring in excess of "catalog" even under such forced-sale conditions.

However, we also know that plate varieties readily sell at excellent prices provided they are sent on approval by persons who understand what they are and provided the stamps are properly plated by a recognized authority.

It is obviously a grievous error for a collection of plated 3's comprising mostly plate varieties to be dumped on the auction market - where all too often the stamps are inadequately described and where the average buyer has only a few days to decide upon what he will bid; rarely is there time to obtain the lots on approval for inspection.

The question here, as the reviewer sees it, is "what is the proper basis of pricing?" Is it the price that a stamp can bring when dumped or its price when constructively offered over a period of several months by a seller that knows all about the stamp?

Most reviews of a priced catalog usually dwell on the fact that the prices are not high enough. This reviewer believes it is not so much a question of whether they are too high or too low as it is, "do the prices reflect market values when sold under normal across-the-counter or 'on approval' conditions by an informed seller?"

Members of our Unit have all gladly paid many times "catalog" to obtain certain items, and by the same token we still think some items are overpriced. The first-day 3c. '51 cover is still catalogued at \$50, yet the prevailing price for many years has been \$200 for any cover on which the stamp has margin on all sides and the postal marking is a good strike. Similarly, we know that a TOO LATE recently sold for over \$50; and even in plate varieties, we know that any properly identified 47R6 brings well over \$30. The 5-line recut from plate 1(L) is still probably overpriced, just as the "2-line recut in lower right triangle" underpriced. In No. 25, the cracked plate varieties from plate 5 are worth more than catalog, while those from plate 7 are probably worth less than catalog, and so on. Most any good 3c imperf with margin clear of outer line and guide dot readily brings a dollar if in any of the darker shades as the brownish carmine. The catalog price of 35 cents appears fairly to reflect the value of the muddy indistinct shades so common in 1854 and '55.

A normal reporting job would readily enable the publisher to determine at what prices all items of the proposed listing are actually sold by those who mix their selling effort with intelligence. Here again a committee from our membership no doubt could easily submit a range of values within which the items probably would readily sell.