

THE THREE CENT  
UNITED STATES STAMP  
OF THE ISSUE OF 1851

CARROLL CHASE M. D.



THE 3c STAMP  
*of*  
THE UNITED STATES  
1851-1857 ISSUE

— REVISED —  
By CARROLL CHASE



*(Deluxe \$15.00)*

*Published by*

TATHAM STAMP & COIN COMPANY

SPRINGFIELD

MASSACHUSETTS

COPYRIGHT, 1929 and 1942  
By CARROLL CHASE

PRINTED AND BOUND  
*By*  
RICH LITHOGRAPHING CO.  
CHICOPEE FALLS, MASS.

## Preface

**T**HIS HANDBOOK is the result of a thorough revision of a long serial article that appeared in *The American Philatelist* from January, 1923, to July, 1926. It is presented with the full knowledge that it is far from a complete treatise on the subject, and that many of the statements made will later be found erroneous. It is possible, theoretically at least, that some day the last word may be written regarding the plates, and plate varieties, but the part of the work dealing with cancellations, never can be made really complete. The area of the United States is large, and the postmarks used in the thousands of small towns never can be gathered or even written up in their entirety. Much research is still necessary on both stamps and cancellations. This is particularly true of the 3c 1857 Type II plates. A few of these plate numbers never have even been seen and our knowledge regarding certain of these plates is almost nil. The reconstruction of certain early plates of these Type II stamps is still slowly going forward, and further progress toward the solution of many of the unsolved problems is anticipated.

It is logical to study the 3c stamp before the others of the same series because it was by far the commonest value, and because practically all of the really numerous problems that presented themselves, and had to be worked out by the firm of engravers and printers making their first postage stamps, may here be studied to best advantage. This hard-won but necessary experience and skill came slowly and with difficulty, but the workmen stuck to their task and the issued stamps are, on the whole, a creditable achievement. The imperforate and perforated stamps will be considered together, the perforating being merely one of the steps of the manufacture of the stamps, and to the writer hardly indicating a separate issue.

Unfortunately from the viewpoint of statistics, but perhaps adding interest for the investigator and student, the records of the firm making these stamps, with but few exceptions, were destroyed by fire; and the reports of the Postmaster General and the Post-Office Department covering this period are remarkably meagre.

It is needless to say that the 3c 1851-1857 is the most popular of all United States stamps and, in the opinion of many, the most interesting. In a certain sense the subject is decidedly complicated and technical, especially from the standpoint of the advanced specialist, but the collecting of these stamps may be simplified to any desired degree. It will be noted that there are a very large number of "exceptions" in the article, and these "exceptions" are what make the subject so complicated and difficult. For example, all stamps recut in a certain manner come from a certain plate, except one position on another plate; or all the stamps of a certain shade were printed during such and such a year, except a very small printing four years earlier.

Twenty years ago the modern school of highly specialized collecting hardly existed in this country. Today it is strong and seems likely to continue increasing in strength. My handbook that appeared on these stamps in 1909, No. 1 of the American Philatelic Society's series, was really hardly more than a monograph on the subject of plating the 3c 1851, while this article is an attempt to give as complete a history of these stamps as possible. Naturally, much new information has been gathered since 1909, and many statements made at that time will have to be

## PREFACE

omitted, altered or extended. When possible, tables will be used to recapitulate and condense such information as is presented easily in this form. Just as far as is possible all references in the text have been traced back to their original source. No one's say-so has been accepted when the statements made could be verified by further reference. The attempt is made to give full credit for pioneer work to whom it may belong. Mr. John N. Luff's, *The Postage Stamps of the United States*, has been consulted freely, especially for statistics, and it is a pleasure once more to state how invaluable is this work. Further, the writer, whenever possible, has tried to give his reason for statements made, so that the reader may judge for himself as to their logic and correctness. A brief summary of the more noteworthy articles which have been written in the past will be given under the heading, Bibliography.

Many chapters, such as that of the history of the firm making stamps, those on the varieties of perforation and paper, and to a large extent the entire section on cancellations are equally applicable to all the values of this series; while that on the varieties of impression might refer to all line-engraved stamps.

I am under much obligation to the editor of *The American Philatelist* and to the Board of Vice-Presidents of the American Philatelic Society for authorizing the sale to me, at a nominal price, of the cuts used when the article appeared in serial form in *The American Philatelist*. Had an entire new series of cuts been necessary, the cost would have been prohibitive and the publication of this handbook would not have been possible.

Mr. Bronson B. Tufts has given me invaluable aid in the mechanical production of the book. He has helped me by taking off my shoulders all of the drudgery of proof reading, the production of the new illustrations, and the make-up of the book, leaving me much more time to revise the reading matter and do some last moment research to clear up obscure points.

I wish here to acknowledge my indebtedness to the many collectors and dealers who have been most generous in the loan of material. Without this aid a great many of the facts stated in the article still would be unknown. The absence of an attempt to give credit in each instance by name is due partly to the limitation of space and partly to the fear that in attempting to do this I would sometimes unwittingly omit credit where it is due.

Further, I take much pleasure in giving credit to Mr. Lyman J. Seely for his generosity in both the time and money spent in obtaining the necessary advance subscriptions which made publication possible. This was done without any thought of gain; in fact at the beginning it looked like a losing venture. All 3c 1851 collectors owe him a debt of gratitude. I appreciate also the kindness of many friends who have subscribed and of those who have obtained subscriptions in quantity.

The amount of detail work necessary in writing a handbook such as this is considerable and errors will creep in. I hope to correct them, as well as to add such new information as may be discovered, in addenda to be published from time to time.

New York, December 20, 1928.

CARROLL CHASE

## PREFACE TO THE SECOND EDITION

It is with much pleasure that after more than twelve years I am able to present a second edition of this book. The first edition has been out of print for some time and recently such few copies as came on the market have been sold at several times the original price.

In this new edition a number of errors, largely typographical, have been corrected. Considerable additional information has been added and two chapters have been entirely rewritten. Most of the research done since the book first appeared has been on the 3c 1857 Type II plates and it is for this reason that the new chapters are necessary. The worst error in the old book concerned the third (late) state of Plate 11. The stamps from it are so different from the early and intermediate states that I had supposed them to come from another plate which I had called provisionally "Plate (12?)." Much progress has been made in plating certain of these Type II plates; hence many more varieties may now be assigned to their proper position in the plates.

The cult of the 3c 1851-1857 has steadily increased. Perhaps the late Lyman J. Seely, who published the first edition of the book, was not so far wrong when he called it "The greatest stamp in the world, capable of giving the most enjoyment to the largest number." It is a stamp for a collector of very limited means as well as for the man with more of this world's goods. There is always the possibility of a bargain to the knowing student, and it is a poor collection of this stamp that does not have a few pieces, especially amongst the postmarks and covers, which are to be found nowhere else.

The former very stringent laws regarding stamp illustration have been favorably modified but we still need the permission to show obsolete stamps (that is to say those no longer receivable for postage) in black in the *normal* size. It is possible to plate from clear black photographs of the 3c 1851 in their actual size but extremely difficult when the reproduction is larger or smaller than the original. Possibly some day we may be allowed to sell a set of photographs of the twenty-six 3c 1851 panes in normal size. If we could, plating would be much easier for the average collector.

My sincere thanks, as well as those of all 3c 1851-'57 collectors, are due to the Tatham Stamp and Coin Company who have made this new edition possible, without any chance of more than a slight profit for themselves.

January, 1942

Carroll Chase

## CONTENTS

---

CHAPTER	PAGE
I. PRELIMINARY . . . . .	1
II. THE FIRM MAKING THE STAMPS . . . . .	15
III. ESSAYS AND DIE PROOFS . . . . .	21
IV. THE HOUDON STATUE OF WASHINGTON . . . . .	35
V. THE DESIGN, DATE OF ISSUE, AND NUMBER ISSUED . . . . .	36
VI. DETAILS OF PLATE ARRANGEMENT . . . . .	42
VII. PLATE VARIETIES IN GENERAL . . . . .	57
VIII. THE HISTORY OF EACH PLATE . . . . .	83
IX. PLATE 1 (Early, Intermediate, and Late States) . . . . .	86
X. PLATE 2 (Early and Late States) . . . . .	93
XI. PLATE "0" . . . . .	98
XII. PLATE 3 . . . . .	100
XIII. PLATE 4 . . . . .	114
XIV. PLATE 5 (Early and Late States) . . . . .	117
XV. PLATE 6 . . . . .	122
XVI. PLATE 7 . . . . .	124
XVII. PLATE 8 . . . . .	126
XVIII. THE "PLATE 10 GROUP" . . . . .	128
XIX. THE "PLATE 9-12 GROUP" . . . . .	136
XX. ON IDENTIFYING THE PLATES . . . . .	142
XXI. VARIETIES OF PAPER . . . . .	149
XXII. VARIETIES OF COLOR . . . . .	154
XXIII. VARIETIES OF IMPRESSION . . . . .	159
XXIV. VARIETIES OF GUM . . . . .	162
XXV. VARIETIES OF PERFORATION . . . . .	164

CONTENTS

XXVI.	COMPARATIVE RARITY OF SINGLES AND MULTIPLES . . . . .	181
XXVII.	CATALOGUE QUOTATIONS . . . . .	184
XXVIII.	DEMONETIZATION . . . . .	205
XXIX.	ORIGINAL PLATE PROOFS AND SPECIMEN COPIES . . . . .	210
XXX.	RATES--DOMESTIC AND FOREIGN . . . . .	213
XXXI.	POSTMASTER'S PROVISIONALS OF THE 1851-'57 PERIOD . . . . .	215
XXXII.	BISECTED STAMPS . . . . .	217
XXXIII.	REPRINTS AND THEIR PROOFS . . . . .	221
XXXIV.	COUNTERFEITS AND FAKES . . . . .	226
XXXV.	POSTMARKS IN GENERAL . . . . .	229
XXXVI.	TOWN POSTMARKS . . . . .	239
XXXVII.	ROUTE POSTMARKS . . . . .	260
XXXVIII.	ROUTE POSTMARKS—RAILROAD . . . . .	261
XXXIX.	ROUTE POSTMARKS—INLAND STEAMBOAT . . . . .	280
XL.	ROUTE POSTMARKS—STEAMBOAT AGENT . . . . .	284
XLI.	ROUTE POSTMARKS—MISSISSIPPI RIVER PACKET . . . . .	286
XLII.	ROUTE POSTMARKS—WAY AND STEAM . . . . .	305
XLIII.	ROUTE POSTMARKS—STEAMBOAT AND STEAMSHIP . . . . .	308
XLIV.	ROUTE POSTMARKS—EXPRESS COMPANY . . . . .	313
XLV.	PAID AND NUMERAL POSTMARKS . . . . .	327
XLVI.	OBLITERATIONS . . . . .	334
XLVII.	MISCELLANEOUS POSTMARKS . . . . .	340
XLVIII.	NEW YORK, PHILADELPHIA, AND BOSTON POSTMARKS . . . . .	347
XLIX.	THE COVER ITSELF . . . . .	350
L.	BIBLIOGRAPHY . . . . .	359
LI.	CHECK LIST . . . . .	362
LII.	INDEX . . . . .	370



# THE 3c STAMP OF THE UNITED STATES 1851-1857 ISSUE

## CHAPTER I PRELIMINARY

**T**HE REASON FOR THE ISSUE. Briefly, the 1851 stamps were issued to cover the new rates of domestic postage authorized by law in an act of Congress of March 3, 1851, entitled, *An Act to Reduce and Modify the Rates of Postage in the United States*. Back of this was an effort which had been made for a number of years to obtain decidedly cheaper postal rates. This effort, though favored by the Postmaster General, had been strongly opposed in certain official quarters, but the insistent demand of the public finally won for the advocates of reasonable rates. This subject is touched on again under the heading, *Contemporary Newspaper Comment*.

Very briefly, the 1c stamp was meant to pay the postage on circulars, the drop letter fee, and the carrier fee, as well as, in conjunction with the 3c stamp, to pay some of the more unusual, higher rates, such, for example, as the 5c rate to France. The 3c stamp of course was to pay ordinary domestic letter postage for any distance less than 3,000 miles, and therefore throughout the entire country, excepting between the Pacific Coast and the East. The rate, until March 3, 1855, for letters traveling more than 3,000 miles was 6c, ordinarily paid by two 3c stamps. It is rather remarkable that no 6c adhesive stamp was issued, although, strangely enough, two different 6c stamped envelopes were placed in use in 1853. An essay for a 6c stamp is known, which will be discussed under the heading of Essays.

It may be noted in passing that this 6c rate was a fortunate thing for the collector of today interested in plating, as letters to and from the Pacific Coast during the first three years and nine months of this issue were the great source of pairs of the 3c so necessary for reconstruction of the early plates. The lack of a common 6c rate after March 3, 1855, is one of the reasons why plates 5 (late state), 6, 7, and 8, which came into use after this date, were so difficult to put together, pairs from them being comparatively scarce.

The 12c stamp was decided upon as a higher value to pay multiple domestic rates, and certain foreign charges, such, for example, as the 24c rate to Great Britain, exactly covered by two 12c stamps.

**THE LAWS ON THE SUBJECT.** The law governing the 1851 issue and the new laws and amendments which affected, directly or indirectly, the 3c value, passed while the issue was current, are as follows. Comment will be made, section by section, when this is necessary. The various contemporary newspaper comments on these laws will be given under the succeeding heading.

### AN ACT OF MARCH 3, 1851, CHAPTER XX

"An Act to reduce and modify the Rates of Postage in the United States, and for other Purposes.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That from and after the thirtieth day of June, eighteen hundred and fifty-one, in lieu of the rates of postage now established by law, there shall be charged the following rates, to wit: For every single letter or manuscript, or paper of any kind, upon which information shall be asked for,

or communicated in writing, or by marks or signs, conveyed in the mail for any distance between places within the United States, not exceeding three thousand miles, when the postage upon such letter shall have been prepaid, three cents, and five cents when the postage thereon shall not have been prepaid; and for any distance exceeding three thousand miles, double those rates. For every single letter or paper when conveyed wholly or in part by sea, and to or from a foreign country, for any distance over twenty-five hundred miles, twenty cents, and for any distance under twenty-five hundred miles, ten cents, (excepting, however, all cases where such postages have been or shall be adjusted at different rates, by postal treaty or convention already concluded or hereafter to be made;) and for a double letter there shall be charged double the rates above specified; and for a treble letter, treble those rates; and for a quadruple letter, quadruple those rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter, and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage. And all drop letters, or letters placed in any postoffice, not for transmission, but for delivery only, shall be charged with postage at the rate of one cent each; and all letters which shall hereafter be advertised as remaining over or uncalled for, in any post-office, shall be charged with one cent in addition to the regular postage, both to be accounted for as other postages now are."

Little comment is necessary. The previous rates for domestic letter postage which this Act reduced had been 5c for single letters under 300 miles, and 10c over that distance, except to and from the Pacific Coast, where 40c had been the rate, and between all places on the Pacific Coast, where 12½c had been charged. This was the first law providing for a lesser rate of postage when it was prepaid than when it was to be collected on delivery (3c and 5c respectively), and undoubtedly it was purposely thus framed to encourage prepayment.

"SECTION 2. And be it further enacted, That all newspapers not exceeding three ounces in weight, sent from the office of publication to actual and *bona fide* subscribers, shall be charged with postage as follows, to wit: All newspapers published weekly only, shall circulate in the mail free of postage within the county where published, and that the postage on the regular numbers of a newspaper published weekly, for any distance not exceeding fifty miles out of the county where published, shall be five cents per quarter; for any distance exceeding fifty miles and not exceeding three hundred miles, ten cents per quarter; for any distance exceeding three hundred miles and not exceeding one thousand miles, fifteen cents per quarter; for any distance exceeding one thousand miles and not exceeding two thousand miles, twenty cents per quarter; for any distance exceeding two thousand miles, and not exceeding four thousand miles, twenty-five cents per quarter; for any distance exceeding four thousand miles, thirty cents per quarter; and all newspapers published monthly, and sent to actual and *bona fide* subscribers, shall be charged with one-fourth the foregoing rates, and on all such newspapers published semi-monthly shall be charged with one half the foregoing rates; and papers published semi-weekly shall be charged double those rates; tri-weekly, treble those rates, and oftener than tri-weekly, five times those rates. And there shall be charged upon every other newspaper, and each circular not sealed, handbill, engraving, pamphlet, periodical, magazine, book, and every other description of printed matter, which shall be unconnected with any manuscript or written matter, and which it may be lawful to transmit through the mail, of no greater weight than one ounce, for any distance not exceeding five hundred miles, one cent; and for each additional ounce or fraction of an ounce, one cent; for any distance exceeding five hundred miles and not exceeding one thousand five hundred miles, double those rates; for any distance exceeding one thousand five hundred

miles and not exceeding two thousand five hundred miles, treble those rates; for any distance exceeding two thousand five hundred miles and not exceeding three thousand five hundred miles, four times those rates; for any distance exceeding three thousand five hundred miles, five times those rates. Subscribers to all periodicals shall be required to pay one quarter's postage in advance, and in all such cases the postage shall be one-half the foregoing rates. Bound books, and parcels of printed matter not weighing over thirty-two ounces, shall be deemed mailable matter under the provisions of this section. And the postage on all printed matter other than newspapers and periodicals published at intervals not exceeding three months, and sent from the office of publication, to actual and *bona fide* subscribers, to be prepaid; and in ascertaining the rate of newspapers for the purpose of determining the amount of postage chargeable thereon, they shall be weighed when in a dry state. And whenever any printed matter on which the postage is required by this section to be prepaid, shall, through the inattention of postmasters or otherwise, be sent without prepayment, the same shall be charged with double the amount of postage which would have been chargeable thereon if the postage had been prepaid; but nothing in this act contained shall subject to postage any matter which is exempted from the payment of postage by existing law. And the Postmaster General, by and with the advice and consent of the President of the United States, shall be, and he hereby is, authorized to reduce or enlarge, from time to time, the rates of postage upon all letters and other mailable matter conveyed between the United States and any foreign country, for the purpose of making better postage arrangements with other governments, or counteracting any adverse measures affecting our postal intercourse with foreign countries; and postmasters at the office of delivery are hereby authorized, and it shall be their duty, to remove the wrappers and envelopes from all printed matter and pamphlets not charged with letter postage, for the purpose of ascertaining whether there is upon or connected with any such printed matter, or in such package, any matter or thing which would authorize or require the charge of a higher rate of postage thereon. And all publishers of pamphlets, periodicals, magazines and newspapers, which shall not exceed sixteen ounces in weight, shall be allowed to interchange their publications reciprocally, free of postage: **Provided**, That such interchange shall be confined to a single copy of such publication: **And provided**, also, that said publishers may enclose in their publications the bills for subscriptions thereto, without any additional charge for postage: **And provided, further**, that in all cases where newspapers shall not contain over three hundred square inches, they may be transmitted through the mails by the publishers to *bona fide* subscribers, at one fourth the rates fixed by this act.

"SECTION 3. And be it further enacted, That it shall be the duty of the Postmaster General to provide and furnish to all deputy postmasters, and to all other persons applying and paying therefor, suitable postage stamps, of the denominations of three cents, and of such other denominations as he may think expedient, to facilitate the prepayment of postage provided for in this act; and any person who shall forge or counterfeit any postage stamp provided or furnished under the provisions of this or any former act, whether the same are impressed or printed on, or attached to, envelopes or not, or any die, plate, or engraving therefor, or shall make or print or knowingly use or sell, or have in his possession with intent to use or sell, any such false, forged or counterfeited die, plate, engraving, or postage stamp, or who shall make or print, or authorize or procure to be made or printed, any postage stamps of the kind provided and furnished by the Postmaster General as aforesaid, without the especial authority and direction of the post-office department, or who, after such postage stamps have been printed, shall, with intent to defraud the revenues of the post-office department, deliver any postage stamps to

any person or persons other than such as shall be authorized to receive the same by an instrument of writing, duly executed, under the hand of the Postmaster General and the seal of the post-office department, shall, on conviction thereof, be deemed guilty of felony, and be punished by a fine not exceeding five hundred dollars, or by imprisonment not exceeding five years, or by both such fine and imprisonment; and the expenses of procuring and providing all such postage stamps and letter envelopes, as are provided for or authorized by this act, shall be paid, after being adjusted by the auditor of the post-office department, on the certificate of the Postmaster General out of any money in the treasury arising from the revenues of the post-office department."

It will be noted that this section specifically instructs the Postmaster General to provide "suitable postage stamps, of the denomination of three cents, and of such other denominations as he may think expedient, to facilitate the prepayment of postages provided for in this act." This section further provides punishment for counterfeiting, etc.

"SECTION 4. And be it further enacted, That it shall be the duty of every postmaster to cause to be defaced, in such manner as the Postmaster General shall direct, all postage stamps attached to letters deposited in his office, for delivery, or to be sent by mail; and if any postmaster sending letters in the mail with postage stamps attached shall omit to deface the same, it shall be the duty of the postmaster, to whose office such letters shall be sent for delivery, to deface the stamps and report the delinquent postmaster to the Postmaster General. And if any person shall use, or attempt to use, in prepayment of postage, any postage stamp which shall have been before used for like purposes, such person shall be subject to a penalty of fifty dollars for every such offense, to be recovered in the name of the United States in any court of competent jurisdiction."

This has to do with cancellation of stamps by postmasters, and provides for the punishment of anyone re-using postage stamps which had already done duty.

As for the other sections of this act, Section 5 had to do with the advertising of uncalled-for letters, Section 6 with the pay of postmasters, Section 7 with the continuance of post offices in spite of any possible diminution of revenue arising from this act, Section 8 with the appropriation for government postage, Section 9 with appropriation for deficiencies, Section 10 with letter carriers, and Section 11 providing for a new coin of the value of three cents to be lawful after the passage of this act.

#### AN ACT OF AUGUST 31, 1852

"SECTION 8. And be it further enacted, That the Postmaster General shall be, and he is hereby, authorized to provide and furnish to all postmasters and other persons applying and paying therefor, suitable letter envelopes, with such water-marks or other guards against counterfeits as he may deem expedient, and with one or more suitable postage stamps, with such device and of such denominations and value as he may direct, printed or impressed thereon; which envelopes shall be sold at the cost of procuring and furnishing the same, as near as may be, with the addition of the value or denomination of the postage stamps so printed or impressed thereon, or attached thereto, as aforesaid; and letters when enclosed in such envelopes, with postage stamps printed or impressed thereon (the postage stamps or stamps in every such case being of the value, denomination, or amount required to prepay the postage which would be chargeable on such letters and envelopes, if sent by mail to the place of their destination, under the provisions of the laws then in force, and such stamps and envelopes not having been used before), shall pass in the mails as prepaid letters; and all letters enclosed in such envelopes as shall be provided and furnished by the Postmaster General, as first in this sec-

tion prescribed, and with postage stamps thereon, as aforesaid, (and such postage stamps on such envelopes being equal in value and amount to the rates of postage to which such letters would be liable, if sent by mail, and such postage stamps and envelopes not having been before used), may be sent, conveyed, and delivered otherwise than by post or mail, notwithstanding any prohibition thereof, under any existing law: **Provided**, that said envelope shall be duly sealed, or otherwise firmly and securely closed, so that such letter cannot be taken therefrom without tearing or destroying such envelope, and the same duly directed and addressed; and the date of such letter, or of the receipt or transmission thereof, to be written or stamped, or otherwise appear on such envelope."

This is the first law authorizing stamped envelopes. These were first issued to the public in June of 1853, and to a certain extent reduced the demand for adhesive stamps, this reduction being of course in proportion to the number of stamped envelopes issued. However, I have been able to find no record as to this quantity, except for one three month period. (See Section—The Number Issued).

The last part of this section in effect concerned the transmission of mail by express companies, and legalized their carrying of mail when the full letter postage had been prepaid by the use of stamped envelopes. This matter will be further discussed in considering express cancellations.

Sections 7 and 8 of an act of March 3, 1853, entitled, *An Act to Establish Certain Post Roads, and for Other Purposes*, provided punishment for counterfeiting stamped envelopes or for fraudulently re-using them, as did Sections 3 and 4 of the Act of March 3, 1851, for adhesive stamps. Otherwise this law is, from our standpoint, not of great importance.

#### AN ACT OF MARCH 3, 1855

"An Act further to amend an Act Entitled 'An Act to reduce and modify the rates of Postage in the United States, and for other Purposes,' passed March third, eighteen hundred and fifty-one.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in lieu of the rates of postage now established by law, there shall be charged the following rates, to wit:

"For every single letter, manuscript, or paper of any kind in which information shall be asked for or communicated in writing, or by marks or signs, conveyed in the mail for any distance between places in the United States not exceeding three thousand miles, three cents; and for any distance exceeding three thousand miles, ten cents.

"And for a double letter there shall be charged double the rate above specified; and for a treble letter, treble those rates; and for a quadruple letter, quadruple those rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter; and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage; and upon all letters passing through or in the mail of the United States, excepting such as are to or from a foreign country, the postage as above specified shall be prepaid, except upon letters and packages addressed to offices of the government on official business, which shall be so marked on the envelope. And from and after the first day of January, eighteen hundred and fifty-six, the Postmaster General may require postmasters to place postage stamps upon all prepaid letters upon which such stamps may not have been placed by the writers.

"And all drop-letters, or letters placed in any post-office not for transmission through the mails, but for delivery only, shall be charged with postage at the rate of one cent each; and all letters which shall hereafter be advertised as re-

remaining over or uncalled for, in any post-office, shall be charged with one cent each, in addition to the regular postage, both to be accounted for as other postages now are."

The first section of this act increased the rate of postage between the Pacific Coast and the East from 6c to 10c, and thus to a limited extent reduced the demand for 3c stamps in favor of the new 10c value which soon appeared. More important than this, it for the first time compelled prepayment of domestic postage excepting on letters on official business. Further, it authorized the Postmaster General, on and after January 1, 1856, to compel all domestic postage to be prepaid by stamps, and this was done. The compulsory prepayment of domestic postage naturally resulted in a greatly increased demand for stamps of all denominations, and because of the much larger number of stamps requisitioned from the contractors, additional plates had to be made. Thus the lessened demand for 3c stamps, because of the new 10c rate, was a minor matter in comparison with the greatly increased demand caused by the compulsory prepayment of domestic letter postage.

The following extracts from the report of Postmaster General Campbell for the fiscal year ending June 30, 1853, makes it quite clear why the foregoing change in the law was necessary:

After a statement that the deficiency in the revenue of the year amounted to \$2,117,078.20, he continues as follows: "Having stated the deficiency in the revenue of the past year, it may be of use briefly to notice the financial results of the two years which have expired since the passage of the 'Act to Reduce and Modify the Rates of Postage in the United States, and For Other Purposes,' approved March 3, 1851, as compared with the two years which immediately followed the reduction of rates effected by the Act of 3d March, 1845.

"For the purposes of this comparison, I shall exclude the sums which accrued to the revenue for mail services rendered to the government in those years, as well as the balances resulting in favor of the London post-office in the years 1851, 1852, and 1853, under the postal arrangement with Great Britain.

"Under the operation of the Act of 1845, the gross revenue from letter postage fell off in the year 1846, the first year of the reduction, \$988,738.92, or 27 percent; but in the second year, ending June 30, 1847, the letter postage increased \$363,959.45, or 13 3/5 percent over 1846.

"In the year ending June 30, 1852, the first after the reduction of 1851, the gross amount of revenue from letter postage was reduced \$1,185,993.73, or 22 1/3 percent; but in the following year, ending June 30, 1853, the increase of revenue from the same source was only \$251,747.68, or 6 1/10 percent, an increase very little beyond what is due to the yearly increase in the population of the country.

"The failure of the revenue from letter postage to recover during a period of almost unexampled prosperity and commercial activity, with the same rapidity under the act of 1851 as it did under the act of 1845, may be accounted for upon supposition that the latter act had already stimulated the correspondence of the country nearly to the highest point of which it was capable, and that therefore the act of 1851 afforded but little further inducement to use the mails. \* \* \*

"The act of 1851 does not seem thus far to have answered the expectations of its friends; but while such has been the effect upon the revenue, the expenditures of the Department, particularly for transportation, have been very much increased. \* \* \* Great relief can be afforded to the offices by simplifying their operations and lessening the amount of labor they require. For instance, were prepayment of postage made absolute, how much time and labor would be saved in filling up the post-bill; and how much more in the business of collecting postage and keeping the accounts." \* \* \*

"SECTION 2. And be it further enacted, That it shall not be lawful for any postmaster or other person to sell any postage stamp or stamped envelope for any larger sum than that indicated upon the face of such postage stamp or for a larger sum than that charged therefore by the Post-Office Department; and any person who shall violate this provision shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be fined in any sum not less than ten, nor more than five hundred dollars. This act to take effect and be in force from and after the commencement of the next fiscal quarter after its passage. **Provided**, that nothing herein contained shall be so construed as to alter the laws in relation to the franking privilege."

The object of this section evidently was to suppress the speculation in postage stamps on the Pacific Coast. Details of this are given in the following extract which appeared in an editorial in *Mekeel's Weekly Stamp News* for April 30, 1910. Seemingly the law could not always be enforced.

• "In this connection we have uncovered information that is in the nature of commentary reading on the subject of these stamps. In 1855, an officer once attached to the post-office department said: 'On the Pacific coast, in California, Oregon and Washington Territories—I speak from direct knowledge obtained in the mail service in that region—a great deal of the letter carrying is done by express companies and runners, and they usually charge from a dime to a dollar a letter. By the operation of this law the express men will not only do a large share of the business, but they will tax the community very heavily for their services. The direct consequence of this law has been that in many parts of California and Oregon and doubtless other regions, speculators have bought up stamps and sell them at a high price, because none can be had of the Postmaster. One man, a passenger, went in the mail steamer with me between Oregon and San Francisco, with the avowed purpose, as he told me, of purchasing several hundred dollars' worth of postage stamps, to carry up into the mines of California and Oregon and sell them to the miners at a large profit. True, Congress inserted a clause in the law making it a felony or a misdemeanor for any one to sell postage stamps at a higher price than the face of them: but who is to carry on a prosecution to punish a man off in the woods of California, and that too because he does the people a service? Besides, they can at once evade the law, and it is done, constantly, by sticking a postage stamp on a common envelope, and then selling the two together, the stamp for three cents and the envelope for two shillings! Stamps are sold every day in this way, in the very building occupied by the Post-Office at San Francisco, and the Postmaster has no power to prevent it. If a Postmaster is instructed not to sell more than five dollars' worth of stamps to one individual, and he has two hundred dollars' worth on hand, how long will it take any shrewd speculator to send forty persons to him and buy out all his stock?'"

Another editorial from *Mekeel's Weekly Stamp News* of September 12, 1908, is as follows, and is self-explanatory:

"NO PHILATELIC BEARING. Occasionally, it is pointed out by an investigator that there is a statue (sic) prohibiting the sale of U. S. stamps and stamped envelopes at more than face value. Usually this statement is made as a prelude to a recital of the consequences to philately if the law were enforced. Section two of the act of March, 1855, made it a misdemeanor, punishable by fine from \$10 to \$500, for any postmaster or other person to sell postage stamps, or stamped envelopes, for more than the sum indicated upon the face of the stamp. As, beginning with January 1, 1856, the Postmaster General might require postmasters to place postage stamps on all prepaid letters upon which such stamps may not have been placed by the writers, it becomes apparent that the government's intent was to prevent any postmaster or other person from taking advantage of the necessity of

a situation. There were a few tales in circulation in the early days that proved that the thrifty postmaster of those times was not above profiting through conditions that he was instrumental in creating. The legislation that was passed was aimed entirely at abuses of the kind; the philatelic equation did not enter into the question at this date, it is needless to say."

"SECTION 3. And be it further enacted, That for the greater security of valuable letters posted for transmission in the mails of the United States, the Postmaster General be, and hereby is, authorized to establish a uniform plan for the registration of such letters on application of parties posting the same, and to require the prepayment of the postage, as well as a registration fee of five cents on every letter or packet, to be accounted for by the postmasters receiving the same in such manner as the Postmaster General shall direct: **Provided**, however, that such registration shall not be compulsory; and it shall not render the Post-office Department or its revenue liable for the loss of such letters or packets, or contents thereof."

For comment on Section 3, see the section on Registered Postmarks on page 336.

The other laws relative to postal matters passed while the 1851-1857 issue was current did not in particular affect the use of the 3c stamps.

CONTEMPORARY NEWSPAPER COMMENT, ETC. I have examined carefully all the newspapers on file at the New York Public Library for the period from the passage of this act up to and beyond the date when the stamps were issued, and to me it seems surprising that newspaper comment is so meagre. The following extracts, printed about the time the bill was passed, comment on the successful attempt to obtain cheaper postage rates. They are as follows:

Editorial in *New York Evening Post*, Tuesday, March 4, 1851

"POSTAGE, RIVERS AND HARBORS. Congress has rendered the country another service in passing the Cheap Postage bill. The bill substituted on the motion of Mr. Rusk in the Senate, for the one which came from the House of Representatives, was taken as the basis of the measure. It was pruned of some of its principal defects; the ill-judged high rates on newspapers and periodicals were reduced, and the provision for a three cent silver coin restored. The country owes much to Mr. Potter of Ohio, who exerted himself to procure a report from his Committee, to bring them to agree upon a bill somewhat in conformity with the public expectation, and to get the subject before the House, in the midst of the hurry and confusion of the last days of the session.

"He has the satisfaction of seeing his efforts successful, and an essential improvement of the post-office law adopted by both houses. Such further reduction of the rates as are required to make them conform to the views of the friends of the cheap system in this part of the country, will be made without difficulty, if the present alteration is followed by that increase in correspondence through the mails which it is natural to expect. We hope that in any future attempt to amend the postage laws, the abrogation of all those penalties which make the post-office a monopoly, and which are a standing disgrace to our Legislation, will be included." (Remainder of editorial refers to Rivers and Harbors bill).

First page of the *Evening Post* New York, for Friday, March 7, 1851, publishes the new post-office law entire.

*New York Daily Tribune*, Tuesday, March 4, 1851

"CHEAP POSTAGE TRIUMPHANT. (Special despatch to the TRIBUNE. Washington, Monday, March 3, 11 P. M.) The Senate has just agreed to the House amendments to the Postage Reduction bill, and it is now a law. The amendments restore the provision for the Coinage of Three Cent Pieces of Silver, and graduate

the postage on monthly and semi-monthly periodicals by that of weekly papers. Otherwise the bill is Mr. Rusk's, as printed in the TRIBUNE."

*New York Journal of Commerce*, Wednesday, March 5, 1851

An editorial reviewing the accomplishments of the Thirty-first Congress and complimenting it on its works of special merit, adds, "The Cheap Postage Law is also a small feather in the cap of this Congress."

*The National Era*, Washington, D. C., March 20, 1851

Under the heading, *A General Survey*, a review of the work of the Thirty-first Congress contained the following paragraph:

"Cheap Postage is another tribute to Popular Demands. Where is the country beside our own in which the correspondence of the People may be carried on over an area of near two millions of square miles at the rate of three cents a letter, and newspapers be conveyed to the door of every citizen, at the rate of little more than a cent a number for five hundred miles?"

The comments when the new law went into effect and the stamps were issued July 1, 1851, are somewhat more extensive, but practically all of them have to do with the change in rates, the fact that for the first few days, at least, the supply of stamps was inadequate, and the unsatisfactory gum. I have found but two comments on the appearance of the stamps. These are given first, and the other extracts follow:

Editorial in *Boston Daily Evening Transcript*, Saturday, June 28, 1851

"The New Postage Law goes into operation on Tuesday next; the postage stamps will come in use at the same time. The five cent stamps [evidently the 12c stamps were meant] are similar to the present ten cent stamps; the three cent represent Washington in profile; the one cent have the bust of Franklin.

"*The Providence Journal* suggests that as the postage is lower on prepaid letters, persons who write on their own business, requiring an answer, should enclose a postage stamp in the letter. This will tend to make prepayment more general."

Editorial in *Philadelphia Public Ledger*, Tuesday, July 1, 1851

"POST-OFFICE STAMPS. The new stamps prepared by the department are handsomely executed. The three cent stamp has a profile bust of Washington. Mr. Maurice, publisher, in Chestnut Street, has a supply of them. We suppose that the post-office department will issue a number sufficient to accommodate the wants of the public."

Editorial in *Philadelphia Public Ledger*, Tuesday, July 1, 1851

"The Cheap Postage Law goes into effect today. This is one of the most important measures which the last Congress passed, and it cannot but be attended with the most salutary consequences to the people. Some fears are entertained that the rates are too low, and that the department will be found behind-hand at the end of the year, but as the Postmaster General himself proposed the change it seems reasonable to suppose that it was based on calculations somewhat certain in their conclusions, and that the result will be found satisfactory on all sides. The consequences of a reduction of postage are not limited to the mere business of cheapening of a letter. Its effects are the increase of business, the increase of facilities by which social and commercial communication is effected. Hence it is one of the greatest reforms of the age. The steps to the present stage of postage reform have been, like all permanent measures, gradual, though embraced in the last six years. Previous to the year 1845 there had been little or no change in

the postage, except on one occasion, 1815, when it was *increased*, but the next year suffered a reduction to previous rates. In 1845, the rates which the present ones supersede were adopted. The change was instantaneously felt, the reduction being from 6¼, 10, 12½ and 25 cents for single letters, to 5 and 10 cents the half ounce, and letters which cost formerly 75 cts. and \$1, were carried for 5 and 10 cents respectively. The number of letters increased to an unprecedented extent, correspondence became general over the whole country, having the happiest effects upon business and the social affections, and cementing the bonds by which the Union is maintained. The post-office revenues increased so much that a still further reduction was proposed, which induced the adoption of the present rates, as follows:" etc.

Here follow rates as given in the bill.

Editorial in *New York Daily Tribune*, Tuesday, July 1, 1851

"CHEAP POSTAGE! Today the new Postage Law takes effect, and a paid letter from New York to New Orleans is carried for three cents. The rates on newspapers are also considerably reduced. We publish this morning a variety of interesting particulars with regard to postage under this law. It may not be all that might be desired, but it is a great improvement nevertheless, and we congratulate the country on its inauguration."

("Particulars" referred to were merely details of the law).

Editorial in *Philadelphia Public Ledger*, Wednesday, July 2, 1851

"POSTAGE STAMPS. Since the new postage law has gone into operation the demand for the new postage stamps has been very great, and the supply wholly inadequate. Persons were inquiring for them yesterday in all quarters, and unable to find where they could be accommodated. This is certainly a blunder in the department. A full supply should have been provided at the very commencement; as there has been ample time for doing so, and it is the interest of the department to facilitate and encourage the prepaid system as much as it is the interest of the citizens universally to adopt it. The stamp is the most convenient form in which this can be done. Every individual should remember that, by prepaying a letter he saves forty percent."

Editorial in *Philadelphia Public Ledger*, Thursday, July 3, 1851

"THE NEW POSTAGE LAW. We learn that the number of letters received at the post-office in this city on Tuesday, the first day of the operation of the new postage law, was double the average received daily under the late law, and amounted to about twenty thousand. The number of prepaid letters was about one-third the amount received, which is but little over the number of paid letters under the former law. This may be owing to the fact that stamps sufficient were not procurable, and the trouble of paying at the window in consequence of the crowd caused vexatious delay. Yesterday about one-half the number of letters received were prepaid. In New York, we see by a statement in the *Courier*, the number of prepaid letters on the first day, compared with the average number under the late law, was as five to one. The post-offices in both cities were flooded with business circulars, which were kept back till the new law went into force. We learn that fifteen thousand stamps were sold at Harrisburg on Tuesday at the post-office."

Editorial in *New York Journal of Commerce*, Thursday, July 3, 1851

"THE NEW POSTAGE LAW. We learn that there was yesterday a large increase of mail matter at the New York post-office resulting from the operation of the new postage law. The increase was almost wholly in prepaid letters and in circulars, the latter going any distance less than 500 miles for one cent an ounce.

"The labor in the newspaper department is considerably augmented by the necessity of weighing much matter that has heretofore been rated according to the number of pieces."

Editorial in *Philadelphia Public Ledger*, Friday, July 4, 1851

"POSTAGE STAMPS. The number of three cent postage stamps in New York is limited, and persons cannot buy more than 100 at a time. There have been 60,000 sold during the first two days of the operation of the new law, and had the supply been equal to the demand, probably 4,000,000 could have been sold. This is an inconvenience which should immediately be removed.

"The *Republic* of yesterday says the manufacturers at Philadelphia have been unable to furnish them equal to the wants of the department. About two million three hundred thousand have been received and promptly despatched to the most important points, and arrangements are in progress to supply speedily nearly two thousand post-offices of the country. Between three and four hundred thousand a day are manufactured. The department will find this, however, a slow business, and it will scarcely meet the requirements of the public. 350,000 a day will yield only \$3,150,000, which is less than the annual receipts of the department any year since the postage was first reduced. If the receipts under the present law are expected to reach anything like the annual amount under the old law the number of stamps issued at the rate mentioned will not be anything like sufficient to supply the public demand, much less leave the department with any stock on hand. There seems to be a general disposition on the part of the public, from the demand made for these stamps, to prepay their letters."

Editorial in *Daily Cincinnati Gazette*, Monday, July 7, 1851

"REDUCED POSTAGE. Business men will do well to bear in mind that the postage on a single letter for any distance not over 3,000 miles, is 3 cents, if prepaid, while it is increased to 5 cents if not prepaid. It is generally recommended that correspondents provide themselves with stamps, and prepay their postage. This will be much the fairest, cheapest and most convenient. Now is the time to make the change.

"About 2,300,000 stamps had been despatched to the most prominent points, last week, and arrangements were made by manufacturers in Philadelphia to increase the quantity forwarded to satisfy the demands. They now forward about 400,000 a day."

Editorial in *Boston Daily Evening Transcript*, Tuesday, July 8, 1851

"THE NEW POSTAGE LAW. The operation of the new postage law, says the *N. Y. Commercial*, has had a very visible effect already. The postage on circulars being reduced to one cent for distances less than 500 miles, immense packages of them which have been accumulating for some time past in merchants' offices, awaiting the time appointed for the law to go into effect, have suddenly been thrown into the post-office, greatly increasing the labors of the clerks. Most of the letters dropped are now prepaid. The demand for postage stamps is immense. Previous to the 4th 2,300,000 had been received and despatched by the department from Washington. Between three and four hundred thousand are made every day, and the public will soon be supplied."

Editorial in *Philadelphia Public Ledger*, Wednesday, July 9, 1851

"The want of postage stamps in sufficient quantities is still the complaint with the public. The *New York Courier* says that the department is obliged to refuse to sell more than fifty to an individual in one day. Some more rapid means of manufacture must evidently be resorted to, for when a stamp is used it is used

up, and the need of every business man is as great today as it was yesterday; while with the community generally the demand must increase daily. The supply is far behind the wants of the community, at the rate which they are manufactured, and the department will, at the end of the year, unless the means of increase be multiplied, be as short of a sufficiency as it is now."

*Daily Cincinnati Gazette*, Thursday, July 10, 1851. In column headed  
"CITY INTELLIGENCE"

"We learn from the Postmaster of this city that the business of this office has increased full fifty percent under the new postal rates. This is the result of ten days' experience. There is a disposition among our business men to adopt the custom of prepayment in all cases, and where an answer is expected, to enclose a stamp, so that the department will be secured against the immense losses heretofore accruing from dead letters."

Editorial in *Philadelphia Public Ledger*, Wednesday, July 16, 1851

"The Three Cents Postage Stamps are in many cases nearly useless for the want of sufficient gum to make them stick. Some of them will not adhere, and all of them cause an unnecessary consumption of time to make them do so. This is a matter of complaint with many of our men of business, and one which could easily be removed by the manufacturer."

Editorial in *Boston Daily Evening Transcript*, Thursday, July 17, 1851

"POSTAGE STAMPS. The *Philadelphia Ledger* remarks, and our own experience confirms the fact, that 'the three cent postage stamps are in many cases nearly useless for the want of sufficient gum to make them stick. Some of them will not adhere, and all of them cause an unnecessary consumption of time to make them do so. This is a matter of complaint with many of our men of business, and one which could easily be removed by the manufacturer.' We now have in our possession stamps which not only peel off, but were uncanceled by the Postmaster, so that they might be used again with perfect impunity. Indeed, we hear of instances through the press in which these stamps have been thus dishonorably used.

"On the subject of postage, the *Providence Journal* remarks (and we hope the advice will be heeded): 'Every one should pay postage in advance. The rate is so small that there is no excuse for lumbering the mails with unpaid letters. It is due to the great experiment of cheap postage, in the success of which the whole country has an interest, that it should be tried under the most favorable circumstances. The general prepayment of postage will enable the department to dispense with a great part of the labor which will otherwise be required. The government has done a handsome thing; let the people encourage it in well doing.'"

*Daily Cincinnati Gazette*, Friday, July 18, 1851

"CITY INTELLIGENCE. The business of our City Post-office continues to show the effect of the new postal rates in a large increase of matter for transmission. The disposition to prepayment will prove a material advantage to the revenue under the new plan, as large losses have annually fallen upon the department from the heavy dead letter list.

"The demand for postage stamps is so great that the government cannot supply it; at least it has not thus far been able to. Between three and four (hundred) thousand stamps per day are manufactured, and the cry is still for more. The cause for this extraordinary demand lies in the fact that sixty-six (sic) percent is saved under the new law by prepaying your letters."

Editorial in *Philadelphia Public Ledger*, Saturday, July 19, 1851

"THE POSTAGE STAMPS. *The Boston Transcript* confirms our statement, that many of the Postage Stamps will not stick, for want of sufficient gum. *The Transcript* says, 'We have now in our possession stamps which not only peel off, but were uncanceled by the Postmaster; so that they might be used again with perfect impunity. Indeed, we hear of instances through the press in which these stamps have been thus dishonorably used.'"

"A correspondent, in a communication to this office, disputes our assertion, and says the reason why the stamps will not stick is that persons wipe off a portion of the gum in wetting them upon their tongue, when they should wet the letter and place the stamp upon the wet place. This may be so in some cases, but not in all. Some of them are found entirely destitute of adhesive qualities, try them whichever way they may be."

*Boston Daily Evening Transcript*, Thursday, July 24, 1851

"POSTAGE TO CALIFORNIA. There has been doubt in regard to the rate of letter postage to California, as the mails pass through a foreign country. To remove this doubt, a circular has been issued, that the postage on a single letter will be rated at *six cents* prepaid, and ten cents unpaid. On newspapers, the domestic rates also apply, the rates to Chagres and Panama (being foreign countries) are twenty cents from New York, the distance being over 2,500 miles, and ten cents from all southern ports."

Editorial in *Boston Daily Evening Transcript*, Thursday, July 24, 1851

"NEW RATES OF LETTER POSTAGE. A compiled statement of the new rates of letter postage, Foreign and Domestic, a valuable reference for the Merchant and Correspondent, neatly printed and embellished with an illustrated *facsimile* of the new postage stamp, has just been issued. It should find a place in every counting room. For sale at Thomas Groom's, 82 State St."

The last extract given is of particular interest. Has anyone seen, or can anyone show, a copy of this pamphlet? It would be especially interesting to see the "facsimile of the new postage stamp".

As the law establishing the rates covered by this issue was the culminating point of the fight for cheaper letter postage, some comment on this long drawn-out effort is pertinent. It is an undoubted fact that the private posts which were so successful for a few years in the early '40's had much to do with the reduction in government rates. Anyone who is interested in this particular phase of the subject will find a most pertinent article by Mr. James W. Hale, proprietor of one of the largest local posts, which was written for the *American Odd Fellow* for February, 1871, and which was reprinted entire in *Mekeel's Weekly Stamp News* for March 5, 1921.

The following editorial which I have clipped from a back number of *Mekeel's Weekly Stamp News* but the date of which I neglected to note, speaks for itself:

"POSTAL REFORM MEMORIAL. The following explanation is taken from a letter that came from Mr. C. W. Woodson, Rustburg, Virginia: 'Enclosed I send you a petition dated 1848 which seems to have been referred to Committee on Post-offices and Post Roads. This petition deals with reduction of postage. It was found in the papers of Wm. L. Goggin, who at that time was a congressman from Virginia and chairman of, or a member of, Committee on Post-offices and Post Roads. I have a number of his papers dealing with the question of postage and am sending this as an interesting item; and the fact that it contains the signatures of men such as Horace Greely and others should make the paper valuable.' On the back of the petition is the endorsement: 'Memorial of B. Bates and others, citizens

of the U. S. in favor of the reduction of the present rates of postage on letters and newspapers and the free delivery of letters and newspapers, in the principal cities. May 10, 1848; Referred to the Committee on the Post-offices and Post Roads.' The petition is addressed to: 'The Honorable the Senate and House of Representatives in Congress Assembled', and is dated Washington, April 20, 1848. As our correspondent says, the names of Horace Greely and other prominent men of that time are subscribed to the instrument which well repays reading. The petition covers both sides of three sheets of fool's-cap paper, however, and at present, we may only summarize its statements. After a hope is expressed that the 'usefulness and prosperity' of the Post-office Department may be increased to the extent that its service will defy 'all competition', it is suggested that this end be accomplished by a reduction in postage rates. It is argued that a reduction of the kind is always followed by a volume of augmented business that turns a deficit into a profit. It is alleged that the millions of letters carried by 'private conveyances' would be entrusted to the U. S. Mails if the exorbitant rates were reduced. Free delivery of letters by carriers was recommended in cities of over twenty thousand population and reforms in the rates charged newspapers and periodicals were urged."

The same subject is touched on in two other editorials from this journal dated September 12, 1908:

"AN EARLY REFORMER. While it was true in 1850 that postage rates, both domestic and foreign, were very high in the light of later years, yet there were reformers actively working for a material reduction of postage, in those days; they were striving to confer the boon of cheap postage on the populace and legalize rates that would be considered cheap, even today. On the 21st of February, 1850, George Ashmun proposed as a representative from Massachusetts, in the House, the following amendment: 'From and after the first day of July next, the rate of letter postage shall be uniform throughout the United States, irrespective of distance; and all letters passing through the post-office shall be charged by weight. Each letter weighing not more than half an ounce, two cents; each letter weighing more than half an ounce and not more than one ounce, four cents; each letter weighing more than one ounce and not more than two ounces, eight cents; and four cents additional for every ounce or fraction of an ounce additional weight. And all letters not prepaid at the time of mailing shall be charged double postage. And the Postmaster General shall provide suitable stamps to be used in the prepayment of postage, and cause them to be kept for sale in each post-office in the United States.' This amendment was defeated in the House by a vote of 61 yeas and 62 nays."

"AN EXAMPLE. In 1850, when the impending reforms that crystallized in the act of March, 1851, were casting their shadows before, there were some interesting prohibitive laws incorporated in the post-office regulations. For instance, 'Any person who shall deposit in the post-office, to go by mail, two or more letters, addressed to different persons, within the U. S., under one envelope (say, a letter of introduction to one man, enclosed in a business-letter to another), shall forfeit ten dollars, half to the informer.'"

## CHAPTER II

### THE FIRM MAKING THE STAMPS

THE 1847 issue of stamps had been made by the firm of Rawdon, Wright, Hatch & Edson, of New York City. However, the contract for making the 1851 issue was obtained, whether by competitive bidding or otherwise is not known, by the firm of Toppan, Carpenter, Casilear & Company (Charles Toppan, Samuel H. Carpenter, and John W. Casilear), bank note engravers having their main office in Philadelphia, Pa., and branch offices in New York, Boston, and Cincinnati. Although I have no proof I presume that these branch offices were only agencies where samples of engraving were shown and orders taken.

The firm had been in existence for many years, and was among the leading bank note engravers of the country. Careful search has been made to determine the various firm names of the predecessors and successors of Toppan, Carpenter, Casilear & Company, and the dates on which changes occurred, but it has been possible to do this with only approximate completeness.

In 1810 or 1811 the firm of Murray, Draper, Fairman & Company came into existence. The 1814 and 1816 directories give the same firm name. In 1819 and 1820 the firm name was Murray, Fairman & Company. In 1823 the name was Fairman, Draper & Company, and in 1828, 1829, 1830 and 1831 Draper, Underwood & Company. In 1833 it was Draper, Underwood, Bald & Spencer. Up to and including this date the address of the firm under all the names mentioned was 47 Sansom Street (Philadelphia, Pa.).

Prior to the formation of the firm of Draper, Toppan, Longacre & Company, which probably took place in 1834 or 1835, Toppan was in business for himself under the name of Charles Toppan & Company, though some of the imprints on bank notes, etc., read "C. Toppan & Company."

The directory for 1830 gives "Charles Toppan & Company, engravers, 28 Sansom Street", and the same is found in the 1831 and 1833 directories. So it seems certain that the new firm of Draper, Toppan, Longacre & Company was a combination of the two firms of Draper, Underwood, Bald & Spencer and Charles Toppan & Company.

In 1835, 1836, 1837, 1838, and 1839 the firm name was Draper, Toppan, Longacre & Company, with offices at 60 Walnut street. In 1840, 1841, and 1842 the firm is given as Draper, Toppan & Company, with offices at 5 Bank Place, Chestnut Street. In 1843 and 1844 the same firm was located at 76½ Walnut Street. About 1845 the firm split, and for the years 1845, 1846, 1847, and 1848, Draper & Company, bank note engravers, was located at 60 Walnut Street, while Toppan, Carpenter & Company remained at 76½ Walnut Street. In 1849 the firm became Toppan, Carpenter, Casilear & Company, and continued under the same name at 76½ Walnut Street until about 1855. Casilear is stated to have left the firm in October, 1854, although the 1855 directory still includes his name as in the firm. In 1857, 1858, and 1859, Toppan, Carpenter & Company are listed as being in the Farmers and Mechanics Bank Building, 425 Chestnut Street, and in 1860 and 1861 the address is given at 234 South 3d Street. In 1858 Toppan left the firm to accept the presidency of the newly formed American Bank Note Company in New York City, though it is evident that the firm continued business under the name of Toppan, Carpenter & Company at least as long as they printed postage stamps for the government. Late in 1861 or in 1862, at which time they obtained a contract for printing the United States Civil War revenue stamps,

the firm became Butler & Carpenter, with offices at 242 and 244 Chestnut Street (the Jayne Building).

The following extract, from a paper by Robert Noxon Toppan, read before the Trustees of the American Bank Note Company in 1896, while not entirely agreeing with the dates as above given, largely obtained from city directories, is interesting:

1795-1895—A HUNDRED YEARS OF BANK NOTE ENGRAVING IN THE UNITED STATES

"From Robert Scott can be traced the direct descent of the main line to the American Bank Note Company. His pupil and assistant was John Draper, a Pennsylvanian by birth, who was also skillful as a letter engraver. In the latter part of 1810 or the early part of 1811, Mr. Draper helped to found the firm of Murray, Draper, Fairman & Company, which was soon favorably known throughout the entire country. Mr. George Murray, the senior partner, was a Scotch engraver, who had come to Philadelphia a short time previously.

"Mr. Gideon Fairman, born in Connecticut, in 1774, was considered to have the greatest talent and taste of any of the vignette engravers in the country, and few equals in Europe. He copied Mr. Heath's vignette for the Bank of North America upon a steel die, which was used for that bank many years. Previous to his coming to Philadelphia in 1810, he had acquired considerable reputation in Albany by his excellent and artistic work done for some of the banks of New York and New Orleans. Mr. Charles Toppan, born in Newburyport in 1796, was, as has already been stated, a pupil of Mr. Fairman, who, upon the death of Mr. Murray and Mr. Fairman, became a partner, the firm name being Draper, Toppan, Longacre & Co. Mr. J. B. Longacre, a native of Pennsylvania, and a pupil of Mr. Murray, was an engraver of considerable talent, who in 1844 succeeded Mr. Christian Gobrecht as engraver to the Mint. Upon the decease of Mr. Draper and the retirement of Mr. Longacre, the firm became Toppan, Carpenter, Casilear & Co., in 1849, and Toppan, Carpenter & Co. in 1854, when Mr. John W. Casilear, the well known artist, retired. In 1858 Mr. Toppan was elected unanimously to the presidency of the American Bank Note Company, then organized, whose principal seat is in New York, that city having become the commercial center of the country, with branches in other cities."

It seems certain, however, that the firm of Butler & Carpenter was more definitely the successor of the firm of Toppan, Carpenter & Company than was the American Bank Note Company. At any rate, Butler & Carpenter inherited the transfer rolls and the dies belonging to Toppan, Carpenter & Company, for we know that they used parts of some of the 1851 postage stamp designs for certain of the Civil War revenue stamps.

Just a word about the members of the firm which printed the 1851-1857 stamps. Charles Toppan, born in Newburyport, Mass., in 1796, was a pupil of Gideon Fairman of the firm of Murray, Draper, Fairman & Company. From 1830 until the formation of the firm of Draper, Toppan, Longacre & Company in 1834 or 1835, he was the head of his own firm known as Charles Toppan & Company. He remained with the new firm and its successors until 1858, when he resigned to become president of the newly formed American Bank Note Company in New York City. Toppan was quite evidently an engraver of considerable skill.

Samuel H. Carpenter, in 1845, entered the firm which became known as Toppan, Carpenter & Company, the successors of Draper, Toppan & Company. Mr. Carpenter apparently stayed in the firm as long as it printed United States postage stamps. The Carpenter who was the member of the firm of Butler & Carpenter was Joseph R., probably a son of Samuel H. In 1864 the directory gives Samuel H. Carpenter as a bank note engraver at 3d and Walnut Streets, Philadelphia.

John W. Casilear was born in New York, June 25, 1811, and died August 17, 1893. He studied line engraving under Peter Maverick and A. B. Durand, and

in 1849 entered the firm of Toppan, Carpenter & Company, which then became known as Toppan, Carpenter, Casilear & Company. He remained in this firm until October, 1854. He seemingly gave up engraving to become a painter in oil, and made quite a reputation as a landscape artist.

In 1860 the directory gives the partners in the firm of Toppan, Carpenter & Company as Charles Toppan, Joseph R. Carpenter, Henry Saulnier, Samuel H. and Samuel H. Carpenter, Jr. Thus, it is evident that the Joseph R. Carpenter who entered into partnership with John M. Butler to form the firm of Butler & Carpenter, had been a member of the firm of Toppan, Carpenter & Company.

To recapitulate: (The firms in direct succession are in bold face type).

In 1810 or 1811 **Murray, Draper, Fairman & Company** was formed.

Between 1816 and 1819, it became **Murray, Fairman & Company**.

Between 1820 and 1823, **Fairman, Draper & Company**.

Between 1823 and 1828, **Draper, Underwood & Company**.

Between 1831 and 1833, **Draper, Underwood, Bald & Spencer**.

From 1830 to 1833, inclusive, **Charles Toppan & Company** was listed as in business at 28 Sansom Street.

In 1834 or 1835, **Draper, Toppan, Longacre & Company**.

In 1840 **Draper, Toppan & Company**.

In 1845 Draper left the firm and formed Draper & Company. At the same time **Toppan, Carpenter & Company** was formed.

In 1849, **Toppan, Carpenter, Casilear & Company**.

In 1854 or 1855, **Toppan, Carpenter & Company** (for the second time).

In 1858 Toppan left the firm to accept the presidency of the American Bank Note Company in New York, though the firm of Toppan, Carpenter & Company remained in existence at least as long as postage stamps were printed, until the middle of 1861.

Late in 1861 or in 1862 Joseph R. Carpenter and John M. Butler united as the firm of **Butler & Carpenter**. John M. Butler died Oct. 20, 1868 (*Boston Revenue Book*), but Joseph R. Carpenter continued the business under the same firm name.

About 1872 the firm was seemingly dissolved, and **Joseph R. Carpenter** continued the business under his own name, being listed in the 1872 directory as at 242 Chestnut Street, which was the address of the Jayne Building, which burned March 4 of that year, at which time, according to Luff on page 73 of his work, the firm records were destroyed. It was promptly rebuilt, and still stands in the same site. I am indebted to Mr. A. F. Henkels, of Philadelphia, for the information that a picture of the building as it existed before the fire is found on the private proprietary stamps of D. Jayne & Son; 1c blue, 2c black, and 4c green, being Scott's Nos. 5419 to 5424 inclusive. However none of the postage stamps were printed in the Jayne Building, the firm being at 76½ Walnut Street in 1851, where they remained until 1856 or 1857, when they moved to the Farmers and Mechanics Bank Building, 425 Chestnut Street. They remained here until 1860, when they removed to 234 South 3d Street, where they stayed as long as they continued to print postage stamps.

I regret that more exact dates cannot be given, but this is the history of the firm in a general way.

**THE CONTRACT, INCLUDING THE COST OF THE STAMPS.** Unfortunately, practically nothing is known of this. The following is copied from page 75 of Luff's work on United States stamps:

(Extract from Letters Addressed to Commissioner of Internal Revenue).

"Having been requested by Messrs. Butler & Carpenter to state such facts as might be within my knowledge in reference to a fair price to be charged for engraving

ing stamp plates, I beg leave to say that, as the business partner of my firm (Toppan, Carpenter & Co.,) I negotiated all the contracts in reference to Postage Stamps which were made with the Government from 1851 to 1861 (10 years) and, therefore, I have personal knowledge of what I shall state.

"In 1857 the Postmaster General determined to introduce the perforation of Postage Stamps. In order to do this it became necessary for us to make 3 new plates of 1 cent, 6 plates of 3c, 1 plate of 5c, 1 plate of 10c, 1 plate of 12c and 1 plate of 24c, in all, 13 plates, besides a large outlay to procure the necessary machinery for perforating the stamps, and, in view of the fact that our first contract with the Government would expire in about 4 months from that time and might not be renewed, we felt it to be necessary to protect ourselves against loss by asking that, in case the contract for furnishing Postage Stamps should not be renewed with us at the end of our term, that in that case the Government should indemnify us from loss by paying us \$500 for the engraving of each of the 13 plates, or \$6,500 for the whole of the plates, and a further sum of \$3,000 for the perforating machine with the necessary machinery. This was promptly agreed to by the Postmaster General and a contract to that effect was made and executed on the 6 Feb., 1857. The plates and perforating machinery were, of course, to become the property of the Government, in the contingency of our losing the contract and the Government paying for the plates and machinery.

"I have given the above facts not only from my own recollection of them but from the contract with the P. O. Department, which is before me.

(Signed) S. H. Carpenter,  
of the late firm of Toppan, Carpenter & Co.

Philadelphia, April 2nd, 1863."

This makes it evident that Mr. Samuel H. Carpenter, of the firm of Toppan, Carpenter, Casilear & Co., negotiated the contracts for his firm with the Government, and further, that the cost of the plates in 1857, at any rate, was \$500 each.

The Report of the Postmaster General dated Nov. 29, 1851, includes the following paragraphs on pages 430 and 431 in Vol. II of *Executive Documents Printed by Order of the Senate of the United States during the First Session of the Thirty-Second Congress, 1851-2*:

"A contract has been made for the supply of postage stamps authorized by the act of March 1st. These stamps are believed to be of a superior quality, and are furnished at a less price than was formerly paid. Some of those furnished soon after the execution of the contract were found to be deficient in adhesive qualities, but it is believed that there will be no ground for future complaint.

"Directions for the destruction of the dies and plates employed in the manufacture of the postage stamps formerly used has been given, and for counting and burning such of the stamps as have not been issued to postmasters or have been returned.

"The streets, avenues, roads, and public highways of the cities of New York, Boston, Philadelphia, and New Orleans have been established as post routes under the 10th section of the postage act of March 3, 1851, and letter-carriers appointed for the service thereon. If it is the intention of Congress to transfer the whole despatch business of the cities to the letter-carriers of the department, further legislation for that purpose is desirable."

Thus we at least know, that the stamps cost the Government less than did the 1847 issue.

Another hint as to the possible cost of the stamps is given in an editorial in *Mekeel's Weekly Stamp News*, for June 29, 1912, which states that the 1869 set was contracted for at the rate of 25c a thousand, and that a new contract made June 10, 1868, with the National Bank Note Company was at the rate of 25½c a thousand.

The following quotation is taken from Luff as having appeared in the Report of the Postmaster General dated December 2, 1861: "The contract for the manufacture of postage stamps having expired on the 10th of June, 1861, a new one was entered into with the National Bank Note Company of New York upon terms very advantageous to the Department, from which there will result an annual saving of more than 30 percent in the cost of the stamps."

It is reasonable to suppose that this contract called for stamps to cost *about* the same as they did in 1868. If so, the previous contract may have been for something like thirty-three cents per thousand.

One other method of arriving at the cost of the stamps has been tried. Though certain reports of the Postmaster General give little or no information, the one for 1854, under *Expenditures of the Department*, states that postage stamps for the fiscal year ending June 30, 1853, cost \$13,664.57. A similar report for 1858 states that for the fiscal year ending June 30, 1858, \$37,814.48 was spent for postage stamps. It seems impossible to tell accurately the number of stamps for which these sums were paid, but taking the year 1854 and dividing the sum mentioned by the number of thousands of stamps furnished to the department that same fiscal year, the result is about  $24\frac{3}{4}$  cents per thousand, whereas the same mathematical process for 1858 works out to  $21\frac{1}{2}$ c per thousand. In view of what is known to have been paid for some of the later issues I feel that these figures are very probably too small. If anyone has the good fortune to find any of the contracts which were made I trust that I may be allowed to see them. I regret that more definite information cannot be given.

The following is a list of the Postmasters General who held office while the 1851-1857 issue was current, so contracts made during their various tenures of office were negotiated for the government by these men. This is taken from an article written by Mr. R. McP. Cabeen which appeared in *Mekeel's Weekly Stamp News* of June, 23, 1917:

"NATHAN KELSEY HALL of New York became Postmaster General on July 20, 1850, holding the post until about the middle of 1852, resigning to become the United States District Judge. He had studied law in the office of Millard Fillmore and was appointed by him.

"SAMUEL DICKINSON HUBBARD of Connecticut was appointed Postmaster General by Fillmore on August 31, 1852. (Note. His biographers give the date as February 15, 1852).

"JAMES CAMPBELL of Pennsylvania was appointed Postmaster General on March 7, 1853, by Pierce. He retired on March 4, 1857.

"AARON VAIL BROWN of Tennessee was appointed Postmaster General by Buchanan on March 6, 1857, the Senate confirming the appointment on the same day. He established the routes over the Isthmus of Tehuantepec, from Memphis and St. Louis to San Francisco, and another overland route by way of Salt Lake City. He died in office March 8, 1859, at 9.30 A. M.

"HORATIO KING, First Assistant Postmaster General, was appointed acting Postmaster General on March 9, 1859, serving until March 14, 1859.

"JOSEPH HOLT of Kentucky was appointed Postmaster General on March 14, 1859; at the time of his appointment he was Commissioner of Patents. He served as Postmaster General until December, 1860, retiring to become Secretary of War.

"HORATIO KING, of Maine, First Assistant Postmaster General, was appointed General ad interim on January 1, 1861, serving in this capacity until February 12, on which date he was appointed Postmaster General. He became connected with the Department in 1839. In 1850, he was with the foreign mail service; in 1854,

he became First Assistant Postmaster General. He served in the position of Postmaster General until Lincoln was inaugurated March 7, 1861. He instituted the 'penalty' envelope.

"MONTGOMERY BLAIR of the District of Columbia was appointed Postmaster General by Lincoln on March 7, 1861; he resigned from this office on September 23, 1864. Blair instituted free delivery in large cities, money order system, the assorting and distribution of mail matter on railroad cars. His orders excluding disloyal papers from the mails caused bitter feeling among sympathizers with the South."

### CHAPTER III

#### ESSAYS AND DIE PROOFS

PRACTICALLY nothing has been written regarding essays for the 3c 1851. However, five are known, three showing a complete design. As far as I know but three of these five have ever been listed, two of these being Types 3 and 4 in Mason's *Essays for United States Postage Stamps*, published by the handbook Committee of the American Philatelic Society in 1911. The reprints of the third type are listed by Mr. Mason as his Type 99, the date of which is given as 1876.

The five types of which I know may be described as follows. The first type (see design in Figure 1) is Mason's Type 3, for which he gives the following description:

"Resembles closely the three-cent 1851 issue, but stamp is nearly square; labels are shorter, rosettes are omitted, locks of hair about ears are differently arranged; the design is  $14 \times 16\frac{1}{2}$  mm. instead of  $15 \times 17\frac{1}{2}$  mm.

"Engraved on steel, die impression  $20\frac{1}{2} \times 22\frac{1}{2}$  mm. in color on (a) India paper; black."

It is rectangular,  $20\frac{1}{2}$  mm. wide,  $22\frac{1}{2}$  mm. high. It consists of a head of Washington after the Houdon statue, facing the left, on an oval background and, surrounding this, three panels of tessellated work the outer of which was made from the same working transfer roll used for the tessellated work on the accepted design. This tessellated work has been cut out at the top and at the bottom of the design so that "U. S. POSTAGE" might be engraved above and "THREE CENTS" below. The entire design is surrounded by a single frame line.

My second type is Mason's Type 4, which he describes as follows:

"Same head and oval as in last essay; the straight labels have been removed and in place there are curved labels, left blank for the inscriptions.

"Engraved on steel, die impressions  $20\frac{1}{2} \times 22\frac{1}{2}$  mm. in color, on same piece of paper as last essay, making a horizontal pair.

"(a) India paper; black."

This is the same design as my first type, without the outer frame line, and apparently was printed with the design intact, that is, with the unaltered tessellated work showing on all four sides of the medallion. After it was printed someone took a sharp knife and cut out the design so as to leave two blank curved labels, one above and one below (see the design in Figure 1 on the next page). (This same design is shown in Figure 2 on page 23). These first two types appear side by side on the same die, and are  $6\frac{1}{2}$  mm. apart.

The designs being identical except for the label and outer frame line, it is evident that they were rocked on this die block with a transfer roll taken from a die previously engraved. More about this later.

My third type is another variation of this same design, differing from my second type in that the medallion has been cut out by hand as well as have two labels, one above and one below, but these labels are straight instead of curved, as in my second type. This, the third type, appears on another die to the right of another example of my second type, and is  $6\frac{1}{4}$  mm. away from it (see the right hand design in Figure 2).

My fourth type, (see Figure 3 on page 24) another variation of this same design, was apparently made in the following manner: the rectangular design of my first type unaltered, that is, without any labels, was rocked on another die block, and then the new design was completed by adding a label above and below it, and by drawing a single frame line all around the rectangle. These labels reach the entire length of

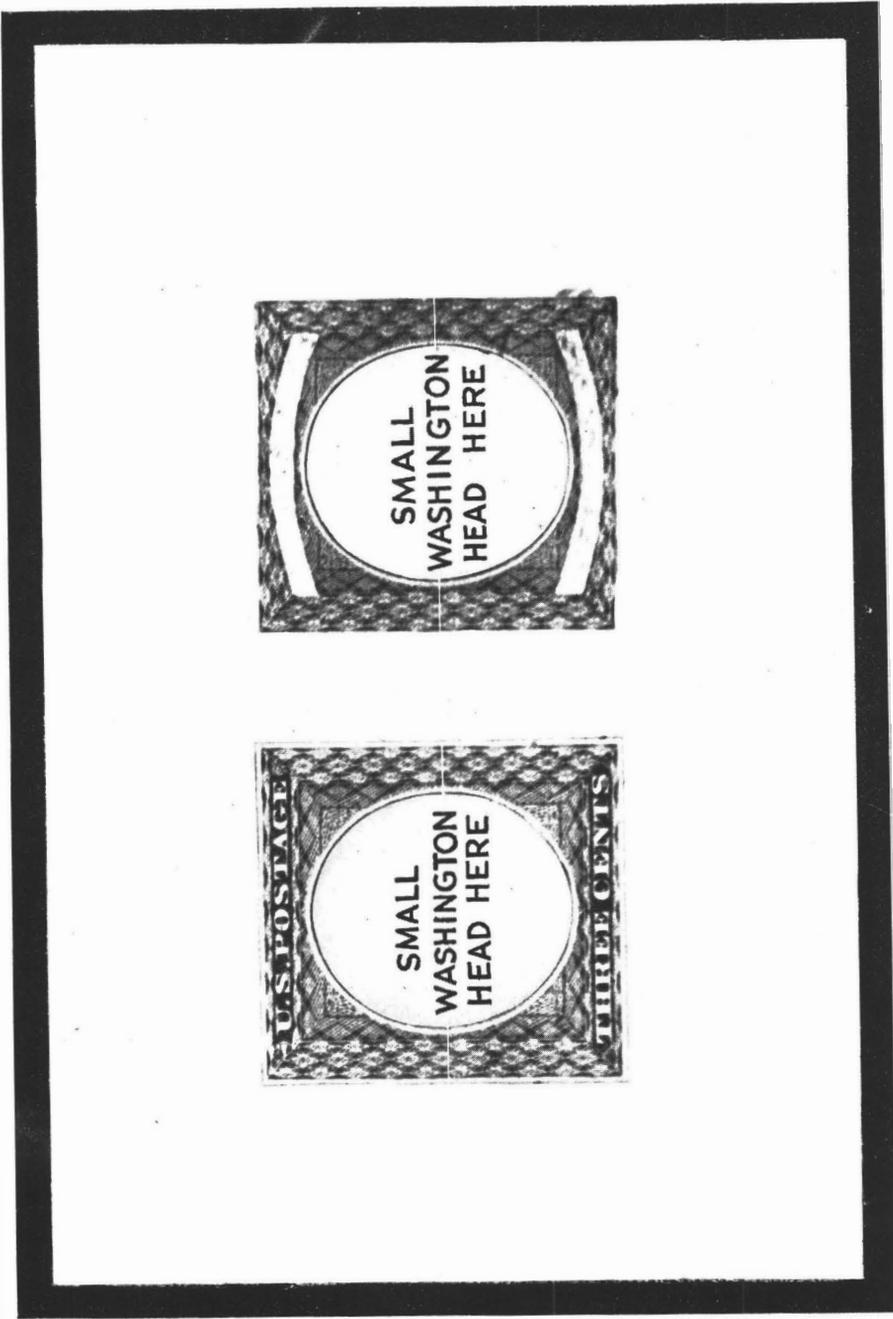


FIGURE 1

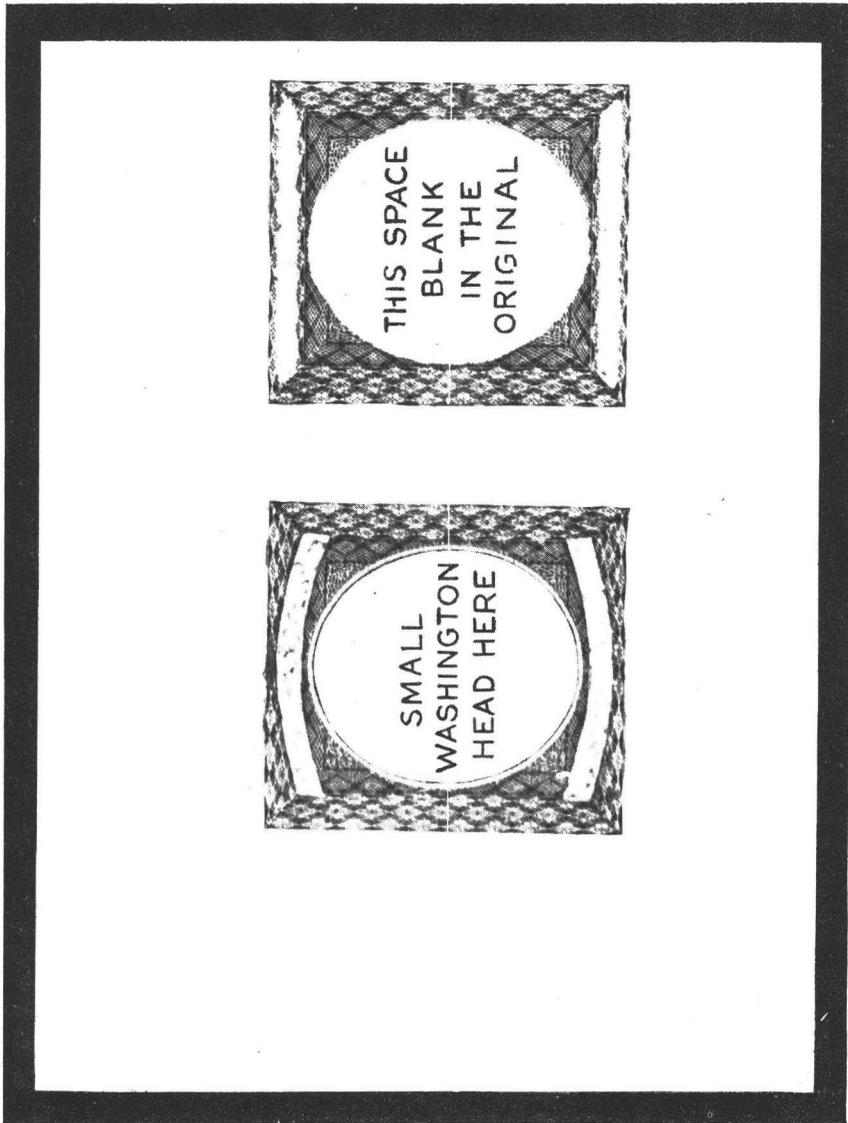


FIGURE 2

the stamp, and read as before, "U. S. POSTAGE" above, and "THREE CENTS" below. A small ornament appears at each end of the upper label. The measurements of the design, including the frame lines, are  $20\frac{1}{2}$  mm. wide by  $25\frac{3}{4}$  mm. high.

It is of great interest to note that this die became cracked, the crack starting in the lower margin and running up into the design between the "N" and "T" of "CENTS", curving slightly to the right, crossing the corner of the second panel of tessellated work, and leaving the design about the middle of the right side, and probably from there continuing to the edge of the die, although neither of my copies

shows more than a tiny margin to the right of the design. The term "cracked die" is often enough used incorrectly in describing a stamp from a cracked plate, but here are proofs from a real cracked die, and incidentally the only ones I ever saw. My first three types exist only on black India paper, and all that I have seen were mounted on the original cardboard backing. My fourth type also exists in black on India, as well as in pale carmine, which might almost be termed a deep pink, on India.

My fifth type of essay consists of a much larger head of Washington after the Houdon statue, and facing to the left (see Figure 4). This is strongly suggestive of the head on the issued stamps, but is larger. A curved label directly above contains "U. S. POSTAGE", while a similar one below contains "THREE CENTS". The design is completed by arabesques, and is somewhat suggestive of the 1c stamp of this set as issued. This is listed by Mason as his Type 99, and is incorrectly assigned to the 1876 period.

His description is as follows:

"Three Cents. Head of Washington, type 1 as above described, in oval  $12\frac{1}{2} \times 20\frac{1}{2}$  mm. U. S. POSTAGE above, THREE CENTS below, in colorless capitals on horizontally lined bands, following the line of the oval; scroll work at sides outside of oval, extending round the corners but not meeting at top or bottom of oval. Reminds of the one cent stamp of 1851.

"Impression  $21\frac{1}{2} \times 25$  mm."

The only original copy of this which I have seen is on India paper, and printed in the same pale carmine (an odd color not easily confused with any other) used for one of my fourth type essays. Reprints of this last essay made only a few years ago are common, and will be discussed more fully further on in describing certain fraudulent so-called "essays" of the 1851-1857

series made at the same time. Of these reprints Mason lists fifteen colors on India, and three colors on tinted cardboard. These are as follows: red-brown, lilac, violet, yellow, orange, brown, steel-blue, blue, black, rose, carmine (two shades), gray-brown, light-green, dark-green; on colored cardboard, orange, black, and brown. I have a copy on cardboard in deep indigo blue, which Mason may have mistaken for black. It should be mentioned that the two carmine shades listed as on India by Mr. Mason are entirely different as to color from the original copy which I have in pale carmine.

Various other 3c essays have been assigned by Mason, Tiffany and others to the 1851 period, but I have never seen any proof whatever that they were really essays for the 3c 1851 stamps.



FIGURE 3



FIGURE 4

My proof of the fact that the five types of essays listed above were really essays for the 3c 1851 is as follows. The tessellated work on the first four types is exactly the same as that used for the 3c 1851 as issued, as well as for the 12c 1851 and the Franklin carrier stamp. This tessellated work was made with what is known as a Rose engine.

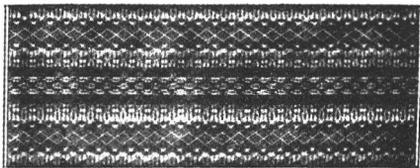


FIGURE 5

and it is an undoubted fact that such lathe work cannot be copied successfully. Mr. J. B. Bacon of the firm of Perkins, Bacon & Company, engravers of the first postage stamps of Great Britain, the background of which is made up of Rose engine work, stated they would rather make a thousand fresh designs than to attempt to reproduce this tessellated work unless they had kept all the calculations and divisions upon all the wheels of the Rose engine. Further, I have in my possession a large card giving samples of engraving done by C. Toppan & Company, one of the predecessors of the firm engraving the stamps. Several of the designs on this card include a bit of this same tessellated work (see the central band in Figure 5).

Still further, this tessellated work was used again, as was the rosette on the 12c stamp and the Franklin carrier, in making up the design for the 25c, 30c, and 40c first issue Civil War Revenue stamps, as well as for the 2c, 3c, 4c, and 6c values of Helmbold's private proprietary stamps (Scott's Nos. 5381-5384, inclusive). All of these seven stamps were made by Butler & Carpenter, successors of Toppan, Carpenter, Casilear & Company. Again, the head used on my first four types of essay was used on the following four private proprietary stamps: Powell's Telegraph Matches, 1c (Scott's No. 5247), F. Brown's 2c black Medicine stamp (Scott's No. 5315), and on Fleming Bros. 1c black and 1c blue (Scott's Nos. 5363-5365 inclusive). I am indebted to Mr. Elliott Perry for having discovered the facts stated regarding the private proprietary stamps.

As for my fifth type of essay, reprints of it appeared with the set of so-called "essays" printed but a few years ago, made from transfer rolls or dies of the essays with numerals, described later, as made *from* the 1851-1857 stamps.

If still further proof is desired, it may be found in three letters written in June, 1860, which passed between Toppan, Carpenter & Company and A. N. Zevely, Third Assistant Postmaster General. These read as follows:

Messrs. Toppan, Carpenter & Co.,  
Philadelphia, Pa.

June 21, 1860.

Gentlemen:

Can you furnish me with a few specimens of each kind of postage stamp that you ever made, either for circulation or as mere patterns, *not* including those now in circulation.

Very respectfully, your obedient servant.

A. N. ZEVELY

A. N. Zevely, Esq.,

Philadelphia, June 26, 1860.

Third Asst. P. M. General, Washington, D. C.

Dear Sir:

Upon further consideration of your favor of the 21st inst. we deem it possible that your inquiry has reference, perhaps, to specimens of *stamps of the same rates as those now used*. Of these there are several which bear more or less resemblance to the designs adopted by the Department, but they were never taken up and transferred to plates. The original bed pieces, in a more or less finished condition, have been carefully packed away in our private vault, but we will, of course, be happy to furnish you with a few proofs of them taken as soon as possible.

We have now the honor to submit inclosed a proof impression of the finished new Thirty Cents stamp, of which an imperfect dry impression was sent you yesterday. It is certainly much handsomer and superior to any known to us, and we trust the Department will recognize therein our earnest desire and perfect ability to preserve the good opinion which it has been our happiness to obtain in the past.

Very respectfully,

TOPPAN, CARPENTER & CO.

A. N. Zevely, Esq.,

Philadelphia, June 28, 1860.

Third Asst. P. M. General, Washington, D. C.

Dear Sir:

Your favor of the 27th inst. is duly received and we are very happy to learn that the Postmaster General approves of the new Thirty Cents Stamp. We are now transferring a plate of this denomination and hope to submit a proof impression for examination on the 2d prox. The Postmaster General can then decide upon our recommendation that the stamp be printed in black.

Inclosed we have the honor to send you four impressions of designs originally made for the Three-Cent plate, but laid aside for that now in circulation. We think the large head of Washington very fine and striking. The whole size of the engraving is larger than the size adopted, but the oval wherein the head is engraved is of the same dimensions as that inclosing the Franklin head of the One-Cent rate. The other head, with the three different frames, was objected to, if we remember rightly, on the score of its smallness. You will understand that no plates are transferred of these designs; nor are these impressions as perfect as first proofs. They may serve your purpose, however, as expressed in your favor of the 21st inst. In this hope we remain

Very respectfully, your obedient servants,

TOPPAN, CARPENTER & CO.

Acknowledgement is made to the late Mr. Joseph A. Steinmetz, who first published these letters in a pamphlet entitled *Steinmetz Miscellany*, which appeared at the time of the 1913 International Exhibition in New York City.

The last paragraph of the third letter I think without much doubt refers to the essays which have been described, and incidentally gives the reason as to why the smaller designs were not accepted.

I think the facts stated above go to make up very positive proof that the five designs mentioned were really essays for the 3c 1851 stamps. If anyone can furnish evidence anywhere nearly as convincing that other designs, such as those assigned by Mason to this period, were in reality essays for this stamp they will be listed with pleasure.

With the exception of the reprints of my fifth type of essay, all of these are of the greatest rarity. Of my first and second types I have seen but two examples, and of my other types but one each, excepting that my fourth type exists in two colors, one copy of each color being in my collection.

THE ESSAY FOR A 6C VALUE. This has been well known for many years. It is given by both Tiffany and Mason in their respective lists as Type 2. Mr. Mason lists it as follows:

"(Tiffany, T. 2) 1851. The design of the one cent 1851 issue, head of Franklin, etc., but value changed to SIX CENTS. Size, etc., as in the original.

"(a) India paper; black. Copy seen was cut close and damaged.

"(b) Ordinary white paper; black. Copy seen was cut rather close."

I am a bit doubtful as to whether any copy on "ordinary white paper" exists. I

think this was probably an India paper copy mounted on somewhat thicker paper. Regarding the color, I am inclined to think it is a very dark brown and not black, as all copies which I have seen give this impression. The design (Figure 6) was made probably in the following manner: a transfer roll was made from the 1c die, and the lower label containing the inscription "ONE CENT" was cut out on this roll. The roll was then rocked on a new die block and the new lower label bearing the words "SIX CENTS" was engraved by hand. While this essay is rare, it does not compare in scarcity with the 3c essays which have been described. I should estimate that I have seen eight or ten copies of it, all of which were for some reason trimmed close to the design.

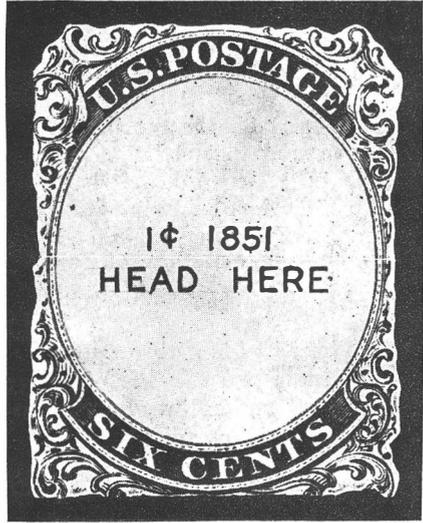


FIGURE 6

It is rather remarkable that no 6c adhesive stamps were issued, because the rate between the Pacific Coast and the East was 6c from the time the 1851 issue appeared, July 1 of that year, to March 3, 1855. However, this lack of 6c adhesive stamps was partly offset by the 6c stamped envelopes, which exist in two colors, red and green, and on both white and buff paper. These were first issued in the year 1853.

**ESSAYS MADE From THE STAMPS.** Nothing official is known regarding these, but it is evident that some consideration was given to adding the value, expressed in numerals, to each of the stamps of the 1851-1857 issue, sometime very late in their period of use, because the 90c, which was not issued until August 13, 1860, is included.

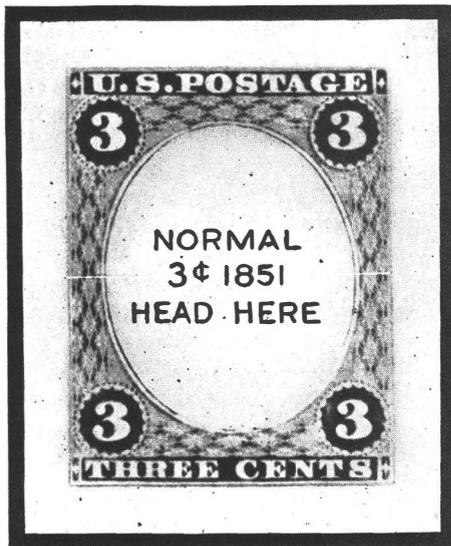


FIGURE 7

All the values were thus altered, excepting the 10c and 30c, which in their original state, already bore numerals, though on the 10c stamp they consisted only of the Roman "X", in each upper corner. Perhaps the fact that the outbreak of the Civil War compelled a complete change in design, and hence the new issue, prevented their adoption. Only the 3c value of these essays will be described here. This complete essay with numerals is listed by Mason as his Type 18 (j), under the date 1861. His description is as follows:

"Three Cents. The full type is like the 1851 issue but instead of the rosettes are figures 3 in pearly circles in each corner.

"(j) Completed stamp with figure 3 in each corner; India paper; red."

The finished design (Figure 7) was evidently thus made. A transfer roll was taken up from the original 3c die and the

rosettes in each of the four corners, with the exception of the extreme outside circle of dots, were cut out on the roll, and at the same time the tessellated work, which showed on the die in the white margin around the medallion, was also trimmed out. This roll was then rocked on a new die block 75 mm. wide by 77 mm. high. Engraving was then done in each of these four blank spaces so that the "3" is left colorless on a solid background.

As far as I know the originals exist only on India paper in black, cut close and gummed, and in three further colors, red, carmine, and deep carmine (the carmine being the one Mason indicates as "red"). Regarding the impression in black; this is one of a set in black of all the values known of the essays with numerals, and which also included a die proof of the unaltered 10c stamp in the same color. This set was in the Crawford collection and is believed to be unique. Partial confirmation of my statement as to how these essays were made is found in the partly finished die proofs described as follows. These proofs (see Figure 8) show the design as first rocked on the die block from the altered transfer roll, that is, with the four circles from which all of the rosettes excepting the outer row of dots had been trimmed out.

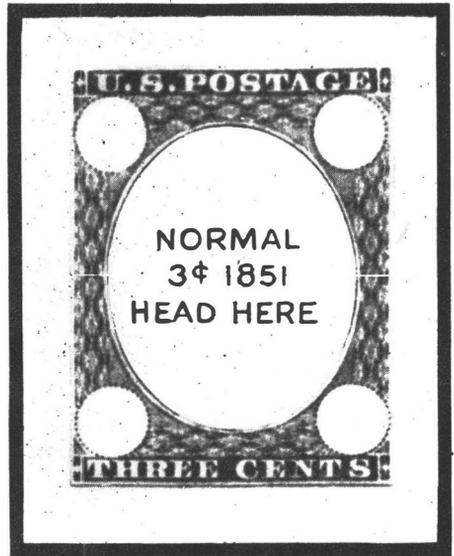


FIGURE 8

I have one of each in black and red-brown, both on India. In addition I have another India paper proof in black, similar, excepting that the numerals in the four corners have been sketched in in pencil, while for some reason the paper has been cut away from each of the four corners of the design. This I believe to be unique. (See Figure 9).

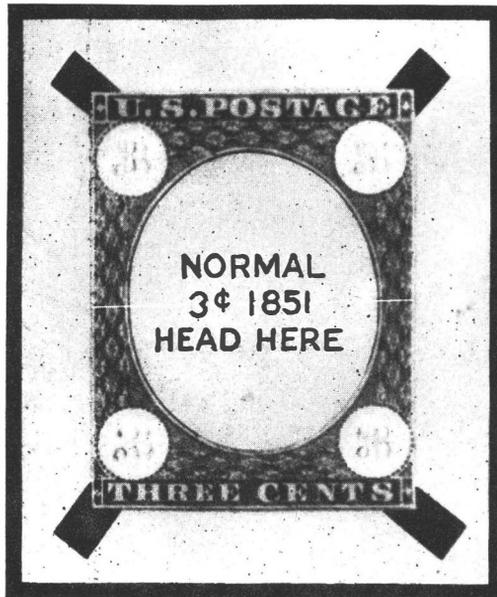


FIGURE 9

In 1912 Mr. Mason wrote a supplement to his *Essays for United States Postage Stamps*, called *More Essays for United States Postage Stamps*. In this is found the following: "Type 18 (h). I have seen proofs that seem to be originals; on India paper; dark-rose and black; on thick white paper; black; and like the last but rosettes punched out; black". This evidently refers to the essays with incomplete design such as I have just described. The design with rosettes "punched out" apparently means that the paper

where the blank rosettes were, had been cut out by hand.

These original proofs which have been described must not be confused with the so-called "essays" which were made only a few years ago. Following is a description of them. Needless to say, it is to be regretted that they ever appeared. It has been stated that they were found in the effects of the late N. F. Seebeck, at one time president of the Hamilton Bank Note Company. As far as the 3c values are concerned, they were seemingly made by someone who obtained the transfer roll made by Toppan, Carpenter & Company in 1860 or 1861 which contained the design of the 3c 1851 stamp complete excepting for the four corner rosettes which had been cut out so as to leave only the extreme outer circle of dots. This roll was evidently manipulated in somewhat the following manner. I have

been helped to these conclusions by a couple of "waste" die proofs which were apparently put in the lot by mistake along with the completed "essays". I cannot be certain as to exactly what was done, but the following hypothesis fits the case as presented by the "essays" themselves. One of these waste or trial pulls consists of a black proof from a die made from the transfer roll just described, and therefore the same as the original partly finished essays with the corners blank. The die block, though, is very much smaller than was the piece of steel used for the originals, measuring about 48 mm. by 50 mm. This die was seemingly not used for the "essays". The first manipulation very likely consisted of trimming away the outer frame line on

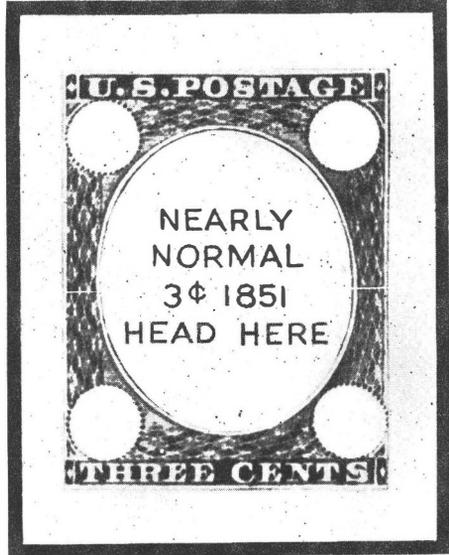


FIGURE 10



FIGURE 11

the transfer roll and grinding down to a small extent the upper and lower labels of the design in relief on the transfer roll. This changed the character of the letters and the diamond blocks to some extent. The altered design was then rocked on a new die and a new frame line was added all the way round the design, closer to the lower label blocks than was the original frame line. An inner line corresponding to the inner lines on some of the issued imperforate 3c stamps was also drawn on each side of the design, running between the upper and lower rosettes directly along the outer edge of each horizontal band of tessellated work. The design was apparently slightly shifted during the transfer process, the circle of dots around the blank rosettes showing more or less doubled on all impressions from this die. This die block measures about 50 mm. in

each direction. (See Figure 10.) Proofs are known in the following colors on India paper, thus listed by Mason in his *Essays for United States Postage Stamps*, Type 18(h): yellow, orange, yellow-brown, gray-brown, purple-brown, mauve, lilac, steel-blue, violet-blue, black, vermillion, carmine, dark-carmine, green, light-green, and also in the following colors on tinted glazed thin cardboard, being Mason's Type 18 (i): brown, purple, black, orange, vermillion, violet-blue.

The next alteration was to trim the transfer roll again by removing the top label entirely and by grinding down further the entire surface of the design, thus removing some of the finer lines and making the design appear less nearly complete. This was then rocked on another die block about 51 mm. in each direction, frame lines at the sides and bottom were added, as were inner lines, as described before, and a heavy line was drawn just at the top of the design. (See Figure 11). Impressions exist in the following colors, on India paper, according to Mason, and are listed by him under Type 18 (f): yellow, orange, yellow-brown, gray-brown, mauve, dark-lilac, steel-blue, ultramarine, black, vermillion, carmine, dark-carmine, green, light-green, and lilac; also on thin glazed card, Mason's Type 18 (g), in orange, red-brown, blue, green, light-green, and black.

The next step was to trim away all the design on the transfer roll excepting the medallion and the oval line surrounding it. This was then rocked on a new die block, and I have a waste impression taken from it in black showing the medallion and line around it in exactly the same state as on the previously described "essay". Either the surface of this die was then ground down or else a new die was made after the transfer roll had been further ground, so that the impressions from it show the head and background with most of the finer lines missing, while the heavy lines appear much weaker. It was then touched up a bit by hand around the edge of the oval, and impressions were taken from it as follows, listed by Mason under his Type 18(a), as on India paper: in orange, brown-orange, red-brown, violet-brown, gray-brown, mauve, lilac, dark-blue, ultramarine, green, light-green, black, vermillion, carmine, dark-carmine; also on green bond paper, Mason's Type 18 (b) in green, red, and blue; and on thin glazed, tinted cardboard, Mason's Type 18 (c), in orange, vermillion, carmine, brown, green, and purple. The two "essays" showing the head only cannot be illustrated because of the present law.

I do not know exactly when these were made, but for guess would say about twenty years ago. It has been stated that fifteen complete sets were in existence. Whether this is true or not I have no way of knowing. I have been assured, though, by a man who should know, that all the dies and rolls were destroyed after these proofs were made, so that no more impressions can ever be printed. I sincerely hope this is true, but regret that these exist at all. Collectors should purchase them, if they are desired at all, only for what they are, modern imitation, "partly finished" die proofs of the 1851 issue, made by manipulating rolls or dies which were the result of experimental work of Toppan, Carpenter & Company in 1860 or 1861, while designing the essays with numerals. It should be emphasized that these original essays with numerals are of much interest and rarity, while the modern "essays" are practically fraudulent and of little value.

**THE ORIGINAL DRAWING.** For the guidance of the engraver, and to indicate to him the general appearance of a stamp which he is about to engrave, a rough sketch of the design is often made. It is impossible to state whether or not this was done with the 3c 1851. I have never heard of any such drawing, and I think it is rather unlikely that one existed. At least part of the design of the 3c was made up from bits on a working transfer roll which had been in use for bank notes, etc., for several years, so quite possibly the design was put together more from acquaintance with the working transfers on hand than from a specific drawing, although the head was evidently engraved expressly for this stamp.

**ORIGINAL DIE AND THE DIE BLOCK.** The original die block is a flat piece of steel approximately 3 mm. thick, 79 mm. long, and 52 mm. wide. The design is about in the middle, 3 mm. nearer the left than to the right edge and 1 mm. nearer the bottom than the top. The corners are slightly beveled. The design of course appears in reverse in comparison to the stamps as printed; that is, the bust faces to the right. This die is in the vaults of the Bureau of Engraving and Printing at Washington, D. C., and, according to an article by Mr. B. K. Miller entitled *Tentative List of U. S. Stamp Dies* which appeared in the *Albemarle Stamp Collector* for July-August-September, 1921, is number 90 in the "Post Office (Die) Book" kept in the Treasury Department. It must be remembered that all postage stamps are now made for the Post Office Department by the Treasury Department.

This, the original die, was slightly damaged at the time it was made, a short mark showing on the upper right rosette of the die. This shows as a colored mark on the upper left rosette of all the die proofs, and of all the issued stamps. It is to be seen in the almost colorless circle surrounding the colored axis of the rosette, and is just to the left and slightly below the center of this axis.

**DIE PROOFS.** These are all decidedly rare. Almost all known copies come from the complete sets of die proofs, up to and including the 1902 set, which are found in bound leather volumes.

The following brief article by Mr. J. M. Bartels, on page 258 of the August, 1913, number of the *Philatelic Gazette* gives their history:

### U. S. PROOFS

#### THE ALBUMS OF 1902

"While returning from a recent trip to the Capital city the managing editor chanced to run into former Third Assistant Postmaster General Edwin C. Madden and had a long talk about stamps and stamp matters and stamp men.

"Mr. Madden is now located in this city and his interest in stamps is only that of an outsider at the present time. He never was really a collector and knew nothing about the subject when he assumed the duties of his important position, which he held for seven years.

"It was during this time that the Bureau was instructed to supply the P. O. Department with 85 sets of die proofs of all U. S. stamps to date and accordingly these were prepared and mounted in handsome leather bound volumes, oblong in shape, and about two inches thick. The pages are a gray cardboard. All U. S. issues are complete up to and including the 1902 series, and the last page contains the Cuban issue of 1899 (we are not quite sure that this was in all volumes). In ordering these proofs only a long-established custom was followed, but not long afterward there was a considerable upheaval in various branches of the P. O. D., and the result of extensive investigations has been that no proofs of any kind have been issued to anyone since that time. Mr. Madden stated that on 50 of these volumes the name of the recipient was placed in gilt letters, while the remainder was gradually given away to others and soon the last volume had left the department. A new Postmaster General a year or so later was unable to secure a set, although he was quite anxious to have one for himself. These beautiful volumes of U. S. proofs were destined and given only to high officials in the several executive departments, the President and his cabinet and possibly to some few foreign diplomats. None were ever secured by stamp collectors at the time except one set, which went to a Detroit collector, an old-time friend of the third assistant. Later a number of the books changed hands and the few prominent collectors of proofs who were willing to pay the price commonly charged for die proofs have been able to get a set.

"These proofs were printed on regular bond paper with fair sized margins on each side. A set was mounted on each page. We have seen loose specimens of this

printing which would prove that at least one volume had been taken apart and the proofs soaked off. In the make-up some half dozen errors crept into the work. The 1847 set is represented by two sets of two, one labeled originals and the other reprints, but both are from the so-called reprint dies. In the 1861 first issue the 10c is wrong. The colors are off in a number of cases, being quite different from the originals."

I think Mr. Bartels is wrong in stating that the proofs are printed on regular bond paper. I believe the paper instead is a thick India. They are firmly gummed down on the heavy gray cardboard pages, each issue being on a separate sheet. The color of the 3c 1851 die proof is a brilliant carmine and the printing was very carefully done.

On pages 117 of the June, 1915, *Philatelic Gazette* Mr. Joseph B. Leavy has an article entitled *Special Printing of Die Proofs for the San Francisco Exposition*. In this he writes as follows:

"In 1912, by order of the Postmaster General, all stamps, proofs, etc., in the Post-Office Department were turned over to the U. S. National Museum, and therefore to make a fitting exhibit of United States stamps at the San Francisco Exposition the Post-Office Department found it necessary to order a special printing of die proofs from the Bureau of Engraving and Printing. But two sets of these proofs were issued; one is in the Post-Office exhibit at San Francisco, and the other was donated by the Post-Office Department to the U. S. National Museum.

"As this set has just been mounted and placed on exhibition at the Museum I thought a list and description, with some historical data concerning the dies, would be of interest to philatelists. \* \* \* The proofs are all printed on white India paper."

Under the 1851-1857 issue he lists the 3c as "deep dull red".

Two further die proofs are known which may date back to the time the stamps were current. One is in indigo on India paper, and one is in black on cardboard, this latter showing very distinctly the guide lines which the engraver drew on the original die block (see Figure 12). The top label of course shows on the die proof.

Die proofs may be easily identified because they differ from all other proofs and from all issued stamps in that the tessellated work on each side and at the top and bottom shows distinctly in the white oval around the medallion. This was carefully trimmed out on all the reliefs on all the transfer rolls made from the original die.

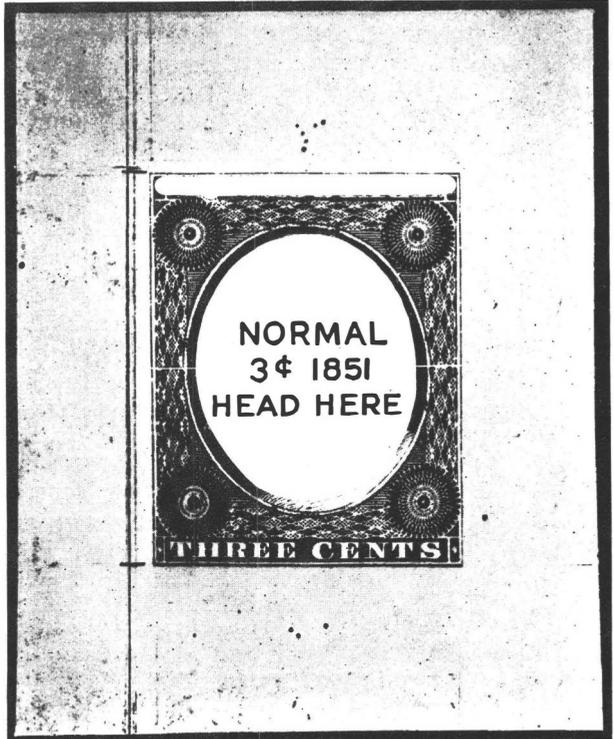


FIGURE 12

**DESIGNER AND ENGRAVER.** Unfortunately practically nothing is known as to the identity of the man or men designing and engraving the 3c 1851 stamp. It seems fairly certain that the head of Washington used on the accepted design was engraved purposely for this use because, as far as is known, it does not exist on any bank note or other piece of work done by this firm of engravers. The head of Washington, based, as far as the features are concerned, on the Houdon statue in the State capitol in Richmond, Virginia, is a very beautiful piece of line engraving, and in the estimate of the writer compares favorably with any of the numerous Houdon heads used on later issues of United States stamps or on essays for them.

Careful search has been made over a wide field to find any hint as to who the engraver was, but without any success whatever. In the *Art Journal* (English), May 1, 1865, is found an obituary notice of William Humphrys, the great Irish engraver. It states in part, "The portrait of our Queen on postage stamps was engraved by him, and likewise the head of Washington, used also as a postage stamp by the United States". This is not strictly accurate as regards the head of the queen, as he only re-engraved or re-touched this die. I am indebted to Mr. F. J. Melville for the information just given. The best biographical sketch of him that has been found states that he came to America early in his life, and was a pupil of George Murray of Philadelphia, one of the firm of Murray, Draper, Fairman & Company, founded in 1810 or 1811, and later known as Murray, Fairman & Company. These firms were the earliest of the predecessors of Toppan, Carpenter, Casilear & Company. Murray died July 2, 1822, and in the same year Humphrys returned to England, and no record can be found of his having been again in America, excepting between 1843 and 1845. So, if he engraved the head of Washington for any stamp, it seems most likely that it was the 5c New York Postmaster's Provisional, which appeared in 1845. At any rate I think it is practically certain that he did not engrave the head for the 3c 1851.

James Barton Longacre was also considered as a possibility, because he was one of the foremost engravers of the period. From 1834 or 1835 until about 1839 or 1840 he was a member of the firm of Draper, Toppan, Longacre & Company, also one of the predecessors of Toppan, Carpenter, Casilear & Company. In 1844 he became engraver to the United States Mint. He excelled in portrait work, but such of his biographies as have been found make no reference to his having engraved heads for stamps.

Inasmuch as all three men, Charles Toppan, Samuel H. Carpenter, and John W. Casilear, members of the firm making the 1851 stamps, were engravers of considerable note, careful search has been made in their biographies, but absolutely nothing has been found which might lead one to suppose that any one of the three was the engraver of the stamp in question.

Since the first edition of this book appeared, Mr. Clarence W. Brazer, the great student of United States proofs and essays, has, by careful search, turned up some information which very probably gives us the names of the engravers responsible for the 3c 1851. I quote from a letter recently sent me by Mr. Brazer.

"As mentioned on Pages 278 and 279 of the *Collector's Club Philatelist* for October, 1938, Thomas F. Morris Sr., a designer trained by James P. Major for the American Bank Note Company and after 1894 head of the designing and engraving department of the Bureau of Engraving and Printing, had a scrap book in which were mounted a set of 211 card proofs of the postage stamps and also another book of vignettes for bank notes. Under or over each of these he had noted in pencil the names of the designers and engravers that he could credit with the work. In the center of the group of 1851 proofs, he wrote "Pease" and "Henry Earle." I am related to a Joseph I. Pease descendent and obtained some of the biographical data given from his family. I also know a grandson of Henry

Earle and bought his private collection of proofs, and some essays, and have still a book in which he engraved several alphabets, etc. All co-related data I have seen tends to support Thomas Morris's attributions to these engravers of the 1851-1860 stamps. He apparently did not know the designers, as no such names were given."

I believe this is reasonably certain proof that Joseph Ives Pease engraved the 3c 1851 head and that Henry Earle was responsible for the frame: that is to say the lettering, the arrangement on the die of the working transfer rolls used for the tessellated work and rosettes as well as for the necessary touching up to make these separate parts a complete frame. These men were of course employees of Toppan, Carpenter, Casilear and Company. They were undoubtedly responsible also for the essays described at the beginning of this chapter. Our thanks are due Mr. Brazer for this most happy and valuable piece of research.

The extract here quoted is part of a very courteous letter received from the American Bank Note Company in reply to a request for information along this line: "\* \* \* I have not replied before as I was having a very thorough search made in our records in an endeavor to secure the information you wish regarding the engraving on the 3c postage stamp enclosed, and I regret to say my search has been unsuccessful. We have gone through all the Continental and Toppan records, and can find no trace of the engraver of this Washington head. Regretting very much our inability to help you out, Yours very truly, (Signed) D. E. Woodhull, President."

Because of the real beauty of the portrait, it seems that the engraver must have been a man of note, at least in his own line, and for this reason some record of this work should be in existence. I would much appreciate any known facts or even any hints as to what line might be followed for further research work which would promise even a chance of success. I regret that it is not possible to give more definite information.

## CHAPTER IV THE HOUDON STATUE OF WASHINGTON

WHILE it is hardly necessary to give here any information regarding George Washington, the greatest of all Americans, some of the main facts of his life very briefly follow. He was born at Bridges Creek, Westmoreland County, Virginia, February 22, 1732, his ancestors having come to Virginia from England about 1657. He was educated by a private tutor, and became a surveyor. He served with great distinction with the British during the French and Indian War. During the War for Independence he was chosen Commander-in-Chief of the American Army, in June, 1775. After overcoming difficulties which, on reviewing the history of the times, seem almost insurmountable, he brought the war to a victorious ending by the capture of Cornwallis at Yorktown October 19, 1781. On December 23, 1783, he resigned his commission and retired to Mount Vernon. He was chosen President of the convention that formed the United States Constitution in 1787. He was inaugurated as the first President of the United States at New York City, April 30, 1789, and retired to private life on the expiration of his second term, March 4, 1797. He died at Mount Vernon, his home, December 14, 1799, as greatly loved and universally respected as perhaps was the first citizen of any land.

The head on the stamp was engraved after the statue of Washington by Houdon in the state capitol at Richmond, Virginia. The essential facts regarding the statue and the sculptor may thus be given. Jean Antoine Houdon was born at Versailles, France, March 20, 1741, and died at Paris July 16, 1828. He showed remarkable aptitude as a sculptor at an early age, winning the Prix de Rome when nineteen. Before many years he was considered the greatest portrait sculptor of his time. In fact, by many he is still considered the greatest of all time. When the state of Virginia planned to have erected a statue of Washington, Benjamin Franklin and Thomas Jefferson, who were entrusted with the choice of a sculptor, quite naturally chose Houdon who, incidentally, was a friend of both. Refusing to make the statue except from life, he came to America in 1785, accompanied by Franklin. He went to Mount Vernon, where he worked hard for a fortnight, making a life mask and taking full notes. He then immediately returned to France to begin the actual work. He was paid the sum of 25,000 francs for the statue, as well as the expenses of his American journey. After completion the statue was sent to America and was placed in the State capitol at Richmond, Virginia, where it still stands. The inscription on the base of the statue reads as follows:

### GEORGE WASHINGTON

The General Assembly of the Commonwealth of Virginia have caused this Statue to be erected as a monument of affection and gratitude to GEORGE WASHINGTON; who, uniting to the endowments of the Hero the virtues of the Patriot, and exerting both in establishing the Liberties of his Country, has rendered his name dear to his Fellow Citizens, and given the world an immortal example of true Glory. Done, in the year of CHRIST, One Thousand seven hundred and eighty-eight and in the year of the Commonwealth the twelfth.

This is generally considered to be the truest and best portrait of Washington in existence, although probably the idealized portrait in oil by Gilbert Stuart is better known. In fact, all of Houdon's busts are noted for their very close resemblance to the original, and I feel sure that his statue of Washington portrays the Father of His Country as he really was. In visiting the museums of France I found it not difficult, though without special knowledge of the subject, to recognize Houdon's works. The frontspiece is from a photograph of the Richmond statue.

## CHAPTER V

### THE DESIGN, DATE OF ISSUE, AND NUMBER ISSUED

**T**HE design for the 3c 1851 was undoubtedly made up in about this manner: the medallion was either engraved directly on the original die block or was transferred to it from a transfer roll. The next step was very likely to rock the rosettes, one in each corner, from a small working transfer roll. The band of tessellated work on each of the four sides was then rocked on from another working transfer roll; after this the design was completed on the original die block, the triangles, upper and lower labels and diamond blocks, the inner lines and frame lines, being engraved by hand, as well as the horizontal lines between the rosettes and the medallion necessary to complete the design. A little touching up was also necessary where the tessellated work met the rosettes.

Regarding the rosettes, as has been stated, these almost surely came from a working transfer roll, but there is a possibility they were made on purpose for the stamps. I have never seen this particular rosette on any other work done by this firm.

The tessellated work, though, without any doubt at all, came from a wide band of such work used by this firm, its predecessors and successors for various bank notes and also for other stamps, notably the Franklin carrier, the 12c 1851, the 25c, 30c, and 40c Civil War first regular issue revenues, as well as for the 2c, 3c, 4c, and 6c private proprietary stamps made for Helmbold's Proprietary Preparations, Scott's Nos. 5381 to 5384, inclusive. The wide band of tessellated work mentioned above has been illustrated previously (see Figure 5), and came from a large card showing samples of the steel engraving done by the firm under the name of C. Toppan & Co.

It may be noted, in addition, that the head as it appears on the stamp, while undoubtedly copied from the Houdon statue, shows the bust in conventional drapings rather than in the military uniform of the original marble.

**THE OFFICIAL DESCRIPTION.** Luff states on page 66 of his work that "An official circular, dated June 10, 1851, announced and described the 1c, 3c and 12c stamps." Can anyone lend me a copy of this circular?

The official description of the 3c stamp is as follows:

"**THREE CENTS.** Profile bust of Washington, after Houdon, facing to the left, on an oval disk with very dark ground and a white line border. Around this oval is a beautifully tessellated frame, terminating in each of the four corners with a fine lathe-work rosette. At the top of the stamp is a straight panel, with a piece at each end cut off, bearing the words 'U. S. POSTAGE' in white capitals; at the bottom of the stamp, in a similar panel and with similar letters, are inscribed the words 'THREE CENTS.' A fine line encloses the stamp, forming a rectangle. Color, brick-red."

**FURTHER DESCRIPTION NECESSARY.** It is important that the various parts of the design be named, and that these be thoroughly understood, before attempting to study or to plate the stamp. A diagram showing the location of the various named parts is given in Figure 13. This is self-explanatory.

It may be noted that the upper left and both lower rosettes are normally placed, that is, the outer row of dots projects further out toward the frame line than the edge of the tessellated work nearest to the frame. But the fourth rosette, the upper right one, apparently through error, was placed a bit further from the frame line, and the continuation upward of the right inner line defining the outer edge of the right band of tessellated work, in the die proofs, runs up to the upper right triangle, just outside of the outer row of dots of this rosette. This is of importance in study-

ing certain of the recut varieties. The flaw on the dies showing in the upper left rosette has already been mentioned while describing the original die and the die block. It must not be mistaken for part of a shifted transfer.

Mr. A. R. Rowell draws attention to the fact that the medallion leans a little to the left. This was, I believe, quite possibly done purposely as it adds to rather than detracts from the effect of the stamp as a whole. The upper right rosette, as Mr. Rowell states, may have been placed a bit too far to the left because of this, so as not to be further from the medallion than the other rosettes.

Regarding the "inner lines". On the die proof the engraver drew a faint line defining the left edge of the left band of tessellated work, and a similar faint line defining the right edge of the

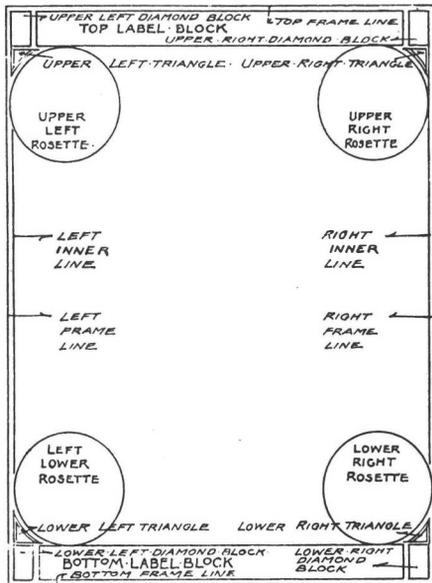


FIGURE 13

right band of tessellated work, but running from the lower right rosette up past the center of the upper right rosette to the lower angle of the upper right triangle. This line was so faint that the transfer roll made from the die never rocked more than faint traces of any "inner line", on any impression on any plate. Therefore, any issued stamp showing more than the faintest traces of either inner line has had this line drawn on the plate by hand.

**THE DATE OF ISSUE.** The new rate of 3c for prepaid domestic postage under 3,000 miles, and of 6c over 3,000 miles, came into effect Tuesday, July 1, 1851, and on this date the stamps were first issued to the public. Luff, on page 73 of his work, makes the following statement, although I do not know the source of his information: "The first stamps of this issue were delivered by the contractors on June 21, 1851, and consisted of 100,000 one cent, 300,000 three cents, and 100,000 twelve cents."

There was and probably still is in the Third Assistant Postmaster General's office at Washington an old record book which has been described, and from which certain statistics have been published by Mr. J. M. Bartels. I take the liberty of quoting from three different notes or articles which he has written in the *Philatelic Gazette*. First, on page 66 in Vol. I, No. 4, December 15, 1910, under the heading *Some Washington Notes*, he writes as follows:

#### Records of the 1847 Issue

"An old record book nearly two inches thick has been recently rebound in heavy leather and with gilt letters on a red background presents a striking appearance on one of the book shelves in the ante-room of the Third Assistant's office. This is the first record book of postage stamps ever kept by the government and contains an itemized statement of every shipment of the 1847 5 and 10c stamps ever sent out, giving date, quantity, whence they went and the name of the postmaster. This record runs for about four years and covers a large section of the old book which is

in a remarkable state of preservation."

In Vol. II, No. 19, for June 1, 1912, under the heading of *Latest Washington Stamp News*, he writes thus:

A Valuable Old Record Book

"In the December 15, 1910, issue of *The Gazette* appeared an account of an old record book which was discovered in the archives by Mr. Travers and after being handsomely bound in leather was placed in the bookcase of the Third Assistant's office. It is about 17 inches long and 2 inches thick, containing the records of all postage stamps from July 1, 1847, to June 30, 1853. The pages have printed headings, the last three columns being '10s'—'5s'—'Value'. \* \* \* Beginning with 1851 we find the columns changed in manuscript. The '10s' is made into a '3' and the '5' into a '1', each still followed by an 's'. Another column in which there is seldom any entry has been placed ahead of the '3s' and is headed '12s'. No issue of any other stamps is recorded in this volume which is entitled *Postage Stamps Issued to Postmasters July 1, 1847 to June 30, 1853*.

"Some of the heaviest shipments recorded are: February 21, 1853, New York, Isaac N. Fowler, 30,000 3s and 100,000 1s; the order was duplicated March 2 of the same year and on March 23, he received 10,000 12s and 300,000 3s."

And finally, in Vol. V, No. 3, for March, 1915, there is a one-page article entitled *United States—1851 Issue. Dates of First Consignments*. This I quoted as far as it has to do with the 3c stamps.

"While in Washington lately I looked into the records of the first shipments of stamps of the 1851 issue as I believe no data on the subject has so far been published. The first consignment of this issue was made June 30, 1851. The record for this day is as follows, the second date being the receipt by the postmaster:

		1c	3c	12c
June 30, July 1	Baltimore .....	10,000	20,000	
" "	3 Boston .....	20,000	40,000	
" "	2 New York .....	10,000	30,000	
" "	2 Philadelphia .....	10,000	30,000	
" "	2 Albany .....	13,000	20,000	1,000
" "	3 Buffalo .....	10,300	20,000	1,000
" "	4 Auburn, N. Y. ....	300	5,000	500
" "	5 Bath, N. Y. ....	300	3,000	200
" "	3 Binghamton, N. Y. ....	300	3,000	200
" "	2 Brooklyn .....	300	5,000	500
" "	3 Canandaigua, N. Y. ....	300	3,000	200
July 1, July 1	1 Washington .....	1,000	10,000	

"On July 1, 1c and 3c but no 12c were sent out as follows: New Orleans, Mobile, St. Louis, Cincinnati, Louisville, Hartford, New Haven, Providence, Bridgeport, Norwich, Newport, New London, Springfield, Mass., Worcester, Lowell, Concord, Portland, Me., Augusta, Me., Bangor, Portsmouth, N. H., Rochester, Richmond, Petersburg, Va., Charleston, S. C.

"On July 2, additional 1c and 3c stamps were consigned to Washington, New York, and Baltimore; on July 3, to Boston, New York, Baltimore, and Philadelphia. On July 5, 29 cities were supplied with 1c and 3c stamps and after that a large number of consignments were made daily. \* \* \* This list will be of special interest to collectors in search of early date cancellations."

While writing up the 1847 issue I strongly suspected that the list as given in this book of early consignments of the '47 stamps was either incorrect or incomplete, and I fear that the same thing is true of the early 1851 consignments. My reason for so thinking is as follows: I have had in my own collection, or have

seen, covers bearing the 3c 1851 used July 1 of that year from Baltimore, Md., Boston, Mass., (two) Cincinnati, Ohio, Chicago, Ill., Hartford, Conn., Lowell, Mass., Mobile, Ala., New London, N. H., Philadelphia, Pa., South Wilbraham, Mass., and probably from Cumberland, Md.; used July 2, 1851, from New York City, Rochester, N. Y. and St. Louis, Mo.; used July 3, 1851, from Burlington, Vt., Louisville, Ky., Middletown, Conn., and Richmond, Va. Others undoubtedly exist. Comparison of this list with the date of the receipt of the earliest consignment shows that something is wrong. For example, according to the dates given by Mr. Bartels, 3c stamps were shipped to Hartford, Conn., Lowell, Mass., and Mobile, Ala., on July 1, necessarily arriving at a later date. Five of the towns I have mentioned above are not included in the list at all.

I suppose it is possible that some stamps may have been used contrary to instructions, before July 1, 1851, as I think it quite likely that certain post-offices received stamps before this date, although according to the list quoted by Mr. Bartels this is not true. I have a more or less distinct recollection of having seen in some philatelic paper, perhaps ten or twelve years ago, a note written by an Englishman stating that he had seen the 12c 1851 mailed from the United States to Great Britain late in June, 1851. I have not been able to re-locate this reference, so cannot check the statement. Does anyone know where it was published?

I think it is quite right to assume that July 1, 1851, was the date on which at least the 1c and 3c stamps were first sold to the public.

**THE NUMBER ISSUED.** Approximately 1,020,896,741 of the 3c stamps were issued between July 1, 1851, and the dates on which they were demonetized, notably November 1, 1861, December 1, 1861, and January 1, 1862, for varying sections of the country. It is interesting to compare these figures for a total of ten years with those of today. During the single fiscal year ending June 30, 1922, the Bureau of Engraving and Printing printed 14,380,912,117 stamps of all denominations.

The figures mentioned above for the 3c 1851-1857 issue was determined with the aid of two articles, the first of which entitled, *Regarding the Quantity Issued of United States Stamps of the 1851-1857 Series*, by myself, appeared in *The American Philatelist* for October, 1922. The second, a solution (perhaps the best one I have seen) of this problem by Mr. Gordon Ireland, appeared in the December, 1922, number of the same magazine. Reference to these articles will show that details of the number of stamps issued for the fiscal year ending June 30, 1855, to and including the fiscal year ending June 30, 1858, were lacking. By a fortunate chance I discovered the total number of all stamps issued, and their value, for the missing four fiscal years, and with the aid of these and some careful figuring in proportions and percentages, Mr. Ireland estimated the number of each denomination, the result being probably as accurate a determination as is possible under the circumstances.

The number of 3c stamps, with their value, issued each of the known years, with the estimated number for the four missing years, is as follows, the estimated figure being marked with an asterisk; the accuracy of the approximate figures may be checked by anyone interested by reference to the articles given.

				3 Cents	
Year ending June 30,				Number .....	48410035
				Value .....	1452301.05
" " " "	1853			Number .....	51461040
				Value .....	1543831.20
" " " "	1854			Number .....	47820000
				Value .....	1434600.00
" " " "	1855			Number .....	* 61952758
				Value .....	* 1858582.74

## THE DESIGN, DATE OF ISSUE, AND NUMBER ISSUED

"	"	"	"	1856	Number .....	*105264313
					Value .....	* 3157929.39
"	"	"	"	1857	Number .....	*118410137
					Value .....	* 3552304.11
"	"	"	"	1858	Number .....	*134804002
					Value .....	* 4044120.06
"	"	"	"	1859	Number .....	142087800
					Value .....	4262634.00
"	"	"	"	1860	Number .....	159463600
					Value .....	4783908.00
"	"	"	"	1861	Number .....	151223056
					Value .....	4536691.68

In estimating the perforated and imperforate stamps I have figured that 40 percent of the 3c stamps issued during the year 1857 were without perforation, hence my total for the imperforate stamps is 362,272,200, while that for the perforated stamps is 658,624,540. The issuing of officially perforated stamps is stated to have commenced on February 27, 1857, and I have seen a copy of the 3c value with official perforation used as early as March 4 of that year. However, I am convinced that comparatively few of the stamps issued before July or August of 1857 were perforated. I believe this to be so because of the scarcity of perforated stamps on covers dated prior to September 1 of that year. The question of perforation will be discussed more fully under the heading *Varieties of Perforation*, which will appear later.

As to the percentage of perforated stamps which came from the plates made for the imperforate stamps, that is, those with outer frame lines at top and bottom, my estimate is about 6 percent. My earliest date of use of the Type II stamps is July 13, 1857, and it is probable that comparatively few Type I stamps were issued to postmasters after September 1 of that year, excepting for a few months in 1859, when apparently, because of the lack of a sufficient number of Type II plates to meet the demand, plates 4, 6, and 7 were again placed in use, probably but for a few months. The proof that this 1859 usage really occurred is, that Type I stamps with an 1859 year-date are far more common than those showing any other year except 1857; and further, that most stamps so cancelled are on the thin, comparatively porous paper in use in 1859, and not in 1857. The 6 percent of course is approximate, but perhaps somewhere nearly right. It was arrived at by taking the total number of stamps for the fiscal year 1857 and the fiscal year 1858, adding them together, and dividing by 2, thus giving roughly an idea of the number of 3c stamps, 126,707,068, used during the calendar year 1857. I have already estimated that 60 percent of the stamps in the year 1857 were perforated. Of course the division of the 60 percent into Type I and Type II stamps is arbitrary, but I have estimated that probably three months' quantity (3/12 of the year's total supply) is a generous amount to assign to the Type I perforated stamps, Type II stamps certainly having appeared prior to September 1 of that year. This gives 31,651,767. I have added to this, 5 percent of the total issue of 3c stamps for the fiscal year ending June 30, 1859. This amounts to 7,104,390. Adding these two figures gives my approximation of the entire quantity of Type I stamps, 38,756,157. Subtracting this from 658,624,540, the whole number of perforated stamps, we have a figure representing the Type II quantity, 619,868,383. One is about 16½ times larger than the other, the Type I stamps therefore amounting to a little less than 6 percent of all those perforated. If this is true, the catalogue quotation for Type I and Type II perforated stamps is not in proportion, the Type I stamps being sixteen or seventeen times rarer. Before I made these estimates I felt that this Type I stamp was under-catalogued.

In giving the history of each plate, an estimate will be made of the number of stamps printed from it.

The following letter, discovered by Mr. Delf Norona, appeared in STAMPS for June 16, 1934. It is of interest as showing the quantity of stamps necessary for the first fiscal year, as estimated by the Post Master General, and also because it tells of the difficulty the firm furnishing the stamps had in supplying sufficient quantities at the beginning of their contract. The letter in full is as follows:

“Washington, D. C., July 10, 1851

“Messrs. Toppan, Carpenter, Casilear & Co.  
Philadelphia.

“Mr. Waller has returned and has delivered at the department the stamps yesterday received by him at Philadelphia. I regret exceedingly that you have not been able to furnish a larger quantity as we are continually pressed from every quarter for a supply where it has not already been furnished and for a further supply at nearly all the larger offices to which stamps have been sent. Mr. Warren estimates that we shall want 120,000,000 the first year and I have no hesitation in saying that you will not be compelled to keep any on hand if you make your arrangements to furnish that number within the year.

“I trust you will at once increase your force and extend your means of multiplying stamps so as to meet the demand as this is very important to our reputation and your own. You may rest assured that the Department will at all times do all in its power to accommodate you, but the press upon us now is so great that we must be most urgent in our entreaties for a large increase of the supply. We most strenuously urge that from 2¼ to 2½ millions per week be furnished until all the offices are supplied and if you could furnish from 3 to 4 millions per week we should be exceedingly gratified. I would not be thus urgent, but the public are suffering and the Department is continually censured because the stamps are not furnished to meet the present demand. Our revenues too will be diminished if we do not meet the demand for stamps.

(Signed) Nathan K. Hall  
Post Master General.”

As far as I know no statistics have ever appeared giving the quantity of stamped envelopes issued, which had first been put on sale to the public on July 7, 1853. The following figures found in the 1853 Report of Postmaster General James Campbell, though for three months only, are interesting:

“During the quarter ending Sept. 30, 1853, there were issued to Postmasters for sale: 464,350 note size three cent stamped envelopes, 8,118,250 letter size three cent stamped envelopes, 150,000 letter size six cent stamped envelopes 181,050 official size six cent stamped envelopes, amounting in all to \$295,292.09.”

From these figures it is quite evident that the number of stamped envelopes issued, very materially reduced the number of adhesive stamps used, thus accounting for the small increase in the number of 3c 1851 stamps issued in 1853 and the actual decrease in 1854.

Mr. Elliott Perry is undoubtedly right in stating that the 6c 1853 green envelope, probably printed in the letter size only, was meant for the single rate, in both directions, between the Pacific Coast and the East; while the 6c 1853 red envelope, which was of the large or legal size, was meant for the double 3c domestic rate.

## CHAPTER VI

### DETAILS OF PLATE ARRANGEMENT

**N**UMBER OF PLATES. Twenty-nine plates were made for the 3c stamps. These were numbered from 1 to 28 inclusive, but one additional plate existed which never bore any number. Toppan, Carpenter, Casilear & Company evidently did not begin to number their stamp plates until about the beginning of the year 1852. Before this date one of the four 3c plates that had been made was permanently discarded, probably because damaged, this accounting for the unnumbered plate.

Of the twenty-nine plates, nine were made and used for the imperforate stamps, the unnumbered plate, called number "0" for convenience, and those numbered from 1 to 8 inclusive. Of these nine plates, seven, numbered from 2 to 8 inclusive, were used also for the perforated stamps (Scott's 1857, Type I). The remaining twenty plates were all made and used exclusively for the perforated stamps (Scott's 1857, Type II) being numbered from 9 to 28 inclusive.

**IMPRINTS.** Each plate bore in two places the imprint of the engravers, at the right of the right pane, reading up; and at the left of the left pane, reading down. It was always placed in the middle of the pane from top to bottom, and extends from opposite the center or upper half of the seventh horizontal row, counting from the top, to opposite the center or lower half of the fourth horizontal row. The imprint



FIGURE 14

was originally engraved on a die and from this die a transfer roll was made, this in turn being used to rock the imprint on each stamp plate. It reads "Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati." The complete imprint is about 76 mm. in length. It is in Roman type, excepting "BANK NOTE ENGRAVERS," which is in Gothic type (see Figure 14). In October, 1854, Casilear left the firm, the name being changed to Toppan, Carpenter & Company. But it was not until more than two years later (1857) that the attempt was made to omit the name "Casilear" from the imprint; and even then, instead of engraving a new die and making a new transfer roll the attempt was made to omit the word "Casilear" by rocking "Toppan, Carpenter" on the plate, then taking up the transfer roll and putting it down again so as to impress "& Co. BANK NOTE ENGRAVERS, Phila., Boston, & Cincinnati". But the result was never perfectly successful, and was occasionally ludicrous. Some remains of the word "Casilear" may always be found, in at least one case the "ar" of "Casilear" appearing directly after "Carpenter," causing it to read "Carpenterar," while in another, "Carpenter" appears as "Carpenterr". Finally, in 1860 a new imprint reading "Toppan, Carpenter & Co., Philadelphia", in colorless letters on a dark ground, was designed. This was used on certain plates, No. 12 and probably No. 11 of the 1c, No. 3 of the 12c, and No. 1 of the 30c and 90c, but was never used for any of the 3c plates. All the plates made for the imperforate stamps, Nos. 1 to 8 inclusive, and the unnumbered plate called No. "0", bore the first type of imprint unaltered, that

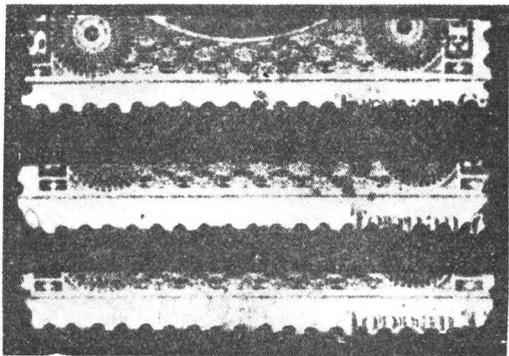


FIGURE 15

printed from before the imprint was added, but this is very unlikely.

One of the 3c Type II plates (number 26) shows a slightly shifted transfer of the imprint on the right pane, the letters of the word "Toppan" being doubled (see Figure 15). Many identical copies of this have been seen so it cannot be an error of printing.

The right pane of plate 15 shows the last word of the imprint "Cincinnati" to read "Cincinnati" (see Figure 16.) This is surely due to a "short transfer", as at least six identical examples of this error have been seen.

All of the stamps showing part of the imprint from the first nine plates, those existing imperforate, may readily be plated, but single copies of the Type II stamps showing part of the imprint without plate number cannot always be assigned to their proper plate. The individual imprints will be more fully described in giving the history of each plate.

**PLATE NUMBERS.** During the first few months of the manufacture of the 1851 issue of stamps none of the plates of any of the values bore a number, but commencing about the first of January, 1852, the firm of engravers began to number the plates then in use, beginning with No. 1 for each denomination, including the Eagle carrier as a separate stamp. The plates which had been discarded before this date, one 3c 1851 plate and the plate for the Franklin carrier, never bore any number. A

is, including "Casilear", while all the plates made specially for the perforated stamps (Scott's Type II) numbered 9 to 28 inclusive, bore the second type of imprint, with the word "Casilear" more or less successfully omitted.

Plate 1 of the 3c was printed from, though for a very short period, before the imprint was added to the plate. It is also just possible that some of the other plates used in 1851, the unnumbered plate called "0" and those later numbered 2 and 5, were also

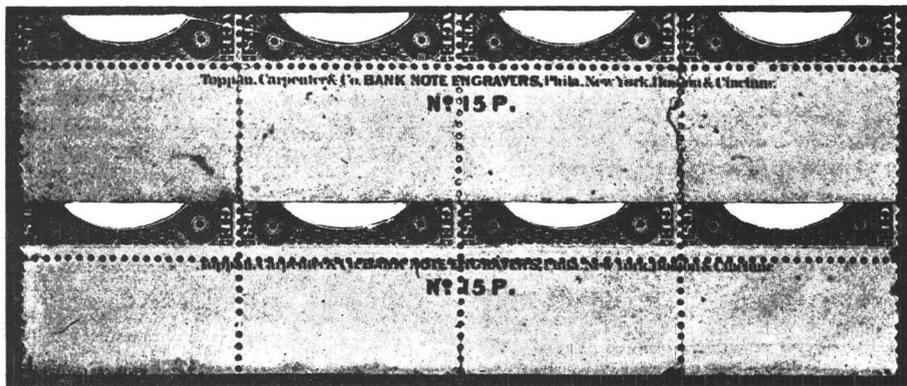


FIGURE 16

second 3c 1851 plate which had been discarded during the same period, and had been put aside without any number, was placed in use for a second time some years later, during 1855. It was then given the number 5, plate 4 having just been made. Thus the extremely odd occurrence that plate 5 was made and used about four years before plate 4!

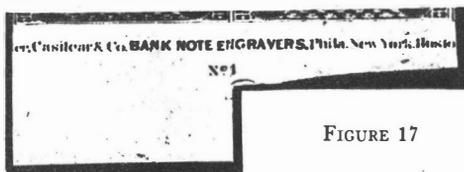


FIGURE 17

The plate numbers were all engraved by hand, and thus the size and character of the numerals varies considerably. For example, the numeral on plate No. 1 was a bit over 1 mm. high, while the numerals on plate 28 were over  $2\frac{1}{2}$  mm. high (see Figures 17 and 18). The number was always placed opposite the center of the imprint, and like it, read up on the right pane and down on the left. On the first eight numbered plates it was stated thus: "No. 6", that is, without any letter "P." following, whereas with two exceptions all of the plate numbers that have been seen from 9 to 28, inclusive, have "P." directly after the number, thus: "No. 20 P.", this "P." undoubtedly standing for the word "Plate" (see Figure 18). Both panes of plates 10 and 11 are the exceptions. (see Figure 19).

The "4" on the left pane only of plate 4, the "9" on both panes of plate 9, and the "4" of "14" on the right pane of plate 14 of the 3c stamps were all engraved

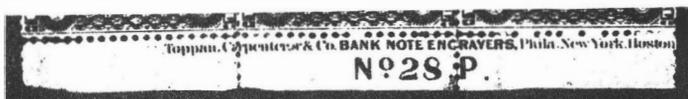


FIGURE 18

in reverse position, as shown in Figures 20 and 21. The right pane of plate 4 shows the number in normal position. The plate number from the left pane of plate 14 has not been seen. Whether the number was thus engraved purposely or not is difficult to state, but it seems more likely that it was done by error because it happened so rarely; although it must be remembered that a numeral thus engraved shows normally on the plate itself. All the other numbers that have been seen are normal.

Imperforate stamps showing the plate number are extremely rare either used or unused. This is so because the sheet margins were almost invariably trimmed away at the time the stamps were cut apart. The numbers on all the imperforate plates have been seen. I have never seen or heard of but two examples of a plate number from perforated sheets of these plates, one each of No. 6 and No. 7, both from the left pane.

Regarding the plate numbers on the Type II perforated stamps; used, these are all of extreme rarity, and unused, those below No. 20 are also decidedly scarce. The only numbers among these which have been noted are 9 (both panes), 10 (both panes), 11 (both panes), 13 (left pane), 14 (right pane), 15 (both panes), 18 (left pane), and 19 (right pane). But unused blocks or strips bearing the plate numbers from 20 to 28, inclusive, are comparatively common because of the numerous remainders due to the Civil War. Exception must be made of plate No. 22, no example of which has been seen. The individual plate numbers will be discussed more fully with the history of each plate.

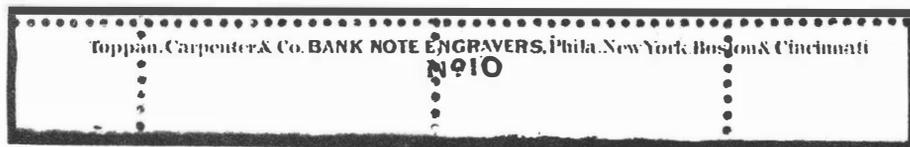


FIGURE 19



FIGURE 20

The writer is very anxious to see any of the missing plate numbers as follows: perforated (Type II), 12 (either pane), 13 (right pane), 14 (left pane), 16 (either pane), 17 (either pane), 18 (right pane), 19 (left pane), 21 (left pane), 22 (either pane), 26 (left pane). Full panes of any of these are particularly desired.

**TRANSFER ROLLS AND TRANSFER ROLL RELIEF VARIETIES.** This is an extremely difficult subject as far as the 3c stamps are concerned. With many of the values of this set, the 1c, 5c (from plate 2), 10c, 24c and 30c, the edges of the design, particularly at the top and bottom, were more or less trimmed away, usually to allow of perforation, and thus the variations are marked enough to make their differentiation comparatively easy. But with the 3c stamp the only alteration made on the transfer roll used for the plates for the imperforate stamps, was the removal of such of the tessellated work of the design as impinged on the white oval around the medallion. In addition, the transfer roll used for the plates made for the perforated Type II stamps had the top and bottom frame lines removed from each relief, but this was so easy a matter that no variations may be discovered between the impressions from the different reliefs. For all the "imperforate" plates there was used a transfer roll bearing



FIGURE 21

three reliefs, two close together and one by itself; or perhaps two transfer rolls, one bearing the two reliefs close together so that two impressions could be rocked at a time, while the other bore a single relief. For our purposes we will consider that all three reliefs were on one roll, which will be called transfer roll No. 1. These three reliefs will be designated as A, B, and C, C being the odd third relief which was probably by itself on the roll. Of the two reliefs close together on the roll, A was above B, so that when the two impressions were rocked simultaneously on a plate the impression made by relief A was always above that made by relief B.

The first five plates for the imperforate stamps were probably made in this manner: the top ten impressions on each pane were first rocked on the plate with relief B. Then, working from the top of the plate down, two impressions were rocked at a time, using relief A and B together, as follows: second and third, fourth and fifth, sixth and seventh, eighth and ninth rows. The tenth or bottom row was then rocked with transfer roll relief B, as had been the top row. Or, perhaps each vertical row of ten was rocked as soon as a top row impression had been made. But in either case the plates were made starting with the top row impressions and working downward. Thus, normally, the first five plates, taking any vertical row on the plate, read as follows from top to bottom, as far as the relief employed is concerned: "B, A B, A B, A B, A B, B". The other four imperforate plates were made in exactly the same manner, excepting that the top row impressions were made from the C relief instead of the B relief, as was the case with the first five plates. Incidentally, what is practically this same odd arrangement is also found on some of the plates of the other values.

The arrangement of the guide dots on the plates apparently bears out this sequence of use of the reliefs, although on the face of the thing it seemingly would have been much simpler and easier to have employed the two reliefs close together on the roll five times, working from the top of the plate downward.

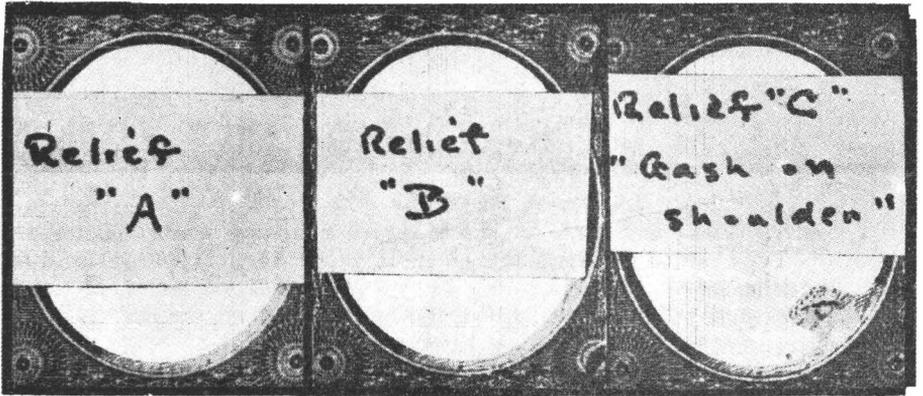


FIGURE 22

There are, however, a considerable number of exceptions to the arrangement as mentioned, on both the first five and last four plates. In all but one state of one plate (plate No. 5, late state), almost all of the exceptions consist of impressions from the C relief in certain positions on the plate, where an A or B relief impression was normally used. These probably occurred because of the habit of using the C relief to re-enter odd positions here and there on the plate, when this was necessary. On the first five plates this commonly occurred in the top row, though also very rarely in the body of these plates. As for the last four imperforate plates, the C relief was occasionally used in the body of the plate, and much more rarely the A relief was used in a row which normally shows the B relief. In at least three instances the B relief was used in an A row. The late state of plate 5 is exceptional in regard to the use of reliefs. This plate was very extensively re-entered in 1855, when it was put into use for the second time, and for some reason the A relief was employed for eighteen of the twenty bottom row positions. Eighteen positions elsewhere in the plate also show misplaced reliefs. Misplaced relief impressions are of considerable interest, and will be described more fully in dealing with the history of each plate. Both the normal and misplaced relief varieties are of very great importance in plating the stamps.

Stamps printed from the impressions on the plate made with the three reliefs may be easily told apart in the great majority of cases. The impressions from relief A are thus described: when the part of the tessellated work which impinged on the narrow white oval around the medallion was trimmed out on the roll at the top and bottom of the design it was done in such a manner as to leave a smooth, continuous line outside of the white oval, both at the top and bottom; whereas, with relief B, a distinct break occurs in this line at the top, directly beneath the center of "O" of "POSTAGE", and at the bottom, directly above the "C" of "CENT". In fact, at the bottom it looks as though a small bit of the tessellated work had been left projecting into the white space, this being perhaps two-thirds as long as the letter "C", below it, is wide. These variations between the A and B reliefs are ordinarily well enough marked so that copies may be separated without the aid of a glass. (See Figure 22 for an enlargement, which shows the variations between reliefs A, B, and C). However, by the time the last four plates were made, the B relief showed the break in the design at the top and bottom, somewhat less distinctly than on the first five plates. The impressions from the C relief can always be told by the presence of the so-called "gash on the shoulder", which is a line of color, almost horizontal, just at the upper edge of the button on the drapings of Washington's tunic. This

gash is evidently due to a damage on the C relief which, in all probability, occurred while the roll was being made, because it is known on very early impressions from the first plate. This gash varies much in clearness, sometimes being strong enough to disfigure the stamp, while in other cases it is so faint that it can be made out with difficulty. The cutting out of the tessellated work on this relief at the top and bottom of the oval, left lines which closely resembled those on transfer roll relief A, excepting that the line at the bottom is hardly as smooth. From what has been said it will be understood that the variety "gash on the shoulder" is not rare, there being eighty positions, all of the top rows of the last four plates showing it, as well as several instances in which it was used out of its regular position in the body of the last four plates and, further, in a few odd positions on some of the first five.

Regarding the plates made for the perforated stamps, numbers 9 to 28, inclusive, little that is absolutely certain can be said about the transfer roll relief arrangement. The location of guide dots on the plate and careful study of the way the tessellated work was cut out in the white oval around the medallion on stamps from the various rows makes it seem almost sure that these plates were made with a six relief roller, as were some of the later 1c plates, those numbered from 5 to 10, inclusive. This transfer roll will be called No. 2. The vertical spacing between the reliefs on this roller did not vary to any appreciable extent. The removal of the frame line at the top and bottom on each of the various reliefs on this transfer roll was done so carefully that absolutely no variation can be detected on the stamps. The cutting out of the tessellated work showing in the white oval around the medallion was also done with much care, although sufficient variation may be noted so that the relief can be determined. The cancellation or a bad impression, however, makes this impossible in a certain rather small percentage of stamps. There were six reliefs on the roll, used in the following order from the top to the bottom of the plate - A, B, C, D, E, F, C, D, E and F.

The distinguishing characteristics of the six reliefs may thus be described. The trimming done at the two sides of the stamp does not help in the identification so we must depend entirely on that at the top and bottom.

Relief A—Used for the top row on all these plates, can be distinguished easily, as it became damaged evidently before it was used at all. This damage shows on the finished stamps as a white or nearly white space at the outer edge of the lower end of the band of tessellated work to the left of the medallion. This space is roughly 1 mm. in diameter, and is located so that if a horizontal line were drawn touching the outer row of dots at the top of the lower left rosette it would pass directly through the center of it. This white space was so conspicuous that on certain plates, perhaps a third of those made for the Type II stamps, part of all of the impressions on the plates showing it, were touched up by hand. This occurred on Plate 10 (right pane only), Plate 11 (both panes), No. 1 in the left pane of Plate 20, Plate 20 (right pane), No. 1 in the left pane of Plate 24, and on both panes of Plate 25; while Plate 10 (left pane only), Plate 20 (left pane excepting No. 1), Plate 23 (both panes), Plate 24 (both panes, excepting No. 1 in the left pane), Plate 27 (right pane), and Plate 28 (right pane), were not touched up by hand. I am unable to tell which of the plates not mentioned were recut, not having seen complete panes. This touching up consisted of a more or less successful attempt to imitate the missing tessellated work. Because it was done by hand, no two examples are absolutely alike. Occasionally it was done so carefully that it is difficult to tell whether or not a certain stamp comes from a position on the plate that has been repaired, but usually they are easily identified. The break and three typical examples of this retouching are shown in Figure 23.

The tessellated work was further damaged; a second smaller area to the right of the break already described, being found. This is roughly triangular in shape and is just above the lower left rosette, being a little less than half the size of the other break. It is less conspicuous than the larger one and was only rarely repaired, probably on less than half a dozen stamps. 8 and 9R20 show typical examples of this double repairing, the smaller area at the right having had respectively four and three dots added by hand. Note that this second area sometimes is quite white while at other times it shows a bit of color due to traces of the dots of the original tessellated work.

Relief B—Used for the second horizontal row only. At the *top*, the line defining the top of the white oval is not broken, but appears a little thicker in the center under the right 2/3 of the O and left third of the S of POSTAGE. At the *bottom*, the line defining the bottom of the white oval is usually not broken although occasionally there appears to be a very small break above the middle of E of CENTS. The line defining the top of the white oval runs to or almost to the background of the medallion at the left.

Relief C—Used for the third and seventh horizontal rows. At the *top*, it appears the same as in Relief A. At the *bottom*, the line defining the bottom of the white oval shows a very short break above the middle of E in CENTS. The line defining the top of the white oval stops about 1 mm., or sometimes a very little more, from the background of the medallion at the left. Reliefs B and C are sometimes difficult to separate one from the other.

Relief D—Used for the fourth and eighth horizontal rows. At the *top*, the line defining the top of the white oval is not broken and appears to be of normal thickness. At the *bottom*, the white oval is too narrow above the right half of the C and the left half of the E of CENTS. The line defining the bottom of the white oval is not broken. The line defining the top of the white oval is abnormally faint from above the left edge of the N of CENTS all the way to the background at the left.

Relief E—Used for the fifth and ninth horizontal rows. At the *top*, the line defining the top of the white oval is not broken and appears rather thin under OS of POSTAGE. At the *bottom*, the line defining the bottom of the white oval shows a break of about 1 mm., starting above the middle of the vertical bar of the E of CENTS, and running to a point above the interval between E and N of CENTS.

Relief F—Used for the sixth and tenth horizontal rows. The stamps from the sixth row usually show a guide dot near the lower right corner. At the *top*, the line defining the top of the white oval shows a tiny break squarely below the interval between the S and P of POSTAGE. At the *bottom*, there is a break the same, or almost exactly the same, as in Relief E. The E and F Reliefs are the most difficult to tell apart.

MAKE-UP OF THE PLATES. The plates were all made up of 200 subjects, arranged in 2 panes of 100 each, side by side, with a certain space between, about in

the middle of which a vertical "center line" was drawn as a guide for cutting the printers' sheets of 200 into post-office sheets of 100. Each pane consisted of ten rows of ten stamps, and, with the exception of a very few sheets without imprint from the earliest printings, bore the engraver's imprint in the right margin of the right pane, reading up and in the left margin of the left pane, reading down. Beginning about January 1, 1852, a number was added just outside of each imprint on each plate then in use, and after this date all plates of all values bore a number.

The method of indicating the position of any stamp on the various plates is as follows: the hundred stamps of each pane are numbered from 1 to 100, starting with the top horizontal row and numbering from left to right. The pane, left or right, is indicated by adding a capital "L" or "R" respectively, after the number giving the position in the pane, and then the plate number is put last in Arabic numerals, "0" being used for the unnumbered plate. One plate exists in three states, called early, intermediate, and late, and two other plates exist in two states, early and late. The state of the plate, when there is more than one, is indicated by an "e", "i", or "L" in parenthesis directly after the number of the plate. A few examples will make this method clear: "91L4" is the first stamp at the left in the bottom row of the left pane of plate 4; "4R26" is the fourth stamp from the left in the top row of the right pane of plate 26; "41L5 (e)" is the first stamp at the left in the fifth row in the left pane of plate 5, early state; "90R1(i)" is the last stamp to the right in the ninth row of the right pane of plate 1, intermediate state; "45L2(L)" is the fifth stamp from the left in the fifth row of the left pane of plate 2, late state. It will be noted that this method of numbering saves much space. Incidentally, in this handbook Roman numerals are used only in indicating the types of the stamps.

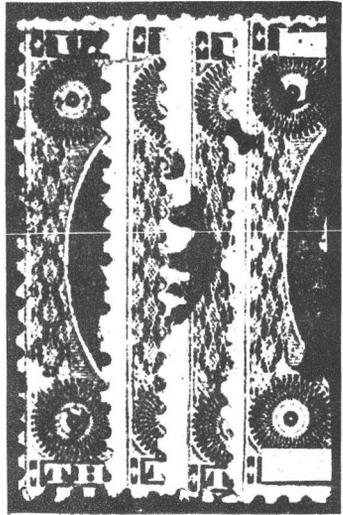


FIGURE 23

**GUIDE DOTS AND GUIDE LINES.** First, regarding the nine plates made for the imperforate stamps. Here, with two possible exceptions, dots rather than lines were used in laying out the plates and marking the positions for the impressions of the transfer roll. The dots on each pane are found on the finished sheet of stamps as follows: for each pane a row of ten dots was placed so as to come at the upper right corner of every stamp in the top row and even with the top of it. Nine dots were placed so as to come at the lower right corner of each stamp in the third, fifth, seventh, and ninth rows from the top, except on the stamp at the extreme right of each of these four rows, which shows no dot. Further, the tenth stamp in the top row occasionally has no guide dot. A dot is also found about  $1\frac{1}{2}$  mm. to the left of the first stamp in each of these rows, and even with the bottom of it. Tiffany states (page 99 of his work), "The process of making these plates is said to have been; first to mark out on a soft plate of steel the points at which the right vertical line of each vertical row of stamps was to come, by a dot at the top and bottom of the plate." This is surely wrong, as stamps from the bottom row show no dot. (See Figure 24 for a diagram showing location of all guide dots).

From the location of the dots, it is evident that the guide dots to the left of the impression which was being struck (as shown on the finished sheet of stamps) was used for this purpose rather than the dot which appears on the stamp itself. Proof of this is found in the absence of dots in the extreme right vertical row of each pane

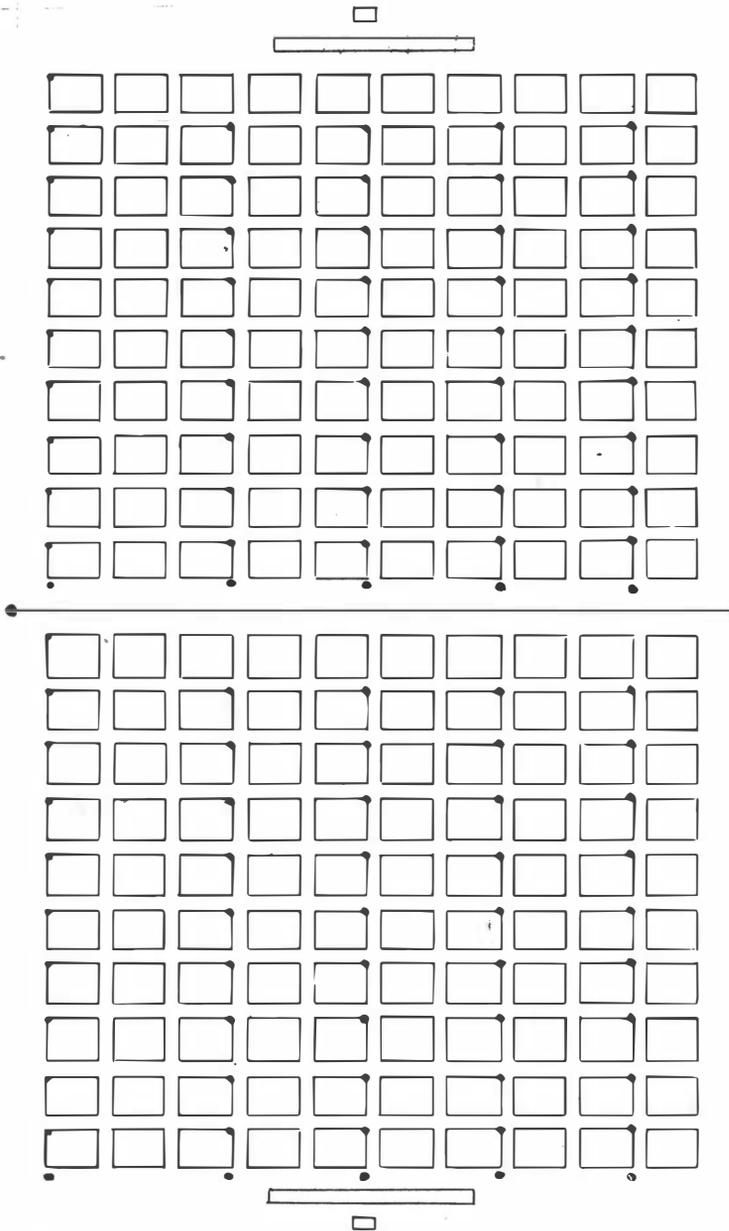


FIGURE 24

This shows diagrammatically a complete sheet of the 3c 1851, right and left panes, giving location of all the guide dots. The center line shows a large dot at its upper end. Certain plates only show such dots, which when present are at both ends.

and by the presence of dots in the margin to the left of the first vertical row of each pane. Because two reliefs close together on a roller were used for rocking two impressions at a time (excepting for the top and bottom rows of the plates) guide dots exist only on every second row in the body of the plate. The top row was rocked first, each time using the guide dot to the left of the stamp being rocked (to its right on the metal plate). The second and third rows were next rocked simultaneously, using the dots to the left of the lower of the two impressions and so on down the plate,

until the bottom row was reached, the impressions of which were seemingly located by using the lower edge of the designs of the ninth row, or the dots at the bottom of these stamps.

These guide dots or position dots, as they are sometimes called, vary much in size and shape, as well as in reference to the position relative to the corner of the stamp. The variations are due to the fact that they were put on the plate by hand and because in the process of "cleaning up" the plate, removing the burr, burnishing, etc., their character was often changed. Some dots are so faint as hardly to be seen, while others are much larger than the average. Occasionally two or even three dots are found in place of one, the groups of three being found only at the top of certain plates. The additional dot or dots were probably added by hand to correct a badly placed one.

Because of imperfect alignment and spacing the dots may be found at a greater or less distance in any direction from the corner of the stamp, where they should normally appear. In two instances the guide dot is found  $1\frac{1}{4}$  mm. to the left of the lower right corner of the stamp. No greater variation has been noted. Occasionally there are found between two stamps, either horizontally or vertically. In few instances the dot intended for the lower right corner of a stamp was far enough out of position so that it fell on the upper right corner of the stamp below, making single copies of this lower stamp (when so cut that no part of the stamp above shows) appear to be from the top of the plate. For example, the guide dot which should have been at the lower right corner of 45R1 (all states) appears at the upper right corner of 55R1. Sometimes a heavy part of the stamp design fell so that it completely obliterated the guide dot. Rarely a guide dot fell between the lower right corner of the lower label block, or the upper right corner of the upper label block, and the adjacent diamond block. When such stamps are not clearly printed they give the appearance of having the label block and diamond block joined by an error of recutting. The most remarkable example of misplaced guide dot is found in 69L5, both early and late state, the dot appearing squarely in the center of the white space in the middle of the lower right diamond block.

In addition to the guide dots mentioned, occasional accidental dots are found on certain of the plates: for example, at the lower right corner of 94R4; about  $\frac{1}{2}$  mm. below and to the left of the lower left corner of 91R4; and near the right end of the bottom frame line of 99R1 (L).

One stamp on plate 4 (99R4) shows what seems to be a vertical guide line just to the right of the design, running the entire height of the stamp (see Figure 25). This very likely is accidental. The right pane of plate 6, however, has what seems to be a deliberately placed guide line running from the top to the bottom of the sheet, between the eighth and ninth vertical rows, being nearer the stamps of the eighth row. This line is continuous (see Figure 26), and stamps showing it must not be confused with those from the left pane of plate 3 showing an extra line outside of the frame line at either right or left. These extra lines on plate 3 copies are not continuous between the stamps, and were added deliberately to make less conspicuous some very bad spacing. Further, plate 3 stamps all have inner lines, whereas the stamps from plate 6 are without inner lines. As both plates 4 and 6 were used for

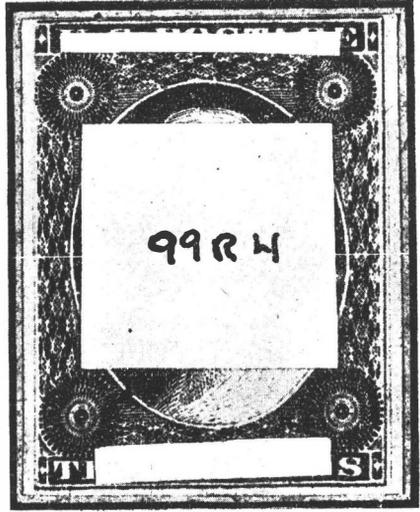


FIGURE 25

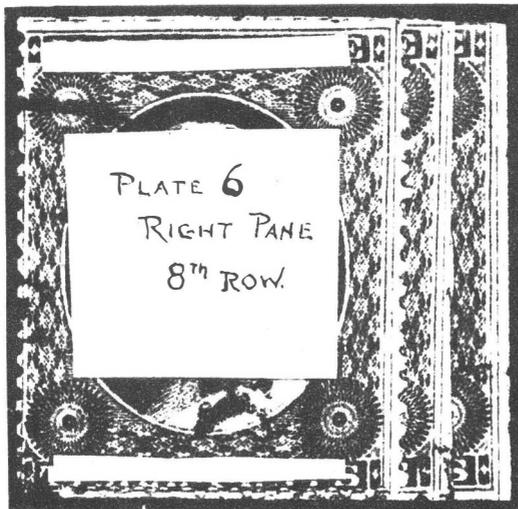


FIGURE 26

dot is also found in the left margin of the left pane, 2 mm., more or less, from the stamps of the sixth row, and opposite the bottom. This is fairly good evidence that a six relief roller was used. These dots are often cut away by the perforations or covered by part of the design. Very faint guide dots, or an extremely faint horizontal line, or both, may occasionally be found in the margin about 10 or 11 mm. below the bottom row of stamps on these plates. These were probably aids in laying out the plate.

**CENTER LINES AND ARROWS.** Real arrows, as they exist on the stamp plates of today, were never used for any of the 3c 1851-57 plates. All of the 3c plates show a vertical "center line" between the two panes. This was drawn as a guide for the workman whose duty it was to cut the sheets of 200 as printed, into panes of 100 as delivered to the postmasters. This center line varies in character and spacing on the nine plates made for the imperforate stamps, in two instances, plates 2 and 5, being double. Further, on one of the plates, No. 2, showing a double center line, one of these two lines was recut after the plate had been in use a few months. Ordinarily the center line ran up further than the top of the top row of stamps and down further than the bottom of the bottom row, but on one plate, No. 5, it stops about even with the top of the top row and the bottom of the bottom row of stamps. One or more dots are usually found near either extremity of the center line. On plate No. 1 a very large dot is found directly on the center line at both top and bottom. In cutting the sheets in two, the workman was occasionally careless enough to cut into the stamps on one of the panes, although this happened rarely with the "imperforate" plates. The best example of this I have seen shows  $1\frac{3}{4}$  mm. of the stamp from the adjoining pane (see Fig. 27). I know of another copy showing  $2\frac{1}{2}$  mm. of the stamp from the other pane.

The distance between the two panes on the first nine plates varies considerably, from less than 5 mm. on plate 1, the closest spacing, to nearly 13 mm. on plate 4, the widest spacing. Copies from these nine plates showing the center line are not very common because the extra margin was usually cut off at the same time that the stamps were cut apart. This is especially true of the plates showing the widest spacing. The center line on each of the first nine plates will be described in detail in the history of each plate, but a table is here given showing briefly their characteristics.

the perforated, Type I, stamps, these varieties may be found both imperforate and perforated.

The dot arrangement on plates 9 to 28, inclusive, those made for the Type II perforated stamps, is entirely different from that on the "imperforate" plates. On these later plates a dot is found at the upper right corner of all the stamps in the top row, excepting No. 10 in each pane, with an additional dot about 1 or 2 mm. to the left of the first stamp in each pane, and even with the top of it.

Guide dots are also found at the lower right corner of all the stamps in the sixth horizontal row of both panes, except the extreme right-hand stamp in each row. A

Plate	Single or double	Distance from Left Pane in mm.	Distance from Right Pane in mm.
1 (all states)	Single	$2\frac{1}{2}-2\frac{3}{4}$	$2\frac{1}{8}-2\frac{3}{8}$
2 (e)	Double (a)	$2\frac{3}{4}-3$	$2\frac{1}{2}-2\frac{3}{4}$
2 (L)	Double (b)	$2\frac{3}{4}-3$	$2\frac{1}{2}-2\frac{3}{4}$
0	Single	$3\frac{1}{4}$	$3\frac{1}{4}$
3	Single	$5\frac{3}{4}-6$	6
4	Single	$6\frac{1}{2}$	$6\frac{1}{4}$
5 (e and L)	Double	$2\frac{1}{2}-2\frac{3}{4}$	$2\frac{3}{4}-3$
6	Single (c)	$3\frac{1}{8}-3\frac{1}{4}$	$2\frac{3}{8}-2\frac{1}{2}$
7	Single (c)	$3\frac{1}{4}-3\frac{1}{2}$	$3\frac{1}{2}$
8	Single (c)	$3-3\frac{1}{4}$	$3-3\frac{1}{2}$

(a) Opposite the upper six horizontal rows both halves of the double center line are of equal thickness. Opposite the seventh, eighth, and ninth horizontal rows the right half of the double center line is heavier than the left half. Opposite the bottom horizontal row the line is single and rather heavy.

(b) This is double, one line being much heavier than the other, excepting at the top and bottom of the plate, where only the heavier line shows.

(c) This line varies considerably in strength.

It is really a difficult matter to complete a set of one imperforate copy from each pane of each plate showing the center line, especially if one is particular about condition. All but plates 1 and "0" also exist perforated, and theoretically a set could be made of one perforated copy with center line from each pane of these seven plates. However, this is practically an impossible task.

On the plates made for the perforated Type II stamps, Nos. 9 to 28 inclusive, the panes were placed much closer together, being about  $1\frac{1}{2}$  mm. apart. Thus, the distance between the adjacent stamps of two panes is the same as that between the stamps themselves in either pane. Because the panes were close together it not infrequently happened that the workman, in cutting the sheet in two, cut into the stamps on one pane or the other. The most marked example of this which I have seen shows  $4\frac{1}{2}$  mm. of the stamp from the adjacent pane (see Figure 28). The center line on the Type II plates, always single, presents few variations. These center lines vary considerably in thickness, some of them being decidedly heavier than the recut side frame lines of the stamps, while others are fainter. On one or more plates the center line was very faint, and further one plate either had a very faint center line cut so that it showed only part of the distance from the top to the bottom of the pane, or else it was so faint that part of it finally wore entirely away. I have stamps from at least one plate position that I am certain is from the inner edge of the pane (having wide-enough margin) without any trace of a center line, and further, I have seen a very few stamps on which a faint center line showed opposite only part of the stamp. The center line on these plates for the perforated stamps was gener-

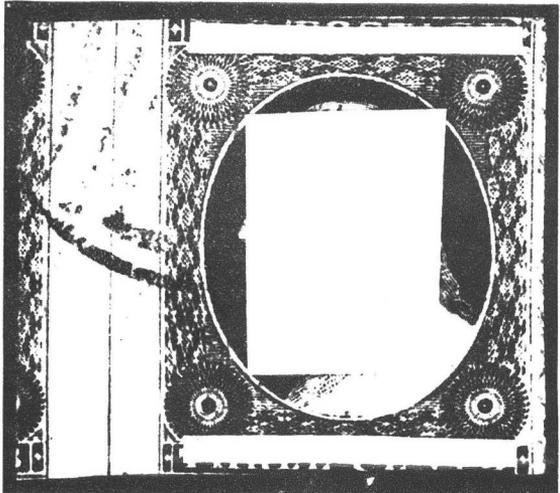


FIGURE 27

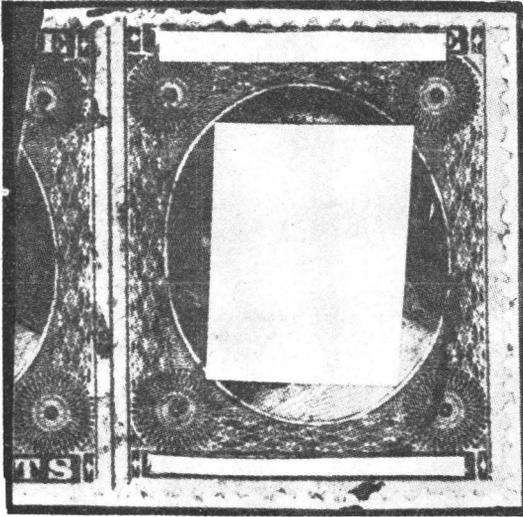


FIGURE 28

20.5 cm. in width by 25.5 cm. in height. This area on the plates numbered from 9 to 20 inclusive, was 20.7 to 21.1 cm. in width, by 25.2 or 25.3 cm. in height. The metal plates themselves made for both the imperforate and perforated stamps were probably about the same size, roughly, 28 or 29 cm. in height by 45 cm. in width. The sheets of paper on which the stamps were printed were approximately the same size as the printing plates, perhaps sometimes a bit smaller, and certainly sometimes a trifle larger, for, especially with complete panes of the perforated stamps, they may be found showing a slight blur of color in the margin which indicates the edge of the plate.

Imperforate stamps showing the full sheet margins are rare, because, as has been stated, in reference to stamps showing the imprint or center line, the margins, being unhandy, were usually trimmed off at the same time that the stamps were cut apart. The widest margins seen at top, bottom, right, and left, respectively, are  $20\frac{1}{2}$  mm., 17 mm.,  $18\frac{1}{2}$  mm., and  $17\frac{1}{2}$  mm. A rather remarkable cover is illustrated by Figure 29. It is very small, particularly in comparison with the enormous margins of the stamp used on it. Used copies of the perforated stamps showing the sheet margin are even rarer than the imperforate examples. For some reason, with the imperforate stamps extra wide margins at the top are scarcer than those from the sides or bottom. This may mean that the printer, in placing the sheet on the inked plate, used the top margin as a guide.

**SPACING.** First on the "imperforate plates", No. "0" and Nos. 1 to 8 inclusive, the spacing between the stamps vertically is very nearly uniform on all the plates, that is to say, the distance between the lower label of one stamp and the upper label of the next stamp is always about the same. The recutting of the top and bottom lines by hand was more or less irregular regarding the distance of these lines from the label blocks, so the distance between these lines on two adjacent stamps shows some variation. The horizontal spacing varies greatly, especially on certain plates. Plates 1 and 8 (the first and last made) were not badly spaced. The other plates show considerable variation, this being particularly noticeable on plates 2, 3, 4, and 5.

The narrowest horizontal spacing, measuring at the nearest point between adjacent frame lines, is  $\frac{1}{5}$  mm. (twice the thickness of the frame line) between

ally about half way between the panes, but in a few instances stamps may be found which show the line much closer to one pane than to the other. Type II perforated stamps showing the center line are not at all rare, 10 of every 200 stamps showing it completely, or, when the line was split in cutting, as sometimes happened, 20 of each 200 showing half of it.

**SIZE OF THE PLATES AND SHEET MARGINS.** It is difficult to give the exact measurements of the plates. The dimensions of the area covered by the ten rows of ten stamps on each pane of the plates made for the imperforate stamps was from 20 to

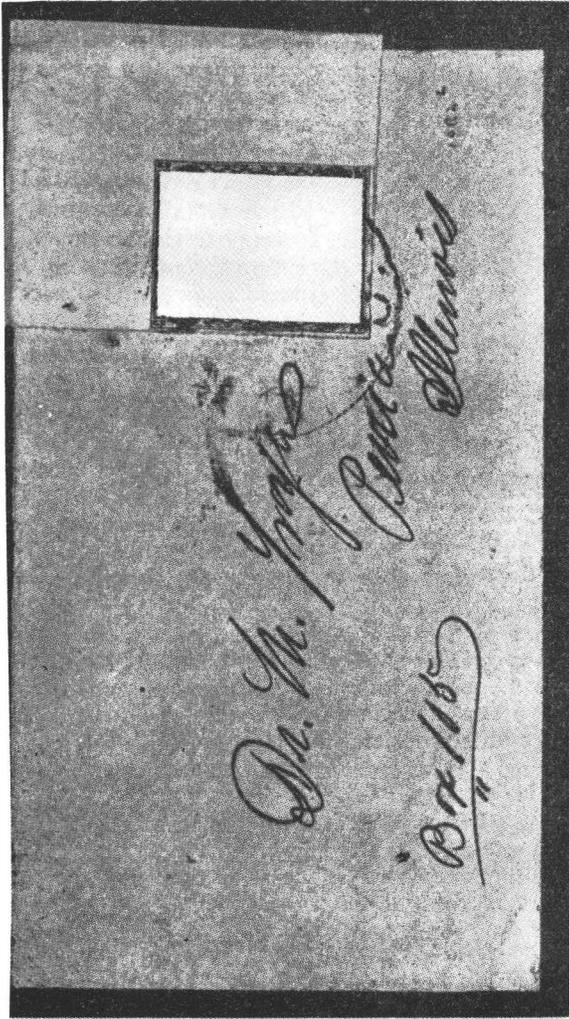


FIGURE 20

95L4 and 96L4 as shown by Figure 30. The widest horizontal spacing between adjacent side frame lines is  $1\frac{3}{4}$  mm., found between 99L7 and 100L7, see Figure 30. The most marked variation to be found in a strip of three is between 95L4, 96L4 and 97L4, being  $\frac{1}{5}$  mm. between 95L4 and 96L4, and  $1\frac{1}{2}$  mm. between 96L4 and 97L4, more than six times the space in one pair than in the other. On all of these plates, even those showing the greatest variations, the spacing will be found decidedly better at the top of the plate than at the bottom. This is so because the plate maker started at the top and worked down, and a very slight deviation from the perpendicular in the vertical rows led to a wider and wider divergence or convergence as he neared the bottom of the plate. It is almost needless to add that horizontal pairs showing the very greatest variation in spacing are decidedly rare, as also are horizontal strips showing marked variations.

Needless to say, the irregular spacing made anything like accurate perforation of the sheets from these plates impossible, so naturally when the plates (9 to 28 inclusive) meant for the perforated stamps were made, care was taken that the spacing be more nearly uniform. On the first few Type II plates moderate variation in spacing may still be noted, but on the higher numbered plates trifling or no variation in the spacing is found.

**ALIGNMENT.** Writing first of the "imperforate plates", the vertical rows are well aligned; that is to say, one cannot find a vertical pair showing one stamp much out of alignment with its fellow, but horizontal pairs may be found showing one stamp considerably higher than the other. This is due to the fact that on certain plates, notably "0", 1, 4, and 5, and less markedly on other plates, the plate maker, in rocking the top row on the plate, got one or more of these impressions higher or lower than the others, and carried out the error all down the plate. Thus, for example, the eighth vertical row on the right pane of plate "0" and the sixth vertical row on the left pane of plate 5 is, in each case, considerably lower than the verti-

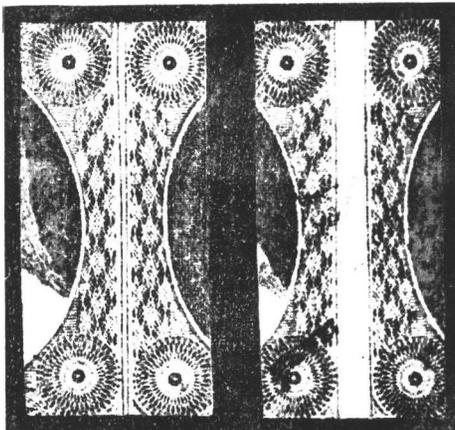


FIGURE 30

the spacing and alignment in making these plates.

cal row on either side; while the fifth vertical row on the right pane of plate 4 is higher than either adjacent row. The most marked variation in alignment is that between the fifth and sixth vertical rows on the right pane of plate 4, the fifth row being nearly  $\frac{1}{2}$  mm. higher than the sixth row.

The first few Type II plates still occasionally show moderate variation in alignment. On the higher numbered Type II plates the alignment, both horizontal and vertical, is almost perfect, some mechanical method evidently having been developed to control both

## CHAPTER VII

### PLATE VARIETIES IN GENERAL

**S**HIFTED TRANSFERS. It is an odd fact that perhaps no one variety has had so many names attached to it as have shifted transfers, these being also known as re-entries, shifts, misplaced transfers, double transfers, fresh entries, double entries, mis-strikes, and shifted dies, this last term being obviously incorrect. Personally I prefer the term, shifted transfer as perhaps the most descriptive.

First, what they are, and how they are caused on line-engraved plates. A shifted transfer is a re-duplication of part, or sometimes nearly all of the design on a stamp plate, this re-duplication being close to the real stamp impression. It necessarily shows on the printed stamp in color, where normally no color appears.

There are several ways in which they may occur: first, while making a plate the roll may be taken up and put down on the plate again, slightly out of place as regards the impression which is being made. Obviously this will cause re-duplication of certain parts of the design.

Second, the design may be more or less completely entered on a plate out of the desired position. This may be corrected by turning the plate over and hammering out the design from the back of the plate until the displaced metal is nearly flush with the normal surface of the plate. The area is then burnished in an attempt to remove such fine lines or depressions as remain. Often, though, certain of the deeper parts of the wrong design are not entirely cleared away, thus giving our shifted transfer. If only a very light impression out of position had been rocked on the plate it might be removed largely or entirely by burnishing only.

Third, it is evident that, should either the transfer roll or the plate move slightly while the design is being transferred, a doubling will result; but the plate makers at the Bureau of Engraving and Printing at Washington with whom I have discussed this matter tell me that at the present time and with the present methods, at any rate, it is hardly possible for this to happen.

Fourth, and most commonly on these stamps, shifted transfers result from an attempt to strengthen the design on a plate which shows more or less wear, some time after the plate was made. Ordinarily this process is known as "re-entry". These shifted transfers really occurred in much the same manner as that first described, the second application of the transfer roll not registering directly over the original impression. Strictly speaking line-engravers call these first three accidents "fresh entries" and reserve the term "re-entry" for my fourth class.

There are numerous examples of shifted transfers among the 3c 1851-57 stamps, over 125 on the first nine plates, and over 100 on the last twenty plates, varying from those which are so slight that they can be seen only on very clearly printed copies, to those which are so strong that they disfigure the stamps. The individual shifted transfers will be listed in giving the history of each plate. Most of those on the first nine "imperforate" plates are due to late re-entry, and are thus found on the intermediate and late states of plate 1 and the late state of plates 2 and 5. There are, however, a considerable number which surely occurred while the plates were being made, because these plates exist in only one state. Because of the fact that two impressions were often rocked on the plate simultaneously by two reliefs close together on the roll, vertical pairs, both stamps of which are similarly shifted, are occasionally found.

There are three examples among the 3c 1851's and one among the 3c 1857 Type II which show clearly the result of a "triple transfer", that is, the design is doubled in two distinct directions, proving that two attempts besides the successful one had been made to enter the design on the plate.

Figure 31 shows what is probably the best example of a double transfer on the early plates, 92L1(L), which is widely known as the stamp with "Line through THREE CENTS". Figure 32 illustrates a triple transfer, 92L2(L), showing the design shifted both upward and to the left as well as almost squarely to the right; while Figure 33 shows a very marked double transfer from one of the perforated plates, 91R(12?).

Shifted transfers must not be confused with errors of printing, which sometimes resemble them. Here the doubling of the impression is due to the fact that the paper slipped while the print

was being made, or to some such similar accident. Practically no two such errors of printing are ever alike, while of course exact duplicates are found of all the stamps showing doubling due to a shifted transfer on the plate.

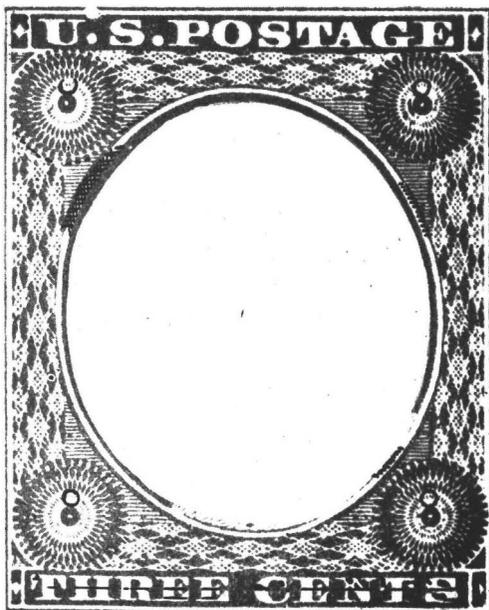


FIGURE 31

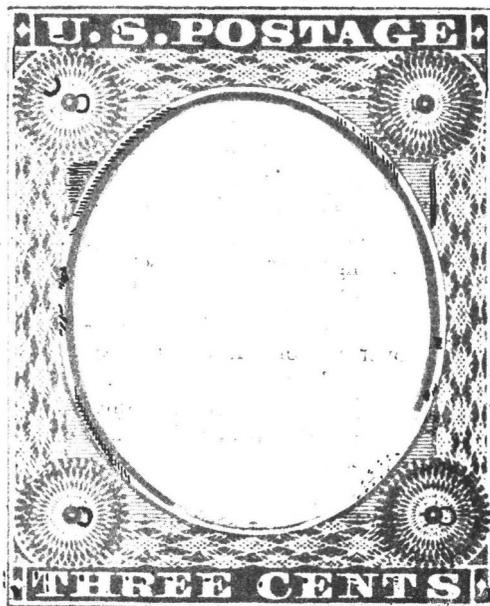


FIGURE 32

It must be remembered that a shifted transfer always shows color where color should not be, and never shows in white on the stamp where color normally exists. Impressions showing white spots are very often due to the printed sheets having been piled together before the ink on them was dry, thus allowing the back of one sheet to pull some ink away from the surface of the sheet below.

**CRACKED PLATES.** Several examples of cracked plates are known on the 3c stamps, and as they are of such decided interest and popularity they all will be described here together, instead of in the history of each plate. Six examples of so-called major cracks are known from the first nine "imperforate" plates. Of these six, four are found on the late state of plate 5, and because the plate was used well into 1857, they all exist perforated, as well as imperforate. At

least three of these four developed during the life of this plate in its late state. This is proved by stamps (undoubtedly from the late state of this plate) without any trace of a crack from all but one of the positions which are known later to show a crack.

The most marked of the four major cracks on plate 5(L) starts at the bottom of the plate and runs up across the right side of 94L5(L) and 84L5(L), and shows slightly on the lower right corner of 74L5(L) (see Figure 34). This crack became slightly worse as time went on, being noticeably plainer on the perforated stamps than on the earliest

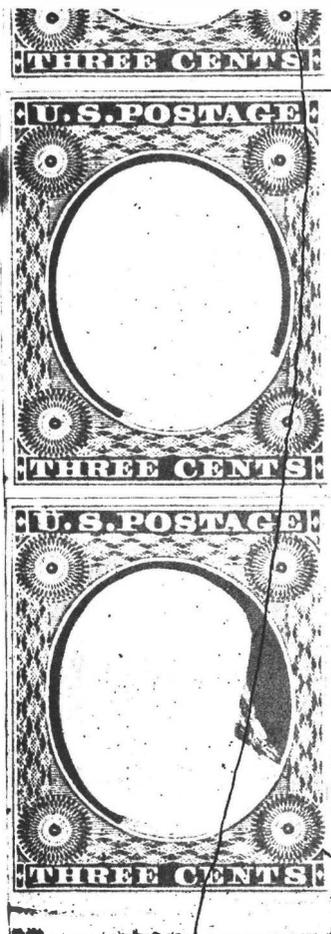


FIGURE 34

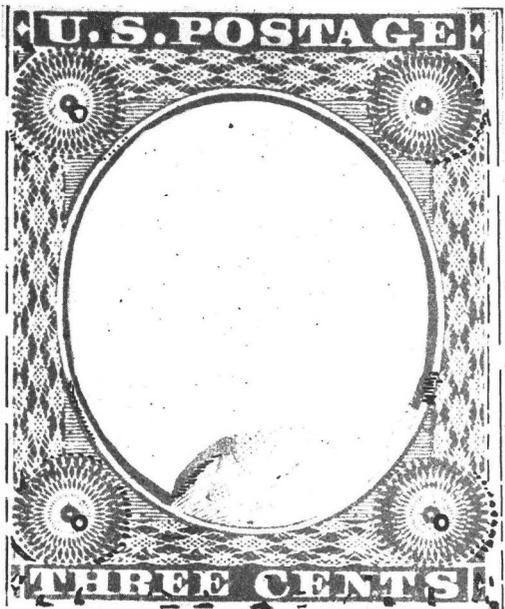


FIGURE 33

printings. The second major crack also started at the bottom of the plate and ran on about one-third of the distance across 96L5(L), entering the stamp between "THREE" and "CENTS" (see Figure 35). This is very much less marked than the first crack described, and of course also exists perforated.

The third major crack is a bit doubtful; that is, while it is a consistent plate variety, the line may possibly be due to a slip of the engraver's tool rather than to a crack. It is found on 51L5(L), starts at the upper right corner of the upper label block, runs across the top of the upper right diamond block, bends downward, and crosses the frame line, and the white margin between this stamp and 52L5(L), ending just as it touches the frame line of the latter stamp (see Figure 36). I am fairly sure it is a tiny crack, because it is not a straight line, but is rather jagged. Similar lines are known due to a slip of the engraver's tool, but these are invariably straight.

The fourth major crack on plate 5(L) is a thin irregular diagonal line, found on 9R5(L) on the 1856 and later impressions. It is approximately 6 mm. long. It defines the lower edge of the queue on Washington's hair for about the lower two-thirds of its length. It then crosses the white oval around the medallion and runs for about 1 mm. further, almost horizontally (see Figure 37).

In addition to the four so-called major cracks on Plate 5 (L) there are a number of tiny surface cracks. These are very similar to the cracks found on the rare Plate 3 of the 1c 1851. It must be emphasized that most of them are so faint that they show only on clearly printed copies. Probably many of them developed late in the life of the plate, though all noted have been seen on the imperforate stamps. Of course they all exist also perforated.

The following are perhaps plain enough to warrant description: 8L5 (L) shows a very tiny crack running almost due northwest starting from the top frame line directly above the left edge of U. of U. S. 27L5(L) shows a tiny line connecting it with the stamp below. It runs almost vertically from the bottom frame line directly beneath the white space between the lower left diamond block and the lower label block. There are a number of rust marks in this part of the plate so this line may possibly be due to one of these rather than to a crack. 31L5(L) shows what is probably a tiny v shaped crack at its lower left corner. It starts from the left frame line about a third of a millimeter above its lower end, runs directly to the left for about a millimeter and then runs back almost squarely southeast, stopping in the white space between this stamp and the one below. There is a fine irregular line of color running southeast between 44 and 45L5 (L). It starts from the right frame line of 44L5(L) about 11 mm. from the bottom and runs just to the left frame line of 45L5(L) about 8½ mm. from the bottom. There is also a tiny line of color between 45 and 55L5 (L) connecting the lower left corner of the upper stamp and the upper left corner of the stamp below. 65L5(L) shows a tiny diagonal crack on the bottom of the bust below and just to the left of the button. It runs from northwest to southeast and is about 2½ mm. long. A tiny crack connects the lower right corner of 78L5(L) with the lower left corner of 79L5(L).

FIGURE 37



FIGURE 38



FIGURE 35



FIGURE 36

Perhaps the strongest of these minor cracks is found between the two panes. It starts from the right frame line at 80L5 (L) about ½ mm. from its lower end and runs almost horizontally across the space between the two panes, into the extreme lower left corner of 71R5 (L). 7R5(L) shows a very tiny crack on the bust. It runs from a point about ½ mm. to the right of the top of the button squarely southeast toward the center of the lower right rosette but stopping just before it crosses the white oval around the medallion. There is a tiny crack which joins the lower right corner of 71R5(L) with the lower left corner of 72R5(L). Besides these described, in the white margin showing at the bottom of the stamps on the left pane of this plate, there are three very minor cracks which start at the edge of the plate, and run up to or almost to the stamps, but none of them enter the design, and hence are of comparatively little interest. One is below 92L5(L), one below 93L5(L) and one below 95L5(L).

As regards the fifth major crack, number 10 in the right pane of plate 2 (e) is normal, but the stamps from the same position of the plate in its late state show what I am satisfied is a small stellate crack. This damage on the plate evidently occurred while it was being worked over, about January 1, 1852, the plate being re-entered, etc. thus creating the second state of the plate. This variety has been known for some years, as the "recut button." It consists of three short lines about 1 mm. long, nearly parallel, starting from the top of the button and running upward and slightly to the right, and three more, fainter, starting from the other side of the button, and running to the left and slightly downward. It exists perforated as well as imperforate (see Fig. 38).

The sixth crack exists only on the perforated, Type I, stamps. Its plate position is 47 and 48R7. This crack is stellate, having many branches. It shows on the upper left corner of one stamp, the strongest part of the crack cutting the upper left rosette almost in two. It runs out into the white margin between this stamp and the stamp to the left of it, and shows slightly on this left stamp, four or five tiny cracks running into the design near the upper right rosette, the longest one of these lines extending two-thirds of the way across this rosette (see Figure 39). Three perforated copies from one or the other of these positions have been seen which show no crack, but the damage must have developed shortly after the perforation of the stamps began as a stamp with the crack has been seen cancelled August 25, 1857.

In addition to the cracks which have been described as existing on the plates made for the imperforate stamps, there is a very remarkable example of a cracked plate showing on the Type II perforated stamps. This crack has been seen in a block showing a bit of the imprint at the left, thus making its position on the plate certain. It is almost surely from Plate 18. A copy showing the crack is known used as early as December 28, 1857. The crack may be described as follows: coming from the margin of the plate it runs into No. 71 in the plate a bit below the upper left rosette, crossing the top of Washington's head, the upper right rosette just below its center, the white margin between 71 and 72, and running into 72, here crossing the upper left rosette at about its upper third as a very faint line, hitting the letters "P" and "O" in "POSTAGE" in the label, and is just barely discernible in the white margin between 72 and 62. As has been said, the crack, as it appears on 72, is faint, and ordinarily would not be noticed unless search were being made for it. However, the crack as it crosses 71 is extremely wide, and very disfiguring (See Figure 40). It is really surprising that a plate as badly cracked as this should have been used in stamp production. Although stamps showing this crack are extremely rare, some have been seen showing the crack a bit more strong than on others, thus indicating that it had time to become worse after it first appeared and before the plate was discarded.

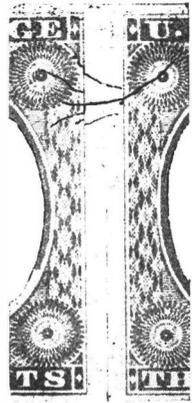


FIGURE 39



FIGURE 40

1L24 shows what is almost surely a faint crack starting at the right frame line about a half mm. from the top and running irregularly downward and slightly to the right for about ten mm. and ending midway between 1L24 and 2L24.

A few other very minor cracks usually called surface cracks are known. For example, 70R“E” shows three in the right margin near the bottom of the stamp. Another called the “wishbone” crack (from its shape something like an inverted V) is found between the top of two top row stamps from an unidentified plate.

FIGURE 41

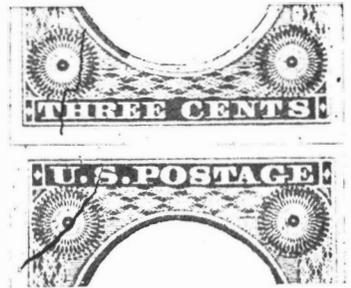


FIGURE 42

This completes the list of undoubted cracks on plates of the 3c stamps. However, there are a few possible cracks. Of course a second copy of any of them will be sufficient proof that the line of color really is due to a crack in the plate and not to a smear while printing. First regarding the imperforate plates; one copy has been seen of No. 91L4 in a late 1857 printing imperforate, which shows what may be a crack in the lower left corner (see Figure 41). A line of color enters the stamp, crossing the bottom frame line between the “T” and “H” of “THREE”, runs up across the label (hitting the upper left corner of the letter “H”), and the lower left rosette just to the right of the comparatively large light-colored circle around the heavy dark axis. I have several other copies of this plate position which show nothing abnormal, but it is at least possible that they all come from earlier printings from this plate. I have never found this particular plate position perforated.

I have seen two different single used copies of Type II stamps; one shows a strong colored mark at the top which may be a crack, though I am inclined to think it is more likely only a smear due to some error in printing. It enters the stamp at the upper left corner, crossing the upper left triangle and the upper left rosette, and runs to the right, hitting the medallion just at the top and entering the upper right rosette, stopping just below the axis. Of course a second identical copy would prove this to be a crack. The other Type II stamp shows a wavy, diagonal line of color entering the stamp at the left just below the upper left rosette, and running across this rosette, touching the dark colored axis, and then evidently splitting, part of it showing across “S” of “U. S.”, and part across the “U” of “U. S.” This perhaps resembles a crack more than the mark on the stamp previously described. (See Figure 42). As no duplicates have turned up since this description appeared in serial form, I am more than ever inclined to believe that these are not cracks.

A word may be added as to the way in which line engraved plates become cracked. It is necessary that they be kept hot, or at least decidedly warm, all the time that they are being printed from. It was almost certainly either too rapid heating or too rapid cooling which accounted for the cracking of certain plates.

**SHORT TRANSFERS.** A short transfer is an imperfect impression on the plate due to failure to rock the transfer roll sufficiently to impress the entire stamp design, the weak or missing portion being at or near the top or bottom of the design, or both. Many of the stamps on plates 1(e) and 1(i) show evidence of short transfer, the design being more or less weak, particularly at the top. On the earliest state of plate 1 the stamps show considerable recutting undertaken to correct this fault. The intermediate or second state of this plate resulted very largely from an attempt

made to correct these faults by re-entry, this attempt, however, being far from successful. The third, and last, state of this plate shows all the designs on the plate to have been extensively and carefully recut, thus successfully correcting the fault. Two or three stamps from 1(i) are remarkable examples of short transferring: 38L1 (i) is the best, being illustrated diagrammatically in Figure 43.



FIGURE 43

on plates 6, 7, and 8, where no triangle recutting was done. The fine frame lines transferred to the plate so faintly as to be barely visible after the necessary burnishing was completed. For this reason all the frame lines were usually recut. The top frame line on the top row stamps from plates 6 and 7 give a good idea of how they looked before recutting. Evidently much necessary experience was gained by the plate makers in entering plate 1, as the subsequent plates of the 3c were comparatively well entered, although all of the plates below No. 6 show that more or less touching up of at least the upper label block had been necessary. Plates numbered from 6 to 28 inclusive were so well entered that almost the only recutting necessary was that of the frame lines.

Regarding the *rusty plate* varieties: plate 5, so numbered in 1855, was used to some extent during the year 1851 and was then for some reason put aside. In 1855 the printers, being much in need of additional plates to meet the increased demand for postage stamps because of the new law compelling prepayment of all domestic postage, resurrected this plate, which in the meantime had become more or less rusty. They evidently restored it to a usable condition by burnishing, by re-entering the designs and by touching up a few positions on the plate with a hand-engraving tool. A number, 5, was then added, and it was again put in use. However, certain stamps show consistent markings due to the rust spots too deep for removal by the burnishing. These are mentioned more particularly in the History of Plate 5 (early and late states).

**PLATE DAMAGES OTHER THAN CRACKS.** These are not very numerous on the 3c plates, but seem worthy of description. There are six on the imperforate plates. The most marked variety among them is a flaw on the bust on 97R6 (see Figure 44). This is small, being not much larger than the button to the right of it, although it is much more heavily colored. Roughly, it has the shape of the letter C somewhat flattened out, the lower bar being longer than the upper one. The top of the lower right rosette on this position also shows traces of a flaw. A somewhat similar, though much fainter, defect is found on 98R7. This is about half the size of the button, and is just to the left and very slightly above it. The lines going to compose it vary with different impressions, but, roughly, it is circular, and very likely was caused by the same accident as resulted in the variety on 97R6 (see Figure 44).

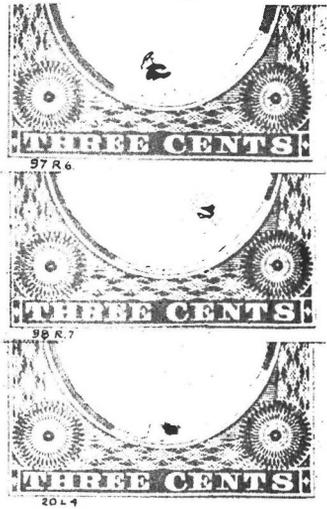


FIGURE 44

A third defect similar to the two just mentioned is found on 20L4. This consists of a small blot of color about the size of the button, near the bottom of the bust and above the left half of the C of CENT. It varies considerably with different impressions, sometimes being quite noticeable (see Figure 44). The flaws such as have been described very possibly occurred while the plate was being hardened. During this process tiny pieces of steel sometimes flake off from the plate leaving slight depressions which, when the plate is inked, show as flaws.

5L4 shows a very tiny plate defect, consisting of a colored line crossing the white oval around the medallion almost in a line between the center of the upper left rosette and Washington's eye. This damage apparently extends across the dark background of the medallion and touches Washington's forehead, because on clearly printed copies of this plate position there is a small triangular gash cut in the smooth white line defining the front of the forehead. This would hardly be worth mentioning were it not for the fact that it is just possibly a tiny crack. A proof impression on India paper, if ever found, would solve the problem. This is mentioned because a very few plate proofs from plate 4 are in existence.

100R4 shows a flaw consisting of a diagonal blur of color on the bust. It is about 2 mm. long, runs northwest to southeast and ends at the white oval around the medallion, directly above E of CENTS. It varies much in strength with different impressions. There is a very odd though minor plate flaw on 100R3. An irregular area at the right end of the lower band of tessellated work above NT of CENTS is very faint, and in late impressions is almost colorless. A few faint marks of color are found in ENT of CENTS and below the bottom frame line underneath these three letters. 44R8 shows a plate flaw, a small but distinct dot of color, just below and nearly touching the left edge of Washington's ear. All seven of these plate flaws just described also exist perforated.

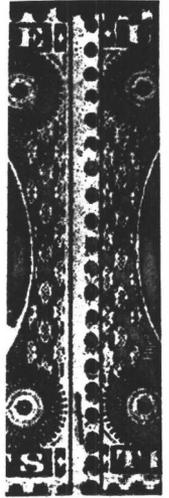


FIGURE 45

There are a considerable number of somewhat similar plate flaws found on the Type II perforated stamps. They may be described as follows:

85R10(e) and (i) shows a small but distinct dot of color above and almost touching the top label even with the right edge of the E of POSTAGE. It is clearer in the early than in the intermediate state. On the late state it shows barely if at all.

The plate flaw under E of CENTS. This consists of a dot of color just below the lower label under the right edge of E of CENTS. From the sixth or tenth row of one of the plates in the "Plate 10 Group."



FIGURE 46

early state also. It comes from the fourth or eighth row of Plate 11. The late state shows a re-entry.

9R15 shows a strong almost vertical dash of color on the right edge of the S of POSTAGE extending  $\frac{1}{2}$  mm. up into the white margin above the stamp.

The Five Dots Flaw. The flaw consists of five small dots of color near the upper right rosette. Four are inside of but touching the right frame line and the fifth outside of this line a little lower than the two top dots which touch the line. This exists in two states of the plate—intermediate and late—and may exist from the

10R15 shows a strong dot of color over the O of POSTAGE,  $2/5$  of a mm. above the top label.

10R20 shows a strong dot of color over the G of POSTAGE above and just touching the top label.

3L20 shows a very strong but small dot of color on the head below the S of POSTAGE. It is  $2\frac{1}{2}$  mm. from the background above the head.

34R20 shows a plate flaw roughly triangular in outline on the bust south-east of the button. It points toward the center of the lower right rosette and its point just touches the white oval around the medallion.

6L24 shows a plate flaw consisting of two dots of color, the left higher than the right in the margin above GE of POSTAGE. There is also a tiny diagonal line which just touches the top of the right frame line.

48-49L24 plate flaw. Near the bottom of the space between 48 and 49L24 (but nearer 48) is a heavy jagged line of color, nearly vertical, and almost 3 mm. long. (See Figure 45).



FIGURE 47

center of Washington's head, and also a tiny mark of color on Washington's throat just at the angle of the jaw. (See Figure 46).

61L26 shows two dots of color side by side 1 mm. to the left of the left frame line a bit over 8 mm. from the bottom of the stamp. This position may show part of the imprint.

58R26 shows a small but strong dot of color with a tiny white area at its left, on the neck just in front of the queue, and about even with Washington's lower lip.

14R28 shows the queue flaw. This is a tiny white area surrounded by a small circle of color in the center of the queue about opposite the point of Washington's chin.

27R28 shows a double flaw in front of the face, made up of two tiny white areas in the background of the medallion, one touching the middle of the nose and the other about 1 mm. to the left of the top of Washington's eye.

46R28 shows a small flaw with a circular outline touching the right frame line about 11 mm. from the top of the stamp. It is a little larger than half the interval between 46 and 47R28.



FIGURE 50

52R24 shows a flaw exactly the shape of an inverted comma just outside the left frame line opposite Washington's lower lip.

71R24 shows a crescent shape dash of color with the convexity to the right, just above and touching the right end of the upper label.

74R25 shows a double plate flaw. This consists of a short nearly vertical white area in the background of the medallion directly above the

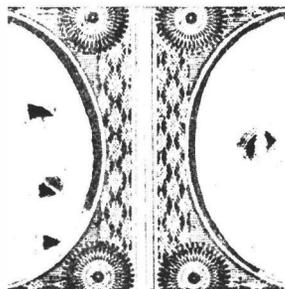


FIGURE 48

FIGURE 49

56R28 shows a plate flaw about the center of the neck directly beneath the ear. (See Figure 47).

75R28 shows a very tiny plate flaw on the bust just inside the white oval around the medallion and above the left edge of E of CENTS.

2L, in an unidentified plate, shows the "U. S. flaw." It consists of a thick nearly horizontal line of color cutting almost exactly through the

center of the U and left half only of the S.

The white area above and to the right of the lower right rosette. This is one of the most unusual flaws as well as one of the most prominent, and is evidently due to a high spot on the plate. It shows as a more or less distinct white area on either side of the white oval around the medallion. A line drawn from the center of the lower left rosette to the point of Washington's chin would pass through the middle of it. It is comparatively large and is oval in shape, the long diameter being horizontal. It is on a bottom row stamp.

The quadruple plate flaw. This is the most striking of all. It is in the body of the plate but the number of the plate is not known. It consists of four small double marks of color almost in a vertical line. The top one appears on the back of the head about even with the eye; the second directly below it even with the lobe of the ear; the third one a little over 1 mm. below this; and the fourth one touching the bottom of the button on the tunic. Probably from the second horizontal row. (See Figure 48 which shows only three of the four flaws).

The cheek flaw. This shows a double defect on Washington's cheek—two irregular blurs of color about 1 mm. apart. From the fifth or ninth row.

The plate flaw, split button. This consists of a heavy diagonal line of color about  $\frac{1}{2}$  mm. long running from northeast to southwest directly on the button on the tunic. From the fifth or ninth row.

The plate flaw, vertical dash below button. This consists of a vertical dash of color nearly 1 mm. long directly below the center of the button on the tunic. From the fourth or eighth row.

The plate flaw to the right of the button. This shows two short dashes of color on the bust about 1 mm. to the right of the button. A slight blur of color is also found just inside of the right frame line and even with it. From the third or seventh row.

The plate flaw on neck—top row stamp. This consists of a tiny white area with a blur of color at its right on the neck  $2\frac{1}{2}$  mm. directly below the ear. Plate not known. (See Figure 50).

The plate flaw, strong dot in the E of CENTS, shows in the center of the widest part of the letter. A sixth row copy showing the guide dot.

The rosette flaw. This shows a tiny white area with a blur of color to the right between the left frame line and the lower left rosette a little below the level of the center of the rosette. From the top row of an unknown plate.

The flaw in the lower left diamond block shows as a strong dot of color touching the upper left corner of the lower left diamond block. From the second row.

The flaw on the bottom of the bust, above the interval between the final E of THREE and the C of CENTS, shows a dot of color with a white center. From an undetermined row.

The flaw outside of the right frame line shows a dot of color above and to the right of the lower right rosette. From the bottom row.

The flaw above the upper left diamond block shows as a diagonal line of color about  $1\frac{1}{2}$  mm. long, starting above and not quite touching the center of the diamond block and running northeast. From the third row, and has been seen with a plain margin of 3 mm. at the left. It is quite possibly 21L15.

The flaw in the E of THREE. This is a nearly horizontal line of color crossing the upright bar of the second E, a little below the middle. From the third or seventh row.

The flaw to the left of the lower left diamond block shows as a small but strong dot of color  $\frac{1}{2}$  mm. to the left of and even with the top of the diamond block. From the fifth or ninth row.

The diagonal flaw below the button shows as a tiny diagonal dash running from the northwest to the southeast  $\frac{3}{5}$  of a mm. below the button. A sixth row stamp with guide dot.

The flaw in the S of CENTS shows as a distinct dot of color in the lower part of the right half of the S with possibly another smaller one impinging on the upper part of the left half of the same letter. It is on a bottom row stamp.

There are undoubtedly other plate flaws on the Type II plates but those described are the only ones which have been verified; that is to say of which in every case duplicates have been seen. With the exception of the first three described these all came from the "Plate 9-12 Group".

There are two scratches on 3c 1851 plates which are strong enough to deserve notice, besides which some very fine scratches are found on very early impressions from plate 1 (L). These latter are best seen between the panes near the top, and are perhaps most marked opposite 30L1 (L). They are also found between 52 and 53R1 (L). It should be emphasized that the scratches just mentioned are extremely faint and disappeared entirely before the plate had been in use in this state any length of time. The two scratches which are more noticeable are described as follows: one begins just outside of the lower left corner of 38L1

L . opposite with the top of the lower left diamond block, and runs diagonally downward, just missing the corner of this stamp and running into 48L1 (L), as far as the upper left corner of the upper left diamond block. This scratch also is faint, but may be seen on 1852 and 1853 impressions at least. It is straight, and nearly 3 mm. long. The other scratch is in the margin below 100R2, in both the early and late states of the plate. Strangely enough sometimes it shows and sometimes it does not. I have a notion that this depends on the direction in which the final wipe was given to the plate just before the sheet was printed. The scratch is almost straight, and runs diagonally from the bottom label between T and S of CENTS, downward and to the left for at least 6 mm. and perhaps further.

Copies coming from a worn plate might be considered as plate varieties, but instead will be discussed in the chapter, Varieties of Impressions, and incidentally in the history of such plates as showed wear.

**RECURTING.** This term, as it will be used in reference to the 3c 1851-57 stamps, may be defined as the strengthening or deepening by hand on the plate of certain lines of the stamp design. This always was done while the plate was soft and before any stamps had been printed from it, excepting in the case where a plate existed in more than one state. Here recutting was done for a second time, the plate undoubtedly having been softened for this work. The recutting which resulted in the late state of plate 1 was very extensive, while that which indicates the late state of plates 2 and 5 was limited to isolated bits of recutting here and there. Thus every stamp retained its individual characteristic recutting throughout the life of the plate or, when there was more than one state, throughout the life of each state of the plate. No haphazard recutting was done on any plate after it was put in use. The varieties due to recutting will be described here in general, and more particularly in the history of each plate. From the standpoint of the plating of these stamps, as well as for the collector of minor varieties, this is a most important question. It must be clearly understood that every stamp on every 3c 1851-1857 plate shows recutting at least to the extent of two or more of the frame lines. Conversely, no 3c 1851 or 1857 stamp exists showing the design as rocked on the plate by the transfer roll, that is, without some recutting.

As will be stated under the heading, Types, and Types from Each Plate, there are on the "imperforate" plates two general types of recutting, with and

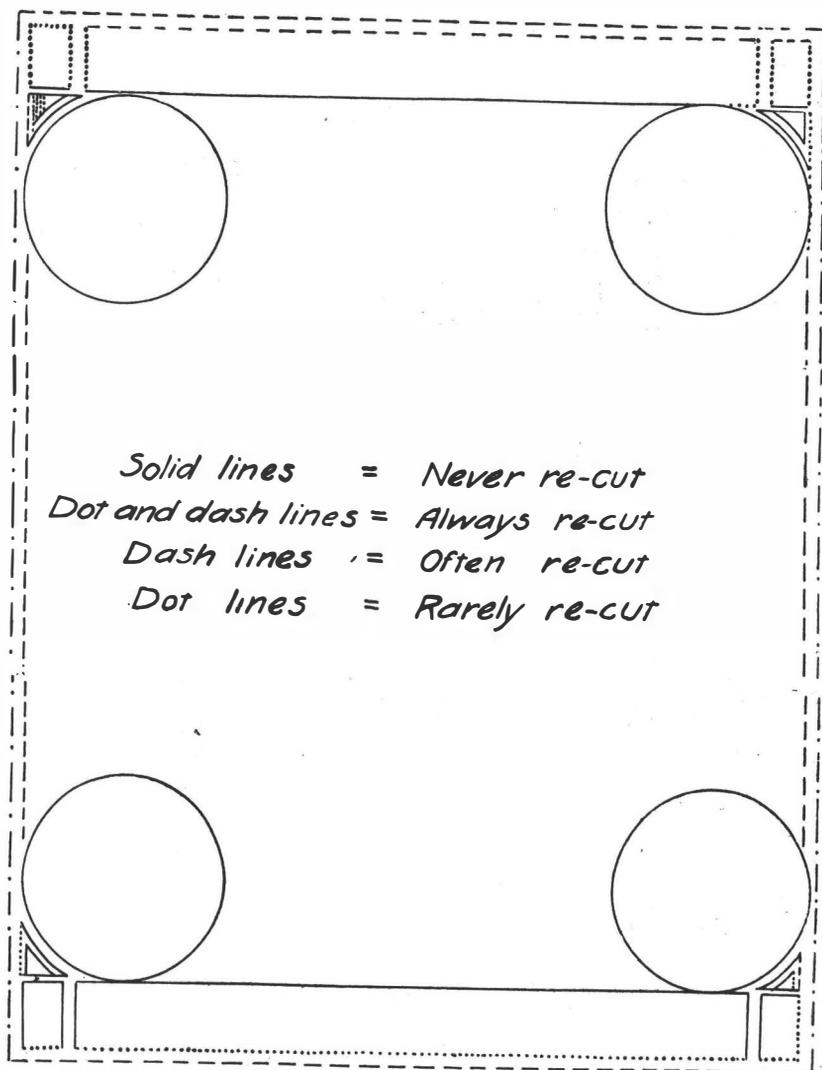
*Top.*

FIGURE 51

without the inner line. All the stamps from the first five plates, 1, 2, 3, 5, and "0", show one or both inner lines recut, with the exception of a few from the early and intermediate states of plate 1, which have no inner lines. The stamps without either inner line recut come from the last four plates, 4, 6, 7, and 8, and also, as has been stated from certain positions on plate 1, early and intermediate states.

There is what may be considered a normal recutting for the first type, which consisted of redrawing the four frame lines, the two inner lines, the top of the upper label block, and the top of the upper right diamond block. Other parts of the design on the first five plates were occasionally recut, viz., the four triangles, the bottom label and the other three diamond blocks. The normal recutting of the second type consisted, with plate 4, of re-drawing the four frame lines and the top of the upper label block; the lower label block and the two right

diamond blocks being occasionally recut. With plates 6, 7, and 8, the normal recutting consisted of re-drawing the four frame lines only, though there are certain exceptions. One stamp, 47R6, shows the bottom of the oval around the medallion and certain lines on the bust also recut; and another stamp 66R6, shows a recut horizontal line defining the top of the upper right diamond block. Incidentally, both of these stamps are misplaced transfers from the C relief, showing the "gash on the shoulder". Further, a few stamps, which, except for one stamp in the bottom row of plate 6, are all found in the top row of these three plates only, show three instead of four frame lines recut. A diagram is given of an imperforate stamp (see Figure 51), showing the parts of the design which were always recut, often recut, and occasionally recut.

In addition to this normal recutting and its many varieties, there are numerous errors of recutting on both types, with and without inner lines. A list of the various normal recuts, as well as of the errors, follows. The four types of normal recutting are illustrated, diagrammatically, by Figure 52.

### Stamps With Inner Lines

#### NORMAL RECUTTING.

- A 1. Four frame lines, two inner lines, top of upper label block, and top of upper right diamond block
- A 2. One inner line only
- A 3. Half of one inner line only
- A 4. One complete inner line and half of the other
- A 5. One vertical line recut in upper left triangle
- A 6. Two vertical lines recut in upper left triangle
- A 7. Three vertical lines recut in upper left triangle
- A 8. Five vertical lines recut in upper left triangle
- A 9. One line recut in lower left triangle
- A10. One line recut in lower right triangle
- A11. Two lines recut in lower right triangle
- A12. One line recut in upper right triangle. (By this is meant a recutting of this triangle by a vertical line which is not continuous with the inner line on that side).
- A13. Top of upper left diamond block recut
- A14. Bottom of lower left diamond block recut
- A15. Bottom of lower right diamond block recut
- A16. Bottom of lower label block recut

### Stamps Without Inner Lines

#### NORMAL RECUTTING.

- B 1. Four or three frame lines only, recut
- B 2. Top of upper label block recut
- B 3. Bottom of lower label block recut
- B 4. Top of upper right diamond block recut
- B 5. Bottom of lower right diamond block recut
- B 6. Lines on bust recut

### Stamps With Inner Lines

#### ERRORS OF RECUTTING.

- C 1. Any one of the frame lines running too far beyond the corner
- C 2. Frame lines failing to meet at any one of the four corners
- C 3. Any one of the four frame lines crooked
- C 4. Top or bottom frame line too far from the design
- C 5. Top or bottom frame line too close to the design
- C 6. Any of the four frame lines split

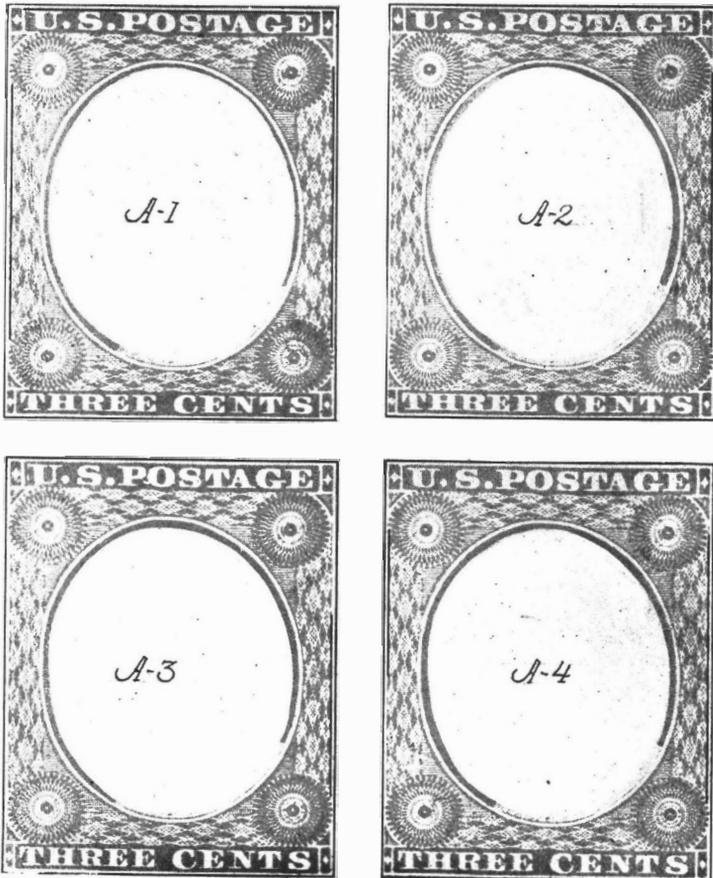


FIGURE 52

- C 7. Left frame line and left inner line too far apart
- C 8. Right frame line and right inner line too far apart
- C 9. Left frame line and left inner line too close together
- C10. Right frame line and right inner line too close together
- C11. Either inner line crooked
- C12. Left inner line running up too far
- C13. Left inner line running down too far
- C14. Right inner line running up too far
- C15. Right inner line running down too far
- C16. Upper label block and upper right diamond block joined
- C17. Upper label block and upper left diamond block joined
- C18. Lower label block and lower right diamond block joined
- C19. Top frame line turns downward and runs to upper left corner of upper left diamond block, instead of extending out to the left frame line
- C20. Line connecting top of the upper right diamond block of one stamp with the top of the upper left diamond block and the upper label of the adjoining stamp

## Stamps Without Inner Lines

## ERRORS OF RECUTTING.

- D 1. Any of the frame lines running too far beyond the corner. In extreme cases a side frame line runs to the next stamp above or below
- D 2. Any of the frame lines failing to meet at the corner
- D 3. Left frame line split into one or more lines at various portions of its length
- D 4. Left frame line extremely faint and very close to the design
- D 5. Right frame line partly doubled
- D 6. Top or bottom frame line too far from label block
- D 7. Top or bottom frame line too close to label block
- D 8. Any of the four frame lines crooked
- D 9. Line connecting the upper label and upper right diamond block at the top
- D10. Line connecting the upper label and the upper right diamond block at the top and again at the bottom
- D11. Line joining the lower label with the lower right diamond block
- D12. In addition many slips of the engraver's tool may be found, one of the best examples being 95R4, in which the left frame line shows a loop at its upper extremity

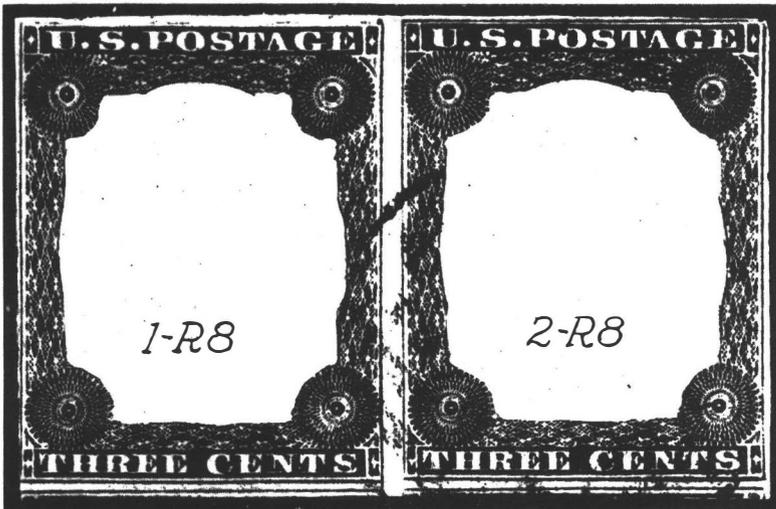


FIGURE 53

On all but one stamp from the top row of the last three plates the top line was not recut, and in addition, on one stamp in the bottom row, 96R6, the bottom line was not recut. Whether or not these should be considered as errors of recutting is a question, as quite possibly the engraver passed these by deliberately. Figure 53 shows a horizontal pair, 1 and 2 in the right pane of Plate 8. On the left stamp the top frame line is not recut, while on the right stamp it is recut.

It should be understood that many of the various unusual recuts and errors of recutting may be found in the same stamp. For example, one stamp, 47L0, shows the following recuts: all four frame lines, the top of the upper label, the top of both upper diamond blocks, both inner lines (the left of which runs up too far), five lines in the upper left triangle, one line in the upper right triangle, and one in the lower right triangle. Another example is 100R2 (e) which shows recutting of the four frame lines, two inner lines (the right inner line running up to

the upper right diamond block and down to the lower right diamond block), the top of the upper label, the top of both upper diamond blocks (the upper left diamond block being connected with the upper label), and two lines recut in the upper left triangle. In addition, the top frame line does not meet the left frame line, stopping opposite the left edge of the left diamond block. A very large number of examples of such multiple odd recutting may be found, and will be described in giving the history of each plate.

It is interesting to note that Tiffany, in the American edition of his work, recognized the existence of some of these varieties, and even tried to list them by a complicated series of letters and numbers, but he evidently had no idea as to how they were produced.

Of course all of the varieties and errors of recutting mentioned can be found on the perforated Type I stamps excepting those coming from plates "0", 1 (all states), 2(e) and 5(e). It will be understood that many of the unusual recuts are of the highest degree of rarity on these perforated stamps.

The relative rarity of the various varieties of recutting found on the 3c 1851 stamps may now be discussed. Please note that only the imperforate stamps are being considered, omitting any reference to the 3c 1857 Type I or Type II, or to any double transfers, cracks, plate flaws, etc. The variety found on 10R2(L) is included though there is still debate as to whether it is due to recutting or to a crack. The stamps from the "three rows" of Plate 3 and those from Plates 6 and 4 with the extra frame line are given.

To present the matter as clearly as possible, let us suppose that we were in possession of one million 3c 1851's assorted among the thirteen plates in exactly the proportion in which each plate was used, and further that the stamps from each plate were evenly divided among the 200 positions found thereon. It is necessary to do this because the proportion of stamps printed from various plates varied greatly from as much as nearly 24% from the commonest plate to not much more than half of 1% from the scarcest plate. The separate states of Plates 1, 2, and 5 are here considered as separate plates. The following brief table gives the number of stamps in the million which would be found from each plate, and the number from each position on each plate.

	Number from each plate	Number from each position on each plate
Plate 1 (early) .....	6,260	31
Plate 1 (intermediate) .....	11,180	56
Plate 1 (late) .....	170,300	851
Plate 2 (early) .....	11,510	58
Plate 2 (late) .....	235,310	1,176
Plate 3 .....	214,970	1,075
Plate 4 .....	103,780	519
Plate 5 (early) .....	14,060	70
Plate 5 (late) .....	56,780	284
Plate 6 .....	58,550	293
Plate 7 .....	58,550	293
Plate 8 .....	46,710	234
Plate 0 .....	12,040	60
Total .....	1,000,000	5,000

The approximate total number of stamps printed from any one position on any plate may be obtained by multiplying the second figure by 362. This is true because the total number of 3c 1851 stamps printed was about 362,000,000, and we here have the relative proportions for 1,000,000 of them.

It should be mentioned that all of the million copies are supposed to have sufficient margins, to be lightly enough cancelled, and to have impressions sufficiently clear so that all recutting is visible.

It has been necessary in a number of cases to draw a line in a rather arbitrary manner regarding the existence of certain varieties of recutting. For example: "Inner lines running too far" have not been included unless the line runs a certain distance past the center of the rosette. Another factor which is annoying and which makes the question of the admission of a variety of recutting difficult is the re-entry which occurred when Plate 1(e) became 1(i) and 1(i) became 1(L) as well as when 2(e) and 5(e) became 2(L) and 5(L). This re-entry often blurred a recutting which was clear on the earlier state of the plate so that on the later state it is too indistinct to list. This will account for the marked difference in figures between the various states of these plates in the following table.

When Plate 1(i) became Plate 1(L) every position on the plate was heavily recut, thus making the varieties of recutting between these two states entirely different. In the other three instances, the change of Plate 1(e) to 1(i) and 2(e) and 5(e) to 2(L) and 5(L) was followed in the first instance by no new recutting at all and in the latter two by a very few newly recut lines. However, a few positions on Plate 1(L) show traces of the line in the upper left triangle which was recut on the early state of the plate. These were not entirely removed by the re-entry and subsequent recutting because the line in question was a bit too far to the left to be affected.

There are many minor varieties of recutting which it has been judged wise not to admit to this list. Examples are recut lines running part way across the white space between the label and diamond block, and the various recutting of the different diamond blocks (excepting the lower left which was recut in only one position on one plate).

The table I think speaks for itself. The various separate varieties of recutting (numbered from 1 to 34 inclusive) are given first, after which all the combinations of these thirty-four main varieties are listed. At the bottom of each column showing a variety of recutting is given the total number of plate positions which show this particular variety. This obviously does not give the relative rarity of these various recuttings because the number of impressions from the different plates varies so much. Therefore a final figure is given at the bottom of each column showing the number of this variety which would be found in the suppositious unpicked million.

Perhaps the most striking feature shown by this table is the excessive rarity of certain varieties of recuttings and also of certain combinations. For example, but thirty-one in a million should show the combination of "No inner lines, one line recut in the upper left triangle and two horizontal lines recut at the top of the upper right diamond block". Again but fifty-eight stamps in a million should show the "Lower left diamond block recut", and but sixty in a million should show the combination of "Five lines recut in the upper left triangle, one line in the upper right triangle, one line in the lower right triangle and the left inner line running up too far". This position (47LO) which shows perhaps the prettiest combination of recutting on any 3c 1851, exists in the proportion of sixty to a million, which means that on the average but one copy should be found in each 16,667 stamps examined.

As this subject is more than a little complicated from the mathematical standpoint, it is quite possible that errors have crept into the table. Any corrections will be appreciated.

Owing to the difficulty in changing the table, it is necessary to add in the text one combination to those found on Page 76. This is 11-16-24, one stamp from Plate 1(L). Total positions thus recut:—1. Total number of copies in one million:—851.

REFERENCE NUMBER GIVEN TO EACH VARIETY OF RE-CUT.

SPECIFICATION OF RE-CUTTING ETC.

LIST OF PLATES USED

REFERENCE NUMBER GIVEN TO EACH VARIETY OF RE-CUT.	1 EARLY INTERMED.	1 LATE EARLY	2 LATE	3	4	5 EARLY	5 LATE	6	7	8	0	TOTAL POSITIONS THUS RE-CUT	TOTAL NUMBER OF COPIES IN ONE MILLION
1	91	91	200	200	200	197	192	200	200	200	200	1571	720,235
2	64	65	200	200	200	200	200	200	200	200	200	929	273,414
3	33	32	200	200	200	200	200	200	200	200	200	76	5297
4	12	12	200	200	200	200	200	200	200	200	200	24	1044
5			2	2	2	2	2	2	2	2	2	2	2150
6			2	2	2	2	2	2	2	2	2	2	2150
7			4	4	4	4	4	4	4	4	4	4	4300
8			5	5	5	5	5	5	5	5	5	5	5375
9			6	6	6	6	6	6	6	6	6	6	6450
10			1	1	1	1	1	1	1	1	1	11	3449
11	32	15	51	51	51	26	9	63	63	63	63	357	193,344
12	10	5	4	4	4	2	2	17	17	17	17	79	28,067
13	1	1	3	3	3	1	1	3	3	3	3	25	12,546
14		1	1	1	1	1	1	1	1	1	1	2	911
15		1	1	1	1	1	1	1	1	1	1	4	3,624
16		1	1	1	1	1	1	1	1	1	1	14	40
17		1	1	1	1	1	1	1	1	1	1	16	59

TOTAL POSITIONS THUS RE-CUT	LIST OF PLATES USED										REFERENCE NUMBER GIVEN TO EACH VARIETY OF RE-CUT				
	1 EARLY	1 INTERMED.	1 LATE	2 EARLY	2 LATE	3	4	5 EARLY	5 LATE	6		7	8	0	
60	1													18	TWO VERTICAL LINES RE-CUT IN THE LOWER RIGHT TRIANGLE
293	1								1					19	RE-CUT BUST (47 R6)
1176	1				1									20	RE-CUT BUTTON (OR CRACK AROUND BUTTON) (10 R2 - LATE STATE)
180	5												4	21	TWO HORIZONTAL LINES RE-CUT AT THE TOP OF THE UPPER RIGHT DIAMOND BLOCK
58	1				1									22	ONE HORIZONTAL LINE RE-CUT AT THE BOTTOM OF THE LOWER LEFT DIAMOND BLOCK
9327	17	6			4								1	23	LEFT INNER LINE RUNS UP TOO FAR
10443	20	4			4								2	24	LEFT INNER LINE RUNS DOWN TOO FAR
7752	13	2			2								6	25	RIGHT INNER LINE RUNS DOWN TOO FAR
1234	2				1								1	26	VERTICAL LINE CONNECTS UPPER LEFT CORNER OF THE UPPER LEFT DIAMOND BLOCK WITH THE LEFT END OF THE TOP FRAME LINE
8438	17	2			3								4	27	TOP LABEL AND UPPER RIGHT DIAMOND BLOCK CONNECTED AT THE TOP
4170	6				2								2	28	TOP LABEL AND UPPER LEFT DIAMOND BLOCK CONNECTED AT THE TOP
6274	10				1								1	29	BOTTOM LABEL AND LOWER RIGHT DIAMOND BLOCK CONNECTED AT THE BOTTOM
3105	7	1			2								3	30	HORIZ. LINE CONNECTS UPPER RIGHT CORNER OF TOP LABEL WITH THE TOP OF UPPER RIGHT DIAMOND BLOCK AND CONTINUES OUT TO THE RIGHT FRAME LINE
519	1				1								1	31	TOP LABEL AND UPPER RIGHT DIAMOND BLOCK CONNECTED AT BOTH TOP AND BOTTOM
1654	3	1			1								1	32	HORIZONTAL LINE CONNECTS THE TOP OF THE UPPER RIGHT DIAMOND BLOCK WITH THE RIGHT FRAME LINE
60	1	1			1								1	33	HORIZ. LINE CONNECTS TOP OF UPPER RIGHT DIAMOND BLOCK WITH TOP OF UPPER LEFT DIAMOND BLOCK OF STAMP AT THE RIGHT (TWO STAMPS NECESSARY TO SHOW THIS)
284	1												1	34	DIAGONAL LINE RUNS FROM UPPER RIGHT CORNER OF TOP LABEL ACROSS THE UPPER RIGHT DIAMOND BLOCK AND NEARLY TO THE RIGHT FRAME LINE

SPECIFICATION  
OF  
RE-CUTTING ETC.

POSITIONS SHOWING COMBINATIONS OF RE-CUTTING		2+11 +21	2+21	3+11	3+12	4+11	8+11	11+15	11+16	11+16 +17	11+17	11+24	11+25	11+26	11+27	11+30	11+32	11+33	12+15	12+16	
LIST OF PLATES USED	1 EARLY	1	4	4	2	3						1									
	1 INTERMED.		1	4	2	3															
	1 LATE								2	1					1						1
	2 EARLY										2		2	1	2	1				1	1
	2 LATE										2		2	1	2						
	3						1		6	1	4						1				
	4																				
	5 EARLY											3									
	5 LATE																				
	6																				
	7																				
8																					
0							2	7			4							1		1	
TOTAL POSITIONS THUS RE-CUT		1	5	8	4	6	1	2	15	2	15	1	4	2	5	1	1	1	1	1	3
TOTAL NUMBER OF COPIES IN ONE MILLION		31	180	348	174	261	1075	120	8572	1926	7218	31	2468	1234	3319	58	1075	60	58	969	
POSITIONS SHOWING COMBINATIONS OF RE-CUTTING		12+17	12+23 +24	12+24	12+17 +24+25	12+25 +28	12+27	12+28	13+16	13+17	13+24	13+27	14+15 +17+23	16+17	16+17 +27	11+16 +24	23+24	23+25	28+29	28+30	
LIST OF PLATES USED	1 EARLY			1																	
	1 INTERMED.			1																	
	1 LATE															1		1	1	1	
	2 EARLY	1				1	1				1	1								1	
	2 LATE	1					1	1			1						1			1	
	3	1							1					1			1				
	4																				
	5 EARLY																				
	5 LATE																				
	6																				
	7																				
8																					
0	3	1	1	1					1			1		1							
TOTAL POSITIONS THUS RE-CUT		6	1	3	1	1	2	1	1	1	2	1	1	1	1	1	2	1	1	2	
TOTAL NUMBER OF COPIES IN ONE MILLION		2489	60	147	60	58	1234	1176	1075	60	1234	58	60	1075	60	851	2251	851	851	1234	

Regarding the Type II stamps from plates 9 to 28, inclusive, except in rare instances the only recutting done on these plates was that of the side frame lines, and on all excepting three of the plates this line was drawn so that it was continuous from the top to the bottom of the plate, the three exceptional plates showing the side frame lines broken between the stamps vertically. Normally, these lines are at a distance from the stamp corresponding to the location of the side frame lines as rocked on the plate by the transfer roll. Many errors of recutting may be found in studying the side frames lines. A list of these follows:

- E 1. Either frame line too far from the design
- E 2. Either frame line too close to the design, in extreme instances cutting into the diamond blocks
- E 3. Either frame line double. (Regarding these double frame lines, a few copies may be found showing two distinct and fairly well separated frame lines of equal thickness at either one side or the other of the design. These are much scarcer than the copies showing slightly doubled lines).
- E 4. Either frame line split
- E 5. Left frame line multiple, that is, made up of three fine lines close together
- E 6. Either frame line not running up to the top of the design (in the top row)
- E 7. Either frame line not running to the bottom of the design (in the bottom row)
- E 8. Either frame line running above the top of the design in the top row
- E 9. Either frame line running below the bottom of the design in the bottom row
- E10. Either frame line crooked
- E11. Either frame line so faint that it appears not to have been recut. A very few copies have been seen which show not even the faintest trace of a frame line on one side. However, these impressions are never very clear, and I doubt very much whether any of these stamps exist that did not at one time show at least a faintly recut frame line at both sides of the design.

I have seen at least three copies which certainly give the appearance of having the upper label block and the upper right diamond block joined by a slip of the engraver's tool. Of course if this is true, the upper label block was, at least in these cases, recut. However, each is from a different plate position, and I am inclined to think that they are blurs made in the printing rather than errors of recutting.

In addition to the errors of recutting which have been listed, there are certain other examples of recutting which were deliberately done, and therefore can not be classed as other than normal. At least five different plate positions show one vertical line recut in the upper left triangle. In addition each of these five shows a little recutting of the outer edge of the band of tessellated work just below the upper left rosette. Four more positions show this latter form of recutting but with normal triangles; while one position shows five lines (two vertical and three diagonal) recut in the upper left triangle and the upper end of the left band of tessellated work rather extensively repaired. About twenty positions show an inner line recut on one side or the other, but never on both. Some of these are the same length as, and resemble very closely the inner lines recut on some of the perforated plates, while in other instances these recut lines are shorter. With one exception all of these seemingly come from the Plate 10 Group. All of the stamps mentioned in this paragraph are of decided interest, and will be described in detail under the heading, History of Each Plate.

THE QUESTION OF PLATING. The first nine plates, those made for the imperforate stamps (the unnumbered plate called "0" and those numbered from 1 to 8 inclusive), have all been plated, while the higher numbered plates, 9 to 28 inclusive,

made for the perforated Type II stamps, cannot be plated, with the exception of the three plates in the "Plate 10 Group"—10, 11, and (12?).

The first nine plates can be reconstructed because, though the stamp is line-engraved and all were transferred to the plates by transfer rolls made from the same original die, every stamp on each of these plates was touched up by hand, and the recutting was extensive enough so that every stamp varies from every other one. It almost goes without saying that engraving done by hand of necessity shows variation, and when it is as extensive as this recutting was, careful examination will show that no two stamps are exactly alike. The extent of this recutting varied on the different plates, but three or four frame lines at least were always recut, and with a great majority of the stamps, other parts of the design as well. A diagram has been given showing the parts of the stamps always recut, usually recut, and occasionally recut. (See Figure 51).

Beside the recutting, there are other aids to plating, notably the guide dots, spacing, alignments, shifts, plate flaws, cracked plates, scratches, and various other accidental plate marks, as well as copies showing the imprint, plate number or center line, those with corner or other sheet margins, and to a certain extent the transfer roll relief varieties. It must be understood that overlapping pairs, strips or blocks are necessary. Single copies, except those with sheet margins, etc., and those showing enough of the next stamp to make its identification possible, are of little aid to the plater. It is hardly necessary to state that all single copies in reasonably good condition may now be plated; and one is not obliged to add that stamps showing fine impressions, good margins and light cancellations are much easier to plate than those not in good condition.

Occasionally pairs, strips or blocks may be built up by rejoining stamps that were cut or torn apart when they were used. A number of stamps upon the same cover or on covers sent by the same person at about the same time naturally offer the best chance of this. Of course stamps that were torn apart are much easier to rejoin than those cut apart.

Plating the 3c 1851 stamp is not particularly difficult, many collectors for example having reconstructed the three right vertical rows from the left pane of plate 3. For their full description see the history of plate 3. I dislike to prophesy, but I feel that the time is coming when many collectors of United States stamps will wish to reconstruct at least the three commonest plates, 1(L), 2(L), and 3. When there is sufficient demand for it, I hope to present a series of the 2600 illustrations necessary to show the characteristics of each stamp on all thirteen plates. With such an aid and a little study as to the knack of plating stamps, any collector with fair eye-sight should be able to make rapid progress. It will be remembered that about 62 percent of all the imperforate stamps come from the three commonest plates. Therefore an unpicked lot of a hundred fine copies should yield in the neighborhood of 60 stamps to go into these three plates.

A word or two on the easiest method of plating 3c 1851's may here be in order. In looking through a lot for a certain known stamp note the most marked characteristic of its recutting and perhaps the next most marked. The characteristics mentioned are fortunately almost invariably close to one of the four margins of the stamp. For example the left inner line may run up a bit too far or be crooked at one point, and the top and left frame lines may not quite meet at the corner. Keeping these one or two salient features in mind it will be found possible to run through the lot rapidly and reject all but a few. These few must then be gone over again more carefully. Those which seem most promising must be compared directly with the original by placing one on the other so that the side of one showing the sought for feature is exactly parallel with the same side of the other, and close to it. Then compare the other three sides in the same way remembering that the

positions are not identical unless *all* the features match exactly. A certain allowance must sometimes be made for varying impressions and wear of the plate.

The writer has finally reconstructed the entire thirteen plates, each of 200 stamps, and, though a very few stamps on some of the rarest plates are not absolutely tied in by overlapping pairs, etc., it is probable that all are correctly placed.

I believe this is one of the biggest plating problems that has ever been solved, comparable in difficulty with the plating of the "penny black" of Great Britain. Although with this latter stamp there were 11 plates of 240 stamps each, giving a slightly larger total than for the 3c 1851, the platers here had the great advantage of the corner letters indicating on each stamp its position in the plate. Reconstructing a plate of the "penny reds" by finding stamps from any of the numerous plates bearing the 240 combinations of letters is, of course, not plating, but mere child's play.

Let us now consider the twenty plates, No. 9 to 28, inclusive, made for the perforated, Type II, stamps. Plates 10 and 11 show all the stamps thereon with the side frame lines recut by hand one at a time; that is, these side frame lines are not continuous between the stamps vertically, as was the case with the rest of these plates. Further, on these plates, a very few stamps were recut a bit in addition to the side frame lines. Given plenty of material in the way of pairs, strips and blocks, these plates can be reconstructed.

Probably all of the other seventeen plates of this type were recut almost without exception only to the extent of drawing, with the aid of a ruler, a continuous line from the top to the bottom of each plate, on each side of every vertical row of stamps, thus recutting the side frame lines. A very few stamps on these plates, less than a dozen, show a little recutting other than that of the frame lines. The center lines of these plates are also monotonously alike, and, except for an occasional shifted transfer, and some stamps from the top rows of certain plates showing a damaged transfer roll impression touched up, these side frame lines are practically all that one has to differentiate the various stamps. When one remembers that there are 18 times 200 (or 3600) stamps to place the hopelessness of completing such a task is evident.

It may be of sufficient interest to note that it was the question of plating which first attracted the writer to the 1851-57 stamps. One bleak winter day late in 1907 found me confined to the house because of some minor ailment. To pass the time I dug out a hundred copies of the 3c 1851, which had been put aside perhaps eight or ten years earlier. On looking over the lot I found a couple of stamps with extra frame lines, which later proved to come from the "three rows" on plate 3. Knowing little of the manufacture of line engraved stamps, I could not figure out at all why these varieties existed, but determined to get some idea if I could from some of the dealers or others who should know. A few days later I made inquiries and found to my surprise that no one could give me any information at all. Someone referred me to Mr. Luff's great work, and to Tiffany's history. The explanations given in these two books merely whetted my curiosity, and I began to gather material from the "three rows" in the hopes of solving the problem myself. With the aid of a few pairs and strips, and copies showing parts of the next stamp I was finally able to reconstruct these "three rows". By this time I had taught myself enough regarding plating so that I determined, if possible, to complete the pane. In order to do this I bought up at very modest prices three accumulations of used 3c 1851's in pairs and strips, with possibly a few blocks, which not only allowed me to finish the left pane of plate 3, but to make much headway on the other commoner plates. The best of these three accumulations had in the neighborhood of a thousand stamps, and came from Mr. A. Krassa who

is always ready to help a student. He had been saving pairs and strips of the 3c 1851 for years, hoping someday to find a collector to work them out. When I convinced him that I was really studying them he sold me the entire lot for a merely nominal sum. At this time no one seemingly cared much about this stamp, and, in fact, dealers seemed quite willing to unload on me. I bought without any thought of future profit, believing that I was spending a moderate sum purely for my own amusement. Thus I was able, within a year or so, to accumulate upward of 5,000 imperforate 3's in pairs and better, practically cleaning the floating supply off the market.

I have never forgotten the amusing attitude of one dealer, now dead. He certainly gave me the impression, and in fact told others, that he considered me a harmless lunatic to whom he had best sell all the 3's possible before I became violent. Another dealer used to take off a small percentage when I bought several pairs, etc., on the theory that wholesale purchasing deserved a discount. Would that this attitude still persisted!

About August, 1909, the American Philatelic Society published my first serious attempt to write up the subject, as their Handbook No. 1. This, together with a few articles in philatelic journals, and probably beside this the mere fact that I bought most of what was offered, stimulated some interest, and the price of the stamp in pairs or better began to mount, and it was not long before good pairs of the 3c 1851 were worth the unprecedented price of 25c. About this time it dawned on me that the 3's might have a financial future, and I continued to buy with care, particularly pieces which came from plates that I had not completed. A little later the other values of this series, particularly the 1c stamps, as well as the 5c and 10c 1847's, also interested me, and I began purchasing all of them on a modest scale. I may add that my plating work with the 3's has been done practically without any help whatever from other collectors, excepting for the frequent and generous loan of material. This, in brief, is the history of the way I became interested in these issues.

In looking back on my experiences it seems clear that I was fortunate enough to choose the psychological moment for studying the 3's. The stamp was unpopular, had accumulated in considerable quantities in dealers' stocks, and was seemingly just waiting for someone to come along and pick it up. The same was more or less true of the 1c. Both values having been purchased so cheaply at the beginning, it always has been hard for me to keep up with the increase in value while buying. For example, I remember refusing a considerable number of 1c 1851 strips of three which were offered to me at \$1.00 per strip because I thought the price was too high. The same thing sometimes happened with the 3c stamps. One more odd fact occurs to me. When I began to collect, practically the only known minor variety of the 3c 1851 that was recognized as having added value was the well known shifted transfer "with line through THREE CENTS", and even many of these were picked up at the price of the normal variety.

**TYPES AND TYPES FROM EACH PLATE.** According to Scott's Catalogue there are two types of the 3c 1851-1857 stamps, the first, Type I, showing a frame line all around the design, existing both imperforate and perforated; the second, Type II, showing no frame line at top or bottom, existing only perforated. This division is quite logical, Type I stamps coming from the first nine plates, those made for the imperforate stamps, seven of which were later used also for the perforated issue; and the Type II stamps coming from the twenty plates, 9 to 28, inclusive, made expressly for the perforated stamps and not known imperforate. If desired, both of these main types may be divided into two sub-types, the Type I stamps existing with, and those existing without "inner lines". These inner lines consist of two vertical lines recut, one on either side, just within the side frame lines, and

defining the outer edge of the band of tessellated work; but while these two sub-types may, in the great majority of cases, be easily identified, there are a few stamps showing the inner line recut on one side only, or on part of one side only, and a few more showing these inner lines so faint that it is not easy to tell whether or not they were recut.

The plates will be described one by one as to the existence of inner lines.

On plate 1(e) nearly half of the stamps show two inner lines, about one-third show no inner lines whatever, and the remainder show one inner line, or part of one inner line, or one inner line and part of the other.

Plate 1(i) is exactly the same, excepting that many of the inner lines are decidedly fainter than on the early state of plate 1 because of the extensive re-entry which accounted for the intermediate state. Incidentally stamps from plate 1 in the early and intermediate states are always in the orange-brown color and may thus be told from stamps of plate 5(L), 4, 6, 7, and 8, which are found only in the colors used during the last two or three years the stamps were current.

Plate 1(L): every stamp shows both inner lines distinctly recut.

Plate 2 (e): every stamp shows both inner lines distinctly recut.

Plate 2(L): every stamp shows both inner lines recut, although on certain positions less distinctly than on plate 2(e) because of re-entry.

Plate "0": all stamps show both inner lines distinctly recut.

Plate 3: all stamps show both inner lines distinctly recut, excepting on certain of the stamps from the "three rows" (see history of plate 3).

Plate 4: all the stamps are without any inner lines.

Plate 5(e): all excepting three stamps show two inner lines, which are rather lightly recut. The three exceptions show one inner line at right only.

Plate 5(L): 192 of the stamps show two inner lines, very often faint, and the remaining eight show but one inner line, also faint. On a very few stamps these inner lines are so light that they are not easily determined. The difference in the strength of the inner lines between plate 5(L) and plate 5(e) is due to the extensive re-entry and burnishing early in 1855, when the plate was put into use for the second time.

Plate 6: the stamps show no inner lines.

Plate 7: the stamps show no inner lines.

Plate 8: the stamps show no inner lines.

Inasmuch as plates 2(L), 3, 4, 5(L), 6, 7, and 8 were all used for perforated stamps, both of the imperforate sub-types, with their varieties, also exist perforated; but because plates 2(L), 3, and 5(L) were used but very little for the perforated stamps, the sub-type with inner lines is rare perforated.

The varieties found in the three right vertical rows of the left pane of plate 3 may also be considered sub-type varieties. There are five of these, as follows: stamp normal at the left, and showing an extra outer frame line at the right (five examples on the plate); stamp normal at the right but showing no inner line at the left, the left outer frame line taking its place (four examples on the plate); stamp normal at the left, but showing no inner line at the right, the right inner frame line taking its place (two examples on the plate); stamp showing one extra frame line at the left and no inner line at the right, the right outer frame line taking its place (six examples on the plate); stamp showing two extra frame lines at the left and no inner line at the right, its place being taken by the right outer frame line (two examples on the plate). These also all exist perforated, but are extremely rare. A complete description of each stamp in these three rows will be given in the history of plate 3.

The perforated, Type II, stamps may also be divided into two sub-types. All the plates, excepting 10 and 11, show that the side frame lines were recut by

drawing a continuous line from the top to the bottom of the plate, both sides of each vertical row of stamps. Thus, these lines are not broken between the stamps vertically. This is the common sub-type. But on plates 10 and 11, the side frame lines were drawn separately for each stamp, these lines being broken between the stamps vertically. This is the second and rarer sub-type.

One stamp of the first sub-type mentioned and a very few stamps of the last sub-type mentioned show, in addition to the side frame line on each side, an inner line recut on one side or the other, but never on both. These may be considered as further sub-types. They are all of considerable rarity.

## CHAPTER VIII THE HISTORY OF EACH PLATE

**T**HIS will be discussed in each case under the following sub-headings, although occasionally more than one plate will be considered at a time, as when, for example, it has not been possible to differentiate stamps from each one of a group of plates: 1st, when the plate was made; 2d, whether one or more states of the plate are known; 3d, the earliest known date of use; also its normal period of use, and when it was discarded; 4th, the approximate number of stamps printed from the plate, and their rarity; 5th, the amount of wear shown, if any; 6th, transfer roll and transfer roll reliefs employed; 7th, the imprint and plate number; 8th, the center line; 9th, spacing and alignment; 10th, the types and sub-types found on the plate; 11th, shifted transfers; 12th, the cracks; 13th, the varieties of recutting; 14th, the other plate varieties.

In estimating the number of stamps printed from each of the "imperforate" plates the following method has been employed which, while not highly scientific, probably leads to as accurate an estimate as is today possible. During the first few years that I was interested in the 3c 1851 I accumulated 5100 of these stamps in pairs, strips and blocks, taking practically all that were offered. Since that time I have added comparatively few pieces of this kind, these being mostly from plates that were not yet completely reconstructed.

I have counted the number of stamps from each plate in the 5100, and figured the percentage these quantities bore to the total. The number of stamps and the percentages are given in the second and third columns in the table below. To check this result and get at the problem from a different angle I estimated as accurately as I could the probable number of months each plate was used, and figured the relation the length of time each plate was in use bore to the total number of months of plate usage. These percentages, when worked out, approximate fairly well the percentages first mentioned. These figures are given in the fourth and fifth columns in the table. The sixth column gives an average for each plate of the two percentages mentioned, and from this have been figured the number of stamps from each plate (stated in the seventh column), each state of each plate being considered as a separate plate. The eighth column gives the number of sheets of 200 stamps, which is of course the same as the number of impressions from each plate.

Regarding the perforated Type I stamps, all of which, of course, come from the same "imperforate" plates, I have estimated as well as possible the probable percentage of these stamps printed from each of the plates used for them. These appear in column nine. These percentages are based on a very considerable number of these stamps which I have plated recently for a collector who is attempting with much success to reconstruct all the plates which exist perforated. I kept a careful record of every stamp plated and quite to my surprise found that stamps from plate 7 were decidedly commoner than from any other plate. The comparative rarity of the other plates was about as here given. These percentages are of course only roughly approximate. The tenth column gives the estimated number of perforated stamps from each plate, the eleventh column the number of impressions figured from the number of perforated stamps, the twelfth column the total number of stamps, both perforated and imperforate, from the first nine plates, and the final column the total number of impressions from each plate.

ESTIMATED NUMBER OF STAMPS AND IMPRESSIONS FROM THE  
NINE "IMPERFORATE" PLATES

Plate	Imperf. Pairs Seen	% of Pairs	Months in Use	% of Months	Ave. % Imperf. Stamps	No. of Imperf. Stamps	No. of Sheets i.e., No. of Impressions
1(e)	35	.686	1½	.566	.626	2,267,800	11,339
1(i)	66	1.294	2½	.943	1.118	4,050,200	20,251
1(L)	948	18.588	41	15.472	17.030	61,695,000	308,475
2(e)	50	.981	3½	1.321	1.151	4,169,800	20,849
2(L)	1207	23.667	62	23.396	23.531	85,246,200	426,231
3	1038	20.353	60	22.642	21.497	77,877,600	389,388
4	616	12.078	23	8.679	10.378	37,596,600	187,983
5(e)	76	1.490	3½	1.321	1.406	5,093,600	25,468
5(L)	252	4.941	17	6.415	5.678	20,569,800	102,849
6	270	5.294	17	6.415	5.855	21,211,000	106,055
7	270	5.294	17	6.415	5.855	21,211,000	106,055
8	207	4.059	14	5.283	4.671	16,921,800	84,609
"0"	65	1.275	3	1.132	1.204	4,361,800	21,809
<b>Total</b>	<b>5100</b>	<b>100.000</b>	<b>265</b>	<b>100.000</b>	<b>100.000</b>	<b>362,272,200</b>	<b>1,811,361</b>

Plate	% of Perforated Stamps	Perforated Stamps, Number	Perforated Stamps, Impressions	Total Stamps, Perforated and Imperforate	Total Impressions, Perf. & Imperf.
1(e)	-----	-----	-----	2,267,800	11,339
1(i)	-----	-----	-----	4,050,200	20,251
1(L)	-----	-----	-----	61,695,000	308,475
2(e)	-----	-----	-----	4,169,800	20,849
2(L)	1¼	484,600	2,423	85,730,800	428,654
3	1¼	484,600	2,423	78,362,200	391,811
4	20	7,751,200	38,756	45,347,800	226,739
5(e)	-----	-----	-----	5,093,600	25,468
5(L)	1½	581,200	2,906	21,151,000	105,755
6	20	7,751,200	38,756	28,962,200	144,811
7	40	15,502,400	77,512	36,713,400	183,567
8	16	6,201,000	31,005	23,122,800	115,614
"0"	-----	-----	-----	4,361,800	21,809
<b>Total</b>	<b>100</b>	<b>38,756,200</b>	<b>193,781</b>	<b>401,028,400</b>	<b>2,005,142</b>

Plate 2, including both states, gave, according to my estimate, nearly 430,000 impressions, and plate 3 gave over 390,000 impressions. Considering the delicate engraving appearing on the 3c 1851 stamps, and the fact that neither of these two plates showed more than slight wear, I feel that they certainly gave most remarkable service.

One more check on the accuracy of the figures given is this: adding the total number of stamps from the plates used for the orange-brown stamps (which appeared only during 1851), plate 1(e), 1(i), two and one-half months' supply from plate 1(L), plate 2(e), plate 5(e), and plate "O", gives a total of just about 24,000,000 stamps for the six months ending December 31, 1851. The known number of stamps issued for the fiscal year ending June 30, 1852, is about 48,000,000. Thus, my approximation for the first six months seems quite accurate.

Let me emphasize the fact that I make no pretense that the figures given are more than an approximation, but they show conclusively why stamps from some plates are so rare.

I have no data at all regarding the number of stamps printed from each of the twenty Type II plates made for the perforated stamps. A figure was given under the heading, The Number Issued, of the approximate number of the perforated Type II stamps issued. Dividing this figure, 619,868,400, by 20, it gives an average of 30,993,400 stamps, 154,967 impressions, from each plate, supposing they were all used equally. However, it is certain that some were used much more than others. I regret that no further facts regarding these are at hand.

Where a plate exists in more than one state, each state will be described in detail, as though it were a separate plate.

## CHAPTER IX

### PLATE 1 (EARLY, INTERMEDIATE, AND LATE STATES)

#### PLATE 1 (EARLY)

IT probably happened by chance that the first plate made was given this designation when the firm of engravers began to add numbers to the plates, evidently very late in 1851. Prior to this time four plates had been made, and two had been discarded, probably because damaged, though one of these two was put back into use some four years later. Plate 1(e) was finished some weeks before the stamps were first issued to the public on July 1, 1851, and it is, I think, certain that all of the 300,000 stamps delivered by the contractors to the government on June 21, 1851, as well as all other deliveries prior to about the middle of July, 1851, came from this plate in its first state.

The earliest date of use known, of course, is July 1, 1851. In fact the earliest date of use of a stamp from any other plate known to me is July 13, 1851, so that it is almost a certainty that any 3c cover dated during the first two weeks the stamps were current bears a stamp from this plate. In fact almost all of the stamps used in July, 1851, are from Plate 1(e).

Three states of this plate are known, which will be called early, intermediate, and late, although this designation may perhaps be a little confusing because the first two states of the plate together probably covered a period of about four months only of use, while the "late" state remained in use from October, 1851, to about March, 1855, when the plate was discarded because of excessive wear. Thus, beautifully clear impressions, showing no signs of wear, may be found from the third or "late" state of the plate. It must be distinctly understood that "early", "intermediate" and "late" refer only to the state of the plate and not to the impressions from the plate.

As nearly as I can judge, plate 1 in its first state probably was used until about the end of the first week of July, 1851, when it was softened, and re-entered, etc., thus accounting for the second or intermediate state. My estimate is that approximately 2,267,800 stamps (11,339 impressions) were printed from the plate in its early state. Necessarily they are all rare, coming from by far the rarest of all plates, if this is counted as a separate plate. Unused copies are of the highest degree of rarity; most of those now in existence having come from covers that missed cancellation at the postoffice. Because of the scarcity of stamps from this plate it was one of the last to be completely reconstructed. Fortunately stamps from this plate may be plated from known positions on plate 1(i) and vice versa, otherwise these two plates might never have been entirely reconstructed. To give an idea of the rarity of the stamps from plate 1 (e) I may add that I have never seen but three copies from a very few positions thereon.

The plate of course showed no wear while in this state.

The regular arrangement of transfer roll reliefs from transfer roll No. 1 was employed in making this plate; that is, B relief for the first, third, fifth, seventh, ninth and tenth horizontal rows, and the A relief for the second, fourth, sixth, and eighth horizontal rows. However, there are a few exceptions, two in the top row and four in the body of the plate. 89L1E shows the A relief to have been used instead of the B relief, and 21 (gash very faint), and 43L1 (e), and 8, 9 (gash very faint), and 46R1 (e) show the C relief to have been used, these five positions showing the "gash on the shoulder".

Plate 1 in its early state certainly had no number, and at least for a part of its life, and probably for all of it, bore no imprint whatever; almost certainly being the only plate printed from without an imprint.

The center line is a single, fine line,  $2\frac{1}{2}$  to  $2\frac{3}{4}$  mm. from the stamps of the left pane, and  $2\frac{1}{8}$  to  $2\frac{3}{8}$  mm. from the stamps of the right pane. It runs at least  $8\frac{1}{2}$  mm. below the bottom of the tenth horizontal row of stamps, and at least  $6\frac{1}{2}$  mm. above the top of the first horizontal row of stamps. It shows a very large dot directly upon it,  $3\frac{1}{2}$  mm. below the bottom of the tenth row, and similar dot, 2 mm. above the top of the first horizontal row.

The spacing is fairly uniform on the entire plate, although at the bottom of the plate, between the first and second vertical rows of the left pane, the stamps are abnormally close together, the distance between 91 and 92L1 being but  $1/3$  mm. The spacing throughout is comparatively narrow, never exceeding 1 mm.

The alignment on this plate is not bad, there being no marked variations, although in the left pane, the second vertical row is a bit higher than the third, and the seventh vertical row a bit higher than the sixth. In the right pane the fifth vertical row is somewhat higher than the rows on either side of it.

Both of the major types; that is, stamps with and without inner lines, are found on this plate, as well as some of the sub-types, with only one inner line, or only part of one inner line, or with one inner line and part of the other. Rather strangely, the great majority of stamps from the left pane show two inner lines, whereas the bulk of the stamps from the right pane show no inner lines. On the left pane are found a few stamps with only one inner line, and a few without inner lines. On the right pane there are a number of stamps having one inner line. There are also a few stamps showing part only of one inner line, and six stamps showing all of one and part of the other inner line, but none showing two complete inner lines.

Following are the positions in question:

Twelve positions show an inner line at left only. These are: 5, 6, 9, and 12L1(e), and 14, 36, 37, 57, 60, 61, 63, and 81R1(e).

Thirty-three positions show an inner line at right only. These are: 1, 17, 19, 35, and 100L1(e), and 1, 46, 47, 48, 49, 58, 59, 65, 68, 69, 70, 71, 75, 76, 84, 85, 86, 87, 88, 89, 92, 93, 94, 95, 96, 97, 98, and 100R1(e).

Sixty-four positions show no trace of either inner line. These are: 2, 3, 4, 14, 15, and 16L1(e), and 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 38, 39, 40, 41, 42, 43, 44, 45, 51, 52, 53, 54, 55, 62, 64, 72, 73, 74, 77, 78, 79, 80, 82, 83, and 90R1(e).

The remaining 91 positions show two inner lines. The inner lines noted whether on stamps showing one or both of them are occasionally recut for only part of their normal length. In extreme instances only a small fraction of the line is recut.

The following plate positions show a double transfer: 3, 5, and 13L1(e), and 2, 7, 12, 14, and 22R1(e), most of them being slight. All of these still show on the intermediate state of the plate.

Roughly, half the stamps from this plate, about one-quarter of those on the left pane and three-quarters of those on the right pane, show recutting at the top of the upper right diamond block. The balance show no recutting of this part of the design.

There are no cracks on this plate.

In general the recutting on this state of the plate is clearly but lightly done, practically all of the redrawn lines being thin. First will be given a list of the normal but unusual recuttings, and after that, a list of the errors of recutting.

### Normal But Unusual Recuttings

Three lines recut in the upper left triangle, 50R1(e).

Two lines recut in the upper left triangle, 23, 25, 26, 27, 28, 29, 42, and 87R1(e); 49 and 87R1(e). On 27L1(e) the two recut lines are so close together that, except on very clear impressions, they appear like one thick line.

One line recut in the upper left triangle, 22, 30, 43, 44, 50, 61, 64, 66, 67, 69, 70, 71, 74, 81, 84, 87, 92, and 94L1(e); 21, 27, 42, 46, 47, 56, 61 (this line runs up along the whole left edge of the upper left diamond block), 63, 65, 66, 67, 69, 81, and 91R1(e).

There is one stamp, 69R1(e), which shows a very odd bit of recutting, the upper left diamond block having a vertical line recut along its entire left edge.

There are four stamps which show more or less distinctly the top of the upper right diamond block to have been recut by two horizontal lines close together. These are 21, 23, 29, and 30R1(e). 25R1(e) may possibly be recut the same way.

### Errors of Recutting

Left inner line runs up too far, 79L1(e).

Left inner line runs down too far, 28, and 84L1(e).

49L1(e) shows a consistent dot of color in the left half of the H of THREE. 75L1(e) shows a slip of the engraver's tool. It starts at the top of the right inner line and runs downward and slightly to the right for about 2 mm. There are no other plate varieties of note on plate 1(e), excepting a very few double or misplaced guide dots. 24L1(e) shows one guide dot extending downward from the left edge of the bottom of the lower right diamond block, and a second guide dot in the white space between the lower label and the lower right diamond block, about a quarter of the way up, and extending to the right from the label block. One stamp on the right pane, 55R1(e), shows a guide dot (which should have appeared on the stamp above) touching and extending above the top frame line, directly above the left edge of the upper right diamond block. Four stamps, 49L1(e), 48, 68, and 84R1(e), show the guide dot at the bottom of the white space between the lower label and lower right diamond block. This gives, in copies that are too heavily inked, the appearance that the lower label block and the lower right diamond block had been joined by an error of recutting.

The following stamps show double guide dots - 24L1(e) and 29R1(e).

The following stamps show no guide dot though normally they should — 10, 26, 27, 67, 68 and 88L1(e), 10, 25, 26 and 45R1(e). On the last mentioned position, the dot is on the stamp below.

49L1(e) shows a tiny dot of color in the left vertical bar of the "H" of THREE just above and almost touching the place where the horizontal bar joins it.

75L1(e) shows a slip on the right inner line which runs from the top of this line downward and slightly to the right for 2.7 mm.

### PLATE 1 (INTERMEDIATE)

This state of the plate came into use about the middle of July, 1851, the earliest date of use seen of a stamp from the intermediate state being July 13, 1851. The plate in this state was used continuously for about three months, when it was again softened and extensively re-entered and recut, thus accounting for the third or late state of the plate. The stamps from the intermediate state of course are all orange-brown. The re-entry which indicates the second state of the plate was done in an attempt to deepen the impressions on the plate which, when it was first made, had been entered too lightly. The attempt, though, was a

failure, impressions from the intermediate state showing no more evidence of depth than those from the early state.

Approximately 4,050,200 stamps (20,251 impressions), were printed from the plate in this state, so they are decidedly rare. Unused copies are particularly scarce. Outside of one unused block of four I have no recollection or record of having seen more than an occasional single copy. This plate has been completely reconstructed and it is almost certain that the plating is all correct even though a very few positions are not absolutely tied in.

The plate showed no wear while in this state.

The regular arrangement of transfer roll reliefs was employed; relief B for the first, third, fifth, seventh, ninth, and tenth horizontal rows, and relief A for the second, fourth, sixth, and eighth horizontal rows. There are, however, eighteen exceptions to this arrangement: the A relief was used for Nos. 1, 2, 3, 4, 6, 7, 8, 9, 10, 84 and 92L1(i), and 3, 4, 5, and 7R1(i) while the C relief was used for 63L1(i), 10, and 44R1(i), these last three stamps showing the variety "gash on the shoulder".

This plate seemingly had the imprint added to it when this state of the plate came into existence. It is about  $2\frac{3}{4}$  mm. from the stamps of the left pane, and 2 mm. from the stamps of the right pane. The plate almost surely bore no number while in this state.

Exactly the same remarks may be made regarding the center line, spacing and alignment, as were made for plate 1(e).

The types and sub-types found on this state of the plate are the same as found on plate 1(e), except that, because of the extensive re-entry which was done, certain of the fainter frame lines and inner lines show still more faintly. In one extreme case the right inner line on 98R1(i) seems to have disappeared entirely.

Shifted transfers on this state of the plate are rather numerous, the following appearing in the left pane: 3, 5, 13, 45, 62, 72, 73, 74, 75, 82, 83, 84, 85, and 92L1(i). On the right pane they are 2, 7, 12, 14, 22, 34, 44, 64, 92, 95, and 98R1(i). A group of shifted transfers occurring in the lower left corner of the left pane deserves special mention. It will be noted that all the shifts listed from 62 to 92L1(i) inclusive, might be found in an unsevered block of ten stamps. It is difficult to state just how these occurred, but apparently the plate maker had considerable trouble in re-entering the designs over those previously existing on the plate. 74 and 84 are both examples of triple transfer, the design in each case being found reduplicated both to the left and the right of the original impression. With 74 in particular the shifted portion is unusually far from the original design, the tessellated work showing on both sides of the stamp in the white margin outside of the frame line. Clearly printed copies of these shifts in good condition are, to my mind, very remarkable examples of re-entry.

No cracks are known on this plate.

The varieties of recutting are the same as are found on the early state of plate 1, no additional touching up having been done when the second state of the plate came into existence, the difference being due entirely to re-entry. However because of the re-entry, as has been stated before, many of the finely recut lines, including those in the upper left triangle, are decidedly fainter than on the early state of the plate, and occasionally can be distinguished with difficulty, if at all. Of the stamps which on plate 1(e) show two lines recut in the upper left triangle, five were so altered by the re-entry that they can no longer be distinguished as thus recut. Those which *remain* are 25, 28, and 86L1(i), and 49, and 87R1(i). Of those which showed one line recut in the upper left triangle on the early state

seventeen show this line to have disappeared or practically so. Those which *remain* are 61, 64, 66, 67, 71, 81, 87, and 94L1(i), and 21, 61, 63, 66, 67, 81, and 91R1(i). Of the four stamps noted on the early state as showing two horizontal lines recut at the top of the upper right diamond block, three no longer show this characteristic, the remaining one being 30R1(i). Both inner lines on 92L1(i) have almost entirely disappeared.

100L1(i) shows a consistent dot of color in the E of CENTS. 10R1(i) shows a slip of the engraver's tool. It starts at the top of the left frame line and runs downward and a bit to the left for about 3 mm.

The double and missing guide dots are the same as on Plate 1(e) except that the faint dot which was on 86R1(e) no longer shows.

There are no other plate varieties of note, excepting that the best examples of short transfer are found on this state of this plate. These have already been mentioned briefly and illustrated under the main heading, Other Plate Varieties.

#### PLATE 1 (LATE)

The final softening, re-entry, and very extensive recutting which led to the third state of plate 1 apparently took place early in October, 1851, the earliest known date of use of a stamp from this state of the plate being October 12, 1851. The plate was seemingly used continuously from this time until about March, 1855, when it was permanently discarded because of excessive wear, and was replaced by plate 4. Stamps from the top rows of plate 1 (L) from the very last printings show such decided wear that it is remarkable that it had not been discarded earlier. The colors found on stamps from this plate range from the late 1851 orange-brown shades, through all of those used in the years 1852, 1853, 1854, and the early part of 1855.

Approximately 61,695,000 stamps (308,475 impressions) were printed from this plate while in this state. Therefore they are comparatively common, only two plates having been more extensively used. It has, of course, been entirely reconstructed.

The regular transfer roll relief arrangement of A and B were employed on this plate; that is, the B relief for the first, third, fifth, seventh, ninth, and tenth horizontal rows, and the A relief for the second, fourth, sixth, and eighth horizontal rows. There are, however, four exceptions, 5 and 6L1(L), showing the A relief to have been used, while early impressions of 8 and 10R1(L) show a faint "gash on the shoulder", the C relief having been employed.

The imprint is about  $2\frac{1}{4}$  mm. from the left pane, and about 2 mm. from the right pane. The plate number, which is in very small type, was engraved  $2\frac{1}{4}$  mm. from the imprint on the left pane and  $1\frac{3}{4}$  mm. from the imprint on the right pane. It reads "No. 1". The number was probably added when the plate was softened for its third and final re-entry in October, 1851, although perhaps this number was not put on the plate until about the first of January, 1852.

The center line has been described under Plate 1(e). Because of the wear and the fact that the line was lightly cut, it became fainter and fainter, until it almost disappeared on the final printings made from this plate. The spacing and alignment are of course the same as was described in the history of plate 1(e).

The stamps on this plate are all of the type with both inner lines distinctly recut. No sub-types are found.

More or less distinct traces of some of the shifted transfers found on the intermediate state of the plate still persist, although certain others disappeared entirely. The following is a list of shifted transfers found on the left pane of

plate 1 (L), and comparison of this list with those found on the intermediate state will show which are new: 3, 5, 10, 11, 2½, 31, 33, 37, 51, 55, 56, 62, 66, 74, 75, 83, 85, 92L1(L); while on the right pane they are Nos. 2, 3, 8, 9, 12, 22, 34, 64, 70, 71, 80, 90, 92, 95, 98R1(L). There are, in addition, certain *very* slight reduplications which can be made out with more or less certainty in very clearly printed copies, which are hardly worth listing here. One stamp, 92L1(L), which is the well-known minor variety with "line through THREE CENTS", is a very strong shift, and occurred while the re-entry for the third state of the plate was being done. It is absolutely different from 92L1(i), also a shift.

No cracks are known on this plate.

In general, the recutting on this plate was heavy and very extensive, all the frame lines, both inner lines, and the top of the upper label block always being recut, and excepting for two stamps in the right pane, 63 and 64R1(L), all the stamps show recutting of the upper right diamond block which in all cases consisted, not of drawing a straight line across the top, but of gouging out the entire upper part of it in an attempt to show it as it existed on the original die. This characteristic is so marked and consistent that it is ordinarily very easy to pick out stamps as having come from this state of the plate. The upper left diamond block was also often recut, while the lower label block and the lower right diamond block was occasionally touched up.

A list of the unusual though normal varieties of recutting, as well as of the errors of recutting, follows:

Five lines recut in the upper left triangle: 95L1(L).

Three lines recut in the upper left triangle: 27, 49, and 86R1(L).

Two lines recut in the upper left triangle: 7 and 9L1(L); 65 and 75R1(L).

One line recut in the upper left triangle: 8, 10, 14, 29, 30, 42, 46, 49, 55, 62, 64 (latest state of the plate shows this line to have worn away entirely), 66, 67, 69, 76, 78, 83, 85, 86, 94, 96, and 98L1(L); 4, 5, 6, 15, 24, 28, 30, 35, 40, 42, 43, 44, 45, 46, 50, 53, 56, 66, 67, 73, 82, 83, 85, 87, 93, 95, 96, 97, and 98R1(L). 61 and 81L1(L) and 21, 61, 81, and 91R1(L), from the earliest printings, still show traces of the vertical line recut in the upper left triangle on the early state of this plate.

One line recut in lower left triangle: 9, 33 (very light), 47, 49, 52, 66, and 85L1(L); 5, 33, and 76R1(L).

One line recut in the lower right triangle: 6, 39, 49, 65, 88, and 97L1(L).

Errors of Recutting:

Left inner line runs up too far: 68L1(L), 25, 39, and 94R1(L).

Left inner line runs down too far: 85L1(L). Clear early impressions of 28L1(L) show traces of this.

Right inner line runs down too far: 18, 24, 50, 68, 90, and 100L1(L).

Upper label block and upper left diamond block joined: 79L1(L), 14R1(L).

Upper label block and upper right diamond block joined: 31, 32, and 96L1(L), and 60R1(L).

Lower label block and lower right diamond block joined, 14R1(L).

As has already been mentioned, the upper right diamond block of 63 and 64R1(L) shows no recutting.



FIGURE 54

One other very odd variety of recutting is found on this plate: certain stamps in the top row, most notably 4R1(L) (see Figure 54), and less notably 3, 5, and 6R1(L), show the top label to have been recut in such a manner that the letters "T" and "A" in "POSTAGE" appear much smaller than do

the rest of the letters in the label. This happened when the engraver redefined the upper edge of the label block, making a thick line over "T" and "A", thus cutting off the top of these letters and reducing their height. The following positions show the frame line nearest the margin noticeably fainter than the adjacent inner line and the other three frame lines: 30, 40, 50, 60, and 70L1 (L); 21, 41, 91, 50, 60, 90, and 100R1 (L). The faint lines in question were recut either very lightly or not at all (probably the latter in almost every case) when plate 1(i) became plate 1(L). The top frame line of 16R1(L) and the left inner line of 25L1 (L) are also very faint, for the same reason. 71R1 (L) shows the variety known as the "large upper left diamond block". Perhaps partly because of the shift and partly because of the recutting this diamond block is very obviously wider than normal.

The following stamps show double guide dots - 24 and 46L1(L) and 8R1(L).

The following stamps show no dot although they normally should - 10, 26, 27, 47, 67, 68 and 88L1(L), 10, 25, 45 and 86R1(L). The guide dot which should show on 45R1(L) is found on the stamp below.

88R1 (L) usually shows more or less color in the white parts of U. and S. in the top label.

Generally speaking, the later the impression the more clearly the recutting shows up. This is because almost always the recut part of the design was decidedly deeper than the other lines as rocked on the plate by the transfer roll. As the finer lines wore away, the recut portion stood out more and more noticeably in comparison.

The scratches on this plate have already been described in detail under the main heading, Other Plate Varieties. Certain of these are faint, appearing in the margin between the panes, while one strong scratch shows on 38 and 48L1(L).

## CHAPTER X

### PLATE 2 (EARLY AND LATE STATES)

#### PLATE 2 (EARLY)

**T**HIS plate was probably made late in July, 1851. It exists in two states, early and late, and each of the states will be described as though it was a separate plate.

The date of the earliest known copy from plate 2 (early state) is August 2, 1851, and the plate was probably used continuously until late in the year 1851, when it was softened, to a considerable extent, re-entered, touched up a bit by hand, a number was added, after which it was re-hardened and again put in use, thus accounting for the second state of the plate. All of the stamps from the early state of this plate are in the 1851 (orange-brown) color.

Approximately 4,169,800 stamps (20,849 impressions) were printed from the plate, hence they are rare. Had it not been for the fact that I was able to plate single copies of plate 2(e) from stamps of known position in plate 2(L) I might not have been able to complete the reconstruction of this plate. As it is, I have been able to complete it.

The plate in this state showed no wear. The stamps on this plate all show the normal arrangement, that is, A reliefs in the second, fourth, sixth, and eighth horizontal rows, and B reliefs in the first, third, fifth, seventh, ninth and tenth rows, excepting for the top row, which is made up largely of misplaced A and C reliefs, the C reliefs showing more or less clearly the "gash on the shoulder" These C's are 3, 4, 8, 9, 10L2(e), and 2, 4, 5, 7R2(e). The A's are 1, 5, 6L2(e), and 1, 3, 6, 8, 9, 10R2(e).

The plate showed an imprint at either side, but no plate number, while in its early state. The imprint on the left pane varies from  $1\frac{3}{4}$  to nearly  $2\frac{1}{2}$  mm. from the stamps. The imprint on the right pane shows a very remarkable fact. I have never seen but four copies from this pane of this plate in its early state showing the imprint, two each of 50R2(e) and 60R2(e). All of them show the imprint to be  $2\frac{2}{3}$  or very nearly that from the stamps. This is strange, because all of the many copies showing imprint that I have seen from the right pane of plate 2(L), show the distance between the stamps and the imprint to be just about  $1\frac{2}{3}$  mm. This fact at one time led me to believe that plate 2(e) was a different plate than plate 2(L); so for some years I figured on ten instead of nine imperforate plates. It must have been that something happened when the plate was being worked over into its second state, so that the part of the plate showing this imprint became damaged. The imprint was evidently then removed by turning the plate over and hammering it out from the back, after which the imprint was re-entered in its new position closer to the stamps. At least this is the only hypothesis which seems to fit the case. This variation in distance cannot possibly be due to paper shrinkage.

The center line of this plate is decidedly odd. As cut on the plate, it seemingly was first drawn as a double line, that is, two lines close together, and of equal thickness, starting above a point even with the top of the stamps in the top row, and running down toward the bottom of the plate. When it gets down to a point opposite the seventh horizontal row, the right of the two lines begins to be a bit stronger, and this is the case opposite the eighth and ninth rows as well. Opposite the tenth row the left of the two lines has disappeared, leaving only the right one, which is here fairly heavy. Thus, from plate 2(e) copies may be found showing a center line made up of two lines close together, of equal thickness

(between the top six horizontal rows), or of two lines, close together, the right line being the heavier (between the seventh, eighth, and ninth horizontal rows), or of one single, fairly heavy line (opposite the tenth horizontal row). A strong dot is found, even with the top of the top row of stamps, directly between the two lines making up the center line. There is also a dot opposite the bottom of the bottom row, and projecting a bit to the left of the center line. The center line varies from  $2\frac{3}{4}$  to 3 mm. from the stamps of the left pane, and from  $2\frac{1}{2}$  to  $2\frac{3}{4}$  mm. from the stamps of the right pane.

The spacing is fairly regular on the left pane, although the stamps between the second and third vertical rows are more widely spaced than between the first and second. On the right pane the spacing is decidedly bad; between the first and second vertical rows fairly wide, between the second and third, and third and fourth, fairly close, between the fourth and fifth very close, between the fifth and sixth very wide, between the sixth and seventh very close, between the seventh and eighth fairly close, and between the eighth and ninth, and ninth and tenth, moderately wide. The widest spacing between the fifth and sixth rows, near the bottom of the plate, is  $1\frac{1}{2}$  mm., while the closest, between the sixth and seventh rows, near the bottom of the plate, is about  $1/3$  mm. Thus a strip or block from the bottom center of the right pane will show startling variations in spacing.

The alignment is fairly good on this plate, no one horizontal row being more than a small fraction of a millimeter higher or lower than its neighbors. The most marked variation, such as it is, shows the seventh vertical row on the left pane to be a bit higher than the sixth, and the eighth vertical row on this same pane to be a bit higher than the ninth.

All the stamps on this plate are from the sub-type showing both inner lines recut.

The shifted transfers on the left pane of plate 2 (early state) are five in number: 2, 9, 15, 19, 25L2(e). On the right pane there are seven: 3, 5, 6, 9, 16, 26, 66R2(e). Of course these must all have occurred while the plate was being made.

There are no cracks on the early state of this plate.

The unusual though normal varieties of recutting are as follows:

Three vertical lines recut in the upper left triangle: 21, 24, 27, 28, 41, 64, 85, and 98L2(e); and 66R2(e).

Two vertical lines recut in the upper left triangle: 29, 38, 44, 47, 50, 61, 68, 72, 82, 84, 88, 89, 90, 94, and 97L2(e); 20, 25, 67, 82, 88, 90, and 100R2(e).

One vertical line recut in the upper left triangle: 12, 13, 15, 19, 23, 25, 34, 37, 43, 46, 48, 52, 59, 63, 65, 69, 74, 80, 81, 83, 87, 91, 95, 96, and 99L2(e); 24, 26, 27, 28, 29, 30, 39, 41, 45, 47, 50, 58, 59, 60, 62, 64, 65, 69, 83, 84, 85, 87, 94, 95, 97, and 98R2(e).

One vertical line recut in lower right triangle: none on the left pane; 5, 15, 20; 50, 63, 70, 86, and 87R2(e).

One line recut in the lower left triangle: 18 and 94L2(e).

One line recut in the upper right triangle, that is, not continuous with the right inner line: 82L2(e).

Bottom of lower left diamond block recut: 34R2(e).

The errors of recutting are as follows:

Upper label block and upper right diamond block joined: 19, 26, 44, 48, 52, and 84L2(e); 6, 66, and 99R2(e). On 19L2(e) and 6 and 99R2(e) the line which recuts the top of the upper right diamond block runs out to the right frame line.

Upper label block and upper left diamond block joined: 6 and 100R2(e).

Lower label block and lower right diamond block joined: 17L2(e).

Left inner line runs down too far: 58, 98, and 100L2(e).

Right inner line runs down too far: 62, 65, and 100R2(e).

Top frame line turns downward and runs to the upper left corner of the upper left diamond block, instead of meeting the left frame line. 45R2(e).

The following stamps show double dots - 46, 64 and 88L2(e), 23, 46 and 83R2(e).

The following stamps show no dot although they normally should - 2, 46 and 81L2(e), 10, 47 and 87R2(e). On the last mentioned the dot is on the stamp below.

92L2(e) shows a recut line running from the upper label about half way across the interval toward the top of the upper right diamond block.

A horizontal pair of 99 and 100R2(e) in a very early impression has been seen which shows a recut line running all the way across from the upper right corner of the upper label of 99R2(e) to the upper left corner of the upper label of 100R2(e). This accounts for the very odd recutting at the upper right and the upper left corners respectively of these two stamps. The part of the line between the two stamps is faint, having been so nearly burnished out that it soon disappeared.

There are a few odd varieties of recutting which may be mentioned. 37R2(e) shows the upper right diamond block recut in the same manner as on most of the plate 1(L) stamps; that is, by gouging out the upper half of it instead of by drawing a straight line across the top. This position is also known as the "small upper right diamond block", the recutting leaving it quite a bit shorter than normal. 65R2(e) shows the right inner line running down too far, and is a remarkable example of this, the line not stopping until it has reached a point opposite the bottom of the lower right diamond block, which it almost touches. 30R2(e) is a very good example of a stamp with a frame line running too far, the top frame line continuing well to the right of the right frame line. 34R2(e) shows the bottom of the lower left diamond block very distinctly recut by a horizontal line, being the only position on any plate thus recut. 3L2(e) shows a guide dot just at the top of the white space between the upper label block and the upper right diamond block, so that on copies that are not clearly printed the stamp looks as though the upper label and the upper right diamond block had been joined by an error of recutting. The same thing happened at the lower right corner of 29R2(e), the guide dot being in the same relative position. 12L2(e) shows a short vertical dash of color parallel to and just to the left of the left frame line. It is about 1½ mm. long and starts 6 mm. from the top of the design.

There are no other plate varieties of any account on plate 2(e) excepting the scratch in the margin under 100R2(e), which has already been described under the heading, Other Plate Varieties.

#### PLATE 2 (LATE)

The alterations which led to the second state of this plate were probably made about the first of January, 1852. The earliest use of a copy from this plate (late state) of which I have a record is January 14, 1852, and I doubt if one will be found much earlier.

The plate was probably used almost continuously until shortly after the government perforated stamps first appeared, February 24, 1857. It is likely that it was discarded about April, 1857, because perforated stamps from this plate are rare, scarcer than from any other imperforate plate, excepting plate 3, which was

used to about the same extent. It seems probable that plate 2(L) was out of use for at least part of the year 1856, because some of the typical colors in use during this year are not known on plate 2(L) stamps. With this exception all the shades known from 1852 to the time it was discarded, about April, 1857, are found on stamps printed from this plate. Because the 1857 impressions are beautifully clear, which was not the case with those printed in 1855, it is probable that the plate was carefully cleaned in 1856. This appearance, though, may have been due at least partly to better ink used in 1857.

The approximate number of stamps printed and issued imperforate from this plate was 85,246,200 (426,231 impressions), while perhaps 484,500 (2,423 impressions) were used perforated, giving a total of 85,730,700 for both imperforate and perforated stamps (428,654 impressions). Plate 2(L) was used to a greater extent than any other plate for the imperforate stamps, and therefore stamps from this plate are the commonest. This was the first plate that I was able entirely to reconstruct.

Considering the number of sheets of stamps printed from this plate, (estimated to be over 428,000), it showed very little wear, though careful examination of the 1857 impressions show that some of the finest lines have worn away.

This state of the plate shows, without exception, the normal transfer roll relief arrangement: B for the first, third, fifth, seventh, ninth, and tenth horizontal rows, and A for the second, fourth, sixth, and eighth horizontal rows. The re-entry caused the disappearance of the misplaced reliefs found on plate 2 (e).

The imprint varies from  $1\frac{3}{4}$  to nearly  $2\frac{1}{2}$  mm. from the stamps in the left pane, and just about 2 mm. from the stamps of the right pane. The number reads, "No. 2". It is a bit over 1 mm. from the imprint on the left pane, and 2 mm. from the imprint on the right pane. The number was almost surely added at the time the plate was softened, so that the work which resulted in the second state could be done.

The center line of this plate has certain peculiarities. Opposite the second, third, fourth, fifth, sixth, seventh, and eighth, and sometimes opposite the ninth horizontal row the line is double, the right half being much heavier than the left. However, opposite the first, tenth, and sometimes (in later impressions) opposite the ninth row, the line is single. The dot opposite the top of the top row of stamps, which, in the early state of the plate, was between the two lines, is of course now found at the left of the remaining line. A dot is also found opposite the bottom of the bottom row, and projecting a bit to the left of the center line. The single center line which shows at the top and bottom of the plate runs 7 mm. above the top of the top row and  $2\frac{1}{2}$  mm. below the bottom of the bottom row. The distance between each pane and the center line is of course the same as on plate 2(e), as is the spacing and alignment of the various rows on either pane.

All stamps on plate 2(L) are from the sub-type showing both inner lines, although in certain instances, because of re-entry, the inner lines are fainter than on stamps from the same positions on plate 2(e).

The shifted transfers on the left pane of plate 2(L) are eight in number: 2, 4, 9, 14, 19, 24, 82, and 92L2(L). On the right pane there are also eight: 3, 6, 7, 16, 26, 66, 87, and 97R2(L). A comparison of these shifted transfers from the late state with those found on the early state of the plates demonstrates the fact that because of the re-entry which was done, a very few of the stamps which, in the early state of the plate, showed a very faint shift, no longer do so. These are, 15 and 25L2 (L), and 5 and 9R2 (L). Further, certain new shifted transfers came into existence through the re-entry which was done. These are 4, 14, 24, 82, and 92L2 (L), and 7, 87, and 97R2 (L). There is an additional fact, and



FIGURE 55

a very odd one, in regard to one of these shifted transfers, 66R2 (e) showed a slight shift, whereas 66R2 (L) showed a different and very marked shift, and is, the well known variety in which the "C" of "CENTS" is so deformed that it makes a very good "G", thus the "THREE GENTS". (See Figure 55). Further, it may be noted that 92L2 (L) is a very excellent example of a triple transfer. This already has been illustrated in Figure 32.

There is one crack in the late state of this plate, being the variety "crack around the button", on 10R2(L). This has already been fully described and illustrated under the heading, Cracked Plates. However, it is only fair to state that many collectors still consider this a bit of odd recutting and not a crack.

Both the unusual though normal varieties of recutting and the errors of recutting are the same, excepting that, because of the extensive re-entering, the recut lines often show much less distinctly on the late state. In fact, on three positions, bits of recutting found on the early state of the plate have disappeared completely. These are, the light recutting of the lower left triangle on 94L2(e), the recutting at the bottom of the lower left diamond block, on 34R2(e), and the abnormal prolongation downward of the right inner line on 100R2(e). The positions on which the recutting noted on the early state has become more or less badly blurred (sometimes so as hardly to be distinguishable) are: 17, 24, 26, 29, 44, 48, 64, 72, 74, 82, 84, 85, and 88L2(L), and 25, 66, 67, 82, and 88R2(L). Further, 92L2(L) shows a newly recut left inner line which runs both up and down too far.

In addition there are numerous minor errors of recutting, the following five being perhaps worth noting. 6L2(L) shows a slip of the engraver's tool. It starts from the bottom line and runs to the right and slightly upward for about 2½ mm, starting 2mm. from the left end of the line. 7L2 (L) shows a distinct break of about 4 mm. in the left frame line near the bottom. In the early state of the plate this part of the line in question was faint but not broken. 16L2(L) shows a short horizontal dash nearly 1 mm. long just above the left end of the bottom frame line. 71L2(L) shows a short break of about 1½ mm. in the left inner line near the bottom. Very early impressions may show the line complete but very faint at this point. 75L2(L) shows the left frame line distinctly split throughout its length excepting just at the top and bottom, being the best example of a split frame line on any plate.

27L2(L) shows what may be a tiny scratch on the plate. It starts at the right edge of the lower left rosette opposite its center and runs upward and a little to the right, crossing the white oval around the medallion above "R" of "THREE", and disappearing into the background. Early, clear impressions show this best.

The following stamps show double dots - 47, 64 and 88L2(L), 21, 23, 46 and 83R2(L).

The following stamps show no dot although they normally should - 2 and 46L2(L), 10, 47 and 87R2(L). On the last mentioned the dot is on the stamp below.

57R2(L) shows a small dot of color on the right half of the "O" of POSTAGE.

There are no other plate varieties of note, excepting that the scratch in the margin already referred to in the history of the early state persisted during the late state of the plate.

## CHAPTER XI

### PLATE "O"

PLATE "O" was probably the fourth plate in order of manufacture. It was made very likely late in August, 1851. It exists in only one state. The earliest known date of use is September 8, 1851. The plate was used continuously until the latter part of 1851, when it was permanently discarded, probably because of some serious defect which developed, most likely a crack. Of course all the stamps from this plate are in the orange-brown, 1851 color.

Approximately 4,361,800 stamps (21,809 impressions) were printed from this plate, therefore they are far scarcer than the stamps from any other plate, except those from the early and intermediate states of plate 1, and the early state of plate 2, all of which were used for only a very short period. Because of their real scarcity this plate was the last reconstructed, although its plating would have been easy had sufficient material been available. A certain few positions are not absolutely tied in, but it is probable that all are correctly placed.

This plate never showed any signs of wear.

The normal use of the transfer roll reliefs is found, excepting for a few stamps in the top row, 2, 6, 7, and 10L0, and 3, 8, and 9R0, showing more or less clearly the "gash on the shoulder", indicative of transfer roll relief C.

The imprint is  $2\frac{1}{4}$  mm. from the stamps in the left pane, and a little over  $2\frac{1}{2}$  mm. from the stamps in the right pane. This plate was the only one which never bore any number, having been discarded before the firm began to add numbers to the plates.

The center line is a single, fairly heavy line,  $3\frac{1}{4}$  mm. from the stamps of either pane. It runs 4 mm. above the top of the top row, and at least 6 mm. and probably further below the bottom row.

The spacing on the left pane is only fairly good. It is rather wide excepting between the second and third, the fifth and sixth, and the ninth and tenth vertical rows, where it is quite close. On the right pane the spacing is fairly regular, and moderately wide, excepting between the second and third vertical rows, where it is fairly close.

Regarding the alignment in the left pane, the first vertical row is quite a bit lower than the second, and the third a bit higher than the second, otherwise it is pretty good; in the right pane the alignment is very good, excepting that the eighth vertical row is noticeably lower than both the seventh and ninth, the variation between the seventh and eighth being the more marked.

The stamps on this plate all show both inner lines recut. There are a few shifted transfers, Nos. 1, 5, 11, and 45L0, and 2, 3, 4, 9, 12, 13, 14, and 19R0. With two or three exceptions the shifts mentioned are slight. 4R0 may be a very slight triple transfer as the center of the lower right rosette appears doubled twice to the right.

There are no cracks known on copies from this plate, although it seems likely that the plate may have been discarded because of such a damage.

In general the recut lines on this plate are heavier than those on any other plate, with the exception of the four frame lines on plate 8. The normal recutting for this plate usually consists of the four frame lines, two inner lines, top of the top label block, and top of the upper right diamond block.

The unusual though normal varieties of recutting are as follows:

Five lines recut in the upper left triangle: 47L0.

Three lines recut in the upper left triangle: 29 and 49L0; 50R0.

Two lines recut in the upper left triangle: 43, 45, 62, 63, 67, 69, 87, 88, 92, and 93L0; 24, 29, 30, 43, 48, 69, and 86R0.

One line recut in the upper left triangle: 14, 18, 22, 23, 24, 25, 26, 28, 30, 33, 36, 41, 44, 46, 48, 50, 52, 58, 64, 68, 70, 73, 78, 80 (very lightly recut), 82, 85, 86, 89, 90, 91, 94, 96, 98, 99, 100L0; 12, 15, 21, 23, 27, 28, 34, 35, 41, 45, 46, 47, 49, 51, 55, 61, 63, 64, 66, 70, 72, 74, 76, 81, 82, 95, 98, and 99R0.

One line recut in the upper right triangle: 21, 47, 68, and 70L0.

One line recut in the lower left triangle: 37, 52, 58, 59, 82, 90, 91, 92, and 98L0; 1, 28, 53, 96, and 98R0.

Two lines recut in the lower right triangle: 57L0 (the only stamp on any plate thus recut).

One line recut in the lower right triangle: 20, 29, 30, 35, 37, 45, 47, 55, 62, 67, 72, and 89L0; 19, 29, 41, and 81R0.

The errors of recutting are as follows:

Left inner line runs down too far: 5, 45, 87, and 93L0.

Left inner line runs up too far: 7, 8, 42, 47, 74L0, and 93L0.

Right inner line runs down too far: 45L0 and 71L0. (This latter may hardly show on poor impressions).

Upper label block and upper right diamond block joined, 15 and 37L0, 68R0. (On 68R0 the recut line at the top of the upper right diamond block runs out to the right frame line).

Upper right diamond block of one stamp joined with the upper left diamond block and label block of the stamp to the right: 95 and 96R0.

In addition there are a few noteworthy bits of odd recutting: one stamp, 16R0, shows a diagonal line, the left end being the higher, recut at the top of the upper left diamond block. Another stamp, 97L0, shows a horizontal line recut at the top of the upper right diamond block, and running out to the right frame line. Three stamps, 24 and 52L0 and 33R0, show a recut line running part way only across the top of the white space between the upper label and the upper right diamond block.

There is an accidental dot of color about midway between 58 and 68R0. It is directly above the white space between the upper left diamond block and the upper label block.

The following stamps show double dots - 9 and 44L0 and 69R0.

The following stamps show no dot although they normally should - 10, 21, 22, 27, 41, 82 and 87L0, 4, 10, 26, 48 and 83R0.

For some reason or other stamps from this plate very often show one or more of the frame or inner lines apparently broken due to failure of the ink to be transferred to the paper. This fact helps considerably in separating stamps from Plates 2(e) and 0 before plating.

There are no other plate varieties of note.

## CHAPTER XII

### PLATE 3

**T**HIS PLATE probably was made early in the year 1852, and exists in only one state. The earliest known date of use is March 9, 1852. However, there is a chance that a small printing was made from this plate late in the year 1851, although no such copy on a dated cover has been seen. This possibility is mentioned because a very few stamps, undoubtedly from this plate, have been seen which either are in the color used late in 1851 (an orange-brown shade), or else very closely resemble it. Further, the gum on some of the stamps in this color is not easily soluble, a characteristic of the gum used in 1851.

This plate was used almost continuously from the time that it first appeared until some time after February 24, 1857, because it is known with the government perforation. It was evidently discarded about March or April, 1857. It is probable that plate 3 was not used for a period in 1856, because some of the typical colors in use during this year are not known on plate 3 stamps. It was very likely carefully cleaned at this time, because the 1857 impressions are beautifully clear, which was not the case with those printed in 1855. This, however, may have been due largely to the variation in the ink used during the two years mentioned.

I figure that approximately 77,877,600 stamps (389,388 sheets or impressions) were printed and issued imperforate from this plate, while perhaps 484,500 stamps (2423 sheets or impressions) were used perforated. A comparison with the number printed from the other plates will show that plate 3 was used more than any other, excepting No. 2, for the imperforate stamps. Therefore, imperforate stamps from plate 3 are common. This was the second plate that I was able completely to reconstruct. On the other hand, because plate 3 was used to such a very limited extent for the perforated stamps, such copies are of a considerable degree of rarity, particularly those from the "three rows".

This plate stood the usage given it very well indeed, though the 1857 impressions show slight signs of wear, some of the finest lines on the design, notably those near the top of Washington's head, having disappeared.

Except for one position this plate shows a perfectly regular usage of the transfer roll reliefs A and B on transfer roll No. 1. The one exception is 10R3, early clear impressions of which show a faint "gash on the shoulder" proving that relief C was here used. Except for this every stamp on both panes in the first, third, fifth, seventh, ninth, and tenth horizontal rows shows the B relief to have been used, and every stamp on both panes in the second, fourth, sixth, and eighth horizontal rows shows the A relief impression. Thus but one misplaced relief is found.

The imprint is  $2\frac{3}{4}$  mm. from the left pane, and  $2\frac{1}{2}$  mm. from the right pane. The number reads, "No. 3". It is about  $\frac{3}{4}$  mm. from the imprint on the left pane, and about 1mm. from the imprint on the right pane.

The center line is a heavy, single line  $5\frac{3}{4}$  to 6 mm. from the stamps of the left pane, and 6mm. from the stamps of the right pane. It runs 11 mm. above the upper edge of the stamps in the top row, and about 11 mm. below the lower edge of the stamps in the bottom row. The only dot near it is even with the lower edge of the bottom row of stamps, and just to the right of the center line.

Excepting for the right side of the left pane, the spacing on this plate is very good, the widest on the whole plate being  $1\frac{1}{2}$  mm., and the narrowest about  $\frac{3}{4}$  mm. (between some of the stamps in the ninth and tenth vertical rows of the

left pane). Special mention must be made of the spacing between the eighth and ninth vertical rows of the left pane, where it is too wide, and of that between the ninth and tenth vertical rows of the same pane, where it is too narrow. It is possible that fault had been found with plate 2, the spacing on that plate being noticeably bad. At any rate, the recutting between the eighth and ninth, and ninth and tenth rows just mentioned, was done in such a manner as to make much less noticeable the decided variation in spacing here found. To do this between the eighth and ninth rows the workman drew an extra frame line at the right of the five lowest stamps in the eighth row, and at the left of the third, fourth, fifth, sixth, seventh, and eighth stamps in the ninth row, as well as two extra lines at the left of the ninth and tenth stamps in the ninth row. Thus he made the spacing, which grew wider as it neared the bottom of the plate, much less conspicuous.

To make wider the interval between the ninth and tenth rows he drew the right frame line of every stamp in the ninth row abnormally close to the design, exactly where the inner line would naturally have appeared, that is, even with the outer edge of the right band of tessellated work. He did the corresponding thing with the left side of the four bottom stamps in the tenth vertical row, so that on these the left frame line takes the place of the left inner line. Had he drawn the frame lines in the normal position on the right side of the stamps in the ninth vertical row, and on the left side of the lowest four stamps in the tenth vertical row, the designs of the stamps in these two vertical rows would nearly have touched.

The alignment is also very nearly perfect in both panes, the variation between any two stamps horizontally never exceeding a small fraction of a millimeter.

All the stamps on this plate are the main sub-type with inner lines. Certain of the stamps from the three right vertical rows of the left pane show further sub-types, as follows: Nos. 58, 68, 78, 88, and 98 show one extra frame line outside of, but close to, the right frame line. Two of the stamps, 9 and 19, show no inner line at the right, its place being taken by the right frame line. Six of the stamps, 29, 39, 49, 59, 69, and 79, show one extra line outside of, but close to, the left frame line, while the right inner line is missing, its place being taken by the right frame line. Two of the stamps, 89 and 99, show two extra lines outside of, but close to the left frame line, while the right inner line is missing, its place being taken by the right frame line. Four of the stamps, 70, 80, 90, and 100, show no inner line at the left, its place being taken by the right frame line.

There are three shifted transfers on this plate, No. 1 in the left pane, and Nos. 6 and 16 in the right pane. These all must have occurred while the plate was being made.

No cracks are known on this plate. 74R3 shows a tiny scratch on the plate just outside of the left frame line opposite the lower left triangle. It is about  $1\frac{1}{2}$  mm. long and runs into the frame line opposite the top of the lower left diamond block.

The plate flaw on 100R3, already has been described in the chapter, Plate Varieties In General.

In general, the recutting on this plate is only fairly heavy, and is carefully done. Excepting for the stamps from the three rows, and others showing very unusual recuts, single copies can be told from plate 2 (late state) stamps only by plating. All the stamps from this plate, excepting certain in the three rows, show the four frame lines, and both the inner lines, recut. The top of the upper label block is always recut with a straight line, as is the top of the upper right diamond block, except on three positions - 32L3, 41L3 and 66R3 - which show this diamond block without any recutting. The unusual, though normal varieties of recutting

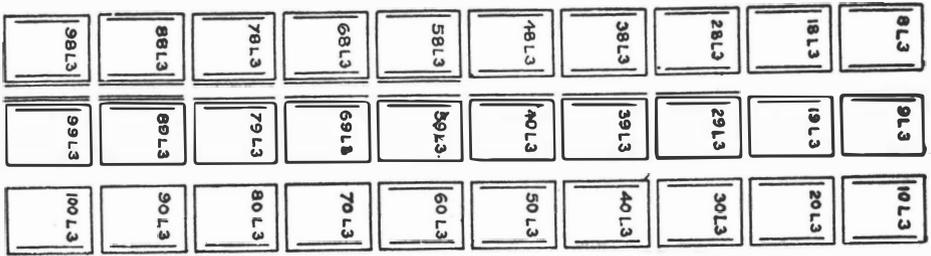


FIGURE 56

(outside of the "three row" stamps, showing extra or missing frame lines) are these:

Three vertical lines recut in the upper left triangle: 82L3 and 30R3.

Two vertical lines recut in the upper left triangle: 28, 50, 62, and 81L3; 25, 65, and 99R3.

One vertical line recut in the upper left triangle: 22, 23, 24, 27, 30, 42, 46, 48, 65, 74, 83, 84, 85, 87, 88, 95L3; 7, 9, 10, 13, 20, 21, 22, 23, 24, 26, 27, 29, 37, 41, 42, 43, 44, 45, 46, 47, 48, 49, 52, 61, 62, 63, 64, 66, 67, 68, 71, 75, 76, 81, 82, 83, 84, 87, 89, 90, 91, 92, 93, 94, 95, 96, 98R3.

One vertical line recut in the upper right triangle (that is, not a continuation of the right inner line): 45L3 and 86R3.

One vertical line recut in the lower left triangle: 82L3; 6, 13, 14, 26, 32, 41, 42, 43, 51, 84, and 95R3. This triangle on 45R3 was probably *very* lightly recut. 45R3 is not counted in the table on page 72 under "11-16".

One vertical line recut in the lower right triangle: 56L3, 17, 32, 36, 38, 61, 62, 65, 82, 91, and 95R3.

The errors of recutting are as follows:

Upper label block and upper right diamond block almost joined: 57R3.

Lower label block and lower right diamond block joined: 52L3.

Left inner line runs up too far: 12, 64, and 97L3.

Left inner line runs down too far: 10, 32, and 40L3.

Left inner line runs both up and down too far: 77L3.

In addition, 83R3 shows an odd bit of recutting, the horizontal line which was drawn to define the top of the upper right diamond block running out to the right frame line.

The following stamps show double dots - 45 and 65R3.

The following stamps show no dot although normally they should - 1, 10, 21, and 27L3, 10, 43, 48 and 88R3.

34L3 shows a tiny dot of color in the left half of the H of THREE, a little lower than the middle.

The thirty stamps from the three right vertical rows of the left pane of plate 3 deserve careful and individual description. Because nineteen of the thirty stamps show extra or missing frame lines, or both, they are easy to pick out and to plate, while the eleven remaining stamps necessary to complete the block of thirty fortunately all show sufficiently marked characteristics so that they may be plated by reference to an illustration and a clear description. This is the one comparatively easy plating problem which collectors of the regular issues of United States stamps may undertake without too great difficulty, and for this reason it has become very popular. Figure 56 shows diagrammatically the location of the stamps with the extra and missing frame lines, and, roughly, the position of the guide dots. The nineteen abnormal stamps will be described first, and then the eleven normal varieties.

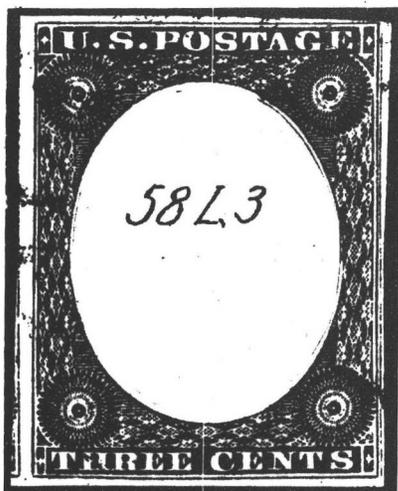


FIGURE 57

the bottom and right frame lines where they join. The left inner line runs up through two dots of the upper left rosette. The right inner line runs down through three dots of the lower right rosette, and runs up not quite as far as opposite the center of the upper right rosette. The extra line at the right bulges out slightly opposite the button on Washington's tunic, but is very close to the frame line from opposite the upper part of the lower right rosette to the bottom of the design. The most marked characteristics are the guide dot, the right inner line, and the extra line. (See Figure 58).

**78L3.** From an A relief; shows no guide dot. The left inner line runs up through two dots of the upper left rosette, and the right inner line runs up al-

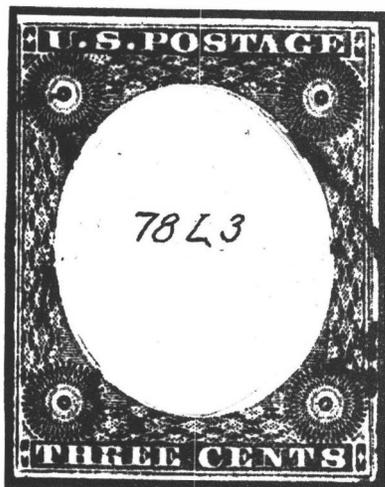


FIGURE 59

**58L3.** From transfer roll relief A; shows no guide dot. The left inner line runs up through three of the dots of the upper left rosette. The right inner line runs up only as far as opposite the center of the upper right rosette. The top frame line is straight, but the bottom frame line bends upward and is very slightly doubled throughout the left one-third of its length. The left frame line is close to the upper left diamond block. The extra line at the right is comparatively far from the frame line at the bottom of the stamp. The most marked characteristics of this position are the extra line at the right and the upper left corner of the stamp, as well as the right inner line. (See Figure 57).

**68L3.** From transfer roll relief B; shows a guide dot just inside of and touching both

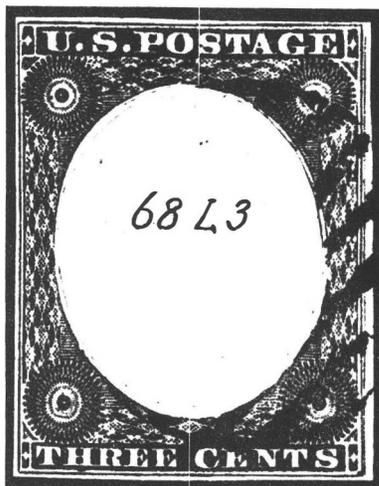


FIGURE 58

most to the upper right triangle. The bottom frame line bends upward and is doubled under "THRE" of "THREE". The extra line at the right is relatively close to the right frame line for the lower two-thirds of its length. The most marked characteristics are the bottom frame line, the right inner line, and the extra line. (See Figure 59).

**88L3.** From a B relief; shows a guide dot inside of and touching the right frame line about half a millimeter from its junction with the bottom frame line. One vertical line is recut in the upper left triangle, which easily identifies this stamp. The left inner line is, throughout its entire length, very close to the



FIGURE 60

inward twice, once opposite Washington's forehead, and again opposite the lower right rosette. (See Figure 61).

**9L3.** From transfer roll relief B; shows a small guide dot directly on the top frame line, and projecting slightly above it, opposite the inner edge of the upper right diamond block. The stamp may show the sheet margin at the top. The left inner line bends toward the left frame line opposite Washington's nose and mouth. The top frame line is close to the design, particularly throughout the left half of its length, and just at its right end. On clearly printed copies there is an accidental mark of

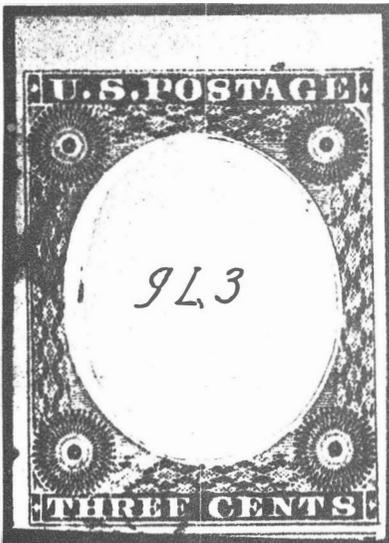


FIGURE 62

color in the upper half of the white space between the upper label and the upper right diamond block. The right inner line is missing, its place being taken by the right frame line. Three dots of the lower right rosette touch, but do not project to the right of the right frame line. The most marked characteristics are the top frame line and the way the right frame line touches the lower right rosette. (See Figure 62).

**98L3.** From transfer roll relief B; shows no guide dot, but may show the sheet margin at the bottom. The right inner line runs up to the upper right diamond block; thus easily identifying the stamp. The top and bottom frame lines are very nearly straight. The left frame line is comparatively far from the upper left rosette. The extra line at the right bends

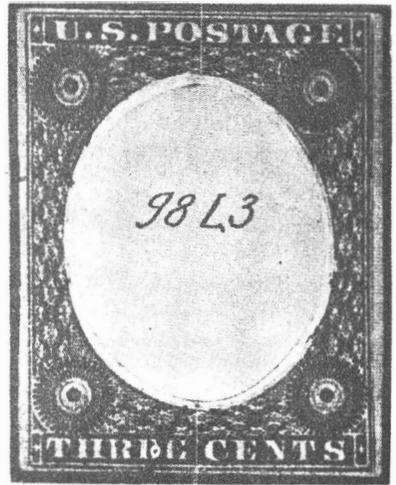


FIGURE 61

**19L3.** From transfer roll relief A; shows no guide dot. The upper half of the left inner line is further from the frame line than is the lower half. The top frame line is comparatively far from the upper label block and the upper diamond blocks. The right inner line is missing, its place being taken by the right

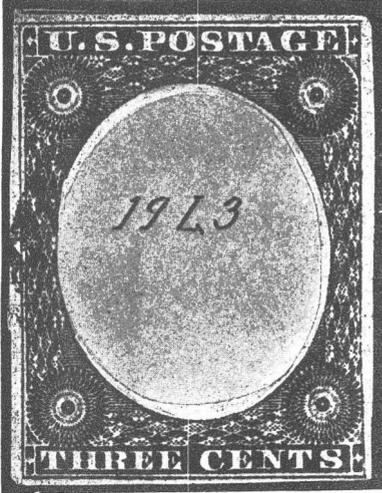


FIGURE 63

lower right rosette show to the right of the frame line, being almost clear of it. The extra line at the left is very nearly straight, bending out a tiny bit opposite the top of the lower left rosette. The most marked characteristics are found at the upper left and lower right corners. (See Figure 64).

39L3. From transfer roll relief A; shows no guide dot. The left inner line is straight, touching two dots of the upper left rosette, and would, if carried upward, almost touch the second row of dots, the right inner line is missing, its place being taken by the right frame line, which just touches two or three dots of the lower right rosette. There is a

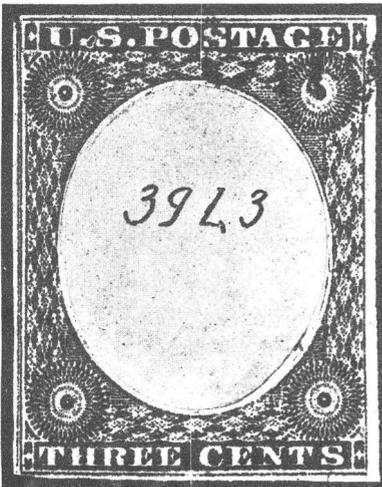


FIGURE 65

comparatively wide white space between the lower right diamond block and the frame line, and a narrower white space between the upper right diamond block and the frame line. The extra line at the left bends outward slightly, just at the bottom. The most marked characteristics are again the upper left and lower right corners. (See Figure 65).

29L3. From transfer roll relief B; shows a small guide dot projecting a trifle below the bottom frame line, opposite the white space between the bottom label block and the lower right diamond block. The left inner line runs up just to the upper left rosette, and, if continued upward, would just touch its three extreme left-hand dots. The bottom frame line runs a bit to the right of the right frame line. There is no right inner line, its place being taken by the right frame line, which touches the lower right diamond block and the lower half or all of the upper right diamond block, depending on the inking. Three dots of the

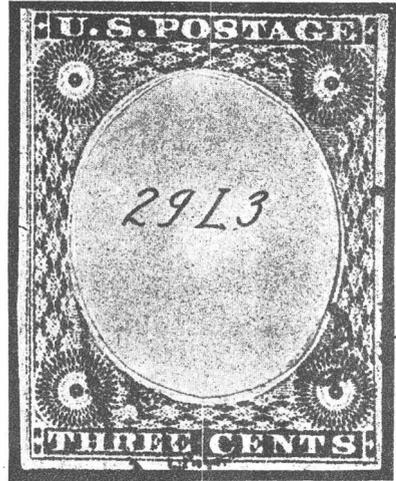


FIGURE 64

49L3. From transfer roll relief B; has a rather large guide dot below and just touching the bottom frame line, opposite the right end of the lower label block. The bottom frame line extends a bit to the right of the right frame line. There is no inner line at the right, its place being taken by the right frame

line, three dots from the lower right rosette showing a trifle to the right of it. This line touches both the upper right and lower right diamond blocks. If the extra line at the left be divided into quarters, the top and next to the bottom quarters are close to the frame line, while the lowest and next to the top quarters are further away. The most marked characteristics are the lower right corner and the extra line. (See Figure 66).

**59L3.** From the A relief; shows no guide dot. The left inner line bulges noticeably to the left from opposite Washington's brow to a point slightly below the level of his chin. This is the most marked characteristic of this



FIGURE 67

plate position. The top frame line runs a bit beyond the right frame line. The bottom frame line bends upward and is slightly doubled under "THRE" of "THREE". The right and bottom frame lines both run a tiny bit beyond their point of meeting. There is no right inner line, its place being taken by the right frame line, which touches the lower right diamond block, and touches, or very nearly touches, depending on the inking, the upper right diamond block. Three dots of the lower right rosette show a tiny bit to the right of the frame-line. The extra line at the left is very nearly straight, being almost an even distance from the frame line throughout its length. (See Figure 67).



FIGURE 66

position. The top frame

line runs a bit beyond the right frame line. The bottom frame line bends upward and is slightly doubled under "THRE" of "THREE". The right and bottom frame lines both run a tiny bit beyond their point of meeting. There is no right inner line, its place being taken by the right frame line, which touches the lower right diamond block, and touches, or very nearly touches, depending on the inking, the upper right diamond block. Three dots of the lower right rosette show a tiny bit to the right of the frame-line. The extra line at the left is very nearly straight, being almost an even distance from the frame line throughout its length. (See Figure 67).

**69L3.** From the B relief; shows a guide

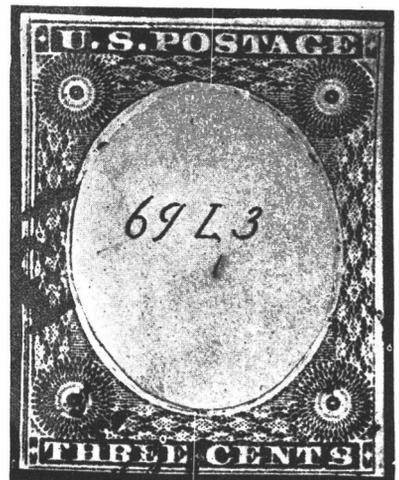


FIGURE 68

at the top, opposite the label block, and at the bottom, from a point even with the top of the lower left rosette, downward. The most marked characteristics are found at the upper left and lower right corners of the stamp. (See Figure 68).

**79L3.** From transfer roll relief A, and has no guide dot. The left inner line touches one or two dots in the upper left rosette, and, if continued upward, would cut directly through the center of the dot to the extreme left. The top and right frame lines do not quite meet. The bottom and right frame lines run a bit beyond their point of meeting. There is no right inner line, its place being taken by the right frame line, which is very close to but does not touch either the upper or lower right diamond block, except in heavily



FIGURE 69

inked specimens. One or two dots of the lower right rosette show just a trifle to the right of the right frame line. There is just about the same wide distance between the left frame line and upper left rosette and upper left diamond block, as with 69L3. The extra line at the left bulges outward slightly opposite the lower half of Washington's face. The most marked characteristics are the upper left corner and the left inner line. (See Figure 69).



FIGURE 70

no right inner line, its place being taken by the right frame line, which touches both the upper and lower diamond blocks. Three or four dots in the lower right rosette show just to the right of the frame line, but all touch it. There are two extra lines at the left of the left frame line, both of which are comparatively straight. The most marked characteristics are found at the lower right corner of the stamps. (See Figure 70).

**99L3.** From the B relief; has no guide dot, but may show the sheet margin at the bottom. The left inner line runs up just to the upper left rosette, hitting only one dot. The top frame line runs a tiny bit beyond the right frame line, and the bottom frame line runs considerably further beyond the right frame line.

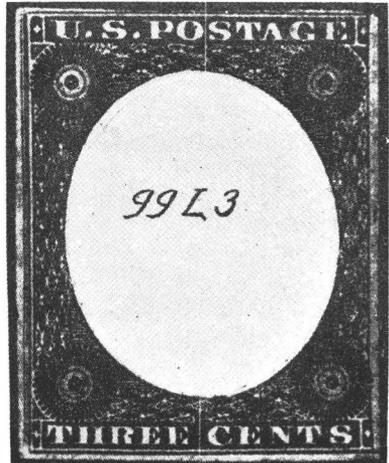


FIGURE 71

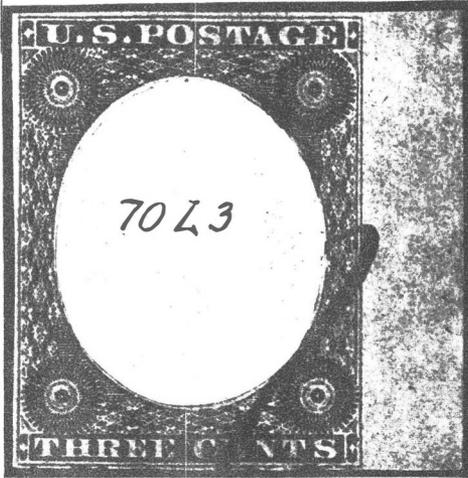


FIGURE 72

right triangle. The top frame line bends down a bit over "U" of "U. S.". The bottom frame line bends up just a bit under "HRE" of "THREE". The right frame line is comparatively far from the lower right diamond block. There is no left inner line, its place being taken by the left frame line, which is close to but does not touch either of the left diamond blocks. The top and left frame lines both run a tiny bit beyond their point of meeting. The most marked characteristics are found in the upper left and lower right corners of the stamps. (See Figure 72).

**80L3.** From transfer roll relief A; shows no guide dot. May have a white margin at the right which, if it is 6 mm. or more in

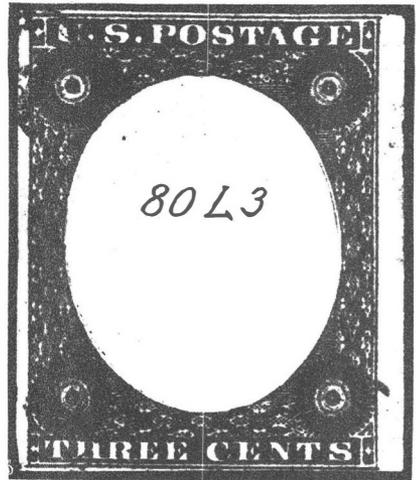


FIGURE 73

width, will

show the center line of the sheet. The right inner line bends toward the frame line near the bottom. It runs up just to the upper right triangle. The top frame line runs a bit to the right of the right frame line, and to the left of the left frame line. The bottom frame line bends up and is slightly double under "HREE" of "THREE". There is no left inner line, its place being taken by the left frame line, which touches the lower left diamond block and is close to but does not touch the upper diamond block. The most marked characteristics are the left and bottom frame lines and right inner line. (See Figure 73).

**90L3.** From the B relief; shows no guide dot. May show white margin at the right, which if it extends 6 mm. or more, will show

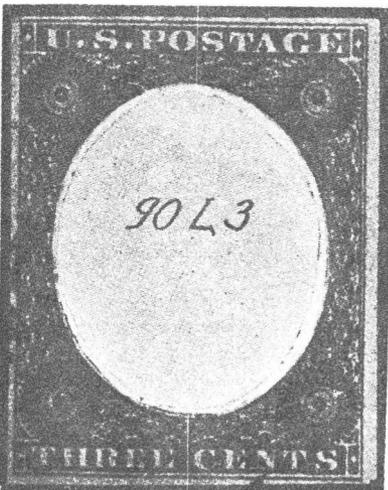


FIGURE 74

the center line of the sheet. The right inner line is fairly straight, being a bit closer to the right frame line at its upper and lower extremities. It runs up just a bit into the upper right triangle, and down, connecting at least two dots of the lower right rosette. The top and bottom lines are almost straight. There is no left inner line, its place being taken by the left frame line, which touches the upper diamond block and nearly touches the lower one. The most marked characteristics are the left frame line and the right inner line. (See Figure 74).

**100L3.** From the B relief; shows no dot. May show sheet margin at the bottom or at the right, or both. If the latter extends 6 mm. or more it will show the center line of the sheet. The right inner line runs up at least half way through the upper right triangle, and is notice-

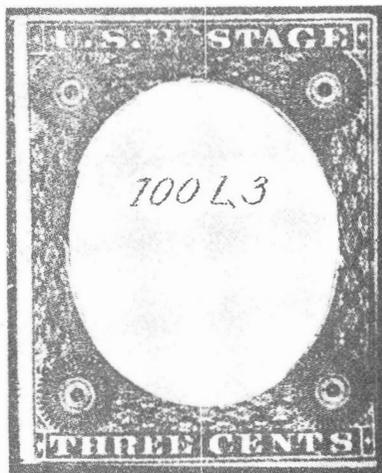


FIGURE 75

ably crooked, bending to the right opposite the center of the upper rosette, and again about opposite Washington's chin. The top line bends downward a little over "S" of "U. S.". There is no inner line at the left, its place being taken by the left frame line, which is near but does not touch the upper left diamond block, and in heavily inked copies barely touches the lower diamond block. The most marked characteristics of this position are the right inner line and the left frame line. (See Figure 75).

**8L3.** From a B relief; shows a rather large guide dot on and extending slightly above the top frame line, directly above the center of the upper right diamond block. It may show the sheet margin at the top. The

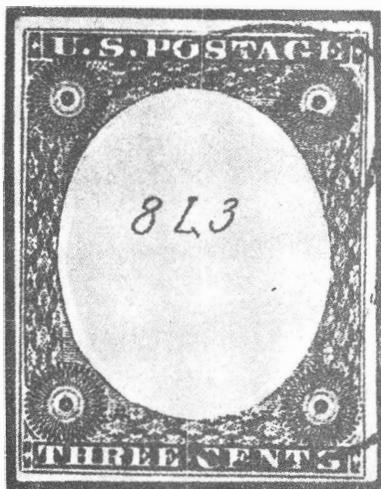


FIGURE 76

left inner line bulges decidedly to the left for the lower three-fifths of its length, excepting just at the bottom, where it again bends to the right. The right inner line bulges to the left about its center. It runs from the lower corner of the upper right triangle down just to the lower right rosette. The top frame line is nearly straight, and fairly close to the design throughout its entire length. The bottom frame line bends up a little at its left end. The left frame line is very slightly doubled opposite the upper left rosette. The most characteristic points of this stamp are the guide dot and the inner lines. (See Figure 76).

**18L3.** From an A relief; shows no guide



FIGURE 77

dot. The left inner line runs up just to the upper left rosette, touching one dot only of it. The right inner line is nearly straight, and runs from the lower corner of the upper right triangle just down to the lower right rosette. It bends slightly to the left about the middle. The top frame line is comparatively far from the design, excepting at its right end, where it bends downward slightly over "GE" of "POSTAGE". The bottom frame line bends upward sharply under "THRE" of "THREE", and is noticeably doubled at this point. It also bends up slightly and is a trifle doubled near its right end. The left frame line is comparatively far from the upper left diamond block. The most marked characteristics are found in



FIGURE 79

comparatively far from the upper left diamond block. The most marked characteristics of this position are the two recut lines in the upper left triangle, the top frame line, and the guide dot. (See Figure 78).

**38L3.** From an A relief; shows no guide dot. The left inner line runs up, connecting three dots of the upper left rosette, and down to the lower left rosette. It is somewhat closer to the design throughout its top half than throughout its lower half. The right inner line runs from the lower corner of the upper right triangle down to and connecting two dots of the lower right rosette. It bends to the right just at its lower end. The top frame line is straight, and fairly far from the design throughout its length. The bottom frame line bends upward sharply at its left end under

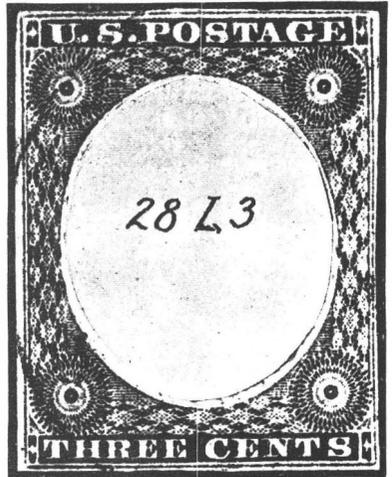


FIGURE 78

the upper left corner of the stamp and the bottom frame line. (See Figure 77).

**28L3.** From transfer roll relief B; shows a guide dot touching and extending below the lower right corner of the lower right diamond block, but not touching the lower frame line. There are two vertical lines close together, recut, in the upper left triangle. The left inner line is close to the design, particularly at the top. It runs up to but does not quite touch the upper left rosette. The right inner line runs up a bit into the upper right triangle, and down to the lower right rosette, and is fairly straight. The top frame line is abnormally far from the design throughout its entire length. The bottom frame line is straight. The left

frame

line is



FIGURE 80

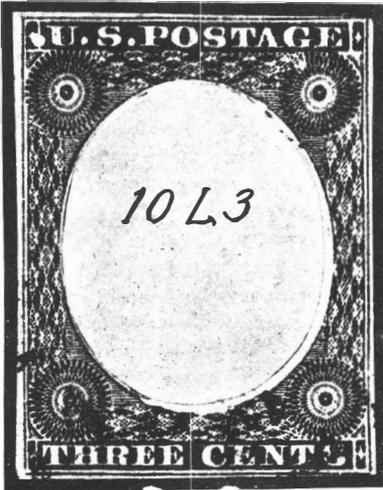


FIGURE 81

The right inner line runs up along the right side of the upper right triangle, and down to the lower right rosette, connecting two of its dots. It is close to the design throughout the upper half of its length, and then bends sharply to the left, a tiny bit of the tessellated work showing to the right of it near its lower end. The top frame line is almost straight, and comparatively far from the design. The bottom frame line bends upward slightly under "S" of "CENTS". The right frame line is very distinctly split from opposite the lower end of the upper right triangle, half way down to the lower right rosette. This stamp is easily plated because of the right frame line, the recut upper left triangle, and the guide dot. (See Figure 80).



FIGURE 82



FIGURE 83

"THRE" of "THREE", and is slightly doubled at this same place. The left frame line is comparatively far from the upper left diamond block. The most marked characteristics of this position are the upper left corner of the stamp and the bottom frame line. (See Figure 79).

48L3. From a B relief; shows a guide dot touching and extending from the lower right corner of the lower right diamond block, toward the junction of the lower and right frame lines, but not quite touching either of them. One vertical line is recut in the upper left triangle. The left inner line is comparatively far from the design, excepting at its lower end, where it bends sharply to the left. It connects two dots of the upper left rosette.

10L3. From a B relief; shows no guide dot, but may show sheet margin at the top or right, or both. If the latter is 6 mm. or more in width it will show the center line of the sheet. The left inner line runs down past the lower left rosette, touching three of its dots, and extending to the middle of the left side of the lower left triangle. It is straight, excepting that it bends to the left just at its lower end. The right inner line runs up half way along the side of the upper right triangle, and down into the lower right rosette, joining two of its dots. It is fairly straight, though it bends to the left a bit opposite the lower edge of the upper right rosette. The top frame line is noticeably close to the design throughout its length, expecting that it bends upward just a bit above the upper right diamond block. The bottom frame line is almost straight.

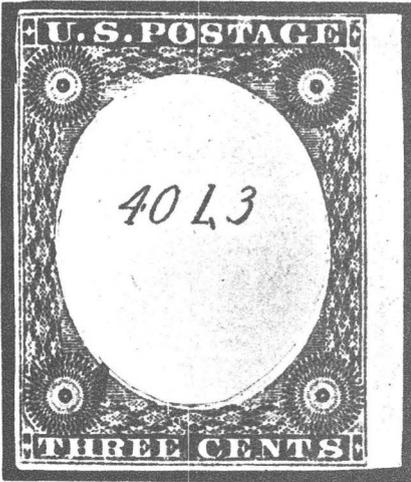


FIGURE 84

practically straight. The bottom frame line bends up just a bit at its left end, under "THR" of "THREE". The most marked characteristic of this stamp is the left inner line. (See Figure 82).

**30L3.** From transfer roll relief B; shows no guide dot. May show a white margin at the right, which, if it extends 6 mm. or more, will show the center line of the plate. One vertical line is recut in the upper left triangle. The left inner line connects two dots of the upper left rosette and runs down to a point opposite the top of the dark axis of the lower left rosette. It is nearer the frame line at the top than at the

The most marked characteristic of this stamp is the left inner line. (See Figure 81).

**20L3.** From an A relief. Shows no guide dot, and may show a sheet margin at the right, which if it extends 6 mm. or more, will show the center line of the sheet. The left inner line is comparatively far from the frame line throughout its entire length. It connects two dots of the upper left rosette and runs down, connecting two dots of the lower left rosette, and ending opposite the upper part of the dark axis of this rosette. The right inner line runs from the lower corner of the upper triangle, down just to the lower right rosette, and is somewhat closer to the frame line throughout the upper half of its length. The top frame line is



FIGURE 85

bottom. The right inner line runs up along the right edge of the upper right triangle, and down into the lower right rosette, joining two or three of the dots. The top frame line bends up over "ST" of "POSTAGE". The bottom frame line bends up just a trifle under "THR" of "THREE". The left frame line is very close to the upper left diamond block, and just touches the outer row of dots of the upper left rosette. The most marked characteristic of this stamp is the upper left corner and the left inner line. (See Figure 83).

**40L3.** From an A relief; has no guide dot. May show a sheet margin at the right, which, if it extends 6 mm. or more, will show the center line of the sheet. The left inner line runs down past the lower left rosette to the



FIGURE 86

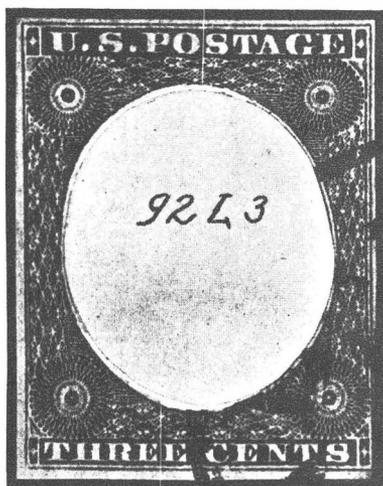


FIGURE 87

middle of the left side of the lower left triangle. This line bends distinctly to the left opposite Washington's face. The right inner line runs up just to the upper right triangle, and down nearly to the lower right rosette, and is almost straight. The top frame line is closer to the design throughout its left half than throughout its right half. The bottom frame line bends up slightly under "THR" of "THREE". Both frame lines are somewhat closer to the lower than to the upper diamond blocks. The most marked characteristic of this position is the left inner line. (See Figure 84).

**50L3.** From a B relief. Shows no guide dot. May show sheet margin at the right, which, if it extends 6 mm. or more, will show the center line of the sheet. Two vertical lines are rather faintly recut in the upper left triangle. The left inner line does not run up

quite to the upper left rosette, and is nearly straight, excepting that it bends to the left just at its lower end. The right inner line runs up almost to the upper right triangle, bends to the right at its upper end, and is closer to the frame line throughout its lower third than throughout its middle third. The top frame line bends downward over "S. PO." of "S. POSTAGE". The bottom frame line is straight. The most marked characteristics of this position are the upper left triangle and the inner lines. (See Figure 85).

**60L3.** From an A relief; shows no guide dot, and may have a wide margin at the right which, if it extends 6 mm. or more, will show the center line of the sheet. The left inner line is almost straight, and barely touches one dot of the upper left rosette. The right inner line is also almost straight, although it bends to the left just a bit opposite Washington's ear. It runs from the lower angle of the upper right triangle down to and touching one dot of the lower right rosette. The top frame line is practically straight. The bottom frame line bends up a tiny bit, under "TH" of "THREE". The left frame line is close to the design throughout its length, and the right frame line is also fairly close to the design. This is the most difficult of the "three-row" stamps to plate, the left edge of the stamp being the best guide, although reference to the illustration is necessary. (See Figure 86).

One fact that has been mentioned regarding the three-row stamps is that clearly printed copies of the 1852 and sometimes the 1853 impressions may show traces at the right, of the original right frame line as rocked on the plate by the transfer roll. These are always very faint.

There is one other stamp on the left pane of plate 3 which may puzzle the beginner. 92L3 has a left inner line, which is so close to the frame line, at the same time being rather faint, that it might at a glance be taken for a stamp without any inner line at the left. (See Figure 87).

The reconstruction of these three rows is a little problem in plating which will be much enjoyed by any United States collector having a penchant for this kind of work. The reconstruction, mounted on one or two album pages, makes a good showing, and adds interest to any collection, partly because it is one of the few possible pieces of plating that can be accomplished by anyone not an advanced specialist.

There are no further notable plate varieties found on plate 3.

## CHAPTER XIII

### PLATE 4

**T**HIS PLATE was probably made early in the year 1855, and exists in only one state. The earliest known copy is on a cover dated March 31, 1855. Another cover has been seen which is dated March 19, probably 1855. It was seemingly made to take the place of plate 1(L) which was discarded about this date because of excessive wear. Plate 4 was used continuously until the "imperforate plates" were displaced by those made for the perforated Type II stamps, this probably happening about the middle of the year 1857. This was one of the few "imperforate plates" which was put into use again for a short period in the year 1859. After this usage it dropped from sight completely.

My approximate figure for the number of stamps printed and issued imperforate from this plate is 37,596,600 (187,983 impressions). Thus it is the fourth in rank of the plates most used for the imperforate stamps. It, of course, has been completely reconstructed. Probably as many Type I perforated stamps exist from this plate as from any other, except Plate 7. My estimate is 7,751,200 perforated stamps (38,756 impressions).

Late impressions from the plate, particularly those of 1859, show slight wear.

The arrangement of transfer roll reliefs on this plate is perfectly regular, being, with plate 2 (L) and 7, the only plate of which this can be said. All of the top row impressions were rocked by transfer roll relief C, whereas the second, fourth, sixth, and eighth rows show the A relief, and the third, fifth, seventh, ninth, and tenth the B relief.

The imprint on the left pane is a trifle over 2 mm. from the design, and the plate number is a shade over  $\frac{1}{2}$  mm. to the left of the imprint. The right pane imprint is  $1\frac{3}{4}$  mm. from the stamp design, and the plate number is a little less than  $\frac{1}{2}$  mm. to the right of the imprint. The number on the right pane reads "No. 4". On the left pane it reads "No. 4", but the numeral is reversed. This has already been described, and illustrated in Figure 21.

The center line is a single, rather thin line,  $6\frac{1}{2}$  mm. from the stamps of the left pane, and  $6\frac{1}{4}$  mm. from the stamps of the right pane. It runs about 5 mm. above the top of the top row of stamps, and probably several millimeters below the bottom of the bottom row, although I have never seen either 100L or 91R cut so that it showed the exact distance.

The spacing is not good on either pane, although the right is much better than the left. The closest spacing on any plate is found on the left pane between 95 and 96L4, being, as was stated under the heading, Spacing,  $\frac{1}{5}$  mm., measuring at the nearest point between adjacent frame lines, whereas the distance between 96 and 97L4 is  $1\frac{1}{4}$  mm., more than 6 times the space in one pair than in the other. Except for the very narrow spacing between the fifth and sixth vertical rows, the spacing on the left pane is not noticeably bad. On the right pane the spacing is fairly uniform, excepting that the fifth and sixth, and seventh and eighth vertical rows are rather too close together. The widest spacing found on the plate is about  $2\frac{1}{2}$  mm. between 89 and 90, and 99 and 100R4.

The alignment on the left pane is very good, excepting that the fifth vertical row is somewhat higher than the fourth. With the right pane the alignment is bad between certain vertical rows, particularly between the fifth and sixth, which shows the most marked variation on any plate, the fifth row being nearly  $\frac{1}{2}$  mm. higher than the sixth row. The fourth row is also noticeably higher than the third, and the eighth row is somewhat higher than the ninth.

All the stamps on this plate are of the main type without inner lines. There is only one stamp showing a sub-type, 99R4, which has what is either a guide line, or an extra line deliberately drawn, just to the right of it. Because the spacing here is the widest on any part of the plate it is possible that the line was put on the plate purposely to make the wide spacing less noticeable.



FIGURE 88

There is only one shifted transfer on this plate, No. 9 in the right pane, and the shift here is slight.

There are no cracks on this plate, unless the last printings from it show a crack on 91L4, as has already been described under the heading, Cracked Plates.

The recutting of this plate is always rather characteristic. The four frame lines were always recut, as was the top of the upper label block, while occasionally the lower label block, the top of the upper right diamond block and the bottom of the lower right diamond block were also recut. The only other stamps showing similar recutting came from a few of the positions of plate 1, (e) and (i), and these can readily be differentiated from plate 4 stamps because they are always in the orange-brown color. Stamps from plates 6, 7, and 8 are somewhat similar, though with five exceptions on plate 6, the upper label block is never recut. The plate 6 stamps mentioned can be told from plate 4 stamps because the bottom frame line is faint on all five. Top row copies from plates 4 and 8 look much alike except that (on all but one position, 2R8) the top line on plate 8 copies was not recut while on plate 4 it always was. Another characteristic regarding the recutting of the stamps on this plate is that with almost all of the stamps the left frame line is faint, more or less doubled, and too close to the design, particularly at the top. This is so marked a characteristic that most single copies from plate 4 can be picked from a lot with the utmost ease. The individual stamps from plate 4 are, however, among the most difficult to plate. The errors of recutting are as follows:

Lower label block and lower right diamond block joined: 24, 52, 65, 78L4; 71 and 77R4.

Upper label block and upper right diamond block joined at the top: 76L4; 28 and 87R4.

Upper label block and upper right diamond block joined at both top and bottom: 68R4.

Line recut at top of the upper right diamond block runs out to the right frame line: 31L4, 28 and 68R4.

In addition to this it will be understood that there are many minor varieties of recutting particularly of the left frame line, 95R4 showing one worthy of special note, the engraver's tool having slipped and made a loop near the top of the left frame line (See Figure 88). 69R4 also shows an odd variety; the right frame line is a thin straight line, but just to the right of it and joining it at the top is another line of equal thickness, which runs downward, diverging from it slightly and ending at the guide dot which is just to the right of the point of junction of the lower and right frame line (See Figure 89). The top of the upper label block often shows very heavy recutting. 19L4 shows a curious slip, here the engraver's tool having drawn a line which leaves the top of the label above the period after "U" of "U. S.", and runs along parallel with the top of the label nearly to "P" of "POSTAGE". This shows well only in good impressions. 20L4 also shows a queer top label. The recutting here consists of a line not very straight, which is so much too high that clearly printed copies show white in one or two places between this recut line and the top of the label block, because the line failed to

touch throughout its length. 54L4 shows a strong recutting of the lower label block which cuts off the bottom of the "C" of "CENTS" making it flat instead of rounded. Other positions on plate 4 also show this, though perhaps less clearly. 96L4 which at its left shows the narrowest spacing on any 3c 1851 plate, also shows a vertical dash nearly 1mm. long just to the right of the upper end of the right frame line and extending a little above the corner of the stamp. 34R4 shows a distinct slip of the engraver's tool opposite the next to the top fifth of the right frame line, the slip being inside of the line.

Two stamps on this plate, 6 and 17L4, show excellent examples of extended frame lines. In both instances the bottom frame line runs more than half a mm. past its junction with the left frame line.

The plate flaws on 5L4, 20L4, and 100R4 have already been described in detail under the heading, Other Plate Varieties. Because all of the stamps in the top row were rocked with transfer roll relief "C", they all show more or less distinctly the variety "gash on the shoulder".

No. 10L4 shows a guide dot just touching the upper end of the very faint right frame line, and extending to the right of it. At a glance it looks as though the top frame line, which is comparatively heavy, bends downward at its right end, making a little hook.

45 and 65R4 shows no dot, as in both cases it is found on the top of the stamp below. 100L4 shows an accidental dot a little less than 1 mm. below and to the right of the lower right corner of the stamp. 91R4 shows an accidental dot about  $\frac{2}{3}$  mm. below and to the left of the lower left corner of the stamp. 94R4 shows an accidental dot just to the right of, and nearly touching, the lower end of the right frame line. 100R4 shows the left frame line much too far from the design. The following stamps resemble each other very closely so that much care be taken in plating them - 98 and 99L4, 39 and 59R4, 40 and 80R4, as well as 50 and 90R4.



FIGURE 89

CHAPTER XIV  
PLATE 5 (EARLY AND LATE STATES)

PLATE 5 (EARLY)

PLATE 5 (early) was probably made early in July, 1851. It exists in two states, called early and late: stamps from the second state not having appeared until the year 1855. The two states of the plate will be described separately as though they were two different plates.

The earliest known date of use of the early state is July 22, 1851, being, as far as present observation goes, the second plate to be put in use.

It was used in its early state continuously until sometime late in the year 1851, when it was put aside for some unknown reason. I had supposed that it was because of the cracks which developed but this is disproved by the fact that all but one of the positions, 51L5(L), which show major cracks are known in the *late* state of the plate with no trace of the crack! Of course all stamps from the early state of the plate are in the typical 1851 color (orange-brown).

This plate has been completely reconstructed.

My plating of the right pane was very materially assisted by a mint block of thirty-nine stamps, (the four right vertical rows complete, excepting for 7R5(e), showing the sheet margin on three sides. It seems to me very remarkable that any such block of orange-brown stamps should be in existence. Unfortunately in many cases it is not possible to plate stamps from the early state of the plate by reference to known positions in the late state. This is so because the character of many of the stamps was very decidedly altered by the re-entry, etc., which accounted for the second state.

The plate showed no evidence of wear.

With certain exceptions the regular arrangement of transfer roll reliefs was employed when rocking this plate; that is, the B relief for the first, third, fifth, seventh, ninth, and tenth horizontal rows, and the A relief for the second, fourth, sixth, and eighth horizontal rows. All of the exceptions to this arrangement are found in the top row, viz., 1L5(e) is evidently from an A relief, as is 8R5(e). 3L5(e), 4, 6 and 9R5(e) show more or less clearly the "gash on the shoulder", and so are from the C relief.

The imprint is a little over 2 mm. from the stamps of the left pane, and about 1½ mm. from the stamps of the right pane. This plate, during its existence in the early state, bore no number. Needless to say, stamps showing the imprint and margin enough beyond to show that no number had been added, are of the very highest degree of rarity.

The center line is made up of two very fine lines, very close together. Occasionally, in heavily inked copies, it is difficult to distinguish the two lines. The line is from 2½ to 2¾ mm. from the left pane and from 2¾ to 3 mm. from the right of the lower right corner of the stamp. 91R4 shows an accidental dot about ⅓ mm. below and to the left of the lower left corner of the stamp. 94R4 shows an printed copy will show the line running a tiny bit further. The center line runs a few millimeters above the top of the first horizontal row of stamps, but is very faint above the dot just to the right of it, which is even with the top of the top row. The center line of plate 5 is the only known example on any plate where the line does not run further than below a point even with the bottom of the tenth horizontal row of stamps.

The spacing on the left pane is fairly regular, except that between the second and third, and seventh and eighth vertical rows it is closer than between the other vertical rows. With the right pane the spacing is not as good; the first and second, and third and fourth rows, particularly at the bottom of the pane, being abnormally close. Otherwise, however, the spacing is fairly uniform.

As for the alignment, in the left pane the fourth vertical row is somewhat higher than the third, as is the seventh than the sixth, while the eighth vertical row is noticeably higher than the row on either side. With the right pane the second vertical row is lower than the first or third, the third is somewhat higher than the fourth, the fifth also a little above the sixth, and the seventh a little above both the sixth and eighth, while the eighth is a little higher than the ninth.

All the stamps are of the main type with inner lines, although three positions 3, 4, and 12L5(e) show the right inner line only recut. All the rest show two inner lines.

The following shifted transfers all slight are found on the left pane: 1, 2, 3, 4, 7, 11, and 21L5(e). The shifts on the right pane are 4, 7, 14, 24, 68, and 96R5(e). These, too, are all very faint, excepting 4, 14, and 24, which are strong.

Generally speaking, none of the re-cut lines on this plate are very heavy, the work being rather delicately done. The normal recutting consisted of going over the four frame lines, both inner lines (except in the instances mentioned), the top of the upper label block and the top of the upper right diamond block. The normal but unusual varieties of recutting are as follows:

Two lines recut in the upper left triangle: 63L5(e) and 86R5(e).

One line recut in the upper left triangle: 21, 22, 23, 27, 29, 36, 38, 39, 43, 46, 47, 48, 60, 61, 64, 68, 69, 82, 83, 92, 98L5(e); 20, 46, 48, 50, 67R5(e).

One line recut in the lower left triangle: 24L5(e).

One line recut in the lower right triangle: 47, 48, 50, 68, 70, 87, 96, 100L5(e); 81R5(e).

Strangely enough, there are no errors of recutting on this plate that are more than slight although occasionally the various recut lines may be crooked, or show other minor defects. Perhaps worthy of mention are the following: The line which recuts the right side of the lower right triangle in 50, 70, and 100L5(e) runs down along the right edge of the lower right diamond block. 12R5(e) shows the line defining the top of the upper right diamond block not horizontal as usual, but slightly diagonal, the left end being noticeably higher; and further the recut line defining the top of the upper label block runs too far to the right, nearly touching the diamond block. 65R5(e) shows the recut line at the top of the upper right diamond block running out nearly to the right frame line. The right frame line of 10L5(e) is unusually far from the design throughout its lower half. The fact that three stamps show only one inner line has already been mentioned.

44R5(e) shows a strong consistent dot of color in the upper left quarter of the "H" of "THREE". This is seemingly not due to a double transfer. There are no other plate varieties worthy of note, excepting for certain misplaced guide dots, the most remarkable example being on 69L5(e), where this dot falls directly in the center of the lower right diamond block. In addition, three positions, 34L5(e), 53R5(e), and 73R5(e) show a guide dot touching the top frame line near its right end, in each case the dot being the one which should have shown on the stamp above.

The following stamp shows a triple dot - 9L5(e).

The following stamps show double dots - 41, 63 and 64L5(e) and 82R5(e).

The following stamps show no dot although normally they should - 4, 26, 66 and 87L5(e), 1 and 10R5(e), plus those mentioned above as being on the stamp below.

9R5(e) shows an accidental dot below and touching the bottom frame line even with the left edge of the lower right diamond block.

## PLATE 5 (LATE)

This state of the plate came into existence late in the year 1855, perhaps about the first of September, the earliest date of use I have noted being September 3, 1855. The plate was probably used continuously, or almost so, until the perforation of stamps began February 24, 1857, and for a very short period after that. By this time the strongest crack had probably become so bad that the plate was permanently discarded.

I figure that approximately 20,569,800 stamps (102,849 impressions) were printed from this plate and issued imperforate while 581,300 (2,906 impressions) were issued perforated. Imperforate stamps from this plate are moderately scarce, as it was used less than any other plate excepting plate 8, and a very few plates or states of plates in use only in 1851. I have been able to reconstruct it completely. Perforated, they are decidedly rare, although a bit more common than the perforated stamps from plates 2(L) and 3. The plate never showed any signs of wear.

There are no less than forty-one examples of misplaced transfers on this state of this plate. The C relief is found in the following positions: 1, 2, 6, 7, 8, and 60L5(L), and 2, 3, 5, 6, 7, 9, 10, 37, and 68R5(L). The top row positions from the C relief often show an extremely faint "gash on the shoulder". Those from the body of the plate all show a strong gash. The A relief was used in a row which normally shows B impressions as follows: 68, 70, 88, 91, 92, 93, 95, 96, 97, 98, 99, and 100L5 (L); 47, 67, 91, 92, 93, 95, 96, 97, 98, 99, and 100R5 (L). The B relief was used in the following positions where an A relief would normally be found: 58 and 78L5(L) and 57R5(L). It will be noted that the bottom row of each pane is made up of nine A reliefs and one B relief, which is notably strange.

The imprint and center line, spacing and alignment were all described in giving the history of the early state of this plate. The plate number, which was undoubtedly added in 1855 when the plate was put in use the second time, is  $\frac{1}{2}$  mm. from the stamps of the left pane, and  $\frac{3}{8}$  mm. from the stamps of the right pane. It reads "No. 5".

Excepting for three stamps showing only one inner line, all the stamps on the early state of the plate showed both inner lines distinctly recut. On this state of the plate, because of the very extensive re-entry which was done, many of these inner lines have either become faint or, in exceptional instances, have disappeared entirely. However, no stamp can be found on the second state of the plate that does not show at least traces of one or both inner lines. The following positions now show an inner line at right only: 3, 4, 12, 13, and 22L5(L); 77, 86, and 87R5(L).

As would have been expected with extensive re-entry, shifted transfers are numerous on this plate. There are a considerable number which are so slight that they do not warrant special description. However, there are fourteen stamps on the left pane and ten stamps on the right pane which are noticeably shifted. These are 2, 3, 7, 21, 22, 23, 24, 29, 81, 82, 83, 91, 92, 93L5(L), and 4, 14, 24, 77, 84, 86, 87, 91, 95, and 96R5(L).

The only stamps showing a shift in the early state which still show it in the late state are 2, 3, and 7L5, and 4, 14, 24, and 96R5. Certain of the shifts on the

late state are quite remarkable; Nos. 22, 23, 24, and 83L5(L) show the design at the extreme bottom very distinctly doubled, whereas 91L5(L) shows the lower right corner of the design re-duplicated very clearly downward. On the right pane, 77R5(L) shows the right edge of the stamps neatly doubled. As this stamp shows only the faintest traces of an inner line it might quite easily be mistaken as having come from a plate which never had inner lines. 87R5(L) shows very strong doubling of all four rosettes, as well as other parts of the design.

A detailed description of the cracks on this plate has already been given under the heading Cracked Plates, and will not be repeated here. All of these major cracks except perhaps one (51L5(L)) developed *after* Plate 5(L) had been put in use.

In general the recut lines on this plate are very fine, those which persisted from the original state of the plate having been in many cases more or less completely eradicated, whereas the few new lines which were recut here and there on the plate are also mostly thin. Most of the stamps may easily be differentiated from those of any other plate because of the very faint inner lines, although they resemble rather closely some of the stamps from the intermediate state of plate 1, as far as recutting is concerned, but here are easily told because the stamps from plate 1(e) and (i) are always orange-brown. 1855-'6 and '7 printings of a certain few stamps from Plate 2(L) which was also re-entered, resemble some from Plate 5(L). Occasionally only actual plating can differentiate them.

Of the varieties of recutting listed in the early state of plate 5 the following only, persist sufficiently strong to list, on the late state:

One line recut in the upper left triangle: 21, 23, 39, 43, 47, 60, 64L5(L); 46, 67R5(L).

One line recut in the lower right triangle: 48L5(L).

The little re-touching that was done when the plate was re-entered resulted in two errors of recutting as follows: 96L5(L) shows a straight line running from near the upper end of the right edge of the upper label block to the right, directly across the upper right diamond block near its top, and extending out a fraction of a millimeter to the right of the right frame line. Incidentally this stamp shows one of the minor cracks. 97R5(L) shows a heavy line recut at the top of the upper label block and running out to the right, just barely missing the left edge of the upper right diamond block. The fact that a line somewhat similar to the one just described, found on 41L5(L) may be an error of recutting and not a crack, was mentioned in describing this variety under the heading Cracked Plates. 52L5(L) shows a tiny slip of the engraver's tool on the top line just over "S" of "U. S.", the slip being above the line and about 1½ mm. long. A tiny vertical dash of color is found just outside of the right frame line on both 16 and 17L5(L). On the former the center of the dash is about 10 mm. from the top of the stamp and on the latter about 11 mm. from the top. Each dash is a bit over 1 mm. long and that on 17L5(L) is the stronger.

The same remarks regarding misplaced guide dots may be made for the late state as for the early state of the plate, the best example being 69L5(L), where the dot is exactly in the center of the lower right diamond block. In addition to this a considerable number of the stamps on both panes show consistent markings which, in all probability, are due to rust marks in the plate which were too deep for removal by the burnishing given the plate before it was placed in use the second time. One tiny rust mark falling in the center of the lower right diamond block on 12L5(L) must not be mistaken for the oddly placed guide dot on 69L5(L). These rust marks are the most noticeable on the following positions: 2, 3, 4, 12, 22, 23, 32, 33, 42, 43, 53, 63, 67, and 85L5(L); 7, 16, 23, 24, 26, 33, 34, 35, 36, 44, 45, 58, 78, 88, 89, and 90R5(L). It will be noted that most of them are in two large irregular groups, one in each pane.

The following stamp shows a triple dot - 9L5(L).

The following stamps show double dots - 63 and 64L5(L) and 82R5(L).

The following stamps show no dot although normally they should - 4, 26, 66 and 87L5(L) and 1 and 10R5(L).

The lower right triangle of 88L5(L) shows what looks much like a bit of very odd recutting at its upper end. The curve at the top appears recut, starting at the extreme upper point and running down about one third of its length. The recut line then turns squarely to the right and runs out to the right edge. This variety seems perfectly consistent though it shows best on clearly printed copies.

## CHAPTER XV

### PLATE 6

**T**HIS PLATE was probably made early in the year 1856, the earliest copy that I have seen, having been used Feb. 18, 1856.

But one state of the plate is known. It was probably used continuously until the perforated stamps began to appear, February 24, 1857, and was employed more or less as long as the "imperforate" plates were used for the perforated stamps in 1857. It was one of the plates put back in use for a short period in the year 1859.

I figure that approximately 21,211,000 stamps (106,055 impressions) were printed from this plate and issued imperforate, while my estimate is that 7,751,200 stamps (38,756 impressions) were printed and issued perforated. This gives a total, both perforated and imperforate, of 28,962,200 stamps (144,811 impressions). Stamps from this plate are therefore not particularly rare, only four plates having been used to a greater extent for the imperforate stamps, while probably as many perforated stamps were printed from this as from any of the "imperforate" plates, except Plate 7.

This plate has been completely reconstructed, and although a very few positions are not absolutely tied in, it is practically certain that all are correctly placed.

This plate never showed any appreciable wear. As far as my plating has gone, the usual employment of transfer roll reliefs is found, that is, the C relief for the first horizontal row, the A relief for the second, fourth, sixth, and eighth, and the B relief for the third, fifth, seventh, ninth, and tenth. There are, however, a considerable number of exceptions, particularly in the body of the plate. These are as follows: misplaced C relief, 21, 41, 67, and 70L6; 26, 27, 42, 44, 47, 61, 62, 64, 66, 67, and 68R6; misplaced A relief, 96R6. Of these misplaced C reliefs only 21 and 67L6 and 26, 27, 42, 47, and 64R6 show a strong "gash on the shoulder", with the balance the gash is faint and in poor, or late impressions may not show at all.

The imprint is from 1 to  $1\frac{1}{2}$  mm. from the stamps of the left pane, and from 1 to nearly  $1\frac{1}{2}$  mm. from the stamps of the right pane. The plate number is a bit over 1 mm. from the imprint on the left pane, and about 1 mm. from the imprint on the right pane. It reads "No. 6".

The center line is single, and of moderate thickness, although in this latter particular it varies considerably, even opposite single stamps. By this I mean that occasionally for a few millimeters the line is much thinner than is the balance of the line. It is from  $3\frac{1}{8}$  to  $3\frac{1}{4}$  mm. from the stamps of the left pane and from  $2\frac{3}{8}$  to  $2\frac{1}{2}$  mm. from the stamps of the right pane. It runs at least 2 mm. above the top of the top row, (and probably considerably further) and at least  $3\frac{1}{2}$  mm. below the bottom of the bottom row of stamps, and again probably considerably further, though copies have not been seen showing more of this margin. Stamps from the right pane showing the center line are easily identified as coming from plate 6 because of the short distance between the center line and the stamps. On the other hand, center line copies from the left pane are distinguished with much difficulty from center line stamps from the left pane of plate 7, the distance between the center line and the stamp in each case often being exactly the same. Therefore plating is sometimes the only sure method of determining from which plate a given one of these stamps comes.

The spacing on the left pane is fairly wide and very good. The widest spacing is found between the first and second vertical rows, particularly toward the bottom of the plate, and the narrowest between the second and third.

## THE 3C STAMP OF THE UNITED STATES 1851-1857 ISSUE

On the right pane the spacing is also very good, though slightly narrower between the second and third vertical rows near the bottom of the pane than it is elsewhere.

The alignment on the left pane is very nearly regular, only slight variations being found. The alignment on the right pane is also very good, excepting that the third vertical row is about  $\frac{3}{4}$  mm. higher than the fourth, while the eighth is nearly half a millimeter higher than the seventh. The sixth vertical row is a trifle lower than the row on either side.

All the stamps from this plate are in the main type without inner lines. No sub-types are found, excepting that the stamps coming from the eighth vertical row of the right pane show a rather faint guide line just to the right of the right frame line. This runs from the top to the bottom of the plate. Stamps showing it may be considered a sub-type.

The following positions, all on the right pane, show double transfers: 4, 6, 7, 8, 10, 14, and 18R6. Of these 10 and 14R6 are slight while the others are fine examples of shifts.

The recutting in general consisted of redrawing the four (or three of the four) frame lines. The recut lines are only fairly strong, the bottom line in particular on almost all of the stamps of the plate being noticeably faint, at least throughout a part of its length. Many of the stamps from the right pane show the top half in particular of the left frame line abnormally far from the design. The few stamps which show only three frame lines recut make up the entire top row, and show the top frame line not re-drawn. One stamp in the bottom row, 96R6, did not have the bottom frame line re-drawn, and is the only stamp on any plate outside of those in the top rows of plates 6, 7, and 8 which did not have the four frame lines recut. The marked exception to the recutting of the frame lines only is on 47R6, this stamp showing one of the most remarkable examples of recutting anywhere found. The oval line defining the bottom of the medallion is recut, as is the adjoining oval line which marks the outer edge of the white oval around the medallion. In addition, some fourteen or fifteen tiny lines directly on the bust have also been recut. These are all found below and to the right of the button. Incidentally this stamp comes from a misplaced C relief, showing the "gash on the shoulder". The only other exceptions are five stamps: 65, 66, 67, 68, and 69R6, which show recutting just at the right end of the top of the upper label block. One of these five (66R6) also shows the top of the upper right diamond block recut by one horizontal line.

There are no errors of recutting on this plate, excepting that certain frame lines fail to meet exactly at the corners, or else run a tiny bit beyond the junction point.

The following stamps show triple dots - 5, 6 and 9L6 and 5, 8, 9 and 10R6.

The following stamps show double dots - 1, 2, 3, 4, 7, 8 and 10L6, 1, 2, 3, 4, 6 and 7R6.

The following stamps show no dot although normally they should - 87L6 and 87R6.

The following stamps show an accidental dot just at the upper left corner - 3, 4, 5, 6, 7 and 11L6, 7 and 9R6; the accidental dot being double on the last mentioned. 11L6 is different from the others as it shows a strong dot  $1\frac{3}{4}$  mm. to the left of the center of the northwest triangle.

There are no other plate varieties of note, excepting that 97R6 shows a very distinct flaw on the bust. This already has been described and illustrated under the heading, Other Plate Varieties.

## CHAPTER XVI

### PLATE 7

**T**HIS PLATE was almost surely made at the same time as plate 6, early in 1856. The earliest known use is Feb. 13, 1856. But one state of this plate is known.

As far as I have been able to determine, plate 7 was used for the imperforate stamps to exactly the same extent as was plate 6, my estimate being that approximately 21,211,000 stamps (106,055 impressions) were printed from this plate and issued imperforate. I have reckoned that 15,502,500 stamps (77,512 impressions) were printed and issued perforated. This gives a total, both perforated and imperforate, of 36,713,500 stamps (183,567 impressions). Thus plate 7 was used twice as much as any other plate for the perforated stamps.

This plate has been completely reconstructed and, with the exception of one position that is certainly correct, every position is actually tied in.

The plate never showed any signs of wear.

The usual arrangement of transfer roll reliefs was employed, that is, the C relief for the top row, the A relief for the second, fourth, sixth, and eighth horizontal rows, and the B relief for the third, fifth, seventh, ninth, and tenth horizontal rows. This plate with plate 2(L) and 4 are the only ones that show no misplaced reliefs.

The imprint is about  $1\frac{3}{4}$  mm. from the stamps on both panes. The plate number, which reads "No. 7", is about  $1\frac{3}{8}$  mm. from the imprint on the left pane and about  $1\frac{1}{4}$  mm. from the imprint on the right pane.

The center line is exactly the same, as far as irregularity of thickness is concerned, as is the center line found on plate 6. It is from  $3\frac{3}{4}$  to  $3\frac{1}{2}$  mm. from the stamps of the left pane and is just about  $3\frac{1}{2}$  mm. from the stamps of the right pane. As was stated under plate 6, it is extremely difficult to differentiate stamps showing the center line from the left pane of plates 6 and 7. The center line probably runs a considerable distance above the top of the top row of stamps, while it runs almost 12 mm. below the bottom of the bottom row of stamps.

The spacing on this plate, generally speaking, is wide. On the left pane, however, there is one exception, the fourth and fifth vertical rows being noticeably too close together. The balance of this pane shows fairly uniformly wide spacing. The widest spacing on any plate is found between the bottom of the ninth and tenth vertical rows, that between 99 and 100L7, measuring  $1\frac{3}{4}$  mm. On the right pane the spacing is also fairly uniform, although a bit wider between the third and fourth, and ninth and tenth vertical rows, than between the others.

On the left pane the alignment is good, except that the sixth vertical row is considerably higher than the seventh, and the ninth is noticeably higher than the eighth. On the right pane the fourth vertical row is a bit higher than the row on either side, while the seventh row is slightly higher than the sixth, and the tenth than the ninth.

All the stamps on this plate are of the main type, without any inner lines. No sub-types are found.

Three double transfers, all rather slight, exist on this plate, 9L7 and 8 and 9R7. A few other double transfers exist but they are so slight as not to be worthy of listing.

The small crack which shows on two adjacent stamps 47 and 48R7 (only perforated) has already been described and illustrated under the heading, Cracked Plates. Its earliest known date of use is Aug. 25, 1857. However this crack must have developed some time after the perforating of stamps began, because two perforated strips, each including one of these positions, have been seen which showed no evidence of the crack. 30L7 shows a thin but distinct and consistent vertical scratch or line of color across the center of the upper left diamond block.

Exactly the same remarks may be made regarding the recutting as were made in giving the history of plate 6, excepting that all the stamps with three frame lines only recut, come from the top row. It is impossible to differentiate stamps from the two plates, excepting by actual plating, unless the copy shows some unusual characteristics such as the guide line on plate 6, or one of the plate flaws. No errors of recutting other than minor ones, such as frame lines running too far, or failing to meet at the corners, have been noted. The best example of "top frame line too close" is on this plate, 19R7. Here the top frame line actually touches the left end of the upper label block. It is an odd fact that almost all of the positions in the second horizontal row of both panes show the top frame line abnormally close to the design.

The following stamps show double guide dots - 1, 2, 3, 4, 6, 7, 8 and 9L7, 1, 2, 4, 5, 6, 7, 8, 9 and 10R7.

The following stamps show accidental dots - 7L7 shows two dots side by side in the top margin above the P of POSTAGE. 1R7 shows three dots beyond the northwest corner; one large one is  $\frac{1}{2}$  mm. to the left of the left frame line and a bit higher than the center of the northwest diamond block; there are also two smaller ones northwest of this one - both a little higher than the top of the stamp.

There is a faint diagonal line of color between 76 and 77L7. It starts about 1 mm. from the top of and  $\frac{1}{3}$  mm. from the left frame line of 77L7 and runs downward and a little to the left for  $1\frac{1}{3}$  mm.

Three stamps on this plate show slips of the engraver's tool in recutting the frame lines. On 24L7 it is inside of the left frame line starting opposite the bottom of the upper left diamond block, and running down to a point opposite Washington's eye. On 100L7 it is outside of the left frame line, is about 2 mm. long and is opposite Washington's eye. On 93R7 it is inside of the right frame line, very close to it, and runs down from opposite the bottom of the upper right rosette to opposite the button on Washington's tunic. There are no other plate varieties worthy of note, excepting the plate flaw on 98R7 which already has been described and illustrated under the heading, Other Plate Varieties.

## CHAPTER XVII

### PLATE 8

PLATE 8 was probably made a little later than plates 6 and 7, very likely about the first of April, 1856. But one state of the plate is known.

The earliest absolutely certain date of use which I have noted is April 25, 1856, although I have another cover bearing a stamp from this plate, dated April 14, almost surely 1856. It was probably used continuously until the issue of perforated stamps was begun February 24, 1857, and after this date was used less than were plates 4, 6, and 7, my estimate being that 16 percent of the perforated Type I stamps came from this plate. Evidently this was not one of the plates put back in use for a period in 1859, and this fact accounts at least partly for the rarity of the stamps from this plate, perforated.

My estimate is that 16,921,800 stamps (84,609 impressions) were printed from this plate and issued imperforate, while 6,201,000 stamps (31,005 impressions) were issued perforated, giving a total of 23,122,800 stamps (115,614 impressions), both perforated and imperforate.

Imperforate, the stamps are of moderate rarity, particularly in pairs or better. This plate was used somewhat less than any other plate excepting No. "0", if we do not include the number printed from certain states of some plates. Perforated, they are also moderately rare.

Because of the scarcity of the stamps from this plate, considerable difficulty was encountered in reconstructing it. However the reconstruction is now complete and, although a very few stamps are not definitely tied in by pairs, all are pretty surely correctly placed.

The plate never showed any signs of wear.

The normal use of transfer roll reliefs is found, that is, the C relief for the top row, the A relief for the second, fourth, sixth, and eighth horizontal rows, and the B relief for the third, fifth, seventh, ninth, and tenth rows. The only exception is 21L8, which shows a faint "gash on the shoulder" and is therefore from a misplaced C relief. The imprint is from  $1\frac{1}{4}$  to  $1\frac{1}{2}$  mm. from the stamps of the left pane, and from  $1\frac{1}{4}$  to nearly  $1\frac{1}{2}$  mm. from the stamps of the right pane. The plate number reads "No. 8". It is 1 mm. from the imprint on the left pane, and about  $1\frac{1}{4}$  mm. from the imprint on the right pane.

The center line is single, fairly heavy, and varies somewhat in thickness opposite certain stamps. It is from 3 to  $3\frac{1}{4}$  mm. from the stamps of the left pane, and from 3 to  $3\frac{1}{2}$  mm. from the stamps of the right pane. The center line runs at least 2mm., and probably considerably further, above the top of the top row of stamps, and below the bottom of the bottom row of stamps.

The spacing on this plate is more nearly uniform than on any other. It is moderately wide and fairly regular on both panes, though the distance between the first and second vertical rows in the left pane and to a less extent between the third and fourth in the left pane and the second and third in the right pane is less than otherwise found on the plate.

The alignment is also very good. In the left pane the fifth vertical row is higher than the fourth, and the sixth than the fifth, while the eighth is higher than the row on either side. On the right pane the fifth vertical row is decidedly higher than the fourth, and the eighth is noticeably higher than the seventh.

The stamps from this plate are all of the main type without inner lines, and no sub-types have been noted.

Six shifts are known on this plate: 6, 7, 8, and 10L8; 2 and 10R8. These are all rather slight.

No cracks have been noted in this plate.

In general the recutting consisted solely of redrawing heavily the four (or in nineteen instances three of the four) frame lines. The stamps showing three lines only recut make up the entire top row (except for 2R8 which shows all four frame lines recut), the top line having been neglected. The bottom frame line ordinarily is heavily recut throughout its entire length, and this fact aids much in separating plate 8 copies from those of plates 6 and 7, because on the latter two mentioned, the bottom frame line is usually more or less faint. No marked varieties or errors of recutting are found, excepting that very often on this plate the frame lines fail to meet at the corners, or run beyond the junction point. In several instances the side frame lines continue as far as the next stamp above or below. The following minor plate varieties seem worthy of note. Two stamps show slips of the engraver's tool in recutting the frame lines. On 59L8 the slip is outside of the right frame line, is about opposite Washington's forehead and is about  $3\frac{1}{2}$  mm. long. On 65R8 the slip is inside of the right frame line, is opposite the entire length of Washington's queue and is about 4 mm. long. A small dot evidently accidental is found just below the lower right corner of 80R8, and another similar dot is located just above the upper right corner of 100R8. Both 77 and 78R8 show a faint line connecting the top of the upper left diamond block with the top of the upper label block. I do not believe this is due to any recutting but rather to some accident. For example it might possibly have been caused by a tiny bit of metal adhering to the transfer roll at this place while these two impressions were being rocked in. What appears to be a tiny scratch about 2 mm. long is found running slightly diagonally from the right frame line of 35L8. It starts at a point opposite the center of the queue and runs downward. About half the copies seen of 81R8 show a very thin but clear horizontal dash about one mm. long and about  $\frac{3}{5}$  mm. directly above the button on the tunic. This too is probably a tiny scratch.

About midway between the top of 14 and 15R8 is found a faint vertical dash about a half mm. long. Three different positions from the top row of the right pane show a vertical dash at the lower left corner. On 3R8 it starts just to the left of the lower end of the left frame line and runs down to the upper left corner of 13R8. On 4R8 it is parallel to and almost touches the lower end of the left frame line starting opposite a point a bit above the center of the lower left diamond block and running down to a point opposite the end of the bottom frame line. On 7R8 it starts at a point just to the left of the lower left corner of the stamp and runs down to the upper left corner of 17R8.

The following stamps show double guide dots - 8 and 9R8.

The following stamp shows no guide dot although normally it would - 47L8.

The following stamp shows an accidental guide dot at the upper left corner - 7L8.

Between 89 and 90R8, though a little nearer to 89, is a tiny vertical dash of color about  $\frac{1}{2}$  mm. long opposite the lower part of the upper rosettes.

44R8 shows a plate flaw already described in the chapter on "Plate Varieties in General."

## CHAPTER XVIII THE "PLATE 10 GROUP"

Plates 9 to 28 inclusive are all made up entirely of stamps with the top and bottom frame line completely removed, this removal having been accomplished on the transfer roll reliefs (six in number) on transfer roll No. 2 with which all these plates were made. Stamps from these plates may be divided into two sub-types. First, stamps from plates on which the side frame lines were redrawn separately for each stamp, that is, these lines are not continuous between the stamps vertically. Second, stamps from plates on which the side frame lines were redrawn by cutting a continuous line from the top of the top row to the bottom of the bottom row, both sides of and close to each vertical row of stamps, evidently with the aid of a ruler as a guide.

But two plates were used for the stamps of the first sub-type showing the side frame lines broken between the stamps vertically. These plates will be referred to as the "Plate 10 Group," because the two plates in question were numbered 10 and 11, and 10 is the lower number.

— We know from a letter written by Mr. S. H. Carpenter on April 3, 1863, which has already been given in full under the heading "The Contract, Including the Cost of the Stamps," that six plates of the 3c value were made about the time that the official perforation of postage stamps was begun in February, 1857. These plates were surely all Type II and it seems logical to believe that they were numbered from 9 to 14 inclusive, the last "imperforate" plate having been numbered 8. I think very likely these first six plates made were all numbered at the same time, the numbers being assigned, not in the order in which the plates were made, but in whatever sequence they happened to be chosen by the workman who did the numbering. The fact that Plate No. 9 (of which I have the plate number from both panes) has continuous side frame lines leads me to this belief, because it is probable that the engraver first tried recutting the side frame lines as he did on the imperforate plates (that is stamp by stamp) and, after he had finished two plates, discovered a simpler method. The plate number has been seen from Plates 12 and 14 and both of these plates also have the continuous side frame lines. Both panes of Plate 10 and 11 show the non-continuous side frame lines. Fig. 90 illustrates a used block of six typical stamps - positions 13, 14, 15, 23, 24, and 25 in the left pane of Plate 10.

It is certain that only two plates were thus recut and that they were numbered 10 and 11. Both of these plates exist in three states - early, intermediate and late. The earliest sure dates so far noted of these six plates (counting the different states as different plates) are as follows:

Plate 10(e)	July 13, 1857
Plate 10(i)	May 17, 1858
Plate 10(L)	Jan. 3, 1859
Plate 11(e)	July 29, 1857
Plate 11(i)	July 19, 1858
Plate 11(L)	Dec. 23, 1858

Despite the discrepancy in dates, it is probable that Plates 10(e) and 11(e) were put in use about the same time, and that the softening, recutting and re-hardening accounting for Plates 10(i) and 11(i) was done about the same date; further that Plates 10(L) and 11(L) came into existence about the same moment. The earliest known use of a Plate 10 Group stamp is July 13, 1857, this stamp being 33L10(e). The fully dated cover bearing it is in the collection of Mr.

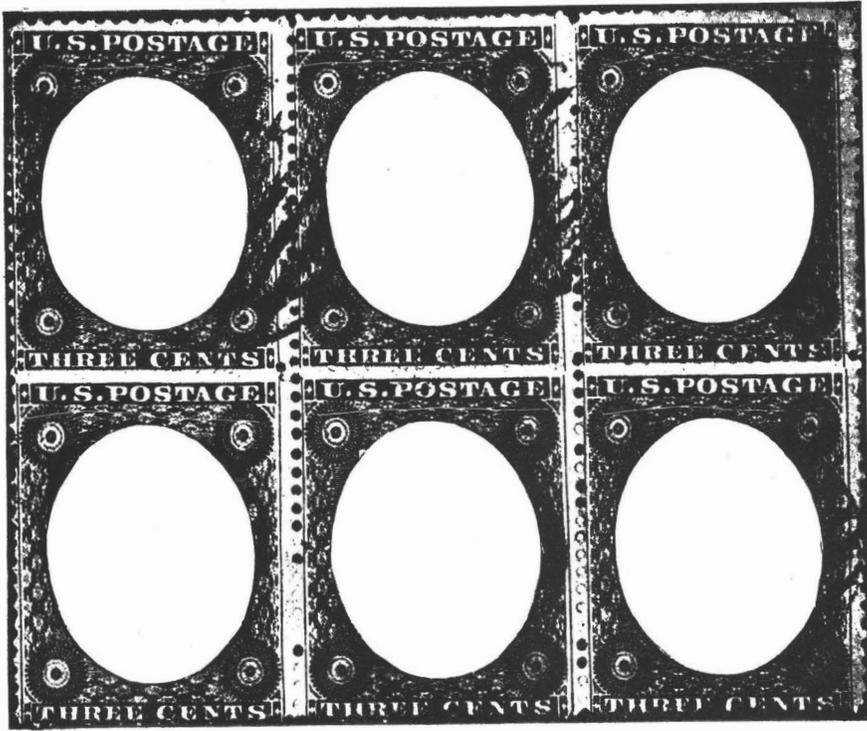


FIGURE 90

Ireton. While speaking of early dates I may add that I had two entire envelopes in my collection, each bearing a 3c 1857 Type II stamp, cancelled "Baltimore, Md." The dates on both are fairly clear, and read, on one stamp (which by the way is a typical 1858 shade) "Mar 31 1857" and on the other (which does not resemble the 1857 printings) "Aug 13 1857." In spite of the evidence on the face of these I feel sure that neither of these cancellations was applied in the year 1857. Whether the clerk in the post office inserted an 1857 year date by mistake or not is difficult to tell, but it seems at least possible. Incidentally this is a commentary on the wisdom of always accepting year-dated cancellations on a stamp, without confirmatory evidence, as proving early usage.

Plates 10(e) and 11(e) were probably both insufficiently hardened as quite decidedly worn plate impressions are found from them as early as December, 1857. They were evidently re-entered not later than April, 1858. Obviously when Plates 10(e) and 11(e) were re-entered (thus becoming 10(i) and 11(i)) they were for a second time left too soft when they were rehardened as both again show worn plate impressions after a short period. A second re-entry of Plate 10, marking its transition from Plate 10(i) to Plate 10(L), was fairly successful although there are a number of marked re-entries on the late state of this plate. Apparently it was sufficiently hardened this time as the plate showed little or no further signs of wear. On the other hand, the second re-entry of Plate 11 was a most peculiar piece of work. It may be that the plate was not sufficiently softened for this re-entry. Of course the hardness of a steel plate is only a relative quality. My reason for suspecting this is that the side frame lines on this plate are almost invariably much too faint as though the re-entry had not been deep enough.

There are a very large number of re-entries on this plate, some of which are very strong. Evidently Plate 11(L) was used much less than any of the other five states of the two plates.

If my estimate of 5% of Type II stamps as the proportion printed from these two plates is right, the number of these stamps amounts to 32,931,200 (164,656 impressions). As to the proportion of the stamps printed from each of the six plates in question (counting the separate states as separate plates) the best I can do is to estimate them. The figures are as follows: Considering the total printed from all three states, Plate 10 is considerably less rare than Plate 11. The late state of Plate 11 is by far the rarest, considering the separate states as different plates.

	Stamps	Impressions
Plate 10(e)	7,310,000	36,550
" 10(i)	7,310,000	36,550
" 10(L)	7,310,000	36,550
" 11(e)	5,000,000	25,000
" 11(i)	5,000,000	25,000
" 11(L)	1,001,200	5,006
	Total 32,931,200	164,656

These estimates have been made largely from the number of plated copies seen and more especially from the number of center line copies noted.

If my estimate is right, stamps from the Plate 10 Group are somewhat scarcer than the Type I perforated stamps, the figures being 38,756,200 of the latter and 32,931,200 of the former. My experience in gathering together this material for study makes this proportion seem to me somewhere nearly right.

Transfer roll No. 2 was employed in making both these plates and the reliefs appear regularly in the usual sequence from the top of the plate downward, i.e.,—A,B,C,D,E,F,C,D,E and F. These reliefs have already been described in the Chapter "Details of Plate Arrangement." The stamps from the top row (A relief) on both of these plates show the broken transfer roll relief varieties repaired except that, oddly enough, the left pane of Plate 10 shows no repair. The repair work done on the A Relief of the three panes, R10, L11 and R11, became somewhat fainter after each re-entry and on the late state of Plate 11 is very faint indeed.

On Plate 10 (all states) the imprint is about  $1\frac{3}{4}$  mm. from the stamps on the left pane and about  $2\frac{1}{2}$  mm. from the stamps on the right pane. The plate number is about  $\frac{2}{3}$  mm. from the imprint on the left pane and about  $\frac{1}{3}$  mm. from the imprint on the right pane.

On Plate 11 (all states) the imprint is about  $1\frac{1}{3}$  mm. from the stamps on the left pane and about 2 mm. from the stamps on the right pane. The plate number is a shade over  $\frac{1}{2}$  mm. from the imprint on the left pane and a little less than  $\frac{1}{2}$  mm. from the imprint on the right pane. I should add that from the late state of Plate 11 but one imprint copy has been seen and this does not show the number. The plate number reads "No.10" and "No.11" on these plates, without a "P" following the number in either instance. As far as my records go, these are the only Type II plate numbers except for Plate 12 which do not show the "P". However, certain plate numbers in the other group have not yet been seen.

The center line on Plate 10 is single and rather thin, drawn almost but not quite evenly between the stamps of the two panes. This center line is noticeably fainter than the contiguous frame lines of the stamps on either side. The line became gradually fainter and on late printings from the late state of the plate is very faint indeed. The spacing between the panes, measuring between the ad-

jacent frame lines, is nearly 2 mm. except where crooked frame lines make it a bit less. The center line on the early and intermediate state of Plate 11 is single and a bit stronger than the frame lines of the stamps on either side of it. It is considerably nearer the stamps of the left pane at the top and a bit nearer the stamps of the right pane at the bottom. The spacing between the panes is a little over 1½ mm. - therefore a bit less than on Plate 10. On Plate 11, late state, the center line is extremely faint, never being complete opposite any one stamp. In fact, between 80L11(L) and 71R11(L) there is no trace of any center line at all!

The spacing and alignment on these two plates, while not perfectly regular, is better than on any of the first nine plates. On both Plates 10 and 11, the spacing is moderately wide and nearly regular, though between the first and second rows and the fifth and sixth rows of the right pane of Plate 10 the spacing is somewhat wider than elsewhere. On Plate 11, late state, the spacing often looks wider than it is because of the very faint frame lines.

The alignment shows the following very odd fact on both plates. Every vertical row is higher than the one to its left except that in a few instances they are about even. In other words, no vertical row is ever a bit higher than its neighbor on the right. This variation in alignment is never very marked though perhaps most pronounced between the fourth and fifth vertical rows of the right pane of Plate 10.

I have a complete right pane of Plate 10, intermediate state, and examination shows that in every instance the side frame lines are interrupted between the stamps, excepting between 12 and 22R10 where the left frame line apparently is continuous between the two stamps vertically. This, however, was because these two frame lines were so recut that they happened to touch. Probably all but one of the stamps of the sub-type, showing one of the inner lines recut, come from these two plates.

There are over 125 double transfers in these two plates, most of which come from the late state. Of the 125 mentioned, 61 have been plated. They are as follows:

- 10(e) 5L10(e)
- 10(i) 5,51,52,91L10(i), 61,68 & 98R10(i)
- 10(L) 2,12,22,31,32,42,51,52,91L10(e), 9,10,55,58,60, 61,65,68,75,78,85,88,91 & 98R10(L)
- 11(e) 67L11(e) & 8R11(e)
- 11(i) 41,51,67L11(i), 61,71,81,88,96 & 98R11(i)
- 11(L) 1,2,3,4,10,14,24,40,41,50,51,70,80,90,100L11(L), 1,3,4,5,6,20,21,41,61, 62,71,72,81,82,91,92,96,97,98,99 & 100R11(L)

There is of course some duplication, the same shift sometimes showing on different states of the same position. At least eighty-eight shifts exist on Plate 11(L) and it is probable that fully half the stamps on it show at least a slight re-entry! Obviously the workmen had their troubles in re-entering for this state.

91R11(L) is illustrated in the chapter "Plate Varieties in General." Two of the double transfers found on Plate 10(61 & 98R10), though only in the intermediate and late states, resemble one another very closely and are both odd examples of shifted transfers. Each shows in the lower right rosette, part of the outline of what looks like the top of a capital letter E, though of course it is not. One stamp, which is probably 98R11(L), shows a distinct triple transfer; the design at the bottom being shifted in two directions; downward and to the right and again downward and very slightly to the left. While many of these double transfers are slight, there are a number that are very strong, enough so in some instances to disfigure the stamp.

No cracks are known on these two plates.

In general both frame lines are fairly distinctly recut on both sides of all the stamps on Plate 10 (all three states) and on Plate 11 (early and intermediate states). On Plate 11(L) one or both frame lines are often decidedly faint, and in some instances one side of certain of these stamps shows only traces of a recut frame line.

It is important to note that the frame lines on these two plates are almost never absolutely straight as they almost invariably are on the Plate 9-12 Group stamps. This fact makes it possible, in most instances, to pick out stamps from the Plate 10 Group even when, as often happens because of the centering, the frame lines do not show the break between the stamps vertically. On the early state of Plates 10 and 11 the recut lines are, generally speaking, single and clean cut. On the intermediate state of the plates they are frequently slightly blurred on one side of the stamp or the other by the re-entry. On the late state of Plate 10 the blurring on one side or the other or both is often more marked than with the intermediate state. The frame line as rocked during re-entry by the transfer roll where it does not coincide with the previously recut frame line often accounts for the doubling when it occurs. The recut frame lines on both these plates are enough different to make plating possible, which is not true of most of the stamps from the Plate 9-12 Group. The reconstruction of these two plates is now well advanced. Plate 10 (counting all the states together) is 98 percent complete while Plate 11 (counting the three states together) is 65.5 percent reconstructed. Fortunately it is usually possible to plate from one state of the plate to another. With more plating material in the form of pairs, strips and blocks these two plates may be completed although 11(L) is going to be most difficult because it is the most rare. The scarcity of multiple pieces is the great stumbling block.

The four lowest stamps in the extreme right vertical row of the right pane of Plate 11 (70,80,90 & 100R11) show on each an extra left frame line of normal thickness about .3mm. to the left of the usual recut frame line. It is difficult to understand why these extra lines were drawn unless it were to make the spacing appear a little more regular. These stamps have, I believe, an importance equal to the extra frame line varieties found on Plate 3.

However, the most important of the varieties of recutting from these plates are the nineteen different positions showing one or the other, but never both, of the inner lines recut. Of the nineteen varieties which I have noted all but one show the right inner line recut; the one exception showing the left inner line recut. As far as I know all but one of the recut inner lines come from the Plate 10 Group. This, which I have called "Recut Q," comes from the top row of an unknown plate from the 9-12 Group. With one exception, all of the Plate 10 Group recut inner line positions exist in the three states (early, intermediate and late) as the recutting was done at the same time the frame lines were first recut on Plates 10 and 11. In a number of instances the re-entry, especially the second one accounting for the late state of the plate, has effected the recut inner line, making it appear fainter.

The positions of the recut inner lines from the Plate 10 Group are as follows.

Left Inner Line:—5,10,18,19,24,28,44,56,67L10, 17,22 & 60R10, 6, 20,29, 50 & 98R11. (98R11 is remarkable because it seemingly exists only in the intermediate state of the plate. This stamp also shows a strong shift).

Right Inner Line:—/9L10.

The illustrations in Fig. 92 show in each case at the left the recutting from the early state of the plate, while at the right the figure may show either the in-

intermediate or late state except for 98R11 which probably exists in but one state. To my way of thinking these varieties of recut inner line are of the greatest interest and well worthy of their inclusion in the Specialized Catalogue. Unused they are extremely rare, very few copies having been seen.

The question of the repair of the break due to a faulty transfer roll in thirty of the forty top row stamps from these two plates has already been mentioned.

The three plate flaws from this group have been described in the chapter "Plate Varieties in General." Two positions show a bit of recutting at the top of the left band of tessellated work. One - 52R11(e) and (i) - starting about  $\frac{1}{2}$  mm. from the upper end, a vertical line very lightly recut, defines about  $3\frac{1}{2}$  of the left edge of the tessellated work which is above a point opposite the lowest part of the upper left rosette. These lines are nearly vertical but run a bit toward the southeast. They are about  $\frac{1}{3}$  mm. apart. I doubt if this recutting can be seen in other than very clear impressions. On the other, a bottom row stamp from Plate 10 (e) or 11 (e), the recut line starts at the extreme upper point of the left band of tessellated work and runs diagonally downward and to the right for  $\frac{1}{2}$  mm. parallel to the outer row of dots of the rosette. Starting again from the same point it runs downward and very slightly to the left for 3 mm. - the line thus having somewhat the shape of a hook. One position - 84R10(e) - shows a scratch on the plate. This may possibly show also on early impressions from the intermediate state when clearly printed. It is about 1 mm. long, starts about  $\frac{1}{3}$  mm. above the upper left corner of the upper left diamond block and runs to the right and downward exactly to the upper left corner of the top label.

No other plate varieties of note have been identified as coming from either of these two plates.

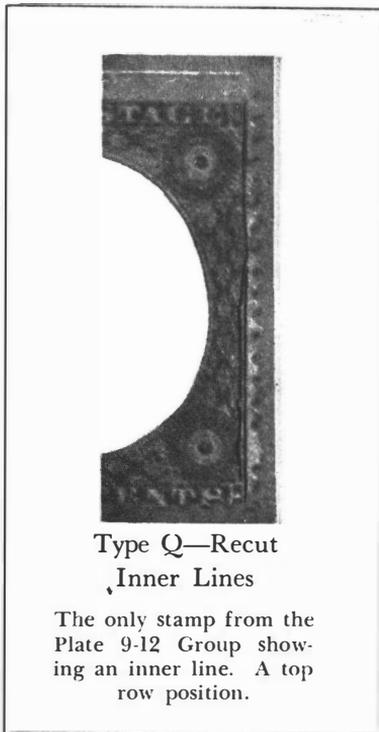
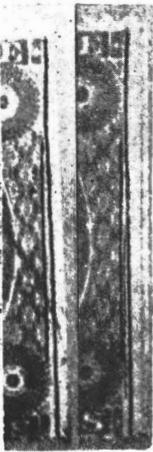
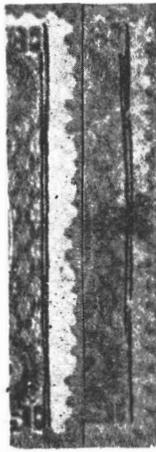


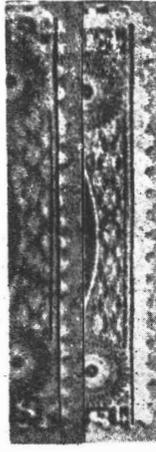
FIGURE 91



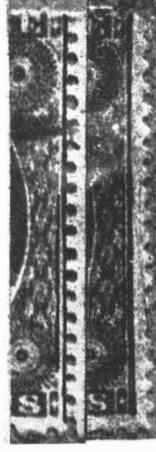
10L10



20R11



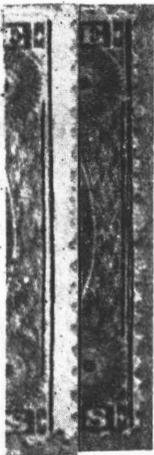
56L10



19L10



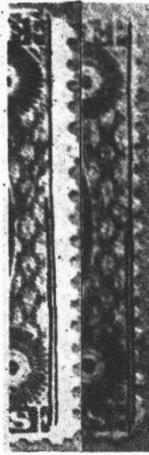
67L10



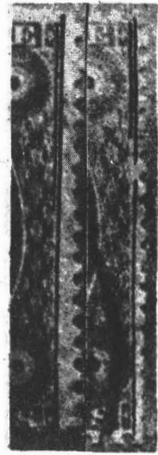
28L10



24L10



50R11



29R11

Recut Inner Lines.

Plate 10 Group.

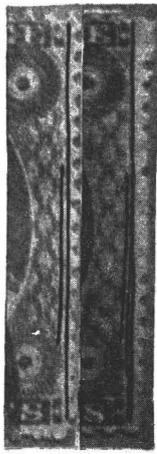
Partly diagrammatic, the strength of the lines often exaggerated.



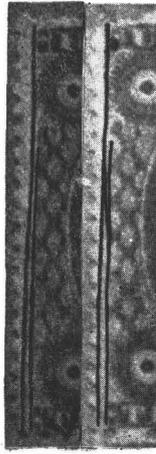
60R10



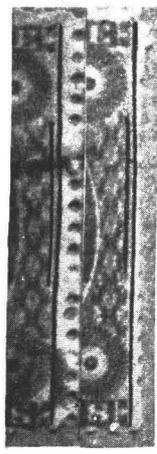
44L10



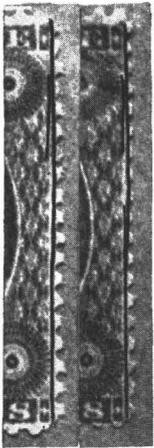
79L10



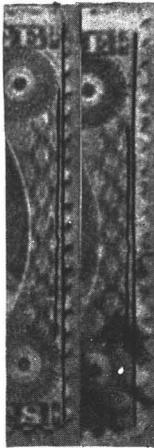
6R11



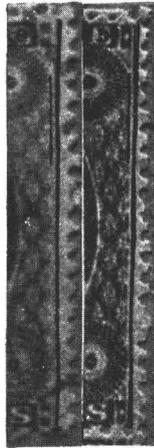
Also a strong  
double trans-  
fer.  
98R11(i)



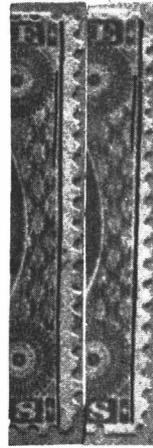
5L10



17R10



18L10



22R10

Recut Inner Lines.

Plate 10 Group.

(Continued)

FIGURE 93

## CHAPTER XIX THE "PLATE 9-12 GROUP"

I THINK there is little doubt but that the first four plates of this group, almost surely among the first six made, were numbered 9,12,13 and 14, and that they were put into use about as soon as the Type II plates were first employed. Other plates of this group numbered from 15 to 28 inclusive were undoubtedly made at intervals as various plates went out of use and as the demand for stamps increased. Because of the difficulty of identifying any but exceptional copies as coming from certain plates not a great deal of information can be given as to the time that any of the separate plates came into use. The following are all the dates which I can give at the present time:—Plate 9(e), Dec. 4, 1857; Plate 9(L), Jan. 22, 1859; Plate 12, Feb. 18, 1858; Plate 15, Oct. 30, 1857; Plate 18, Dec. 28, 1857; Plate 19, May 7, 1858; Plate 20, Feb. 15, 1859; Plate 21, Jan. 18, 1859; Plate 23, May 2, 1860; Plate 24, Dec. 26, 1859; Plate 25, Feb. 20, 1860; Plate 26, Jan. 21, 1860 (Sept. 1859, probable) Plate 27, Nov. 9, 1859; Plate 28, July, 1860. Thus it is evident that at least ten Type II plates, including eight from this group, were made during the year 1857. The balance were all made before July, 1860 and it is quite possible that no plate was made later than 1859.

The reasons for believing that eighteen plates were used for this group are as follows. No plate number is known higher than 28 and it is practically certain that none such exist. Type II stamps showing a part of the imprint can all be plated, at least to the extent of assigning them to a definite plate. In other words, no two imprint copies from different plates are the same, the imprint varying either in its distance from the adjacent stamp or in its location vertically on the plate. Plate Numbers 13, 16 and 17 have not been seen from either pane but I have a series of exactly twenty sets of imprints (including those from Plates 10 and 11) more or less complete, for both the right and the left panes and these fit in perfectly with the theory that Plates 9 and 12 to 28 inclusive (eighteen plates of this group) were all that ever existed. The proof to be sure is not absolute but it is nevertheless quite convincing.

As far as is known, except for Plate 9, which exists in two states, none of these plates exist in more than one state. The proof that Plate 9 exists in two states is found in stamps showing the same piece of imprint (thus identical as to plate position) some of which show perfectly good evidence of re-entry, such as double transfers, etc., while others show no sign of such re-entry.

The earliest certain known date of use of any stamp from this group of plates is July 24, 1857. However, it is probable that some were put in use earlier in July, about the same time as the stamps from the Plate 10 Group. Practically nothing can be told as to when any of the plates of this group were discarded. It seems likely that most if not all the plates numbered from 20 to 28 inclusive were still in use when the firm stopped printing stamps for the government in August, 1861. Most of the remainders found in the Southern post offices after the war are from plates thus numbered.

As has already been stated I estimate that 5% of the Type II stamps were printed from the Plate 10 Group. If this is right, it leaves 586,937,400 stamps as having been produced from the group now under consideration. This divided by eighteen - the number of plates in this group - gives an average of about 32,607,600 stamps (163,038 impressions) from each plate. However, it is certain that some plates were used much more than others so this figure is nothing more than an average.

Because of the fact that no estimate can be given of the number of stamps from each plate, nothing can be said of the rarity of used copies of any one plate. With few exceptions, unused stamps from all of the plates numbered in the 20's are comparatively common because of the stock of stamps left in the hands of

Confederate postmasters when the Civil War broke out. Until perhaps thirty or thirty-five years ago, unused 3c 1857s were so common that they sold below face value, and I remember having purchased this stamp in 1908, unused, wholesale, at \$3.00 per hundred. Complete sheets of some of the higher numbered plates are still occasionally to be obtained at a figure not greatly over the catalogue value of the stamps in blocks of four. Plate number blocks, numbered 20 and higher, with two or three exceptions, are not particularly rare. On the other hand any plate number under 20 is scarce and most desirable.

Certain of the plates in this group show decided wear although rarely to the same or greater extent as some of the stamps from the Plate 10 Group.

Transfer Roll No. 2 was used for making all these plates and as far as I can tell the sequence of relief is the same on all the plates, that is, reading from the top of the plate downward - A,B,C,D,E,F,C,D,E,F. No misplaced reliefs have been noted. As was explained under the heading "Transfer Rolls and Transfer Roll Relief Varieties" it is possible to tell in the great majority of cases from what relief on the roll a given copy comes.

The imprints on all the plates in this group are without the word "Casilear," John W. Casilear having left the firm a considerable time before the first of these plates was made. Several of the plate numbers from this group of plates have not been seen. These are :—12 (right pane), 13 (either pane), 14 (left pane), 16 (either pane), 17 (either pane), 18 (right pane), 21 (left pane) and 22 (left pane). Of those that have been seen, the following peculiarities have been noted: The plate number on both panes of Plate 9 shows the "9" to be reversed, as is the "4" in "14" on the right pane of the plate of that number. The left pane of Plate 26 shows the "6" reversed. The plate numbers on the last two plates, 27 and 28, are distinctly larger than on the earlier plates. The final word of the imprint on the right pane of Plate 15 reads "Cincinna" the last two letters being absent because of short transfer. This was illustrated and described under the heading "Imprints." The imprint on the left pane of Plate 20 shows a space of 1½ mm. between "Carpenter" and "&". The left pane of Plate 27 shows what looks like half of a parenthesis thus "(" between "Carpenter" and "&". On the right pane of this same plate "Carpenter" appears as "Carpenterar." The left pane of Plate 28 shows "Carpenter" to read "Carpenter.r." The right pane of Plate 28, as well as the right pane of some other plate and the left pane of another, the numbers of which are not known, shows "Carpenter" to read "Carpenterr." This, too, has already been illustrated. The imprint from the right pane of Plate 26 shows a double transfer in the word "Toppan." This was described and illustrated under the heading "Imprints."

The center lines on the plates of this group are all single, and as far as I know are complete lines, running from above the top of the top row to below the bottom of the bottom row of stamps, on Plate 24, for example, running 15 mm. above the top edge of the top row of stamps and 18 mm. below the lower edge of the bottom row of stamps. Usually the center line is about in the middle, between the two panes, but occasionally it is found nearer either one pane or the other. For example, on Plate 28 the center line near the top of the sheet is much closer to the stamps of the right pane. A peculiar example is found at the bottom of one plate (though I do not know its number) in which the center line and the side frame line of the stamp to the left of it are both of the same thickness, and further, the distance between the lower right diamond block and the frame line of the stamp is exactly the same distance as between the frame line and the center line. Center lines may be found that are far stronger than the adjacent frame lines, and also that are much fainter than these frame lines. Although it

really belongs to the subject of Varieties of Perforation, the fact may be mentioned that while ordinarily no perforations exist between the two panes, occasionally they are here found, although in some instances these perforations are "blind," the tiny paper discs not having been removed. As has been stated previously, copies showing the center line from this group of plates are not scarce, one in every twenty stamps showing it, or, where the center line was split, one stamp in every ten showing part of it.

As far as my observation goes, both the spacing and alignment is regular on most of these plates though on some of the early plates of this group both the spacing and alignment show considerable variation. For example, the spacing between the stamps horizontally in certain cases is not over 1 mm. between the frame lines, while it varies from this up to 2 mm. Because the frame lines vary in the distance from the stamps, it may be noted that the distance between the upper diamond blocks on stamps side by side varies from 1 2/5 mm. to 2 2/5 mm. The plates showing these variations were undoubtedly among the first made. It seems sure that the plate makers finally found some method of controlling the spacing and alignment by mechanical means; thus accounting for the exact distance between the vertical rows and for the perfect alignment on the highest numbered plates.

Of course all of the stamps from this group of plates are of the sub-type showing continuous side frame lines between the stamps vertically. There is a mere possibility that certain plates may show both sub-types, those with side frame lines broken between the stamps and those with such lines continuous. This, though is most unlikely. No further sub-types have been noted on any of these plates, except that one stamp in the top row, probably of one of the earliest of these plates, shows a recut inner line at right. (See Fig. 91). Noting the eccentric course taken by this line some collectors have done the engraver the injustice of intimating that he had been trying to mix recutting and hard cider. In some instances it is very difficult, if not impossible, to tell with certainty whether or not a part of an inner line has been very lightly recut. Quite a few stamps, almost always from the B Relief, look somewhat as though the upper part of a right inner line had been recut. I think, however, this effect is due to a faint line rocked by the transfer roll rather than by any recutting.

The plate positions of only seven of the identified double transfers in this group of plates is known. These are - 60R9(L), 8R15, 87R15, 3L20, 4R20, 7R23 and 8R24. Of these two are worthy of special mention. 87R15 is the variety given in the Specialized Catalogue as "Double Transfer, Rosettes Double and Line through POSTAGE." While this is a striking variety, it is very decidedly overpriced at \$75.00 used. 4R20 shows the center of the upper rosettes duplicated a bit over 1 mm. above their original positions. There are at least twenty-three other double transfers on these plates of which eighteen come from the top row and three from the bottom row, but because certain plates in this group are very rare, it is sure that more shifts exist than are here mentioned. Practically all of the shifts in this group of plates must come from the numbered below 20 because full panes from a number of the plates from 20 to 28 inclusive have been seen and, with the exception of the four just mentioned, no shifts have been noted on any of them.

One undoubted crack exists on the left pane of Plate 18. This, as well as the other cracks on this group of plates, have been described under the heading "Cracked Plates."

Four scratches, all of which have been seen in duplicate, exist on these plates. One runs from the right edge of the left band of tessellated work on one stamp

to the left edge of the right band of tessellated work on the stamp to the right. It starts  $11\frac{1}{2}$  mm. from the bottom of the left stamp and ends 9 mm. from the bottom of the right stamp. This may possibly be a faint crack instead of a scratch. The second, on a sixth row stamp with a guide dot, shows as a faint horizontal line crossing the letters of THREE CENTS a little below the middle. The third is a faint 45 degree diagonal line running from northwest to southeast between 99 and 100 in the left pane of an unidentified plate. It runs from the right tessellated work on 99 to the left tessellated work on 100 and is opposite the lower part of Washington's chin. The fourth is from the fourth or eighth row of an unidentified plate and is probably from the left vertical row of the left pane. It is faint and shows on the bust, running north and a little west, starting from the white oval around the medallion above the middle of the C of CENTS and running toward the eye. It is at least four mm. long. Other scratches may exist.

Beside the recut inner line just mentioned, the other main varieties of recutting on this group of plates are found mostly and perhaps entirely on Plate 15. Seven of the group of eight surely come from this plate and it seems a fair guess that the other one may too. Six stamps show recutting of the upper left triangle; in five, one vertical line; and in one, five lines, two vertical and three diagonal. The last mentioned is one of the most remarkable examples of recutting found on any 3c 1851 or 1857 plate. These six positions also show in addition a little recutting near the top of the left band of tessellated work. The plate positions of the one line recuts are: - 19, 59 & 69L15, 58 and 59R15. The plate position of the five line recut is not known. In addition to these six positions there are two more showing recutting near the top of the left band of tessellated work but without any triangle recutting. The plate positions are: 17 & 57R15. Rather than attempt a detailed description of each, enlarged illustrations are shown having the recut portions made heavier to show more plainly (See Fig. 94). 57R15 in addition to the recutting in the band of tessellated work may possibly show two vertical lines very lightly recut in the upper left triangle. The few copies I have seen leave me undecided in this respect. The triangle recutting was all lightly done and on poor impressions may hardly show.

These plates are so numerous and the variation and the side frame lines as cut so great that a considerable showing may be made if desired of these varieties. Regarding the plates on which they are found, again not a great deal can be said, though on the right pane of Plate 20 the left frame line is generally close to the design, while the right frame line is unusually far from the design. On Plate 24 both frame lines are generally too close to the design. Both panes of Plate 25 show most of the left frame lines close, while the right frame lines are practically normal. The principal frame line varieties which may be found have already been listed in the sub-heading "Recutting" in the chapter "Plate Varieties in General." All the varieties which were mentioned in the list, E1 to E12, inclusive, may be found on this group of plates. The variety E5, triple left frame line, exists on two positions, 7 and 99R15; thus one comes from the top row and one from the bottom row on the plate.

Regarding the frame lines which are unusually faint, it may be noted that 41L15 sometimes shows a faint frame line at the left, while other impressions show absolutely no trace of this line. Here is proof that some at least of the stamps which show no traces of the frame line on one side at one time had such a line, and this is evidence to support the theory that every stamp, at least from early printings, showed a recut frame line on both sides.

The flaws on these plates have been described in the chapter "Plate Varieties in General."



Type A  
58R15



Type B  
59R15



Type C  
59L (15?)



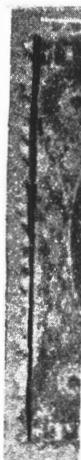
Type D  
Plate position  
unknown.  
5 lines recut in  
upper left tri-  
angle.



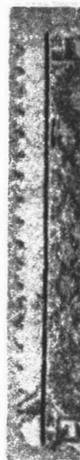
Type E  
69L (15?)



Type F  
19L (15?)



Type G  
Plate position  
unknown



Type J  
57R15

Recut Triangles, etc.

Plate 9-13 Group.

.. Partly diagrammatic, the strength of the lines often exaggerated.

FIGURE 94

There are at least eleven positions showing well marked slips of the engraver's tool, several of them appearing on Plate 15. Perhaps the best one is on 60R23. This starts about 11 mm. from the top of the right frame line, runs downward and to the right, toward the imprint, for 3 mm. 6L15 shows a slip on the right frame line. It starts about 13 mm. from the bottom and runs upward and slightly to the left for about 3 mm. 8L15 shows a slip on the right frame line which starts about 8 mm. from the bottom and runs downward and a bit to the right for about 4 mm. 9L15 shows a slip on the left frame line which starts about 5 mm. from the bottom and runs upward and slightly to the left for about 3 mm. 99L15 shows a slip on the right frame line which starts 11 mm. from the bottom and runs downward and quite a bit to the right for a little over 3 mm. A top row stamp from an unknown plate, though probably position 1L, shows a slip on the left frame line starting about 11 mm. from the bottom, running upward and slightly to the left for about 7 mm. A stamp from the right edge of the left pane of an unknown plate shows two slips on the right frame line. One starts 5 mm. from the top and runs downward and to the left for about 1 mm. The other starts about 7 mm. from the top and runs downward and to the left for about 2 mm. A bottom row stamp on an unknown plate shows a slip on the right frame line. It starts about 8 mm. from the bottom and runs downward and to the right for nearly 4 mm. Another bottom row stamp from an unknown plate shows a slip on the right frame line which starts about 8 mm. from the top and runs downward and slightly to the right for 8 mm. Another bottom row position from an unknown plate shows a slip on the left frame line which starts just about at the bottom of the stamp and runs upward and slightly to the left for about 5 mm. Another bottom row position on an unknown plate shows a slip on the right frame line starting about 12 mm. from the bottom and running downward and slightly to the right for about 5 mm.

## CHAPTER XX ON IDENTIFYING THE PLATES

REGARDING the "imperforate" plates, this is a difficult and complicated question, and often a definite answer can be given only by actually plating the stamp. However, there are a number of facts that aid, and in a great majority of cases the writer is able to state at a glance that a given imperforate, or perforated Type I stamp comes from a certain plate, or at least from one of two plates.

As for the perforated Type II stamps, except for a few, such as copies with plate number, or often the imprint only, attached, all that can be said is whether they come from the Plate 10 Group or the Plate 9-13 Group, and sometimes even this is impossible. However, as some progress is being made in plate reconstruction in the Plate 10 Group some of these stamps may now be plated.

To determine from which plate an imperforate or perforated Type I stamp comes, first note whether or not the stamp has inner lines. If it has them on both sides it comes from one of the following plates: "0", 1(e), (i) or (L), 2(e) or (L), 3, 5(e) or (L).

If it shows no inner lines it comes from one of the following plates: 1(e) or (i), 4, 6, 7, or 8. If it has an inner line on one side only it comes from plate 1(e), (i), or 5(e) or (L). If with one inner line, when the stamp is in the orange-brown (1851) shade it comes from plate 1(e) or (i) or 5(e), and if not orange-brown, from plate 5(L).

Regarding a stamp with an inner line on each side, if it is orange-brown it comes from plate "0", 1(e), (i) or (L), 2(e), or 5(e). To differentiate further the orange-brown stamps, those from plate 1(e) and (i), are not as a rule strongly recut. The inner lines are often faint, and the upper border of the top label block is usually poorly defined. On about half of the stamps from plate 1(e) and (i), the upper right diamond block is not recut at all. The stamps from plate "0" and 2(e) can often be told apart definitely only by plating. However, many copies from plate 2(e) exist in a peculiar, rather lightly inked, very clear impression, a bit different from any of the printings from plate "0". Both of these plates have heavily recut inner lines, which show distinctly, while at least part of the upper border of the top label and of the upper right diamond block is always clearly defined by a recut line. Plate "0" stamps often show the recut lines very slightly broken here and there, this being due solely to the impression. The stamps from plate 5(e) have recut inner lines of moderate strength, and the recutting at the top of the upper label and of the upper right diamond block usually shows less distinctly than on plate "0" and 2(e), but more distinctly than on plate 1(e) and (i).

The stamps with the recut inner lines, printed after the orange-brown pigment was discarded, all come from one of the following plates: 1(L), 2(L), 3, and 5(L). The stamps from plate 1(L), it should be noted, are found occasionally in the orange-brown color, this plate having come into use to a limited extent about the middle of October, 1851. As this plate was discarded in 1855, stamps from it may also be found in the '52, '53, '54, and '55 colors, but never in the 1856 and 1857 printings. Here it may be remarked that a small early 1853 printing exists in a color which rather closely resembled one of the 1857 claret shades. The recutting done on plate 1(L), with two exceptions, easily identifies a stamp as from this plate. This recutting consisted of redrawing all or part of the top margin of the upper label, not by one straight line, but by a gouging out of the metal in an attempt to make the upper half of the label as deep as the lower half. The result was that this depression, made by hand, ordinarily was deeper than the depression,

over the lower half of the label as rocked by the transfer roll, and thus shows darker on the issued stamps, as an irregular area which varies much with the different positions. At the same time the entire top of the upper right diamond block and often of the upper left diamond block also, was heavily recut by gouging out more or less of the entire upper half of the dark surface. Excepting for one stamp on plate 2(L) this was never done on any other plate (see Figure 95, which shows a typical plate 1(L) recutting diagrammatically). The upper right diamond block of the top row stamps of plates 2(L) and 3 often somewhat resemble plate 1(L) stamps in this part of the design because these top-row stamps were very well entered on the plate. The guide dot at top will help here. Another fact which often helps in picking out plate 1(L) stamps is that the plate, particularly at the top, became badly worn before it was discarded. Thus all the imperforate stamps showing more than moderate wear come from this plate. Impressions due to a worn plate must not be confused with those due to dry paper while printing.

As for plate 2(L), and plate 3, unless the stamps be from the three rows of plate 3, or one of the unusual recuts or shifts, copies from these two plates cannot always be told apart excepting by plating. But the extensive re-entry when plate 2(e) became plate 2(L) in most instances affected at least one of the four frame lines so that it appears faint throughout part of its length. Good impressions of plate 3 stamps never show this peculiarity. The typical recutting done on these two plates is as follows: the four frame lines, and the two inner lines, were always recut, the top of the upper label was re-defined by one straight line, seemingly drawn with a ruler as a guide, and excepting for two stamps in plate 3, the top of the upper right diamond block was also re-defined by drawing one straight line across its top. Occasionally the upper left diamond block was also recut. Stamps from these two plates exist in all of the 1852, '53, '54, and '55 colors, as well as the late 1856 and the 1857 colors. Neither plate ever showed much signs of wear although on the 1857 printings some of the finest lines, notably those indicating the hair on Washington's head, have disappeared. As was stated above, one stamp on plate 2(L), 37R2(L), was recut in a manner very similar to that employed on the plate 1(L) stamps; that is, the upper right diamond block was gouged out instead of being recut by one line along its upper edge. This diamond block, though, is abnormally small.

Regarding plate 5(L), the stamps from this plate exist only in the 1855, '56, and '57 colors. They may usually be picked out from plate 2(L) and 3 copies by the fact that the inner lines are lightly recut, sometimes one or both being almost absent, while the top of the upper label and upper right diamond block are very lightly recut. The rust marks on the plate, as well as the numerous shifts, many of them very slight, and the cracked plate copies, will all help in identifying stamps as from this plate.

Regarding the stamps other than orange-brown without inner lines, these all come from plates 4, 6, 7, and 8. Plate 4 stamps can be thus identified: they exist only in the '55, '56, and '57 colors. The most consistent guide is that the upper label is always recut. Occasionally either right diamond block or the lower label block is also recut, but perhaps most striking of all is the fact that a great majority of the stamps on this plate show a peculiar left frame line. It is almost always faint, very often double to the extent of being made up of two lines running part of the length of the stamp and close together, and nearly always is abnormally close to the tessellated work and diamond blocks. Stamps from plates 6 and 7 can usually be told apart only by plating. The recutting consisted of redrawing the four (or rarely three of the four) frame lines, and absolutely nothing else, excepting for six stamps all from plate 6. One of these, 47R6, shows certain lines on the bust to have been recut, and was the only stamp on any plate thus

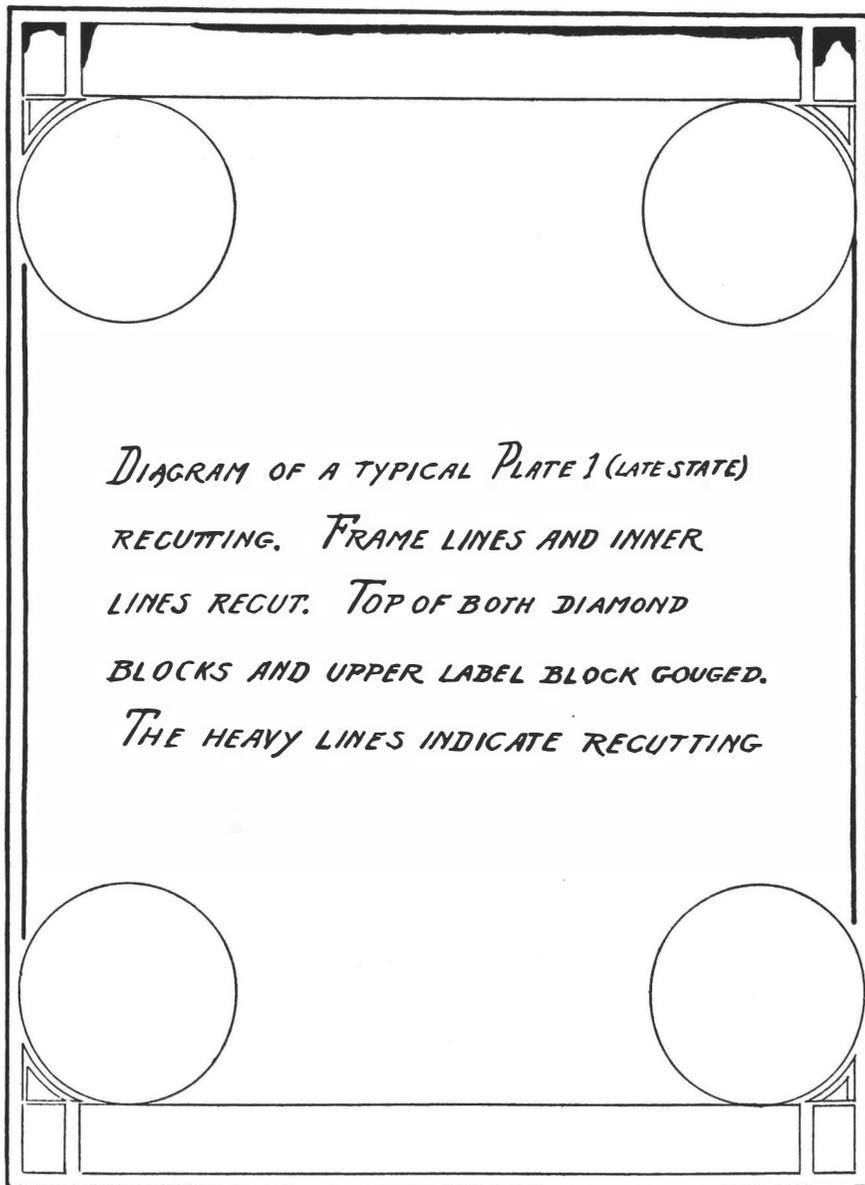


FIGURE 95

recut. The other five show a horizontal line recut, defining the right end of the upper edge of the upper label block, while one of these five also shows the top of the upper right diamond block recut. The four (or three) recut frame lines are of moderate thickness, though the bottom frame line, except for most bottom row positions is always faint for at least part of its length. The fact that plate 6 had a guide line between the eighth and ninth vertical rows of the right pane, running from the top to the bottom of the plate, will identify the few stamps showing part of this line. The only other stamp which has any such line is a single impression

Plate	Approximate Normal Period of Use	Inner Lines	Exists Orange-brown?	Upper Right Diamond Block
1(e)	July 1 to Aug. 15, 1851	Two; one; none; part of one, one and part of the other.	Only.	Recut by one (or rarely two) horizontal lines at the top, but on about half the stamps not at all.
1(i)	July 13 to Oct. 15, 1851	Same as on plate 1(e), but often not as clear.	Only.	Same as plate 1(e), but the recutting is often not as clear.
1(L)	Oct. 15, 1851, to Mar. 15, 1855	Both always recut.	Rarely. The orange-brown examples are often "muddy" impressions.	Top gouged out, excepting for two stamps on which it is not recut.
2(e)	Aug. 1 to Dec. 1, 1851	Both heavily recut.	Only.	Recut by one straight line at top, excepting one stamp, where it is gouged out.
2(L)	Jan. 15, 1852, to Mar. 1857	Both recut.	No.	Same as for plate 2(e) although recutting is sometimes fainter.
0	Sept. 1 to Dec. 15, 1851	Both heavily recut.	Only.	Always recut by one straight line at top.
3	Mar. 1852, to Mar. 1857	Both clearly recut (see remarks.)	No.	Recut with one horizontal line at top, excepting for two positions not recut.
4	Mar. 31, 1856, to Sept. 1, 1857. (Also used a few months in 1859).	None.	No.	Rarely recut.
5(e)	Jul. 22, 1851, to Dec. 1, 1851	Both clearly but lightly recut, except for 3 positions showing the right inner line only recut.	Only.	Always lightly recut by one straight line at the top.
5(L)	Sept. 3, 1855, to Mar. 1857	Two usually faint, except for 8 positions showing the right inner line only recut.	No.	Lightly recut.

Top Label	Frame Lines	Other Recutting	Remarks
Often recut by one straight line. Sometimes not recut.	Thin, but usually clear.	One line recut in upper left triangle,—32 examples. Two lines recut in upper left triangle,—10 examples. Three lines recut in upper left triangle,—1 example. Left inner line too long,—3 examples.	In general the recut lines are all but clear. 8 shifts. Exists only; perforate.
Same as plate 1(e) but recutting is often not as clear.	Same as plate 1(e), but recutting is often not as clear.	Same as plate 1(e), but recutting is often not as clear. In extreme instances some plate 1(e) recuts have disappeared entirely.	In general the recut lines are and often slightly blurred. 25 shifts. The difference between this plate 1(e) are due entirely to re-Exists only imperforate.
Always recut by more or less gouging out, except two positions not recut.	All strongly and clearly recut excepting a few stamps from the right edge of both panes and the left edge of the right pane, where the frame line nearest the margin was only lightly recut.	Upper left triangle often recut. Others occasionally. Several errors of recutting.	Stamps from this plate usually are identified by the recutting in upper right diamond block. The particularly at top, became badly by 1854. 33 shifts. Exists only; perforate.
Always recut by one straight line.	All four always rather heavily and clearly recut.	Upper left triangle often; other triangles occasionally. Several errors of recutting.	In general recut lines are fairly heavy. 12 shifts. Exists only; perforate.
Same as for plate 2(e) although recutting is sometimes fainter.	Same as for plate 2(e) although recutting is sometimes fainter.	Same as for plate 2(e), although recutting is sometimes fainter. One or two new varieties of recutting.	Commonest plate. In general the cut lines are heavy and fairly clear. Also exists perforated very limited extent. One or frame lines are usually weak at point.
Always recut by one straight line at the top.	All four heavily recut.	Upper left triangle often recut. Other triangles fairly often. Rather numerous errors of recutting.	In general recut lines are clear heavy. 12 shifts. Exists only; perforate. Scarcest of any plate excepting for separate states of c plates.
Always recut by one straight line at the top, except three positions not recut.	All four heavily recut.	Upper left triangle frequently. Others rarely. A few errors of recutting.	The recut lines are clear and heavy. The "three row" stamps come from this plate. 3 shifts. exists perforated, but these are rare. Scarcer than the perforated stamps from any other plate.
Always recut by one line at the top.	All four always recut. Left frame line usually faint and too close to the design. Bottom frame line always heavily recut.	Lower label and lower right diamond block occasionally recut. Very few errors of recutting.	The most marked characteristic of this plate are the absence of lines, the faint left frame line, and cut upper label block. One shift. used for perforated stamps as many any plate, except plate 7.
Always lightly recut by one straight line at the top.	All four clearly but rather lightly recut.	Upper left triangle occasionally recut. Other triangles rarely recut. No errors of recutting.	In general the recut lines are rather light but clear. 13 shifts. Exists only; imperforate.
Lightly recut.	All four recut. Often are faint.	Upper left triangle rarely. Lower right triangle, one example. Very few errors of recutting.	In general the recut lines are particularly the inner lines. Numerous misplaced reliefs. 24 shifts and others which are minute. Perforated stamps from this plate also exist. are rare, though somewhat less so than those from 2(L) and 3.

Normal Period of Use	Inner Lines	Exists Orange-brown?	Upper Right Diamond Block
Feb. 1856, to Sept. 1, 1857. (Also used a few months in 1859)	None.	No.	Not recut, excepting on one stamp.
Feb. 1856, to Sept. 1, 1857. (Also used a few months in 1859)	None.	No.	Never recut.
April, 1856, to Sept. 1, 1857.	None.	No.	Never recut.

on plate 4, 99R4, which has a similar guide line at the right. However, this stamp shows the upper label clearly recut.

Plate 8 was recut only to the extent of the four (or rarely three) frame lines, but ordinarily these lines were heavily recut, noticeably more so than on plates 6 and 7, and the bottom line on the stamps of this plate is heavy throughout its entire length.

To recapitulate in table form, first, as to the "period of normal use": the stamps from the various plates and the various states of the plates were normally used over a certain fairly definite period, and never before this time, although it must be remembered that occasional abnormally late use may be noted from any of the plates.

The colors of course correspond to the period during which time the stamps were printed, as, to a certain extent, do the impressions. It is usually understood, and to all practical purposes correctly so, that the orange-brown pigment only was used during the last six months of 1851, the first six months the stamps were in use. It must be remembered, though, that the typical 1852 color came into use in rare instances as early as December 20, 1851, and further, that certain printings during November and December from plate 1(L), while they had best be considered as orange-brown, in reality somewhat resemble one of the 1852 colors. Otherwise the table is largely self-explanatory.

## ON IDENTIFYING THE PLATES

Top Label	Frame Lines	Other Recutting	Remarks
Never recut, except for 5 positions.	Four (or rarely three) recut rather lightly.	47R6 shows lines recut on the bust. No marked errors of recutting.	16 misplaced reliefs. 7 shifts. Used for perforated stamps as much any plate, except plate 7. Bottom frame line always faint at least part its length except on most bottom positions.
Never recut.	Four (or rarely three) recut rather lightly.	None. No marked errors of recutting.	3 shifts. Was used for perforated stamps more than any other plate. Bottom frame line always faint at least part of its length except on the bottom row positions.
Never recut.	All four (or rarely three) heavily recut.	None. No marked errors of recutting, though the frame lines often fail to meet squarely.	1 misplaced relief. The chief characteristic of the stamps from this plate is the heavy recutting of the frame lines and no other portion of the sign. 6 shifts. Also exists perforated but scarcer than from plates 4, 6, 7. Bottom frame line always heavily recut.

## CHAPTER XXI VARIETIES OF PAPER

**T**HE PAPER on which the 3c 1851 and 1857 stamps were printed naturally varies to a considerable extent. It is occasionally possible to tell approximately when a stamp was printed solely by the appearance of the paper.

Generally speaking, white wove, machine-made paper of very good quality was employed. It may be said here the possibility exists that a certain quantity of hand-made paper was used. The firm manufacturing the stamps undoubtedly bought the paper in the open market and there is no particular reason why hand-made paper might not have been used to a limited extent. The fact which makes me suspect such a possibility is that the paper of certain stamps shows characteristics found commonly in hand-made paper and rarely in that which is machine-made. For example: I have an imperforate stamp on paper which varies much in thickness; that is to say one quarter of the stamp is very thick while the rest is thin. This, so I am told by an expert, might possibly happen with machine-made paper but ordinarily indicates that which is hand-made.

With the exception of one small batch of paper it was all made from rag stock; that is to say the basis of the pulp was ground up cloth mostly in the form of rags. The exception just mentioned, and to my mind a most interesting one, is a small lot of paper, used within two or three months of the time that the firm commenced the manufacture of stamps, which is made, not from pure rag stock, but from a mixture of this and fibre from the inner bark of the bamboo tree; this latter being the basis of what ordinarily is known as India paper. From what paper experts tell me I judge this paper could either have been made in the Orient or made in this country from stock imported therefrom. For many years I have suspected that the 3c 1851 existed on paper at least part India, but now thanks to Mr. Ignatius L. Gartland of New York City, an expert on paper, I am able to prove it. In order that anyone interested may check my method of determination, I quote the following few paragraphs from an article entitled *Graphic Analytical Method for Paper* by Mr. Gartland which appeared in the technical magazine *Paper*, Vol. XXV, No. 10, Nov. 12, 1919.

\* \* \* "Preparatory to the microscopical analysis \* \* \* the paper to be analyzed is boiled in a test tube containing a solution of caustic soda (5 percent) for about one minute, the purpose being to dissolve out any sizing and to remove the loading materials. The contents of the test tube are decanted on a strainer of 80 to 100 mesh and washed; then rubbed between the thumb and first finger to aid in the disintegration of the fibres, the whole being then transferred to a clean test tube half filled with water, which is shaken vigorously until the paper is completely disintegrated.

"The microscope needle is then dipped into the test tube and small bundles of the fibre withdrawn and transferred to the microscope slide. The fibres are then carefully tested apart until the finer particles are separated, and the cover glass laid upon the slide. By gently pressing the cover glass and holding a good quality blotting paper (from which no lint can come) to the end of the cover glass, the excess water is removed and the slide is now ready for the application of the stain.

"\* \* \* The Hertzberg zinc chloride and potassium iodide stain is used, the formula for which is:

### Solution A

"Zinc chloride .....	20 grams
Water (distilled) .....	10 Cc.

## Solution B

Potassium iodide .....	2.1 grams
Iodine crystals .....	0.1 gram
Water (distilled) .....	5.0 Cc.

"Solutions A and B are dissolved separately, then mixed and allowed to stand until all sediment has settled. The liquid is then decanted and is ready for use. This reagent is best applied by putting a drop on the end of the cover glass; it will then spread through the fibres and any excess of stain, which often causes the fibres to 'float' off, is avoided.

"The Hertzberg stain acts upon different kinds of fibres as follows:

Kind of Pulp	Coloration
Cotton, linen, hemp .....	Wine red
Esparto, straw, bamboo .....	Blue to violet
Wood cellulose (except mechanical) .....	Blue to bluest violet
Mechanical woodpulp .....	Yellow"

I performed this test using as a check some known India paper and some of the ordinary paper used for the 3c 1851's. The known India paper showed all the fibres stained distinctly blue or violet-blue; the fibres from the ordinary paper all clearly wine-red; while the fibres from the paper which I had supposed was India or partly India were mixed, the wine-red being more in number than the blue or violet-blue. This, to me, seems conclusive proof of my contention. Incidentally, other similar tests for the various paper fibres are known.

The paper in question is thin and silky, and feels and looks like India paper, although it does not respond to one rough test which stamp collectors often employ to determine India paper; this being to moisten it slightly upon which it promptly "wets through". This test however, I am told, is more a proof of lack of "size" in the paper than it is of any one kind of fibre. Stamps printed on this paper are always in a certain rather peculiar yellowish shade of orange-brown which is fairly distinctive. The paper itself is slightly yellowish, not the dead white usually found. These stamps are rare; possibly twenty or thirty copies having been seen. A majority of these bear the small black Boston PAID cancellation so probably most of this printing went to the city mentioned.

The average thickness of the paper used for the imperforate and for the first printings of the perforated stamp is considerable more than that used for the perforated stamps after the middle of the year 1858. The thickest paper which I have seen on the imperforate stamps is .005 inches, and the thinnest is .002 inches; the average being about .003 inches. With the perforated Type II stamps the two extremes noted are .004 and .002 inches; while the average is about .0025 inches. The extremes as well as the average for the perforated Type I stamp is about midway between those of the imperforates and the perforated Type II. One extraordinary strip of perforated Type II stamps has been seen, which is so thin that there are actually holes in the paper. This is merely a freak. Needless to say the stamps showing the greatest variations of thickness are rare. I suppose it is possible, though hardly probable, that the extra thick and extra thin sheets were made purposely to add as a last sheet so that the weight per ream would be exactly as called for.

Other than the variations in thickness and in the kind of fibre used for the stock, certain further varieties may be noted. First considering the imperforate stamps: They are not infrequently seen on paper which shows a distinct and very fine vertical ribbing. Most of this paper was used in 1852 and 1853, and is not rare. The "ribs" average about thirty-one to the centimeter. These should not be confused with other stamps which show more or less distinctly the characteristics of laid paper. However I am convinced that the seemingly laid lines,

which may be found either vertically, horizontally or diagonally, are ordinarily due to one of two accidents. Sometimes they are caused by the fact that the stamp was affixed firmly to an envelope or letter sheet made of distinctly laid paper and as a result of having been held in contact with it, perhaps under pressure for many years, took on certain of its characteristics. The other cause for this effect, so I am told by men who are by profession printers from line engraved plates, is due to a worn press blanket used while the stamps were being printed. It must be remembered that the paper properly moistened is placed upon the inked and wiped engraved plate, and forced down against it under very considerable pressure. The part of the press which makes the pressure is ordinarily covered by a piece of thick cloth called the "press blanket". If the nap is worn from this cloth, the ridges on it may be impressed more or less distinctly in the paper. The resultant "laid" lines may be either horizontal, or vertical, or both; in the last case giving the appearance of quadrille paper. Let me add once more that I do not believe any 1851 or 1857 stamp of any of the values was printed on a true laid paper. Other paper varieties worthy of mention are a thin crisp paper which is more or less distinctly mottled when examined from the back. This was used in 1858 and is found only on the perforated Type II stamps. From 1859 on until the issue ceased, practically all stamps of all value were printed on a thin paper which is comparatively soft and shows the "grain" distinctly. All of the 24c, 30c, and 90c stamps of this issue, for example, are found only on this paper and offer a chance for comparison. Probably in 1860, and certainly while this kind of paper was in use, a little was employed that shows some characteristics of faint horizontally laid paper. The "laid" lines show best by reflected light and little or not at all by transmitted light. This alone is enough to create grave doubts as to its being real laid paper. Identical paper was used for some Type V 1c 1857 stamps, and these are still listed as "laid paper" in the Scott Catalogue. For a short period, probably in 1858, vertically ribbed paper, almost identical, though a little less clearly ribbed than that used in 1852 and 1853, was employed for the perforated Type II stamps. These are somewhat rarer than the imperforate examples.

The only watermark found on any paper used for the 3c 1851's and 1857's is the so-called "stitch watermark", incidentally a very good name. It consists of a band of lines, the individual lines ordinarily being between two and three mm. long, and close enough together so that they average, on the imperforate stamps, about ten lines to the centimeter. On the 1851-'57 stamps the band of line is always found running horizontally across the stamp from side to side, and never from top to bottom. It is sometimes not perfectly horizontal but slightly diagonal. The characteristics of the band of lines varies in different stamps. The lines may be so strong as almost to cut through the paper; while at the other extreme are those which are so weak that they are seen only with difficulty. Never more than one stamp of a vertical pair or strip will show the stitch watermark unless it falls directly between the stamps and thus shows partially on each. If found on a horizontal pair or strip it always shows on all the stamps. There are two main varieties of the stitch watermark, one made up of a band of single lines, and the other made up of what appears to be two narrow bands of lines close together and partially overlapping, making one wide band. Ordinarily the first-mentioned variety is found on the perforated stamps. There are however exceptions in both instances, the double band of lines being occasionally seen on the imperforate stamps and the single band on the perforate. The double band shows the lines which go to make it up closer together than the lines in the single band, averaging about fifteen to the centimeter as compared with ten to the centimeter for the single. The stitch watermark is due to the fact that the broad con-

tinuous band of fabric carrying the pulp from the vat is stitched together where the ends join, and the stitches, projecting above the surface of the band, leave their impression in the moist paper pulp which lies over it. The variations of this watermark are, of course, due to the differences in the method of stitching together the ends of the band. This stitch watermark may often be found on the paper used for letter sheets while the 1851-'57 stamps were current, and even much paper made today shows this same thing.

Probably because most of the paper used for the perforated stamps is thinner, the stitch watermark is much more difficult to find on these than on the imperforate issue. This of course does not mean that they would be rarer if all such stitch watermarks were easily seen, but because of the difficulty of identifying them, fewer copies may be picked out. For this same reason the Type I perforated stamps seem to show this watermark more commonly than is proportionate to their rarity. As a matter of fact the perforated Type I with stitch watermark is found about as often as is the Type II, although the Type I stamps are about sixteen or seventeen times scarcer.

Other varieties of paper may be noted but they are all, I think, accidental. Imperforate stamps may be found on paper that is soft and porous, but this, I believe, is due to the fact that the "size" has been removed from the paper by accident or design. Again, paper is occasionally seen which appears to have a glazed surface. This too seems artificial. Further, paper is found which varies in color from yellowish to light brown. This also is accidental, although in certain instances it is due to the brown gum which was used late in the year 1851, and which was far from satisfactory. Paper is occasionally found that shows a foreign substance embedded in it, but because a really excellent quality was used this happened but rarely. A commentary is found in the statement made by a practical paper man that, if the 1851 stamps had been printed on paper such as is being used today for certain European stamps, few could now be had in presentable condition.

The question of paper shrinkage should be touched on. Machine-made paper is stated to shrink more in one direction than in the other because of the position taken by the fibres when the pulp runs from the vat onto the endless band. Because the stitch watermark found on the stamps always runs across the stamp and never up and down, it seems that the paper used for the issue being discussed was always cut from the sheet the same way. Thus one would expect, to find a greater shrinkage in one direction than in the other. As an actual fact a slightly greater shrinkage has been noted in horizontal pairs and strips than in vertical. One very remarkable example of paper shrinkage has been noted on a pair of 12c 1851 stamps, this pair having shrunk proportionately in both directions so that the area is only about four-fifths of what it was originally. No such remarkable example has been seen among the 3c stamps. The greatest variation noted is about 1 mm. on a horizontal strip of three stamps and nearly 1 mm. on the vertical strip of three stamps. It must be remembered though, that a vertical strip of three is nearly as long as a horizontal strip of four. The shrinkage is undoubtedly due to wetting, and it is known that even the moistening which is a necessary step in printing stamps on line-engraved plates causes some trouble in this regard; particularly when it comes to perforating the sheets. This, incidentally, is one reason why surface printed stamps, with which dry paper is used, are ordinarily well centered, while line-engraved stamps are so commonly found off center.

To recapitulate, imperforate stamps are found largely on moderately thick opaque paper of excellent quality. Sometime in 1851 a small printing was made on the paper which is part India. Late this same year gum was used which stained

some of the paper brown or brownish. A certain quantity of the paper used in 1852 and 1853 in particular, shows a very fine vertical ribbing. For a time in 1858 a thin, crisp, mottled paper was used, and sometime (probably in this same year) a ribbed paper was employed which closely resembles that found on the imperforate stamps. From sometime in 1859 until the issue ceased, a thin paper of poorer quality was used which shows the grain distinctly. Sometime during this last period mentioned a little paper was made use of which shows some faint characteristics of being horizontally laid. While the study of the paper used for the 1851 and 1857 stamps may be comparatively unimportant, it offers certain interesting features which will appeal particularly to the advanced specialist.

## CHAPTER XXII

### VARIETIES OF COLOR

**I** FEAR that this is the most difficult of all the chapters of this hand-book, because satisfactorily to describe colors and variations of color in words is almost impossible. The best way to demonstrate the various colors used for the 3c 1851-'57 stamps would be to duplicate these colors exactly and print them in the book. However, as this is obviously impossible, I am obliged to describe them as best I may in words, and partly by referring to other stamps of later issues which more or less closely resemble some of the more marked colors, it may be possible to aid the collector in distinguishing them. The date of the letter on which the stamp is used will often help greatly, and the impression, and the presence or absence of inner lines as well as the color itself, frequently are aids in determining the year in which a given stamp was printed.

With stamps which were printed in very limited quantities, it is sometimes possible to assign individual copies definitely to the various printings which were made. The fact that the 3c 1851-'57 stamps were printed almost continuously over a period of fully ten years precludes any such possibility here. Certainly scores and possibly hundreds of different batches of ink were employed. It must also be remembered that the other ingredients of the ink beside the pigment itself will cause variation in the color. I have not found it possible to give the exact formulæ which were used in making the ink especially as they certainly varied somewhat from time to time.

Mr. Albin H. Warth, B. S., of Baltimore, Maryland, has very kindly helped me with this subject and I can do no better than give a resumé of his findings largely in his own words:

Venetian red, also now known commercially as Indian red, is a pigment of oxide of iron. There are several hues, brownish red to red, but they are all characteristically murky, that is, do not possess the brilliancy of the coal tar lakes. True vermilion, a pigment of mercuric sulfide, is a color which at that time was imported from England. In later years an artificial vermilion was produced in this country from red lead and red lakes. Vermilion is a red of a brilliant color with a characteristically strong orange undertone, and a proportion of this expensive color added to the cheaper Venetian red not alone improves the shade but also the clearness of the impression.

Vegetable colors such as alizarin from madder root did not find extensive application except in the dyeing of textiles. A vegetable pigment known as madder lake was used in paper printing in the early fifties but its presence is not indicated in the 3c 1851-'57. Comparison with the one franc Napoleonic issue of France further confirms this, as the stamps just mentioned were printed with madder lake ink. Carmine, a rich crimson color principally of cochineal was used mostly for coloring food stuffs. The coal tar dyes did not come into existence until 1868, marked by the discovery of alizarin red. Dyes must be made into lakes for printing and this was a still later development.

Printings with straight Venetian red vary considerably in shade and tone which is to be expected from the nature of the pigment. Even the best qualities of this color make an ink with which it is difficult to print, and poorer impressions and more brownish shades are obtained from the lower qualities. The addition of vermilion to the Venetian red pro-

duces orange tones and smoother impressions. On the supposition that the colors of the 3c 1851-1857 stamps are Venetian reds, often more or less toned with vermilion, I have made up a few inks of these two colors, printed them on paper and find that they may be blended in such a manner as to match exactly the color of the stamps. From this experiment made with the color pigments it appears that in no instance was more than 20% of vermilion added to the Venetian red.

The printings from these experimental inks made by Mr. Warth are before me as I write and I am assured that they match the stamp colors. It must not be forgotten that the various colors which will be described usually merged gradually one into the other. This being the case, certain stamps are found which are on the border line between two named colors and might be included with either. Allowance also must be made for colors which have faded, as well as for those which have been darkened by what is usually called "oxidation". This term is not correct, however, as it is not the combination of oxygen with the pigment which darkens the color. The process is rather one of sulfureting, the sulfur dioxide often found in the air being the causative agent. A faded 3c 1851-'57 stamp cannot be returned to its original color. Fortunately the pigments used are quite resistant to fading unless the stamps are exposed to sunlight or other strong light over a considerable period of time. Sulfureted stamps ordinarily can be restored to approximately their original color by immersion for a short time in a peroxide of hydrogen solution. If left in contact with this agent too long the stamp will fade badly.

In selecting used copies to show the colors it is wise to take only those cancelled in black, because a colored postmark harms the color value of the stamp.

Let us consider the sequence of colors year by year.

**1851.** For the first six months all the stamps were printed in the color which is usually called *orange-brown*, a color somewhat suggestive of the 30c United States adhesive which was issued in 1888 (Scott's No. 217) although none of the 3c 1851 orange-brown stamps match exactly any of these, the 1851 color being brighter and somewhat redder. The impressions generally were very satisfactory although some of the printings late in the year 1851 were poor. Possibly it was for this reason that a change of ink was made just prior to January 1, 1852. The pigment used was probably composed of about 80% Venetian red and 20% vermilion. Stamps in orange-brown are found without inner lines, with one inner line only, and with two inner lines.

The first printings were in a moderately pale color although a still paler tint was used later in the year. Orange-brown stamps may be found in a variety of tints and shades from very pale to very deep. These latter are often very heavily inked and the stamps have a particularly rich appearance. These are most often found used in August, 1851. There are, in addition to the variations in the depth of color, at least two distinctive printings that are worthy of mention. One is yellowish and includes those printed on the paper which is part India. The majority of this printing was seemingly sent to and used in Boston, Mass., usually on letters dated in August, 1851, and thus bears the small black framed PAID, as this cancellation was used from approximately the middle of July, 1851, to the middle of January, 1852. The other distinctive printing was in an unusually bright orange-brown with a slightly reddish tinge. Good examples are quite striking. These appeared about October, 1851. Both of these printings are rare.

**1852.** The second color was used throughout this year and is called *brownish-carmine*. It is suggestive of, although it never matches very closely, the 6c adhesive of the 1870-'71 issue printed by the National Bank Note Company and listed in Scott's Catalogue as carmine. The 1852 color also varies much in depth, and

includes one or more unusually bright printings. The pigment was probably a very good quality of Venetian red without admixture of vermilion. The impressions are good excepting for such as are accidentally poor because of dry paper, etc. All the stamps printed in this year have two inner lines except a few stamps from the "three rows" of plate 3, and none of the three plates in use show any signs of wear. At the very end of this year, so often seen used early in 1853, a small printing appeared which had a decidedly claret tone and closely resembles certain early 1857 printings.

**1853.** Soon after the first of January, 1853, another marked change in color occurred. An ink somewhat suggestive of that used for printing the orange-brown stamps was again employed, although the color is always duller and the impressions are never as clear. The pigment was Venetian red; probably again containing a percentage of vermilion though perhaps less than did the 1851 color. It resembles somewhat certain of the paler 6c adhesives of the 1873 and 1879 issues printed respectively by the Continental and American Bank Note Companies. For lack of a better name I will call these *pale dull red*. About the middle of 1853 the color became somewhat darker and has a distinctly rose tint. This change is again very likely due to the omission of vermilion from the pigment and the use of a Venetian red of different quality and color from that used in 1852. These fairly closely resemble the deeper colors of the 6c adhesives of the 1873 and 1879 issues. *Dull rose red* is perhaps a fairly descriptive name for them. Both the pale dull red and the dull rose red vary decidedly as to depth of color. All the stamps (excepting again a few from plate 3) printed in 1853 had two inner lines.

**1854.** The remarks made for the stamps printed in the latter half of 1853 apply as well to those printed in 1854, the color being *dull rose red*. All of the stamps, except certain "3 row" copies, have two inner lines. Early in 1854 stamps from plate 1(L) began to show considerable signs of wear, and by late 1854 stamps from the top rows of this plate show badly worn impressions.

**1855.** About the first of January, 1855, a brighter ink was used having more of an orange cast, though many of the 1855 printings are probably best described as *dull rose red*. The brighter colors just mentioned really have no rose in them and may be called *dull orange red*. The pigment again had a percentage of vermilion with the Venetian red although the latter was seemingly of very poor quality. The impressions during this year were almost invariably poor, perhaps partly because plates 2(L) and 3 had become somewhat dirty but mostly because of the poor quality of the ink. Plate 1(L) was discarded early in this year as it had become very badly worn. Plate 4 came into use about March of this year and took the place of plate 1(L). All of the stamps from plate 4 are without inner lines. Plate 5(L) came into use toward the end of this year hence stamps may be found used during the last nine months of 1855 showing two inner lines, no inner lines (from plate 4) and during the last three months a very few with one inner line only [from plate 5(L)]. The 3c stamps printed in this year were undoubtedly the poorest turned out by the engravers of this issue.

**1856.** Early in 1856 impressions again became very clear and for a few months the color had more of a yellow tone. Certain of these resemble rather closely some of the 1851 orange-brown printings. Possibly a better grade of Venetian red with a percentage of vermilion was used as a pigment. This color I call *dull yellowish rose red*. There is an unusual color of the 6c 1873 issue which matches this very closely, but because it is impossible to indicate which color of the 6c is meant I fear this is of little aid. Toward the middle of the year 1856 a deeper color came into use which very closely resembles and in fact sometimes is identical with certain of the 1852 printings. These, of course, are again

called *brownish-carmine*. The ink quite surely had the same formula as that used in 1852. Late in this year the stamps began to show a claret tinge. The impressions are usually clear although many of them are heavily inked. Most of the stamps printed during 1856 show no inner lines, although plates 2(L) and 3, the stamps from which have two inner lines, were used during part of the year. These printings can usually be told from the 1852 stamps from the same plates because they show slight signs of wear. Plate 5(L) was also used throughout this year.

**1857.** Most of the stamps printed during the first six months of this year were imperforate, in fact it was estimated earlier in the article that probably 40% of all the stamps issued for the entire year were without perforation. Most of the 1857 imperforate stamps are in a color which is suggestive of claret although none are as bright as the 6c 1898 adhesives listed by this color in Scott's. The palest of them I call *dull rose claret*. They are quite like some of the medium deep shades of the 6c 1882 (re-engraved) United States adhesives. The medium shades I call *brownish-claret*. These match very well with certain of the deeper colors of the 6c 1895 adhesives listed in Scott's Specialized Catalogue as claret brown. The deepest colors are called *plum*. There is a medium shade of the 4c 1898 which somewhat resembles it as does a certain deep color of the 2c 1883. In addition to the colors mentioned there was a small printing, and thus rare, which is in a color really not red at all, but brown. The paler ones of these I call *dull yellow brown* and the deeper *dull rose brown*. Both of these may be matched by certain of the  $\frac{1}{4}$ c United States proprietary revenue stamps issued in 1898. The imperforate 1857 stamps can be found without inner lines or, less commonly, with one or two inner lines.

The perforated Type I stamps which first appeared about the beginning of March, 1857, match exactly the imperforate stamps in use at the same time. They may be found in all three of the colors—*dull rose claret*, *brownish-claret*, and *plum*; though the rare dull yellow brown and dull rose brown do not, I believe, exist perforated. By about the middle of this year the color again very closely resembles the 1852 and the later 1856 colors, and is thus *brownish-carmine*. The Type I stamps may be found in this color. Most of the Type II stamps, which appeared about the middle of this year were also printed in *brownish-carmine* until the beginning of 1858, although certain of the Type II stamps in *dull rose claret*, *brownish-claret*, and *plum* were probably made during this year.

**1858.** Early in 1858 an ink was put into use the pigment in which was probably a very poor quality of Venetian red, and therefore brownish. These stamps match very well the browns mentioned as existing in a rare printing early in 1857. They vary greatly in depth of color from a *pale yellow brown* through the medium and deeper colors which are best called *dull rose brown*. Some of these colors are so really brown and not red that had all the 3c 1851-'57's been printed in it, they would undoubtedly have been catalogued as brown stamps. Stamps may be found in the pale yellow brown which are even paler than the early 1857 stamps in this color; in fact they are the lightest in color of any 3c 1851-'57 stamps. An extremely rare printing, of which I have seen very few copies, was made probably late in this year. It is a true *orange-brown* and can be matched exactly by one of the 1851 printings. The 1858 stamps are all Type II and because of the distinctive colors used this year they ordinarily may be easily identified.

**1859-1860-1861.** Most of the stamps printed during these three years are best described as *dull red* although there are occasional printings in other colors; some of which may be found to match the three 1858 colors listed as *dull rose claret*, *brownish-claret*, and *plum*. Another small printing is worthy of mention as it is

in a particularly bright color very like the brightest of the 1852 printings called *bright brownish-carmine*. The Type I perforated stamps which were printed during 1859 are in the *dull red color*. These Type I stamps may be identified because they are on thin porous paper unlike any of the heavier paper which was used during the year 1857.

To recapitulate in briefer form.

1851. *Orange-brown*, pale to deep, with rare printings in *yellowish orange-brown* and *bright orange-brown*. Impressions good. Two inner lines, one inner line, no inner lines.

1852. *Brownish-carmine*, pale to deep, with one or more unusually bright printings. At the end of this year a small printing in *dull rose claret*. Impressions good. Two inner lines.

1853. *Pale dull red* (first six months), *dull rose red* (last six months), both colors varying much in depth. Impressions fairly good. Two inner lines.

1854. *Dull rose red*, pale to deep, most impressions fairly good. A few show worn plate.

1855. *Dull rose red* and *dull orange-red*, both varying much in depth. Impressions poor and muddy. A few show badly worn impressions. Two inner lines (entire year), one inner line (during last three months), no inner lines (during last nine months).

1856. *Dull yellowish rose red*, varying in depth (first six months). *Brownish-carmine*, pale to deep (last six months). Impressions clear. No inner lines, one inner line, two inner lines (mostly during last few months).

1857. Imperforate stamps. *Dull rose claret*, *brownish-claret*, and *plum*, all three varying in depth. *Yellowish-brown* and *pale rose brown*, small printings, thus rare. Impressions good. No inner lines (most common), one and two inner lines.

Type I perforated. *Dull rose claret*, *brownish-claret*, *plum*, and *brownish-carmine*, all four varying in depth. Impressions good. Great majority have no inner lines. Stamps with one or two inner lines exist but are rare.

Type II perforated. Mostly *brownish-carmine*. Rarely *dull rose claret*, *brownish-claret*, and *plum*. Impressions good. Mostly from the "Plate 10 Group".

1858. *Yellow brown* and *pale rose brown* varying greatly in depth. The palest of all 1851-'57 stamps were printed this year. A very rare printing in *orange-brown* which matches exactly an 1851 printing. Impressions usually good though many show more or less wear of the plate. Most of the "Plate 10 Group" stamps were used during this year.

1859-1860-1861. *Dull red* with an occasional odd printing in another color—*dull rose claret*—*brownish-claret*, *plum*, and *bright brownish-carmine*. The Type I stamps printed during 1859 are in *dull red* on thin paper. Impressions usually good. No worn plate printings. Stamps mostly from the "Plate 9-13 Group".

## CHAPTER XXIII

### VARIETIES OF IMPRESSION

A COLLECTION of the varying impressions found on the 3c 1851-57 stamps may be made an interesting study, but its proper classification involves a certain knowledge of line-engraved printing. Most of the facts here stated were obtained from, or were at least checked by, men at the Bureau of Engraving and Printing in Washington who know the subject thoroughly from the practical standpoint.

In order that a perfect impression, or one approaching perfection, may be obtained, a certain number of factors must all be right. The plate must be clean and must not show more than very slight wear, and it must be maintained at a proper heat while in use. The paper must be clean and evenly moistened, neither too wet nor too dry. It must have been kept moistened for a certain length of time so that the fibres could absorb enough water to make the paper really soft. The sheet of paper must be placed on the plate without creases or wrinkles, and after it has come in contact with the plate throughout its extent, it must not be moved until the printing process is complete. The ink must be of the proper consistency and satisfactorily mixed. For example, there must not be an excess of oil, and the pigment must be uniformly distributed in the ink. A proper amount of ink must be left on the plate. In inking a plate a much greater quantity of ink than is necessary must be put on, and the surplus wiped off. When done by hand, most of the extra ink is removed by a piece of waste and the final wiping is given by the bare hand of the printer. Incidentally, he often uses chalk on his hands to prevent their becoming sticky. This process of wiping also must be uniform all over the plate. Too much ink must not be taken off, and on the other hand too much must not be left on. After the sheet of stamps is printed and it is removed from the press, care must be taken that it does not become smeared before it is dried, and further that it is not placed in a pile in contact with other sheets while it is still even moist. One more cause of poor impressions may be mentioned. For some reason the first few impressions made from a new line-engraved plate show the entire surface of the paper to be more or less deeply tinted with the ink used. It is customary even today at the Bureau of Engraving and Printing to destroy the first few sheets printed for this reason.

If careful attention has been given to all these numerous factors, the result is a sheet of stamps printed as perfectly as may be. Even then the impression seldom or never shows the beauty of a proof impression made on India paper, because particular care ordinarily is taken with these latter, and besides, India paper is a better medium for line-engraved printing than is ordinary stamp paper.

Careful search will discover copies of the 3c 1851-57 which will show, singly or in combination, impressions which are not perfect, due to lack of care with each of the factors given. To consider them in the same order in which they have been mentioned, both imperforate and perforated stamps from certain plates showed considerable wear. With the former, No. 1(L) is the only plate which showed more than slight wear. This plate, particularly at the top, became badly worn before it was discarded, probably early in the year 1855. Copies from the top row of the last sheets printed are very remarkable examples of worn plate impressions. Almost all the detail of the hair above the level of the ear on Washington's head is gone; the triangles are blank or practically so; while all the other fine lines of the design have also suffered in proportion. On the other hand the recut lines (usually being deeper than any of the original lines of the design) stand out very clearly. Perforated stamps from the late printings made from plate 10(e), and from certain other

plates as well, will show examples of worn plate impressions which are very good; although they show considerably less wear than did plate 1, used only for the imperforate stamps.

Regarding dirty plates: for some months about the middle of the year 1855 practically all the stamps show far from clear impressions. This evidently was due at least partly to the fact that plates 2(L) and 3 were dirty, although the ink used was also at fault.

Dry paper impressions are not particularly uncommon. These show most commonly in the corner stamps of the sheets, because the moistened paper was placed in a pile near the printer, and naturally the edges and corners sometimes became dry while the rest of the sheet was still satisfactorily moist. Poor impressions due to dry paper are ordinarily distinguished by the fact that the ink is not picked up cleanly by the paper, resulting in a very "muddy" impression in which the fine detail is often largely lost. The ink often shows projecting irregularly into the parts of the design which should be entirely colorless, and further white spots appear in portions of the stamp which should show solid, or nearly solid, color. Creases in the paper which, when opened out, leave a more or less wide white area are sometimes found. Considering the skill necessary to place a large moistened piece of paper smoothly on the plate without creases, or without moving it on the plate in the process, it is remarkable this accident did not happen much oftener. Smears are also occasionally found. These too are commonest in corner stamps of the sheet because ordinarily the printer pulled the sheet from the plate by grasping one corner with his thumb and finger. Blurred impressions, due to the fact that the paper moved very slightly after it was placed on the plate may be found, but are rare. Here it may be mentioned that one true double impression of a 3c 1851 stamp has been seen. It was used in Marshall, Michigan, and happens to bear the full date, May 15, 1856. Its plate position is 1R3. This stamp gives every evidence that the sheet from which it came went twice through the press. The second impression is practically as clear as the first and is at least  $\frac{1}{2}$  mm. away from it, one impression being directly below the other. The listing in Scott's Catalogue was made from this stamp. The 3c value of the 1851-'57 stamps is not known printed on both sides, although the 5c perforated and the 12c imperforate thus printed are in existence.

When the sheets of stamps are placed in a pile before they are entirely dried, the back of the sheet placed in contact with the face of the sheet under it, naturally pulls some of the ink from this under sheet. The result of the contact on the sheet above results in what is called an "offset". This shows the design of the stamps on the back more or less clearly, although always reversed; that is, if a portion of the head shows, it will be found facing to the right. Very remarkable offsets exist on some stamps printed within recent years but nothing more than a faint offset is known on any 3c 1851-'57 stamp. The impression on the sheet from which the ink has been pulled by the back of the other sheet in contact, is also harmed; white spots appearing on these stamps, particularly at the points where the color is heaviest; such as the background of the medallion and the centers of the rosettes. Occasionally an odd impression is seen which is a little different from that due to dry paper. On these, the color, particularly in the background of the medallion, appears more or less wavy. I had no idea what caused this until one of the men at the Bureau of Engraving and Printing told me without hesitation that it was due to too much oil in the ink which was used. It is difficult to describe more fully the impressions due to this particular accident but they differ from those due to dry paper in that the ink seemingly has been all picked up from the plate. Very rarely a stamp is found which shows some foreign substance to have been in the ink or on the plate.

Rather rarely stamps are found which are pale in color and flat in appearance, due to the fact that too much ink was wiped from the plate. Ordinarily the im-

pression otherwise is very good. At the other extreme, copies are more commonly found which are too heavily inked to be satisfactory, owing to the fact that the plate was not sufficiently wiped. In this case the colors are usually deep and the stamp is often handsome as far as color and general appearance is concerned, although the detail does not show up well.

It sometimes happened that in wiping the plate, part of it was left heavily inked while another portion was wiped clean or even too clean. Thus, stamps may be found which will show part of the area more or less heavily inked while the balance is lightly inked. In marked examples the contrast is quite striking. Rarely, copies may be found which show a film of ink all over the stamp due to the fact that the plate was new, and that a sufficient number of impressions had not been destroyed before stamps were printed for circulation. One more variety of impression has been noted both on the perforate and imperforate stamps although these are very rare. On these, one edge of the stamp, necessarily from the outer side of the sheet, shows almost no impression at all, meaning that the printer in putting the ink on the plate actually missed inking a certain small area.

Of course practically any of these varieties or impressions may be found in combination with any other. The most striking example I have seen is a combination of badly worn plate and very dry paper, the resulting stamp looking almost like a caricature of a 3c 1851, certainly bearing no evidence in itself of having come from a line-engraved plate. Finally, stamps are occasionally found on which the impression is almost as clear as it would have been if taken on India paper. These result only when every one of the factors mentioned have been right.

## CHAPTER XXIV VARIETIES OF GUM

THE gum used for the 3c 1851-'57 stamps varied considerably, particularly during the first six months that the stamps were current. It is certain that the firm making the stamps had considerable trouble in finding an adhesive material which would give satisfaction to the general public. Newspaper comment, which was quoted at the beginning of this book, evidences this public dissatisfaction, and the stamps themselves prove that several formulae were tried during the year 1851.

The gum varies as far as appearance is concerned from practically colorless to a fairly dark brown; most of that used being pale in color. The darkest gum was used late in the year 1851, although some of the 1857 Type II stamps are also found with gum that must certainly be termed brown. While no absolute proof can be presented, it seems practically certain that the gum was applied to the sheets by hand, as we know to have been the method followed with the 1847 issue. Not infrequently some of the gum is found on the face of the sheet of stamps near one edge or another. The gumming was probably done after the sheets as printed had been cut into panes of 100 stamps. Sometimes the gum is perfectly smooth and shiny, while other times it shows numerous fine cracks. For some reason or other this gum is not easily counterfeited and generally a re-gummed stamp can be distinguished readily.

For making gum at the time the stamps were current, three substances or various mixtures of them were commonly used, and the gum on the stamps in question almost certainly was made up from one or more of these ingredients. One is gum arabic, the better grades of which are also known as gum acacia, a dried exudation from different kinds of acacia trees. Another is gelatine which is an animal product. The third and most commonly used is dextrin, which is made from various kinds of starch, either by dry heat at a temperature above 150° centigrade or by the action of dilute sulphuric acid. A fourth, gum tragacanth, may be mentioned but it is not likely that it was ever used for stamps. This contains some 5 or 6% of starch and tests of the gum used for the 1851-'57 stamps show no starch reaction. Of course it should be understood that dextrin, although made from starch, does not give the chemical reactions of unaltered starch.

Both gum arabic (or acacia) and dextrin are readily soluble in water, while gelatine swells up and becomes soft but is not easily soluble, particularly in cold water. Beginning with stamps printed about January, 1852, through to the time when the 1861 issue became current, only readily soluble gum is found. I think it is reasonably sure that during this period dextrin was the main if not the only constituent of the gum. On the other hand the stamps printed during the year 1851 (all orange-brown except for a very few used late in December of that year) bear a gum which is not easily soluble in cold water. A certain small percentage of these stamps have a gum which almost surely contains a large percent of gelatine because after a thorough soaking such gum merely swells and must be scraped from the back of the stamp in order to remove it. Collectors should be thankful that this gum was not used excepting for a very limited period. This particular batch of gum is dark brown, and very often stained deeply the paper on which the stamps were printed.

The gum used by the Bureau of Engraving and Printing today is made by roasting a high grade of tapioca starch. It is not known definitely what particular starch was the basis for the dextrin in the gum on the 1851-'57 stamps, but we know that potato starch was used in the manufacture of the dextrin for the British stamps current about this time, so very likely it also was used for these.

## CHAPTER XXV VARIETIES OF PERFORATION

**N**OT LONG after postage stamps were issued in Great Britain, in 1840, experiments were begun to devise a satisfactory method of separating the stamps from each other without recourse to tearing, or cutting them apart by scissors. As early as 1847 Henry Archer, an Irishman, began serious experimental work with machines meant to perforate or roulette the then current postage stamps. The British government was so impressed by his work that it finally paid him the sum of £4000 for his machine, patent rights, and expenses. By February, 1854, sufficient progress had been made so that the government began the perforation of all stamps issued to the public, although as early as 1850 a few sheets with Archer's experimental perforation had been put in circulation.

Sweden, in July, 1855, and Norway, in November, 1856, followed the example of Great Britain in perforating stamps, these stamps being printed and perforated by the Swedish government.

The success of these three nations in perforating stamps seemingly interested the American government. At any rate, a contract was entered into by the Postmaster General with Toppan, Carpenter and Company on the 6th day of February, 1857, as is described in the following extract from a letter which is addressed to the Commissioner of Internal Revenue and appears on page 75 of Luff's work:

"Having been requested by Messrs. Butler & Carpenter to state such facts as might be within my knowledge in reference to a fair price to be charged for engraving stamp plates, I beg leave to say that, as a business partner of my firm (Toppan, Carpenter & Co.,) I negotiated all the contracts in reference to Postage Stamps which were made with the Government from 1851 to 1861 (10 years) and, therefore, I have personal knowledge of what I shall state.

"In 1857 the Postmaster General determined to introduce the perforation of Postage Stamps. In order to do this it became necessary for us to make 3 new plates of 1 cent, 6 plates of 3c, 1 plate of 5c, 1 plate of 10c, 1 plate of 12c and 1 plate of 24c, in all, 13 plates, besides a large outlay to procure the necessary machinery for perforating the stamps, and, in view of the fact that our first contract with the Government would expire in about 4 months from that time and might not be renewed, we felt it to be necessary to protect ourselves against loss by asking that, in case the contract for furnishing Postage Stamps should not be renewed with us at the end of our term, that in that case the Government should indemnify us from loss by paying us \$500 for the engraving of each of the 13 plates, or \$6,500 for the whole of the plates, and a further sum of \$3,000 for the perforating machine with the necessary machinery. This was promptly agreed to by the Postmaster General and a contract to that effect was made and executed on the 6 Feb. 1857. The plates and perforating machinery were, of course, to become the property of the Government, in the contingency of our losing the contract and the Government paying for the plates and machinery.

"I have given the above facts not only from my own recollection of them but from the contract with the P. O. Department, which is before me.

(Signed) S. H. CARPENTER,  
of the late firm of Toppan, Carpenter & Co.  
Philadelphia, April 2nd, 1863."

On this same page Mr. Luff states as follows: "The first stamps were perforated and delivered to the Government on February 24, 1857." I do not know on what evidence

Mr. Luff determined this date but I think it is very likely correct. The following newspaper clipping tends to support this date as approximately correct.

Editorial from the *North American and United States Gazette*, Philadelphia, Friday, Feb. 27, 1857.

"LETTER STAMPS. Those who are in the habit of frequently using the paid letter stamps must have been somewhat annoyed by the tendency of the smoothly cut edges to catch at any thing and turn up, so that the stamp gets knocked off by mere friction. Many a letter loses its stamp in this way. In England and France the inconvenience was so much complained of that the governments of those countries went to much trouble to find a remedy. The British government offered a premium of no less than two thousand pounds sterling for the invention of a plan to prevent the evil, and the result was the production of what is now in use in England under the name of the 'perforated letter stamp.' These are printed on sheets of paper of the same size as the others, intersecting lines of perforations run across the sheet, so that each stamp is surrounded with them, and may be separated from the rest without being cut. The rough edges thus formed by tearing through the holes, enable a stamp when stuck upon a letter to adhere more closely than if the edges were cut smooth. Simple as this device may seem, it is a very important one. The British government, as we have mentioned, had to pay for its invention, but our own receives the benefit of it for the mere regular contract price of the stamps. Plans and machinery for making the latter have been imported and put into use by Messrs. Toppan, Carpenter & Company of this city, the engravers and printers of United States letter stamps; and we were shown yesterday some sheets of these perforated stamps which convince us of their utility. Our present able Postmaster General, the Hon. James Campbell, fully appreciating this effort of enterprise on the part of the firm mentioned, has ordered a large supply of the three cent stamps, the only ones as yet made. Ninety thousand were ordered for the cities of New York and Philadelphia, and thirty thousand for New Orleans and other cities of the South and West."

As far as I know nothing has ever been published in this country regarding the machine used, or method employed in perforating the stamps of this issue, except the letter appearing above. I was at a loss to know what lead to follow in order to obtain this information until by chance I was glancing over a copy of a handbook entitled, *Grenada; to which is Prefaced an Account of the Perforations of the Perkins-Bacon Printed Stamps of the British Colonies*, by E. D. Bacon and F. H. Napier, published by Stanley Gibbons, Ltd., London, some years ago. I noted the following few lines on Page 13:

"It is interesting to note that Messrs. Toppan, Carpenter & Co., printers of the postage stamps of the United States, who had bought one of Messrs. Bemrose & Sons' larger perforating machines at the same time as Messrs. Perkins, Bacon & Co., did succeed, apparently, in turning their machine from a rouletter into a perforator, and it is presumably this machine that they used for perforating the United States stamps of 1857 and 1860, the gauge of which is 15, 15½."\*

\*Appendix A. Letters 1, 2, 3 and 23, 24.

I take the liberty of giving here in full the five letters referred to and found in the Appendix:

(1)

London, 69, Fleet Street,  
October 16, 1855.

Gentlemen:

We duly received your letter accompanying the perforating machine, and regret the delay that has taken place in acknowledging it, but the party who has charge of that machine had another for a different purpose, which was putting up when it

arrived and we could not attend to both at once; it is now, however, erected, and although very little has yet been done we think it will answer by increasing the length of the treadle, which as you had it would not allow of any leg larger than a boy's, and the pin was missing, but both these things are easily remedied. You may therefore draw upon us for the £13 through your Banker or any other way.

We also received your letter of the 12th on Saturday announcing that Messrs. Toppin, Carpenter & Co. had ordered a perforating machine, and yesterday we received one from them, a copy of which we annex, to the same purport. When your Mr. Bemrose, Junr., was in Town he stated that you could make a considerable difference in price if two machines were ordered instead of one, and it was in consequence of this, which we communicated to Messrs. T. C. & Co., that they made the observations which you will find in their letter.

Will you give us your views in regard to the price? Messrs. T. C. & Co. are right as to size of the heads being alike in the English and American Stamps, and they are right also as to the number of twenty heads one way, but those twenty are not placed at all the same as to distance between each stamp; we think, however, that your machine can easily be adapted to the variations which they present.

We have examined the subject of shrinkage of the paper by gumming and although the American Paper is less tough and consequently may shrink less than the English (we allude to the adhesive Stamps in both cases) still the difference occasioned by that circumstance alone must be very trifling, and we find that it amounts to so little as not to be worth mentioning, so that you may act upon this information or wait for a gummed sheet from the United States, whichever you think best.

We are, &c., &c.,

(signed) PERKINS BACON & CO.

Messrs. W. Bemrose & Sons,  
Derby.

(2)

Derby, May 1, 1856.

Gentlemen:

We beg to acknowledge receipt of yours of April 29th and assure you we had very much rather the cost of machine had been less. As we before stated, the size, &c., were quite altered from the original idea. The estimate given was for sheets  $12\frac{1}{2} \times 10\frac{1}{2}$  inches. The machine, requiring as it did to take sheets twice the size, completely changed our plans, and compelled us to give greater stability and firmness throughout, besides the increased number of cutters, and additions, such as pointing, &c. The extra work for these we do not consider has cost more in proportion than the original.

Touching the reduction in price to you, we say truly when we tell you that by your machine we shall not now clear a Five Pound Note. Though we are confident in the knowledge that the machine cannot be made for less, we had much rather—on account of the cost being (necessarily though it be) greater than machine you first contemplated—and more especially on account of your kind recommendations and interest—we had much rather sink the profit on the transaction. The invoice standing thus:

	£	s.	d.	
Machine	109	0	0	
Hand apparatus	5	0	0	net cost
Packing cases	2	15	0	
	<hr/>	<hr/>	<hr/>	
	£116	15	0	

The "hand" apparatus you are aware was not included in first estimate.

With reference to Messrs. Toppan & Co.'s machine. It has more work in it than yours—double axles, &c., consequent on the variations in width of their stamps, and is £40 more than yours. In a letter dated March 21st. they say, "The cost is much greater than we had contemplated, but—in consideration of what you say in reference to the changes, additions, and improvements made to the machine in order to make it perfect, and in every way suitable for our purpose, we shall make no objection to the charge." This was while the machine was on its way to New York.

We are sorry to hear there is a probability of your never using your machine. We trust this will not be the case. We have been applied to respecting one for the Continent.\* Should the plan be approved and our estimate accepted, it will give us pleasure to relieve you of yours provided the size is available, which we think it would.

Trusting the revision of price will meet your approval.

We remain, &c., &c.,

(Signed) WM. H. BEMROSE.

Messrs. Perkins Bacon & Co.

\*In a subsequent letter, dated May 8, 1856, Messrs. Bemrose state that this was for Spain.

(3)

69, Fleet Street,  
May 6, 1856.

Gentlemen:

Your favour of the 1st instant was duly received and we notice its contents. We do not question what you say as to the cost of perforating machine, but the difficulty with us is this, such a one is of no use but for Postages—this Government have their own of a different kind—the United States have negotiated with you for one, and all the Stamps used by our Colonies put together would not pay for the outlay, and therefore the cost of the machine was the principal ingredient that induced us to order it and which we probably should not have done had we been told at first that it would be £120. Moreover, when you first named the price of £80 nothing had been said of 12 in.  $\frac{1}{2}$  by  $10\frac{1}{2}$ , but it was a machine for postage labels similar in size to those in use in the country and which we hoped to assist you in getting for Messrs. Toppan & Co., and it was at this state of the business that you proposed to allow us a commission on one of them but if you have been deceived as you probably have in the real expense you have been put to in preparing the machinery and it has really cost you £116 15s. we have no wish to have you work at a loss nor to deprive you of the £5 more to have any commission which we have always repudiated on that done for Messrs. Toppan & Co. You may therefore draw on us a draft at one day's sight or a cheque payable to order on demand for the full sum after deducting one guinea for our charge against you for engraving. We were serious in what we said as to the probability that we should not have any use for the machine, but of course that is a thing with which you have nothing to do; if, however, the negotiation you write about should go on, we shall be very glad if you will take it off our hands and will make you a reasonable allowance for so doing, and then if afterwards things should look brighter we could order another at your leisure. We are well satisfied with the small machine which is a useful one to us.

We are, &c., &c.,

(signed) PERKINS BACON & CO.

Messrs. Bemrose & Sons.

(23)

69, Fleet Street, E. C.,  
January 5, 1860.

Gentlemen:

You will doubtless recollect that some time back we purchased of you a small and a large perforating machine upon the slitting principle.

We soon found that the paper was frequently so much cut as to fall to pieces before it was required and our customers would not allow us to use it; we therefore had to alter one of them, so as to work with wheel and pins and which answered very well where only one line of perforation is required even if it is a very long one, but we are frequently asked to perforate sheets of postage stamp labels, &c., where the single operation would have to be repeated 80 or 100 times, and which would render the expense unbearable. We now therefore write to enquire whether you have made any improvements in those machines, and if so will you inform us what they are and about what would be their cost. If you have not gone any further in this business and know of any one else who has and will inform us thereof, we shall feel obliged.

Our present opinion is that nothing but a punctured opening in the paper will answer, although this might be done by machinery in which the pins had an up and down or a circular motion, the latter producing a great saving of power.

An early reply will oblige.

We are, &c., &c.,  
(signed) PERKINS BACON & CO.

Messrs. W. Bemrose & Sons,  
Derby.

P. S.—We understand that Messrs. Toppan, Carpenter & Co. altered the machine you made for them; so as to perforate the American postage stamps by pins instead of slitting, although we never learnt how it was done, and we are much puzzled to know how they accomplished it with that machine.

(24)

Derby,  
January 9, 1860.

Gentlemen:

We acknowledge receipt of yours of 5th respecting perforating machine.

We regret you did not find the slitting process satisfactory. The paper's falling to pieces must be in consequence of your cutting it too deep, i. e., letting the cutters press too closely together.

With reference to our paying attention to the machine—We have been so extremely occupied with our own business that we have had no time to do so; or we should have done, as the machine is gradually getting into use, and would so rapidly if pushed.

There is no DIFFICULTY about the *punching* by rotary motion—the EXPENSE is the obstacle.

The holes in the counterpart were all drilled in those we did, but they can be *punched* we are told, which will at once reduce the cost to a reasonable figure, and accomplish the end. We have no one here whom we could recommend to experiment and undertake the matter, but you can have no difficulty in meeting with such a one in Town. If you do so, we shall be happy to render you any assistance in our power, as regards advice or anything of that kind.

We had not heard that Messrs. Toppan & Carpenter had done as you say, but from the experiment we made, we feel quite convinced of the *practicability* of the thing; and are equally assured that the mode is inexpensive.

We are, &c., &c.,

(Signed) WM. BEMROSE & SONS.

Messrs. Perkins Bacon & Co.

With this hint it was not very difficult to get the desired facts. I wrote to Bemrose & Sons of Derby, England, which firm is still in existence, asking them if they could furnish me with a description of this machine, or if they could tell me where the specifications might be found. They very courteously referred me to the Patent Office in London, which, in turn, stated that a copy of the list of all patents for this period might be found in the New York Public Library! Search was here made, and full specifications of the machine were unearthed, together with working drawings. The patent letter is as follows, while a reduced fac-simile of the drawings will be found in Figures 1 to 12 (the numbers on the prints). On the page of prints are found the following sentences, "The filed drawing is partly colored", and "Drawn on stone by Malby & Sons".

LETTERS PATENT to William Bemrose the younger, and Henry Howe Bemrose, of Derby, in the County of Derby, Booksellers, Printers, and Stationers, for the Invention of "Improvements in the Mode of and Machinery for Punching and Perforating Paper and Other Substances".

Sealed the 8th June, 1855, and dated the 11th December, 1854.

PROVISIONAL SPECIFICATION left by the said William Bemrose and Henry Howe Bemrose at the Office of the Commissioners of Patents, with their Petition, on the 11th December, 1854.

We, William Bemrose the younger, and Henry Howe Bemrose, of Derby, in the County of Derby, Booksellers, Printers, and Stationers, do hereby declare the nature of the said Invention for "Improvements in the Mode of and Machinery for Punching and Perforating Paper and Other Substances" to be as follows:

This Invention relates to the punching or perforating paper, &c. by means of circular perforators or punches, placed on a cylinder, which is made to rotate at a rate equal to that of the material to be perforated or punched, such material being passed under such perforators or punches by being placed on a roller or carrier beneath them. Any number of these perforators or punches may be placed upon the cylinder or spindle, and may be adjusted in any convenient manner to suit the materials to be perforated or punched. It is obvious that this arrangement, in addition to being applicable to marking or perforating division lines of paper, &c. to be divided, is also applicable to the production of ornamental patterns or devices upon card and other materials, the main feature of the Invention being the application of the rotating perforators or punches to perforating, punching, or ornamenting materials when such materials are carried by apparatus also rotating.

SPECIFICATION in pursuance of the conditions of the Letters Patent, filed by the said William Bemrose and Henry Howe Bemrose in the Great Seal Patent Office on the 11th of June, 1855.

TO ALL TO WHOM THESE PRESENTS SHALL COME, we, William Bemrose the younger, and Henry Howe Bemrose, of Derby, in the County of Derby, Booksellers, Printers, and Stationers, send greeting.

WHEREAS Her most Excellent Majesty Queen Victoria, by Her Letters Patent, bearing date the Eleventh day of December, in the year of our Lord One Thousand eight hundred and fifty-four, in the eighteenth year of Her reign, did, for Herself, Her heirs and successors, give and grant unto us, the said William Bemrose and Henry Howe Bemrose, Her special license that we, the said William Bem-

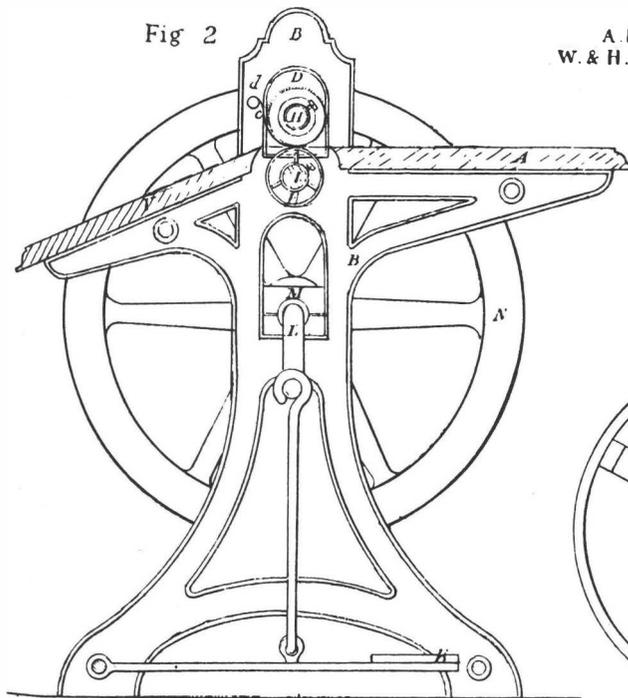
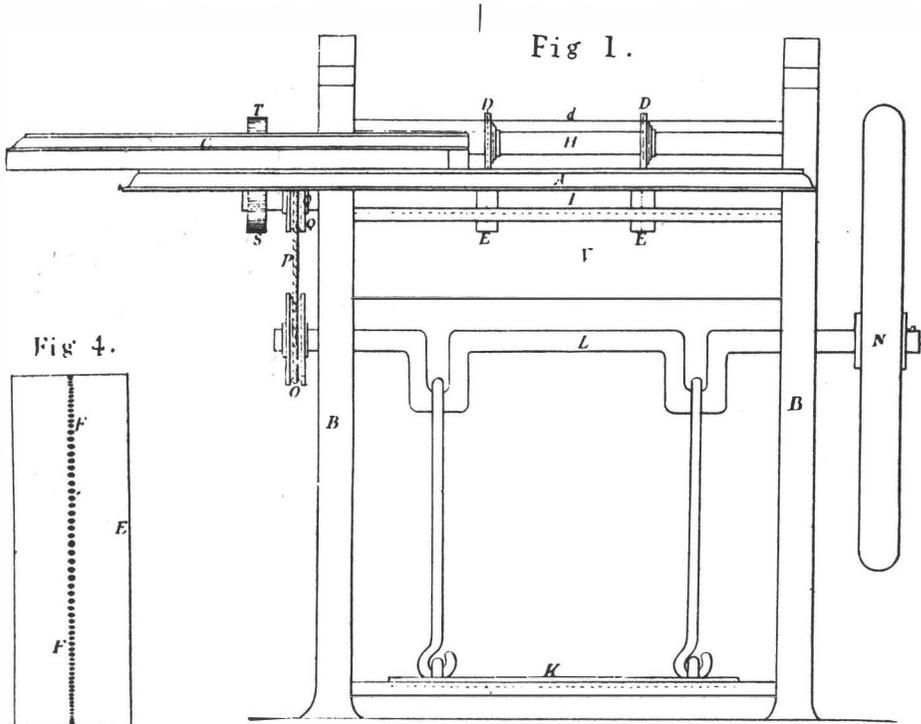
rose and Henry Howe Bemrose, our executors, administrators, and assigns, or such as we, the said William Bemrose and Henry Howe Bemrose, our executors, administrators, or assigns, should at any time agree with, and no others, from time to time and at all times thereafter during the term therein expressed, should and lawfully might make, use, exercise, and vend, within the United Kingdom of Great Britain and Ireland, the Channel Islands, and Isle of Man, an Invention for "Improvements in the Mode of and Machinery for Punching and Perforating Paper and Other Substances," upon the condition (amongst others) that we, the said William Bemrose and Henry Howe Bemrose, by an instrument in writing under our hands and seals, should particularly describe and ascertain the nature of the said Invention, and in what manner the same was to be performed, and cause the same to be filed in the Great Seal Patent Office within six calendar months next and immediately after the date of the said Letters Patent.

NOW KNOW YE, that we, the said William Bemrose and Henry Howe Bemrose, do hereby declare the nature of our said Invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement, reference being had to the accompanying Drawings, and to the letters and figures marked thereon, that is to say:

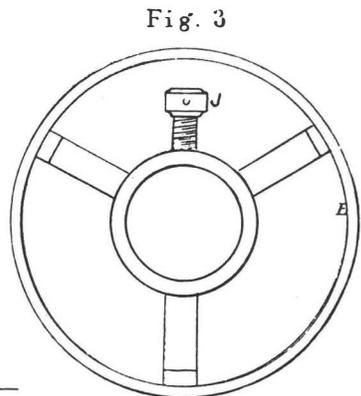
Our said Invention relates to the punching or perforating of paper and other substances by means of circular perforators or punches, placed on a cylinder, which is made to rotate at a rate equal to that of the material to be perforated or punched, such material being passed under such perforators or punches by being placed on a counterpart roller or carrier beneath them. Any number of these perforators or punches may be placed upon the cylinder or spindle, and may be adjusted in any convenient manner to suit the materials to be perforated or punched. It is obvious that this arrangement, in addition to being applicable to marking or perforating division lines of paper, &c. to be divided, is also applicable to the production of ornamental patterns or devices upon card and other materials, the main feature of the Invention being the application of the rotating perforators or punches to perforating, punching or ornamenting materials, when such materials are carried by apparatus also rotating.

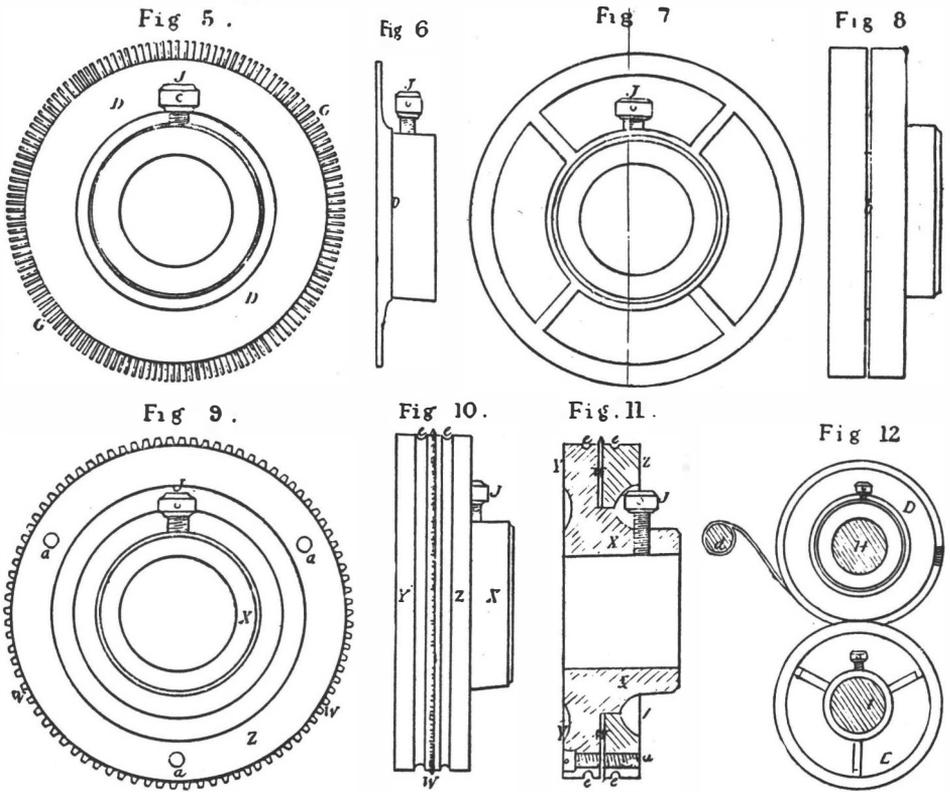
And in order that our said Invention may be more properly understood, we shall now proceed to describe and refer to the several Figures on the Sheet of Drawings hereunto annexed, the same letters of reference referring to corresponding parts throughout the various Figures.

Figure 1 of the Drawings represents a front elevation of our perforating machine; and Figure 2 is a corresponding vertical section of the same, taken through the center of, and at right angles to, Figure 1. The rest of the Figures are various details which we shall herein-after more fully refer to. The paper or other material to be perforated or ornamented, which is represented by the blue lines, is laid upon the fixed bed or table A, which is supported by brackets cast on the side standards B, B, of the machine, and is fitted with a moveable gauge C, against the edge of which the sheet is placed, and pushed forward until it comes in contact with the punching or perforating rollers D, E, when it is carried forward and perforated. The lower one E of these rollers serves as a counterpart to the upper roller D. It is represented in full sized detail side and edge view, at Figures 3 and 4, the periphery being perforated with holes F, to correspond to the punches G on the roller D, which is shown in detail, side and edge view, at Figures 5 and 6. Any number of pairs of rollers may be used in one machine, according to the number of rows of holes to be perforated at one time; in our Drawings we have only represented two pairs of perforators. The perforating rollers are secured on the shafts T & I by the set screws J, and are actuated or rotated by means of the treadle K in connection with the cranked driving shaft, which works in suitable brasses M in



A. D 1854. Dec 11. N<sup>o</sup> 2607.  
W. & H. H. BEMROSE'S SPECIFICATION.





the side standards of the machine, and carried a fly wheel N to regulate the movements of the same. On the extremity of the crank shaft is keyed a grooved pulley O, which by means of the driving band P, gives motion to the second grooved pulley Q, fast on the end of the lower spindle I, which carries the lower or counterpart rollers E, E. On the end of this shaft is keyed a small spur wheel S, gearing with a corresponding spur wheel T, fast on the end of the upper spindle H, which carries the perforating rollers D. The sheets on being perforated are received on the sloping table V, whence they are removed to be placed in boxes or other convenient receptacles. In place of the counterpart and punching rollers, represented in Figures 3, 4, 5, & 6, a counterpart roller of the construction shown by the detail side and edge views, Figures 7 and 8, may be employed, in conjunction with the knife-edged perforating roller, represented in side and edge view at Figures 9 and 10, and in section at Figure 11.

This roller does not actually punch out a portion of the material, as is the case with the last-described rollers, but merely perforates it. The perforating portion is composed of a disc of thin metal W, which is serrated or toothed at its periphery, and is fitted on to the boss X of one-half of the roller Y. It is secured in that position by the other half Z of the roller, which is also fitted on to the boss, and is secured thereon by the screws a, a, a, which pass transversely through the roller and through the disc W, as is clearly shown in the section, Figure 11. The counterpart of this roller has a continuous slit b formed in its periphery, in which slit the teeth of the perforating disc W enter when the two rollers are working together. In order to ensure the paper leaving the perforators after passing through the rollers,

and to prevent its being carried round with them, we employ two curved pieces of wire c, represented more clearly in the detail, Figure 12, which pieces of wire are fitted or soldered at one end to a short tube capable of sliding along the fixed rod d. They are situated on each side of the perforating teeth or punches, and their lower ends are curved slightly and fit into the grooves e, e, (Figures 10 & 11) formed in the upper or perforating roller. By this means the paper or other material is taken off the points of the perforators as fast as it passes through the rollers. In place of wires and grooves, a strip of thin brass or other suitable material may be used and applied in connection with the perforator, Figures 5 and 6; but we prefer to use the wires herein-before described and illustrated in Figure 12 of the Drawings. The same principle of punching or perforating apparatus is obviously applicable to the perforating of various devices on paper or other similar materials, for the purpose of ornamenting the same, by using cylinders or rollers with punches or perforator suitably disposed thereon, in conjunction with corresponding counterpart cylinders or rollers.

Having now described and particularly ascertained the nature of our said Invention, and the manner in which the same is or may be used or carried into effect, we would observe, in conclusion, that we do not confine or restrict ourselves to the precise details or arrangements which we have had occasion to describe or refer to, as many variations may be made therefrom without deviating from the principles or main features of our said Invention; but what we consider to be novel and original, and therefore claim as the Invention secured to us by the herein-before in part recited Letters Patent, is,

The system or mode of punching or perforating sheets of paper, cardboard, parchment, or other similar materials by the aid of rotary, punching, or perforating cylinders or rollers, in conjunction with corresponding counterpart cylinders or rollers, for the purpose of facilitating the subsequent division of such sheets, or for ornamenting the same.

In witness whereof, we, the said William Bemrose and Henry Howe Bemrose, have hereunto set our hands and seals, the Thirty-first day of May, One thousand eight hundred and fifty-five

LONDON: W. BEMROSE, Jun. (L.S.)  
HENRY H. BEMROSE. (L.S.)

Printed by George Edward Eyre and William Spottiswoode,  
Printers to the Queen's most Excellent Majesty. 1855.

While the description of the machine given by the inventors is of course highly technical, in simpler English it may be said that it was made to perforate at the same time all the vertical or horizontal rows of any ordinary size sheet of stamps. Thus to perforate a sheet of stamps completely, it had to be run through the machine twice, once to perforate it vertically and again to perforate it horizontally. The distance between the rows of perforations could be quite easily adjusted by the means of washers placed between the wheels which bore the perforation teeth. It seems reasonable to suppose that a large number of sheets were perforated in one direction and that the wheels bearing the pins were then spaced to perforate between the rows on the sheets in the other direction; after which the perforating of this batch of sheets was completed. Practically the same process is used in the Bureau of Engraving and Printing today, for the sheets printed from the flat plates, except that two separate machines are used, one to perforate the sheets horizontally and the other to perforate them vertically. Comb and guillotine machines so much used abroad were apparently never employed by the makers of United States stamps.

The gauge of the perforation on the 1857 issue is usually stated in catalogues and elsewhere as being "15-15½". One writer several years ago who was looking more for sensation than for accuracy, insisted that two gauges of perforation were used, one 15 and the other 15½, and that compound perforations of these two gauges also existed. There is no basis at all for such a statement. I have measured with an accurate gauge a considerable number of 1857 stamps and am convinced that the perforations of the sheets, as they came from the machine, were always very close to 15½; and so consistent is this that I think the gauge had best be stated as 15½. Occasionally used copies which have been soaked in water are found in which the gauge is nearer 15 than 15½. However I am satisfied that this is due to shrinkage of the paper and not to any variation in the machine.

While the contract was not signed until February 6, 1857, it is evident that the question of perforation had been under consideration for some time. There was almost certainly some working understanding between the contractors and the Post Office Department when the machine was ordered in 1855. The letters before quoted from the appendix of the handbook on *Grenada* make it certain that Toppan, Carpenter and Company had ordered a perforating machine prior to October 12, 1855. It is also evident that before this date un gummed sample sheets had been sent to Bemrose and Sons for experimental purposes, and that they at this time were awaiting sample sheets with gum. The machine in question was on its way to America on March 21, 1856. It cost about £150, £40 more than the machine made for Perkins, Bacon and Company, the cost of which was apparently £116-15-0. The postscript on the letter dated January 5, 1860, and the last paragraph of the letter of January 9, make it certain that the machine as purchased was changed from a rouletting to a perforating machine after it arrived in this country and before it was used for issued stamps. Further, the reason why it was changed seemingly was because the rouletting weakened the paper to such an extent that the stamps came apart much too easily.

Mention is made in the correspondence given of American paper sent to England for experimental purposes. Along this line it is interesting to note that I have in my collection an original page of Lord Crawford's collection, at the bottom of which are mounted two single copies and a block of four of the 3c 1851 stamp, all from plate 4 and in an 1856 color printed on what seems to be India paper. The notation referring to them is in Lord Crawford's handwriting and reads, "Printed on rice paper for experimental purposes with a perforator at Derby, England". These stamps, or more properly speaking proofs, must have come from Bemrose and Sons. They will be more fully described under the heading, Original Plate Proofs. Why they should have been printed on India paper instead of the regular stamp paper is difficult to understand.

A few blocks, etc., of 3c 1851 stamps are known which evidently had been used by the company in experimenting with the machine. Two pairs which had originally been a block of four are illustrated in Figure 96. These came from a sheet which had been rouletted 7½ horizontally. The sheet of stamps used had been heavily cancelled by ruled, crossed, black pen lines. Another pair, vertical, is illustrated in Figure No. 97. Here a vertical perforation gauging 15½ had been used and a horizontal perforation of 16, together with horizontal rouletting gauging 7½. The stamps are cancelled in a manner similar to the block just described. In addition to the three pairs described I have seen two more pairs, one horizontal and one vertical, which without doubt came from the same lot. The stamps used for the experiments just mentioned all come from Plate 2 (L), and seem to be from a late 1855 printing. It is needless to add that these are of a high degree of rarity. Nothing is known as to the source of these stamps just described, though I think

there is practically no doubt but that they are authentic trial perforations of Toppan, Carpenter and Company. In addition to these trial perforations I have in my collection an unused block, seven horizontally by three vertically, from a sheet printed from plate 2 (L), in an early 1855 shade. (See Figure No. 98). These are crudely perforated, the work almost surely having been done on a sewing machine; a needle with the point broken off having been used. The gauge is irregular and the lines are crooked, in one place being doubled.

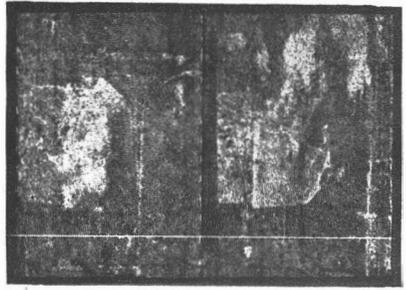


FIGURE 96

The fact that the paper was brittle allowed the broken needle to punch out fairly cleanly the holes which it made. This block is labeled in manuscript on the bottom sheet margin, Sample A. This block, as well as the next stamp to be described, were purchased by the J. M. Bartels Company about 1910 from the estate of Mr. Madison Davis who, in the '90s had been chief clerk to the Third Assistant Postmaster General at Washington, and later had been an assistant postmaster for the city of Washington, D. C. The block is evidently a crude early attempt to show what perforation was like and how stamps might thereby be separated from each other. These undoubtedly anti-date the trial perforations and roulettes previously described. The other stamp which I wish to describe comes from the left margin of the left pane of Plate 4, and is perforated all around, gauging  $15\frac{1}{2}$ . The vertical perforation is straight, but the horizontal perforation runs decidedly up hill toward the left. (See Figure No. 99). The stamp is cancelled by a small pen and ink cross, as are many specimen stamps, etc. This, too, is in an 1855 shade, and looks like a bit of trial perforation from the regular machine. It, too, came from Mr. Madison Davis.

**UNOFFICIAL PERFORATIONS.** A number of well authenticated stamps which show evidence of unofficial separation are known. Those which are most satisfactory were used in Chicago, mostly in the year 1856. The earliest fully dated copy of which I have a record was used July 14 of that year and the latest April 2, 1857. However a copy has been seen which is dated in May, probably 1856. The perforation gauges very close to  $12\frac{1}{2}$  although it varies slightly, rarely measuring nearly 13. The holes are rather large and fairly clean cut. The lines of perforations seem quite straight and the centering is fully as good as the work done by the firm which printed the stamps. Absolutely nothing is known as to the history of



FIGURE 97

these excepting it is certain that they were not all used by three or four concerns. They have been seen on covers used by at least five different people or firms, which makes it seem possible that the postmaster of Chicago may have had a part of his stock perforated for the convenience of the public. Again it is possible that the firm making the stamps in Philadelphia perforated these stamps as a trial and sent the entire batch to Chicago where they were used. I recently purchased at the price of a normal 3c 1851 Type I stamp on cover, an envelope bearing one of these stamps with the typical "Chicago" perforation but tied to the cover with a clear "Rosendale, Wis. Jan. 31" postmark. This was probably used in 1856. This may have been carried in the pocket of the user from Chicago or may have been obtained by the Rosendale postmaster from Chicago or agent at Philadelphia. This may be a bit of additional evidence that these were official trial perforations,

rather than privately made. In the neighborhood of twenty copies have been seen including four 1c Type IV stamps, and I am certain as to their authenticity. Perforation such as this is easy to counterfeit although obviously difficult to do well enough so that it will pass inspection when examined with originals. Needless to say collectors should purchase these stamps only after very careful examination.

Well authenticated copies of unofficial perforations are known from four other towns but none of them seemingly are in the same category with the Chicago perforations; in fact all are, I think, the result of either tearing the stamp against some object such as a fine saw, or by having had a tracing wheel, such as dressmakers

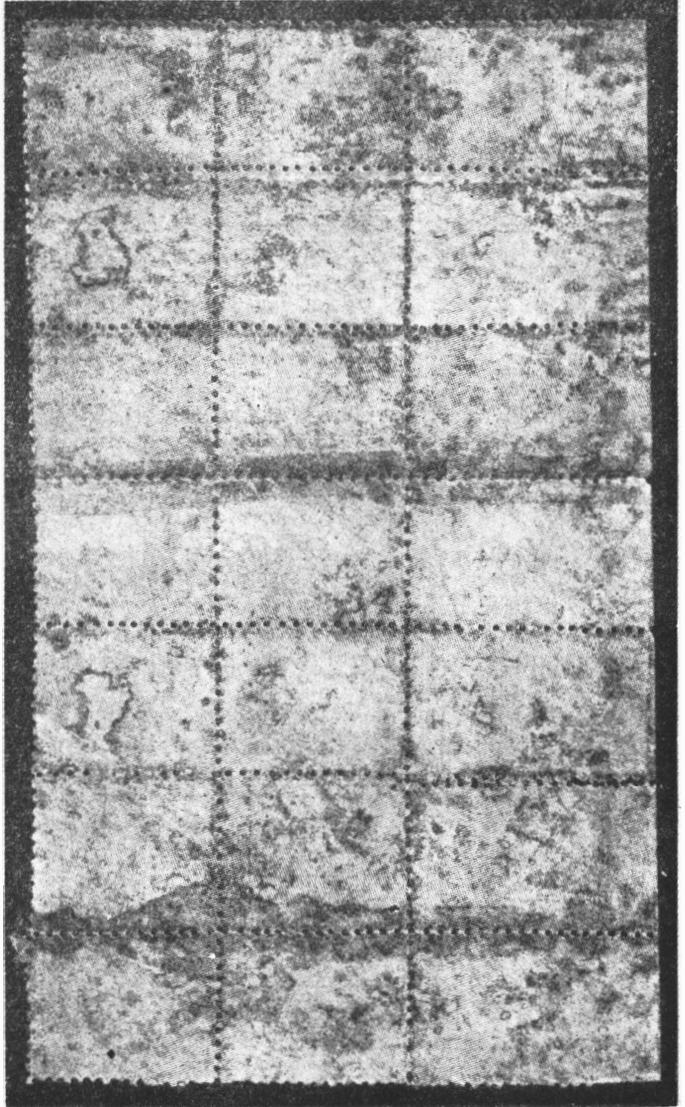


FIGURE 98

sometimes use in making patterns, run down between the rows by the user as an aid in separating the stamps. Several copies with a "Bergen, N. Y." postmark have been seen, all dated in the month of March (probably 1856) with a saw tooth "perforation" gauging from 9 to 9½. Two of them were marked on the back, "V. L. White, Mt. Morris, N. Y. first owner". This was apparently the name of the man who made the find, and unless I am mistaken he disposed of them to the New England Stamp Company about 1908. There is no question but that these are genuine, but this "perforation" can be matched exactly by tearing a piece of paper of similar texture against a fine toothed saw.

A perforation very similar to the one just mentioned excepting that it gauges about  $10\frac{1}{2}$  has been seen on an original cover from Richmond, Virginia, used June 17, 1857. Again there is no doubt as to its authenticity but most probably it was made in a similar manner.

In a little different class are the following two unofficial roulettes; and it may be mentioned that others have been seen although the place of their origin is not known. A 3c 1851 used on entire in October (probably 1854) from Stamford, Conn., is in my collection and shows the stamp rouletted, the gauge being a little over 3. Within the past couple of years a considerable find was made of 3c 1851 stamps either off cover or on small pieces, all cancelled with the blue "Newbern, N. C." town postmark. From the colors and impressions of the stamps, I judge that they were used throughout the year 1852 and to some extent during the year 1853. There were over 25 copies, all of which show rouletting on one or more sides. This rouletting, somewhat irregular, gauges from 5 to 7 and the length of the cuts also varies considerably. It was possible to reconstruct four pairs, three of which after reconstruction showed rouletting all the way around but not between. Again I am satisfied as to the genuineness of the stamps but I think it most probable that the rouletting was done unofficially by the user with a tracing wheel, particularly as all of the copies seem to come from one correspondence.

A few pin perforations have been seen, one of which on a 1c 1851 stamp looked genuine, although of course unofficial. Those seen on the 3c 1851's did not impress me favorably.

Although the date of issue of the stamps perforated for the government is given as February 24, 1857, the earliest officially perforated stamp which I have seen was used in New York City, March 2, 1857. This stamp incidentally is from Plate 7. Another has been seen from the same city used March 5; another from Baltimore, Maryland, probably on this same date; while a few more have been noted from New York later in the month of March; and two from Boston, one the 11th and one the 13th of this same month. Other copies dated during the months from April to August, 1857, are occasionally found, although any perforated stamp used earlier than August, 1857, is scarce. It is quite evident that only a small percentage of the stamps issued to the public during this period had gone through the perforating machine. No other denomination of the 1857 series is known used before July 28, 1857, hence it is evident that all the experimental work was done on the 3c stamps.

The following is an extract from a letter kindly sent me by Mr. Benjamin Cadbury of Philadelphia:

"In looking over an old family correspondence I found an envelope addressed to Samuel S. Ash, P. O. Stamp Perforator, S. W. Cor. 3d & Willings Alley, (Philadelphia). This was a local letter handled by Blood's Penny Post and was dated August 13, 1858."

I think this is fair evidence that a Mr. Ash was the employe working at, or in charge of perforating the stamps for Toppan, Carpenter & Co.

**HOW THE SHEETS WERE PERFORATED.** The 3c 1857 Type I stamps were of course all printed from plates which had been made for the imperforate stamps. These all had a considerable distance between the two panes, this distance being several times that between the stamps on the pane. The perforating wheels were so arranged that normally every stamp was perforated on all four sides close to the design, that is to say eleven vertical rows of perforation were used for each pane;

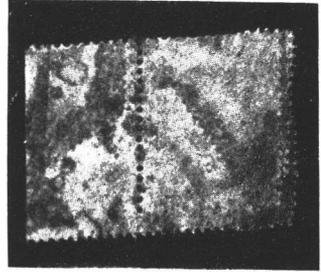


FIGURE 90

between every vertical row, to the right of the right vertical row of each pane, and to the left of the left vertical row of each pane. The horizontal perforations took but eleven wheels, thus perforating between each horizontal row, at the top of the top row, and at the bottom of the bottom row. There is nothing to prove whether the vertical or the horizontal perforation was done first, but quite possibly the vertical perforation was finished first and the sheets of 200 were cut in two panes of 100 before the horizontal perforation was added, although it may be that the whole sheet of 200 was perforated horizontally before it was cut in two. The one variation from this arrangement on the Type I sheets is found on stamps from the right edge of the left pane and the left edge of the right pane which show no perforations at all on the side of the stamp nearer the center line. These are so very scarce that they may be unintentional and due to the fact that this particular row of perforations did not run the entire height of the sheet, rather than that it was omitted entirely. Blind perforations along the edge just mentioned are occasionally seen, that is, the pins marked the paper but did not punch out the holes. This may have been due to the fact that the wheel was purposely not fastened tightly in the machine.

The normal perforation of the 3c 1857 Type II plates is the same horizontally as on the Type I plates, but normally the vertical perforation is not found in the space between the two panes. This distance incidentally was the same, or about the same, as between the vertical rows on either pane. However vertical perforations down the center line of these sheets are found often enough, perhaps in 3 to 5 percent of the total, so that such perforation can not be considered an error. This particular row of perforation is also often blind.

VARIETIES AND ERRORS OF PERFORATION. First regarding part-perforate stamps. Type II stamps are not known entirely imperforate but both Type I and Type II stamps are known in pairs or strips which are either imperforate vertically or horizontally. It is so easy to forge the part-perforate Type I stamps that these must be purchased only with the greatest care. However, authentic pairs and strips of this kind surely exist. I have seen one horizontal pair of 3c 1857 Type I from plate 6 or 7, perforated all around but showing no trace of any perforation between the stamps. This gives every indication of being genuine so should be listed as "horizontal pair, imperforate between". A similar horizontal pair of 1c 1857 from plate 4 has been seen. Of the Type II stamps, one used horizontal strip of three and one unused pair, imperforate vertically, and one unused vertical pair, imperforate horizontally, are all that have come under the observation of the writer. Any number of single copies imperforate in either one direction or the other have been seen, and a very few of them may be authentic. Of course the common way to make 3c 1857 Type II stamps "imperforate vertically" is to take a copy showing the center line of the sheet (which is normally not perforated on that side) and which happens to be so centered that the perforations are well away from the design on the other side. By trimming away this row of perforations, copies may be made which are extremely wide from left to right, but which of course mean nothing at all. Most of the single copies which are apparently imperforate horizontally will be found to come from either the top or bottom row of the sheet, because it happened often enough that this row was so perforated as to be abnormally high; in fact I have a copy from the top row of a sheet which measures a bit over 29 mm. between the horizontal perforations. Apparently less care was taken in setting or fastening the wheel which was to perforate along the top or bottom edge of the sheet than was taken with the other wheels. I have, on entire, a 3c 1857 Type II from the bottom row of the sheet which has no horizontal perforations and which measures fully 28 mm. from top to bottom. This shows part of the lower label of the stamp above, and while on the whole it looks quite authentic, it is hardly (like Caesar's wife) above suspicion.

Two 3c 1857 Type II stamps have been seen which, while single copies, look as though they might have been issued without perforations. One comes from the body of the sheet and not from the top or bottom row. It is cut apart at the sides and shows a width of 22 mm., while it was torn apart top and bottom and shows a height of  $27\frac{1}{2}$  mm. Of course this is no proof that the sheet did not have perforations, but the general appearance of the stamp makes it seem at least possible. The other is a copy on the original envelope, cancelled "Millville, N. Y., Aug 1". A pencil notation on the cover reads "Aug. 1, '57". This is a top row stamp with good margins on all four sides. If the perforations have been trimmed off it was done *before* the stamp was used. The discovery of an imperforate pair is still a possibility.

Double rows of perforations are found and are not rare either horizontally or vertically, but of these two the double vertical perforations are far the commoner. No triple perforations have been seen on the 3c stamps although they undoubtedly exist on the 1c 1857's. There must have been some method by which the action of the machine could be stopped at will because stamps are sometimes found with a second row of perforations badly off center which runs only part way up the height of the stamp; thus indicating that the sheet was taken out and fed into the perforating machine a second time.

While the Type II stamps except those showing the center line, are normally perforated on all four sides, one copy has been seen with full sheet margin at right showing part of the imprint and plate number, but which shows no traces of perforation at the right. This is most unusual.

Because of the particularly bad spacing on plates 2, 3, and 4, which had been made for the imperforate stamps, it will be understood that many of the stamps from these plates were of necessity badly centered, as no machine could be gauged to fit such irregular spacing. In fact a Type I 1857 stamp which is really perfectly centered is quite unusual. At the other extreme horrible examples may be found in which the centering is so bad that not much over two-thirds of the design is found between the perforations. Type II stamps, because the spacing on the plates both vertically and horizontally was usually perfectly regular, are on the average much better centered than the Type I stamps; and perfectly centered copies are not scarce. When the horizontal perforations are either much too high or low, a stamp may show both labels (one from the stamp in question and the other from the adjoining stamp) either at the top or at the bottom of the design. These are rare and have unusual interest. Again, if the horizontal perforation is much too high, stamps from the top row may be found which show no lower label, or practically none, and therefore bear no indication of the value. Both of the varieties just mentioned are much scarcer with the Type II stamps than with the Type I.

The distance between the vertical perforations is, generally speaking, fairly regular, although exceptionally stamps are found which are much too wide; in fact in a very few instances, they have been seen practically as wide as they are high, thus being square. Stamps which are too narrow between the perforations vertically are probably always, or almost always, the result of double vertical perforation. Occasionally stamps are seen which show the vertical perforations not at right angles to the horizontal perforations, thus making a stamp a parallelogram in shape. Freak perforations, due to the fact that the paper became folded while passing through the perforating machine, are seen rarely with this issue.

The perforations on the 1857 stamps are usually clean cut; that is the holes in the paper ordinarily are punched out cleanly, although occasionally, particularly with the thicker paper used for the early printings, copies are seen where the discs of paper all or nearly all still remain. A very few examples have been seen

where the row of perforation on one side of the stamp apparently stopped when part way up. Once in a while, evidently due to the fact that a few pins on the circumference of the wheel broke off, stamps are seen where a few perforations are entirely missing on one or more sides of the stamp. Another fact which may be worthy of note is that many of the users of these stamps, particularly the first few months after they appeared, seemingly had no idea what the perforations were for, and cut the stamps apart with scissors as they had been accustomed to do with the imperforate sheets. Further a few correspondences have been seen which show that some prejudiced person carefully trimmed off the perforations on all four sides of the stamps before affixing them to the letters.

A word of warning in regard to forged perforations. It is so easy a matter to approximate the work of the original machine that all kinds of fakes are found upon the market. Fortunately most such can be determined by careful comparison with the genuine perforated stamp. However extreme care must be used as valuable varieties may thus be manufactured, as, for example, by fraudulently perforating a stamp from the "three rows" of plate 3.

## CHAPTER XXVI

### COMPARATIVE RARITY OF SINGLES AND MULTIPLES,

THE 5th (1928) edition of Scott's Specialized Catalogue of United States Postage Stamps lists single copies, pairs, and blocks of the 3c 1851-1857 as follows, the prices here given for single copies being those for the cheapest color:

#### CANCELLED

	Single	Pair	Block of Four
3c 1851 .....	.25	3.50	40.00
3c 1857 Type I .....	.75	3.00	100.00
3c 1857 Type II .....	.08	.40	20.00

#### UNUSED

3c 1851 .....	3.50	12.00	30.00
3c 1857 Type I .....	12.00	30.00	125.00
3c 1857 Type II .....	.30	.75	2.50

It will be noted that a used pair of 3c 1851 is listed at seven times the price of two single copies, while the value of a used block of four is forty times that of four single copies. Unused, a pair has about one and one-half times the value of two single copies, while a block of four is worth a little less than double the value of four single copies. A used block of four of the 3c 1857 Type I is priced at thirty-three and one-third times the value of four single copies. Unused, a block of four of these stamps is given at a bit over twice the value of four singles. The Type II stamp, used, is quoted in a block of four at sixty-two and one-half times the price of four single copies, while unused it is quoted at but about twice the price of four single copies. The catalogue does not list any strips of stamps, or any blocks other than those of four.

Some years ago I made a record of the number of imperforate pairs, strips, and blocks I had obtained up to a certain time so that I could estimate the percentage which came from each plate. From this record I was able to take 2,000 used pieces which had been purchased as they came, from many sources, and were therefore practically unpicked. I found that of these 1605 were pairs; 256 were strips or blocks of three; 78 were strips or blocks of four; 33 were strips or blocks of five; 18 were strips or blocks of six; 4 each were strips or blocks of seven and eight, while one was a block of ten and one a block of twelve. I feel that this gives the relative absolute rarity of such pieces very accurately. It will be seen that strips of three are about six and one-quarter times rarer than pairs, and strips of four about twenty and one-half times rarer.

As far as unused pieces are concerned, the figures given for used stamps do not hold. Unused blocks are, in proportion to single copies, pairs and strips, much more common. A considerable number of large unused imperforate blocks are known, including one full pane of 100 stamps which was in the Crawford collection. No used imperforate pieces larger than blocks of 12 have been noted excepting that I had in my collection two pen-cancelled blocks, one of 15 and one of 19. I am convinced that these did postal duty in spite of the fact that a pen cancellation is not a difficult thing to add at any time.

Unused Type I perforated stamps in blocks have somewhat the same value in proportion to single copies as do the imperforate stamps. The unused Type II perforated stamps present quite a different aspect because of the fact that there were numerous remainders. When the Civil War broke out many Southern postmasters did not return their United States stamps to Washington. These stamps were demonetized, and when the war was over many found their way back to

Washington and later came on the market. A number of years ago these actually were sold by dealers at \$2.50 per pane of 100, less than face value. About 1909 I purchased them unused in blocks, but not in complete panes, at \$3.00 per hundred. Full panes from the commoner plates sold for about \$15.00, as late as eighteen years ago.

It will be understood readily that the absolute rarity of the various sized pieces mentioned differs decidedly from the relative or money value. What any item is worth when it is sold depends much more on the supply and demand than it does on its absolute rarity. In a previous chapter it was estimated that there were issued about 362 million imperforate 3c, about 38½ million perforated Type I and about 658½ million perforated Type II. Thus the imperforate are only 1.8 times scarcer than the perforated stamps, and about 1.7 times scarcer than the Type II stamps; while the Type I perforated is about 16.5 times scarcer than the Type II. However, quite rightfully, catalogue value is not in this proportion.

A word or two about pairs or better in the rarer colors or with odd cancellations. Although the orange-brown color of the 3c 1851 is listed at \$2.00, while the commonest color is listed at 25c, it does not follow that a block of four in orange-brown is worth eight times the \$40.00 which is given as a price of an ordinary used block of four. The same is true with scarce cancellations. The commonest black cancellation is worth 25c, while a green postmark is priced at \$4.00, but it would be ridiculous to say that a block of four with green cancellation is worth sixteen times a block of four with an ordinary black postmark. Such pieces, to be sure, have a value in excess of that of ordinary ones, but no rule can be given, the worth depending on the condition, etc., of each individual item.

In attempting to list the comparative rarity of the various pieces I shall not try to price any of them in dollars and cents, for the reason that prices have been going steadily upward for several years, and will in all probability continue so to do. It seems better, in making the comparisons of relative (not absolute) rarity, to use a single fine copy of the ordinary shade as a unit of value. The table which follows is to be taken more as a general guide than as a means of strict valuation.

TABLE SHOWING THE COMPARATIVE VALUE OF CANCELLED PAIRS, STRIPS AND BLOCKS WITH A SINGLE FINE USED COPY

Ordinary Color	Fine Single Copy	Pair	Strip of 3	Strip of 4	Strip of 5	Strip of 6	Strip of 7	Strip of 8	Strip of 10	Block of 4	Block of 6	Block of 8	Block of 10
3c 1851	1	20	35	70	100	175	300	500	850	200	400	800	1250
3c 1857 Type I	1	8	15	30	50	125	175	250	350	150	200	300	500
3c 1857 Type II	1	20	40	80	150	225	400	600	900	300	500	900	1200

The value of a "block" of three is a little more than that of a strip of four.

Using the same two thousand pieces already mentioned, an estimate of the proportion of vertical pairs and strips as compared to the number of horizontal pieces has been made, with the following results: vertical pairs were five and one-half times scarcer than horizontal, vertical strips of three, three and a half times scarcer, vertical strips of four six times scarcer, and vertical strips of five twelve times scarcer than horizontal ones. In spite of this, vertical pieces probably have little or no value in excess of horizontal pieces. Blocks of four, incidentally, were found to be five and a half times scarcer than strips of four.

Allowance must be made for the fact that imperforate stamps are, generally speaking, more desirable than those perforated. This is particularly true with pairs or better. The standard of condition must be lowered a little with large pieces, particularly those in used condition.

Stamps on the original envelope or letter sheet generally have a considerably higher value than those which have been removed. Here again it is impossible to give any fixed rules for guidance. A cancellation which may not touch the stamp may make a cover valuable where otherwise it would be worth little or no premium. The condition of the cover as well as the stamp itself is another factor. A small, neat, clean cover is much more desirable than one that is unusually large, or that is soiled or mussy. It also may make much difference in the value whether or not the stamp is "tied on" the cover by the cancellation. If not, the question may be raised as to whether or not the stamp really belongs on the cover. Mounting stamps on envelopes which have a rare cancellation (such as a railroad) is unfortunately not uncommon, and must be guarded against as best may be. Further, the destination of the letter is a factor. Many men collect the various rates to foreign countries, so a cover to an unusual place or showing an odd rate may have a decidedly increased value.

As is only too evident, the question of comparative value is difficult and complicated. The determining factors are so numerous that it is necessary in the final analysis for each individual piece to be considered by itself when the attempt is made to place a value on it. Striking items, the so-called show-pieces, are those which, above all, bring fancy prices.

CHAPTER XXVII  
CATALOGUE QUOTATIONS

**B**ECAUSE of the fact that the listing and pricing in the catalogue is to some extent an index of the popularity and importance of the stamp, I have copied the figures from Scott's Catalogue from the beginning to date, lacking only a very few early editions. I am able to do this largely through the kindness of Mr. William R. Ricketts, the authority on philatelic literature.

The first fifteen editions of Scott's Catalogue consist of one page only, issued monthly from June, 1867, to August, 1868, and are of course only price lists. Beginning with the 16th edition it was issued for the first time as a real catalogue. Prior to the 58th edition the listing is very simple.

				Unused	Used
1868—Sept.	16th Edition	1851 issue, 3c red	.....	\$.03	\$.02
1869—June	17th	"	Lacking		
1870—March	18th	"	"		
1870—May	19th	"	"		
1870—July	20th	"	"		
1870—Nov.	21st	"	"		
1871—June	22nd	"	1851 issue, 3c red, Washington	.03	.02
1871—Nov.	23rd	"	Same as 22nd Edition		
1872—	24th	"	" " " "		
1873—	25th	"	" " " "		
1873—	26th	"	" " " "		
1874—	27th	"	" " " "		
1874—	28th	"	" " " "		
1874—	29th	"	" " " "		
1875—	30th	"	1851 issue, 3c red, Washington	.02	.01
1876—	31st	"	Same as 30th Edition		
1876—	32nd	"	" " " "		
1876—	33rd	"	" " " "		
1877—	34th	"	" " " "		
1877—	34th	"	(in Spanish) Same listing under "Estados Unidos"		
1878—	35th	"	Same as 30th Edition		
1879—	36th	"	" " " "		
1879—	37th	"	" " " "		
1880—	38th	"	" " " "		
1881—	39th	"	Lacking (Probably same as 30th Edition)		
1882—	40th	"	" " " " " "		
1882—	41st	"	Same as 30th Edition		
1882—	42nd	"	" " " "		
1883—	43rd	"	" " " "		
1883—	44th	"	1851 issue, 3c red, "Unperforated"	.15	.05
			1857 issue, 3c red, Perforated	.02	.01
1884—	45th	"	Same as 44th Edition		
1885—	46th	"	" " " "		
1886—	47th	"	" " " "		
1886—	48th	"	1851 issue, 3c red, Washington	.15	.01
			1857 issue, 3c red, Perforated	.05	.01
			1857 issue, 3c red, Perforated		
			(outer line)		.03

1887—	49th	“	1851 issue, 3c red, Washington .....	.15	.01
			1857 issue, 3c red, Perforated .....	.05	.01
			1857 issue, 3c red, Perforated .....		
			(outer line) .....	—	.50
1889—	50th	“	1851 issue, 3c red, Washington .....	.15	.01
			1857 issue, 3c red, Perforated .....	.05	.01
			1857 issue, 3c red, Perforated .....		
			(outer line) .....	—	.35
<b>1890-91—51st Edition</b>					
				Unused	Used
1851	3c.,	red,	Washington .....	.15	.01
1856	3c.,	red,	Washington, perforated .....	.05	.01
1857	3c.,	red,	Washington, perforated, with outer line .....	—	.35
<b>1891-2—52nd Edition</b>					
1851	3c.,	red,	Washington .....	.25	.02
1856	3c.,	red,	Washington, perforated .....	.05	.01
1857	3c.,	red,	Washington, perforated, with outer line .....	—	.35
<b>1892-3—53rd Edition</b>					
Same as 52nd Edition					
<b>1894—54th Edition</b>					
1851	3c.,	red,	Washington .....	.25	.02
1856	3c.,	red,	Washington, perforated .....	.05	.02
1857	3c.,	red,	Washington, perforated, with outer line .....	—	.35
<b>1895—55th Edition</b>					
1851-6	3c.,	red,	Washington .....	.25	.02
1856-60	3c.,	red,	Washington, perforated .....	.08	.02
1856-60	3c.,	red,	Washington, perforated, with outer line .....	10.00	.35
<b>1896—56th Edition</b>					
1851-6	3c.,	red,	Washington .....	1.00	.02
1856-60	3c.,	red,	Washington, perforated .....	.10	.02
1856-60	3c.,	red,	Washington, perforated, with outer line .....	15.00	.35
<b>1897—57th Edition</b>					
1851-6	3c.,	red,	Washington .....	2.00	.02
1856-60	3c.,	red,	Washington, perforated .....	.10	.02
1855-60	3c.,	red,	Washington, perforated, with outer line .....	15.00	.35
<b>1898—58th Edition</b>					
1851-56	3c.,	red,	Washington .....	2.00	.02
1851-56	3c.,	orange-red .....		2.00	.02
1851-56	3c.,	rose-red .....		4.00	.02
1851-56	3c.,	lake-red .....		4.00	.02
1855-60	3c.,	red,	Washington, perforated .....	.10	.02
1855-60	3c.,	orange-red,	Washington, perforated .....	.10	.02
1855-60	3c.,	rose-red,	Washington, perforated .....	.10	.02
1855-60	3c.,	lake-red,	Washington, perforated .....	.25	.03
1855-60	3c.,	red,	Washington, perforated, with outer line .....	15.00	.35
1855-60	3c.,	rose-red,	Washington, perforated, with outer line .....	20.00	.50
<b>1900—59th Edition</b>					
1851-6	3c.,	dull red,	Washington .....	1.50	.02
1851-6	3c.,	rose,	Washington .....	2.50	.02
1855-60	3c.,	rose,	Type I, Washington .....	12.50	.25
1855-60	3c.,	dull red,	Type II, Washington .....	.10	.02
1855-60	3c.,	rose,	Washington .....	.10	.03

**1901—60th Edition**

1851-6	3c., dull red, Washington	1.50	.02
1851-6	3c., rose, Washington	1.50	.02
1855-60	3c., rose, Type I, Washington	12.50	.25
1855-60	3c., dull red, Type II, Washington	.10	.02
1855-60	3c., rose, Type II, Washington	.10	.03

**1902—61st Edition**

1851-6	3c., dull red, Washington	1.50	.02
1851-6	3c., rose, Washington	1.50	.02
1857-60	3c., rose, Type I, Washington	12.50	.25
1857-60	3c., dull red, Type II, Washington	.10	.02
1857-60	3c., rose, Type II, Washington	.10	.03

**1903—62nd Edition**

Same as 61st Edition

**1904—63rd Edition**

1851-6	3c., dull red, Washington	1.50	.03
1851-6	3c., rose, Washington	1.50	.03
1857-60	3c., rose, Type I, Washington	12.50	.25
1857-60	3c., dull red, Type II, Washington	.10	.02
1857-60	3c., rose, Type II, Washington	.10	.03

**1905—64th Edition**

Same as 63rd Edition

**1906—65th Edition**

Same as 63rd Edition

**1907—66th Edition**

1851-6	3c., dull red, Washington	1.50	.03
1851-6	3c., rose, Washington	1.50	.03
1857-60	3c., rose, Type I, Washington	12.50	.25
	a, Type I, imperforate vertically	—	—
	b, Type I, imperforate horizontally	—	—
1857-60	3c., dull red, Type II, Washington	.10	.02
1857-60	3c., rose, Type II, Washington	.10	.03
	a, Type II, imperforate vertically	—	—

**1908—67th Edition**

Same as 66th Edition

**1909—68th Edition**

Same as 66th Edition

**1910—69th Edition**

Same as 66th Edition

**1911—70th Edition**

Same as 66th Edition

**1912—71st Edition**

1851-6	3c., dull red, Washington	1.50	.04
	a, rose	1.50	.10
1857-60	3c., rose, Type I	12.50	.30
	a, imperforate vertically	—	—
	b, imperforate horizontally	—	—
1857-60	3c., dull rose, Type II	.12	.02
	a, rose	.12	.03
	b, imperforate vertically	—	—

**1914—72nd Edition**

1851-6	3c., dull red, Washington	1.50	.04
	a, rose	1.50	.10

1857-60 3c., rose, Type I .....	12.50	.30
a, imperforate vertically .....	—	—
b, imperforate horizontally .....	—	—
1857-60 3c., dull red, Type II .....	.15	.02
a, rose .....	.15	.03
b, imperforate vertically .....	—	—

**1915—73rd Edition**

1851 3c., dull red, Washington .....	1.50	.04
a, rose .....	1.50	.10
b, orange-brown .....	5.00	.25
1857 3c., rose, Type I .....	12.50	.30
a, imperforate vertically .....	—	—
b, imperforate horizontally .....	—	—
1857 3c., dull red, Type II .....	.15	.03
a, rose .....	.15	.03
b, imperforate vertically .....	—	—
Set of eight reprints .....	100.00	—

**1916—74th Edition**

1851 3c., dull red, Washington .....	1.50	.04
a, rose .....	1.50	.10
b, orange-brown .....	5.00	.25
c, vertical half used as 1c. ....	—	—
1857 3c., rose, Type I .....	12.50	.30
a, imperforate vertically .....	—	—
b, imperforate horizontally .....	—	—
1857 3c., dull red, Type II .....	.15	.03
a, rose .....	.15	.03
b, imperforate vertically .....	—	—
1875 3c., scarlet, reprint .....	15.00	—

**1917—75th Edition**

1851 3c., dull red, Washington .....	1.50	.04
a, rose .....	1.50	.10
b, orange-brown .....	5.00	.25
c, vertical half used as 1c. ....	—	—
1857 3c., rose, Type I .....	10.00	.30
b, imperforate horizontally .....	—	—
b, imperforate vertically .....	—	—
1857 3c., dull red, Type II .....	.15	.03
a, rose .....	.15	.03
b, imperforate vertically .....	—	—
1875 3c., scarlet, reprint .....	15.00	—

**1919—76th Edition**

Same as 75th Edition

**1920—77th Edition**

1851 3c., dull red, Washington .....	2.00	.10
a, claret .....	4.00	.25
b, orange-brown .....	7.00	.50
c, vertical half used as 1c. ....	—	175.00
1857 3c., rose, Type I .....	10.00	.30
a, imperforate vertically .....	—	—
b, imperforate horizontally .....	—	—

1857 3c., dull red, Type II .....	.20	.05
a, rose .....	.20	.05
b, imperforate horizontally .....	—	—
1875 3c., scarlet, reprint .....	15.00	—
<b>1922—78th Edition</b>		
1851 3c., dull red, Washington .....	2.50	.10
a, claret .....	4.00	.25
b, orange-brown .....	10.00	.75
c, vertical half used as 1c. ....	—	175.00
1857 3c., rose, Type I .....	12.00	.50
a, imperforate vertically .....	—	—
b, imperforate horizontally .....	—	—
1857 3c., dull red, Type II .....	.20	.05
a, rose .....	.20	.05
b, imperforate horizontally .....	—	—
1875 3c., scarlet, reprint .....	15.00	—
<b>1923—79th Edition</b>		
1851 3c., dull red, Washington .....	2.50	.10
a, claret .....	4.00	.25
b, orange-brown .....	10.00	.75
c, vertical half used as 1c. ....	—	250.00
1857 3c., rose, Type I .....	12.00	.50
a, imperforate vertically .....	—	—
b, imperforate horizontally .....	—	—
1857 3c., dull red, Type II .....	.25	.05
a, rose .....	.25	.05
b, imperforate vertically .....	—	—
1875 3c., scarlet, reprint .....	15.00	—
<b>1924—80th Edition</b>		
1851 3c., dull red, Washington .....	3.00	.15
a, claret .....	5.00	.35
b, orange-brown .....	12.00	1.00
c, vertical half used as 1c. ....	—	250.00
1857 3c., rose, Type I .....	12.00	.50
a, imperforate vertically .....	—	125.00
b, imperforate horizontally .....	—	100.00
1857 3c., dull red, Type II .....	.25	.05
a, rose .....	.25	.05
b, imperforate horizontally .....	—	—
1875 3c., scarlet, reprint .....	17.50	—
<b>1925—81st Edition</b>		
1851 3c., dull red, Washington .....	3.00	.15
a, claret .....	5.00	.35
b, orange-brown .....	15.00	1.00
c, vertical half used as 1c. ....	—	400.00
1857 3c., rose, Type I .....	12.00	.60
a, imperforate vertically .....	—	200.00
b, imperforate horizontally .....	—	175.00
1857 3c., dull red, Type II .....	.25	.05
a, rose .....	.25	.05
b, imperforate vertically .....	—	—
1875 3c., scarlet, reprint .....	17.50	—

## 1926—82nd Edition

1851 3c., dull red, Washington .....	3.00	.15
a, claret .....	6.00	.35
b, orange-brown .....	20.00	1.50
c, vertical half used as 1c. ....	—	500.00
1857 3c., rose, Type I .....	12.00	.75
a, imperforate vertically .....	—	200.00
b, imperforate horizontally .....	—	175.00
1857 3c., dull red, Type II .....	.25	.05
a, rose .....	.25	.05
b, imperforate vertically .....	—	—
1875 3c., scarlet, reprint .....	25.00	—

## 1927—83rd Edition

1851 3c., dull red, Washington .....	3.50	.20
a, claret .....	7.00	.40
b, orange-brown .....	25.00	1.75
c, vertical half used as 1c. ....	—	500.00
1857 3c., rose, Type I .....	12.00	.75
a, imperforate vertically .....	—	225.00
b, imperforate horizontally .....	—	200.00
1857 3c., dull red, Type II .....	.30	.06
a, rose .....	.30	.06
b, imperforate vertically .....	—	—
1875 3c., scarlet, reprint .....	25.00	—

## 1928—84th Edition

1851 3c., dull red, Washington .....	3.50	.25
a, claret .....	8.50	.50
b, orange-brown .....	30.00	2.00
c, vertical half used as 1c. ....	—	750.00
d, diagonal half used as 1c. ....	—	750.00
e, double impression .....	—	1000.00
1857 3c., rose, Type I .....	12.00	.75
a, imperforate vertically .....	—	300.00
b, imperforate horizontally .....	—	225.00
1857 3c., dull red, Type II .....	.30	.08
a, rose .....	.30	.08
b, imperforate vertically .....	—	—
c, imperforate horizontally .....	—	—
1875 3c., scarlet, reprint .....	30.00	—

It is an odd fact that the dates of issue of these stamps were not stated correctly until 1902. From 1890 to the present time the 3c 1851 stamp has increased fairly steadily in catalogue value from 1c to a price today varying from 25c to \$2.00 depending on the color, while the unused imperforate stamp has increased from 15c to a price of \$3.50 to \$30.00. The used perforated Type I stamp has increased very much less in proportion, from 35c to 75c today. This stamp was not priced unused until 1895, when it was listed at \$10.00 as against \$12.00 today. The 3c 1857 Type II has increased from 1c to 8c used, and from 5c to 30c unused.

No distinction was made between the imperforate and perforated stamps until 1883, and the "outer line" (3c 1857 Type I) was not listed until 1886.

The varieties imperforate in one direction of both Type I and II did not appear at all in the catalogue until 1907, and even then were not priced until the 80th edition dated 1924. The bisected 3c stamp was not mentioned until the 74th

edition (1916) and was not priced until the 88th edition (1920). The 3c 1875 reprint was not priced separately until the 74th edition (1916).

It will be noted on looking over the list that the price of both the imperforate and perforated stamps shows little variation until the 71st and 73rd editions appeared in 1912 and 1915. From that time until the present, prices have steadily risen. It was about the time that the 71st edition appeared that interest really became awakened in this stamp.

Early in 1923 the first edition of Scott's Specialized Catalogue of United States Postage Stamps appeared and four further editions have been issued since. This catalogue, while of course far from perfect, is on the whole, a most excellent piece of work and is much to the credit of the Scott Company. With the permission of the publishers I give the listing of the 3c 1851 and 1857 stamps as they appear in these five editions. Naturally I do not agree entirely either with the listing or the prices, but each edition has been better than the preceding and further improvement is to be expected. These catalogues have done much for specialization in all United States stamps.

### 1923—1st Edition Scott's Specialized Catalogue

	Unused	Used
<b>1851 3c., dull red, Washington</b> .....	\$ 2.50	\$ .10
red .....	2.50	.10
rose red .....	3.00	.15
dark rose red .....	3.50	.20
claret .....	4.00	.25
deep claret .....	7.50	.50
orange-brown .....	10.00	.75
On cover .....	—	.20
Pair .....	8.50	2.00
Block of four .....	17.50	25.00

### VARIETIES

Vertical half used as 1c. ....	—	250.00
Double transfer in "Three Cents" .....	8.50	2.00
Double transfer lines through "Three Cents" and rosettes		
double .....	40.00	15.00
"Gents" instead of "Cents" .....	12.50	5.00
Gash on shoulder .....	7.50	.75
Cracked plate .....	70.00	22.50
Worn plate .....	5.00	.50
Stitch watermark .....	8.50	2.00

### VARIETIES OF RECUTTING

Many of these stamps show recutting. The most prominent varieties are listed below:

1 line recut in upper left triangle .....	3.50	.25
2 lines recut in upper left triangle .....	6.00	.60
3 lines recut in upper left triangle .....	12.00	1.50
5 lines recut in upper left triangle .....	35.00	7.50
1 extra vertical line outside of left frame line .....	12.00	1.75
2 extra vertical lines outside of left frame line .....	20.00	3.50
1 extra vertical line outside of right frame line .....	15.00	2.00

## CANCELLATIONS

Black .....	.10	1857 Year Date .....	.60
Blue .....	.15	“ Paid ” .....	1.25
Red .....	1.00	“ Way ” .....	2.00
Brown .....	1.25	Railroad .....	6.00
Magenta .....	1.75	Express Mail .....	3.50
Ultramarine .....	2.50	“ Steam ” .....	2.50
Green .....	3.50	Steamboat .....	6.00
1853 Year Date .....	20.00	Steamship .....	3.50
1855 Year Date .....	3.00	Packet .....	12.00
1856 Year Date .....	1.00	Wells Fargo .....	—

## 1857

<b>1857 3c., rose, Type I</b> .....	12.00	.50
rose red .....	12.00	.50
claret .....	20.00	1.00
dull red .....	12.00	.50
On cover .....	—	1.00
Block of four .....	100.00	60.00

## VARIETIES

Imperforate vertically .....	—	125.00
Imperforate horizontally .....	—	100.00
Recut inner frame lines .....	40.00	6.00
Gash on shoulder .....	25.00	2.00
Double transfer .....	30.00	5.00
Worn plate .....	17.50	1.00
Cracked plate .....	150.00	50.00
Stitch watermark .....	20.00	4.00

## CANCELLATIONS

Black .....	.50	“ Way ” .....	2.50
Blue .....	.75	Railroad .....	4.00
Red .....	1.50	“ Steam ” .....	3.00
Brown .....	2.00	Steamship .....	4.00
Ultramarine .....	3.00	Packet Boat .....	12.50
Green .....	7.50	Supplementary Mail .....	10.00
“ Paid ” .....	1.00	Wells Fargo .....	6.00
<b>3c., dull red, Type II</b> .....	.25	.05	
red .....	.40	.10	
rose .....	.25	.05	
dark rose .....	.40	.10	
On cover .....	—	.20	
Block of four .....	1.50	15.00	

## VARIETIES

Imperforated vertically .....	—	—
Double transfer .....	—	4.00
Double transfer, rosettes double and line through “postage” .....	—	10.00
Cracked plate .....	100.00	50.00
Worn plate .....	1.00	.25 <sup>1</sup>
Stitch watermark .....	5.00	2.00

## CANCELLATIONS

Black .....	.05	" Paid " .....	.50
Blue .....	.10	" Steam " .....	2.50
Red .....	1.00	Steamboat .....	4.00
Brown .....	1.25	" Way " .....	2.50
Ultramarine .....	1.50	Railroad .....	4.00
Green .....	3.00	Wells Fargo .....	5.00
1857 Year Date .....	.50	Packet Cancellation .....	12.50
1858, 1859, 1860 or 1861 Year Date .....	.15	Supplementary Mail .....	10.00

## 1924—2nd Edition Scott's Specialized Catalogue

1851 3c., dull red, Washington .....	3.00	.15
red .....	3.00	.15
rose red .....	3.50	.20
dark rose red .....	4.00	.25
claret .....	5.00	.35
deep claret .....	8.00	.60
orange-brown .....	12.00	1.00
On cover .....	—	.25
Pair .....	9.00	2.50
Block of four .....	20.00	30.00

## VARIETIES

Vertical half used as 1c. ....	—	250.00
Diagonal half used as 1c. ....	—	250.00
Double transfer in "Three Cents" .....	8.50	2.00
Double transfer line through "Three Cents" and rosettes double .....	40.00	15.00
Triple transfer (92L2L) .....	—	7.50
"Gents" instead of "Cents" (66R2L) .....	12.50	5.00
Gash on shoulder .....	7.50	.75
Cracked plate (74, 84, 94, 96L5L, and 9R5L) .....	70.00	22.50
Worn plate .....	5.00	.50
Stitch watermark .....	8.50	2.00

## VARIETIES OF RECUTTING

All of these stamps were recut. Some of the most prominent varieties are listed below:

Recut inner frame lines .....	3.00	.15
One line recut in upper left triangle .....	3.50	.25
2 lines recut in upper left triangle .....	6.00	.60
3 lines recut in upper left triangle .....	12.00	1.50
5 lines recut in upper left triangle .....	35.00	7.50
1 line recut in lower left triangle .....	—	1.50
1 line recut in lower right triangle .....	—	1.00
1 line recut in upper right triangle .....	—	3.00
Recut button on shoulder (10R2L) .....	—	10.00
Lines on bust and bottom of medallion circle recut (47R6) .....	—	25.00
Upper part of top label and diamond block recut .....	—	.75
Top label and right diamond block joined .....	—	1.00
Top label and left diamond block joined .....	—	—
Lower label and right diamond block joined .....	—	—
Dot in lower right diamond block (69L5L) .....	—	7.50

1 extra vertical line outside of left frame line (29, 39, 49, 59, 69, 79L3) .....	12.00	1.75
2 extra vertical lines outside of left frame line (89, 99L3) .....	20.00	3.50
1 extra vertical line outside of right frame line (58, 68, 78, 88, 98L3) .....	15.00	2.00
No inner line and frame line close to design at right (9, 19L3) .....	20.00	3.50
No inner line and frame line close to design at left (70, 80, 90, 100L3) .....	15.00	2.00

The plate positions of the above varieties have been furnished by Dr. Carroll Chase.

CANCELLATIONS

Black .....	.15	1857 Year Date .....	.60
Blue .....	.20	“ Paid ” .....	1.25
Red .....	1.00	“ Way ” .....	2.00
Brown .....	1.25	Railroad .....	6.00
Magenta .....	1.75	Express Mail .....	2.00
Ultramarine .....	2.50	“ Steam ” .....	—
Green .....	3.50	Steamboat .....	6.00
Olive .....	—	Steamship .....	3.50
1851 Year Date .....	60.00	Packet .....	12.00
1853 Year Date .....	20.00	Wells Fargo .....	—
1855 Year Date .....	3.00	Red Carrier .....	—
1856 Year Date .....	1.00		

1857

3c., rose, Type I .....	12.00	.50
rose red .....	12.00	.50
claret .....	20.00	1.00
dull red .....	12.00	.50
On cover .....	—	1.00
Block of four .....	100.00	75.00

VARIETIES

Imperforate vertically .....	—	125.00
Imperforate horizontally .....	—	100.00
Gash on shoulder .....	25.00	2.00
Double transfer .....	30.00	5.00
“Gents” instead of “Cents” .....	—	—
Worn plate .....	17.50	1.00
Cracked plate .....	150.00	50.00
Stitch watermark .....	20.00	4.00

CANCELLATIONS

Black .....	.50	1861 Year Date .....	—
Blue .....	.75	“ Paid ” .....	1.25
Red .....	1.50	“ Way ” .....	2.50
Brown .....	2.00	Railroad .....	5.00
Ultramarine .....	3.00	“ Steam ” .....	4.00
Green .....	7.50	Steamship .....	5.00
1857 Year Date .....	1.00	Packet Boat .....	12.50
1858 Year Date .....	.75	Supplementary Mail .....	20.00
1859 Year Date .....	1.50	Wells Fargo .....	7.00
1860 Year Date .....	—		

All of these stamps were printed from plates used for the imperforates. It is therefore possible to find many varieties both imperforate and perforated.

## VARIETIES OF RECUTTING

Recut inner frame lines .....	40.00	6.00
1 extra vertical line outside of left frame line (29, 39, 49, 59, 69, 79L3) .....	—	—
2 extra vertical lines outside of left frame line (89, 99L3) .....	—	—
1 extra vertical line outside of right frame line (58, 68, 78, 88, 98L3) .....	—	—
No inner line and frame line close to design at right (9, 19L3) .....	—	—
No inner line and frame line close to design at left (70, 80, 90, 100L3) .....	—	—
3c., dull red, Type II .....	.25	.05
red .....	.40	.10
rose .....	.25	.05
dark rose .....	.40	.10
On cover .....	—	.20
Block of four .....	1.50	15.00

## VARIETIES

Imperforate vertically .....	—	—
Double transfer .....	—	4.00
Double transfer, rosettes doubled and line through "Postage" .....	—	15.00
Cracked plate .....	100.00	60.00
Damaged transfer above lower left rosette .....	.60	.25
Same, retouched .....	1.50	.50
Vertical frame lines extend only to top and bottom of stamp .....	3.00	1.00
Worn plate .....	1.00	.25
Stitch watermark .....	5.00	2.00

## CANCELLATIONS

Black .....	.05	" Paid " .....	.50
Blue .....	.10	" Steam " .....	2.50
Red .....	1.00	Steamboat .....	4.00
Brown .....	1.25	" Way " .....	2.50
Ultramarine .....	1.50	Railroad .....	4.00
Green .....	3.00	Express Mail .....	—
1857 Year Date .....	.50	Wells Fargo .....	5.00
1858, 1859, 1860 or 1861		Packet Cancellation .....	12.50
Year Date .....	.15	Supplementary Mail .....	10.00

## 1926—3rd Edition Scott's Specialized Catalogue

1851 3c., dull red, Washington .....	3.00	.15
red .....	3.00	.15
rose red .....	3.50	.20
dark rose red .....	4.00	.25
claret .....	6.00	.35
deep claret .....	10.00	.75
orange-brown .....	20.00	1.50
On cover .....	—	.25
Pair .....	10.00	3.00
Block of four .....	25.00	35.00

## VARIETIES

Vertical half used as 1c. ....	—	500.00
Diagonal half used as 1c. ....	—	500.00
Double transfer in "Three Cents" .....	8.50	2.00
Double transfer line through "Three Cents" and rosettes double .....	40.00	15.00
Triple transfer (92L2L) .....	—	7.50
Double transfer, "Gents" instead of "Cents" (66R2L) .....	12.50	5.00
Gash on shoulder .....	7.50	.75
Cracked plate (74L, 84L, 94L, 96L, and 9R, Plate 5L) .....	80.00	25.00
Worn plate .....	5.00	.50
Stitch watermark .....	8.50	2.00

## VARIETIES OF RECUTTING

All of these stamps were recut. Some of the most prominent varieties are listed below:

Recut inner frame lines .....	3.00	.15
1 line recut in upper left triangle .....	3.50	.25
2 lines recut in upper left triangle .....	6.00	.60
3 lines recut in upper left triangle .....	12.00	1.50
5 lines recut in upper left triangle .....	45.00	10.00
1 line recut in lower left triangle .....	—	1.50
1 line recut in lower right triangle .....	—	1.00
2 lines recut in lower right triangle .....	—	15.00
1 line recut in upper right triangle .....	—	3.00
Recut button on shoulder (10R2L) .....	—	15.00
Lines on bust and bottom of medallion circle recut (47R6) .....	—	30.00
Upper part of top label and diamond block recut .....	—	.50
Top label and right diamond block joined .....	—	1.00
Top label and left diamond block joined .....	—	—
Lower label and right diamond block joined .....	—	—
Dot in lower right diamond block (69L5L) .....	—	7.50
1 extra vertical line outside of left frame line (29L, 39L, 49L, 59L, 69L, 79L, Plate 3) .....	12.00	1.75
2 extra vertical lines outside of left frame line (89L, 99L, Plate 3) .....	20.00	3.50
1 extra vertical line outside of right frame line (58L, 68L, 78L, 88L, 98L, Plate 3) .....	15.00	2.00
No inner line and frame line close to design at right (9L, 19L, Plate 3) .....	20.00	3.50
No inner line and frame line close to design at left (70L, 80L, 90L, 100L, Plate 3) .....	15.00	2.00

The plate positions of the above varieties have been furnished by Dr. Carroll Chase.

## CANCELLATIONS

Black .....	.15	1857 Year Date .....	.60
Blue .....	.20	" Paid " .....	1.50
Red .....	1.25	" Way " .....	2.50
Brown .....	1.50	Railroad .....	7.50
Magenta .....	2.25	U. S. Express Mail .....	2.00
Ultramarine .....	3.00	" Steam " .....	3.50
Green .....	4.00	Steamboat .....	7.50
Olive .....	—	Steamship .....	4.50
1851 Year Date .....	75.00	Packet Boat .....	20.00

1852 Year Date .....	60.00	Express Company Cancellation	—
1853 Year Date .....	30.00	Red Carrier .....	—
1855 Year Date .....	3.50	Black Carrier .....	—
1856 Year Date .....	1.25		

## 1857

1857 3c., rose, Type I .....	12.00	.75
rose red .....	12.00	.75
claret .....	20.00	1.50
dull red .....	12.00	.75
With original gum .....	18.00	—
On cover .....	—	1.25
Block of four .....	125.00	100.00

All of these stamps were printed from plates used for the imperforates. It is therefore possible to find many varieties both imperforate and perforated.

## VARIETIES

Imperforate vertically .....	—	200.00
Imperforate horizontally .....	—	175.00
Gash on shoulder .....	25.00	2.75
Double transfer .....	30.00	6.00
Double transfer "Gents" instead of "Cents" .....	—	—
Triple transfer .....	—	—
Worn plate .....	17.50	1.25
Cracked plate .....	150.00	60.00
Stitch watermark .....	20.00	5.00

## VARIETIES OF RECUTTING

Recut inner frame lines .....	40.00	6.00
1 extra vertical line outside of left frame line (29L, 39L, 49L, 59L, 69L, 79L, Plate 3) .....	—	—
2 extra vertical lines outside of left frame line (89L, 99L, Plate 3) .....	—	—
1 extra vertical line outside of right frame line (58L, 68L, 78L, 98L, Plate 3) .....	—	—
No inner line and frame line close to design at right (9L, 19L, Plate 3) .....	—	—
No inner line and frame line close to design at left (70L, 80L, 90L, 100L, Plate 3) .....	—	—
Lines on bust and bottom of medallion circle recut (47R6) .....	—	—

## CANCELLATIONS

Black .....	.75	" Way " .....	4.00
Blue .....	1.00	Railroad .....	7.50
Red .....	2.00	" Steam " .....	5.00
Brown .....	2.50	Steamship .....	7.50
Ultramarine .....	3.50	Steamboat .....	—
Green .....	10.00	Packet Boat .....	15.00
1857 Year Date .....	1.50	Supplementary Mail .....	30.00
1858 Year Date .....	1.50	Express Company Cancellation .....	10.00
1859 Year Date .....	1.00	Black Carrier .....	—
" Paid " .....	2.00		

<b>3c., dull red, Type II</b> .....	.25	.05
red .....	.40	.10
rose .....	.25	.05
dark rose .....	.40	.10
On cover .....	—	.20
Block of four .....	2.00	17.50

## VARIETIES

Imperforate vertically .....	—	—
Imperforate horizontally .....	—	—
Double transfer .....	—	4.00
Double transfer, rosettes double and line through "Postage" .....	—	17.50
Cracked plate .....	100.00	60.00
Damaged transfer above lower left rosette .....	.60	.25
Same, retouched .....	1.50	.50
Vertical frame lines extend only to top and bottom of stamp .....	3.00	1.00
1 line recut in upper left triangle .....	—	—
Inner line recut at left .....	—	—
Inner line recut at right .....	—	—
Worn plate .....	1.00	.25
Stitch watermark .....	5.00	2.00

## CANCELLATIONS

Black .....	.05	" Steam " .....	3.50
Blue .....	.10	Steamboat .....	5.00
Red .....	1.25	" Way " .....	3.00
Brown .....	1.50	Railroad .....	6.00
Ultramarine .....	2.00	U. S. Express Mail .....	—
Green .....	4.00	Express Company Cancellation .....	7.00
1857 Year Date .....	.50	Packet Cancellation .....	15.00
1858, 1859, 1860 or 1861		Supplementary Mail .....	17.50
Year Date .....	.15	Black Carrier .....	—
" Paid " .....	.50	Red Carrier .....	—

## 1927—4th Edition Scott's Specialized Catalogue

<b>1851, 3c., dull red, Washington</b> .....	3.50	.20
red .....	3.50	.20
rose red .....	4.00	.25
dark rose red .....	4.50	.30
claret .....	7.00	.40
deep claret .....	12.00	1.00
orange-brown .....	25.00	1.00
On cover .....	—	.30
Pair .....	12.00	3.50
Block of four .....	30.00	40.00

## VARIETIES

Vertical half used as 1c. ....	—	500.00
Diagonal half used as 1c. ....	—	500.00
Double impression .....	—	—
Double transfer in "Three Cents" .....	8.50	2.00
Double transfer line through "Three Cents" and rosettes double .....	50.00	20.00
Triple transfer (92L2L) .....	—	10.00

Double transfer, "Gents" instead of "Cents" (66R2L) .....	12.50	5.00
Gash on shoulder .....	7.50	.75
Dot in lower right diamond block (69L5L) .....	—	7.50
Cracked plate (74L, 84L, 94L, 96L, and 9R, Plate 5L).....	80.00	25.00
Worn plate .....	5.00	.50
Stitch watermark .....	8.50	2.00

## VARIETIES OF RECUTTING

All of these stamps were recut. Some of the most prominent varieties are listed below:

Recut inner frame lines .....	3.50	.20
1 line recut in upper left triangle .....	4.00	.30
2 lines recut in upper left triangle .....	6.00	.60
3 lines recut in upper left triangle .....	12.00	1.50
5 lines recut in upper left triangle .....	60.00	15.00
1 line recut in lower left triangle .....	—	1.50
1 line recut in lower right triangle .....	—	1.00
2 lines recut in lower right triangle .....	—	15.00
1 line recut in upper right triangle .....	—	3.00
Recut button on shoulder (10R2L) .....	—	15.00
Lines on bust and bottom of medallion circle recut (47R6) .....	—	30.00
Upper part of top label and diamond block recut .....	—	.50
Top label and right diamond block joined .....	—	1.00
Top label and left diamond block joined .....	—	—
Lower label and right diamond block joined .....	—	—
1 extra vertical line outside of left frame line (29L, 39L, 49L, 59L, 69L, 79L, Plate 3) .....	12.00	1.75
2 extra vertical lines outside of left frame line (89L, 99L, Plate 3) .....	20.00	3.50
1 extra vertical line outside of right frame line (58L, 68L, 78L, 88L, 98L, Plate 3) .....	15.00	2.00
No inner line and frame line close to design at right (9L, 19L, Plate 3) .....	20.00	3.50
No inner line and frame line close to design at left (70L, 80L, 90L, 100L, Plate 3) .....	15.00	2.00

The plate positions of the above varieties have been furnished by Dr. Carroll Chase.

## CANCELLATIONS

Black .....	.20	1857 Year Date .....	.60
Blue .....	.25	" Paid " .....	1.50
Red .....	1.25	" Way " .....	2.50
Brown .....	1.50	Railroad .....	7.50
Magenta .....	2.25	U. S. Express Mail .....	2.00
Ultramarine .....	3.00	" Steam " .....	3.50
Green .....	4.00	Steamboat .....	7.50
Olive .....	—	Steamship .....	4.50
1851 Year Date .....	75.00	Packet Boat .....	20.00
1852 Year Date .....	60.00	Express Company Cancellation .....	—
1853 Year Date .....	30.00	Red Carrier .....	—
1855 Year Date .....	3.50	Black Carrier .....	—
1856 Year Date .....	1.25		

## 1857

1857, 3c., rose, Type I .....	12.00	.75
rose red .....	12.00	.75
claret .....	20.00	1.50
dull red .....	12.00	.75
With original gum .....	18.00	—
On cover .....	—	1.25
Block of four .....	125.00	100.00

All of these stamps were printed from plates used for the imperforates. It is therefore possible to find many varieties both imperforate and perforated.

## VARIETIES

Imperforate vertically .....	—	225.00
Imperforate horizontally .....	—	200.00
Gash on shoulder .....	25.00	2.75
Double transfer .....	30.00	6.00
Double transfer "Gents" instead of "Cents" .....	—	—
Triple transfer .....	—	—
Worn plate .....	17.50	1.25
Cracked plate .....	150.00	60.00
Stitch watermark .....	20.00	5.00

## VARIETIES OF RECUTTING

Recut inner frame lines .....	40.00	6.00
1 extra vertical line outside of left frame line (29L, 39L, 49L, 59L, 69L, 79L, Plate 3) .....	—	—
2 extra vertical lines outside of left frame line (89L, 99L, Plate 3) .....	—	—
1 extra vertical line outside of right frame line (58L, 68L, 78L, 88L, 98L, Plate 3) .....	—	—
No inner line and frame line close to design at right (9L, 19L, Plate 3) .....	—	—
No inner line and frame line close to design at left (70L, 80L, 90L, 100L, Plate 3) .....	—	—
Lines on bust and bottom of medallion circle recut (47R6) .....	—	—

## CANCELLATIONS

Black .....	.75	" Way " .....	4.00
Blue .....	1.00	Railroad .....	7.50
Red .....	2.00	" Steam " .....	5.00
Brown .....	2.50	Steamship .....	7.50
Ultramarine .....	3.50	Steamboat .....	—
Green .....	10.00	Packet Boat .....	15.00
1857 Year Date .....	1.50	Supplementary Mail .....	30.00
1858 Year Date .....	1.50	Express Company Cancellation .....	10.00
1859 Year Date .....	1.00	Black Carrier .....	—
" Paid " .....	2.00		

3c., dull red, Type II .....	.30	.06
red .....	.40	.10
rose .....	.30	.06
dark rose .....	.40	.10
On cover .....	—	.20
Block of four .....	2.50	20.00

## VARIETIES

Imperforate vertically .....	—	—
Imperforate horizontally .....	—	—
Double transfer .....	—	4.00
Double transfer, rosettes double and line through "Postage".....	—	17.50
Cracked plate .....	100.00	60.00
Damaged transfer above lower left rosette .....	.60	.25
Same, retouched .....	1.50	.50
Vertical frame lines extend only to top and bottom of stamp.....	3.00	1.00
1 line recut in upper left triangle .....	—	—
Inner line recut at left .....	—	—
Inner line recut at right .....	—	—
Worn plate .....	1.00	.25
Stitch watermark .....	5.00	2.00

## CANCELLATIONS

Black .....	.06	Steamboat .....	5.00
Blue .....	.10	Steamship .....	—
Red .....	1.25	" Way " .....	3.00
Brown .....	1.50	Railroad .....	6.00
Ultramarine .....	2.00	U. S. Express Mail .....	—
Green .....	4.00	Express Company Cancellation 7.00	7.00
1857 Year Date .....	.50	Packet Cancellation .....	15.00
1858, 1859, 1860, or 1861		Supplementary Mail .....	17.50
Year Date .....	.15	Black Carrier .....	—
" Paid " .....	.50	Red Carrier .....	—
" Steam " .....	3.50		

## 1928—5th Edition Scott's Specialized Catalogue

1851, 3c., dull red, Washington (1853-54-55) .....	3.50	.25
orange-red (1855) .....	3.50	.25
rose red (1854-55) .....	4.00	.35
brownish carmine (1852 and 56) .....	5.00	.35
claret (1857) .....	8.50	.50
deep claret (1857) .....	15.00	1.50
orange-brown (1851) .....	30.00	2.00
On cover .....	—	.35
On patriotic cover .....	—	—
Pair .....	12.00	3.50
Block of four .....	30.00	40.00

## VARIETIES

Vertical half used as 1c. ....	—	750.00
Diagonal half used as 1c. ....	—	750.00
Double impression .....	—	1000.00
Double transfer in "Three Cents" .....	8.50	2.00
Double transfer line through "Three Cents" and rosettes double	50.00	20.00
Triple transfer (92L2L) .....	—	10.00
Double transfer, "Gents" instead of "Cents" (66R2L).....	20.00	10.00
Gash on shoulder .....	7.50	.75
Dot in lower right diamond block (69L5L and 69L5e) .....	—	7.50
Cracked plate (74L, 84L, 94L, 96L, and 9R, Plate 5L) .....	100.00	30.00
Worn plate .....	5.00	.50
Stitch watermark .....	8.50	2.00

## VARIETIES OF RECUTTING

All of these stamps were recut at least to the extent of three frame lines and usually much more. Some of the most prominent varieties are listed below:

Recut inner frame lines .....	3.50	.25
1 line recut in upper left triangle .....	4.00	.30
2 lines recut in upper left triangle .....	6.00	.60
3 lines recut in upper left triangle .....	12.00	1.50
5 lines recut in upper left triangle .....	60.00	15.00
1 line recut in lower left triangle .....	—	1.50
1 line recut in lower right triangle .....	—	1.00
2 lines recut in lower right triangle .....	—	20.00
1 line recut in upper right triangle .....	—	3.00
Recut button on shoulder (10R2L) .....	—	15.00
Lines on bust and bottom of medallion circle recut (47R6) .....	—	30.00
Upper part of top label and diamond block recut .....	—	.30
Top label and right diamond block joined .....	—	1.00
Top label and left diamond block joined .....	—	3.00
Lower label and right diamond block joined .....	—	3.00
1 extra vertical line outside of left frame line (29L, 39L, 49L, 59L, 69L, 79L, Plate 3) .....	12.00	1.75
2 extra vertical lines outside of left frame line (89L, 99L, Plate 3) .....	20.00	3.50
1 extra vertical line outside of right frame line (58L, 68L, 78L, 88L, 98L, Plate 3) .....	15.00	2.00
No inner line and frame line close to design at right (9L, 19L, Plate 3) .....	20.00	3.50
No inner line and frame line close to design at left (70L, 80L, 90L, 100L, Plate 3) .....	15.00	2.00

The plate positions of the above varieties have been furnished by Dr. Carroll Chase.

## CANCELLATIONS

Black .....	.25	1857 Year Date .....	.60
Blue .....	.30	" Paid " .....	1.50
Red .....	1.25	" Way " .....	2.00
Orange .....	—	Numeral .....	4.00
Brown .....	1.50	Railroad .....	7.50
Magenta .....	2.25	U. S. Express Mail .....	2.00
Ultramarine .....	3.00	" Steam " .....	3.50
Green .....	4.00	Steamboat .....	7.50
Olive .....	10.00	Steamship .....	4.50
1851 Year Date .....	75.00	Packet Boat .....	20.00
1852 Year Date .....	60.00	Express Company Cancellation .....	35.00
1853 Year Date .....	30.00	Red Carrier .....	25.00
1855 Year Date .....	3.50	Black Carrier .....	25.00
1856 Year Date .....	1.25	Green Carrier .....	60.00

## 1857

1857, 3c., rose, Type I .....	12.00	.75
rose red .....	12.00	.75
claret .....	20.00	1.50
dull red .....	12.00	.75
With original gum .....	18.00	—
On cover .....	—	2.00

On patriotic cover .....	—	5.00
Pair .....	30.00	3.00
Block of four .....	125.00	100.00

All of these stamps were printed from seven of the plates used for the imperforates. It is therefore possible to find many varieties both imperforate and perforated.

## VARIETIES

Imperforate vertically .....	—	300.00
Imperforate horizontally .....	—	225.00
Gash on shoulder .....	25.00	2.75
Double transfer .....	30.00	6.00
Double transfer "Gents" instead of "Cents" (66R2L) .....	—	—
Triple transfer (92L2L) .....	—	—
Worn plate .....	17.50	1.25
Cracked plate .....	150.00	60.00
Stitch watermark .....	20.00	5.00

## VARIETIES OF RECUTTING

Recut inner frame lines .....	40.00	6.00
1 extra vertical line outside of left frame line (29L, 39L, 49L, 59L, 69L, 79L, Plate 3) .....	—	—
2 extra vertical lines outside of left frame line (89L, 99L, Plate 3) .....	—	—
1 extra vertical line outside of right frame line (58L, 68L, 78L, 88L, 98L, Plate 3) .....	—	—
No inner line and frame line close to design at right (9L, 19L, Plate 3) .....	—	—
No inner line and frame line close to design at left (70L, 80L, 90L, 100L, Plate 3) .....	—	—
Lines on bust and bottom of medallion circle recut (47R6) .....	—	—

## CANCELLATIONS

Black .....	.75	"Paid" .....	2.00
Blue .....	1.00	"Way" .....	4.00
Red .....	2.00	Railroad .....	7.50
Brown .....	2.50	Numeral .....	7.50
Ultramarine .....	3.50	"Steam" .....	5.00
Green .....	10.00	Steamship .....	7.50
1857 year date .....	1.50	Steamboat .....	7.50
1858 year date .....	1.50	Packet Boat .....	15.00
1859 year date .....	1.00	Supplementary Mail .....	30.00
		U. S. Express Mail .....	15.00
		Express Company Cancellation .....	10.00
		Black Carrier .....	—
<b>3c., dull red, Type II</b> .....	.30		.08
red .....	.40		.10
rose .....	.30		.08
dark rose .....	.40		.10
On cover .....	—		.20
On patriotic cover .....	—		2.50
Pair .....	.75		.40
Block of four .....	2.50		20.00

## VARIETIES

Imperforate vertically .....	---	1000.00
Imperforate horizontally .....	1000.00	—
Double transfer .....	—	4.00
Double transfer, rosettes double and line through "Postage" .....	—	17.50
Cracked plate .....	100.00	60.00
Damaged transfer above lower left rosette .....	.60	.25
Same, retouched .....	1.50	.50
Vertical frame lines extend only to top and bottom of stamp .....	5.00	1.00
1 line recut in upper left triangle .....	—	12.50
Inner line recut at left .....	—	25.00
Inner line recut at right .....	—	10.00
Worn plate .....	1.00	.25
Stitch watermark .....	5.00	2.00

## CANCELLATIONS

Black .....	.08	" Steam " .....	3.50
Blue .....	.10	Steamboat .....	5.00
Red .....	1.25	Steamship .....	10.00
Brown .....	1.50	" Way " .....	3.00
Ultramarine .....	2.00	Railroad .....	6.00
Green .....	4.00	U. S. Express Mail .....	17.50
1857 Year Date .....	.50	Express Company Cancellation .....	10.00
1858, 1859, 1860, or 1861 Year Date .....	.15	Packet Cancellation .....	15.00
" Paid " .....	.50	Supplementary Mail .....	20.00
Numeral .....	3.00	Black Carrier .....	15.00
		Red Carrier .....	15.00

Until Part 2 of Stanley Gibbons' Catalogue dated 1922-23 appeared, no attempt had been made by any of the foreign catalogues (or by Scott's either, for that matter the Specialized Catalogue had not yet appeared) to list the minor varieties of this stamp. However, the edition just mentioned of Stanley Gibbons' gives a list here reproduced, which was the first serious attempt of any catalogue to note the minor varieties. In spite of certain obvious errors the list is a very good one and much credit should be given to Stanley Gibbons for this pioneer effort.

## FROM PART II—STANLEY GIBBONS' CATALOGUE 1922-23

## Types of the 3 Cents

Type I—double lines on both sides.

Type II—single line on both sides.

3c., copper red (1851) Type I .....	60 0	4 0
3c., carmine red (1852) Type I .....	40 0	2 6
3c., pale brown red (1853) Type I .....	10 0	1 0
3c., pale red (1854) Type I .....	10 0	1 0
3c., orange red (1855) Type I .....	20 0	1 0
3c., carmine red (1856) Type II .....	20 0	1 6
3c., orange red (1856) Type II .....	20 0	1 6
3c., claret (1857) Type II .....	30 0	2 6

## VARIETIES

a Vertically laid paper .....	—	£5
b Recut or retouched from .....	50 0	10 0
c Shifts from .....	60 0	10 0
d Line through THREE CENTS .....	—	80 0

e "C" of "CENTS" like "G" .....	25 0
f Worn State of plate (1855) from .....	2 6
g Half used for 1 cent .....	—

## EXTRA FRAME LINE VARIETIES OF TYPE I

h No inside line on right .....	25 0
j No inside line on right and extra line on left .....	10 0
k One extra line on right .....	10 0
l No inside line on left .....	12 6
m No inside line on right and two extra lines on left .....	25 0

## 1857 PERFORATED

## Types of the 3 Cents

Type I—double lines at either side (Plates 2 and 3).

Type II—single lines at either side, and double lines at top and bottom (Plates 4, 5, and 6).

Type III—single lines at either side, but no lines at top or bottom (Plates 7 and 12).

3c., rose brown, Type I .....	£6
3c., rose brown, Type II .....	100 0
3c., deep red, Type III .....	5 0
3c., dull red, Type III .....	1 0
3c., brownish red, Type III .....	1 0
3c., pale rose red, Type III .....	2 0

## VARIETIES OF TYPE II

a Recut from .....	10 0
b Gash on shoulder .....	12 6
c Crack in plate (in rosette) .....	80 0
d Imperforate vertically .....	100 0
e Laid paper .....	100 0

## VARIETIES OF TYPE III

f Shifts from .....	15 0
g Double line on left .....	7 6
h Double line on right .....	7 6
j No line on right .....	15 0
k No line on left .....	7 6
l No line on either side .....	10 0
m Worn plate .....	5 0

In noting the increase in catalogue values since 1890 the fact must be remembered that the dollar has decidedly less purchasing value now than then. It is almost needless to say that any catalogue listing is nothing more than a very general guide as to prices. This is particularly true because so many factors must now be considered when an individual stamp is to be valued. With the present day tendency, or perhaps exaggeration is the word, as to the value of superb copies the catalogue price will in such instances be found of little aid. My own belief is that the future will continue to show a steady increase in the value of superb 3c 1851-57 stamps, and further, that the market prices will rise though perhaps more gradually for stamps which are technically described as "fine" and "very fine" in contradistinction to those which are "superb". Copies that are really poor will, I feel, increase very slowly in value and relatively will never show the marked increase of the better copies. One more factor which will aid in increasing the value of the imperforate stamp is the fact that it is platable, for as time goes on more and more collectors will attempt the reconstruction of at least the more common plates, thus taking a large number of copies off the market.

## CHAPTER XXVIII DEMONETIZATION

WHEN the Civil War broke out in the month of April, 1861, the Post-Office Department of the United States was obliged to consider measures to prevent such United States postage stamps as were in the hands of the postmasters in the seceding states from being sent to the North and sold, which would furnish money for the Confederate States. The Confederate States forbade the use of United States postage stamps on and after the first day of June, 1861, and incidentally increased the 3c letter rate to 5c. Luff on page 83 of his work gives the following quotation which he states is an extract from a proclamation of Mr. John H. Reagan who was Postmaster General of the Confederate States. This is dated April 13, 1861, and reads as follows:

“All postmasters are hereby required to render to the Post-Office Department at Washington, D. C., their final accounts and their vouchers for postal receipts and expenditures, up to the 31st day of this month, taking care to forward with said accounts all postage stamps and stamped envelopes remaining on hand, belonging to the Post-Office Department of the United States, in order that they may receive the proper credits therefore, in the adjustment of their accounts.”

As Luff states, it is doubtful if this was obeyed to any large extent as far as returning the United States stamps to Washington was concerned. It is certain that many were found in Southern post-offices after the War, and that this is the source of the comparatively large quantity of unused 1857 stamps which have been on the market. Luff states that one dealer acquired 2000 complete sets by indirect purchase and that another was given 1800 sets in return for assistance in arranging a government collection of postage stamps. He further states that all these sets were in full sheets.

The obvious way out of the dilemma was the one taken by the Department. This was to arrange for a new issue of stamps as soon as possible with different designs, and to demonetize the then current issue.

Luff in his work has handled the historical aspect of this question perfectly and I cannot do better than to quote what he has to say. He gives first an extract from an article in the *Chicago Times-Herald* dated September, 1896, which says:

“At the Post-Office Department I was told that in May, 1861, Postmaster General Montgomery Blair issued an order requiring all postmasters to return to the department all postage stamps and stamped envelopes in their possession, but I was unable to see the order, as no copy is preserved in the files of the department, and its precise language is unknown.

“I sought further information in the files of the National Intelligencer, preserved in the library of Congress, which was the organ of the department in 1861. I found in the issue of June 13, 1861, the following “extract from the department files”, introduced by appropriate editorial comment, published for the information of the public:

“There are now no postmasters of the United States, in the seceded States, authorized to sell stamps or collect postage, since the 1st of June, for this government. Postmasters, therefore, must treat all matter since the 1st of June coming from the seceded States, and mailed within these States, as unpaid matter to be held for postage. All such matter is ordered to be sent to the dead letter office at Washington to be disposed of according to law.”

“In the issue of the following day, June 14, 1861, the following appeared as an editorial paragraph:

“In consequence of the retention and improper use of postage stamps by delinquent postmasters in some of the seceded States, the Postmaster General has ordered a new stamped envelope, which will be ready for use in a few days, and that by the 1st of August there will be a new stamp with devices altogether different from the present.”

“In August, 1861, the following circular letter was sent to postmasters throughout the country:

POST-OFFICE DEPARTMENT

“Postmaster..... Finance Office.....1861.

Sir: You will receive herewith a supply of postage stamps which you will observe are of a new style, differing both in design and color from those hitherto used, and having the letters U. S. in the lower corners of each stamp, and its respective denomination indicated by figures as well as letters. You will immediately give public notice through the newspapers and otherwise, that you are prepared to exchange stamps of the new style for an equivalent amount of the old issue, during a period of six days from the date of the notice, and that the latter will not thereafter be received in payment of postage on letters sent from your office.

“You will satisfy yourself by personal inspection that stamps offered in exchange have not been used through the mails or otherwise; and if in any case you have good grounds for suspecting that stamps, presented to you for exchange, were sent from any of the disloyal states, you will not receive them without due investigation.

“Immediately after the expiration of the above period of six days, you will return to the Third Assistant Postmaster General all stamps of the old style in your possession, including such as you may obtain by exchange, placing them in a secure package, which must be carefully registered in the manner prescribed by Chapter 39, of the Regulations of this Department.

“Be careful also to write legibly the name of your office as well as that of your county and state. A strict compliance with the foregoing instructions is absolutely necessary, that you may not fail to obtain credit for the amount of stamps returned.

“Instead of sending stamps to the Department you can, if convenient, exchange them for new ones at some city post office, where large supplies are to be found. It being impossible to supply all offices with new stamps at once, you will deliver letters received from Kentucky, Missouri, Illinois, Ohio, Indiana, Maryland, and Pennsylvania, prepayed by stamps of the old issue, until September 10th, those from other loyal states east of the Rocky Mountains until the first of October, and those from the states of California and Oregon and from the Territories of New Mexico, Utah and Washington, until the first of November, 1861.

Your Obedient Servant,

A. N. ZEVELY,

Third Assistant Postmaster General”

“In a subsequent order the dates specified in the last paragraph of the foregoing circular were extended to November 1, 1861, December 1, 1861, and January 1, 1862, for the respective sections.

“The question of the authority of the Postmaster General to declare the stamps of the 1857 issue obsolete and invalid for postal purposes has been much discussed. The action met with public approval at the time and was, presumably, within his province. The acts of Congress did not restrict him to the employment of any particular designs for stamps or require their continuance in use after adoption, thus, constructively, leaving all such details to his discretion. The dicta of

the head of a department on matters placed within his control, have the authority of law, unless they are in conflict with a provision of the Constitution or of the statutes of the United States".

"The report of the Postmaster General, dated December 2, 1861, gives additional information concerning the changes in the postage stamps:

"The contract for the manufacture of postage stamps having expired on the 10th of June, 1861, a new one was entered into with the National Bank Note Company of New York, upon terms very advantageous to the Department, from which there will result an annual saving of more than thirty percent in the cost of the stamps.

"In order to prevent the fraudulent use of the large quantity of stamps remaining unaccounted for, in the hands of postmasters in the disloyal states, it was deemed advisable to change the design and the color of those manufactured under the new contract, and also to modify the design of the stamp upon the stamped envelope, and to substitute as soon as possible the new for the old issues. It was the design of the Department that the distribution of the new stamps and envelopes should commence on the first of August, but, from unavoidable delays, that of the latter did not take place until the 15th of that month.

"The number of postage stamps of the new style issued up to the 9th of November was 77,117,520 and the number of new stamped envelopes, 8,939,650. All post offices in the loyal states with the exception of certain offices in Kentucky and Missouri, have been supplied therewith. Those of the old issue have been exchanged and superseded. The old stamps on hand, and such as were received by exchange, at the larger offices, have been to a great extent counted and destroyed, and those of the smaller offices returned to the Department. It is proper to state that, in anticipation of the substitution of the new stamps and envelopes for the old issue, but limited supplies of the latter were sent to postmasters during June and July, so that the amount thereof remaining in their hands was comparatively small.

"The additional expense incurred by the change is very inconsiderable, in view of the greatly diminished cost of the new stamps as compared with that of the old, while the prevention thereby of the use of stamps unaccounted for in the hands of disloyal postmasters saves the Department from severe loss. Although the enumeration and destructions of the old stamps and envelopes is not yet completed, there is ample evidence that few received in exchange were sent from disloyal States."

As will be readily understood there was considerable confusion in the mind of the public at large and also among certain of the postmasters in the Northern states regarding the instructions sent out. It happened many times that stamps of the 1857 issue did postal duty, without postage due having been charged, after November 1, 1861, December 1, 1861, and January 1, 1862, in the three respective sections of the country. On the other hand, letters bearing 1857 stamps mailed before the expiration of the periods set by the circular of the Third Assistant Postmaster General were sometimes treated as unpaid, an obvious injustice to both the sender and receiver. The most marked example I have seen of this is a letter bearing a 3c 1857 stamp clearly postmarked Philadelphia Pa. Aug. 29, 1861, thus more than two months before the time finally set for the demonetization of this stamp in Philadelphia. It is addressed to Howell Works, Monmouth Co., N. J. The envelope is handstamped "DUE 3", and across the stamp is found the handstamped inscription in two lines, "OLD STAMPS NOT RECOGNIZED". (See Figure 100). Various methods were used of marking the envelopes to indicate that the stamps had been demonetized. The handstamp reading, "OLD STAMPS NOT RECOGNIZED" was often used. This has been seen only in black, except for

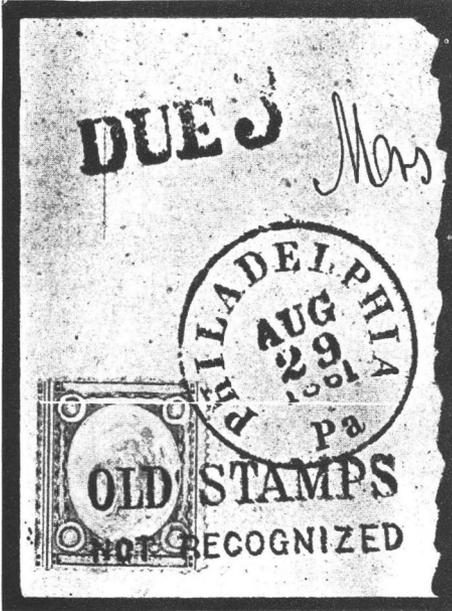


FIGURE 100

one example in blue from Chicago, Illinois. This same phrase is sometimes found written in ink. Again I have seen written by the postman, "Due 3c. Old Stamp". Occasionally the envelope was simply marked "DUE 3" or "DUE 6", the 1857 stamp sometimes being left uncanceled. One more remarkable envelope of a little different sort has been seen which is worthy of description. It bears a 3c 1857 Type II stamp. This is cancelled in pen and ink at its place of origin "Milford, Texs. May 31". (May 31, 1861, was the last day that U. S. stamps were good for postage in the South). It is addressed to Bloomfield, Nelson Co., Kentucky. It came North by way of Louisville and is postmarked in blue "LOUISVILLE KY JUN 30 1861", while directly across the stamp in three lines, in the same color of blue as the Louisville postmark, is the inscription "SOUTH. LETTER UNPAID DUE 3". (See Figure 101).

Other similar covers have been seen. Needless to say 1857 stamps on letters showing their use after the date of demonetization, or from any of the seceded states after May 31, 1861, are decidedly rare and of much interest. Their value is in accordance.

United States stamps used in the various southern states after they seceded from the Union and before June, 1861, are in one sense Confederate Provisionals. Of course, the United States Government never officially recognized the secession, but they formed a government which existed for about four years, and which,

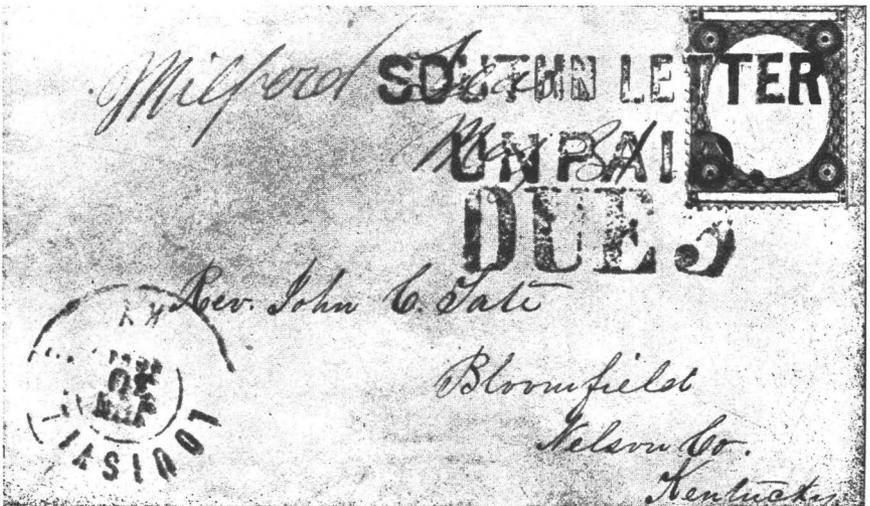


FIGURE 101

over most of this time, issued its own currency and postage stamps. The dates of secession, with certain other historical dates, are as follows:

- Dec. 20, 1860—South Carolina seceded
- Jan. 9, 1861—Mississippi seceded
- Jan. 10, 1861—Florida seceded
- Jan. 11, 1861—Alabama seceded
- Jan. 19, 1861—Georgia seceded
- Jan. 26, 1861—Louisiana seceded
- Feb. 1, 1861—Texas seceded
- Feb. 4, 1861—The Confederate States of America provisionally organized at Montgomery, Alabama
- Feb. 9, 1861—Jefferson Davis elected Provisional President
- Feb. 18, 1861—Jefferson Davis inaugurated President of the Confederate States of America at Montgomery, Alabama
- April 12-13, 1861—Fort Sumter bombarded
- April 17, 1861—Virginia adopted Ordinance of Secession subject to popular vote. This was ratified May 7, 1861.
- May 6, 1861—Arkansas seceded
- May 20, 1861—North Carolina seceded
- June 1, 1861—The Confederate Post Office Department took over the postal service in the seceded states. June 8, 1861—Tennessee seceded

Envelopes used from the respective states between the dates given and June 1, 1860, and especially those after February 4, 1861, when the Confederate States came into being, are most desirable and well worthy of careful search. The case of Texas shows one more extremely interesting fact. It seceded from the Union February 1, 1861, and according to the government of the state again became the "Republic of Texas" as it had been before entering the Union, December 29, 1845. It did not join the Confederacy until March 5, 1861; hence, United States stamps used in Texas during that limited period are in one sense "United States stamps used provisionally by the Republic of Texas". In fact all the states which had seceded before February 4, 1861 are sometimes considered as having been independent states or republics until that date. The question of the carrying of letters between the North and the South in both directions by express companies after the war broke out will be discussed later while considering express company cancellations. The history of the outbreak of the Civil War as reflected in postal matters makes a most interesting study for philatelists.

A few years after the Civil War, many new postoffice officials having entered the service, it is not surprising that one occasionally finds these stamps to have done postal duty without objection. For example I have a letter mailed from Brooklyn, N. Y. to New York City December 24, 1873, (not a philatelic cover) which was carried by a 3c 1857 stamp without question. Today at any post-office these stamps probably would be accepted without demur. I have two covers which I sent to myself in April, 1912, one bearing a 3c 1851 and the other a 3c 1857; both of which were mailed at the main post-office in New York City and came through without postage due.

## CHAPTER XXIX

### ORIGINAL PLATE PROOFS AND SPECIMEN COPIES

BY "ORIGINAL" plate proofs are meant those that date back to the time when the stamps were current. Ordinarily it has been considered that these did not exist. Mason's list of the United States proofs published in 1911, together with a supplement published in 1912—by far the most accurate and complete listing—does not even mention them. However, plate proofs on India paper and also on regular stamp paper exist from one of the plates used for the imperforate 3c stamps, and plate proofs on India paper exist of the entire 1857 set, as follows:

- 1c Type V from Plate 9
- 3c Type II, from one of the plates made for the perforated stamps, and showing the side frame lines continuous between the stamps
- 5c from Plate 2
- 10c from Plate 2
- 12c from Plate 3
- 24c, 30c, and 90c, all from Plate 1

Of course all known India paper plate proofs on the 5c, 24c, 30c, and 90c values, come from the same plates as used for this set, but the ordinary late plate proofs of the 1c, 3c, 10c, and 12c come from the new plates of 100 subjects each, made in 1875. The *original* plate proofs of these four values can be told from the 1875 and other later printings, only by the color. The original 1c, 3c, and 10c plate proofs are not the same type as the reprint proofs, and the original 12c proofs can be told by the weak and broken frame lines characteristic of plate 3.

The history of the 3c 1851 original plate proofs (as distinguished from the 3c 1857 Type II plate proofs issued a few years later) is as follows: A block of four and two singles (all of this kind that are known to exist) in a brownish carmine color exactly the same as used for certain late 1856 printings of the issued stamp, were found in Lord Crawford's collection, with the following note in the Earl's well known handwriting: "Printed on rice paper for experimental purposes, with a perforator, at Derby, England; showing laid lines in the paper". The "rice paper" is undoubtedly India paper. It is thus evident that they came from a supply sent to Bemrose & Son for experimental purposes with their perforating machines. It is hard to understand why they were printed on India paper rather than on ordinary stamp paper. These six specimens are all imperforate and show no signs of experimental perforation or rouletting. Perhaps none were used for that purpose, being considered unsuitable. They were undoubtedly made in 1856. They are all obliterated with a heavy smudge of black ink vertically through the center of each stamp, and all come from the right pane of plate 4.

Two other original plate proofs are known in black on the regular stamp paper. They both come from plate 4. One has three vertical black pen lines ruled on it and it is very likely that at one time the other had similar pen lines but that these have been removed. Other values of this set exist thus, notably the 1c, 5c, and 10c. Absolutely nothing is known as to the history of these, but they are of the highest degree of rarity, two copies being all that I have ever seen.

Little is known of the history of the sets which include the 3c Type II plate proof. They were evidently made late in 1860 or early in 1861, because the 90c value is included, and this stamp was not issued until August 13, 1860. They are uncancelled, on India paper, and some are still found on the original cardboard backing. The 3c is in a rose-brown, quite similar to the color of some of the issued stamps. Plate No. 20 was the one used as 34R20, with the plate flaw has been

seen. These proofs are decidedly rare, as I have seen or heard of less than a dozen copies. There was a block of four of each value of the set in the Worthington collection. Excepting for these, I have never seen any value except in single copies. Mr. Luff, who has a complete set, tells me that he got them from Australia, and I have found odd copies in both France and England, so it seems at least possible that they were distributed by the United States Post Office Department to foreign governments as samples of the stamps then current.

**SPECIMEN COPIES.** Here, again, nothing has been written, and evidently nothing known, regarding any 1851 or 1857 stamps, surcharged "SPECIMEN", but all the values of the 1857, except the 3c and 90c, are now known to exist, as well as the 1c and 3c of the 1851 set. The little that is known of their history is as follows: One set complete, excepting for the 90c value, was found in the Crawford collection, the 1c and 3c being imperforate; while the other values were perforated. The fact is noted in his own handwriting that he had never seen the 90c of this set thus surcharged. In a collection bought several years ago by the J. M. Bartels Company from the estate of an ex-employee of the Post Office Department at Washington, was found, in the space that the owner had made in his album for the 1c 1857 stamp, a copy of the 1c 1857 Type V with this identical surcharge. In addition to this surcharge it has a small cross in ink before it. The 3c 1857 Type II in the next space had an identical pen and ink cross, but was without the word "SPECIMEN", though from appearances it probably came from the same source. This collection evidently dated well back, at least to the period when it was the habit to glue the stamps firmly into the album.

The surcharge is in black, in old English type, about 13 mm. long, but for obvious reasons it may be just as well not to illustrate it. The stamps known with this surcharge and of which but one of each has been seen, are as follows:

1c 1851 Type II, from Plate 2 or 3

3c 1851 from Plate 8 (38R8)

1c 1857 Type V

3c 1857 Type II (with the typical pen mark, and also with the word "Specimen")

5c 1857 Type II, brown from Plate 2

10c 1857 Type II, from Plate 2

12c 1857 from Plate 3

24c and 30c 1857, both from Plate 1

I might add that I have no doubt but that these are genuine.

**SPECIAL PRINTINGS.** There is just a chance that a special printing exists of the 3c 1851, although I am frank to admit that the proof is very hazy. The facts, as far as I know them, are as follows: Some eight or ten years ago Mr. Eustace B. Power purchased, from a man who at one time had been connected with the Post Office Department, an envelope of proofs. These included one or more copies of the following proofs: The Franklin Carrier in brownish-orange on stamp paper; a number of copies of the 24c 1857 in various trial colors, including the catalogued imperforate lilac stamp; the 30c 1860 orange imperforate; a beautiful copy of the 90c 1860 imperforate in blue; as well as a number of copies, including one or two pairs, of this 90c in trial colors. I am not certain but I think there were one or two copies of the imperforate 30c black also in the lot. In this same envelope were found three 3c 1851's, single copies, which, fitted together made a vertical strip of three, 60, 70, and 80 from the left pane of plate 5(L). These are somewhat sulfureted, so that it is difficult to tell their original color. They are unusually clearly printed, however, perhaps not more so than an occasional issued stamp. They all have full original, brownish gum, which seems to me more shiny than on any of the original stamps that I have seen. Consider-

ing the source from which they came and the company which they kept I have always felt that there was a possibility that these came from some special sheet sent to the Postoffice Department by the contractors, and a bit different from the issued stamps. However, please remember that this is given for what it is worth, without any further opinion being expressed.

## CHAPTER XXX

### RATES—DOMESTIC AND FOREIGN

AS FAR as the 3c stamps are concerned, of course the great bulk of them was used to pay the ordinary 3c rate for domestic letters (other than "drop letters") going less than three thousand miles. Letters bearing the double 3c rate within this distance are not uncommon, while triple, quadruple and the higher multiple rates are seen in a decreasing proportion. From July 1, 1851, until March 3, 1855, the domestic rate over three thousand miles was 6c. This of course meant only the rate on letters between the Pacific Coast and the East. As there was no adhesive stamp of this value, two 3c stamps ordinarily were used in payment. Multiples of this 6c rate are occasionally seen though they are not common. From March 3, 1855, until after the period when the 3c 1857 stamps were demonetized the single letter rate between the Pacific Coast and the East was 10c. This was naturally most commonly paid with the 10c stamp, but the use of three 3c stamps with a 1c stamp is not rare. Occasionally the 10c rate was paid by four 3c stamps when the sender had no 1c stamps handy.

The Act of March 3, 1855, authorized the Postmaster General to establish a registry system and a rate of 5c in addition to the regular postage was decided upon. This was not used to any great extent and had little or no influence on the use of 3c stamps because the registry fee was, as far as my observation goes, always paid in cash while the 1851-'57 stamps were current.

Most used pairs of the 3c 1851 come from correspondence between the East and the Pacific Coast prior to March 3, 1855, or from letters which paid the double 3c rate under three thousand miles. Most strips of three come from letters which bore a 1c stamp in addition and went between the Pacific Coast and the East after March 3, 1855, or from letters which required the triple 3c rate under three thousand miles.

It is an odd fact that 3c adhesive stamps either imperforate or perforated used to pay the postage from one point to another on the Pacific Coast, and therefore under three thousand miles, are scarce. This is so because a large proportion of such mail was carried by the express companies and the law compelled them to use government stamped envelopes. Further the Pacific Coast was sparsely settled, and before 1856 many letters were posted without stamps.

As for foreign usage, the 3c stamps were not employed to any great extent. There was no 3c foreign rate and the only rates requiring exactly a multiple of this sum were certain 15c, 21c, 24c, and 30c rates to some European countries. Because the 3c stamp did not go abroad in any quantity, they are scarce in Europe in proportion to the other values, and are often priced accordingly. There was a 10c rate to Canada and the other British North American provinces; to Hawaii, Mexico, certain Central American countries (Panama, then New Grenada, in particular) and to Cuba and some of the other West Indian islands. Three 3c stamps used with the 1c to these countries is not an unusual combination. The rate from the Pacific Coast to Canada and the other British provinces in North America was 15c instead of 10c, and was sometimes paid by five 3c stamps.

Regarding the commoner rates to Europe, 24c was the postage to England, and while it was most commonly paid by two 12c stamps, and later by a single 24c, eight 3c stamps to make up this rate are sometimes found. To Belgium and France, while the imperforate stamps were current, the rates were seemingly 5c and 21c, and 3c stamps are not infrequently found in these combinations. A 15c rate to France evidently came into use about 1857. The rate to Germany seemed to be 5c and 30c while the imperforate stamps were current and 15c after 1857.

Italy at one time had a 27c rate though probably 21c was in effect generally when the imperforate stamps were in use. Covers to Switzerland, Spain, Austria, Holland and the other European countries are less common and the rates seem to vary considerably. Generally speaking the 3c stamps used to any foreign countries, excepting those in British North America, are uncommon and many rates are rare; particularly those paid entirely by the 3c stamps and those to the smaller countries and to the ones with which less commerce was done.

3c 1851-'57 stamps used *from* abroad *to* the United States should be mentioned here. Until sometime in the fifties mail between Canada and this country could be prepaid by the stamps of the respective countries, only to the border. To insure prepaid delivery the other side of the line it was necessary to add sufficient stamps of the other country when posting a letter. This was occasionally done, thus letters bearing both Canadian and United States stamps exist though they are rare.

Letters to the United States originating in certain West Indian and Central American ports (St. Thomas, Danish West Indies, and Aspinwall, New Grenada for example) are occasionally found in the 1851-'57 period bearing United States stamps. I believe most, if not all such covers, were posted on American ships; thus under the control of the United States postoffice. This, however, does not prevent such covers from having very decided interest.

Although I have read a statement (which is probably true, though I cannot verify it) that such usage was illegal, I have seen about a half dozen covers, including one or two folded letter sheets, franked with 3c 1853 envelope stamps which had been cut out and pasted on. In only one instance was there any evidence that postage due had been collected. These covers appeal to me as having unusual interest in the part of a collection where rates are shown.

## CHAPTER XXXI

### POSTMASTERS' PROVISIONALS OF THE 1851-'57 PERIOD

**A**LTHOUGH stamps were in common use throughout this entire period, in two instances at least the postmasters of small towns issued provisional envelopes due to the temporary lack of a supply of stamps. In one instance this was because the first supply of stamps had not been received and in the other to a temporary shortage. One of these covers has been listed in Scott's catalogue since 1915 while the other seems to me equally worthy of inclusion. These are deserving of detailed description. The first was used in Tuscumbia, Alabama, during the 1857 period; quite possibly early in the year 1858. These were discovered and were written up by Mr. John A. Klemann in the August, 1913, number of the *Philatelic Gazette*. His article may be briefly summarized as follows:

Two covers were found in the Carroll-Hoy correspondence, addressed to New Orleans, La. One shows a circular postmark in the upper right corner reading "Tuscumbia, Ala." around the top, "Paid" at the bottom and has a large numeral "3" in the center. This is the illustration in Scott's catalogue. The envelope shows in the upper left corner the customary circular postmark reading "Tuscumbia Ala Apr 30". The postmark first described also appears in the upper right corner of the second envelope but is covered with a 3c 1857 Type II stamp cancelled with the same postmark as appears in the upper left corner of the first cover. The date is May 20. These two covers make it quite evident that the postmaster having run out of 3c stamps made these provisional envelopes by including "3 PAID" in a circular postmark and applying it in the upper right corner of plain envelopes. These were cancelled with the dated handstamp when used. The fact that the second one bears a stamp is evidence of the receipt of a fresh supply of stamps, making the further use of the provisionals unnecessary.

A third copy was sold in New York City at auction by the Anderson Galleries a few years ago, bringing a little over \$500.00. This is a buff envelope bearing the usual provisional in red in the upper right corner, and the Tuscumbia black town postmark to the left of the center near the top. The envelope is addressed to St. Louis, Mo., and the letter, still enclosed, is dated Apr. 20, 1861. This date indicates either a second shortage of adhesive stamps, or the late use of the provisional which had been issued earlier. Perhaps the latter is the more likely explanation.

This was first listed in the 1915 edition of Scott's catalogue as "No. 29A 3c dull red on buff". It never has been priced in the catalogue.

The second provisional came into my possession recently and is illustrated in Figure 102. It was mailed from Woodstock, Conn., July 10, 1851, to Quinebaug, Conn., some five or six miles distant; both towns being in the extreme northern part of the state. The year is made certain by the addressee's notation on the left end. Both postmarks are in black, the one at the left without an outer ring being the postmark ordinarily in use about this period. The one at the right enclosed in a circle has no date but instead "PAID" and "3 Cts." Of the utmost importance is the fact that this last mentioned postmark is clearly visible on the back of the envelope. The other postmark, equally heavily struck, cannot be seen from the back; the inference being that the postmark at the right was applied while the envelope was empty and the other after the letter had been enclosed.

It is a well known fact that for a period of a few weeks after the 1851 issue appeared on July 1 of that year, the supply of stamps was entirely inadequate to meet the rather unexpected demand. For example, then current newspapers state that early in July, 1851, not more than one sheet of 100 stamps would be



FIGURE 102

sold to an applicant at the New York City postoffice. It is therefore extremely probably, if not absolutely certain, that many of the small postoffices were not supplied with stamps for the first few weeks after the issue made its appearance. This subject of the scarcity of stamps in July, 1851, is fully covered in the section on Contemporary Newspaper Comment.

It seems reasonable with these facts in mind to conclude that the postmaster at Woodstock, Connecticut, (then, as now, a tiny town) had no 3c stamps, and that to indicate prepayment he either sold envelopes handstamped by himself with the postmark shown in the upper right corner of the illustrated cover, or else, upon request and the payment of the postage, he would handstamp empty envelopes in this manner for his customers.

I have been collecting and noting unusual items such as this for nearly twenty years and with the exception of the Tuscumby, Alabama, envelope this is the only cover of the kind from any town which I have seen.

Many of the Confederate Provisional envelopes now listed in Scott's catalogue were made in exactly this same way until the regular issue of Confederate stamps was available. The only difference between this and the Tuscumby envelopes as compared with the Confederates is the extreme rarity of the former. It is hardly necessary to mention the fact that the ordinarily stampless covers which were used during the first few years of the life of the 1851 issue are common and not at all like this envelope, because in this case the two postmarks were obviously applied at different times.

Mr. Luff has very kindly examined the cover and is favorably impressed by it. I believe it should be listed in Scott's catalogue as No. 27b and placed after the Tuscumby, Alabama, envelope. It appeals to me as being of the greatest interest and rarity.

## CHAPTER XXXII BISECTED STAMPS

RELATED to the question of rates is the use of bisected 3c stamps to pay postage of less than 3c. Such use of the 3c stamp was never authorized by law but in the rare instances when bisected stamps were used the postal authorities seemingly allowed mail matter thus prepaid to pass the post without any postage due charge being made. Two different rates are found showing bisected 3c stamps. One is the 10c rate in effect after March 3, 1855, between the Pacific Coast and the East paid by three and one-third 3c stamps, and the other the 1c rate on unsealed circulars paid by half of the 3c stamp. The 1c drop letter rate may also thus exist.

Three examples of the first mentioned use are known. One is a cover from Weaverville, Cal., to Mansfield, Ohio, used February 5, probably 1856, bearing a horizontal strip of three with the necessary one-third of the fourth stamp still attached. The strip is cancelled twice and tied to the cover by the black town postmark reading "Weaverville, Cal. Feb. 5". (See Figure 103). The second bears three single copies of the 3c 1851 with about one-third of another used from Wrentham, Mass., to San Francisco, Cal. The black town postmark reading "Wrentham Ms" touches one of the stamps and has the date "June 4" in the center in manuscript. Each of the stamps is cancelled with a black gridiron and this so hits the bisected stamp that it covers the cut and ties it to the envelope. The stamps come from plate 5(L) and judging from their color the cover was used in 1856. The third envelope was used from New Orleans to San Francisco May 19, probably 1855. It bears a single 3c 1851 and a pair and about half of another stamp, all in one piece, next to it. The town postmark is in red and reads "New Orleans La. May 19". The stamps are all cancelled with a black gridiron which does not tie them to the cover. The single stamp is a different color from the pair but all are 1855 printings. While this cover is less satisfactory than the other two it is almost certainly authentic.

Of the bisected 3c stamps used to pay the 1c circular rate I have three copies in my collection on entire cover which seem perfectly good, and two more, on less than the whole cover, which quite possibly are good.

The first of my three entire covers is one of two mentioned by Mr. Luff on page 70 of his work; used from San Francisco, Cal., May 31, 1853. The second he mentions was used one day earlier. Excepting for these four covers I have not seen any bisected 3's used to pay the 1c rate which satisfied me as to their genuineness. Of these four, three are bisected diagonally and one vertically. They may be described as follows: The lower right diagonal half of a 3c 1851 used on a printed circular from San Francisco, Cal., May 31, 1853, to James P. Smith, Jr., Philadelphia. On the cover in the same handwriting as the address is written "Via Nicaragua". The stamp is cancelled with a heavy black gridiron which covers the cut and ties it to the cover. On the cover is stamped in blue "Via Nicaragua Ahead of the mails" in two lines with no frame. The right end of the inscription shows in the space which would be covered by the other half of the stamp were it not bisected. (See Figure 104). I have not seen the other cover which Mr. Luff lists although it is undoubtedly very similar to this one. Another is the upper left diagonal half of a 3c 1851 used on an unsealed circular from New York City to "A. G. Hull Esq., Fulton, Oswego Co., N. Y." While the entire circular is present it bears no date whatever. It is entirely printed and shows no handwriting at all excepting the address on the face. The postmark which covers the stamp,

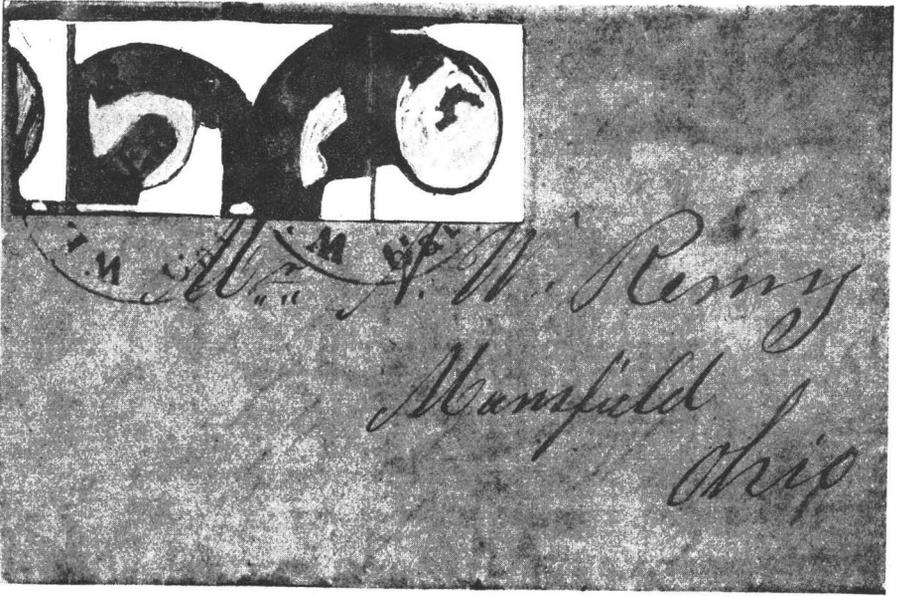


FIGURE 103

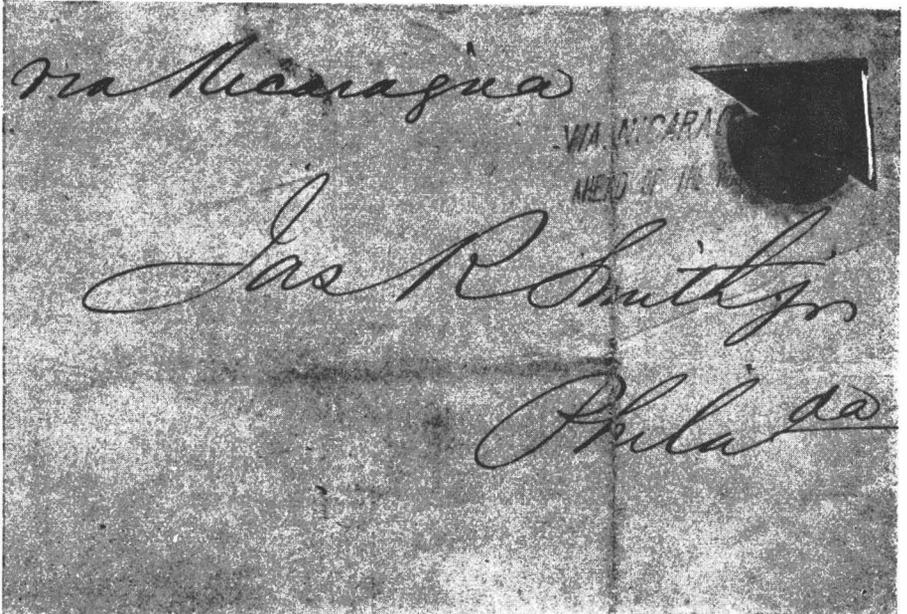


FIGURE 104

reads "New-York Apr 2 5 cts." This covers all sides of the stamp and ties it to the cover. The fact that "5 cts" appears in the postmark means nothing as this handstamp was not infrequently used by error on letters bearing 3c stamps. (See Figure 105). The fourth cover bears the right *vertical* half of a 3c 1851 and was used on an unsealed envelope, which evidently bore a circular, from Jordan,

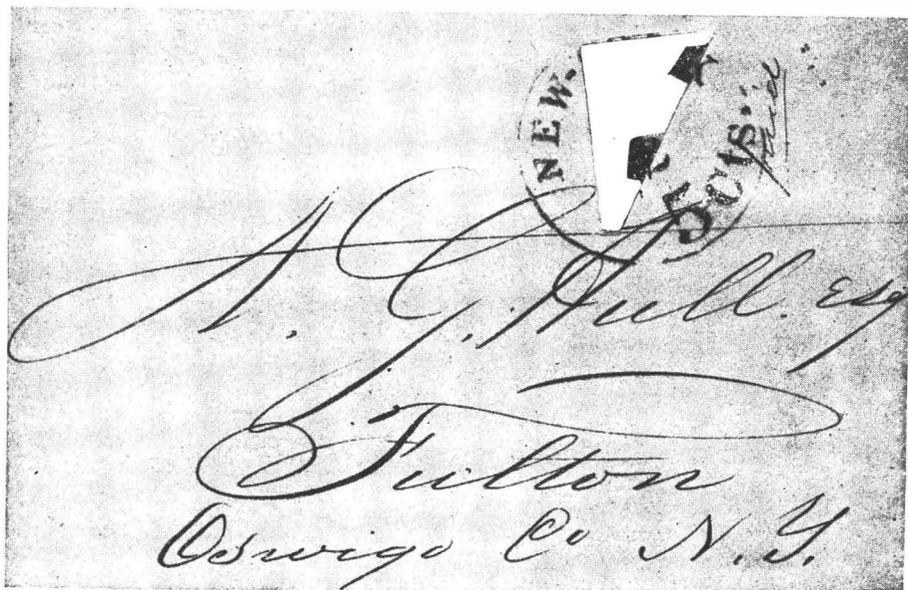


FIGURE 105

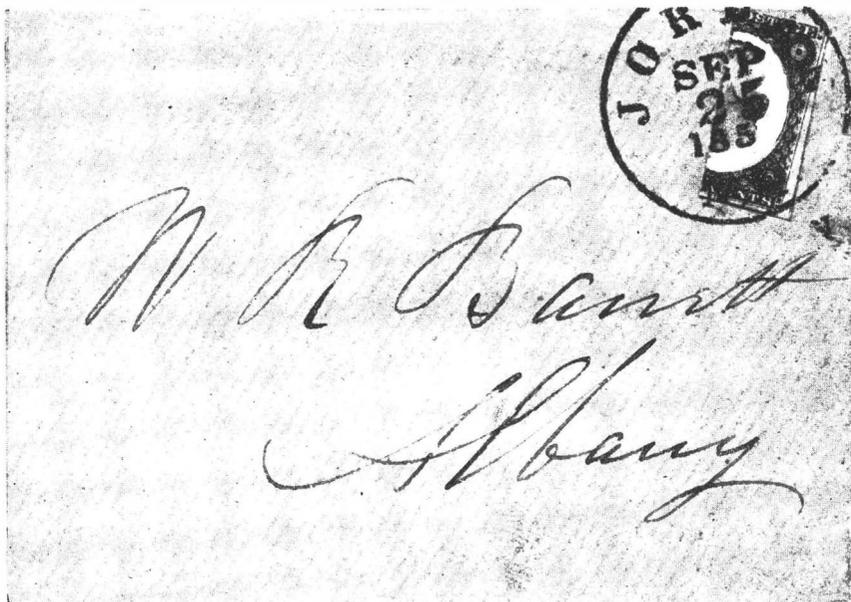


FIGURE 106

N. Y., to "W. R. Barrett, Albany". The stamp is on the upper right corner of the envelope and is cancelled in black with the town postmark reading, "Jordan, N. Y. Sep. 25, 1857". This covers all sides of the stamp and ties it to the envelope. (See Figure 106).

As an example of a bisected stamp on part cover, I have the right vertical half of a 3c 1851 on one-third of a buff envelope cancelled with a black town post-

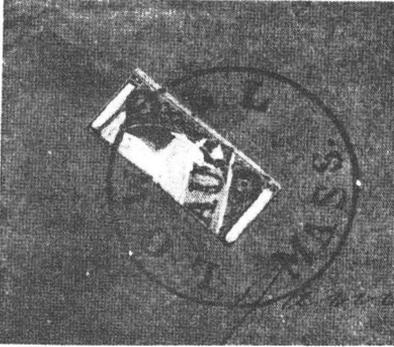


FIGURE 107

mark reading "Lowell Mass. Aug. 3" which covers the cut and ties it to the envelope. The postmark matches absolutely that used by Lowell at this period so the piece is almost surely authentic as far as it goes. If the envelope were only entire it could be accepted without any question. (See Figure 107).

One more bisected 3c stamp has been seen which seemed absolutely good and which was used in a most peculiar way. It is on the face of a cover addressed to "Messrs. Gilbert & Co., St. John, New Brunswick". The piece bears no year date. In the upper right corner is a 1c 1851, a 3c 1851, and the lower

left diagonal half of another 3c 1851, which all together paid the 5c rate. Each stamp is tied to the cover with a black gridiron cancellation which in the case of the bisected stamp covers the cut. In place of the town postmark is the black railroad cancellation covers reading, "U. S. Express Mail N. York, N. Y. Oct. 23". As both the 1c and 3c stamps are colors used in the year 1852 it is a fair inference that the letter was mailed in that year.

Mention should be made of a number of mutilated 3c stamps seen which paid the full 3c rate but which sometimes have so much missing that they resemble bisected stamps. The fact that these paid the full 3c rate on written or sealed letters usually makes their true status apparent.

To sum up: A certain very limited number of authentic bisected 3c 1851 stamps are known. As far as my personal experience goes in searching for them over a period of some twenty years they do not exceed eight or ten in number. They are therefore among the rarest of the bisected United States stamps, being far scarcer than the 10c 1847 or the 12c 1851. No bisected perforated 3c stamps have been seen.

## CHAPTER XXXIII REPRINTS AND THEIR PROOFS

**S**TRICTLY speaking there are no re-issues of the 1851-'57 set because such stamps as were sold by the government in 1875 were made long after the originals had been demonetized, and as they were not receivable for postage are therefore reprints, in contradistinction to the stamps of the later issues made at the same time which were receivable for postage and hence are re-issues.

The following two paragraphs quoted from page 344 of Luff's work give all the information I have regarding the reasons for making the reprints and re-issues which appeared in 1875:

"I have not been able to find any official statement of the reason for making the reprints and re-issues of 1875, but it is generally understood that the prime cause was the desire of the Postoffice Department to display a full set of our postal issues, as part of its exhibit at the International Exposition of 1876. The collection of the Department being incomplete and the missing stamps not being obtainable, except by purchase at a considerable advance over their face value, the simplest way to secure them appeared to be by making impressions from the old plates. In addition to this, the Department had received frequent applications from stamp collectors for specimens of its obsolete issues and this seemed a favorable opportunity to provide material to satisfy such requests.

"This action of the Postoffice Department, as well as similar acts of other governments, gives rise to the thought that, in official eyes, one printing of a stamp is as good as another. The possibility that it may be less satisfactory to others does not appear to be considered, any more than the difficulty of making a successful reproduction, after a lapse of years".

Figure 108 is a reproduction of the circular, evidently sent to postmasters for display throughout the country, advertising these stamps for sale. Luff in his work prints a copy of this identical circular excepting that his is signed "A. D. Hazen, Third Ass't. Postmaster General". Whereas mine is signed "E. W. Barber, Third Assistant Postmaster General". Mr. Luff further states:

"It is probable that there was an issue of this circular bearing an earlier date than that here given. The circular was re-issued at various subsequent dates." It is possible that mine with Barber's name was the first to appear.

To quote Luff again:

"These stamps were not in any way a part of the regular issues of the Post Office Department and were always kept carefully and entirely separate from the regular stock. They were manufactured upon special orders and, when possible, by the makers of the original issues. They were not sold at post offices but from the office of the Third Assistant Postmaster General. A special set of accounts was kept for them, in which every purchase was carefully detailed and the name of the purchaser recorded. From these accounts we learn that the first of the stamps was sold on February 23, 1875, and the last on July 15, 1884. The sale was discontinued and the stock on hand counted on July 16, 1884, and on the 23rd of the same month the remainders were destroyed, by order of the Postmaster General.

"It was originally intended to make 10,000 of each denomination of each series, except the four higher values of the State Department and the newspapers and periodicals stamps. But this quantity was supplemented in a few instances, as dealers took advantage of the privilege of buying two dollars worth of any value and bought largely of the lower values of some series.

## SPECIMEN POSTAGE STAMPS.

---

**Post Office Department,**

Office of Third Assistant Postmaster General,  
Division of Postage Stamps, Stamped Envelopes, and Postal Cards,  
WASHINGTON, D. C., MARCH 27, 1875.

The Department is prepared to furnish, upon application, *at face value*, specimens of adhesive postage stamps issued under its auspices, as follows:

**ORDINARY STAMPS FOR USE OF THE PUBLIC.**

1. *Issue of 1847.*—Denominations, 5 and 10 cents. Value of set, 15 cents.
2. *Issue of 1851.*—Denominations, 1, 3, 5, 10, 12, 24, 30, and 90 cents; also two separate designs of 1-cent carrier stamps. Value of set, \$1.77.
3. *Issue of 1861.*—Denominations, 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.92.
4. *Issue of 1869.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
5. *Issue of 1870, (current series.)*—Denominations, 1, 2, (brown,) 2, (vermilion,) 3, 5, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.07.

**OFFICIAL STAMPS.**

1. *Executive.*—Denominations, 1, 2, 3, 6, and 10 cents. Value of set, 22 cents.
2. *Department of State.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents, and \$2, \$5, \$10, and \$20. Value of set, \$39.
3. *Treasury Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
4. *War Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
5. *Navy Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
6. *Post Office Department.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
7. *Department of the Interior.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
8. *Department of Justice.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
9. *Department of Agriculture.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cents. Value of set, \$1.03.

**NEWSPAPER AND PERIODICAL STAMPS.**

1. *Issue of 1865.*—Denominations, 5, 10, and 25 cents. Value of set, 40 cents.
2. *Issue of 1874.*—Denominations, 2, 3, 4, 6, 8, 9, 10, 12, 24, 36, 48, 60, 72, 84, 96 cents, \$1.92, \$3, \$6, \$9, \$12, \$24, \$36, \$48, and \$60. Value of set, \$204.66.

The 1847 and 1851 stamps are obsolete, and no longer receivable for postage. The subsequent issues of ordinary stamps are still valid. The newspaper and periodical stamps of 1865 are also incur rent; those of the issue of 1874 can be used only by publishers and news agents for matter mailed in bulk, under the Act of June 23, 1874. The official stamps cannot be used except for the official business of the particular Department for which provided.

All the specimens furnished will be *ungummed*; and the official stamps will have printed across the face the word "Specimen," in small type. It will be useless to apply for *gummed* stamps, or for official stamps with the word "Specimen" omitted.

The stamps will be sold by sets, and application must not be made for less than one full set of any issue, except the State Department official stamps and the newspaper and periodical stamps of the issue of 1874. The regular set of the former will embrace all the denominations, from 1 cent to 90 cents, inclusive, valued at \$2; and any or all of the other denominations (\$2, \$5, \$10, and \$20) will be added or sold separately from the regular set, as desired.

The newspaper and periodical stamps of 1874 will be sold in quantities of not less than two dollars' worth in each case, of any denomination or denominations that may be ordered.

Stamps of any one denomination of any issue will be sold in quantities of two dollars' worth and upward.

*Under no circumstances will stamps be sold for less than their face value.*

Payment must invariably be made in advance in current funds of the United States. Mutilated currency, internal revenue and postage stamps, bank checks and drafts, will not be accepted, but will in all cases be returned to the sender.

To insure greater certainty of transmission, it is strongly urged that remittances be made either by money order or registered letter. Applicants will also include a sufficient amount for return postage and registry fee, it being desirable to send the stamps by registered letter. Losses in the mails or by any mode of transmission must be at the risk of the purchaser.

Applications should be addressed to "THE THIRD ASSISTANT POSTMASTER GENERAL, WASHINGTON, D. C."

No other stamps will be sold than are included in the above list; and specimens of stamped envelopes, (either official or ordinary,) or of envelope stamps, postal cards, or *used* stamps, will not be furnished in any case.



Third Assistant Postmaster General.

"The records do not give the dates at which the first consignments were received from the various contractors, but it is probable that the deliveries were made late in 1874 and early in 1875. We must content ourselves with saying 1875."

From February 23, 1875, until July 16, 1884, according to the records given by Luff, only 479 of these 3c re-issues were sold. They are readily told from the issued stamps because they are found only in scarlet and all of them, except a very few imperforate, are perforated 12. All of the perforated stamps of the original issue show a gauge of  $15\frac{1}{2}$ . The reprints are priced today in Scott's catalogue at \$30.00, which, considering the number issued, is certainly not excessive. Incidentally with the exception of one pair I have never seen or heard of these stamps, perforated, other than as single copies.

The envelope in which the sets of reprints were sent out measured 53 mm. high x 88 mm. wide, is of white paper and has printed on it in black:

### ONE SET SPECIMEN POSTAGE STAMPS

(Including Carrier Stamps)—Issue 1851

Denominations—Ordinary stamps 1, 3, 5, 10, 12, 24,	}	Value \$1.77
30, and 90 cents		
" Carrier stamps, two designs of 1 cent	}	
Obsolete: Not receivable for postages.		

No plate of the 3c 1851-'57 stamps being available, a new plate was made by the Continental Bank Note Company of New York City. A new transfer evidently bearing but one relief was taken from the original die. The new plate made had but one hundred impressions instead of two hundred as had all of the original plates. Having seen a half-sheet of the India paper proofs from this plate still mounted on the original cardboard backing, I am able to give the width of the plate which is 24.2 cm. Half of the plate is 14.1 cm. high so the entire plate was almost surely just about twice this height. The area covered by the 100 impressions is approximately 21.2 cm. in width by 25.8 cm. in height; thus it will be seen that the plain margin at the edge was not wide. No imprint, plate number or other inscription was put in this margin.

The impressions were obviously rocked on the plate one at a time because the spacing varies both horizontally and vertically. In fact some of the stamps, Numbers 10, 20, and 30 for example, are not only out of alignment but are actually placed in a slightly slanting position. The transfer roll evidently had a pointer which marked a tiny dot on the plate about  $\frac{3}{4}$  of a mm. to the left of the lower left corner and in line with the bottom frame line. Every stamp on the sheet shows this. In addition every stamp on the sheet, excepting those in the extreme right-hand vertical row, shows a guide dot on or very near the top frame line about 3 mm. from the upper right corner. These dots were evidently put on the plate by hand because they vary in size and also slightly in relative position. No marked plate varieties are found excepting stamps which are badly out of alignment or not straight on the plate. Because the outer frame lines as rocked on the plate by the transfer roll were faint, it was necessary to touch up every stamp on the plate to the extent of strengthening the weak spots in the frame lines. An exception should be made of the bottom frame line which seemingly was heavy and did not have to be repaired. There are a few scratches and numerous tiny plate flaws, most of which can be seen easily only on the plate proofs. These are

consistent and are numerous enough so that with the further aid of spacing, alignment, and guide dots the plating of the India and cardboard proofs is not difficult. No double transfers have been noted.

The paper used for the reprints is excellent in quality, of medium thickness, crisp and white. In fact, it is so hard as to be somewhat brittle. The variety with stitch watermark exists, although here the band of lines is vertical instead of horizontal as is the case with the original stamps. Two copies evidently from the same sheet have been seen. As has been stated, the perforation is 12 and is clear cut, but because of the fact that neither the alignment nor spacing was good, well-centered stamps are very unusual. The perforations almost invariably cut into the design on at least one side. Many of these stamps showed clipped perforations having been cut from the sheet with scissors.

These stamps undoubtedly exist imperforate as I personally have seen one set of all values in pairs and two complete sets in single copies, one of these two having in each instance a sheet margin. These are stated to have come from the estate of Charles F. Steel who had been connected with the National Bank Note Company and was the inventor of the grill used on the United States stamps from 1867 to some time in the early '70s. These imperforate stamps are absolutely identical with the perforated all through the set as to color and paper, and come from the same plates. The pair of 3c imperforate stamps incidentally showed the bottom sheet margin. I regret that nothing further of the history of these imperforate stamps is known to me.

The color of the reprints is a bright scarlet and varies but very slightly. Undoubtedly the entire printing was made at one time with one mixing of ink. They were issued without gum.

**PROOFS OF THE RE-ISSUES.** Three different complete sets of cardboard proofs are stated to have been issued, first in 1879; again about 1885; and for a third time in 1893. The first set had but 171 pieces, the second set had 184 pieces, while the 1893 set had 211 and included the Columbian issue. The color of these cardboard proofs varies slightly; the second set showing the 3c in a color considerably brighter than the third set.

Some time, although I do not know at what date, complete sets were made on cardboard of all the values of the various issues in five colors: scarlet, black, brown, green, and blue. The 3c 1851 cardboard proof of this set seems to be in a somewhat different shade than any of the other cardboard proofs so quite possibly this five-color set was made at a different period from any of the three sets mentioned. Further, the cardboard on which this set was printed is thinner than that usually found. From the scarcity of these it seems probable that not more than one sheet was printed in each color.

India paper plate proofs of the reprints exist in at least three shades. These seemingly differ somewhat from the colors of the cardboard plate proofs. Incidentally the India paper proofs are, I should estimate, four or five times scarcer than the cardboard proofs. The India paper reprint plate proofs are not known in any color other than scarlet, except that I had in my collection one copy of an India paper proof in *rose-brown* mounted on the original cardboard backing and undoubtedly printed from the reprint plate. This color matches exactly that of the original plate proofs from one of the Type II plates. This shows no evidence of being a chemical changeling and I am entirely unable to account for its existence, or to give anything further of its history.

I have seen two different envelopes, both white, in which the sets of reprint plate proofs were given out. The larger is 74 mm. high x 131 mm. wide. Printed on it in black is:

UNITED STATES POSTAGE STAMPS

Issue

1851

The smaller envelope is 59 mm. high x 92 mm. wide. Printed on it in black is:

United States

POSTAGE STAMPS

1851

---

PROOF SPECIMENS

## CHAPTER XXXIV COUNTERFEITS AND FAKES

AS THERE are no counterfeits of the 3c 1851-'57 issue worthy of the name, we are concerned only with various frauds made to deceive the collector. The only exception to this is found in covers showing a stamp as having been used a second time while the issue was current, to defraud the government. For example, I have a cover bearing a 3c 1851, showing unmistakably a faint red town cancellation, which was used again, possibly by the postmaster himself, and heavily cancelled with a black town postmark.

Fakes made to deceive collectors fall, generally speaking, into one of four classes. First: forged cancellations, or the removal of cancellations. Second: forged perforations, or the removal of perforations. Third: the mounting of stamps including fraudulent bisects, on covers on which they were not originally used. Fourth: repaired tears, added margins, etc. Re-gumming might also be mentioned, as could color changes in the stamp, produced chemically. A number of these latter exist.

Forged cancellations have appeared only in late years because it is only comparatively recently that rare cancellations have been collected or highly valued. The cancellations on these issues have been very carefully studied, and it is practically impossible to forge a cancellation which will deceive a man who is thoroughly familiar with those that are genuine. Forged cancellations are sold of course, but it must be discouraging to the forger who finds that sooner or later they are discovered and often traced back to their source. Up to the present time it is the rare colored cancellations which have appealed particularly to the faker. Needless to say stamps with cancellations having any considerable value should be purchased only of responsible parties; and in cases of doubt, anything which is particularly rare should be passed upon by an expert. The removal of cancellations from stamps, usually the lighter forms of pen cancellation, goes back much further than does the forging of postmarks. This is so because, with rare exceptions, unused stamps of this issue are more valuable than those used. Pen cancellations excepting extremely light ones are not easy to remove from any stamp, with the possible exception of those printed in black, without leaving unmistakable traces; and the re-gumming which usually follows cleaning is seldom or never done in such a manner as to match exactly the original gum. The use of the ultraviolet rays for the detection of many kinds of the faker's work is a safeguard that will be employed more and more.

Forged perforations to add to the value of a stamp are easily applied, but again, it is extremely difficult if not entirely impossible to approximate the work of the original machine closely enough to deceive the expert. Either the gauge is wrong, the holes are the wrong size, they are too clean cut, the alignment is not good, or in some other detail they vary from the originals. Because of the fact that certain part-perforated varieties are extremely scarce and are catalogued at high figures, the temptation to make these from imperforate stamps is always present. The 3c 1857 Type I stamps, part perforate, either vertically or horizontally, exist but are of the highest degree of rarity. Such should never be purchased without the guarantee of a responsible dealer. Needless to say these particular stamps are far better on the entire cover than off. The clipping away of perforations normally existing on a stamp to make a rare part-perforate variety is child's play, and is done so often that it is the commonest form of fake found today. Here again it is almost invariably quite evident what has happened. Sometimes stamps showing freak perforations well away from the design either

vertically or horizontally when thus trimmed make, to the inexperienced collector, fairly presentable single copies of these rarities. If these are collected only in pairs, vertical when the horizontal perforation is missing, and horizontal when the vertical perforation is missing, the danger of getting stamps with clipped perforations does not exist.

The mounting of stamps on covers on which they were not originally used has become a more or less common practice since stamps on the original envelope have attained a value often much in excess of those which have been removed. A number of bisected 3c 1851's mounted on cover and more or less successfully cancelled have recently come on the market. None of these, however, would deceive anyone but a beginner, in spite of the rather naive affidavit accompanying one or two of them. Rare cancellations on covers without stamps are also made to appear more desirable by mounting on them stamps, pen-cancelled ones usually being selected. Unfortunately many of the Mississippi River Packet cancellations were not applied so as to hit the stamp, which was instead pen-cancelled. The same is true of certain railroad postmarks. I have in my own collection of Mississippi River Packet cancellations, for example, a number which I found on covers bought by the hundred from the Carroll-Hoy correspondence, which are certainly authentic and which bear a 3c 1851 or 1857 stamp cancelled with black pen marks which do not run over on to the envelope. Such covers of course should be bought only from well-authenticated sources.

A classic fraud may here be mentioned. This is the set of fraudulent Mormon stamps supposed to have been issued in Utah in 1852. These are believed to exist in four denominations: 2, 5, 8, and 12c; in red, green, mauve, and brownish-yellow, respectively. They are octagonal in outline though ordinarily cut square. They bear a portrait supposed to be that of Brigham Young. The 12c value shows "TWELVE" spelled "TWELWE" which makes me suspect that they may be a German production. They have been seen uncanceled as well as obliterated with an octagonal gridiron in black. Fred J. Melville described these stamps in considerable detail in the October, 1923, number of *The Stamp Lover*. He states that their history goes back at least as far as 1864. He also reproduces a letter written by Brigham Young himself in 1864 in which he denies absolutely that the Mormons ever thought of issuing any postage stamps. Strangely enough there are counterfeits of these fraudulent stamps presumably because they were, at least many years ago, quite salable! Those which I have seen are of the 5c denomination cut to the octagonal shape, not cancelled and in three colors: pale green, violet, and dull carmine. I have as well a second counterfeit of the 8c, in blue on a pink background, printed on cloth!

Another fake of ancient vintage may be described here although perhaps it should be considered more a fraudulent Confederate stamp than one of the United States. Figure 109 shows the stamp and also a description of it which was cut from an auction catalogue of some years ago. The surcharge is in black. The stamp is still around as I saw it within the past few years. It is a fraud pure and simple. Had the Confederate government considered surcharging United States stamps, which they never did (because the Postmaster General of the Confederacy ordered all the United States stamps returned to Washington), the perforated stamps then in stock in Southern postoffices would have been the stamps chosen. Further there was no 3c rate in the Confederacy; the letter rates started with 5c.

To sum up: While there are a considerable number of fakes of one sort or another of the 3c 1851-'57 issue on the market, at the same time it is true that almost none of them exist which cannot be recognized at a glance for what they are by those who know the issue well. The fact of the matter probably is that the

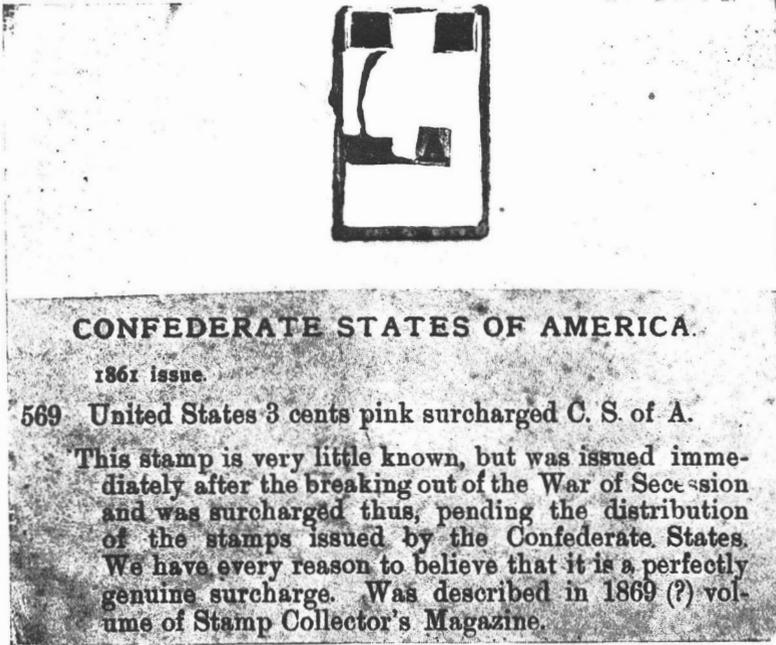


FIGURE 109

men who have made the most careful study of these stamps and who would have the best chance of getting away with fakes are not the kind of men who would do it; while the forger is seldom a man who knows the issue well enough not to make more or less obvious mistakes.

## CHAPTER XXXV POSTMARKS IN GENERAL

**I**N STARTING this, the longest section of the hand-book, and to some collectors the most interesting part, I wish first to make an attempt to divide the various cancellations as scientifically as possible into certain definite classes. One way to do this, and possibly as logical as any, is first to note and follow the various postal markings which were used in this country on domestic mail before stamps appeared, as well as while the 1847 issue was current. This latter is included because during this period very few letters (it has been estimated not more than one in fifty) bore stamps. The use of postage stamps was not made compulsory on domestic mail until January 1, 1856, at which same time the law first compelled the prepayment of all domestic postage. From the first of July, 1851, when the 3c stamps came into use until the date just mentioned, the rates were so arranged that a letter not prepaid was charged a higher rate of postage than one which was prepaid. Prior to July 1, 1851, the rates both prepaid and collect had been the same.

The typical cover sent without stamps prior to July 1, 1851, bore three marks: First, the town cancellation (or in its place a route cancellation) which indicated the place of origin of the letters; second, one indicating the amount of postage; and, third, the word PAID (or in certain instances FREE) indicating that nothing was to be collected upon delivery. It must be remembered that the absence of the word PAID or FREE indicated that the postage was to be collected when the letter was delivered. It is for this reason that postal markings such as COLLECT or DUE were almost never used before 1851. See figures 110 and 111 which illustrate the three marks mentioned. The first cover from Windsor Locks, Ct., was mailed March 21, 1837, and shows the town cancellation in red in a rather elaborate representation of a canal lock. The word PAID, in red, is in a scroll-like frame and the amount of postage, 12½ cents, is written in ink. The other cover is from Huntsville, Ala., and shows the town postmark, the word PAID by itself, and the amount 5 in an elaborate star, all three being in blue. This cover does not show the year but probably was mailed while the 1847 issue was current. Figure 112 is a typical example of a letter *not* prepaid, mailed in 1849. The town postmark BRATTLEBORO, VT., and the numeral 5 appear in red, while any indication that the postage is paid is entirely absent. Figure 113 shows a cover used sometime between July 1, 1851, and January 1, 1856; thus before the use of stamps was obligatory. It shows the three typical postal markings mentioned, consisting of the town postmark CORNWALL, CT., the word PAID, and the numeral 3, all in green.

Two more covers are illustrated, one showing the use of a route cancellation instead of a town postmark, and the other showing the word FREE instead of the word PAID. See Figures 114 and 115. The first is a cover cancelled LAKE CHAMPLAIN, S. B. (S. B. means STEAM BOAT) in a circle with the date in the center, while the numeral 5 appears on the cover. Both postmarks are in black. The letter was not prepaid. The other cover was mailed in Philadelphia to James Campbell who was Postmaster General from March 7, 1853, until March 4, 1857. Because of his official position he was entitled both to send and receive mail free of postal charges.

Having shown examples of the three separate main postmarks mentioned, certain combinations of them, in and out of town postmarks, may be described. See Figures 116, 117, and 119. The first from Barton, Vt., shows PAID and 3 together in a circle in brown, while the town postmark, in the same color, is separate.



FIGURES 110 AND 111

The second from Brattleboro, Vt., shows a large numeral 3 with the word PAID in white in the thick part of the numeral. Both are in red. The third from Keene, N. H., shows a PAID 3 unframed, while the word PAID is repeated at the bottom of the town postmark. These are in blue.

Figure 118 shows a blue town postmark including both the word PAID and the amount. It reads LOWELL MS. 3 CTS PAID. Figure 120 shows a railroad cancellation used May 1, 1848, on a letter from Great Barrington, Mass., to New York City. The amount 5 is in the center of the railroad postmark, while the word PAID appears separately on the cover. Both are in red. Figure 121 shows the word FREE in a Washington City, D. C., town postmark dated January 24, 1860. It is franked in the upper right corner by Andrew Johnson, afterward

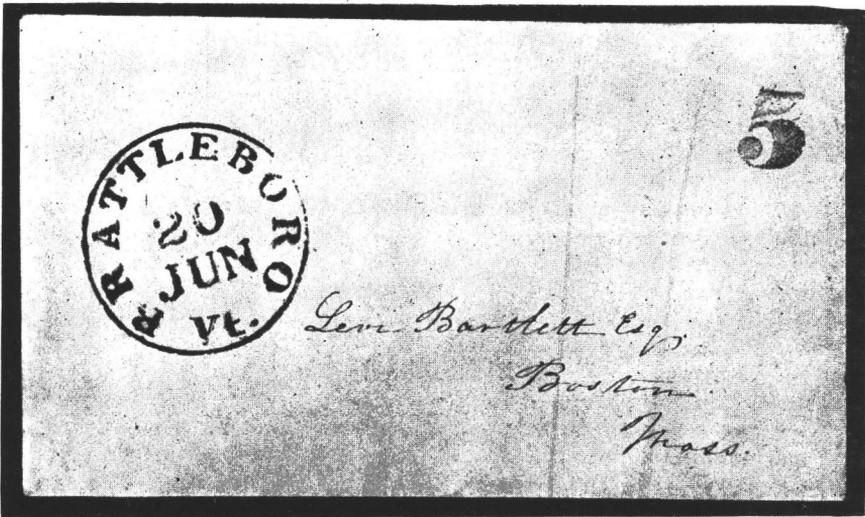


FIGURE 112

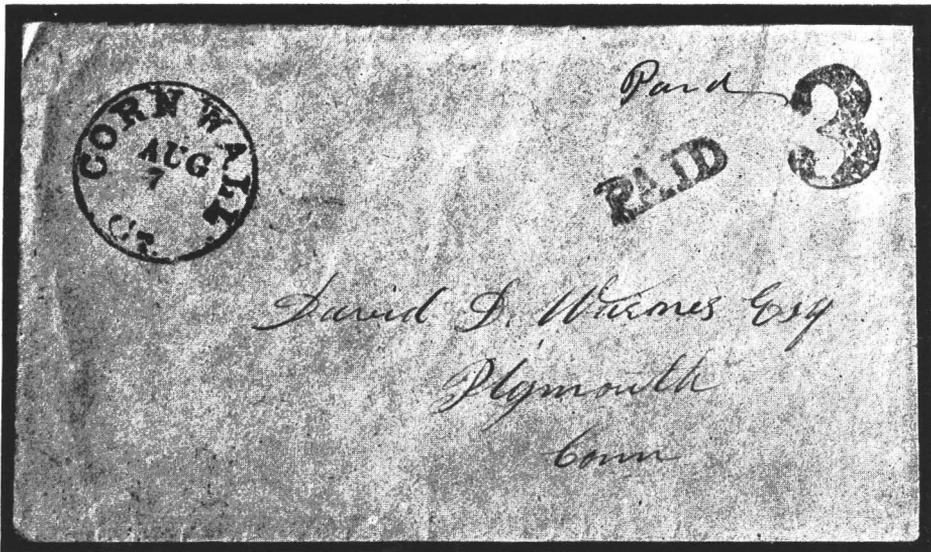


FIGURE 113

President and at that time a member of the United States Senate. The manuscript FREE U. S. S. above his signature means Free, United States Senate.

Not until stamps appeared was there any use for the various obliteration marks. By obliteration mark is meant a postal marking made primarily for cancelling the stamp. The commonest early form was the gridiron, the most usual type of which shows seven horizontal bars in a circle. Rarely these obliterations were used otherwise than to cancel stamps. For example, Figure 112 shows a cover mailed from Ozark, Ark., to Tuscumbia, Ala. The 10c fee was paid in cash and was thus noted by the postmaster of Ozark in the upper right corner in manuscript. The cover was forwarded from Tuscumbia to Conklin, Ala., and for this



FIGURES 114, 115, AND 116



FIGURES 117, 118, AND 119



FIGURES 120 AND 121

a charge of 5c, to be paid on delivery, was made. The postmaster at Tuscumbia postmarked the envelope in the upper left corner with the town handstamp in red, and stamped the amount 5 in the upper right corner to indicate that the postage was to be collected, and further he cancelled the manuscript PAID 10 very carefully with the red gridiron obliteration which he had in the postoffice for cancelling stamps.

The cancellations on the stamps will be divided and discussed according to the four kinds of markings which have been mentioned; that is, first, the town or route postmarks; second, the PAID or FREE postmarks; third, postmarks showing the amount either prepaid or to be collected; and fourth, obliteration marks meant primarily for cancelling the stamps. Of course there are a number of postal markings which do not come under any of these four groups. These will be discussed after the subdivisions mentioned. Examples of these more unusual postmarks are those indicating that the letter had been missent, held for postage or forwarded. Under the heading, Route Postmarks, will be listed



FIGURE 122

the various railroad cancellations known; the Mississippi Packet cancellations, the steamboat route cancellations other than Mississippi Packets, express cancellations, etc. The postal marks used on letters which went abroad really form a group by themselves. Because they were used comparatively rarely on the 3c stamps no attempt will be made to discuss them thoroughly although they must be considered to some extent.

The color of ink used for the various postal markings is of considerable interest. Before the advent of stamps postmasters seemingly had followed their own whim as to the color of ink used. Red was by far the commonest, probably for the fact that it is a brilliant color and shows up well. It was continued in use very largely while the 1847 stamps were current as it was a color which cancelled both black and brown stamps (the 5c and 10c 1847's) very satisfactorily. In the period before stamps appeared and in the 1847 period, blue was the second commonest color, followed possibly in relative rarity by black, brown, green, and the so-called magenta, which is really not magenta at all but a color often called claret. Other colors are very rare, but orange (as distinguished from red), ultramarine, violet, and purple may be mentioned. When the 1851 issue appeared red continued in comparatively common use for a time although within six months after the appearance of the issue, black had largely superseded the red, particularly in the postal marking used for cancelling the stamp itself. As the blue 1c stamp and the red 3c stamp were the only values used to any extent within the country, black was obviously the most satisfactory color for cancellation. Though used with diminishing frequency colors other than black continued to be employed as long as the 1851 and 1857 stamps were current. Colored cancellations are rarer on the perforated than on the imperforate stamps. The relative frequency of the colors of cancellations used on the 1851 and 1857 stamps is a little different than that used before July 1, 1851. Black is by far the commonest. Blue is decidedly the next most frequent color, while red holds third place. Green and brown come next, and probably one is not much scarcer than the other. Here it may be mentioned that most of the brown inks, or the inks which today appear as brown, were homemade mixtures of the postmasters and often were far from satisfactory. The color often called magenta, but which is better called claret,

comes next in frequency. After this ultramarine, which is a color between violet and blue and quite distinct, then orange, which of course shades into vermilion and the other reds, after which comes violet and various tints and shades of purple. The scarcest of all definite colors is olive-yellow, which was probably not used by more than two or three different towns. It must be understood that the various colors mentioned often shade gradually one into the other so that it is sometimes practically impossible to draw the line between them. Certain post-offices used black invariably, while the 1851-'57 issue was current, though postal markings from most offices can be found in more than one color. The reason that certain colors are rare is not necessarily because they were used by the smallest offices but rather because no post-office used any of the really rare colors for more than a comparatively short period. For some reason which seems difficult to understand, certain post-offices instead of using one color for both the town postmark and the obliteration, almost invariably used two colors. Boston, for example, used red for the town postmark and, after the first two or three weeks while the 1851 issue was current, black for whatever handstamp was used to cancel the stamp, thus compelling the post-office clerks to handstamp every piece of mail twice. The fact that blue is the second commonest color is due to its use by such large cities as Philadelphia (for the first two years at least) and by Baltimore and Cincinnati more or less continuously. Red to cancel the stamps is the third commonest, more from the fact that it was used by many small post-offices than by its use for any length of time by one of the larger ones.

As far as I know little if any attempt was made by the government toward uniformity as regards the color of the ink used, although it is possible that black was recommended. I cannot put my hand on the reference but I have a recollection that the post-office department ordered postmasters, when a satisfactory cancelling ink was not at hand, to use a pen and good black writing ink to cancel the stamps. It is a fact that pen cancellation, properly applied with a good quality of ink is very satisfactory and that it is not easily removed unless the stamp be printed in black. Pen cancellations are just as legitimate as any form of cancellation as far as the 1851-'57 stamps are concerned. No revenue stamps were in use by the government during this period; therefore pen cancellation cannot by any stretch of the imagination mean fiscal usage. Pen cancellations undoubtedly are looked down upon by the general collector because of the fact that British and British Colonial stamps as well as those of certain other foreign countries were very frequently used for both postal and fiscal purposes, and when employed for the latter were frequently pen cancelled. Many pen cancellations unless heavily or carelessly applied are really very satisfactory as far as appearance is concerned. I had much rather have a stamp neatly cancelled with two or three pen lines than heavily cancelled with a town or gridiron postmark. I feel that the collector of the stamps of this issue would be wise not to discard stamps merely because of pen cancellation. Stamps having rare varieties of recutting, double transfers, etc. often show the characteristics in question more clearly when pen cancelled than otherwise.

Just here may be a good place to describe a circular which, though undated, was probably sent out about 1852. This was described by Mr. Severn in *Mekeel's Weekly Stamp News* of March 1, 1913, while the addressed side and first page were illustrated in the July 10, 1915, number of the same journal. See figure 123. It is interesting to note that the town postmark and the word PAID were printed on the front of the cover and not handstamped. As will be seen the cir-

cular offers a set made up of the town postmark, the months and day dates, PAID, FREE, PAID 3, and three numeral cancellations. This is proof that there were concerns even then in existence which supplied postmasters throughout the country with handstamps, and further it accounts for the fact that very similar cancellations are found from a number of widely scattered towns.

It should be distinctly understood that the illustrations in this and the following chapters are often *not to scale*. This is unfortunate, but is due to the fact that, when the cuts were made nearly twenty years ago, the advantages of reproductions in normal size were not yet recognized.



Post Master *Camp Creek*

County of *Roscommon*

State of **INDIANA.**

**PAID**

**IMPROVED  
POST OFFICE STAMPS,  
WITH THE NAME OF THE POSTMASTER  
ENGRAVED ON BOX WOOD.  
GREAT REDUCTION IN PRICE.**

**Testimonials of their Use, Durability, &c.**

In the year 1847 Hon. Selah R. Hobbie, (the 1st Ass't P. M. Gen.) visited Europe on business of the Post Office Department, and on his return, in his report to Congress, he made the following

**STATEMENT.**

"I found when in England in 1847, that the stamps in use in the English post offices were universally made of wood, and was informed that they had superseded the metallic stamps entirely. They were preferred, not alone on account of their cheapness, but because they were more tenacious of the ink, in consequence of which, time is saved in the process of stamping, by not being obliged so frequently to ink the stamp. Besides, the impression, I was told, was not so liable to blur. (Signed) S. R. HOBBIIE."

These stamps, as represented above, are every way superior to metal ones in beauty of impression, when properly engraved; besides a set of metal stamps furnished by the Department, costs more than ten times the price of a complete set on wood. The sample impressions below, show distinctly what constitutes a complete set of Box wood

**POST OFFICE STAMPS FOR ONE DOLLAR.**



**JAN. JUL.  
FEB. AUG.  
MAR. SEP.  
APR. OCT.  
MAY NOV.  
JUN. DEC.**



**PAID  
FREE**



**1 5 9 13 17 21 25 29  
2 6 10 14 18 22 26 30  
3 7 11 15 19 23 27 31  
4 8 12 16 20 24 28**

**SENT FREE OF POSTAGE.**

FIGURE 123

## CHAPTER XXXVI TOWN POSTMARKS

IT SEEMS logical, first, to discuss the various town postmarks which do not include either the word PAID or the amount of postage, whether or not it was paid in advance. These latter will be considered after the Paid and Numeral cancellations because they are really combinations of either two or three of these main divisions. As for the towns without PAID or the amount, first may be considered the various colors used for them, then the various shapes and sizes, followed in turn by those including year dates, the county, or bars and ornaments. After these, will be discussed territorial town cancellations, college cancellations, and miscellaneous town cancellations such as odd postmarks in manuscript, those showing the Quaker months, etc. Toward the end of the section on cancellations some data will be included regarding the sequence of cancellations used in a few of the largest cities.

I have not attempted exhaustive lists of any of the various kinds of odd town cancellations other than one including the rare year dates. Rather I have mentioned good examples of each kind and have as far as possible considered each type. A satisfactory list of all-known odd colored town cancellations, just for an example, could only be built up by repeated lists over a period of years. Even then it never could be considered complete, for new material is constantly being brought to light. Further, I can testify that the compiling of such lists requires a great deal of both time and patience. Material must all be seen at first hand if even approximate accuracy is desired, and the necessary correspondence, alone, is no small item.

**COLORED TOWN POSTMARKS.** As was already stated briefly in the introduction to the section on cancellations a great majority of town postmarks are in black. By far the next commonest color is *blue*; because Baltimore and Cincinnati, both large cities, used a blue town postmark during most of the time the 1851-'57 stamps were current, while in addition, Philadelphia used blue almost exclusively during the first two and a half years after the 1851 stamps appeared. A large number of smaller cities and towns also used this color, Buffalo, N. Y., for a while, Troy, N. Y., almost continuously, and Louisville, Ky., during much of the time, for example. The blue ink used varied through almost every gradation from very pale to a blue so dark that it appears almost black. Odd blues irrespective of their depth are also found. Grey-blues shading into real grey are not particularly rare. Cambridge, Mass., throughout almost the entire period used this color. Many other towns, Woodstock, Vt., for instance, used true grey-blue more or less continuously. Real Prussian blues may also be found, Pompton, N. J., being an excellent example. Another series of blues range toward green, and where to draw the line between blue and green is purely a matter of personal taste. A number, though, are certainly more blue than green and are therefore best called greenish-blues rather than bluish-greens. Ultramarine, while in one sense blue, is considered as a separate color.

*Red cancellations* are most frequently found after black and blue. They are decidedly commoner in proportion on the imperforate stamps than on the perforated, and are found more frequently during the first few months that the 1851 issue was current than at any later time. The reason that they became scarcer and scarcer as time went on is undoubtedly because red ink is not a satisfactory color with which to cancel a red stamp. Specimens may be found from pale to deep, and also in various tones shading, for instance, directly into the

browns, oranges, and clarets which are considered as separate colors. Red town cancellations are much commoner on the cover than on the stamp itself because Boston, just for example, used a red town cancellation and a black obliteration mark almost continuously from 1851 to 1861 and even later. A number of other cities also used a red town cancellation on the envelope and a black or blue obliteration on the stamp. These will be discussed more fully under the heading, Two Color Cancellations. No large city used a red town postmark for any length of time to cancel the stamps. Two or three of the commonest red town postmarks found on the stamps are, Nashville, Tenn., (a good example of a carmine postmark), Poughkeepsie, N. Y., and Rutland, Vt. Carrollton, Miss., ordinarily used a red town postmark on the cover and cancelled the stamps with black pen marks. Many hundreds of such covers were found in the famous Carroll Hoy correspondence. Undoubtedly several hundred different red town postmarks were used while the 1851-'57 issue was current.

*Green Town Cancellations* are the next most frequent. Again they vary in depth from very pale green to a green which is almost black. They also range from bright yellow-green to bluish-green and grey-green. Perhaps there are no better examples of bright green town cancellations than those used in Lancaster, Pa., in Littleton, N. H., (most of the time), and in Fairfield, N. Y. Saltsburg, Pa., furnishes an instance of a typical blue-green cancellation which is truly green and not greenish-blue. Franklin, Ohio, used a typical grey-green and Niagara Falls, N. Y., a very deep green, almost black. On the perforated stamps, Napanoch, N. Y., in particular, and, for a certain period, St. Joseph, Mo., used a very bright green.

Dr. Ralph W. Payne of Greenfield, Mass., has published in *The American Philatelist* a list of over one hundred different green town cancellations used on the 1851-'57 stamps. Since this list was published he has added a considerable number. This gives an idea of the numerous towns which at one time or another used green postmarks, though never for any great length of time. The half dozen towns which for a guess were the commonest users of true green are: Lancaster, Pa., New London, Ct., Jackson, Miss., Rome, Ga., Saltsburg, Pa., and Littleton, N. H., although the large number seen from this latter town are due mostly to one large find. Taunton, Mass., would be included in these six except for the fact that the greenish ink there used was often, though not always, more of a greenish-blue or greenish-grey than real green. It should be mentioned that a certain number of so-called green town cancellations were originally ultramarine. Through some chemical reactions with which I am not acquainted, ultramarine often fades after a lapse of years into an unsatisfactory greenish color. Such postmarks upon examination with a microscope will often show tiny particles of the ultramarine pigment still persisting where the ink was thickest.

*Brown* is the color next most commonly used. Most of the brown postmarks were undoubtedly made with home-made ink and are not particularly clear or satisfactory. Certain towns, however, and there is, no better example than North Reading, Mass., used a cancellation ink which is a true brown and is just as satisfactory as any other color. Princeton, Ark., used, largely on the perforated stamps, a typical home-made ink which varies from yellowish-brown to dark brown and which is really far from satisfactory from the collectors' standpoint. Another group of so-called brown postmarks are really red postmarks, the pigments in which have become more or less sulfureted.

*Ultramarine town cancellations* are probably next commonest. As was stated before this pigment is not particularly stable and tends in many cases to change to a dirty green. However, a typical ultramarine cancellation which has preserved its color is handsome and can be found on search. Augusta, Ga., Hartford, Vt.,

and Lockport, N. Y., on the imperforate stamps, are perhaps the commonest and the best examples; while Fillmore, La., and Ottawa, Ill., on the perforated stamps, are typical. Hartford, Vt., used a particularly bright color which is about half way between ultramarine and violet, and might be called either color.

Town postmarks in true *orange* as distinguished from vermilion and other reds are occasionally seen. Madison, Ga., (which also used a darker red cancellation), Akron, N. Y., and Ansonville, N. C., on the imperforate stamps, Jamaica, N. Y., and Butternuts, N. Y., on the 3c 1857's, are excellent examples. New York City at one time, about 1857, used a batch of orange ink for postmarking purposes on mail that went abroad. I have seen this, however, on a 3c 1851.

Other rare colored town cancellations are found. *Claret*, which is often though wrongly called magenta, is seen though the town postmark seldom cancels the stamp. Hartford, Ct., was the principal user of this color. Philippsville, N. Y., is another town which used it here, ordinarily on the stamp. Glastonbury and South Glastonbury, Conn., both used a particularly *bright claret*, which color is suggestive of the current 9c stamp. Unfortunately the postmarks of these two towns were usually struck on the cover while the stamp was pen cancelled. A somewhat similar color, suggestive of the 2c Columbian stamp and therefore *dull purple* (though Scott's Catalogue calls it violet) is also found. Bloomville, Ky., Hebron, Conn., Montezuma, Ga., and Larissa, Texas, used it while the imperforate stamps were current; and Charlotte, Tenn., for example, on the perforated stamps. The colors used by these five towns mentioned do not match exactly but are all similar. Winchendon, Mass., used several different colored cancellations, including green and ultramarine, and also a color which is best described as *lilac*. I have a 24c 1857 stamp, which is catalogued under this color, cancelled with this postmark and the colors matched almost exactly.

Olive, a color suggestive of the 8c 1923-26 stamp, but decidedly more yellow so perhaps better called *olive-yellow* was used by at least two towns, both on the imperforate stamps. This is by far the rarest of the distinct colors. Athens, Tenn., is the best example, while Littleton, N. H., though only for a very short period, also used this color. Other olive postmarks, though only fairly good, have been seen on both the imperforate and perforated stamps.

Let me emphasize again that the various colors mentioned run gradually one into the other so that an almost indefinite set of different colors could be picked out. However, ten or a dozen examples can be collected which will show the main color varieties.

**CIRCULAR TOWN POSTMARKS.** The ordinary town postmark of the period was within a circle averaging 32 mm. ( $1\frac{1}{4}$ " ) in diameter, and showed the name of the town at the top of the postmark, the name of the state (usually abbreviated) at the bottom, while the date (month and day only) was placed in two lines in the center. These may be found either cancelling the stamp, or on the envelope, the stamp then being cancelled by some other device. More and more collectors are, as a side line, making collections of these town postmarks, choosing, for example, the towns of one state or section of the country, those of a certain color, or those which are obsolete, and it is surprising how many postoffices have been discontinued or have had the name changed. Many variations from the normal type are found. Some of the principle ones will be described.

First, the circle around the postmark is occasionally double instead of single, at least forty-five or fifty towns having used such a cancellation. See Figure 124. On the imperforate stamps good examples in black are: ALTON, N. H., OIL MILL VILLAGE, N. H., and ORFORDSVILLE, N. H. Incidentally New Hampshire towns seem partial to these. WASHINGTON, D. C., to a limited extent about 1853-4 used a large black town postmark within a double circle.



FIGURE 124



FIGURE 125



FIGURE 126

The letters making up "Washington, D. C.," are also double lined. Examples in color are, ST. CHARLES COURT HOUSE, LA., in blue; ANDALUSIA, PENN., in red; SWEETWATER, TENN., in green; and HARTLAND FOUR CORNERS, VT., in ultramarine (unusually large). On the perforated stamps, in black, BERGEN, N. Y., GENESCO, N. Y., (including the year-date) and HARTWICK, N. Y., are typical, while FISKVILLE, R. I., has been seen in blue and TEMPLE, N. H., in red.

In addition to the town postmark from Washington, D. C. mentioned in the preceding paragraph, a very few other towns used handstamps in which the letters making up the town name seem hollow - that is, only outlined in color.

One of the many Cincinnati postmarks is a good example. It is rare.

Circular town cancellations are also found with the name of the town and state between two circles. See Figure 125. While these are unusual, the type is not particularly rare though less common than those described in the preceding paragraph. MASON VILLAGE, N. H., RICEBORO, GA., (small size), and ROCKTON, ILL., among others in black, may be mentioned as illustrating these on the 1851 stamps; while included in those seen in color are: BERNARDSTON, MASS., CUMBERLAND IRON WORKS, TENN., and KENT, CONN., in blue; CAMDEN, ALA., in red; and MONSON, MAINE, in olive green. A few similar postmarks, that is, in the ordinary size, have been seen on the perforated stamps. Late in 1859 a new type of postmark began to come into common use. This was small, about 25 mm. (one inch) in diameter, and consisted of the name of the town and state between two circles. The date in the center often included the year. Another similar postmark considerably employed at this same period is like that just mentioned except that the inner circle was omitted. See Figure 126.

A very few circular town cancellations have been seen in which the surrounding circle was made up of a series of dots or dashes. See Figure 127. All but one are in black. One, CORSICANA, TEX., in an extra large size, has been noted on both the imperforate and perforated stamps. Of the others, ONARGO, ILL., GRAHAM, N. C., and NORTH GEORGETOWN, OHIO, have been seen only on the perforated issue. The last two mentioned are also unusually large. The only one seen in color is VERMILLIONVILLE, LA., in blue on the imperforate stamp.

Another type of old circular town cancellation is found without the circle which usually enclosed the postmark. See Figure 128. SOUTH DANVERS, MS., (which has been seen with the 1855, 1856, and 1857 year date), and LOWELL, MASS., are typical examples in the ordinary size, while the imperforate stamps were being used. ATTICA, IND., and MARTIN, MICH., are examples found on perforated stamps. This type of postmark is rare in any color other than black. All that I have noted are: RHINEBECK, N. Y., and SOUTH ROYALSTON, MASS., both in blue on 1851 stamps. At the other extreme, ST.



FIGURE 127



FIGURE 128



FIGURE 129

LOUIS, MO., for a short period about 1852 and 1853 used a town-postmark which had an unusually heavy circle around it, about 2 mm. (1/16") thick. See Figure 129.

Two very odd circular town cancellations have been seen which look as though they had been printed on the envelope rather than handstamped. The first from RISING SUN, PA., dated Oct. 31st, 1860, is illustrated in Figure 130.



FIGURE 130

The cover on which it has been seen was mailed by a News and Periodical Agency and quite possibly the cancellation was printed by them to save the postmaster the trouble of postmarking. The cancellation on the stamp is a large gridiron including many fine lines, which may or may not have been printed at the same time as the town postmark. The other, from SCOTLAND NECK, N. C., is on an envelope and directly over a 3c 1851. While this is unusually clear the effect is probably due to the fact that the metal handstamp was new and that it was carefully applied.

Certain town cancellations may be found which are so much larger than the average that they are quite striking. See Figure 131. Typical examples on the 1851 issue



FIGURE 131

are FRANKLIN, IOWA, in black, SUN PRAIRIE, WIS., in blue, and MOTT HAVEN, N. Y., in red. Another very odd large black postmark seen on both the 1851's and '57's reads CUMMINGTON WEST VILLAGE, MASS., "Village" being under "Cummington West" in the postmark. However, the most remarkable example of all is found in the 1857 period. It is 53 mm. (2 3/32") in diameter. See Figure 132. The words between the two circles read FRANKLIN & WAYMAN COTTON-YARN AND (KNITTING?) FACTORIES, while within the inner circle appears WAYNMANVILLE, UPSON CO., GEO. The date, May 28/60, is in manuscript. I am not at all sure that the questioned word is



FIGURE 132

KNITTING. On the 1857 issue TOM'S RIVER, N. J., is a good example in black; NORTH FERRISBURGH, VT., in blue; and VINCETOWN, N. J., in red.

At the other extreme are found unusually small town postmarks both while the imperforate and perforated stamps were current. The smallest of the former

is probably STONE RIDGE, N. Y., in black, which is in circular form though it has no circle around it. It is not over 21 mm. in diameter and thus can be found entire on a 3c 1851 stamp. Such examples as I have seen always show the day

date in manuscript. Several postmarks smaller than this have been seen on the 3c 1857; the two most extreme of these being MONTAGUE, MS., (which includes the year date 1860), and PLAINFIELD, MS. See Figure 133. Both of these are but 14½

mm. in diameter, thus considerably smaller than the current 10c piece. CHICOPEE, MASS., also used a very small black town postmark (only about 18½ mm. in diameter) on the perforated stamps. See Figure 134. The smallest colored town cancella-

tion which has been seen is LARABEE'S POINT, VT., which occurs in blue on a perforated stamp. It is 22 mm. in diameter. SONORA, CAL., (with the name between two circles, the outer of which is double lined), in red, 25 mm. in diameter; and ST. MARY'S, GEO., in ultramarine, 26 mm. in diameter, are the smallest in color noted on the imperforate stamps.



FIGURE 134



FIGURE 133

TOWN POSTMARKS IN ODD SHAPES. In addition to the various normal and unusual circular town cancellations that have been described, there are a considerable number of town postmarks in odd shapes. With the exception of one, the oval town postmark from Utica, N. Y., these are all rare. The oval shape is probably the next commonest after the circular. Inasmuch as there are very few of them, I will list such as I have noted. The date given first refers to the period in which the postmark has been seen.

- 1851 BURLINGTON O. (Black) Date (month and day) is in one line.
- 1851 BROOKLINE MASS. (Red and Black) Name is between two ovals. Date (month and day) is in one line in the center.
- 1851 CHARLTON N. Y. (Black) Name is between two ovals.
- 1857 CORNWALL CONN. (Black and Red) Name is between two ovals.
- 1851 EAST WALLINGFORD VT. (Black) Date (month and day) is in two lines in the center.
- 1857 FARNHAM ERIE CO N. Y. (Black) "Farnham" at the top, "Erie Co N. Y." at the bottom. Date (month and day) is in two lines in the center.
- 1851 FISHERVILLE CT. (Red) Name is between two ovals. Date is in manuscript.
- 1851 HEUVELTON N. Y. (Red)
- 1851 KEY WEST FLORIDA (Red and Black) Date (month and day) is in one line in the center.
- 1851 KISHWAUKEE ILLS. (Black) Double-lined oval. Date (month and day) is in manuscript.
- 1851 LOCKE N. Y. (Red and Black) Date is in manuscript.
- 1851 MARLBORO N. Y. (Red and Blue) Name is between two ovals. Ornament at either end. Date (month and day) is in manuscript.
- 1851 NEW HOPE PENNA. (Black) Date (month and day) is in two lines in the center.
- 1851 & 1857 NEW LONDON N. H. (Black) Name is between two ovals. Date (month and day) is in one line in the center. Also in red on the 1851 issue only.
- 1851 RALEIGH C. H. VIRGA (Black)
- 1851 RAPPAHANNOCK ACADEMY VA. (Red) Name is between two ovals. Date (month and day) is in one line in the center.
- 1851 SAXONVILLE MASS (Red) Without outer oval. Date (month and day) is in manuscript.
- 1857 SIOUX FALLS CITY D. T. (Black) Date (year, month and day) is in manuscript.
- 1857 SNELLINGS RANCH CALA. (Black) Name is between two ovals. Date (year, month and day) is in manuscript.

- 1851 TODDSVILLE N. Y. (Red and Dark Bluish-Green) The oval is double-lined. Date (month and day) is in the center in manuscript.
- 1851 UTICA N. Y. (Black and Blue) Date (month and day) is in one line in the center. There is a diamond shaped ornament at either end.
- 1851 WEAVERVILLE CAL. (Black) Date (month and day) is written in the center in red ink.
- 1851 WEST FALLS ERIE CO N. Y. (Black) "West Falls" at the top, "Erie Co. N. Y." at the bottom. Date (month and day) is in manuscript.
- 1857 WOODVILLE PA. (Black) Name is between two ovals. Date (month and day) is in manuscript.



FIGURE 135

The oval, Utica, N. Y., postmark, had been in use in blue while the 1847 stamps were current, and was continued in the same color on the 1851 stamps at least as late as May 8, 1852. Sometime between this date and July 21, 1852, the postmark was changed to black, the latter date given being the earliest black I have seen. I have another example in black used August 1, 1853, and it was probable that the oval postmark was discontinued very soon after this date. Figure 135 illustrates a few of these oval postmarks.

Perhaps the commonest type of postmark after the circular and oval forms is that which occurs in one or more straight lines without any frame. All of these cancellations are rare; particularly those in colors other than black. Excepting for the blue "N. O." and several Ringville, Mass. postmarks of this kind (all of which came from one correspondence) I have not, I think, seen more than two examples of any of those listed. Figure 136 illustrates a few of these "straight line" postmarks. I list all I have noted but a number more exist.

**MADISON RUN**

**STATION,  
VA.**

**LIMERICK, N.Y.**

*Dec 19 1851*

*ELKADER, IA.*  
**JUNE.**

**RINGVILLE, MASS. JUNE 26**

FIGURE 136

- 1857 AURARIA K. T. (Black) In one straight line. Date (year, month and day) in a second line below.
- 1851 BUCKTOOTH N. Y. (Black) In one straight line. Date (month and day) in manuscript below.

- 1857 CARSON CITY U. T. (Blue) In one straight line. Date (month and day) in manuscript.
- 1851 COLUMBIA CAL. (Black) In one straight line. Date (day, month and year) below it in manuscript.
- 1857 CORAVILLE K. T. (Black) In one straight line. Date (month and day) in the second line below.
- 1851 ELKADER IA. (Black) Town and state in one line, month below in another line, day date in manuscript.
- 1851 EPHRATA PA. (Black) in one line. Date (month and day) below in manuscript.
- 1851 HOLLIDAYS COVE VA. (Black) In one straight line. Date (month and day) below it in manuscript.
- 1851 HOLLIS N. H. (Red) In one straight line. Date (year, month and day) below it in another.
- 1857 INGRAHAM PRAIRIE. ILL. (Black) In one straight line. Date (month and day) in manuscript below.
- 1851 LAWRENCEVILLE N. J. (Black) Town and state on one line. Date (month and day) below it in another.
- 1857 LIMERICK N. Y. (Black) In one straight line. Date (year, month and day) below it in manuscript.
- 1857 LISBON ARKS. (Black) In one straight line. Date (month and day) below it in manuscript.
- 1851 LISBON, WIS. (Black) In one straight line including the month. The day date in manuscript follows.
- 1857 MADISON RUN STATION VA. (Black) Three straight lines. "Madison Run" in one, "Station" in another, and "Va" in a third. Month and day date below in manuscript.
- 1857 MORINGVILLE P.O WESTCHESTER CO N. Y (Red) In two straight lines, "Moringville P.O" in the upper one. The date (month and day) is struck separately elsewhere on the envelope. This postmark also exists with a rectangular frame.
- 1851 NAHANT MASS. (Blue) In two straight lines with space between for the date in manuscript.
- 1851 NEW GERMANTOWN N. J. (Black) In one straight line. Date below in manuscript.
- 1857 N. O. APR 28TH 1858 (Blue) In one straight line. "N.O." means New Orleans. Probably used only during this year.
- 1857 NORTH EVANS N. Y. (Black) In one straight line with the month below in a second line, followed by the day date in manuscript.
- 1857 NORTHVILLE CT. APRIL 3 1859 (Black) In four straight lines. Town and state in top line. Date printed below in three lines.
- 1851 PLAINFIELD VT. JAN 18 1851 (Blue) in two straight lines. Has not been seen later than the date stated but may exist on 3c 1851 covers.
- 1857 PORTLAND ME (Black) in one straight line with the date below in another line. Printed, not handstamped. Seen only on the 1c 1857 Type V. May or may not exist on the 3c.
- 1851 RINGVILLE MASS. JUNE 29 (Black) All in one straight line.
- 1857 SCARSDALE (Black) "N.Y." after it in manuscript. The date (year, month and day) is in an oval frame on the stamp.
- 1857 SHAWNEE, KAS (Black) In one straight line. No date in the postmark.
- 1857 SPRING MOUNTAIN O. In one straight line. Date (month and day) in manuscript below.
- 1851 SLOATSBURG, N.Y. (Black) In one straight line. Date (month and day) in manuscript below.
- 1851 SLOATEBURG, N.Y. (Black) In one straight line. Date (month and day) in manuscript below. This spelling is probably an error.
- 1851 SWIFT CREEK BRIDGE (Red) "N. C." written after it in manuscript. The date is written below.
- 1851 & 1857 WENONA (Black) In one straight line. Date (year, month and day) in a second line below. This was probably the Wenona in Illinois though the postmark shows no state abbreviation.

The balance of the odd-shaped town cancellations will now be listed. Excepting for the Philadelphia, Pa., octagonal postmarks, these are all extremely scarce, although several copies of the West Hartford, Ct., and Killingly, Ct., postmarks have been seen. A number of the oddest ones are shown in Figure 137. Other odd-shaped town cancellations than those in the list undoubtedly exist.

## LIST OF OTHER TOWN POSTMARKS IN ODD SHAPES

- 1857 ATHENS ILLS. (Blue) Roughly oval, unframed, Date (year, month and day) in one line in the center.
- 1851 CAMP FLOYD, U.T. (Black) In a semi-circle, unframed with the month below in the center and the day below that in manuscript. This postmark sometimes shows traces of a crude frame.
- 1851 CATHLAMET O.T. (Black) "Cathlamet" in a semi-circle, unframed, with "O.T." below it and the date (month and day) in manuscript in the center.
- 1857 CATHLAMET W.T. (Black) (The same town now in Washington Territory) "Cathlamet" in a semi-circle unframed with "W.T." below. The date (year, month and day) in manuscript was written elsewhere on the cover.
- 1851 COLLINSVILLE CONN (Black) in three lines. Top line curved. No frame. Conn. in the middle. Date (month and day) at the bottom.
- 1857 DENVER CITY K.T. (Black) "Denver City" in a semi-circle unframed with "K.T." below it and the date in three lines (year, month and day) in the center. Has been seen with 1860 and 1861 year dates.
- 1851 HADDAM CT. Roughly rectangular (Red)
- 1851 HAMPTON CT. (Blue and Green) Roughly rectangular.
- 1851 IRVINE PA. (Grey-Blue) Roughly rectangular. Double line frame. Date (month and day) in one line in the center.
- 1857 JACKSBORO TEXAS in a rectangular frame made up of dots. (Black) Includes the year date.
- 1853env. JORDANS VALLEY. Two varieties, one in dark blue and one in black. Both roughly oval. Frame made up of many scroll-like lines. (Name of state - Tennessee - not included).
- 1851 KENSINGTON CON. Odd semi-circular shape (Blue)
- 1851 KILLINGLY CT. (Red, Brown and Dark Blue) Roughly rectangular.
- 1857 KILLINGLY CT. (Black) Roughly rectangular. (Same as above except for color)
- 1851 MITCHELL IOWA (Black) In a rectangular frame, "Mitchell" at the top and "Iowa" at the bottom. The date (month and day) in two lines in the center.
- 1851 MONTGOMERY (Black) In a shield-shaped frame. "Montgomery" at the top in one straight line with the date (month and day) in two lines under it. No state abbreviation is shown.
- 1851 & 1857 MORINGVILLE P.O. WESTCHESTER CO. N.Y. Exists with and without a rectangular frame.
- 1851 ORFORD-VILLE N.H. (Blue) Name in a semi-circle. No frame. Date in manuscript below.
- 1851 PATTEN ME. (Blue) Rectangular.
- 1857 PHILADELPHIA PA. (Black) Octagonal. Large size. Includes the year date.
- 1857 PHILADELPHIA PA: (Black) Octagonal. Small size. Usually includes year date.
- 1857 PINE SWAMP PA. (Black) Name in one straight line in the center. No date. Fancy, roughly oval frame made up of many curved lines.
- 1851 SHABBONA GROVE ILL. Scroll shaped postmark (Black)
- 1851 SHABBONA GROVE DEKALB CO. ILLINOIS Shield postmark (Red)
- 1857 SHABBONA GROVE DEKALB CO. ILLINOIS Shield shaped postmark (Black)
- 1857 SHAMOKIN PA. (Black) Octagonal.
- 1853env. STANTON K.T. (Black) In a large rectangular frame with the corners cut, "Stanton" in a curved line at the top and "K.T." at the bottom, with the date (month and day) in manuscript in the center.
- 1857 STONY CREEK CONN. (Blue) Odd stenciled design.
- 1851 TOLLAND MAS (Black) In a rough frame curved at the top and flat at the bottom. "Tolland" in one curved line at the top, "Mas" in a straight line at the bottom. Date (month and day) in one line in the center. There are dashes under "Tolland" and dots at either side of the postmark.
- 1851 TRIANGLE N.Y. (Black) Triangular.
- 1851 TROY N.H. (Red) Rectangular.
- 1857 TUSCAHOMA MISS. (Blue) Rectangular.
- 1851 WEST HARTFORD CT. (Black and Red) Roughly rectangular.
- 1857 WINCHESTER CENTRE CT. (Black) Octagonal.



FIGURE 137

**YEAR-DATED POSTMARKS.** Although I have no definite facts on which to base my belief, it seems fairly sure that prior to June, 1855, the Post-office Department forbade the use of year-dates in town postmarks. Before July 1, 1851, year-dates in the town cancellation had been used, though rarely, at least as far back as 1796. Examples are, Wilkesbarre (Pa.) Aug. 31, 1796, Clinton, Georgia, Mar. 18, 1830, and Reading, Pa., Sept. 17, 1831. At least five towns used year-dated postmarks while the 1847 stamps were current, although as far as I know no 1847 stamp has been seen on a cover bearing any of these year-dates. The list which follows include the few 1847 period year-dates seen. During recent years I have published

**SONORA, CALIFORNIA.****JAN. 23, 1852**

FIGURE 138

**Hagamans Mills N.Y.****Aug 9, 1852**

FIGURE 139

a number of lists of early year-dated cancellations and by this means, with the help of other collectors, have been able to gather a considerable number dated prior to 1857. The following list though still incomplete gives a good idea of the rarity of these cancellations in the various years. Certain are worthy of special mention. The Plainfield, Vt., 1851 year-date has been seen only on a cover without stamps used January 18th of that year. Whether or not it was continued in use while the 3c 1851 stamps were current I cannot say. It is at least possible.

Sonora, Cal., used a year-dated postmark in blue, in two straight lines, in both 1851 and 1852. These have been seen on covers without stamps and also directly over 3c 1851's and bisected 12c 1851's. See Figure 138. Of the Hagamans Mills, N. Y., 1852 year-date I have seen about four examples. These were invariably placed on the envelope so as not to touch the stamp. Incidentally these all came from one correspondence. See Figure 139. The partly identified blue Jan. 8, 1852, year-date is believed to come from a small New England town, the name of which evidently ends in "ertown".



FIGURE 140

The 1853 New York City year-date is particularly interesting. The main and branch postoffices of New York City were undoubtedly using a number of town cancellation stamps at this time though only one of them included the year date. It was used from July 11 to July 26, inclusive, and each day during this period has been seen. I have a notion that an order from the Post-Office Department at Washington was the reason why it was discontinued. This year-date has been seen on 1c 1851's, 3c 1851's, and once on a 3c 1853 stamped envelope. See Figure 140. The probable 1854 year-date from Philadelphia is decidedly odd. The cancellation is not particularly clear and I am not entirely sure of its correctness, but I have no doubt as to its authenticity, although it is one of only two examples of this type of Philadelphia postmark which I have seen. I believe this particular postmark was used only on incoming letters which arrived some days after they should have, to indicate that the delay was not the fault of the Philadelphia post-office.

Seemingly in June, 1855, the Post-Office Department decided to allow the use of a year-date, and Washington, D. C., began its use about the middle of May. The earliest date seen is May 19. At least twenty-two other towns began the use of the 1855 year-date before the close of the year. Excepting for Memphis, Ten., which is in blue and four in red, all of these are in black.

During 1856 a considerable number of towns began the use of the year-date. I have a record of seventy-five, and there were undoubtedly others. Six of these used a blue, and nine a red postmark. In certain cities only one or two of the town handstamps in use included the year-date. This is particularly true of New York City.

By 1857 the use of the year-date had become decidedly common. Undoubtedly hundreds of towns used it, so many that it seems unwise to attempt their listing. The year-date continued in common use while the 1857 issue was current, and for a few years thereafter; although it is a strange fact that late in the '60's the Post-office Department seemingly again forbade its use.

## List of 1847-1856 Year-Dated Town Postmarks

1847

Brazos (Texas) Apr. 10, 1847, (in two straight lines)

P't. Isabel. (Texas) Jan. 9, 1847, (in two straight lines). (P't=Point)

1849

Sacramento (Calif) Oct 29 1849 (in two straight lines)

1850

Corpus Christi Texas Oct 7 1850 (in two straight lines)

1851

Plainfield Vt. Jan. 18 1851 (Blue) (In two straight lines)

Sonora, California Dec 2 1851 (Blue) (In two straight lines)

1852

Greenville Maine Aug 13 52 "13 52" in one line

Hagemans Mills, N. Y. Aug 9 1852 (In two straight lines)

Sonora, California Jan. 23, 1852 (Blue) (In two straight lines)

.....ertow.....Jan 8 1852 (Blue)

1853

Greenville Maine Mar 16 53 "16 53" in one line

New York Jul 11 1853 (This postmark was used from July 11 to July 26, 1853 inclusive. Every date in this period has been seen).

New Haven Con. Jul 13 1853.

1854

Recd. Phila. P. O. July 14 1854 (In one straight line in an octagonal frame. I am not entirely sure of this one).

Registered Sept. 11, 54 (In two straight lines in a rectangular frame) (Red) Used on a registered letter from New York City

1855

Ann Arbor Mich. Nov 3 1855

Bellows Falls Vt. Sep 22 1855

Columbus O. Dec 12 1855

Du Buque Iowa Dec 28 1855

Farmville Va. Sept 28 1855

Gloucester Mass. Oct 24 1855

Henderson Ky. Jun 21 1855

Hermann Mo. Aug 23 1855

Hornellsville N. Y. Oct 11 1855 (I am not entirely sure of this one).

Huntsville Ala. Dec 19 1855 (Blue)

Ithaca N.Y. Jul 2 1855

Massillon O. Oct 26 1855 (I am not entirely sure of this one).

Marshall Mich. Jul 24 1855

Memphis Ten. Sep 19 1855 (Blue)

Nevada City Cal. Dec 18 1855 10 PAID

Newburyport Ms. Dec 21 1855 (Red)

New Haven Con. Sep. 17 1855

New York Oct 25 1855

New York Sep 21 1855 (Red)

Pittsburgh Pa. Jun 20 1855

Rutland Vt. Dec 20 1855 (Red)

Saint Paul M.T. Jul 12 1855

San Francisco Cal. Sep 20 1855

10 Paid (Red)

South Danvers Ms. Dec 5 1855

(No circle around the postmark)

Washington D.C. May 19 1855

Yreka Calif. Oct 15 1855

1856

Akron O. Jun 19 1856

Annapolis Md. Dec 19 1856

Ann Arbor Mich. Aug 29 1856

Augusta Ga. May 21 1856

Bridgewater Ms. Dec 30 1856 (Red)

Burlington Iowa. Aug 28 1856

Canajoharie N.Y. Nov 30 1856

Chicago Ill. May 20 1856

Cleveland Ten. Jul 2 1856

Columbia Cal. Dec 25 1856

Columbia Ten. Jan 9 1856

Columbus O. Jun 2 1856

Concord N.C. April 24 1856 (In two straight lines. No frame).

Cuyahoga Falls O. Dec 12 1856 (Blue)

DuBuque Iowa Feb 9 1856

E. Saganaw Mich. Nov 12 1856

Elmira N.Y. June 20 1856 (Blue)

Farmville Va. Sep 12 1856

Flint Mich. Mar. 3 1856

Freehold N.J. Sep 12 1856

Galveston Tex. Feb 24 1856

Haerlem N.Y. Sep 4 1856 (Red)

Hannibal Mo Nov 8 1856

Helena Ark. May 26 1856

Henderson Ky Sep 17 1856

Henry Ill. Dec 13 1856

Hudson N.Y. May 20 1856

Huntsville Ala. Mar 8 1856 (Blue)

Indianapolis Ind Dec 29 1856

Ithaca N.Y. May 12 1856

Johnstown N.Y. Aug 9 1856

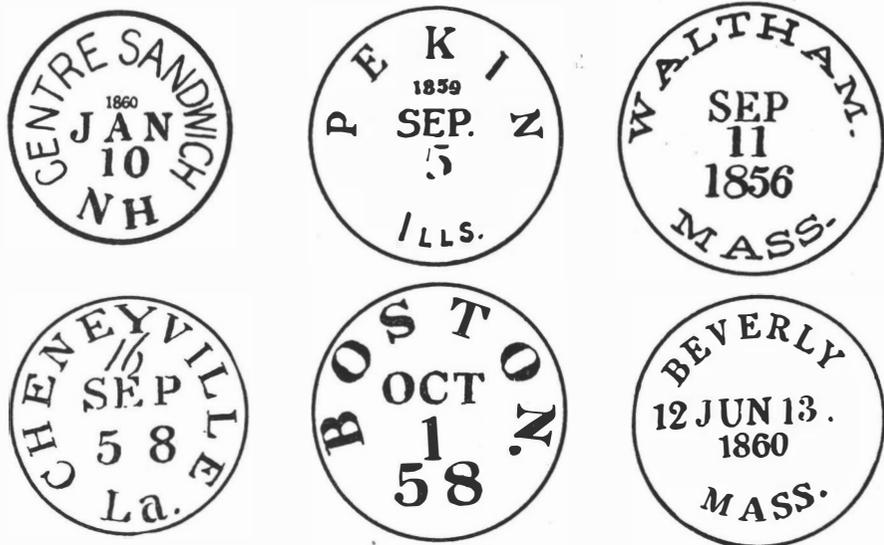
Keokuk Iowa. Aug 1 1856

Kingston N.Y. June 26 1856

- Knoxville Ten. Dec 20 1856  
 Litchfield Ct. Oct 7 1856  
 Manchester N.H. Dec 17 1856  
 Marshall Mich. Jan 10 1856  
 Memphis Ten. Feb 26 1856 (Blue)  
 Meriden Ct. Jan 25 1856 (I am not entirely sure of this one).  
 Middleborough Ms. Jul 1 1856  
 Nashua N.H. May 16 1856 (Blue)  
 Nevada City Cal. Apr 13 1856 10 PAID  
 Newark N.J. Sep 17 1856  
 Newburyport Ms. Mar 10 1856 (Red)  
 New Haven Con. Jan 21 1856  
 New Haven Con. Mar 19 1856 (Red)  
 New York Jan 3 1856 ("PAID" is sometimes found at the bottom of this postmark)  
 New York Apr 1 1856 (Red)  
 Niles Mich. Sep 5 1856  
 Norwich Ct. Apr 14 1856  
 Paris Ky. Nov 5 1856  
 Pittsburgh Pa. Jul 12 1856  
 Port Lavaca Tex Oct 29 1856  
 Princeton Ill. Apr 12 1856  
 Richmond Va. May 19 1856  
 Rock Island Ill. Jul 8 1856  
 Rondout N.Y. Mar 5 1856  
 Rutland Vt. Jun 5 1856 (Red)
- Rutland Vt. Nov 26 1856  
 Sacramento City Cal. Nov 19 1856  
 St. Anthonys Falls M.T. Apr 10 1856  
 St. Joseph Mo. Jul 26 1856  
 Saint Paul M.T. Jun 18 1856  
 St. Louis Mo. Jun 2 1856  
 Salem Ms Nov 8 1856 (Red)  
 Seymour Ct. Aug 11 1856 (Blue)  
 Sonora Cal. Feb 1 1856  
 South Danvers Ms. Jan 2 1856 (No circle around the postmark)  
 Springfield O. Mar 6 1856  
 Sumter S.C. Nov 5 1856 (Red)  
 Syracuse N.Y. Apr 24 1856  
 Trenton N.J. Apr 7 1856  
 Trenton N.J. Jun 11 1856 (Red)  
 Troy N.Y. Oct 12 1856 (With and without PAID at the bottom of the postmark)  
 Waltham Mass. Sep 11 1856  
 Washington D.C. Jan 11 1856  
 Washington City D.C. Sep 15 1856  
 Washington City D. C. FREE Jan 19 1856  
 Westchester Pa. Sep 16 1856  
 Westfield Ms. Apr 21 1856  
 Worcester Ms. Sep 5 1856  
 Yreka Cal. Oct 15 1856

Mention should be made of the fact that on the Type I 3c 1857 perforated stamps the 1857 year-date is the commonest, while the 1859 year-date is little if any scarcer. The 1858 year-date is the only other one found, excepting very rarely. The use, during the year 1859, of certain of the plates made for the imperforate stamps is the reason why this date is not rare. As for the perforated Type II stamps, the 1857 year-date is scarce because the new plates bearing this type of stamp were used comparatively little during this year. The 1858, 1859, and 1860 year-dates are equally common. The 1861 year-dates are slightly rarer because the issue was superseded the latter part of this year.

Certain year-dated cancellations which appeared later than those in the list, that is, from 1857 to 1861 inclusive, are for one reason or another unusual and worthy of description. Year-dates may be found which are particularly tiny in comparison to the balance of the postmark. Three excellent examples of this are, PEKIN, ILLS., in black which shows a tiny 1859 year-date above the month and day date, TREMONT, PA., with either the 1860 or 1861 year-date in very small type below the month and day date, and CENTER SANDWICH, N. H., with an 1860 year-date so small that it is almost microscopic. See Figure 141. As an example of a year-date of more than an ordinary size, Seneca Falls, N. Y., may be found with both the 1860 and 1861 year-date illustrating this. Waltham, Mass., in 1856 also used a large year-date and the type of the letters in the postmark is very unusual. See Figure 142. Rarely a town cancellation may be found with the year-date abbreviated to the last two figures. The postmaster at Cheneyville, La., lacking the ordinary year-date was able to show one by taking separate figures which before had been used for the day of this month, and putting a "58" (an abbreviation of 1858) below the month in the postmark and adding the day



FIGURES 141, 142, 143, 144 AND 145

date above in manuscript. See Figure 143. Boston, Mass., did a very similar thing although I have not seen more than one or two examples. Such a postmark in black reading "Boston Oct 1 58" has been seen on the back of a letter sent from there to the Dead Letter Office. The "58" undoubtedly stands for "1858". See Figure 144. Year-dates may be found in postmarks of odd shape and have already been mentioned under that heading.

Beverly, Mass., used an old town postmark during 1860 at least, including the year-date. The day and month are on the same line and it was the habit of the postmaster to put the day-date both before and after the month. One queer error of this has been seen in which the date is stated "12 JUN 13". See Figure 145. Auburndale, Mass., used a postmark, at least in 1860, in which both the name of the town and the year-date (the latter at the bottom of the postmark) are between two circles, while the day and month date is in the center. The inner circle is made of a wavy line.



FIGURE 146

One other very unusual type of year-date was used in New York City to an extremely limited extent early in the year 1861. The earliest and latest dates noted are: Jan. 22, 1861, and March 28, 1861. Figure 146 illustrates this postmark. It will be noted that the day, month, and year are abbreviated so that they may be put in one line although at that the year-date is put in sideways. Further it will be noted that this is one of the New York City postmarks which had the town and "killer" on the same handstamp. As has been intimated, this postmark is decidedly rare.

Certain year-dated postmarks were noted in the list printed above as existing in red or blue prior to 1857. From 1857 to 1861 inclusive, examples may be found in blue and red for each year and more rarely in the other colors. The following are noted to illustrate this:

Apalachicola, Fla., green, 1858.

Centralia, Ill., small size, green, both 1860 and 1861

Holly Springs, Miss., brown, 1860.

Ottawa, Ill., ultramarine, 1860.

Hartford, Ct., and Greenwich, Ct., claret, 1859

Newburyport, Ms., orange, 1859

Other examples in the rarer colors undoubtedly exist.

All of the year-dates which have been mentioned excepting certain of the rarest may be found inverted as well as normal. While these have some interest they are not particularly important because due merely to the carelessness of the postoffice clerk in inserting the date in the handstamp. One more fact may be mentioned regarding year-dates. Ordinarily a clear one may be taken as conclusive evidence that the stamp thus cancelled was used in that particular year. However, we know that in certain Confederate towns the year-date was not changed at the end of the year indicated. It is possible that this same thing occurred with certain postmarks while the 1857 stamps were current. For example I have two covers used from Baltimore, Maryland, which are cancelled quite legibly "1857" in the town postmark, though both of these, I am satisfied, were used at least a year later. These are sufficiently clear so that it does not seem possible that the "7" is any other figure, deformed.

Pen cancellations were used by a great many of the smaller postoffices, and not infrequently, even while the imperforate stamps were current, the postmaster added the year date after the month and day. Neat clear examples, while they may have no unusual monetary value, are pleasing, and in practically every instance, the date may be relied upon as correct. As fine an example as I have seen is the following inscription written carefully in four lines entirely on the stamp: "Lodi—Mich—April 26—1852".

A few other odd year-dated postmarks are described in some of the other sections.



FIGURE 147

TOWN POSTMARKS INCLUDING THE COUNTY. It was very rarely that the whim of the postmaster led him to have a town handstamp made including the name of the county in which the postoffice was situated. See Figure 147. Though more exist, I have a record of but twelve of these, seven of which towns, strangely enough, are no longer in existence under the name given. As these are of considerable interest and few in number, they are listed:

#### TOWN POSTMARKS INCLUDING THE COUNTY

- 1851 CAMPBELL'S MILLS, WINDHAM CO. CON. (Black)
- 1857 CLINTON POINT, DUTCHESS CO. N.Y. (Black)
- 1851 & 1857 COPPER MINES, POLK CO. TENN. (Red on the 1851 and Black on the 1857)
- 1857 FARNHAM ERIE CO N.Y. Oval. (Black)
- 1857 FRANKLIN SQUARE, COLUMBIANA CO. O. (Black)
- 1857 GREENSBURG, MERCER CO. N.J. (Black)
- 1851 JERSEY SHORE, LYCOMING CO. PA. (Black)
- 1851 LOUISVILLE, STARK CO. O. (Red)
- 1857 MINESOTA MINE, ONTONAGON CO. MICH. (Black)
- 1851 & 1857 MORINGVILLE P.O., WESTCHESTER CO. N.Y. In rectangle. Exists also without the rectangular frame. (Red)
- 1851 MOSSY CREEK AUGUSTA CO Va. (Black)
- 1851 PLEASANT GROVE ALLEGANY CO Md. (Black)
- 1851 & 1857 SHABBONA GROVE, DEKALB CO. ILLINOIS. Shield-shaped. (Red on the 1851 and Black on the 1857)
- 1857 WAYNMANVILLE, UPSON CO. GEO. Extremely large size. (Black) (See Fig. 132)
- 1851 & 1857 WEST FALLS ERIE CO N.Y. Oval. (Black)
- 1851 WEST MANCHESTER, ALLEGHANY CO. PA. (Black and Red)

TOWN POSTMARKS INCLUDING ORNAMENTS, BARS AND GRIDIRONS. A study of the town postmarks used in the United States during the first half of the nineteenth century will show that it was a very frequent practice to make the design more or less fancy by adding ornaments, such as stars and scroll-like lines, within the town postmark. These old postmarks were still being used to some extent during the 1851-'57 period, and a certain number of new ones of like character were made. I will describe first just a few typical examples, where the ornaments were not meant to aid in cancelling the stamp, but merely to adorn the postmark. See Figure 148.

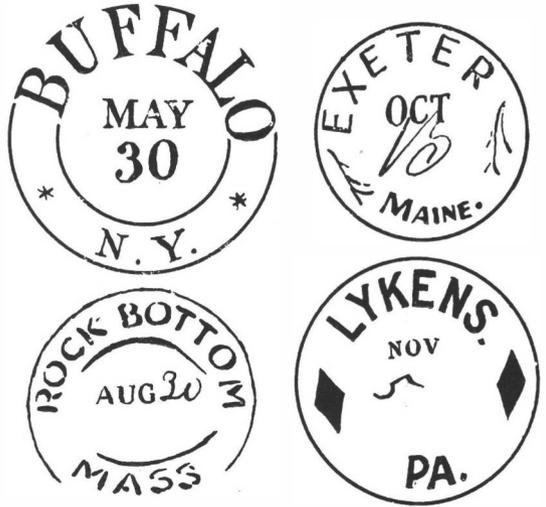


FIGURE 148

Savannah, Georgia, used a small town postmark occasionally while the 1847-'51 and 1857 issues were current and even, I believe, on certain Confederate stamps. This was in red during the 1847 period, but later only in black. It includes a small star at either side of the design. Buffalo, N. Y., for a year or so about 1853 and 1854 used a very large black town postmark which had the word BUFFALO at the top in large letters and two semi-circles below, between which was "N. Y." and a star at either side. Exeter, Maine, used a red town postmark on covers bearing both the imperforate and perforated stamps, and from its appearance I judge it dates back to an earlier period. It shows a rather elaborate ornament at either side. Another example from Rock Bottom, Mass., had been seen in both black and brown while the 1851 stamps were current. It is a circular postmark and shows a curved ornament both above and below the date in the center. One more example which has been seen only on the perforated stamps was used in Lykens, Pa., and has a large diamond-shaped ornament at either side of the postmark.

Slightly different are the town postmarks which include bars added deliberately so that the stamp when cancelled with it would be more satisfactorily obliterated. New York City shows perhaps the best example of this. This particular postmark will be discussed more fully under the heading, New York City Postmarks, toward the end of the article. Rochester, N. Y., during at least the last few months of 1851 used two or three bars in the postmark seemingly for this same purpose. Mobile, Ala., for a considerable time used one very heavy bar underneath the date, and Augusta, Ga., did the same thing in a postmark which is found in both blue and ultramarine. Malone, N. Y., at one time had a postmark which had a long wavy line in it beneath the date. Still another type slightly different from any of those so far mentioned was used in New York City to a limited extent and almost entirely on mail that was addressed to the Pacific Coast. A small gridiron, within a circle, made up of six bars is found at the top of the postmark between "New" and "York".

TERRITORIAL TOWN POSTMARKS. These of course exist from the earliest days of the history of this country to the present time, Northwest Territory having been formed July 13, 1787, and Alaska, for example, still being a territory. During the period that the 1851-'57 stamps were current a number of territories existed

or were formed, while certain towns in two states that had been admitted some years before July 1, 1851, were still using territorial postmarks. A list giving the date of formation of these territories and of their admission to the Union follows:

	Organized as a Territory	Admitted as a State
Colorado .....	Feb. 28, 1861	Aug. 1, 1876
Dakota .....	Mar. 2, 1861	Nov. 2, 1889 (As No. and So. Dakota)
Florida .....	Mar. 30, 1822	Mar. 3, 1845
Kansas .....	May 30, 1854	Jan. 29, 1861
Minnesota .....	Mar. 3, 1849	May 11, 1858
Nebraska .....	May 30, 1854	Feb. 9, 1867
Nevada .....	Mar. 2, 1861	Oct. 31, 1864
New Mexico .....	Dec. 13, 1850	Jan. 6, 1912
Oregon .....	Aug. 14, 1848	Feb. 14, 1859
Utah .....	Sept. 9, 1850	Jan. 4, 1896
Washington .....	Mar. 2, 1853	Nov. 11, 1889
Wisconsin .....	July 4, 1836	May 29, 1848

The abbreviation for territory may or may not be found in such postmarks. If between the dates given above they are of course territorial whether or not the abbreviation was used. Generally speaking the territories were sparsely settled and as a consequence these postmarks are rare. St. Paul, Minnesota, was the only large territorial city during the 1851-'57 period, so it is the only fairly common example. Both Florida (Apalachicola and St. Augustine) and Wisconsin (Mineral Point) territorial postmarks have been seen on 3c 1851 covers although six and three years respectively had elapsed since statehood had been granted. These are extremely rare.

The subject of the 3c 1851 and 1857 stamp used in "Indian Territory" is a rather complicated one. The Act creating Arkansas Territory went into effect July 5, 1819 and included what is now the State of Arkansas as well as all land west of it as far as the then western boundary of the United States. On May 26, 1824 the western boundary of the territory was changed to a north and south line about forty miles west of the present western state boundary; while on May 6, 1828, Arkansas Territory was further reduced to its present state size. The part of the original territory west of the two lines of 1824 and 1828 was reserved for the Indians. Whites, except military, and civilians bearing special permission, were forbidden to settle in it. On June 30, 1834 an Act of Congress definitely established a much larger region known as the "Indian Country," with the same restrictions. It included all the United States west of the Mississippi River not within the states of Louisiana or Missouri or the Territory of Arkansas. However, judicial control was limited to the part of this vast tract that is today the State of Oklahoma. About the middle of the 1830s the five great Indian Nations or Tribes (the Cherokees, Creeks, Chicksaws, Choctaws and Seminoles) were more or less forcibly removed from their homes in the southern states to this region. This episode goes to make up one of the darkest chapters of United States history. These five nations along with certain tribes from further west, such as the Osages, settled in this new country (Today Oklahoma) amidst terrible hardships.

In many respects they were really small independent nations and were treated as such by the United States Government. They were allowed the facilities of the United States Post Office Department and opened offices of their own with native Indian postmasters. Much later on Indian Territory abbreviations were used, but the postmarks until the late '60s or early '70s, whether handstamped or manuscript

always show in them either the Arkansas abbreviation or that of one of the Indian Nations. The use of the former in the postmarks is explained by the fact that the Post Office Department had attached these offices to Arkansas for administrative reasons though in reality they were outside of it. A certain number of 3c 1851 and 1857 covers may be found showing postmarks from some of these offices at least, with either the Arkansas or an Indian Nation abbreviation in the postmark. It is needless to say that these are decidedly rare and of the greatest interest.

In order to enable collectors to distinguish between these postmarks and those from the State of Arkansas, I give a list of such offices as I know were in existence while the 1851 and 1857 stamps were current. Few of them had hand-stamps. To be sure certain of these postmarks show the abbreviation of one of the four Indian Nations (the Seminoles had no post offices until later) instead of that of Arkansas. It is an odd fact that the abbreviation "C.N." sometimes used, may stand for any one of the four Nations having post offices between 1851 and 1861. The list is as follows though it is possible that a few other offices existed.

Armstrong Academy, Choctaw Nation  
 Baptist Mission, Cherokee Nation  
 Boggy Depot, Choctaw Nation  
 Burney Academy, Chickasaw Nation  
 Cherokee, Cherokee Nation  
 Choctaw Agency, Choctaw Nation  
 Coody's Bluff, Cherokee Nation  
 Creek Agency, Creek Nation  
 Danielsville, Cherokee Nation  
 Doaksville, Choctaw Nation  
 Eagletown, Choctaw Nation  
 Eh-yoh-hee, Cherokee Nation  
 Flint, Cherokee Nation  
 Fort Arbuckle, Chickasaw Nation  
 Fort Gibson, Cherokee Nation  
 Fort Washita, Chickasaw Nation  
 Grand Saline, Cherokee Nation

Harris' Mill, Choctaw Nation  
 Kedron or Kidron, Cherokee Nation  
 Lankard Falls, Cherokee Nation  
 Little Verdigris, Cherokee Nation  
 Luk-fah-tah, Choctaw Nation  
 Marble Salt Works, Cherokee Nation  
 Mayhew, Choctaw Nation  
 Micco, Creek Nation  
 Mount Clarimier, Cherokee Nation  
 Pontotok, Chickasaw Nation  
 Scullyville, Choctaw Nation  
 Tahlequah, Cherokee Nation  
 Tishomingo, Chickasaw Nation  
 Toboxky, Choctaw Nation  
 Webbers Falls, Cherokee Nation  
 Wheelock, Choctaw Nation

To give an idea of both the absolute and comparative rarity of some of these territorials I quote from a list of the amounts of postage collected, etc. (fractions of a dollar omitted) for the year ending June 30, 1858.

Territories	Value of Stamps Sold	Total Receipts	Cost of Transporta- tion	Compensation Allowed Postmasters	Total Expenses
Kansas .....	\$17,981	\$21,984	\$26,322	\$11,311	\$37,857
Minnesota .....	38,219	51,781	87,757	23,015	115,005
Nebraska .....	6,821	9,079	21,859	4,876	26,787
New Mexico ....	1,511	1,760	30,680	750	31,446
Oregon .....	8,961	13,576	35,370	6,115	41,562
Utah .....	603	1,300	31,553	702	32,275
Washington ....	1,594	2,426	23	1,407	1,450

It is obvious that the cost of transporting the mails in the far western territories far exceeded the total receipts. Is it any wonder that New Mexico and Utah, for example, are rare when one notes the value of the stamps sold for an entire year? The historic interest which attaches to these postmarks is great. It is closely linked in the West with the overland mail routes and has to do with a period of American history that is always interesting and often thrilling.

**COLLEGE TOWN POSTMARKS.** It seemingly was at least to some extent a habit while the 1851-'57 stamps were current to have post-offices in colleges, though possibly in some of the instances the town was named after the college. As the number of such cancellations is very limited, I will list such as I have seen. Except for the "University of Virginia", these are all decidedly rare:

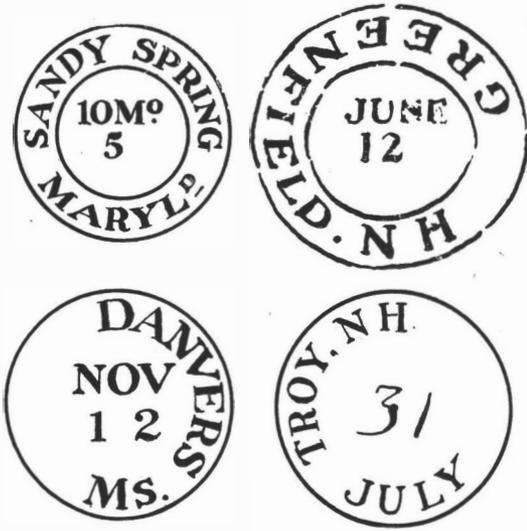
- On the 1851 issue DAVIDSON COLLEGE N. C. (Red)
- On the 1851 issue UNIVERSITY OF VA. (Blue)
- On the 1851 issue THEOL. SEMINARY VA. (Black)
- On the 1857 issue IRVING COLLEGE TEN. (Brown)
- On the 1857 issue MARY'D AGRI. COLLEGE MD. (Black)
- On the 1857 issue MILITARY INSTITUTE KY. (Black)
- On the 1857 issue UNIVERSITY OF VA. (Blue)
- On the 1857 issue UNIVERSITY OF VIRGINIA (Blue) Small size.
- On 1853 envelopes CAROLINA FEMALE COLLEGE, N. C. (Black)
- On 1853 envelopes DAVIDSON COLLEGE N. C. (Black)
- On 1853 envelopes HAMPDEN SIDNEY COLLEGE VA. (Black)
- On 1853 envelopes OAKLAND COLLEGE, MISS. (Black)
- On the 1851 & 1857 issues COLLEGE OF ST JAMES MD (Black and green)

**TOWN POSTMARKS SHOWING THE DATE IN THE QUAKER MANNER.** As is well known the Quaker sect indicated the months of the year by their numbers from 1 to 12 rather than by the names ordinarily employed because these are of "heathen origin". At least three postmasters, who were Quakers, lived up to their beliefs by stating the month in the town postmark by its number rather than by its name. Sandy Spring, Maryland, is the best example. (See Figure 149). These postmarks are in black, and the name of the town and the state (abbreviated to "Maryld") appear between two circles, while the month, October, is stated in this fashion, "10 Mo.", the day-date below sometimes being written in ink. The second town which used this style of postmark is North Berwick, Maine. These cancellations have been seen only in manuscript, and read, for example, as follows: "No. Berwick, Me. 7 Mo. 15", meaning July 15. The third town is Colerain, Ohio, which shows the date in three lines in the center as follows: "3d—Month—2d", meaning March 2nd. Several examples have been seen on both the imperforate and perforated stamps. There is a chance that other similar cancellations exist. Incidentally the Sandy Springs postmark has been seen on both the imperforate and perforated stamps, while the North Berwick cancellation has been seen only on covers bearing the imperforate stamps.

**MISCELLANEOUS TOWN POSTMARKS.** There are a few extremely odd town cancellations which do not come in any of the classes which have been described. The queerest one of all to my mind is one from Greenfield, N. H., which is more than evidently a home-made affair. The postmaster apparently cut it himself and did not remember that in order to make the postmark read correctly when struck on an envelope it must read backward in the handstamp itself. He seemingly whittled it out right side around on the handstamp and must have been surprised to find that it read backward when used. However this did not prevent his employing it at least to some extent. See Figure 150.

Two more most unusual postmarks may be mentioned. One, on a 3c 1851 cover from West Bridgewater, Mass., shows the town name occupying the entire circumference; while "Mass." is in the center. The date in manuscript shows the month above "Mass." and the day below it. The other, also in the 1851 period, is from Port Orford, O.T. (Oregon Territory). Here the postmaster struck a plain circle in black on the cover and wrote carefully inside of it "Port Orford, O.T., June 26."

One other odd variety of town postmark may be noted; that without any indication of the state in which the town was situated. Of course New York and



FIGURES 149, 150, 151 AND 152

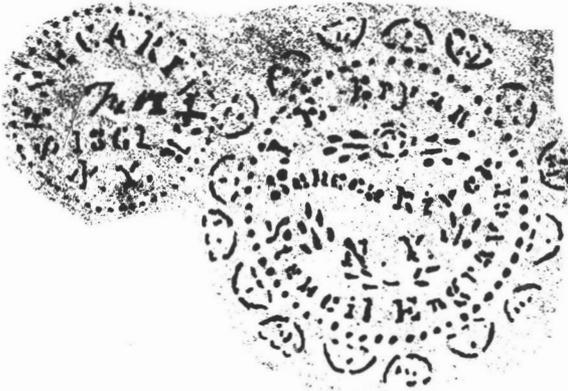


Figure 152A

Boston did this considerably, but small towns are also occasionally found. Passumpsic (Vermont) is a good example, the postmark reading, "PASSUMPSIC MAY 13 PAID 3 cts".

One extremely odd town postmark has been seen that belongs perhaps in a class by itself as it is stenciled. A stencil advertisement on the back of the cover which read "J.E. Bryan, Stencil Engraver, Seneca River, N. Y." makes it obvious that the postmaster had this second string to his bow, and had used this knowledge to make a stencil for his post office handstamp. The postmark, in a dotted circle, reads "Seneca River, N.Y., 1861," with the day and month in manuscript. It is in black and only one example has been seen. (See Figure 152A).

Something must be said regarding odd town names. A fair collection could be made of covers used while the 1851-'57 stamps were current showing names, some of which are almost fantastic. I will give a half dozen, all of which are absolutely authentic and which will serve as examples:

LOYALSOCK, PA.

GRATIS, OHIO.

LITTLE ROCK FISH, N. C.

PAINTED POST, N. Y.

SIX MILE RUN, PA.

SPORTING HILL, PA.

All of those mentioned except Little Rock Fish are still in the Post-Office Guide.

Sing Sing, N. Y., and Danvers, Ms., among other towns, used postmarks from which something had been removed. In the Sing Sing postmark this was the numeral, probably a "5", before the "cts." at the bottom of the postmark. Danvers, Ms., (See Figure 151) used a postmark from which some word, such as "South" had been cut out. Probably the name of the town was changed from South Danvers to Danvers. Roslyn, N. Y., while the 1851's were current, and Hayden Rowe, Mass., while the 1857's were in use, both used a small sized town postmark which was evidently home-made. Troy, N. H., which also used at one time a rectangular postmark, in July, 1851, used a circular postmark which is illustrated in Figure 152. This is extremely odd because the month, like the town

and abbreviation for the state, is just within the circle, while the day-date only in manuscript is placed in the center.

Among other miscellaneous town cancellations should be considered those either wholly or partly in manuscript. A large number of the smallest towns were not supplied with postmarking utensils. Probably the quantity of mail dispatched hardly made it worth while. Under these circumstances the postmaster wrote the name of the town and state as well as the date (usually the month and day, though occasionally the year too) on the cover, often partly on the stamp. Black ink, which in those days was often brownish, was ordinarily employed. Blue ink was used much less frequently and red ink rarely. Occasionally a pencil was used instead of pen and ink. Almost always black is the color found though red has been seen. Neatly applied manuscript postmarks are certainly not objectionable and, to my mind, are to be preferred to heavy or blurred hand-stamped cancellations.

In addition to the manuscript cancellations mentioned above, note should be made of town cancellations which show the date, either day or month or both (and rarely the year) added in either pen or pencil. Again black ink was usually employed though blue and even red have been seen. These cancellations partly in manuscript mean either that the postmaster was not supplied with movable dates for use in the handstamp, or else that they had been lost. Found less frequently than the date entirely in manuscript is a date corrected with pen and ink.

## CHAPTER XXXVII ROUTE POSTMARKS

HAVING considered the various town postmarks, route cancellations are next in order. These will be divided into the following groups:

1. Railroad Cancellations
2. Inland Steamboat Route Cancellations
3. Steamboat Agent Cancellations
4. Mississippi River Packet Cancellations
5. WAY and STEAM Cancellations
6. Steamboat Cancellations
7. Steamship Cancellations
8. Express Company Cancellations

As was stated in the foreword to cancellations, the route postmark ordinarily replaces the town cancellation on the envelope, although on occasion both appear, or one may include the other. Many of them are undated, this being particularly true of the Mississippi Packet cancellations. On the other hand a few include the year-date. Rarely the amount of postage is included in one of these postmarks. The Mississippi Packet cancellations are often large and more or less fancy; with the idea, I suppose, of making a striking postmark which would help to advertise the packet. Various colors of route postmarks are found; generally speaking the rarity of the odd colors corresponding to those used for town postmarks. On the Mississippi Packet cancellations, however, red is by far the commonest color.

Possibly no cancellations have more historical interest than do these, partly because they often necessarily show more or less of the progress of transportation in this country on their face.

CHAPTER XXXVIII  
ROUTE POSTMARKS—RAILROAD

THE publication of frequently revised lists over a period of some years has allowed the building up of the following long list of railroad cancellations used prior to September 1, 1861. I have thought best to include such cancellations as are known for the period before July 1, 1847, and for the period while the 1847 stamps were current. One reason for so doing is that certain of these cancellations as yet unknown in the 1851 and 1857 periods will be found and this listing may help in their identification. The length of this list is rather surprising though, on analysis, this should be expected, because the consolidation of the numerous short line railroads of the period into the great trunk lines of today had barely begun. The list unfortunately is still incomplete as is attested by more than twenty partly identified railroad cancellations I have which are different from any in the list. I wish again to express my thanks to the many collectors who have sent railroad covers for examination and thus assisted in making the list as nearly complete as it is.

The name of the postmark is not necessarily that of a railroad of the period. In other words, the two terminals of a section having a railroad postoffice may be found as the two names in the postmark rather than the name of the railroad company. In illustration of this, according to an editorial in *Mckee's Weekly Stamp News* for February 19, 1916, there was no Boston & Albany R. R. at least as late as 1853, though this cancellation is known to have been used much earlier. The lines making up this route were then, it is stated, the Boston & Worcester R. R. and the Western R. R.

The list is fairly self-explanatory. When a stamp with a railroad cancellation shows no year-date it is placed under the column dated for that issue, although it sometimes happened that stamps were used after a succeeding set had appeared. The various colors of ink used for the postmarks are noted in the column for each period. A few railroad cancellations have been seen only on stamped envelopes. These have been placed in the period in which they were probably used and a note of this has been made in the column headed Remarks.

The great majority of railroad postmarks are in the ordinary circular form with the date (month and day only) in the center. A few are known in one straight line without any date, a very few are known showing the amount of postage in the postmark, and a few show the year date in addition to the day and month date. Rarely they are found in an oval instead of in a circle and, again rarely, the name of the station is included, or the name of the state (abbreviated) in which the railroad ran is given. These five types are here illustrated. See Figure 153. It is interesting to note that red was the common color used before the 1851 issue came into use, but that after 1851 black rapidly superseded red, as the latter color did not show up well on the 3c stamps.

A certain number of perfectly authentic railroad cancellations are found entirely in manuscript. This is not surprising because the cancellation handstamp might easily have been mislaid or broken. Among others the following have been seen, the first two being in pencil instead of pen and ink:

- D. & N. R. R. (Danbury & Norwalk R. R.)
- N. C. RAILROAD (North Carolina R. R.)
- N. O. J. & G. N. R. R. (New Orleans, Jackson & Great Northern R. R.)
- PENNA. R. R. (Pennsylvania R. R.)
- S. C. R. ROAD and SO. CA. R. R. (South Carolina Railroad)

Incidentally the manuscript Pennsylvania R. R. Cancellations are considerably commoner than those hand-stamped.

Mr. Delf Norona shows me a manuscript marking which reads "Balto, R.R. August 17" on a letter sheet dated clearly 1838. This is the earliest railroad postmark I have noted. It is about a month earlier than the earliest hand-struck postmark, used by the same railroad.

A few words regarding the Express Mail cancellations. I have been unable to find anything very definite regarding these although most of them are quite evidently cancellations used on railroad trains. The law which originally created the Express

Mail is the following: Act of July 2, 1836, Section 39. "And be it further enacted, that in case the Postmaster General shall deem it expedient to establish an express mail, in addition to the ordinary mail, on any post roads in the U. S., for the purpose of conveying slips from newspapers in lieu of exchange newspapers, or letters, other than such as contain money, not exceeding half an ounce in weight, marked 'express mail', and public despatches, he shall be authorized to charge all letters and packets carried by such express mail with triple the rates of postage to which such letters and packets, not free, may be by law subject, when carried by the ordinary mails". The only other reference I have is an extract copied from an advertisement in an 1850 railroad and steamboat guide which reads "Mail Arrangements. Letters are received at the Providence (R.I.) Railroad Station, by the Express Mail messengers, until 5 p. m." a few however, such as the rare EASTPORT ME. and ST. JOHN N. B. Express Mail cancellations were undoubtedly used on steamers. For convenience these are listed with the other express mails in the railroad list, though these are all put by themselves at the end. Further, certain of these were seemingly international; for example, one cancellation which reads EXPRESS MAIL in a circle was so made that the name of the town in which the mail originated could be changed; the same postmark being found with the word EASTPORT, with the word ST. JOHN (New Brunswick) and without either name. At least one cover with this cancellation has been seen bearing the additional postmark of the steamer ADMIRAL; while other letters are marked by the sender to be forwarded either by the steamer mentioned or by the ADELAIDE or the EASTERN CITY. These boats undoubtedly plied between Boston and St. John, N. B., stopping at least at Eastport, Me. The EXPRESS MAIL EASTPORT cancellation in two colors is extremely odd. The postmark, including EXPRESS MAIL and the date (month and day) in red in a circle, was first struck and then the word EASTPORT was added at the bottom of the postmark in black. While the N. YORK, N. Y., and BOSTON, MASS., U. S. Express Mails are perhaps the commonest of railroad cancellations, all of the other express mails are extremely scarce. It evidently was a government institution and somewhere the full facts regarding it must exist.

The list follows. In this and similar lists no postmarks whatever have been included except such as I have seen, measured, and examined personally. This, of course, is the only safe way to make such lists.



FIGURE 153

Name as it appears in the Postmark	Size	Before July 1 1847	1847 July 1 1847 to July 1 1851	1851 July 1 1851 to Feb. 24 1857	1857 Feb. 24 1857 to Sept. 1 1861	Remarks
ALA. & TEN. R'V. R. R. ....	33½mm.				Black	Alabama & Tennessee River R. R. Seen only on 1853 issue stamped envelopes but probably used in the 1857 period.
ALA. & TEN. RIV. R. R. ....	34½mm.				Black	Alabama & Tennessee River R. R.
ALBy. & BUFFALO R. R. ....	30½mm.		Red	Blue		Albany & Buffalo R. R.
ALBy. & BUFFALO R. R. ....	31½mm.		Red, Blue	Black		Albany & Buffalo R. R. Slightly different from the next. The periods of "R. R." are raised—even with the middle of the letters.
ALBy. & BUFFALO R. R. ....	32mm.		Blue	Black, Blue		Albany & Buffalo R. R. Slightly different from the preceding. The periods of "R. R." are even with the bottom of the letters.
ALBANY, CAST. & RUTLAND R. R. ....	37mm.			Black		Albany, Castleton & Rutland R. R. (Castleton Vt.)
ALEXa. & ORANGE R. R. ....	32mm.			Red		Alexandria & Orange R. R. (Va.)
ATLANTIC & St. L. R. R. ....	32mm.			Black, Blue	Black	Atlantic & St. Lawrence R. R. See also "St. Lawrence & Atlantic R. R." There may be two slightly different types of this postmark.
A. & St. L. & A. & KENBk. R. R. ....	32mm.		Red	Blue		Atlantic & St. Lawrence & Androscoggin & Kenebeck R.R.
Ac. & St. L. & An. & Kk. R. R. ....	32mm.			Dark Grey- Blue, Black	Black	Atlantic & St. Lawrence & Androscoggin & Kenebeck R.R.
AUGUSTA & ATLANTA R. R. ....	32mm.		Red			
AUGUSTA & ATLANTA R. R. ....	34mm.			Green, Black, Grey- Green		The only vivid green railroad cancellation seen.
AUROPA EXTENN. R. R. ....	30mm.			Black		Aurora Extension R. R. (Illinois).
BALTIMORE RAIL ROAD .....	29½mm.	Blue, Red, Ultra- marine	Blue	Blue		The red postmark has been seen on a cover dated Sept. 20, 1838, the earliest known U. S. railroad cancellation. Two slightly different types of this postmark.

Name	Size	Before 1847	1847	1851	1857	Remarks
BALTIMORE RAIL Rd. -----	29½mm.	Red	Blue, Red	Blue		
BALTIMORE R. R. -----	47mm.	Red	Red	Black, Red	Black, Red	In one straight line No date.
BALTIMORE & OHIO R. R. -----	32½mm.			Black		
BALT & OHIO RAIL Rd. -----	29½mm.		Blue	Black, Blue		Baltimore & Ohio R. R.
BALT & OHIO R. R. -----	33mm.			Black, Blue		Baltimore & Ohio R. R.
BLT. & OHIO R. R. Md. -----	30mm.			Black		Baltimore & Ohio R. R. Maryland.
B. & O. R. R. IJAMSVILLE -----	34½x25½ mm.				Black	Oval. Includes the year-date—1860 (Ijamsville Md.)
B. & O. R. R. KEANEYSVILLE -----	34x25½ mm.				Black	Oval. Includes the year-date--1861. (Keaneyville Md.)
B. & O. R. R. MARRIOTTSVILLE -----	34½x26 mm.				Black	Oval. Includes the year-date—1860. (Marriottsville Md.)
B. & O. R. R. MOUNT AIRY -----	34½x26 mm.				Black	Oval. Includes the year-date—1859. (Mount Airy Md.)
B. & O. R. R. Co. SYKESVILLE -----	35x25½ mm.				Blue, Black	Baltimore & Ohio R. R. Company. (Sykesville Md.) Oval postmark. Includes year-date—1860.
BALTO. & SUSQh. R. R. -----	34mm.		Blue			Baltimore & Susquehanna R. R.
BALT. & SUSQUEHANNA R. R. -----	31½mm.			Blue		Baltimore & Susquehana R. R.
BELLEFONTAINE & INDIANA R. R. -----	32mm.			Black		
BELVIDERE DELAe. R. R. N. J. -----	29½mm.			Black	Black	Belvidere Delaware R. R. New Jersey.
BOSTON & ALBANY R. R. -----	29½mm.		Red, Black	Black	Black	I am not entirely sure of the black "1847".
BOSTON & ALBANY R. R. -----	30mm.	Red	Red	Red, Black	Black	
BOSTON & ALBANY R. R. -----	30½mm.	Red	Red			
BOSTON & ALBANY R. R. -----	33mm.			Black	Black	
BOSTON & BURLINGTON R. R. -----	32½mm.			Blue, Black		

Name	Size	Before 1847	1847	1851	1857	Remarks
BOSTON & FALL RIVER R. R.	32mm.			Red	Red	
BOSTON & FICHBURG R. R.	32½mm.		Blue	Blue		Boston & Fitchburg R. R.
BOSTON & FICHBURG R. R.	32½mm.		Red, Blue	Black, Blue		The red "1847" is on an undated cover but probably belongs in this period.
BOSTON & MAINE R. R.	34mm.		Red	Red		
BOSTON & MAINE R. R.	32mm.		Red, Blue	Blue	Black, Blue	Two slightly different types of the blue "1851" and probably of the black "1857".
BOSTON & PROVIDENCE R. R.	37mm.				Black	
BUFFALO, CORNING & N. Y. R. R.	32½mm.			Blue, Black		Buffalo, Corning & New York R. R. Period after Buffalo.
BUFFALO & ERIE R. R.	32mm.			Black, Blue	Black, Blue, Ultra- marine	
BUFFALO & N. Y. CITY R. R.	32mm.			Red, Blue, Black, Ultra- marine		Two slightly different types of the blue "1851" and perhaps of some of the others.
BUREAU VALLEY R. R.	30mm.			Black	Black	
CANAL RAIL ROAD	34mm.			Black	Black	Nickname of the New Haven & Northampton R. R.!
C. VINCENT & ROME R. R.	32mm.			Red, Black	Black	Cape Vincent & Rome R. R. Red seen only on 1853 stamped envelopes.
CATA. WMPS & ELMA. R. R.	31mm.			Blue		Catawissa, Williamsport and Elmira R. R.?
CAYUGA & SUSQ. R. R.	33mm.			Black		Cayuga & Susquehanna R. R.
CAYUGA & SUSQ. R. R.	34mm.				Black	Cayuga & Susquehanna R. R.
CENTRAL R. R.	33mm.				Black	There were several "Central R. R.'s" at this period. This is probably the New Jersey road.
CENTRAL R. R. N. J.	31mm.			Black		Central R. R. New Jersey.
CENTRAL OHIO R. R.	32mm.			Black		
CHARLOTTE & S. C. R. R.	30mm.			Black		Charlotte & South Carolina R. R.

Name	Size	Before 1847	1847	1851	1857	Remarks
CHEMUNG R. R. N. Y. ....	33mm.			Black		
Co. & Dn. AIR LINE R. R. ....	30mm.			Black		Chicago & Dixon Air Line R. R. (Illinois)
CHICAGO & GALENA UNION R. R. ....	32mm.			Black		
CHICAGO & MISS. R. R. ....	38mm.		Blue			Chicago & Mississippi R. R. In one straight-line. Date below in manuscript. On an undated cover. May not be in the 1847 period.
CHI. ST. P. & F. DU LAC R. R. ....	34mm.				Black	Chicago, St. Paul & Fond Du Lac R. R. On cover bearing a 3c 1851 stamp but dated Sep. 2 1858.
CINCINNATI C. & C. R. R. ....	31mm.			Black		Cincinnati, Cleveland & Columbus R. R.
CINCINNATI C. & C. R. R. ....	31½mm.			Black		Cincinnati, Cleveland & Columbus R. R.
CINTI. HAMILTON & DAYTON R. R. ....	32mm.			Blue		Cincinnati Hamilton & Dayton R. R. Seen only on 1853 stamped envelopes.
CLEVELAND & ERIE R. R. ....	32mm.			Blue. Black	Black	Two slightly different types of this postmark.
CLEVELAND & MAH. R. R. ....	34mm.			Black		Cleveland & Mahoning R. R.
C. P. & A. R. R. PAINESVILLE ....	34½x25½ mm.				Black	Cleveland, Painesville & Ashtabula R. R. Oval postmark.
CLEVELAND & PITTSb. R. R. ....	32½mm.			Black		Cleveland & Pittsburgh R. R.
CLEVELAND & PITTSbh. R. R. ....	33mm.			Black		Cleveland & Pittsburgh R. R.
CLEVELAND & PITTB. R. R. ....	36mm.			Black		Cleveland & Pittsburgh R. R. Seen only on 1853 stamped envelopes.
CLEVELAND & SANDUSKY R. R. ....	32mm.			Black		Seen only on 1853 stamped envelopes.
C. Z. & C. R. R. OHIO ....	34mm.			Black		Cleveland, Zanesville & Cincinnati R. R.
FORWARDED BY C. & P. H. RAILROAD....	40x26mm.			Red		Clinton & Port Hudson R. R. Oval postmark. Double lined frame. No date. (Louisiana)
CONCORD & MONTREAL R. R. ....	34mm.		Blue	Blue		
CONCORD & MONTREAL R. R. ....	32½mm.			Blue		
Conn. RIVER R. R. ....	32½mm.			Black	Black	Connecticut River R. R.
CONV. & PASS R's R. R. WELLS RIVER ....	34mm.				Black	Connecticut & Passumpsic Rivers R. R. Wells River (Vt.) Includes the year-date—1860.

Name	Size	Before 1847	1847	1851	1857	Remarks
CUMB. VALLEY R. R. ....	34mm.				Black	Cumberland Valley R. R.
DANBURY & NORWALK R. R. ....	32mm.			Black		
DAYTON & MICHIGAN R. R. ....	37mm.				Black	
DETROIT & MILKE. R. R. ....	35mm.				Black	Detroit & Milwaukee R. R. See also "Milwke. & Detroit R. R."
DETROIT & TOLEDO R(AIL?) R. ....	36mm.				Black	I am not entirely sure of this one.
DUBUQUE & PACIFIC R. R. ....	36mm.				Black	
EAST TENNESSEE & GEORGIA R. R. ....	32mm.			Black		Seen only on 1853 stamped envelopes.
E. T. & G. R. R. ....	32mm.			Black		East Tennessee & Georgia R. R.
EAST TENNESSEE & Va. R. R. ....	35mm.			Black		East Tennessee & Virginia R. R. Seen only on 1853 stamped envelopes.
EASTERN R. R. ....	32mm.		Red, Blue, Pale Green	Blue, Black	Blue	Slightly different from the next. The periods in "R. R." are near the bottom of the letters about 5mm. between T and E at the top of the letters.
EASTERN R. R. ....	32mm.		Blue	Red, Blue, Black	Black	Slightly different from the preceding. The periods in "R. R." are near the middle of the letter about 3mm. between letters T and E at the top of the letters.
EASTERN R. R. MS. ....	34mm.		Blue	Blue	Blue, Black	"MS." means Massachusetts.
EVANSVILLE & VINCENNESS R. R. ....	32½mm.			Blue	Black	Note spelling of Vincennes. I am not entirely sure of this one.
FLEMINGTON 2d LINE FLEM. R. R. ....	27mm.				Black	Seen only on 1853 stamped envelopes—undated. This may possibly belong to a later period.
FOX RIVER VALLEY R. R. ....	33½mm.				Black	
G. W. R. R. DAWSON	34x25 mm.				Black	Oval. Great Western R. R.
H. P. & F. R. R. ....	41¾ x 5½mm				Red	In one straight line. Date below in manuscript. Hartford, Providence & Fishkill R.R.
GREAT WESTERN R. R. ILL. ....	30mm.				Black	
GREENVILLE & COLUMBIA R. R. ....	33mm.			Black	Blue	"Ill." means Illinois.
GREENVILLE & COLUMBIA R. R. ....	32mm.			Red, Black Black		
HARLEM R. R. N. Y. ....	35mm.			Red, Black		

Name	Size	Before 1847	1847	1851	1857	Remarks
G. W. R. R. ALEXANDER'S .....	33½ x 25mm.				Black	Oval. Great Western R. R.
HOUSATONIC RAIL ROAD 5 .....	28mm.		Red			Circular postmark. Name appears between 2 circles. No date. Large "5" in center. Inner circle 17mm.
HOUSATONIC RAIL ROAD 5 .....	30mm.		Red			Circular postmark. Name appears between 2 circles. N date. Large "5" in center. Inner circle 17½mm.
HOUSATONIC RAIL ROAD 5 .....	30½mm.		Red			Circular postmark. No date. Large "5" in center.
HOUSATONIC RAIL ROAD 5 .....	31mm.		Red			Circular postmark. Name appears between 2 circles. N date. Large "5" in center. Inner circle 16mm. May possibly be 2 types of this postmark.
HOUSATONIC RAILROAD 10 .....	30½mm.		Red			Circular postmark. No date. Large "10" in center.
HOUSATONIC R. R. ....	32½mm.		Red	Black	Black	
HOUSATONIC R. R. ....	34mm.		Red	Black, Brown, Red	Black	
HOUSATONIC R. R. HAWLEYVILLE .....	34x25½ mm.				Black	Letters in "Hawleyville" 2½mm. high. Oval postmark.
HOUSATONIC R. R. HAWLEYVILLE .....	34x24mm.				Black	Letters in "Hawleyville" 4mm. high. Oval postmark.
HOUSATONIC R. R. KENT .....	35x25mm.			Black	Black	Oval postmark.
HOUSATONIC R. R. KENT .....	34x26mm.				Black	Oval postmark.
HOUSATONIC R. R. ....	?			Black	Black	Oval postmark. At least one more Town (neither Kent nor Hawleyville) exists.
HUDSON RIVER R. R. ....	30mm.			Red, Black	Black	
ILLINOIS CENTRAL R. R. ....	30mm.			Black		
ILLINOIS CENTRAL R. R. EA. BR. ....	35½mm.				Blue	"Ea. Br." means East Branch.
E. B. ILL CENTRAL R. R. ....	29mm.					Pale Blue East Branch. Illinois. Central R. R.
ILL. C. R. R. FROM DE SOTO .....	30½mm.			Black		Illinois Central R. R. Shows 1855 year-date.
ILL. C. R. R. FROM MAROA .....	30½mm.				Black	Illinois Central R. R. Shows 1858 year-date.
ILL. C. R. R. FROM MATOON .....	30½mm.				Black	Illinois Central R. R. Shows 1857 year date.
ILL. C. R. R. FROM TAMAROA .....	30½mm.				Black	Illinois Central R. R. Shows 1858 year-date.
IND. CENTRAL R. R. ....	30½mm.			Black		Indiana Central R. R.

Name	Size	Before 1847	1847	1851	1857	Remarks
INDIANAPOLIS & BELLEFONTAINE R. R. ..	32mm.			Black		Seen only on 1853 stamped envelope. Note wrong spelling of Indianapolis.
INDIANAPOLIS & CINCINNATI R. R. ....	32mm.				Blue	
IND. PITTS. & CLEV. R. R. ....	35½mm.			Black		Indianapolis, Pittsburgh & Cleveland R. R.
INDIANAPOLIS & RICHMOND R. R. ....	32½mm.			Black, Blue		Note wrong spelling of Indianapolis.
KENEBECK & PORTLAND R. R. ....	33mm.			Black		
KENTUCKY CENTRAL R. R. ....	34mm.				Black	
LACKa. & WESTERN R. R. ....	32mm.		Ultra- marine	Black		Lackawanna & Western R. R. Ultramarine seen on an undated cover but probably 1847 period. Black seen only on 1853 stamped envelope.
LACROSSE & MILWK. R. R. ....	34mm.			Black	Black	Lacrosse & Milwaukee R. R. I am not entirely sure of the 1857.
LEBANON VALLEY R. R. ....	34mm.				Black	
LEHIGH VALLEY R. R. ....	36mm.				Black	Probably two slightly different types of this postmark. One seen only on 1853 stamped envelope, undated.
LITTLE MIAMI R. R. ....	32mm.		Red	Red		
L. I. RAIL ROAD N. Y. 5 CTS. ....	29mm.		Red, Black			"L. I. Rail Road N. Y." is between two circles. "5 cts." —2mm. high in the center. Date (month and day) written in by hand below the "5cts." Inner circle 19½mm.
L. I. RAIL ROAD N. Y. 5 .....	29mm.		Red			"L. I. Rail Road N. Y." is between two circles. Large "5" in the center. Date (month and day) written in by hand below the "5". Inner circle 19½mm.
LONG ISLAND R. R. ....	34mm.		Red, Black	Red, Black, Ultra- marine	Black	
LOUISA—R. ROAD Va. ....	30mm.		Blue			
LOUISVILLE & FRANKFORT R. R. ....	32mm.			Black		
LOU. & FRAN. & LEX. & FRAN. R. R. CROPPERS .....	34½mm.				Blue	Louisville & Frankfort & Lexington & Frankfort R. R.

Name	Size	Before 1847	1847	1851	1857	Remarks
LOU. & FRAN. & LEX. & FRAN. R.R. MIDWAY	34mm.				Blue	Louisville & Frankfort & Lexington & Frankfort R. R.
LOU. & FRAN. & LEX. & FRAN. R. R. O'BANNON	34mm.				Blue	Louisville & Frankfort & Lexington & Frankfort R. R. Seen only on 1853 stamped envelope, but probably in this period.
LOUISVILLE & LEXINGTON R. R.	32mm.			Black, Red		Red seen only on 1853 stamped envelope, but probably in this period.
MAD RIV. & LAK. ERIE R. R.	33mm.		Blue			Mad River & Lake Erie R. R.
MAD RIV. & LAK. EKIE R. R.	34mm.		Blue	Blue		Mad River & Lake Erie R. R.
MADISON & INDIANA R. R.	32mm.			Blue, Black		Probably an abbreviation for Madison & Indianapolis R. R.
MADISON & INDNPLS. R. R.	33mm.		Red	Red, Black	Black	Madison & Indianapolis R. R. Black seen only on 1853 stamped envelopes.
MADISON & INDNPLS. R. R.	32mm.		Red	Blue, Black		Madison & Indianapolis R. R.
VIA M. & I. R. R.	36x5mm.			Black		In one straight line. No date. Via Madison & Indian- apolis R. R.
Memphis & Ohio R. R. STANTON	33½mm.				Black	Includes the year date "1860" or "1861". At least one town other than Stanton exists.
MIC. CENTRAL R. R. Mic.	34½mm.		Blue, Black, Bluish- green	Black, Blue		Michigan Central R. R. Michigan. The "Bluish-green" may at one time have been ultramarine.
MICHIGAN C. R. R.	32½mm.			Black, Blue		Michigan Central R. R.
MICH. SOUTHERN R. R.	33mm.			Blue		Michigan Southern R. R.
MICHIGAN SOUTHERN R. R.	36mm.			Blue		
MILWKE & DETROIT R. R.	34mm.			Black	Black	Milwaukee & Detroit R. R.
M. C. R. R. LAMAR	34½mm.				Black	Mississippi Central R. R. Includes the year-date—1860.
MORRIS & ESSEX R. R.	31mm.			Black		
MORRIS & ESSEX R. R.	32mm.			Black	Black	

Name	Size	Before 1847	1847	1851	1857	Remarks
N. & C. R. R. WARTRACE	34x25mm.				Black	Nashville & Chattanooga R. R. Oval postmark including an 1861 year date. I am not entirely sure of this one.
NAUGATUCK R. R.	33mm.		Red	Black		The 1847 period postmark has also been seen in a color which might be called orange.
N. H. & BELLOWS Falls R. R.	32mm.			Black	Black	New Haven & Bellows Falls R. R.
NEW HAVEN & BELLOWS FALLS R. R.	33mm.			Black	Black	
N. HAV. & BELLOWS FALLS R. R.	36½mm.				Black	New Haven & Bellows Falls R. R.
N. HAVEN & GREENFIELD R. R.	30½mm.		Red	Black	Black	New Haven & Greenfield R. R.
N. HAVEN & N. LONDON R. R.	32mm.			Black	Black	New Haven & New London R. R.
N. HAVEN & SPRINGFIELD R. R.	34mm.	Red	Red	Black		New Haven & Springfield R. R.
NEW LONDON W & P. R. R.	32mm.			Black Ultra-marine		New London, Willimantic & Palmer R. R.
N. O. J. & G. N. R. R.	34mm.				Black	New Orleans, Jackson & Great Northern R. R. Seen only on 1853 stamped envelopes but probably in this period.
N. O. J. & GREAT NO. R. R.	36mm.				Black	New Orleans, Jackson & Great Northern R. R.
N. O. JACKSON & G. NO. R. R.	34½mm.				Black	New Orleans, Jackson & Great Northern R. R. I am not entirely sure of this one.
VIA N. O. JACKSON & G. N. R. R.	74mm.				Blue	In one straight line. No date. New Orleans, Jackson & Great Northern R. R.
N. ORLEANS OPELOUSAS & G. W. RAILROAD CO.	28mm.			Blue		No date. "Railroad Co." in the center. New Orleans Opelousas & Great Western R. R.
NEW ORLEANS & OPELOUSAS & G. W. RAILROAD CO.	28½mm.			Black		No date. "Railroad Co." in center inverted. New Orleans Opelousas & Great Western R. R. Seen only on 1853 stamped envelopes.
N. Y. & BOSTON STMB. & R. R. R.	36mm.				Black	Probably means New York & Boston Steamboat & Railroad Route. Two slightly different types of this postmark.
N. Y. & ERIE R R	33mm.			Red		New York & Erie R. R.
N. Y. & ERIE R. ROAD	29mm.			Black		New York & Erie R. R.
N. YORK & ERIE R. R. N. Y.	33mm.			Black, Blue		

Name	Size	Before 1847	1847	1851	1857	Remarks
N. YORK & ERIE R. R.	30mm.			Black		I am not entirely sure of this one.
N. YORK & ERIE R. ROAD	30mm.			Black		
NEW YORK & ERIE R. R.	32mm.			Red		
NEW YORK & ERIE R. R.	32½mm.		Red	Black		
NEW YORK & ERIE R. R.	33mm.			Black		
NEW YORK & ERIE R. R.	34mm.			Blue		
N. YORK & HARLEM R. R.	33mm.			Red, Black		
N. YORK & N. HAVEN R. R.	32mm.		Red	Red, Black	Black	
N. YORK & N. HAVEN R. R.	33mm.				Black	In circular form but no circle around it. Includes a year-date.
N. YORK & N. HAVEN R. R.	30mm.				Black	
N. YORK & PHILA. R. R.	33mm.		Red	Red, Black		
N. YORK & PHILA. R. R.	31½mm.				Black	
NEW YORK & PHILA. R. R.	30mm.	Red	Red	Red, Black		Dot under "A" of "PHILA".
NEW YORK & PHILA. R. R.	29mm.		Blue	Black		No dot under "A" of "PHILA" in the 1851 period. The 1847 period shows a dot under "A" of "PHILA" but is probably the same postmark.
NEW YORK & PHILA. R. R.	32mm.			Black	Black	Period after "NEW" of "NEW YORK".
N. CAROLINA R. R.	34mm.			Black		North Carolina R. R.
NOH. CARA. R. R. N. C.	29½mm.			Black		North Carolina R. R. North Carolina. I am not entirely sure of this one.
NORTH PA. R. R.	25mm.				Black	North Pennsylvania R. R.
NORTHERN R. R.	33mm.		Blue	Blue		
NORTHERN R. R.	32mm.		Blue	Black, Blue, Red		

Name	Size	Before 1847	1847	1851	1857	Remarks
NORTHERN R. R. N. Y. ....	33mm.			Black		Lower half of the postmark is double lined.
NORTHERN O. R. R. MAIL N. Y. ....	28mm.			Red		"O" means Ogdensburg.
NORWICH & WORCESTER R. R. ....	33mm.		Red, Blue	Blue	Blue	
OHIO & INDA. R. R. ....	32mm.			Black		Ohio & Indiana R. R.
OHIO & INDIANA R. R. ....	30mm.			Black		Seen only on 1853 stamped envelopes. I am not entirely sure of this one.
OHIO & MISS. R. R. ....	32mm.			Blue		Ohio & Mississippi R. R.
OHIO & PA. R. R. ....	32mm.			Black		Two types of this postmark. "R. R." 3½mm. high in one and 4½mm. high in the other.
OHIO & PA. R. R. ....	33mm.			Black		Ohio & Pennsylvania R. R.
PENNSYLVANIA R. R. ....	34mm.		Blue	Blue		
PENNSYLVANIA R. R. ....	35mm.		Blue			
PETERSBURG & ROANOKE R. R. ....	30mm.		Bluish-green			On cover without stamp. Undated but almost certainly belongs in this period.
PHILADA. RAIL ROAD ....	57mm.	Red	Red	Red, Black		In one straight line. No date.
PHILADA. RAIL ROAD ....	30mm.		Blue			Reads around the circle so that "Rail Road" appears bottom side up.
PHILADA. RAIL ROAD ....	30mm.		Blue			Does not read around the circle and "Rail Road" appears right side up.
PHILADA. RAIL RD. ....	29½mm.		Blue	Black		
PHA. & BALTIMORE R. R. ....	32½mm.			Black		Philadelphia & Baltimore R. R.
PHILA. & BALTIMORE R. R. ....	32½mm.			Black, Blue		Philadelphia & Baltimore R. R.
PHILA. & BALT. R. R. Pa. ....	30mm.			Black		Philadelphia & Baltimore R. R. Pennsylvania. I am not entirely sure of this one.
PHILA. & BALTE. R. R. ....	31½mm.			Black		Philadelphia & Baltimore R. R. I am not entirely sure of this one.
PHILA. & COLA. R. R. ....	34mm.			Blue		Philadelphia & Columbia R. R. (Pa.)

Name	Size	Before 1847	1847	1851	1857	Remarks
PHILA. & N. YORK R. R.	32½ mm.			Black		
PHA. & POTTSVILLE R. R.	32 mm.			Blue		Philadelphia & Pottsville R. R.
PHILA. & POTTSVILLE R. R.	32½ mm.			Black, Blue		
PHILA. R. & P. R. R.	33 mm.			Black		I am not entirely sure of this one. Probably means Philadelphia, Reading & Pottsville R. R. although there was no railroad by this name.
PITTS. & CONNELLSVILLE R. R.	36 mm.				Black	Pittsburgh & Connellsville R. R.
PORTSMOUTH & ROANOKE R. R.	32½ mm.			Brown		A true brown postmark.
POTSDAM & WATERTOWN R. R.	36 mm.			Black	Black	
P. H. & FISHKILL R. R.	30 mm.			Black	Black	Providence, Hartford & Fishkill R. R.
PROV. & STONINGTON R. R.	32 mm.			Black	Black	Providence & Stonington R. R.
PROV. & WOR. R. R.	33 mm.		Blue	Black, Blue, Orange	Black	Providence & Worcester R. R.
RACINE & MISS. R. R.	34 mm.			Black		Racine & Mississippi R. R. May belong in the 1857 period.
RACINE & MISS. R. R.	35 mm.			Black		Racine & Mississippi R. R. May belong also in the 1857 period.
RAIL R.	34 mm.	Red				One straight line. No date. Seen on a stampless cover from N. Y. City to Boston May 5 1846.
RAIL ROAD.	38x4 mm.	Red	Blue			No date. Have seen three examples—all used in Central N. Y. State. In one straight line.
RAIL ROAD	26½ mm.	Red				At the top of a crude circle. No date. Seen on a stampless cover from Syracuse N. Y. to Albany N. Y. Sept. 18 1839.
RAIL ROAD CAR	44½ mm.	Red		Black		One straight line. No date. Probably used on The Boston & Worcester R. R.
RALEIGH & GASTON R. R.	31½ mm.			Blue		Seen only on 1853 stamped envelope.
RALEIGH & GASTON R. R.	32½ mm.			Brown, Blue		
RICHMOND Rail Road	30 mm.	Red	Red, Blue			

Name	Size	Before 1847	1847	1851	1857	Remarks
RICHMOND R. R. Va. ....	33mm.			Black		Richmond R. R. Virginia.
RICHMOND & DANVILLE R. R. ....	32½mm.			Blue, Brownish- black		
RICHMOND & PTRSBG. R. R. ....	32mm.		Bluish- green	Black		Richmond & Petersburg R. R.
ROCHESTER & NIAGARA FALLS R. R. ....	32mm.			Black		
ROCH. & N. FALLS R. R. ....	26mm.				Black	Rochester & Niagara Falls R. R.
ROCK ISLAND R. R. ....	31½mm.			Black		
R. & B. R. R. MIDDLEBURY ....	29½x23 mm.				Blue	Oval. Rutland & Burlington R. R.
RUTLAND & WASHTN. R. R. ....	32½mm.			Blue		Rutland & Washington R. R. Two slightly different types of this postmark.
ST. LAWRENCE & ATLANTIC RAIL ROAD ...	25mm.			Black		In circular form, but no circle. On cover without stamps from Clinton, Mass., to Canada East. Date reads "Ap. 11, 1854 1" the "1" probably meaning "1st trip"; A Canadian postmark. See "Atlantic & St. L. R. R."
SANDUSKY & NEWARK R. R. ....	33mm.			Black, Blue		
SOMERSET & KENB. R. R. ....	35mm.				Black	Somerset & Kenebeck R. R.
SOUTH CAROLINA R. R. ....	32½mm.			Blue, Black		Two slightly different types of this postmark.
SOUTH SIDE R. R. ....	31mm.			Blue		
SOUTH SIDE R. R. VA. ....	30½mm.			Black		South Side R. R. Virginia.
SOUTHWEST R. R. ....	34mm.			Black		Seen only on 1853 stamped envelopes.
SULLIVAN & PASSUMPSIC R. R. ....	32mm.			Black	Black	Letters of "Sullivan & Passumpsic" 2mm. high.
SULLIVAN & PASSUMPSIC R. R. ....	32mm.			Black		Letters of "Sullivan & Passumpsic" 3mm. high.
SYRA. & BINGHAMPTN. R. R. ....	30mm.			Black		Syracuse & Binghampton R. R.
TER. HAUTE & ALTON R. R. ....	36mm.				Black	Terre Haute & Alton R. R. I am not sure of this one.
TOLEDO, NORWALK & CLEVELAND R. R. ...	33mm.			Black Blue		Blue seen only on 1853 stamped envelopes.
TROY & RUTLAND R. R. ....	32mm.			Black	Black	
TROY & RUTLAND R. R. ....	35mm.			Black	Black, Blue	
TROY & WHITEHALL R. R. ....	32½mm.		Blue	Black		

Name	Size	Before 1847	1847	1851	1857	Remarks
TROY & WHITEHALL R. R. ....	33½mm.		Blue	Blue, Black		Black seen only on 1853 stamped envelopes.
VERMONT & CANADA R. R. ....	33mm.			Blue		
VERMt. & MASSts. R. R. ....	34mm.		Red	Black, Red		Vermont & Massachusetts R. R.
VIRGINIA CENTRAL R. R. ....	30½mm.			Black		
VA. C. R. R. SWOOPES .....	25mm.			Ultra- marine		Swoopes, Virginia Central R. R. Seen only on 1853 stamped envelopes. No year-date. May be 1857 period.
VIRGA. & TENN. R. R. ....	32½mm.		Blue			Virginia & Tennessee R. R. On an undated cover but probably in this period.
WASHINGTON RAIL RD. ....	30mm.		Red, Blue			The blue postmark seen has no date. Probably this period
WASHINGTON RAILROAD .....	30mm.	Red, Blue	Blue			
WASHINGTON & PHILA. R. R. ....	32mm.			Black, Blue	Black	I am not entirely sure of the 1857 postmark.
WASH. & PHILA. R. R. ....	33mm.			Black		"R. R." is at the top of the postmark.
WATERTOWN & ROME R. R. ....	32½mm.			Red, Blue, Black	Black	
WEST. & ATLANTIC R. R. ....	34mm.			Red		Western & Atlantic R. R. Seen only on 1853 stamped envelopes.
WESTN. & ATLANTIC R. R. ....	31½mm.			Black		Western & Atlantic R. R. Two slightly different types of this postmark.
WILMINGTON R. R. Del. ....	30mm.		Blue			Wilmington R. R. Delaware.
WILMINGTON & MANCHESTER R. R. ....	32½mm.			Black		(North Carolina)
WILMINGTON & RALEIGH RAILROAD .....	30mm.	Red	Red, Blue	Blue		
WIL. & RAL. R. R. ....	33½mm.		Blue	Blue		Wilmington & Raleigh R. R.
WORCESTER & NASHUA R. R. ....	35mm.				Blue	
WORCESTER & NASHUA R. R. Ms. ....	35½mm.			Blue	Blue	
ZANESVILLE & COLUMBUS R. R. ....	32mm.			Black		

**EXPRESS MAIL CANCELLATIONS**

Name	Size	Before 1847	1847	1851	1857	Remarks
COLONIAL EXPRESS MAIL ST. JOHN. N. B.	33mm.			Black	Red	Black postmark seen on a cover without stamps to New York City. No year-date. Probably belongs in either 1851 or 1857 period. Red used in 1858.
EXPRESS MAIL _____	32mm.			Black		Used from Eastport, Me. Exactly the same postmark as the two listed reading "Express Mail Eastport" but without the word "Eastport".
EXPRESS MAIL BOSTON _____	32mm.			Red		Seen used Sept. 17, 1855, on a cover from Boston, Mass., to West Lubec, Maine.
EXPRESS MAIL EASTPORT _____	32mm.			Black		This postmark seems to be exactly the same as the "Express Mail St. John" excepting that "Eastport" is substituted.
EXPRESS MAIL EASTPORT _____	32mm.			Red and Black		Same as the previous postmark excepting that the "Express Mail" and the date are in red while "Eastport" is in black at the bottom of the postmark.
EXPRESS MAIL ST. JOHN _____	32mm.			Black		Seen used on a cover Apr. 21, 1856, from St. John, New Brunswick to New York City.
U. S. EXPRESS MAIL _____	28½x23½ mm.	Red				Oval. No date. "U. S." in center. On a stampless cover from Charleston S. C. to Winchester Ky. Jan. 13, 1838.
U. S. EXPRESS MAIL _____	30mm.	Red, Blue				This postmark was used only on one or more railroads in Central New York State.
U. S. EXPRESS MAIL ALBANY N. Y. _____	29½mm.	Red				Probably used only between Albany & New York City, though the letter sometimes originated south of Albany.
U. S. EXPRESS MAIL BOSTON _____	33½mm.			Black		Seen used July 10, 1856, on a cover without stamps from New York City to Nova Scotia via Boston, Mass.
U. S. EXPRESS MAIL BOSTON MASS. _____	29½mm.	Red	Red	Red, Black		Used on trains between Boston and New York City though the letter sometimes originated west of Boston. Two slightly different types of this postmark.
U. S. EXPRESS MAIL EASTPORT _____	33mm.			Black	Black	There are probably 3 types of this postmark and the sizes may vary. In one, the letters of "Eastport" are 4mm. high, and in the other two about 3mm. high, although more closely spaced in one than in the other.
U. S. EXPRESS MAIL N. YORK N. Y. _____	29mm.		Red	Red, Black	Black	Used on trains from New York City running toward Boston.
U. S. EXPRESS MAIL N. YORK N. Y. _____	30mm.	Red	Red	Red, Black	Black	Used on trains from N. Y. City running toward Boston.



## NEW YORK AND NEW HAVEN RAILROAD.—WINTER ARRANGEMENT, 1857

COMMENCING DECEMBER 21, 1857.

### TRAINS FROM NEW HAVEN FOR NEW YORK

Accom.—At 6.15, and 9.45 A. M., and 4.10 P. M.

The 6.15 A. M. and 4.30 P. M. Trains receive passengers from the Danbury Railroad at Norwalk.

The 9.45 A. M. Train receives passengers from the Hartford Springfield, New London and Canal Railroads at New Haven, and from the Naugatuck Railroad at Bridgeport.

Express At 12.10 P. M., (in connection with Express Train from Boston,) receiving passengers from the Canal Railroad at New Haven, and from the Housatonic Railroad at Bridgeport, stopping at Bridgeport, Norwalk, and Stamford. 9.00 P. M., stopping at Bridgeport, Norwalk and Stamford.

SPECIAL TRAIN leave Norwalk at 6.00 A. M. for New York

#### Housatonic Railroad.

Passengers for Housatonic Railroad will take the 9.45 A. M. Train to Bridgeport.

#### Danbury and Norwalk Railroad.

Passengers for the Danbury and Norwalk Railroad will take the 6.15 A. M. and 4.10 P. M. Trains to Norwalk

### TRAINS FROM NEW YORK FOR NEW HAVEN

Accom.—At 7.20 A. M. and 12.45, and 4.20 P. M.

Express TRAINS—At 8.00 A. M. and 3.10 P. M. for Boston, via New Haven, Hartford, Springfield, and Worcester, the 3.0 P. M. stopping at Stamford and Bridgeport, the 3.10 P. M. at New Rochelle, Port Chester, Stamford, Norwalk and Bridgeport Milford.

The 8.00 A. M. Train connects with Housatonic, Naugatuck, Canal and New London Railroads

The 3.10 P. M. Train connects with Naugatuck Railroad

The 12.45 P. M. connects with Canal Railroad.

The 7.20 A. M. Accommodation, and 3.10 P. M. Trains connect with Danbury and Norwalk Railroad at Norwalk

Trains leave Bridgeport for New Haven at 9.52, 10.12, 2.48, (Ex.) 4.51 and 9.37 P. M. (Ex.)

Trains leave Bridgeport for New Haven at 9.52, 10.12, 2.48, (Ex.) 4.51, 4.10, 3.30, (Express) 6.49 P. M.

New Haven, Naugatuck Railroad, and Bridgeport

#### Special Trains.

Leave Bridgeport for New Haven at 4.10 P. M., receiving passengers at Junction from Naugatuck Railroad from Westfield.

Leave New Haven at 5.20 P. M., connecting at Junction with Train to Waterbury over Naugatuck Railroad.

See large bill of Advertisement at the Station House, and Hotels.

Superintendent's Office, 4th Ave. and 21st St., New York

Assistant Supt's Office, Station House, New Haven

JAMES H. HOYT, Superintendent

FIGURE 154

While the railroads at the period from 1851 to 1861 had long passed the era of wooden rails and converted stage coaches as carriages, they still were decidedly crude in comparison with the railroads of today. I am reproducing in figures 154 and 155 the summer time table of the Housatonic Railroad which went into effect May 25, 1857, and the winter time table of the New York and New Haven Railroad dated December 21, 1857. It is evident that changing cars frequently was necessary in order to travel any great distance by railroad. Possibly the oddest fact is that passenger cars were sometimes attached to freight trains, some of which, at least at that period, seemed to run on regular schedule time. The number of stage coach connections is also rather astonishing. The final two paragraphs given in the Housatonic time table are also interesting. It sometimes appears even now that a satisfactory "Waterbury Car Ventilator" might well be used, if there is or ever was such a thing that worked well.

Railroad cancellations from different sections of the country vary considerably in scarcity. The commonest are those used in thickly populated New England and in the adjacent region bounded roughly by Washington on the south, Central Pennsylvania and Western New York State on the west and the Canadian border on the north. Excepting for the postmarks of the South Carolina R. R., southern railroad cancellations are decidedly scarce. This is so partly because of



## HOUSATONIC RAILROAD.—SUMMER ARRANGEMENT.—COMMENCING MONDAY, MAY 25th, 1857.

FROM BRIDGEPORT.

6.15 A. M. Freight Train, with Passenger Car attached, arrives at Canaan at 4.50 P. M.

10.38 A. M. Passengers by the 8.00 A. M. Train from New York take this train, and arrive at Pittsfield by 4 P. M., connecting with Western and North Adams Roads. Albany Passengers change Trains at Val Deuseville, and connect at State Line with Western Train to Albany.

6.35 P. M. Special Trains for New Milford arriving 9.00 P. M. Saturday Train will run through to Pittsfield, arriving at 12.00 M.

#### FROM CANAAN.

5.50 A. M. Freight Train with Passenger Car for Pittsfield, arriving at 11.30 A. M.

#### FROM BARRINGTON.

A. M. Passenger Train for Pittsfield, arriving at 8.00 A. M.

#### FROM VAN DEUSEVILLE.

2.39 P. M. For State Line, after arrival of 10.38 A. M. Train from Bridgeport, connecting at State Line with Western Train to Albany, and Hudson and Berkshire Trains to Hudson.

#### FROM PITTSFIELD.

8.30 A. M. Passenger Train for Bridgeport. This Train connects at Van Deuseville with Train from State Line, and at Bridgeport with 2.07 Express Train to New York, arriving at 4.40 P. M.

5.30 P. M. For Barrington, Passenger Train arriving at 6.45 P. M.

12.00 M. Freight Train with passenger Car for Canaan, arriving at 5.40 P. M.

4.30 A. M. Monday Special Train for Bridgeport, arriving at 10.10 A. M.

#### FROM STATE LINE.

7.15 A. M. For Van Deuseville, after arrival of Western Train from Albany, connecting at Van Deuseville with passenger Train to Bridgeport.

#### FROM CANAAN.

5.45 A. M. For Bridgeport, Freight Train, with Passenger Car, arriving at 8.45 P. M.

#### FROM NEW MILFORD.

7.00 A. M. Special Train for Bridgeport arriving at 9.30 A. M.

STAGE CONNECTIONS.—At New Milford, for Litchfield Northville, Marlbedale, New Preston, Woodville, and Bantum Falls, on Tuesday, Thursday and Saturday. Stage for Washington on same days, for Bridgewater and Roxbury, on Monday, Wednesday and Friday. At Cornwall Bridge, for Sharon and Ellsworth daily, for Warren on Monday, Wednesday and Friday. At West Cornwall, for Goshen Centre, West Goshen and North Cornwall, daily. At Falls Village, for Litchfield, Salisbury, Lakeville, Ore Hill, North East and Miller ton, daily. At Canaan, for East Canaan, West Norfolk, Norfolk, Mill Brook and Winsted, daily. At Barrington, for Hartsville, Otis, New Marlborough and Winsted.

WATERBURY CAR VENTILATORS, have been attached to the Passenger Cars, at a great expense. The Cars are kept entirely free from Dust, Cinders, and Smoke. A current of air passes through the entire length of the Train, and can be regulated to suit the convenience of the Passengers.

To passengers who purchase Tickets at the Station Office a deduction of Ten Cents on each Ticket.

17

CHARLES HUST, President

FIGURE 155

the more scattered population and partly because freight and passenger traffic usually was handled by steamboats rather than on railroads. This is especially true near the Mississippi and its larger branches. Railroad cancellations from the middle West while not particularly scarce are found in decidedly less numbers than those from the East. I have never seen a railroad cancellation used on the Pacific coast while the 1851-'57 stamps were current, and I believe no railroads were in operation there.

Something should be said regarding the relative and absolute scarcity of the 1851-'57 railroad cancellations. The half dozen commonest are, perhaps in the order named, as follows:

U. S. EXPRESS MAIL BOSTON MASS.  
 U. S. EXPRESS MAIL N. YORK N. Y.  
 NEW YORK & PHILA. R. R.  
 EASTERN R. R. (without the "Ms.")  
 N. YORK & N. HAVEN R. R.  
 BOSTON & ALBANY R. R.

As for the rarest there are a number, at least twenty-five, of which I have never seen or heard of more than one copy. Among those in this class are:

CLEVELAND & SANDUSKY R. R.  
 C. Z. & C. R. R. OHIO.  
 DUBUQUE & PACIFIC R. R.  
 DANBURY & NORWALK R. R.  
 DAYTON & MICHIGAN R. R.  
 ZANESVILLE & COLUMBUS R. R.

Another odd fact is that postmarks from certain of what one would judge to be among the most important railroads are extremely scarce. Examples are:

CENTRAL R. R. N. J.  
 HUDSON RIVER R. R.  
 LACKAWANNA & WESTERN R. R.  
 N. YORK & HARLEM R. R.  
 PENNSYLVANIA R. R.

On the other hand certain roads which were evidently much less important used cancellations which today are not particularly scarce. For instance:

MADISON & INDNPLS. R. R. (Madison & Indianapolis R. R.)  
 PROVIDENCE & STONINGTON R. R.  
 SOUTH CAROLINA R. R.

If space permitted it would be interesting to give a few salient facts regarding each of the railroads in the list, as well as a map showing each route. I hope someone better versed than I in railroad history may sometime undertake this.

CHAPTER XXXIX  
ROUTE POSTMARKS--INLAND STEAMBOAT

**I**N THE following list of United States Inland Steamboat Route Postmarks prior to September 1, 1861, I have attempted to place the route postmarks used on the various lakes and on the Mississippi River and its branches, excluding such postmarks as shown the name of the steamer. An exception is made of the few postmarks used on the lakes which include the steamer name; these, for convenience, being here included. This is another list which is incomplete. It speaks for itself. Unless otherwise stated the postmark is in circular form and has the date (month and day only) in the center.

A few of the postmarks deserve special mention. The "Route 7309" was seemingly used in both directions between Natchez, Miss., and New Orleans, La. The postmark reading "N. Y. & Boston Stmb. and R. R." is included here, and is also given in the railroad list, because it obviously indicates a route which used both a railroad and a steamboat. The "Louisville & Cincinnati Mail Line" (37mm. in diameter) while used in the 1847 period has been seen with a small "5", a large "5" and a large "10" surcharged over the small "5". In each instance the figure indicates the amount of postage paid or to be collected and is placed under the date. The "N. O. & Vicksburgh R. R." is particularly odd because it seems that here the "R. R." surely means "River Route" instead of "Rail Road" which these letters otherwise invariably indicate. With very few exceptions these cancellations are rare. It is a most interesting group, and these postmarks have a decided attraction particularly from the historical standpoint.

As was the case with the railroads certain of these cancellations, absolutely authentic, have been seen in manuscript. The following are typical examples:

ROUTE 7809 (Whether or not this is meant for 7309 I do not know).

LOUISVILLE & ST. LOUIS R. M. (R. M. means "River Mail").

M. & N. R. MAIL JUN 28 (Probably means "Memphis & New Orleans River Mail").

KATE KEARNEY. ST. LOUIS & KEOKUK S. B. ROUTE MARCH 12,  
1853, J. W. WHITE ("Kate Kearney" is the name of the steamer).

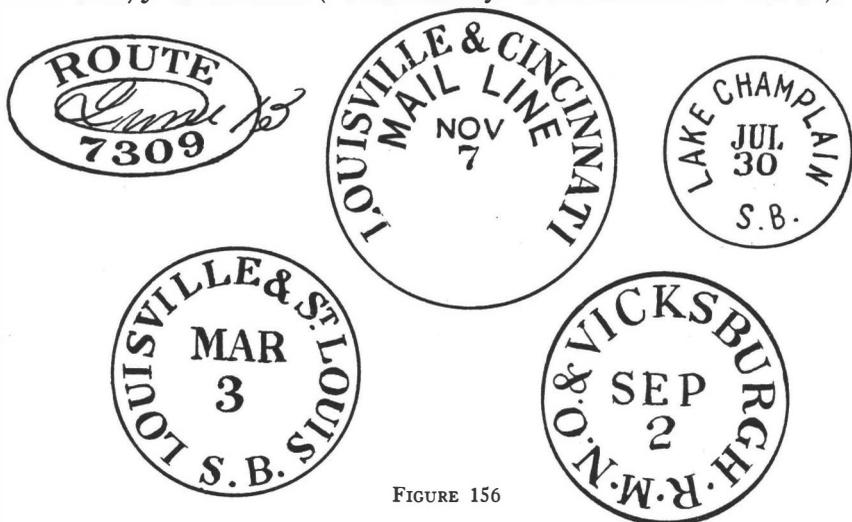


FIGURE 156

The long and comparatively slow trips of the packet boats gave the clerk who had charge of the mail plenty of time to write out elaborate manuscript postmarks if he desired. See Figure 156 which illustrates a few typical postmarks from the list which follows:

Name as it appears in the Postmark	Size in mm.	Before July 1 1847	1847 July 1 1847 to July 1 1851	1851 July 1 1851 to Feb. 24 1857	1857 Feb. 24 1857 to Sept. 1 1861	Remarks
ROUTE 7309	37x18 outer 25x7 inner			Blue, Black	Blue	Between an inner and outer oval. No date.
ROUTE 7309	33x19 outer 20x7 inner			Blue	Red, Black	Between an inner and outer oval. No date.
ROUTE 7309	34x27 outer 20x12 inner			Blue		Between an inner and outer oval. No date.
BUFFALO N. Y. STEAMBOAT 10 CTS.	23 long 22 high		Blue			Roughly square. Frame curved at top and straight at bottom, with the two lower corners cut off. No date.
CINCINNATI & LOUISVILLE MAIL ROUTE	32			Blue, Black		
CINCINNATI, O. AND NEW CASTLE	29			Red		"Cincinnati O." around the inside of the circle. "And New Castle" in two lines in the center above the date. Envelope addressed to Logansport, Ind. and bearing a label reading, "Money Package by the American Express Co. from Kokomo, Ind." Some kind of a route cancellation though not on a river.
GAL. DUB. DUN. & MIN. PK. Co.	35				Blue	Galena, Du Buque, Dunleith, & Minnesota Packet Company. Dunleith is now East DuBuque, Ill.
G. D. D. & MIN. P. CO.	33			Black		Galena, DuBuque, Dunleith, & Minnesota Packet Company.
STEAMER KEY CITY	Entire buff envelope printed in blue across the top "GALENA, DUBUQUE, DUNLEITH & MINNESOTA PACKET COMPANY STEAMER KEY CITY JONES WORDEN COMMANDER". It bears a 3c 1851 cancelled, "Dubuque, Iowa Jun 12, 1857", in black in a circle. A picture of a packet steamer is also included. Dunleith is now East DuBuque, Ill.					
HUDSON RIV. MAIL N. Y.	30	Red	Red			Two slightly different types, one a shade larger than the other.
HUDSON RIVER MAIL N. Y.	34			Blue, Red		

Name	Size	Before 1847	1847	1851	1857	Remarks
LAKE CHAMPLAIN S. B. ....	33		Red, Blue, Black	Blue		Two slightly different types of this postmark. S. B. means Steam Boat.
LAKE CHAMPLAIN S. B. ....	25½				Black	S. B. means Steam Boat.
LAKE CHAMPLAIN STEAM-PACKET FRANKLIN. CAPT. R. W. SHFRMAN.....	39					No date. Seen on cover dated Nov. 12, 1831.
LAKE MICHIGAN STEAM BOAT CO. PLANET	32 wide 25 high				Blue	Octagonal postmark. "Planet" is the name of the steamer.
WARD'S LAKE SUPERIOR LINE STEAMER SEA BIRD .....	35				Black	Seen used Oct. 12, 1861. but on a 3c 1857 Type II stamp
WARD'S LINE STEAMERS, STEAMER FORESTER .....	34				Red	Includes 1861 year-date
LOUISVILLE & CINCINNATI MAIL LINE .....	39		Red	Black Red		"Mail Line" at top under "Louisville & Cincinnati".
LOUISVILLE & CINCINNATI MAIL LINE.....	37		Blue	Red, Blue		"Mail Line" at bottom. The "1847" postmark shows a "5" (meaning 5 Cts.) under the date. This has also been seen with a large "10" surcharged over the "5".
LOUISVILLE & CINCINNATI MAIL LINE....	46x17		Red			Retangular.
L.VILLE & CINTI. MAIL LINE .....	32			Red, Blue, Black	Blue	Louisville & Cincinnati Mail Line.
LOU. & CIN. S. B. MAIL LINE .....	34			Red		"S. B." means Steam Boat.
LOUISVILLE & ST. LOUIS MAIL ROUTE .....	36 wide 32 high			Blue, Black		Shield shape.
LOUISVILLE & ST. LOUIS S. B. ....	32			Black, Blue		Three slightly different types of this postmark, varying a shade in size. "S. B." means Steam Boat.
MAIL ROUTE .....	27x2½	Red				In one curved line. Seen on a cover dated July 1, 1828 from New Orleans, La., to Providence, R. I.
MAIL ROUTE .....	41½x5			Black	Black	In one straight line. Seen on a cover dated May, 1857, from Savannah, Ga., to Providence, R. I. Also on an 1851 cover to Savannah, Ga.
MEMPHIS & NAPOLEON RIV. MAIL .....	35			Black		Napoleon, Arkansas.
N. O. & VICKSBURG R. M. ....	36				Blue	New Orleans & Vicksburg River Mail.
N. O. & VICKSBURGH RIV. M. ....	36				Black	New Orleans & Vicksburgh River Mail.
N. O. & VICKS. RIV. M. ....	34				Black	New Orleans & Vicksburg River Mail.

Name	Size	Before 1847	1847	1851	1857	Remarks
N. O. & VICKSBURGH R. R. ....	33				Blue, Black, Ultra- marine	It seems sure that "R. R." in this case means River Route.
N. Y. & BOSTON STMB. & R. R. R. ....	36				Black	Probably means New York & Boston Steamboat & Rail Road Route.
COMMONWEALTH .....		White envelope the face of which is overprinted in pale olive NORWICH & WORCESTER LINE, BOSTON. FROM FOOT OF CORTLANDT ST. N. Y. Bears a picture of the Commonwealth the flag on which says "U. S. M." Evidently addressed and mailed on the boat, while the 3c 1857 Type II stamp was cancelled at the New York Postoffice on arrival.				
POTOMAC STEAMBOAT .....	30	Red	Red, Brown	Black		
ST. LOUIS or MEMPHIS } & CAIRO RIV. MAIL .....	34			Red		The first word, which ends in IS, is not clear but is probably one of these two.
ST. LOUIS & KEOKUK STEAM .....	33			Black		
ST. LOUIS & KEOKUK S. B. ....	32			Black		"S. B." means Steam Boat.
ST. LS. & KK. STEAMERS .....	29			Blue, Black	Blue, Black	St. Louis & Keokuk Steamers.
ST. LOUIS & MEMPHIS R. M. ....	34				Black	"R. M." means River Mail.
TROY & NEW YORK STEAM BOAT .....	32 long 12 high		Blue	Blue		Rectangular In two lines. Framed. No date.
W & P. RIVER MAIL .....	30			Blue, Black		it is not known for what these initials stand.
WHEELING & PARK. RIVER MAIL .....	35½				Blue	Wheeling & Parkersburg River Mail.

CHAPTER XL  
ROUTE POSTMARKS--STEAMBOAT AGENT

STRICTLY speaking perhaps these are hardly route postmarks but it seems best to include them under that heading. All that I know regarding them has been figured out from the postmarks themselves. Some of them at least seem to be real government cancellations while others are perhaps somewhat more in the nature of advertisements, though it is hard to draw the line between the two. It appears that the postmaster at New Orleans intrusted the collection of mail from the different packets on their arrival to agents who collected the letters and brought them to the post-office. In a few instances these agents used their own handstamp for cancelling such covers or stamps as had not previously been obliterated. Un-



FIGURE 157

doubtedly this same thing was done at other cities along the Mississippi and its branches. Figure 157 illustrates two of these postmarks.

The following advertisement, which has been seen as a return card on an envelope mailed from Helena, Arkansas, is of interest as showing the official position of certain of these agents. It reads, "Helena (Ark.) Wharfboat.—W. R. Rightor, Proprietor—U. S. Mail & Steamboat Agent,—Receiving, Forwarding and Commission Merchant.—Produce, Groceries and Boat Stores". Here, and undoubtedly in other instances, the position of "U. S. Mail Agent" was only one of several occupations.

I have seen one other cover which, though very early, is interesting and in line with these postmarks. It is a folded letter sheet headed, "Houston P. O. Republic of Texas, July 3d 1838", and addressed to Tennessee via New Orleans. "Pd 31¼" was applied in Houston and "Paid 27" in New Orleans. On the back of the cover are two postmarks both in black one reading "Steam Packet COLUMBIA" in two lines without a frame, while the other in a double lined oval reads, "Sam. Ricker Jr. Agent of the Texian Post Office (Dpt?) New Orleans". Sam's job evidently consisted of looking after the "Texian" mail.

The list, which speaks for itself, follows:

Name	Size in mm.	1847	1851	1857	Remarks
Paid F. A. DENTZEL Agt. P. O. N. O. ....	23x19	Red	Red		Oval frame. In four lines. "Agt. P. O. N. O." means "Agent Post-Office New Orleans".
Paid F. A. DENTZEL Agt. P. O. N. O. ....	23½		Black, Red, Blue		Circular. In four lines. Includes two ornaments. "Agt. P. O. N. O." means "Agent Post-Office New Orleans".
GEO. D. HITE & CO. Steamboat Agents New Orleans, La.	57x26		Red	Red	Oval. Double-lined frame. Includes two ornaments.
From GEO. D. HITE New Orleans .....	53x31			Red	Oval. Double-lined frame.
SNAPP & HITE New Orleans, La. ....	45x23		Red		Oval. Ornament in center.
BRUCE PUTNAM Steamboat Agent and Forwarding Merchant, 5 Front Levee .....	56x35		Blue		Oval. Seen only on 1853 stamped envelopes.
B. J. BUTLER Storage, Forwarding Commission Mer- chant and General Steamboat Agent. Wharf Boat. Vicks- burg, Miss. ....	62x52		Black		Fancy rectangle. Double-lined frame. Seen only on 1853 stamped envelopes.
I. S. MOORHEAD Steam Boat Agent. Forwarding and Commission Merchant. Agent for Baltimore & Ohio R. R. Louisville, Ky. ....	53x53		Black		Shield-shaped. Double-lined frame
T. B. SMITH Forwarding & Commission Merchant, New Orleans .....	35x26			Black	Fancy rectangle. Seen only on 1853 stamped envelopes.

## CHAPTER XLI

### ROUTE POSTMARKS—MISSISSIPPI RIVER PACKET

FIRST it may be stated that there will be included under this heading the cancellations of the packets which plied on the branches of this great river as well as on the nearby rivers. With the possible exception of the cancellations of the Pony Express and certain of the other western express companies, the Mississippi River packet cancellations are, as a group, the most interesting of all from the historical and romantic standpoint. To appreciate them thoroughly it is necessary to visualize to some extent the life on and near the Mississippi at the period when the 1851-'57 stamps were current. The upper Mississippi and its branches were still in what was to a considerable extent "new country", sparsely settled and undeveloped, while the lower Mississippi and its tributaries were the great transportation routes in the plantation section of the South. The farmland was largely divided up into plantations, owned by men more or less wealthy who were in effect almost unlimited monarchs over the land they held. In some respects they were not very different from the feudal lords of mediæval Europe. They kept slaves over whom they had almost unlimited authority, and on the plantation their word was law. Most of them depended almost entirely on their crop of cotton as their source of income. A good cotton yield meant prosperity during the coming year, whereas a poor cotton year often left them in bad straits financially. It was the habit with many to discount their crop to a greater or less extent with the great commission merchants of New Orleans. By doing this they were enabled to obtain such few staple articles as were needed outside of those which grew or were made on the plantation.

Railways were scarce and roads generally speaking were poor, thus the steam packets which drew very little water and could navigate to seemingly inaccessible points were the great means of communication. Naturally they carried mail. Many of the larger packets had a clerk whose business, at least in part, was to look after the mail, gathering, cancelling, sorting, and delivering it. Rarely the cancelling was done in pen and ink for most packets which carried mail seemingly had their own individual handstamp. Perhaps because one was copied from the other, a great majority of them are oval and rather large in size; thus making (intentionally or otherwise) excellent advertisements for the boats.

As for the packets themselves, they were invariably built of wood and were of light draft, many of them drawing but two or three feet of water. In design they were much alike, usually being propelled by a wooden paddle wheel astern. Soft wood was the fuel used which accounted for the dense smoke given off. Considering the difficulty of navigation, the speed they made was remarkable. The Mississippi River and its branches are treacherous, the channel often changing, while "snags" (serious obstructions just on and below the surface) are frequently encountered. There was much rivalry between the boats, and undue speed sometimes led to explosion of the boilers or to fire. As the boats were of wood they burned easily. Many disasters, attended with much loss of life, took place along the river. Insurance rates were extremely high because of the great risk.

There are a number of books on the subject of navigation on the Mississippi at this period, which may be read to advantage by one who is interested in the subject generally. The stories of gambling for high stakes, including slaves, on board these boats is interesting. Many a planter after having sold his year's crop of cotton and cashed in the proceeds went home with empty pockets, having been fleeced by the professional gamblers who infested the boats. Mr. George B.

Sloane, in an article which he wrote a few years ago in *The American Philatelist* on Mississippi packet cancellations, gave a very good resumé of the historical aspect of the question.

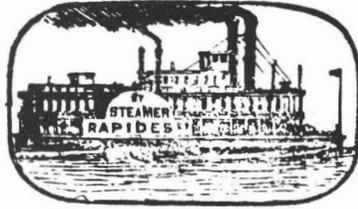
The Mississippi country had been settled largely by the French and Spanish, and their influence on the life of the times is reflected in many of the names of the packets. Indian names are also common and even one Jewish name (the WM. M. LEVY) is found in a packet boat cancellation! Some of the packet names, such as the OLD HICKORY and the COMPROMISE were political in significance. Many were named after local celebrities; a number beginning with "GENERAL". Even a sense of humor is sometimes found as note the name HARD TIMES, and the cancellation used on the FRANK LYON which shows a picture of a lion with his tail in the air in the postmark! Many other names were strictly fanciful; examples being the BELLE CREOLE, DEWDROP, STORM, MORNING LIGHT, and TWILIGHT.

Unfortunately it was usually the custom to place the postmark on the cover rather than on the stamp. This may have been done to make it more legible. Examples are found, however, in which the stamp was actually cancelled with the packet postmark. When the packet cancellation does not touch the stamp it is found cancelled in various manners. The word STEAM or WAY was often used, rarely it was cancelled by a steamboat agent; while the postoffice clerk at its destination not infrequently cancelled it on arrival. Pen cancellation on the stamp is common and was probably applied by the clerk on the packet. Naturally the most desirable covers are those which show the packet postmark over the stamp. Next best are those showing the stamp tied to the cover by a steamboat agent's postmark, after which come those cancelled WAY or STEAM, and then those cancelled by the postoffice clerk at the destination. Pen cancellations while frequently found are less desirable even when perfectly authentic. The use of the current stamped envelopes seemed to be very popular in this part of the country and a considerable number of cancellations have been seen only on such. Packet cancellations were used freely while the 1847 stamps were current, though stamps of this issue were very rarely used on such covers.

Mississippi packet cancellations are decidedly rare; in fact paradoxical as it may seem, they would probably be worth somewhat more if not so scarce. This is true because as it is there are not enough to allow any great number of collectors to make a good showing of them. A great majority of those known today are contained in probably not over half a dozen collections. Most of the examples came from three large correspondences, by far the greatest of these being the famous Carroll-Hoy find. The name of this firm about 1847 was Ricks, Carroll & Co., a little later it became Buchannon, Carroll & Co., and still later Carroll, Hoy & Co. After the Civil War the firm seemingly again took up business under the name of Joseph Hoy & Co. The other two correspondences are those addressed to John T. Hardie & Co. and A. & J. Dennistoun & Co., all of New Orleans. The R. J. Palfrey correspondence might also be mentioned. This appeared and was sold with the Carroll-Hoy correspondence. Palfrey was cashier of a branch of the Louisiana State Bank at New Orleans. Another correspondence addressed to Samuel C. Bell, cashier of the Canal Bank at New Orleans, was also very fine.

A certain number of covers have been seen, a few of which are listed, with the name of the packet, and the other details usually found in a packet cancellation, printed on the envelopes. These were undoubtedly for the use of passengers on the steamers. A few typical types of Mississippi packet cancellations are illustrated in Figure 158 on page 282. As will be seen certain are very elaborate. The list which follows is of course not complete but nevertheless covers the field pretty well, though only to September 1, 1861. Of course many such postmarks were used

later. It has been revised twice since it first appeared a few years ago in *The American Philatelist*. These previous lists having enabled me to add a number then unknown. The listing is strictly alphabetical, *the whole name only of the packet being considered* in arranging them. Thus the W. W. FARMER is placed under W and not F; while the ALICE VIVIAN is put under A and not V. Unless otherwise stated the cancellation does not include any date. As was the case with railroad and steamboat route cancellations a few of these cancellations too are found in manuscript.



"U. S. MAIL PACKET"  
Steamer Lizzie Simmons,  
GEO. H. KIRK CAPT.,  
Maurice Langhorn Clerk.

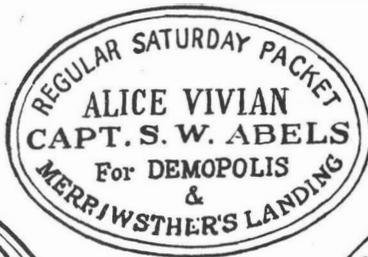


FIGURE 158

Name as it appears in the Postmark.	Size in mm.	Before July 1 1847	1847 July 1 1847 to July 1 1851	1851 July 1 1851 to Feb. 24 1857	1857 Feb. 24 1857 to Sept. 1 1861	Remarks
Steamer A. FUSELIER .....	41x26			Red		Oval. Double-lined frame. Ornament in the center. Seen only on 1853 stamped envelopes.
Regular Saturday Packet ADVANCE Capt. S. W. Abels. For Demopolis & Merriwether's Landing...	49x34			Blue		Oval. Double-lined frame. Seen only on 1853 stamped envelopes.
Regular Wednesday & Saturday Packet ADVANCE. Capt. S. W. Abels. For Demopolis, Blandon, and Cullom's Springs .....	50x36				Blue	Oval. Fancy frame.
Steamer AFTON JR. ....	43x24				Red	Oval. Ornament at center & each end.
Regular Saturday Packet ALICE VIVIAN Capt. S. W. Abels. For Demopolis & Merriwether's Landing .....	49x34			Blue		Oval. Double-lined frame. Seen only on 1853 stamped envelopes.
From Steamer ALICE W. GLAZER .....	51x23			Red		Double-lined frame. Ornament in the center. I am not entirely sure of this one.
Packet Steamer AMANDA .....	46x27			Blue		Oval. Double-lined frame.
Steamer AMERICA .....	39x20 outer 27x9 inner			Red		Name between an inner and outer oval. Double-lined outer frame. Ornament in the center and three at each end.
Steamer ANTELOPE .....	46x26				Red	Oval.
Louisville & New Orleans Packet Steamer ATLANTIC A. McGill Captain. J. S. Woolfock Clerk .....	49x28				Blue	Rectangular. Double-lined frame.
Steamer ATLANTIC .....	36x22			Red		Oval. Ornament at each end.
From Steamer AUTOCRAT .....	42x26		Red			Oval.
From Steamer B. E. CLARK .....	35x19 outer 23x7 inner			Blue		Name between an inner & outer oval. Small ornament at each end.
Louisville & New Orleans Passenger Steamer. B. J. ADAMS. J. S. Richey, Master. F. B. Moody, Clerk .....						<i>Printed</i> in blue on a buff envelope. Addressed to Messrs. Carroll Hoy & Co. New Orleans, La. Bears a 3c '57 cancelled "STEAM" in black. Also on the cover, is the small circular receiving postmark "New Orleans La. Oct. 27". No year date.
Red River Packet B. L. HODGE. John Smoker Mas. ....	56x32				Blue	Oval. Two ornaments in center.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Steamer BAYOU BELLE Capt. J. D. Walker.....	41x21			Red	Red	Oval.
Steamer BAYOU BELLE .....	41x21				Red	Oval. Same as last. "Capt. J. D. Walker" omitted.
Steam Boat BELLA DONNA .....	47x19 outer 30x6 inner			Red		Name between an inner & outer oval. Ornaments at each end and in center.
Steamboat BELLE CREOLE .....	40x21 outer 28x8 inner		Red			Name between an inner & outer oval. Ornament at each end and in center.
Steamer BELLE GOULD .....	33x22			Red		Oval. Double-lined frame. Ornament at each end and a colorless star in a third ornament in the center.
Packet BELLE SULPHUR A. Carlile Mas. R. C. Hutchinson Clk. ....	53x32			Red		Oval. Double-lined frame.
Per BLUFF CITY .....	39x5				Red	One straight line. No frame.
From Steamer BRIDE .....	38x23		Red	Red		Oval. Double-lined frame.
Steamer BRILLIANT .....	51x33			Red		Oval. Double-lined frame. Ornament in center.
Louisville & New Orleans Packet BUNKER HILL No. 3 .....	32x28			Red		Upright oval. Includes a picture of Bunker Hill Monument
C. D. Jr. ....	18			Black		Circular. Double-line frame.
Red River Packet CADDO .....	24x13		Red			Three straight lines. No frame.
CADDO No. 2 .....	50x10			Black, Red		One straight line. No frame. Red seen only on 1853 stamped envelope.
Red River Packet CADDO No. 2 .....	40x22			Red		Oval. Ornament at each end.
Steamer CAPITOL .....	43x24			Red		Oval. Ornament in center.
Ouachita Packet CATAHOULA J. D. Walker, Master .....	49x32				Blue	Oval. Two curved lines in center.
From Steamer CERES .....	44x24			Black, Red	Black	Oval. Red seen only on 1853 stamped envelope.
St. Louis, Cairo and New Orleans Railroad Line Steamer CHAMPION E. B. Moore Captain, Duvill W. Young Clerk. Leaves New Orleans for Cairo and St. Louis, Mar. 25 .....	56x49			Black		Octagonal. Double-lined frame. Includes small picture of a steamer and a hand before "Leaves". "MAR. 25" is movable type. Seen only on 1853 stamped envelope.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Str. CHANCELLOR G. W. Stewart Master	48x24				Blue	Oval. Two ornaments and a partial inner oval of dashes
From Packet CHANCELLOR	42x26			Red		Oval. Double-lined frame.
Steamer CHARLES BELCHER	31x18			Blue		Rectangular. Wavy-lined frame.
Steamer CHARMER R. Holmes Clerk. Capt. W. C. Wilson	34x25				Black	Oval Double-lined frame.
CHARMER & DEWDROP	35x26				Black, Red	Red seen only on 1853 stamped envelope. Oval. On same cover with "Dewdrop", "&" in the center.
Steamer CHEROKEE	33				Blue	Circular. Elaborate design of a rose in center.
Red River Packet Steamer CHOCTAW	47x30			Red		Oval. Double-lined frame. Two ornaments in center.
Steamer CLARA	33x19			Red		Octagonal, i. e.—rectangular with corners cut off. Ornament in center.
From Steamer CLEONA	51x35			Red		Oval. Triple-lined frame. Two small ornaments.
St. Louis & New Orleans Packet COLUMBUS	36x25			Red		Oval. Includes several curved lines.
Steam Packet COLUMBIA	41x9	Red				Two straight lines. No frame. Seen used Oct. 28, 1838. On a letter from New Orleans to Statesburg, S. C. Possibly not a Mis-issippi Packet.
From Steamer COMET	30x19				Red	Oval.
Red River Packet COMPROMISE	27x22			Blue	Blue	Oval.
Steamer COMPROMISE	32			Red		Colorless letters on a band between two circles.
Steamer CORA	35x20		Red			Oval. Ornament in center.
Steamer CORA No. 2	30x23			Red		Oval. "No. 2" in center. Ornament at each end.
From Steamer COTTON PLANT	41x18		Red			Octagonal—i. e. rectangular with the corners cut off.
Red River Packet COUNTESS Geo. T. Wilson Master	48x30				Red	Oval.
CREOLE	26x4			Colorless		One straight line. Colorless letters heavily impressed. No frame. Seen only on 1853 stamped envelope.
From Red River Packet CREOLE	46x25		Black			Irregular oval.
Steamer CUBA	43x27		Red	Red		Oval. Double-lined frame. Ornament in center.
Steamer D. S. STACY	44x28			Red		Oval. Double-lined frame. Ornament in center.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
From Natchitoches Packet D. R. CARROLL	37x21				Blue, Black	Oval. Ornament at each end stamped envelope. Black seen only on 1853
From Steamer D. R. CARROLL	57x34				Blue	Oval. Ornament in center.
Attakapas Packet DELIA E. Castillo	52x35			Red		Oval. Double-lined frame.
Vicksburg & Yazoo River Packet DEWDROP S. H. Parisot Master	36x26				Black	Oval. Double-lined frame. Ornament under "DEWDROP". On same cover with "CHARMER & DEWDROP". Seen only on 1853 stamped envelope.
DEW DROP S. H. Parisot, Master		Entire envelope. Overprinted in pale blue. "Vicksburg & Greenwood U. S. Mail Packets Dew Drop S. H. Parisot, Master. Roebuck, M. P. Dent, Master. Leave Vicksburg Mondays and Fridays". 3c 1857 Type II stamp. Cancelled in ultramarine with circular postmark probably reading "N. O. & VICKSBURG R. M. FEB. 12". "Roebuck, M. P. Dent Master" and "Monday and" is crossed out with pen and ink. Also has picture of a packet.				
CHARMER & DEWDROP	35x26				Red	"&" in the center. Red is on same cover with "Dewdrop." Oval.
Steamer DOLLIE WEBB Capt. J. R. Davis	50x32				Black, Red	Oval. Double-lined frame.
Regular Passenger Packet DOUBLOON W. C. Harrison Master	67x36			Red		Oval. Seen only on 1853 stamped envelopes.
DR. BATEY	27x13		Red	Red		Oval.
Regular Passenger & Freight Coast & La Fourche Packet DR. BATEY	46x28			Blue		Oval. Two ornaments. Seen only on 1853 stamped envelopes.
Regular Ouachita Passenger packet Steamer DR. BUFFINGTON	57x34				Black, Blue	Oval. Star at each end.
Steamer DUCK-RIVER	44x28		Red			Oval. Three ornaments in center.
Steamer DUKE S. Applegate, Master	41x18				Blue, Black	Ornaments in center and at each end. Oval.
Steamer ECHO	24x18		Black			Rectangular with corners cut. Ornament in center.
Packet ECLIPSE	40x22 outer 27x9 inner			Blue, Red	Blue	Name between inner & outer oval. Outer oval double-lined.
Steamer ECLIPSE	55x33 outer 41x17 inner			Red		Name between inner and outer oval. Both double-lined. Seen only on 1853 stamped envelopes.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Red River Packet ELEANOR .....	57x32				Blue	Oval. Double-lined frame. Small ornament at each end.
Steamer EL PASSO .....	31x18		Claret			Rectangular with the corners cut. Ornament in the center.
Steamer EMPEROR .....	30			Red		Circular. Double-lined frame. Two small ornaments.
Packet EMPRESS .....	48x31			Black, Red, Brown	Black, Red	Oval. Double-lined frame. Ornament in center.
Steamer EMPIRE PARISH .....	55x27 outer 38x12 inner			Black		Name between inner and outer oval. Outer oval double-lined. Inner oval has sharp points. Seen only on 1853 stamped envelopes.
G. L. Kouns & Bro. Low Water Line ERA No. 1 & ERA No. 2. Office NO 2 Front St. N. Orleans	58x33				Blue	Oval. Seen only on 1853 stamped envelopes.
S. B. F. M. STRECK .....	31x15		Red			Rectangular. Frame made of wavy lines.
Steamer FASHION .....	46x32		Red	Red		Oval. Double-lined frame. Ornament in center.
FRANK LYON .....	30x20			Red, Blue		Oval. Figure of a lion at bottom.
From Steamer GEM .....	24			Red		Circular. Not entirely sure of this one. Ornament in center which may be "1".
New Orleans and Red River Packet GENL. HODGES W. S. Sleade, Capt. C. T. Reeder, Clerk	62x35				Black	Rectangular. <i>Printed.</i> Double-lined framed ornament in center.
Steamer GENL. LAFAYETTE .....	39x19		Red			Oval.
Steamer GENL. QUITMAN .....	48x27				Blue, Ultra- marine, Red	Oval. Red seen only on 1853 stamped envelope.
From Steamer GENL. STOKES .....	50x34			Red		Oval. Probably double-lined circle. Two lines in center.
Steamer GEN. WORTH .....	27x20 outer 18x11 inner		Red			Name between two ovals. Ornament in center and at each end.
Steamer J.— GEO. COLLIER .....	50x34			Red		Oval. Double-lined frame. Undeciphered word or words in center.
Steamer GIPSEY .....	40x25			Red		Oval. Ornament in center. Double-lined frame.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Steamer GIPSY	34x19		Red			Oval. Ornament in center and at each end.
Steamer GLADIATOR	34				Black	Circle. Date (month and day) in center. Two small ornaments. Double-lined frame.
Steamer GLENDY BURKE	44x28			Red		Oval. Double-lined frame. Ornament in center.
Regular Saturday Evening Coast Packet. GOLDEN AGE. S. Heno, Master	58x36				Blue	Oval. Probably in 1857 period as the cover bears the small N. O. postmark. Seen only on 1853 stamped envelope.
St. Bt. GOSSAMER Thursday at 2 o'clock	41x23			Greenish-Black		Oval. "Thursday" in middle with ornament above it & below it. "St. Bt. Gossamer" at the top & "At 2 o'clock" at bottom. Seen only on 1853 stamped envelopes.
Steamer GRAND DUKE	35				Black	Circular. Includes year, month and day. (Apr. 11 1860).
Steamer GRAND DUKE — Master	63x39				Blue	Oval. Name of master not legible.
Red River Packet Co. Express Weekly Packet GRAND ERA Capt. Ben. B. Kochs? Leaves New Orleans every Monday at 5 P. M. (Leaves?) Shreveport every Friday at 10 A. M.	49x30				Black	Rectangular. Includes picture of a steamer and an ornament at each corner. Double-lined frame. Seen only on 1853 stamped envelopes.
Independent Line Str. GRENADA R. W. Crump Master	48x32			Red		Oval. Double-lined frame.
From Steamer GRENADA M. Gwartney Master	50x33			Red		Oval. Double-lined frame. Ornament in center. Seen only on 1853 stamped envelope.
New Orleans & Bayou Sara Freight Packet GROSSE TETE	57x33				Red	Oval.
Steamer H. M. WRIGHT	36x25			Red		Oval. Two curved lines included.
From Steamer H. M. WRIGHT J. D. Clarke Master	49x32			Red		Oval. Double-lined frame.
Memphis & New Orleans Packet. H. R. W. HILL T. H. Newell Master	43x32			Red		Oval. Double-lined frame. Center much ornamented.
Regular Missouri River Passenger Packet HAN-NEAL W. (B.?) Haslett Capt. Geo. (M.?) Haslett, Clerk	46x34			Black		Fancy Rectangle. Double lined frame.
Packet HARD TIMES	48x16		Red			Rectangular. Double-lined frame.
Steamer HECLA	42x29		Red			Oval. Double-lined frame. Ornament at each end and in center

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
New Orleans & St. Louis Regular Passenger Packet HIAWATHA E. F. Dix Master H. M. Blossom Clerk Oct 21 Leaves for St. Louis Oct 24	48x38				Black	Fancy rectangle. Double-lined frame. The two dates in movable type.
Vicksburg & Yazoo City Mail Packet HOME Wm. M. _____? Master	47x25			Red		Oval. Seen only on 1853 stamped envelopes.
Regular Packet HOMER— —	41				Black	Circular. Not complete. Upper 3/5 only shows. Name of boat not complete. Ornament near top.
Cap. Jas. Ransom INDIANOLA H. Beeson Clk.	56x35			Red		Oval. Double-lined frame. Star at each end. Two ornaments in center. Seen only on 1853 stamped envelopes.
Memphis & New Orleans U. S. M. Monday Packet INGOMAR J. D. Clarke Commander	58x35				Red	Oval.
Steamer ISABEL	35x21			Blue		Octagonal—i. e., Rectangular with the corners cut off. Ornament in center.
Steamer J. F. PARGOUD J. W. Tobin Com- mander. Leaves New Orleans every Saturday at 5 o'clock P. M. Leaves Trenton every Tuesday at 10 o'clock A. M.	38				Black	Circular. Double-lined frame. "Leaves—A. M." around the circle inside of the frame.
From Steamer J. M. RELF	46x22			Red		Oval. Ornament at each end. Also exists "M. Reif" on the '57 instead of "J. M. Relf"; probably an error.
From Louisville & N. Orleans Passenger Packet JAMES ROBB J. F. Montgomery Master	43x30			Red		
Packet JEFFERSON	45x28			Red		Shield-shaped. Includes ornaments.
Steamer JENNIE GRAY Capt. M. A. Knox	123x63				Black	Oval. Double-lined frame. Ornament at each end. Picture of the packet in the center.
Natchitoches and Alexandria Packet JOHN D. PERRY William Kimball Master. M. Hillard Clerk	43x17				Black	Oval. No frame. Stencilled on back of a cover.
Steamer JOHN STRADER	37				Black	Rectangular with corners cut off. New Orleans receiving postmark is dated "1860".
From Steamer JUDAH TOURO	53x24			Red	Red, Blue	Circular. In colorless letters (with three small stars) on a band between two circles. Seen only on 1853 stamped envelopes.
Steamer KEY CITY						Entire buff envelope printed in blue across the top "Galena, Dubuque, Dunleith & Minnesota Packet Company Steamer Key City. Jones Worden Commander" bearing a 3c 1851 cancelled "Dubuque Iowa Jun 12, 1857" in black in a circle. Also includes a picture of a packet steamer. ("DUNLEITH" is now "East Dubuque III").

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Steamer LATONA	24x17		Red	Red		Rectangular with corners cut.
Bayou Sara Packet LAUREL HILL	48x19				Red	Oval. Ornament at each end.
----- Le GRAND(S?) Geo. W. Cloudis, Master	34				Red	Circular. Ornament above "Master", which is at the bottom. May be "Clondis" not "Cloudis".
From Steamer LECOMTE C. Johnson Capt.	50x27				Brown, Red	Oval. Red seen only on 1853 stamped envelope.
<p>N. Orleans &amp; Red River Packet LECOMPT C. Johnson Master. Sim Smith, Clerk</p> <p>Printed in black on a yellow envelope. Addressed to Messrs. Carroll, Hoy &amp; Co. New Orleans. Bears a 3c 1857 Type II cancelled with a black gridiron. No other postmark on the cover.</p>						
Steamer LEWIS WHITEMAN	57x30			Red		Oval. Double-lined frame. Ornament in the center. Seen only on 1853 stamped envelope.
N. Orleans & Ouachita Packet LEWIS WHITEMAN	49x22			Blue		Oval. Seen only on 1853 stamped envelopes.
"U. S. Mail Packet" Steamer LIZZIE SIMMONS Geo. H. Kirk Capt.	33x17				Dark Blue, Blue	In four straight lines. No frame.
"U. S. Mail Packet" Steamer LIZZIE SIMMONS Geo. H. Kirk Capt. Maurice Langhorn Clerk	36x16				Black	In four straight lines. No frame.
Steamer LOUIS D'OR Cheney Johnson Master	50x26				Blue, Black	Oval. Double-lined frame. Ornament in center. Black seen only on 1853 stamped envelope.
From Steamer LOUISA	53x36			Red		Oval. Double-lined frame.
LOUISIANA	49x12		Red			Rectangular with corners cut. Double-lined frame.
Red River Passenger Packet LUCY HOLCOMBE Wm. D. Bateman, Master	56x33			Blue		Oval. Seen only on 1853 stamped envelopes.
Steamer LUCY ROBINSON	48x41			Red		Oval. Seen only on 1853 stamped envelopes.
From Steamer M. RELF	46x22				Red	Oval. Ornament at each end. Also exists on the 1851 as "J. M. RELF" "M. RELF" an error?
Packet MAGNOLIA	38x24			Black, Ultramarine		Oval. Double-lined frame. Ornament in the center.
Regular Packet MAGNOLIA	35x18			Red		Oval.
Steamer MAGNOLIA	44x21			Red		Shape of a leaf
Regular Tuesday Packet MAGNOLIA Capt. H. R. Johnston for Demopolis, Gainsville, Warsaw and Vienna	51x36			Black		Oval. Fancy ornaments all around the frame. Seen only on 1853 stamped envelopes.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
MARSHAL NEY	32x22		Red			Oval. Double lined frame. Three ornaments.
Steamer MARY BESS	52x31			Black		Oval. No frame. Ornament in center.
Steamer MARY BESS	45x19			Blue		Oval. With frame. Ornament in center.
S. B. MARY FOLEY	29x22		Red			Oval. Name in outline on a solid horizontal band. Oval is filled with dots above and below the band.
Steamer MESSENGER	37x27				Black	Oval. Ornament in center.
From Steamer MOHAWK	44x28		Red			Oval. Double-lined frame. Two ornaments.
From Steamer MONDIANA	49x31		Red			Oval. Double-lined frame.
From St. Bt. MONROE	47x31		Red			Oval. Double-lined frame. Ornament in center.
Steamer MONTGOMERY	35x21		Red			Oval. Double-lined frame. Ornament in center.
Steamer MORNING LIGHT Capt. Wm. Dillon	50x32			Black	Ultra-marine. Blue. Black	Oval. Two ornaments in center. Double-lined frame. The black 1851 cover is dated 1860.
From the Red River Packet MORO Jos. Aguader Master J. Amsden Ck.	61x30			Red		Oval. Seen only on 1853 stamped envelopes.
New Orleans & Camden Packet MORO E. N. Woodland Master	57x34				Blue	Oval.
MUSIC	38x17		Red	Red		Oval.
La Fou—Steamer MUSIC. H. Streck Master	54x33				Red	Oval. Double-lined frame. Probably "La Fourche".
Steamer NATCHEZ	31x14 outer 18x4 inner			Red		Name between an inner and outer oval. Ornament at each end. Outer one double-lined.
U. S. Mail Packet NATCHEZ	36x22			Blue	Blue. Black	Oval. Ornament at each end.
U. S. Mail Saturday Evening Packet Str. NATCHEZ Route 8165	33				Black	Circular. Shows date (month and day only).
From Steamer NATCHEZ No. 2	42x25		Red	Red		Oval.
Memphis & New Orleans Monday Packet NEBRASKA	40x22				Blue. Black	Oval. Black seen only on 1853 stamped envelopes.
Packet Steamer NEW LATONA	43x26			Red		Oval. Double-lined frame.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Missouri River Lightning Express Passenger Packet NEW LUCY	47x35				Blue	Oval. Includes two ornaments and fancy border.
Ouchita Packet NEW WORLD Len Mooré Master	47x29		Red	Red		Oval. Includes curved lines and two ornaments.
OLD HICKORY	24x18	Red	Black, Red			Rectangular with corners cut.
From Steamer OPELOUSAS	47x22			Red		Oval. Double-lined frame. Ornament in center.
Steamer OPHELIA	45x28			Red		Oval. Double-lined frame. Ornament in center.
From Steamer OSCEOLA	44x31		Red	Red		Oval. Double-lined frame.
New Orleans Alexandria & Natchitoches Packet P. DALMAU	48x30			Red, Blue, Black		Oval. Ornaments at each end and in center.
Packet P. C. WALLIS. G. W. Carras Master	47x22			Blue		Oval. Double-lined frame. Two lines in center. Seen only on 1853 stamped envelopes.
Packet P. C. WALLIS	47x23				Brownish Black	Oval. May be the same as the one including "G. W. Carras Master" with that omitted.
Steamer P. F. KIMBALL	29x23 outer 19x12 inner			Red		Name between an inner and outer oval. Ornament in center.
Steamer P. F. KIMBALL	48x32			Red		Oval. Doubled-lined frame. Ornament in center.
New Orleans & Louisville Regular Passenger Packet PACIFIC Will Leave New Orleans for Louisville on Tuesday Mar. 30, at 5 o'clock P. M.	52x37				Red	Rectangular. Triple-lined frame.
Steamer PATRICK HENRY	42x25		Brownish Black			Oval. Ornament in center.
From Regular Freight and Passenger Steamer PAUL JONES	33 wide 35 high				Black, Blue	Shield-shaped. Double-lined frame. Ornament at bottom. Blue seen only on 1853 stamped envelope.
Steamer PEERLESS	45x26				Black, Red	Oval. Ornament in center. Red seen only on 1853 stamped envelope.
Steamer PEERLESS	34				Black	Circular. Double-lined frame. Dated year, month and day.
Steamer PENNSYLVANIA. Kleinfelter, Master	35x35				Blue	Shield-shaped. Double-lined frame.
Steamer PEYTONA	34x15		Red	1851		Oval

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
St. Louis and Memphis U. S. Mail Packet PHILADELPHIA John H. Marshall, Master	37				Red	Circular. Includes small picture of the boat. No date. Very likely in the 1857 period.
Steamboat PIOTA	51x22 outer 34x8 inner			Blue, Red, Black		Name between an inner and outer oval. Ornament in center. Black seen only on 1853 stamped envelopes.
From Steamer PLANTER C. V. Wells, Master	43				Black	Circular.
Packet POST BOY	47x52 32x15		Blue			Name between an inner & outer oval. Ornament in center and at each end. No date but probably 1847 period.
PRINCESS	41x5			Blue		One straight line. No frame. Dated Dec. 8, 1856.
Steamer PRINCESS No. 3	47x30			Red		Oval. Double-lined frame. Two lines in center.
PRINCETON	38x18		Red			Rectangular. Has one ornament.
Steamer R. W. McRAE	47x27				Red, Brown	Oval.
From Steamer R. W. POWELL	48x25			Blue, Red	Blue	Oval. Red seen only on 1853 stamped envelopes.
Steamer RAPIDES	32x21			Red, Blue	Blue, Ultra- marine, Olive, Brown, Black, Red	Oval. Ornament in center. Ultramarine, Olive, Brown, and Black seen only on 1853 stamped envelopes.
By Steamer RAPIDES	47x27			Black		Rectangular with rounded corners. Name appears on an elaborate picture of the steamer.
Str. RAPIDES Jan. 1, 1859	28x9				Black	Two straight lines. No frame. Date (lower line) in movable type.
●achita Packet RED CHIEF J. G. Shute, Master—C. W. Kouss, Clk.	51x27				Red	Oval. Triple-lined frame.
Packet RED RIVER	42x27			Red		Oval. Double-lined frame. Ornament in center.
From Steamer RED RIVER	40x21			Red, Magenta		Oval. Includes four small ornaments.
Steamer REINDEER	37x27			Red		Oval. Ornament in center.
From Steamer REINDEER	35x26			Black		Oval. Ornament in center. Seen only on 1853 stamped envelopes.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Steamer REPUBLIC	32x17			Red		Oval. Ornament in center. Seen only on 1853 stamped envelopes.
Regular Tuesday Packet RESCUE Capt. H. R. Johnson. For Demopolis, Bladen & Cullums Springs	51x30				Blue	Oval. Probably double-lined frame.
From Steamer REUB. WHITE Capt. J. R. Allabaugh J. A. Wolf, Clerk	58x32			Red		Oval. Includes two curved lines. Seen only on 1853 stamped envelopes.
From Steamer REUB. WHITE Capt. J. R. Allabaugh	58x32			Red		Oval. Same as above with name of clerk removed.
Attakapas Packet RIO GRANDE J. J. Labarthe	48x31		Red			Oval. Double-lined frame. Two ornaments in center.
Regular Red River Packet ROBT. WATSON John Smoker Master	55x31				Red	Oval.
From Steamer ROCKAWAY	40x22			Red		Oval. Ornament at each end.
ROEBUCK M. P. Dent, Master		Entire envelope. Overprinted in pale blue. "Vicksburg & Greenwood U. S. Mail Packets Dew Drop S. H. Parisot, Master, Roebuck M. P. Dent Master. Leave Vicksburg Mondays and Fridays", 3c '57 Type II stamp cancelled in ultramarine with circular postmark probably reading "N. O & Vicksburg R. M. FEB 12" "Roebuck M. P. Dent Master" & "Monday &" is crossed out with pen and ink. Also has picture of a packet.				
Attakapas Packet ROSA. Wm. Greig	50x34			Red		Oval. Double-lined frame. Two ornaments in center.
Red River Packet ROSA	57x30			Red		Oval. Double-lined frame. Same as next with "Jos. Saliba, Master Chas. M. Dowd Clerk" cut out. Seen only on 1853 stamped envelopes.
Red River Packet ROSA. Jos. Saliba, Master. Chas. M. Dowd, Clerk	57x30			Red		Oval. Double-lined frame. Seen only on 1853 stamped envelopes.
Steam Packet ROWENA	23x20		Red			Oval.
Steamer S. S. PRENTISS	52x27				Red	Oval.
Steamer S. T. J. TRABUE	50x31 outer 38x19 inner			Red		Name between an inner and outer oval. Name of the Captain in center.
Steamer S. W. DOWNS	45x29		Red	Red		Oval. Double-lined frame. Ornament in center.
Bayou Sara & Coast Pkt. SALLIE ROBINSON E. F. Gross, Master	55x34			Red		Oval. Seen only on 1853 stamped envelopes.
From Steamer SALLIE SPANN	47x31			Red		Oval.
Steamer SAM DALE	39x21			Red		Oval. Ornament in center. Seen only on 1853 stamped envelopes.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
From Steamer SARAH N. C. Briggs, Master	52x36			Red		Oval. Double-lined frame. Seen only on 1853 stamped envelopes.
Regular Alabama River Packet SENATOR Capt. H. C. Baldwin. For Selma and all Intermediate Landings	35				Black	Circular. Cover dated 1860.
Steamer SHAMROCK	47x21		Black			Roughly oval. Elaborate design.
Steamboat SOUTHERN BELLE	49x33 outer 27x12 inner			Red. Blue		Oval. Name between an inner & outer oval. Blue seen only on 1853 stamped envelope. Double-lined frame.
Ouachita Packet SOVEREIGN Len. Moore Master	50x31			Greyish- Green, Brown		Oval. Double-lined frame. Brown seen only on 1853 stamped envelopes.
Red River Packet ST. CHARLES	44x31		Red	Red		Oval. Double-lined frame. Ornaments in center.
Regular Memphis, Helena and St. Francis River Packet ST. FRANCIS NO 3 T. R. Bowman Mast. Sam C. Paine Clk. Leaves Memphis for Helena and Wittsburg every Tuesday evening, Helena for Wittsburg every Wednesday morning, Wittsburg for Helena and Memphis every Friday morning, Helena for Memphis every Saturday evening.	74x42			Black		Rectangular. Fancy frame. Picture of packet and an ornament in center. <i>Printed</i> on the envelope. Seen only on 1853 stamped envelopes.
Steamboat ST. JAMES	43x27			Red		Oval. Double-lined frame. Ornament in center.
Mobile & Montgomery Tuesday Evening Packet ST. NICHOLAS J. J. Cox Master	38				Blue	Circular. Double-lined frame. Ornaments and picture of a bale of cotton in center.
From Steamer ST. PAUL	41x26		Red			Oval.
Red River Passenger Packet STARLIGHT	55x30				Red	Oval. Double-lined frame.
From Steamer STORM	47x31		Red	Red		Oval. Double-lined frame. Lines in center.
Natchitoches Packet SWAMP FOX	43x26			Red		Oval. Double-lined frame.
Ouachita Packet SWAMP FOX	53x36			Red		Oval. Double-lined frame. Ornament at each end.
SWAN	46x31			Red		Oval. Double-lined frame.
From Steamer SYDONIA	50x24			Red		Oval.
New Orleans & Packet. T.—? LEATHERS	50x34			Red		Oval. Double-lined frame. Ornament in center.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
Regular St. Louis and N. Orleans Packet T. H. LARKIN	40			Black		Circular. Double-lined frame. Two ornaments and 13 small stars. "St. Louis and N. Orleans" on a ribbon. Seen only on 1853 stamped envelopes.
U. S. Mail Steamer TELEGRAPH No. 2 McLeiland Master	37			Red		Circular. Includes two star-shaped ornaments.
Regular Packet Steamer TEXAS	48x33			Red		Oval.
N. O. & Red River Steamer TEXAS Chas. W. Stinde Master	54x35				Ultra-marine	Oval. Double-lined frame. Ornament in center.
Steam Ship TEXAS	24				Blue	Circular. Large star in the center and ornament at each side. May be an ocean steamer and not a packet.
Steamer TEXAS RANGER	53x36			Red		Oval. Double-lined frame. Ornament in center.
From Steamer TIGER	35x26			Black		Oval. Seen only on 1853 stamped envelopes.
New Orleans & Camden Packet Steamer TIGRESS A. B. Hopkins Master	63x33				Red	Oval.
Ouachita Packet TRENTON	49x32			Red		Oval. Double-lined frame. Four ornaments.
Regular Ouachita Packet TWILIGHT Will Leave Wednesday at 5 P. M.	40x25				Blue	Oval. Also "Monday" in place of "Wednesday."
N. O. Alexandria, Grand Encore & Shreveport Packet UNION C. A. Brock Master	54x32			Red		Double-lined frame.
Steamer VICKSBURG	48x25				Blue, Ultra-marine	Oval.
New Orleans & Vicksburg U. S. Mail Passenger Packet VICKSBURG J. M. White Master J. Y. Clerk	35 wide 26 high				Blue	Roughly rectangular as though made of four brackets. Double-lined frame.
Memphis & Vicksburg Packet VICTORIA J. K. Moody, Mast'r. J. G. Roland, Clerk						Printed in dull purple in the upper left corner of a white envelope, bearing a 3c 1857 Type II stamp pen cancelled. Addressed to Donaldsonville, La., and dated Nov. 1860. On the back is printed "Memphis and Vicksburg weekly U. S. Mail Packet Steamer Victoria (Picture of a Packet) Leaves Memphis every Saturday at 5 o'clock P. M. Leaves Vicksburg every Tuesday at 12 o'clock M. Making close connections at Napoleon with the Arkansas and White River Packets, connecting at Vicksburg with Vicksburg and New Orleans Packets, and Jackson and New Orleans Railroad. Connecting at Memphis with regular Steam Packets of Louisville and St. Louis, and Memphis & Ohio R. R. and Memphis & Charleston R. R."
From Red River Packet W. A. ANDREW	37x19			Black	Black	Oval. Small ornament at each end (1851 cover is dated Nov. 23, 1858).
From Steamer W. A. VIOLETT	43x26		Red	Red		Oval. Double-lined frame.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
From Steamer W. W. FARMER .....	48x28			Red	Red	Oval.
S. B. WAR EAGLE .....	43x2½				Black	One straight line. No frame. Includes date (month and day).
Steamer WARRIOR .....	39x24		Red			Oval. Double-lined frame. Three ornaments.
From Steamer WEBSTER .....	28x19		Red			Oval. Several ornaments.
From Steamer WINFIELD SCOTT .....	42½x25		Red			Oval. Double-lined frame. On an undated cover but probably in the 1847 period.
Upper Red River Packet WM. M. LEVY Nat Puckette Master Carter Beamon Clerk .....	59x38			Blue		Oval. Seen only on 1853 stamped envelopes.
Steamer WM. M. MORRISON For St. Louis — Capt. J. N. Bofinger .....	50x36				Black	Oval.

## CHAPTER XLII

### ROUTE POSTMARKS—WAY AND STEAM

**I** REGRET that I am unable to give anything official regarding the use of these two terms in postmarks. A WAY letter is undoubtedly one which originates between two post-offices and is picked up on route by some mail carrier, be he a postman on foot or in a stage, or a postal clerk on a railroad train or a steamboat. For gathering and carrying such mail the carrier was paid for such WAY letters as he handled. I think there is no doubt but that the cancellation WAY means that the letter is of this class. The amount, which is often stated in the same handstamp, was evidently the sum due the carrier.

Unless I am mistaken the word STEAM, which evidently was used in many cases exactly as was the word WAY, means the same thing excepting that the carrying agent was either on a *steam* train or *steam* boat. In other words STEAM cancellations are merely a subdivision of WAY cancellations, the latter including the former.

These date back to a time well before stamps were current and continued in use even after the 1857 issue was demonetized, although they were undoubtedly used more while the 1851 issue was current, gradually becoming scarcer after the perforated stamps appeared. They were used though to a very limited extent on the 1861 and even on later issues. I have attempted to list those which I have seen although undoubtedly many more exist. These cancellations were used most

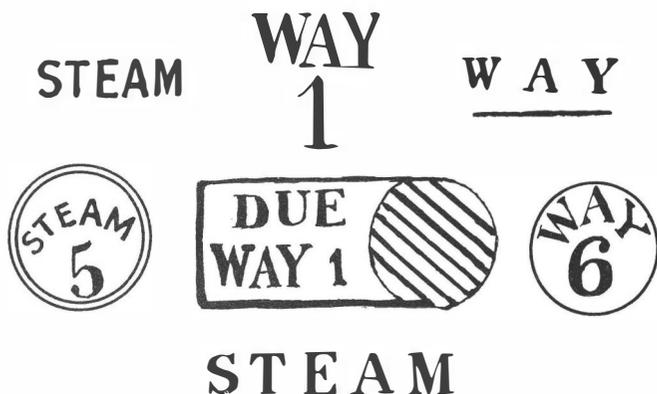


FIGURE 159

commonly on the Mississippi River and its branches, though also in other parts of the country, having been seen used on the Alabama River as well as on Long Island Sound and on letters which were sent, probably by boat, from Baltimore, Maryland. A few typical examples are illustrated in Figure 159.

Certain postmarks which should have become obsolete with the 1847 issue were undoubtedly used to some extent by error on the 1851's. It is hardly reasonable to suppose that the carrier received 6c, for example, for handling a letter, the postage on which was only 3c. As was stated previously these cancellations are often found on covers bearing Mississippi River packet postmarks and other similar cancellations. Both WAY and STEAM cancellations are to be found in manuscript as well as handstamped. The Maysville, Ky., cancellation including STEAM is the only postmark of this type seen. The lists follow:

Name	Size in mm.	1847	1851	1857	Remarks
WAY	16½x4	Blue	Black, Blue		In straight line. Sans serif letters. No frame.
WAY	20x5		Black, Red		In straight line. Letters have serifs. No frame.
WAY	18x5½		Blue		In straight line.
WAY	18		Black		Circular. Framed.
WAY	19		Blue		Circular. Framed.
WAY	20x8		Black, Red	Black	Straight line with line under. No frame.
WAY 1	18x18		Black, Red		In two lines. No frame.
DUE WAY 1c	40x17		Blue		Rectangular with one end rounded. In two lines. Grid-iron with 7 bars at right end. Framed.
WAY 5	16½x13	Red	Black, Brown, Blue		In two lines. No frame.
WAY 5	18x15		Black		In two lines. No frame.
WAY 5	21x15		Black		In two lines. No frame.
WAY 6	18½x5		Blue		In straight line. No frame.
WAY 6	21x12½	Red	Black, Red		In two lines. No frame.
WAY 6	26	Black			Circular. Double-lined frame.
WAY 6	24	Blue	Blue		Circular. Double-lined circle. Flourishes each side of the "6"
WAY 6	17		Blue		Circular. Framed.
WAY 6	33	Red			One circle inside of another.
WAY 6	26	Black Red			Circular. Thick frame.
WAY 6	38x12		Red		Rectangular. Seen only on 1853 stamped envelopes.
WAY 6	17x13		Blue		In two lines. Seen only on 1853 stamped envelopes.
WAY 6 CENTS	21½		Blue		Circular. Framed.
WAY 6 CENTS	23	Blue			Circular. No frame.
WAY 11	24	Red, Red, Black			Circular. Double-lined frame. Curved line over WAY.
WAY 11	28½	Blue Before 1847			Circular. Double-lined frame. Seen on a cover from New Orleans to Boston via Mobile, dated 1845.
WAY 11	26	Red			Circular
WAY 11 CENTS	23x23	Red, Black	Red		In three lines. No frame. WAY & CENTS curved. This evidently had a single line frame in early state.

Name	Size in mm.	Before 1847	1847	1851	1857	Remarks
STEAM	32x4	Blue				Straight line.
STEAM	22x4	Blue		Black		Straight line.
STEAM	32x5	Black, Blue	Red, Black	Black, Red	Black	Straight line.
STEAM	15x2½			Red, Black		Straight line.
STEAM	23½x4			Black		Straight line.
STEAM	23x5½			Blue, Black		Straight line.
STEAM	34x6			Black	Black	Straight line.
STEAM	27x4				Black	Straight line.
STEAM	28x4		Red	Red		Straight line.
STEAM	23x3				Black	Straight line.
STEAM	31x5				Black	Straight line.
STEAM	25x4				Black	Straight line.
STEAM	23x3½		Red			Straight line.
STEAM	32x4½		Blue			Straight line.
STEAM 5	? x5			Black, Brown		Straight line.
STEAM 5	19		Red	Black, Red		Circle. Double-lined.
STEAM 5	21x18		Blue	Black		Oval. Double-lined.
STEAM 5	21x17			Dark Blue		Double-lined oval.
STEAM 10	19		Red			Double-lined circle. Inner circle slightly notched.
STEAM 10	25x21		Blue			Double-lined oval.
MAYSVILLE KY. STEAM	32			Black		Circular. Includes date (month and day) in center.

## CHAPTER XLIII

### ROUTE POSTMARKS—STEAMBOAT AND STEAMSHIP

**S**TEAMBOAT POSTMARKS. Under this heading will be discussed only postmarks made up of the words STEAM and BOAT, that is to say, those which include the name of the boat will be discussed elsewhere. STEAMBOAT cancellations date back to a period well before any stamps were current, at least as early as 1824, the first of which I have a record being on a letter sheet dated June 30 of that year. It is from New Orleans, La., to Troy, Mass.; and therefore used on a "Steam Ship to New York"—this phrase being written by the sender on the cover. The steamboat postmark is handstamped in red, while the amount of postage, 25 cents, is in manuscript. This is by far the earliest example seen of any steamboat postmark.

In some of the postmarks STEAM BOAT (two words) is found, while in others it is written as one word, or is hyphenated. There are three general types;

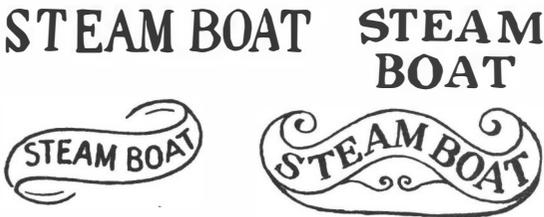


FIGURE 160

one, which is found in two lines, STEAM above BOAT; another, in which the cancellation is framed; and a third in which STEAMBOAT is found in one line without any frame. See Figure 160.

The first type in two lines has been seen in various sizes in red and black though it may exist in other colors. Most of the postmarks of this type were

used on the Hudson River. They have been seen on covers dated as early as 1835 and as late as September 8, 1857, and very likely were used even somewhat later. The framed type of this postmark is much scarcer than the other two. I have a record of but two varieties though, again, more probably exist. One of these, found in both the 1847 and 1851 periods, is in blue and has an elaborate frame. It was seemingly used exclusively on letters out of Buffalo, N. Y. The other framed type, also scarce, shows the word on a scroll and has been seen only in black on the 3c 1851 covers. This was used on one or more steamboats plying on the Great Lakes.

By far the commonest type is in one line without any frame. This was used in many parts of the country, among others, on Long Island Sound, on boats between New York and Philadelphia, between Mobile and New Orleans, out of Baltimore, on the Mississippi River, on the Alabama River, and to a limited extent on the Great Lakes. Postmarks of this type have been seen in red, blue, and black; black being by far the commonest, and blue the scarcest. An early one noted is on a letter sheet headed, "Steamboat New Haven" and dated October 3, 1840. It is addressed to New Haven and was postmarked at that post-office on arrival. STEAM BOAT in this case is in red in one curved line without any frame. The one-line type in blue has been seen on letters from Baltimore to the District of Columbia and Virginia, both while the 1851 and 1857 stamps were current, on a letter from Providence, R. I., to Hadlyme, Conn., (in August 1851), and also on a letter, probably carried by some river steamer, to Montgomery, Alabama. The red postmark has been seen used before the 1847 stamps became current on a letter from New York City to Savannah, Georgia, via Charleston, and also as early as 1840 on a letter carried by a Long Island Sound steamer. All of the red STEAMBOAT postmarks that have been seen while the 1851-'57 stamps

were current were used on Long Island Sound steamers. The black postmark in one line has been seen in a number of types from various parts of the country. They are much more common on 1851 than on 1857 covers. The various types mentioned seem to be found about as often on the stamp as on the cover.

**STEAMSHIP POSTMARKS.** Of course various types of ship postmarks had been in use since the postmarking of letters began. Those indicating that the letter had been carried in a ship propelled by steam probably came into use early in the '20's.

Under this heading I shall not attempt to describe the various steamship and other cancellations applied to mail sent abroad from this country, this being a subject of such magnitude that it would require an article by itself. Some such postmarks though have been seen on 3c 1851-'57 stamps. However, there are a number of cancellations which were used on steamers in the coastwise and West Indian trade and also on those in the mail service between the eastern states and the western coast of the country. These may be divided into postmarks used on steamships on Long Island Sound, from the West Indian and Central American ports to New York, those used between New York or New Orleans and Mexico, Nicaragua and New Grenada (now the Republic of Panama), and those used between the western coast of New Grenada, Nicaragua or Mexico, and San Francisco and Oregon. Of course in the early days, mail between the eastern United States and the Pacific Coast had been carried around Cape Horn but early in 1849, or about that time, the Panama route came into being and I doubt if any 1851-'57 covers in the regular mail were sent around the Horn, though perhaps a few letters were thus carried privately on ships.

On the Long Island Sound steamers only the following have been noted showing the name of the boat: STEAMER OREGON, in red in a small oval with a numeral 5 in the center. This was noted on a stampless cover from Providence to New York City, Oct. 9, 1846. The STEAMER PERRY in both red and black in a circle has been seen on 3c 1857 covers. This was surely a Long Island Sound steamer. The ALICE in black, unframed, has been noted on a 3c 1851 cover from New York City to Worcester, Mass., in 1853. This was probably a Sound steamer.

Two types of steamship cancellations have been noted on covers from the West Indies and the east coast of Central America to New York City. One, seen only in black in a circle, reads N. YORK STEAM SHIP. This postmark was used at least as early as 1856 while it, or copies of it, were used more or less continuously from that time until late in the '70's. Unless I am mistaken this postmark was used only on letters mailed on or delivered to American steamers bound for New York City. It has been seen on the 1861 issue and later, on letters from St. Thomas, D. W. I., and Havana, Cuba. While the 1851-'57 stamps were current it was much more commonly used on the 10c stamps than on the 3c value. One cover has been seen bearing a 3c 1851 tied on by the black circular postmark reading, STEAMSHIP 10; while on the envelope is the green postmark of the town of origin, CIENFUEGOS—20 FEB 1855—ISLA DE CUBA. Another cover has been seen, written by a naval officer in Montevideo, Uruguay, bearing a 3c 1857 Type II hit by a small circular black postmark reading, NEW-YORK SHIP.

To my mind by far the most interesting of these steamship cancellations are those used on mail between the eastern states and the Pacific Coast. As was stated before, until about the early part of 1849 the mail by water had gone around Cape Horn. This was a trip of 14,000 miles which took some four or five months to make, so, as soon as gold was discovered in California and the population rapidly began to increase, it obviously became necessary for the government to find a quicker route. Exclusive of the overland mail services, which will be mentioned in the chapter on Express Company Postmarks, these shorter routes were three in

number and depended on steamship service at either end of a land route which crossed Mexico or Central America.

A book entitled, *The Overland Mail 1849-1869*, by LeRoy R. Hafen, and published by the Arthur H. Clark Co. of Cleveland, Ohio, is very strongly recommended to anyone interested. The chapter on, *The Ocean Mail to the Pacific Coast 1848-1858*, has been drawn on for much of the matter on this subject in this chapter. Mr. Hafen is not a philatelist but has written a book invaluable to collectors of early U. S. stamps. Mr. Henry C. Needham also writes most entertainingly on, *Ahead of the Mails—A Brief Story of the Transportation of the U. S. Mail by Sea 1849-1860*, in the April, 1928, number of *The Collector's Club Philatelist*.

The United States Government, late in 1847, made contracts for a mail route from New York City by steamer to the eastern coast of New Grenada (now the Republic of Panama) across the Isthmus to the Pacific Coast and thence by steamer to San Francisco and Oregon. However it was probably early in 1849 before this service became effective. At first the route across the Isthmus was from Chagres, on the east coast, to Panama City on the west coast; the mail being carried on mule back over a trail. On January 27, 1855, the Panama railroad, running from Colon (which before 1850 had been called Aspinwall), on the eastern coast, to Panama on the Pacific Coast, was opened, and thus the route was slightly changed. This service continued as long as the 1851-'57 stamps were current. Excepting for a service across southern Mexico, which lasted but one year and which will later be described, this Panama service was the only regular U. S. government route, and mail unless otherwise directed went by it. A treaty with the government of New Grenada arranged for the passage of the mail over the Isthmus. As far as I have been able to check them, the names of the steamers which ran in this service at one time or another were as follows: *California, Central America* (lost at sea), *Cherokec, Georgia, Illinois, Ohio, Oregon, Panama, and Falcon*, though undoubtedly others were used. The usual time in the early fifties from New York to San Francisco by this route was about four weeks; after the Panama railroad was completed the time was shortened to about 25 days. After May, 1858, (excepting for one year's competition by the Louisiana-Tehuantepec route), the Pacific Mail Steamship Company had a monopoly of the mail routes by water to the west, and there was much bitterness because of alleged poor service and exorbitant prices. This undoubtedly did much toward the establishment of the overland mail routes.

In 1852 a private enterprise backed by Cornelius Vanderbilt opened a route across Nicaragua which appreciably shortened the time between New York and San Francisco. Steamers left New York every two weeks for Greytown, on the Atlantic Coast of Nicaragua. From here a smaller steamer ran up the San Juan River and across Lake Nicaragua to Virgin Bay, on its western side. This was within twelve miles of the Pacific Coast, and to complete the distance a mule trail led to Realejo. From here steamers ran to San Francisco. Within a short time the trail was made into a macadamized road and the western terminus became San Juan del Sur. This route continued in existence until May, 1858, when it sold out to the Pacific Mail Steamship Company and was abandoned. This Steamship Company had held the contract for the Panama route since or shortly after its inception. In 1856 a sharp struggle ensued between Vanderbilt, on one hand, and Morgan and Garrison, on the other, for the control of the Nicaragua route. The opponents of Vanderbilt enlisted the services of William Walker, the famous fillibuster, who seized control of the land portion of the route. Vanderbilt, however, continued in control of the steamers and for a period of a few months sent them to Panama instead of Nicaragua. The United States Government forces attacked

Walker and he finally surrendered; Vanderbilt again gaining control of the entire route. The steamers which ran on the Nicaragua route on the Atlantic side included the *Webster*, *Star of the West*, *Northern Light*, and *Prometheus*; while on the Pacific they included the *Independence*, *Pacific*, *North America*, *S.S. Lewis*, and *Brother Jonathan*. At a later period the *Sierra Nevada*, *Cortes*, and *Uncle Sam* were added to this service. The running time on this route from New York to San Francisco was about three weeks.

A number of different postmarks have been seen on letters indicating that they were carried over this route. One reads, VIA NICARAGUA—ADVANCE OF THE MAILS—STMR SIERRA NEVADA. At least five other types have been seen which read, VIA NICARAGUA IN ADVANCE OF THE MAILS, or other phrases to that effect. The word SULLIVAN at the bottom of one of these postmarks (and LELAND in another) is probably the name of the steamer's mail clerk who used this particular handstamp. Somewhat similar postmarks which include the phrase NOISY CARRIERS MAIL or its equivalent will be described in the chapter on carrier cancellations rather than here.

The third route, though first contracted for as early as 1853, was much delayed because of politics but finally was operated for one year only, from October 27, 1858, on a contract made with the Louisiana-Tehuantepec Company. Steamers ran from New Orleans to Minatitlan, State of Vera Cruz, Mexico, from whence the mail was carried across the Isthmus of Tehuantepec by mail coach by the way of Suchil, also in the state of Vera Cruz, to Ventose, (I believe this is now the town of Tehuantepec or its seaport), in the state of Oaxaca on the Pacific Coast. From here it was carried by steamers to San Francisco. The company was to be allowed, if it preferred, to change to Acapulco, in the state of Guerrero, as a Pacific terminal, but I doubt if it was used, as this would have necessitated a much longer overland route. These trips were to have been made in fifteen days but the first took eighteen days which was perhaps the average time. One postmark in blue has been seen which, according to Needham, probably indicates this route. It very modestly reads, FORWARDED VIA INDEPENDENT LINE—AHEAD OF EVERYTHING—FROM NOISY CARRIERS SAN FRANCISCO. However I am doubtful if this cover illustrated in Needham's article went over this route. It bears a pair of 3c 1851 (6c rate) with no indication of postage due, while the rate in 1858 was certainly 10c, and would ordinarily at this time have been paid by perforated stamps. I do not know why this contract was not renewed because this route was certainly quicker than the others. Politics may again have been to blame.

Hafen's book makes the following statement: "During this first decade (of the Panama service) there had been some competition with the governmentally subsidized line but it was usually short lived". I have seen two postmarks one of which reads as follows: INDEPENDENT LINE AHEAD OF THE MAILS—YANKEE BLADE AND NORTH STAR—VIA PANAMA. The second is exactly the same excepting that UNCLE SAM replaces YANKEE BLADE in the postmark. These were used in 1853 or 1854, judging from the color and impression of the pair of 3c 1851 stamps on each cover, and as far as I can tell could only have been used by some short-lived rival of the government line to Panama. Although Needham gives the UNCLE SAM as a Nicaragua steamer, these can hardly be postmarks used on Vanderbilt's steamships while they were running to and from Panama, because the temporary closure of the Nicaragua line was in the year 1856, and at this period the postal rate was 10c. These are the only covers I have seen except possibly the "Ahead of Everything" piece, which give evidence of not having been carried over one of the three regular routes mentioned. Figure 161 illustrates a few typical steamship postmarks.

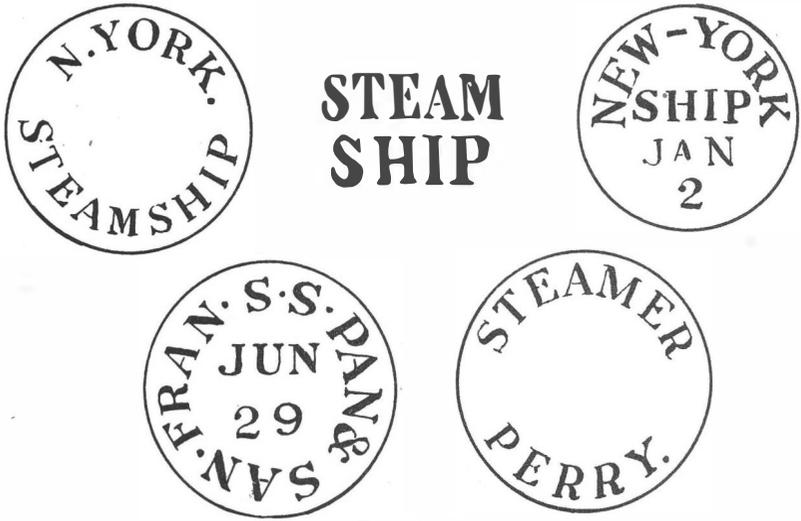


FIGURE 161

Altogether this chapter of American history dealing with the transport of United States mail by these combined land and water routes is a most interesting one. More detailed accounts of the rivalries of the various companies as well as the exploits of Walker, the greatest of all fillibusters, are recommended to those who wish a thrilling narrative and one where fact equals any fiction.

CHAPTER XLIV  
ROUTE POSTMARKS—EXPRESS COMPANY

GOING back many years before stamps were current, express and letter mail companies had been the great rivals of the Post-Office Department in forwarding letters. It was not until the '50's that the government, after long litigation, finally was able to establish its monopoly. The fight conducted in the public press and in the courts by James W. Hale, head of Hale & Co., one of the largest concerns which issued local stamps, need not be discussed here, excepting to state that the final decision against him was that all railroads and other public carriers as well as the streets of cities were to be considered post routes; and therefore under the exclusive control of the Post-Office Department as far as carrying mail thereon was concerned.

Many regular express companies carried mail as a side line. Figure 162 is an

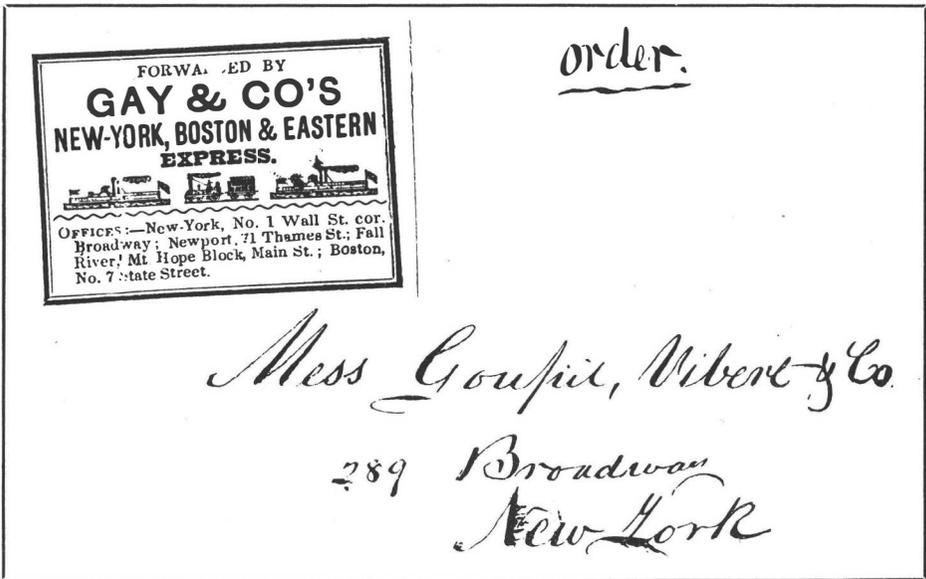


FIGURE 162

illustration of an envelope bearing a typical adhesive express label such as was used quite commonly about this period. It is not a stamp, one reason being that no value is expressed. This was used on a letter headed, "Boston, December, 14, '47", and addressed to New York City. The label, on rosy buff paper, reads, "Forwarded by GAY & CO'S NEW-YORK, BOSTON & EASTERN EXPRESS. Offices: New York, No. 1 Wall St. cor. Broadway; Newport, 71 Thames St.; Fall River, Mt. Hope Block, Main St.; Boston, No. 7 State Street". While express labels such as this seem to have no great value today they are decidedly interesting historically and some day may be more appreciated. Government stamps were never used on these envelopes, nor are the labels as far as I know ever cancelled.

Express cancellations used while the 1851 and 1857 stamps were current may be divided into the following classes: first, those used by the express companies on letters between two points both on the Pacific Coast, including British Columbia and Vancouver Island; second, those used by express companies on the route between the Pacific Coast and the frontier post-offices in the middle West or rarely



FIGURE 163

from coast to coast; and third, those used on letters between the northern and southern states shortly after the Civil War began.

As for the first group mentioned, the discovery of gold in 1848 had been followed by a rush of emigrants to the Pacific Coast large enough to make this an important part of the country. The means of communication here at first were slow and far from safe, but within a few years certain express companies (of which Wells, Fargo & Co., organized in 1852, was by far the largest) had settled the transportation problem with remarkable efficiency, although, necessarily, rates were high. Because of the extreme care used by them a high degree of safety in the transportation of gold, etc., was maintained, and it was not long before the express companies were intrusted, in addition to merchandise, with much of the mail matter between the different points on the Pacific Coast. The United States government, not in position to compete over many routes except on the expenditure of a large sum of money, did the wise thing and continued to allow the express companies to handle such mail matter as they wished, with the understanding, however, that all mail carried by them should be enclosed in United States government stamped envelopes bearing the same amount of postage as they would if carried by the Post-Office Department. The law covering this is found in Section 8 of an Act of Congress of August 31, 1852. This already has been given in full in the preliminary chapter, and need not be repeated here. The express companies accepted this arrangement and seemingly tried in good faith to carry out its provisions. The amount of government postage was small in comparison with the rates charged by the companies, being but a fraction of the entire fee, and thus was no great hardship. Wells, Fargo & Co. continued to handle United States mail in this manner until April 30, 1895. Stamped envelopes did not appear until about the middle of the year 1853 so prior to this time adhesive stamps necessarily had to be used. Even after stamped envelopes appeared the use of adhesive stamps was unavoidable to some extent. For example, if no stamped envelope was available exactly to cover the government fee, adhesive stamps had to be added; again, at times certain express offices may have run short of the stamped envelopes. I estimate, however, that the adhesive stamps are fifty to one hundred times scarcer with express cancellations than are envelope stamps.

In order to identify the stamped envelopes which they were selling, the express companies ordinarily overprinted (or in certain instances handstamped) them with what are known as western franks. The commonest type is a more or less fancy label printed along the top of the envelope at the left of the stamp. Figure 163 illustrates a typical example. These are popular with collectors and as they have to do only indirectly with express cancellations are merely mentioned here. Catalogues of these exist, among them being, *Bartel's Check List of Western Franks*, which names 181 different companies as having franked envelopes, and even more



FIGURE 164



FIGURE 169



FIGURE 165



FIGURE 170



FIGURE 166



FIGURE 171



FIGURE 167



FIGURE 168



FIGURE 172

FIGURE 173

**OROVILLE**

are now known. Some of these, incidentally, are excessively rare.

Because adhesive stamps were used but rarely, no comprehensive collection of express company cancellations can be made unless such markings on stamped envelopes are included. Just here I may state that in my opinion cancellations of any kind on government stamped envelopes of the period are perfectly admissible to a collection of adhesive stamps. Whether the express company used an ordinary envelope with an adhesive stamp or a government stamped envelope, with or without a frank impressed thereon, they ordinarily handstamped the envelope (and the stamp on it) with their own cancellation, this usually including the name of the express company, the name of the town in which the letter originated, and in many instances the date (month and day). A most interesting collection can be made of these cancellations used in the different towns by the various express companies. I will not attempt to list these but will merely mention and illustrate various types of postmarks of this class which I have seen.

Figure 164 is a typical oval cancellation with the name of the company above, "Express" in the center, and the town at the bottom. This is the commonest type of all. Similar postmarks exist in fancy frames.

Figure 165 shows the next commonest type which has the name of the company at the top, the date (month and day) in the center, and the name of the town at the bottom.

Figure 166 shows a type considerably like Figure 165 excepting that the name of the company and the town is between two ovals.

Figure 167 shows a type with the word PAID in the center.

Figure 168 shows the word "CO" in the center.

Figure 169 shows a type indicating that one express company carried the mail matter a certain distance and then turned it over to another, the phrase "connecting with" or "connecting at" being found in the postmark.

Figure 170 shows a circular type of postmark used mostly in San Francisco.

Figure 171 shows a shield-shaped postmark used in this case by Hunter & Co. This cancellation incidentally is in bright magenta.

Figure 172 shows another rather unusual type of circular postmark.

Figure 173 shows a cancellation consisting of the name of the town only, in one straight line.

Figure 174 shows two different types of express *steamboat* cancellation, the one in the fancy frame being particularly scarce. Mail between San Francisco and Sacramento for instance could be carried more quickly on a steamboat than by any other means.

Figure 175 shows the typical PAID and COLLECT cancellations used by Wells, Fargo and Co. Few of the envelopes are stamped with either postmark, as

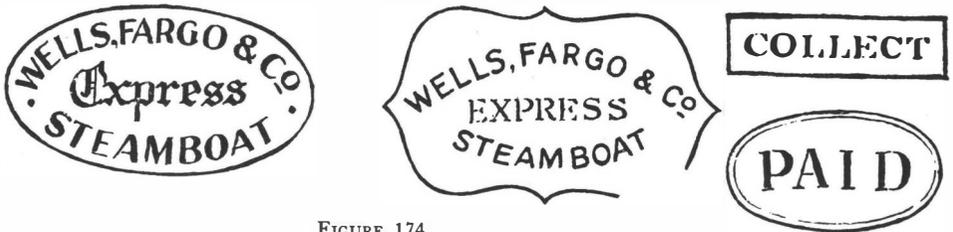


FIGURE 174

FIGURE 175

it was understood that the letter was prepaid unless otherwise marked.

As for the colors of the postmarks, blue is by far the commonest. Red and black are found in about equal proportions and are next most frequently seen, while ultramarine and magenta postmarks exist but are extremely rare.

**W.F. & CO.**

Regarding the cancellations on the adhesive stamps which were used so rarely by the western express companies; most common is the handstamp showing the name of the company and the town in which the letter originated. A certain number were pre-cancelled in sheets before use, ordinarily by ruling black pen lines once across each vertical and horizontal row on the sheet of stamps before cutting it up. Wells, Fargo & Co. also used a cancellation on 3c 1851 stamps reading "W. F. & Co." in blue in one straight line, unframed. See Figure 176. Mr. Luff states that this, too, is a form of precancellation. It was used but to a very limited extent. The word COLLECT in a rectangular frame has been seen on 3c 1851's, as has the express steamboat cancellation in a fancy frame illustrated in Figures 174 and 175. Excepting for transcontinental mail the government town cancellation very rarely appears on the envelope.

One more interesting cover may be described. The famous "Penny Post Co." which issued local stamps and corresponding entire envelopes, did a regular business of carrying mail *to* and delivering it *from* the post-offices in various California cities, in the latter case the letters having been sent in care of the company. The company is said to have had an existence of only six months in the year 1855. The "Penny" charge was either five or seven cents! The printed prepaid Penny

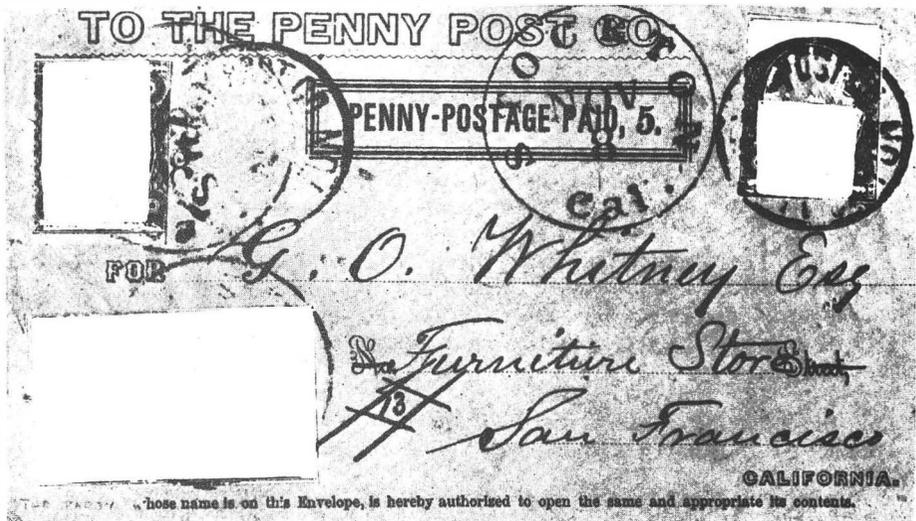


FIGURE 177

Post cover, illustrated in Figure 177, was mailed in Stockton, Cal., and carried to the San Francisco post-office by United States mail. It was from there delivered by the Penny Post Company. Their postmark in black, reading, "PENNY POST CO. STOCKTON" hits two of the 3c 1851 stamps. I have never seen any other 3c 1851 cancelled by this post.

The express cancellations used between the Pacific Coast and the East may next be considered. Prior to 1858 most of the mail between the Pacific Coast and East went by the way of Nicaragua or the Isthmus of Panama. For ten or more years before this date there had been a certain amount of overland traffic, though little mail evidently had been carried. Many pioneers had crossed the country during the summer season ordinarily travelling for mutual protection in groups of some size. With good fortune they could make the trip in about four and one-half months. The great danger was from the Indians who often attacked the convoys



FIGURE 178

and sometimes exterminated them. H. H. Bancroft's *History of California* states that on April 17, 1848, "Kit" Carson was dispatched with the first United States mail cover carried overland from the Pacific to the Atlantic. Before 1858 mail had been carried overland between the East and Santa Fe, New Mexico, and to Utah and some other points, as well as between the Pacific Coast and Utah; but seemingly very little mail had gone overland all the way between the East and the western coast. Hafen's most excellent book on *The Overland Mail 1849-1869* already has been mentioned in the chapter on steamboat and steamship route postmarks.

In 1858 Postmaster General Aaron V. Brown signed a contract with a group of men headed by John Butterfield of Utica, N. Y. Under the terms of this contract an overland mail started from both St. Louis, Mo., and Memphis, Tenn., the two routes joining at Fort Smith, Arkansas. The first stage from the West left San Francisco September 18, 1858, and reached the terminus of the Pacific railroad at Tipton, Mo., October 9, where the mail was placed on the train reaching St. Louis the same day, the time consumed thus being about 25 days. The service was bi-weekly from both terminals. The distance covered was 2,605 miles from Tipton, Mo., to San Francisco. The route crossed the Rio Grande near El Paso and ran over a new road to Fort Yuma, California (now Arizona), and thence via Los Angeles to San Francisco. These details are taken from the United States Official Postal Guide for November, 1924, so are probably correct. This was the first really satisfactory overland mail. Figure 178 shows a typical cover which went over this route. Letters between the Pacific Coast and the East may be found dated during the period 1858 to 1861, addressed, "Via Overland Mail", and also, "Via Nicaragua" (or Panama). The overland route was more direct and left oftener but was also less safe, so the choice was given.

The following extract copied from a letter from the correspondent of the *New York Times*, headed Salt Lake City, Utah Territory, September 4, 1858, which appeared in *Mekeel's Weekly Stamp News* for June 27, 1914, is evidence that mail was already being sent overland by a more northerly transcontinental route, somewhat earlier than the date at which the southern route just described was started. It reads as follows:



FIGURE 179

"We regret exceedingly to learn that our great central overland mail communication between the Atlantic and Pacific through this city has been interrupted by the Indians. Last Saturday, the conductor of the California mail, due on that day, arrived in this city without his mail. It appears that on or about the 22nd of last month, as the mail party, consisting of but two men, were camping for the night on the last crossing of the Humboldt river, a large band of Indians suddenly came upon them and took possession of everything which they had, mules, harness, provisions, and more important than all, the mail. The men escaped with their lives by hiding, at the first approach of the Indians in the brush along the river, and remained concealed until their departure. They then made their way on foot to the next station where they procured animals and came on as rapidly as possible to this city."

To digress a moment. In the Spring of 1859 John L. Jones and William H. Russell organized "Jones & Russell's Pike's Peak Express Co.". This route ran from Denver, (now in Colorado) to Leavenworth City, Kansas Territory, and the distance was covered in about nine days by means of stages. This was really the firm which developed into the Pony Express concern of the succeeding year. They carried mail and Figure 179 illustrates such a cover. The cancellation, always in black, reads, "Jones & Russell's Pike's Peak Express Co. Denver City", with the date (day, month and year) in the center. These covers are decidedly rare, possibly more so than Pony Express letters.

While the twenty-five day southern overland route was probably some improvement over the time previously consumed by mail matter sent via Panama, and certainly gave more frequent service, the government was anxious, partly because of the impending Civil War and the probability that the southern route would be in the hands of the Confederates, to change the route to one further north, and also to attempt a much more rapid dispatch of mail by means of a Pony Express. Of course the idea of relaying mail by fast horsemen had originated long before. For instance, it is stated that a man named James Watson Webb

carried letters by this means between Washington and New York City as early as 1832, and was said to have "wrought dismay among his competitors until railways and telegraphs overlapped him".

The following extract from the report of the Postmaster General dated December 2, 1861, is copied from Luff's work:

"Overland California Mail"

"By the 9th section of an Act of Congress approved March 2, 1861, entitled 'An Act making appropriations for the service of the Post-Office Department during the fiscal year ending June 30, 1862', authority is given to the Postmaster General to discontinue the mail service on the southern overland route (known as the Butterfield route) between St. Louis and Memphis and San Francisco, and to provide for the conveyance, by the same parties, of a six-times-a-week mail by the 'central route'; that is, 'from some point on the Missouri River, connecting with the East, to Placerville, California'.

"In Pursuance of this Act, and the acceptance of its terms by the mail company, an order was made on the 12th of March, 1861, to modify the present contract, so as to discontinue service on the southern route, and to provide for the transportation of the entire letter mail six times a week on the central route, to be carried through in twenty days eight months in the year, and in twenty-three days four months in the year, from St. Joseph, Missouri (or Atchison, Kansas), to Placerville, and also to convey the entire mail three times a week to Denver City and Salt Lake; the entire letter mail to California to be carried, whatever may be its weight, and in case it should not amount to 600 pounds, then sufficient of other mail to be carried each trip to make up that weight, the residue of all mail matter to be conveyed in thirty-five days, with the privilege of sending it from New York to San Francisco in twenty-five days, by sea, and the public documents in thirty-five days; a pony express to be run twice a week until the completion of the overland telegraph, through in ten days eight months and twelve days four months in the year, conveying for the Government, free of charge, five pounds of mail matter; the compensation for the whole service to be one million of dollars per annum, payable from the general treasury, as provided by the act; the service to commence July 1, 1861, and terminate July 1, 1864.

"The transfer of stock from the southern to the central route was commenced about the 1st of April, and was completed so that the first mail was started from St. Joseph on the day prescribed by the order, July 1, 1861".

The portion of the above mentioned act which refers to the pony express is especially interesting to philatelists. It reads:

"They shall also be required, during the continuance of their contract, or until the completion of the Overland Telegraph, to run a Pony Express; semi-weekly, at a schedulation of ten days eight months, and twelve days four months, carrying for the Government, free of charge, five pounds of mail matter, with the liberty of charging the public for transportation of letters by said Express not exceeding one dollar per half ounce."

As for the Pony Express, it followed this new route and as will be noted the ten days service called for 240 hours continuous riding. There were 190 stations, on an average 23 miles apart, and 80 riders; while nearly 500 ponies were used. The first courier left the Missouri River Tuesday, April 3, 1860, at 5 P. M., and another rider started east from the other terminal at the same time. The fastest

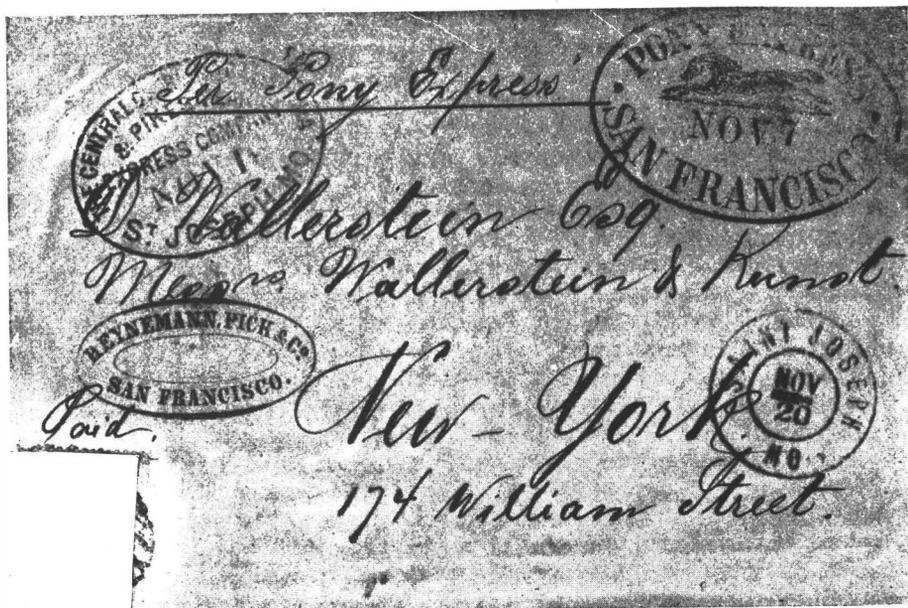


FIGURE 180

time ever made was between St. Joseph and San Francisco in March, 1861, when Lincoln's inaugural address was carried in eight days and seventeen hours! It is said that one rider named Haslam made 120 miles of this trip in eight hours and ten minutes. Although the schedule called for ten days, the first trip and certain others were made in about eight days. In the winter, though, it took from eleven to seventeen days. The mail carried never weighed over twenty pounds and the horsemen rode as light as possible. They were instructed to run from Indians rather than fight, but even so several were murdered.

The statement is frequently found that the rates charged were at first \$5.00 a letter which afterward was lowered to \$1.00 a half-ounce. This of course was in addition to the regular government postage. I rather doubt if there ever was any \$5.00 rate as the law distinctly stated, "not exceeding \$1.00 per half-ounce".

The contracting firm was Russell Majors, Waddell & Co. who operated under the name of the "Central Overland California & Pike's Peak Express Company". As an undertaking it was a spectacular success but because of the excessive expense it was a financial failure. Evidently because of these monetary difficulties, Wells, Fargo & Co. on July 1, 1861, succeeded the firm that started the service and added certain California lines to it. The transcontinental service ended in October, 1861, because competition with the newly opened telegraph system to California was impossible.

The first contractors used no stamps, although Wells, Fargo issued a number of Pony Express stamps; most of which, however, were used on the routes exclusively in California.

In cancelling the Pony Express covers, it seemed the general rule to postmark them at each end of the route. For example a very thin envelope has been seen with an oval blue postmark in the upper right corner reading, "Pony Express, San Francisco, Sep. 29" and showing a picture of a running horse in the center. A black oval postmark was added at St. Joseph, reading, "The Central Overland California & Pike's Peak Express Company St. Joseph, Mo. Oct 10". The stamp,

a 10c 1857 Type II, was cancelled at St. Joseph with a grey-blue target, while the government town postmark also in grey-blue reading, "Saint Joseph, Mo. Oct. 11, 1860", was applied to the cover. Another similar cover bearing a 12c 1857 is illustrated in Figure 180. A third from Denver City, K. T. (at that time Denver was in Kansas Territory), bears a 3c 1857 cancelled on arrival at Leavenworth City, Kas., and was from there evidently carried by the United States mail back to Fort Riley, Kas. A fourth is an official cover (marked "stage business") sent from St. Joseph, Nov. 7, 1861, to Central City, Colorado. Real pony express covers are not easy to acquire; partly I suppose because their "human interest" appeals to almost everyone.

Besides the Pony Express covers a very few have been seen in the 1851 period that evidently were carried by one of the express companies (usually Wells, Fargo) all the way from the Atlantic coast to San Francisco. These show no government postmarks at all, and usually bear U. S. adhesive stamps.

Another group of express cancellations are those found on letters which passed more or less clandestinely between the North and South about the time the Civil War broke out. The war practically began with the attack on Fort Sumter, April 12, 1861, but the postal service continued about as usual until June 1 of that year when regular communication practically ceased. During the next three months quite a business developed at certain points along the border in the interchange of mail matter. While handled to a certain extent by private parties, two companies were responsible for most of this. Adams Express Company began at least as early as May 4, 1861, and was the leading firm, while another concern called the American Letter Express Company is stated to have begun business in June. Louisville, Ky., and Nashville, Tenn., were the two principal exchange points, Louisville being by far the more important. The adhesive label on the back of the envelope illustrated in Figure 181 explains the working of the Adams Express Company system very well from the North to the South, while the method in vogue in the other direction was probably almost exactly the same, although here the fee was paid in cash in advance and no stamps were added until Nashville or Louisville was reached. It will be noted that in the North the express company insisted on the use of government stamped envelopes, undoubtedly because of the law which compelled express companies doing mail business to use them.

The American Letter Express Company is said to have operated as follows:

"The instructions of the company for postal intercourse with the south were based on the following lines. The letter, enclosed in a three cent stamped envelope of the United States bearing an address in the secession states, was enclosed in another envelope with the ordinary stamp on it, directed to the American Letter Express Company, at Louisville, Kentucky. At the same time twenty cents' worth of U. S. stamps were enclosed out of which the company paid the postage, five or ten cents, as the case may have been, to the office within the confederacy, and the rest of the stamps was retained as a fee by the express company".

The following newspaper advertisement signed by a Mr. Whiteside is an example of the handling of such mail matter by a private person. A copy of it appeared in Mr. P. H. Ward's column in *Mekel's Weekly Stamp News*, Sept. 23, 1922. Letters such as those handled by Mr. Whiteside probably bore no cancellation indicating the method by which they were forwarded.

"Private Mail Matter—The Cheapest and Shortest Route. Directions. Letters from the Union States going to the Seceded States should be directed to me at Franklin, Ky., and letters from the Seceded States going to the Union States should be directed to me at Mitchellville, Tenn., under the following requirements: 1. Direct your letter properly. 2. En-

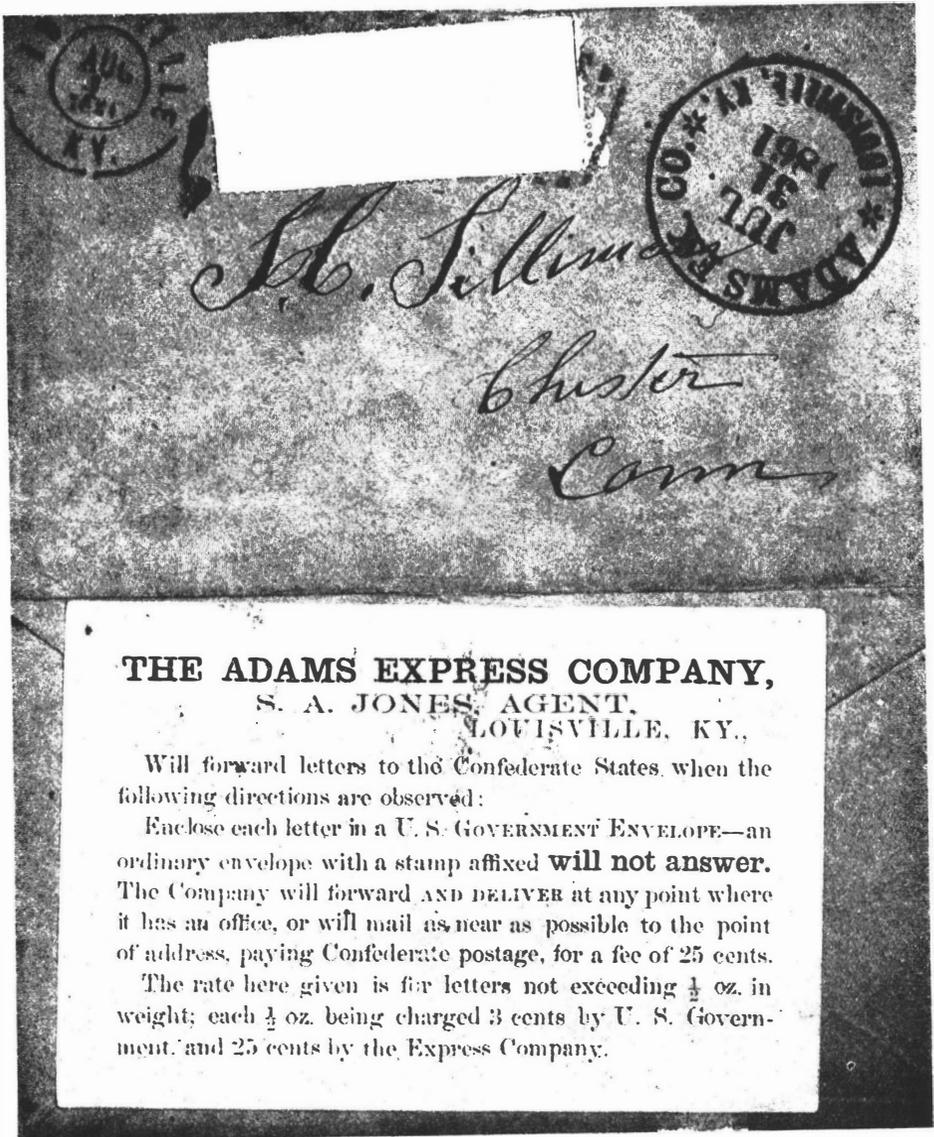


FIGURE 181

close the same with Fifteen Cents in Money (stamps will not do) to me, by mail, and I will remain them daily to their destination, and pay postage on same. This applies to letters under half an ounce, for every additional half ounce ten cents will be required. Transient newspapers ten cents each.

"M. D. Whiteside.

"Franklin, Ky., has a Daily U. S. mail by railroad to and from all points in the Union States.

"Mitchellville, Tenn., has a daily Confederate Mail by railroad to and from all points in the Seceded States".

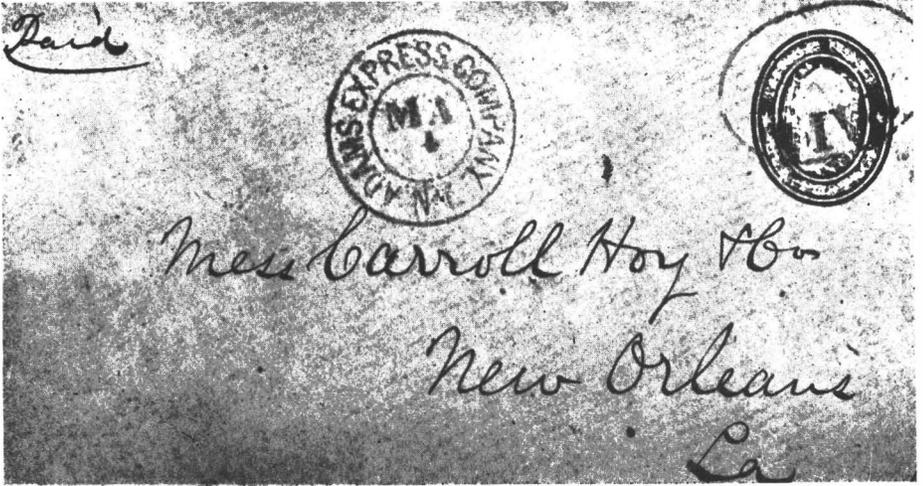


FIGURE 182

I have seen a cover cancelled in black, "Richmond, Va., Aug. 6, 1861," and "Paid 10" in a circle in the same ink, the latter denoting the prepaid Confederate postage. The letter is addressed to Frederick, Maryland. It bears a 3c 1857 Type II stamp applied to the envelope so that it falls partly over the "Paid 10". The stamp is cancelled in blue with a gridiron which was attached to a town handstamp, the latter reading, "Louisville, Ky., Aug. 11". There is absolutely no other postmark on the envelope. This letter might well have been forwarded by some individual working as did Whiteside. Of course there is the chance that one of the express companies carried it and neglected to use their handstamp, but this seems improbable.

For considerable of the information, particularly in regard to the American Letter Express Company, I am indebted to three of Mr. Severn's editorials in *Mekeel's Weekly Stamp News* dated Jan. 14, 1911, June 26, and July 3, 1915.

Late in May, 1861, United States Postmaster General Blair ordered the suspension of all postal communication with the southern states. President Lincoln issued a proclamation on August 10 declaring that all communication between "the insurgent states or the people thereof and the loyal states is unlawful". On August 26 Postmaster General Blair in a proclamation authorized officers and agents of the department "without further instructions" to lose no time "in putting an end to written intercourse with these states (so-called Confederate) by causing the arrest of any express agent or other persons who shall, after the promulgation of this order, receive letters to be carried to or from these states, and will seize all such letters and forward them to this department". The latest cover of this kind which I have seen was dated August 24, 1861. This order stopped any open attempt of exchanging mail although undoubtedly it continued secretly to some extent throughout the war.

The typical postmarks found on these covers forward by Adams Express Company are shown in the upper half of the illustration, Figure 181. Figure 182 illustrates a cover which seemingly was handled by Adams Express Company from New York City straight to its destination, New Orleans. This is most unusual. Another cover has been seen bearing a 3c 1851 Type II on a 3c 1860 stamped envelope. The two stamps are cancelled with a black circular postmark reading, "Adams Express Company Baltimore", with the date (some day in August, 1861)



FIGURE 183

in the center. The word PAID in black also appears. This letter was again mailed or remailed in Nashville, Tenn., August 19, 1861, and bears PAID 10 in blue on the cover in the same ink as was used for the Nashville postmark. This undoubtedly was the Confederate postage charged to deliver the letter to Newbern, N. C. Another cover bears a cancellation in black in a circle, "Southern Express Co. Columbus, Geo. Jul 27". This is addressed to New York City and arrived safely because the letter is annotated, "Answered August 7". Still another cover illustrated in Figure 183 was carried from Louisville, Ky., to St. Louis, Mo., by Adams



FIGURE 184

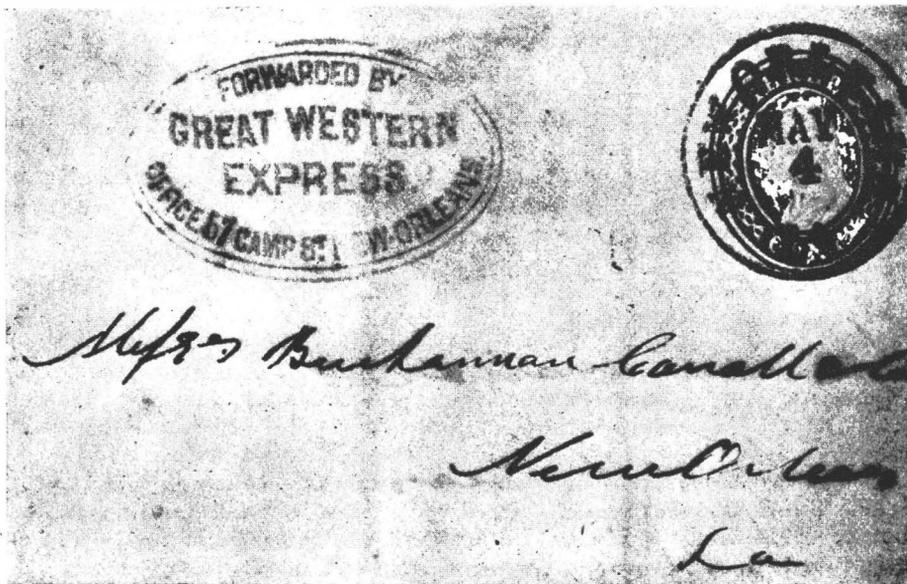


FIGURE 185

Express Company about this time, although no month or day-date is shown. There is a small yellow adhesive label on the cover printed in black, reading, "Forwarded by the Adams Express Co. from Louisville, Ky".

An example of a letter forwarded by the American Letter Express Company is a cover without stamps postmarked in blue, "Nashville Ten Jul (8?) 1861", and addressed to Philadelphia, Pa. It bears a circular cancellation in black in the upper right corner reading, "AM LETTER EXP. CO. LOUISVILLE KY. JUL 9 1861".

Because of the unsettled conditions in the South it seems that a certain amount of mail was carried by the express companies from one point to another in the Southern states about the time the war began. Two covers in question are illustrated in Figures 184 and 185. The first from New Orleans, La., to Jackson, Mich., bears a 3c 1857 Type II cancelled in black in a circle, "Adams Express Co. New Orleans". This was sent April 25, 1861, and arrived in Jackson one day later. The other cover is a 3c 1853 stamped envelope cancelled with the New Orleans receiving postmark May 4 (evidently 1861) and also cancelled in red in an oval, "Forwarded by Great Western Express. Office 27 Camp St. New Orleans".

CHAPTER XLV  
PAID AND NUMERAL POSTMARKS

**F**IRST will be discussed postmarks consisting only of the word PAID, unframed and framed. The unframed PAID is a direct descendant of this cancellation as found on covers before stamps were issued. Strictly speaking there was but little real use for these PAID postmarks after January 1, 1856, when the use of postage stamps became obligatory.

Many types are found, varying in size, spacing and shape of the letters. Most of them are found on covers mailed in small towns although they were occasionally used in large cities. Black, of course, is the commonest color, having been used to some extent in Baltimore, Md., Manchester, N. H., Portland, O. T. (Oregon Territory), and Springfield, Mo., as well as in many places of minor importance. After black, blue is next most common although Vicksburg, Miss., was the only large city which used it. Red is next in order, examples being found from Salem, Mass., Peru, N. Y., and Canton, Miss. Incidentally this red PAID is found cancelling the stamp on a number of envelopes bearing different railroad cancellations. Brown is found occasionally, Russell, Mass., Plainfield, Ct., and Rock Bottom, Mass., on the 1851's, and Garland, Me., on the 1857's, having been noted. Bright green is still more rare, Richmond, Me., and Bond's Village, Mass., only, having been seen on 1851 covers. I have one single example in ultramarine on a perforated Type II stamp off cover. A few types of these unframed PAID cancellations are illustrated in Figure 186.

PAID PAID PAID PAID

FIGURE 186

The framed PAID cancellations are perhaps more interesting. Boston began the use of such a postmark to cancel the stamp a very few days after the 1851 issue appeared, and used various forms of such a postmark for this purpose throughout the entire 1851 and 1857 issue, only rarely cancelling the stamp in any other manner. These BOSTON PAID cancellations will be discussed more thoroughly under the heading, Boston Cancellations. Most of the other framed PAIDs were copied more or less directly from those used by Boston. Because these seem particularly interesting and for the reason that most of them are distinctive I list such as I have seen and illustrate most of them.

LIST OF FRAMED PAID CANCELLATIONS

- 1857 Adams, Ms.—Black
- 1851 Alexandria, La.—Red
- 1851 Ashburnham, Mass.—Black
- 1857 Barnet, Vt.—Blue
- 1857 Beverly, Mass.—Black
- 1851 Boston, Mass.—Red and black—(three types)
- 1857 Boston, Mass.—Black (various types)
- 1851 Bond's Village, Mass.—Red
- 1857 Bond's Village, Mass.—Red
- 1851 Bradford, N. H.—Black

- 1857 Brunswick, Me.—Black
- 1851 Bucksport, Me.—Blue
- 1851 Centre Sandwich, N. H.—Blue
- 1857 East Sanbornton, N. H.—Black
- 1851 East Woodstock, Ct.—Blue
- 1857 Elsay, Ill.—Black
- 1857 Fillmore, La.—Ultramarine
- 1851 Glendale, Mass.—Blue (Two Types)
- 1857 Hanover, N. H.—Black
- 1851 Jewett City, Conn.—Blue
- 1851 Livingston, Texas—Black
- 1851 New Ipswich, N. H.—Black
- 1851 New Salem, Mass.—Brownish-black
- 1851 Norwich, Ct.—Blue (Two Types)
- 1857 Providence, R. I.—Black and red
- 1851 Rappahannock Academy, Va.—Red
- 1857 Saco, Me.—Black and blue
- 1857 Swampscott, Mass.—Blue
- 1851 Yantic, Ct.—Blue

These are illustrated in Figure 187 as are some of the framed PAID cancellations not as yet identified as to the town of their origin. The express companies in the West, Wells, Fargo & Co. in particular, used a PAID cancellation in a double oval in both red and blue. The tiny framed PAID such as was used in Elsay, Ill., and Brunswick, Me., was also used in a number of other towns; these particular handstamps probably all coming from one source.

**NUMERAL CANCELLATIONS.** These as well as the PAIDs are lineal descendants of cancellations used at an earlier period. The various 3's, 6's, some 10's, and certain of the higher numbers were used correctly during the 1851-'57 period; although most of the 5's and 10's at least, were on handstamps made for a previous period and incorrectly used during this one. Numerals may be found framed and unframed in a number of types; Roman instead of Arabic numerals rarely being employed. No large town used numerals to any extent for cancelling the stamps. The unframed "3" has been seen on both imperforate and perforated stamps in black, blue, and red, the latter two colors being very rare. Leominster, Mass., is probably responsible for a majority of the unframed 3's in black as they used this to cancel the stamp for several years, both while the '51's and '57's were current. The only record I have as to where the unframed colored 3's were used is of three all in blue from the following towns: Papermill Village, N. H., (very large numeral), Oberlin, O., (dark blue), and Oxford, N. Y. As for the numeral "3" framed, strangely enough this has not been noted in black on the imperforate stamps though three types have been seen on the 1857 issue. Four types of the blue have been seen, all of these being on the imperforate stamps. One, in an upright ellipse, was used in Rindge, N. H., and another consisting of a Roman III in outline in a large solid background was used in Norwich, Ct., in 1852. The third blue 3 framed is in a circle, as is the fourth which is again a Roman III.

The numeral 1 in black in a double circle has been seen used to cancel a 3c 1851, evidently by error, in Manchester, N. H., and a numeral 1 in black in a single circle used in Baltimore, Md., has also been seen cancelling a 3c 1851. The numeral 5, both framed and unframed, has been seen in many types; unframed in black, blue, red, and brownish-black on the imperforates, and in blue and black (including a V) on the perforates; as well as framed in black and blue



FIGURE 187

on both imperforate and perforated stamps. One particularly odd example is a 3c 1851, on a cover from Chicago, Ill., cancelled in black with the 5 in a cogwheel oval which had been used regularly on 1847 period covers.

The numeral 6 has been seen used correctly in both black and blue in a double circle from Manchester, N. H., cancelling in each case a pair of 3c 1851's going to California. An 8, unframed in black, has been seen on a 3c 1857. The numeral 10 sometimes used correctly on the 1851 and 1857 issue because of the 10c rate between the Pacific coast and East, was usually, however, the handstamp left over from the 1847 period. Unframed, it has been seen in black and blue on both the '51's and '57's. Framed it has been seen in black, blue, and red on the '51's, and in black and in blue on the '57's. An unframed black 12 has been seen on a 3c 1851 off cover. The numeral 19 in red, which was often impressed on 24c rate covers addressed to England, has been seen directly over both the 3c 1851 and 3c 1857. A black 21 and a black 23, both unframed, have been seen on 3c 1851's

## PAID AND NUMERAL POSTMARKS

Manchester, N. H.



FIGURE 188

off cover, while 24 in black, both framed and unframed, has been seen on 3c 1857's. I have one higher numeral used to cancel 3c 1851's. This is a cover addressed to Boston (probably from the Pacific coast) bearing seven 1851 3's all of which are cancelled by a large black unframed 40. This is probably a relic from the time when 40c was the rate between California and the East.

Under numeral cancellations should be mentioned the very few which have been seen showing an abbreviation of the word CENTS after the numeral. 2 Cts. in blue in a double circle was used, why I do not know, on some of the "Troy & New York Steam Boat" covers. This exists directly on 3c 1851's. Another (off cover) in black consists of the Roman numeral III in the center of a large C, meaning Cent. I do not know the town using this. Vincennes, Indiana, also used a blue Roman numeral III inside of a C in turn surrounded by a circle. The last two mentioned are strongly suggestive of the then current 3c piece. One more postmark of this kind has been seen on a 3c 1857 cover used from Foxboro, Mass., the stamp on which is cancelled in black with 3 Cts unframed. I have seen but one example each of the last three described. Five typical numeral cancellations are illustrated in Figure 188.

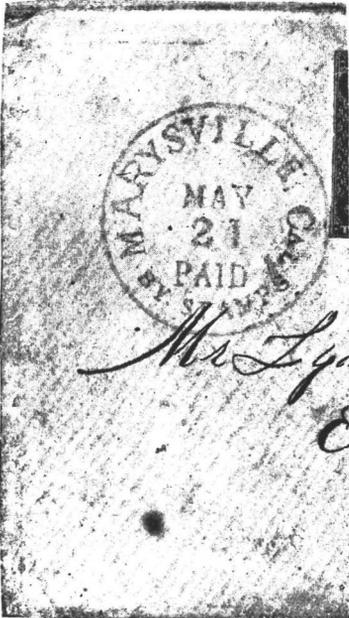


FIGURE 189

One town, and only one, Marysville, Cal., used a town postmark, always in blue, which included PAID BY STAMPS at the bottom of the postmark. This is decidedly rare. See Figure 189. This has been seen only on the imperforate stamps.

PAID 3 unframed also exists on both imperforate and perforated stamps, the usual type being a curved PAID with a 3 below it. On the 1851's it exists in

COMBINATION OF PAID AND NUMERAL IN THE SAME HANDSTAMP. There are a number of such combinations all of which (excepting the various types of PAID 3) are decidedly rare. These handstamps of course came into use July 1, 1851, and were used considerably to cancel stamps, although primarily they were intended for use on prepaid letters without stamps. The use of stamps became obligatory January 1, 1856, but this cancellation continued in use many years. The commonest type consists of a small circle enclosing a curved PAID, at the top, and a large numeral 3 beneath it. This cancellation exists in many types in black, blue, red, brownish, ultramarine, and even green on the 3c 1851's; and in black, blue, and rarely in red on the 3c 1857's. A much scarcer form of this postmark, seen only in black on the 1851's and 1857's, exists with the 3 at the top and the PAID at the bottom. A number of other types exist, one having a very large 3 in outline, another showing a similar numeral with the word PAID across it, a third showing a number of curved lines to fill out the postmark, while a fourth has been noted in a small double-lined rectangular frame. These four are all in blue.

black and was used, for example, to some extent in Baltimore, Md., while in blue, Delavan, Wis., has been noted. As for the other types on the '51's, Leominster, Ms., used a large postmark with 3 under a PAID in black. Saco, Maine, used PAID 3 in blue in one straight line. and Gavsville, Vt., used an odd small curved PAID above a large 3, also in blue. Ipswich, Ms., used a black PAID on a scroll with a large 3 directly on it, in the center. West Brookfield, Ms., used a flat oval enclosing PAID 3 in two lines. Off cover, so the town is unknown, have been seen two types of PAID 3 in blue, the PAID being straight with the 3 beneath it. Another particularly attractive one is a large 3 with the word PAID in outline vertically within the heavy part of the numeral. North Berwick, Maine and perhaps other towns used this. This is similar to, but larger than the PAID 3 on a Brattleboro cover without stamps illustrated in the preliminary section on Postmarks.

As for PAID in combination with other numerals, PAID 6 in blue, unframed, has been seen (evidently used by error) on a single 3c 1851 on a cover from Bennington, Vt. PAID 6 framed has been seen, on covers with and without stamps. On the perforated stamp, PAID 6, PAID 10 and PAID 12 in black, each in a circular frame, have been seen on stamps off cover.

PAID with a numeral and Cents or its abbreviation exist framed, several having been seen on stampless covers. One, however, exists from So. Craftsbury, Vt. in both black and blue directly over 3c 1851's. This is a circle enclosing PAID at the top with a large C under it, and a Roman III inside the C. Another seen only on a 3c 1851 orange-brown off cover is in blue in a circle and reads "PAID 3 Cts" in three lines.

**TOWN POSTMARKS INCLUDING "PAID", A NUMERAL, OR "PAID" AND A NUMERAL.** As for town cancellations including PAID, a number are found in black on both of the 1851's and '57's, used by a number of large cities, so are not scarce. Examples on the 1851's are New York (to a limited extent), Augusta, Geo., Portland, Me., Norwich, Ct., and Pittsfield, Mass. On the 1857's, Portland, Me., Pittsfield, Mass., and Nantucket, Mass., are examples. As for colored postmarks, blue is fairly common on the '51's because used by such large towns as Charleston, S. C., Augusta, Geo., and Portland, Me. On the 1857's Fishkill Landing, N. Y., exists in blue. Red has been seen on the '51's from Newburyport, Mass., Potsdam, N. Y., and Charlestown, Mass., this latter town also being found on the '57's. Hartford, Ct., used, to a very limited extent during the year 1851, a magenta town postmark which includes the word PAID between the month and day-dates.

Baltimore, Md. made large use of a small circular postmark reading "BALTO PAID", usually in blue. This was employed mostly on 1c. and 2c. rate circulars, but has also been seen on a 3c 1857.

Town cancellations including the numeral 3 are comparatively common in black on the '51's, because both Saint Louis, Mo., and Savannah, Geo., used it to a considerable extent, though these are the only towns that have been noted. In blue, Charleston, S. C., Louisville, Ky., Saint Louis, Mo., and Buffalo, N. Y., are found on the '51's, while in this same period Saint Louis, Mo., Savannah, Ga., and Charleston, S. C., used such a postmark in red to a very limited extent. 3 Cts. in place of the 3 has been noted in black in the town postmarks of Taunton, Ms., in blue from Taunton, Ms., and Petersburg, Va., and in red from Salem, Ms., and Petersburg, Va., all being on the imperforate stamps. On the perforated stamps Petersburg, Va., in blue including 3 Cts is the only one that has been noted.

Town cancellations are also found with 5 or 5 Cts in the postmark. These were certainly postmarks held over from the previous period. They have been seen

in blue, black, and red on the '51's, an example in black being "New York 5 Cts", in blue, "Chicopee, Ms. 5" and "Hudson, N. Y. 5 Cts", and in red "New Orleans, La. 5".

TOWN CANCELLATIONS INCLUDING PAID 3 OR 3 PAID. These are common in black on both the 1851's and '57's. Blue is fairly common on the '51's, while red is moderately scarce having been noted only from Danvers, Mass., Hudson, N. Y.,



FIGURE 190

and Salem, Mass. These have not been seen in colors on the '57's. Ordinarily this PAID 3 or 3 PAID is at the bottom of the town postmark. However, a few odd examples illustrated in Figure 190 have been seen, Woodstock, Vt., (1851) in blue, Apalachicola, Fla., (1851), in blue, Islip, N. Y., (1857), in black, and Northampton, Ms., (1857), in black are thus illustrated. At least three cities, Sacramento, Cal., Stockton, Cal., and San Francisco, Cal., used PAID 6 or 6 PAID in the town postmark. The last named only has been seen cancelling stamps. See Figure 191. All three towns used black ink while Stockton has been seen also in blue. These are rare because their use was very limited. Nevada City, Cal., had a postmark, used in black, with a 3 PAID at the bottom. On mail for the East they sometimes surcharged the 3 with a large 6 and at other times added, queerly enough, (just beneath the 3 PAID) a PAID 3 which was on another hand-

stamp, 3 PAID plus PAID 3 equaling PAID 6. See Figure 192. (The second Nevada City postmark shown, Figure 193, should be surcharged with a large 6 over the 3). These postmarks also exist with a 5 at the bottom, sometimes surcharged with a large 10.



FIGURE 191



FIGURE 192



FIGURE 193

stamp, 3 PAID plus PAID 3 equaling PAID 6. See Figure 192. (The second Nevada City postmark shown, Figure 193, should be surcharged with a large 6 over the 3). These postmarks also exist with a 5 at the bottom, sometimes surcharged with a large 10.

At least six cities, Cincinnati, O., (red), Lowell, Mass., (blue), North Salem, N. Y., (Black), Passumpsic, Vermont, (Black), Philadelphia, Pa., (blue), and New York (red) used a town postmark including PAID 3 Cts or 3 Cts PAID.

Both the New York and Philadelphia postmarks exist in at least two types. These were undoubtedly intended for use on prepaid covers that did not bear stamps, but all of them excepting the New York postmark have been seen on 3c 1851 covers. Figure 194 shows two typical examples. One 3c 1851 cover has been seen with the stamp cancelled "CHARLSTON S. C 1 CENT". This is most extraordinary though of course used by error.



FIGURE 194



FIGURE 195

It is hardly necessary to add that many various PAIDS and Numeral Cancellations (and combinations of the two) exist in manuscript.

**FREE CANCELLATIONS.** On covers before stamps, FREE occasionally replaced the word PAID. After stamps appeared such postmarks normally should not have been used excepting on mail really sent free and therefore without stamps. The word FREE alone (ordinarily unframed) was, however, used from time to time to cancel stamps. It has been seen on the '51's in black, blue, and green, and on the '57's in black and blue. Certain towns, of which New York City and Washington, D. C., are examples, had town postmarks which included the word FREE. Both of these have been seen cancelling 3c 1857 stamps. Washington D.C. has also been seen on a 3c 1851 cover. Besides the two types of postmarks mentioned another consisted of POSTOFFICE BUSINESS FREE, or a variation of this phrase, ordinarily framed. This was certainly never meant for use on postage stamps but it has been seen in black squarely on a 3c 1857 Type II. I do not know from what city this particular type comes, though New York used one very similar on official mail. Figure 195 shows three typical FREE postmarks.

Three covers have been seen from Pleasant Grove, Maryland, parts of which are illustrated in Figure 195A. The elaborate designs from the upper left corner of two of the envelopes are printed in red, while the two circular postmarks are handstruck in red. The manuscript "Free E. S. Zevely P. M." is in black. This postmaster was a brother of the Assistant Post Master General, A.N. Zevely. He evidently took some advantage of his official position to advertise his wood engraved postoffice handstamps, which he made for sale. These envelopes were used in 1852 and 1853 and are interesting and most unusual. They are of course on stampless covers.



Figure 195A

## CHAPTER XLVI

### OBLITERATIONS

**B**Y OBLITERATIONS are meant the postmarks of handstamps made for the sole and express purpose of cancelling the stamp, though of course many stamps were obliterated by one of the town, PAID, or numeral postmarks which already have been discussed. Because of the similarity of certain obliterations used more or less throughout the country, it seems sure that these were often furnished by some concern who made a business of supplying handstamps to postmasters. An almost unending list might be made of different obliterations, however, all it seems wise to attempt here is to note the various classes giving examples of each, as well as certain rare miscellaneous obliterations which are of unusual interest. At a rough estimate I should say that, omitting pen cancellations, two-thirds of the 1851-'57 stamps were cancelled with the town postmark, while the other third show obliterations from handstamps made for the purpose.

**GRIDIRONS.** The commonest type of obliteration is called a gridiron. The gridiron came into use in this country in New York City very soon after the Postmaster's Provisional stamp appeared in 1845. This particular gridiron is square or rather diamond-shaped, is not framed and consists of eleven bars. It was used during the entire life of the 1847 issue and also for a few months after the 1851 stamps became current. Incidentally the bars gradually became wider as the handstamp became worn.

The typical gridiron consists of a circle about 18 mm. in diameter enclosing seven parallel bars. Almost every imaginable variation of this exists. The bars number from three to at least twenty-two, the size of the gridiron varies greatly, the shapes are widely different, and they exist without, as well as with, the surrounding circle. A few, mostly from California, are unusually large and were meant to cancel two stamps at once. Figure 196 illustrates the typical gridiron (eighth example) and also fifteen other distinctive types. The thirteenth, one of the oddest, is from Montgomery, Ala. The colors used for obliterations vary in rarity almost exactly in the same relative proportion as do the colors on the town postmarks, excepting perhaps that green and ultramarine gridirons are scarcer proportionately than towns in these two colors.

**TARGETS.** The target obliteration, consisting of a number of concentric circles, was used but rarely on the imperforate stamps, the following towns being all of which I have a record:

Danbury, Ct.—green

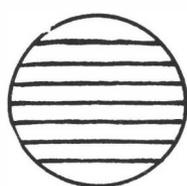
Claremont, N. H.—blue

East Wilton, N. H.—black

Killingworth, Ct.—black

Stony Brook, N. Y.—black

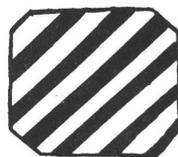
Several others, including two in red, have been seen off cover so that the name of the town using them is not known. About the year 1860 the target began to come into more general use probably because some firm furnishing handstamps for the postmasters supplied such an obliteration. They have been noted on the 1857's in black, blue, and green, the blue from Charlottesville, Va., Hinesburgh, Vt., Norfolk, Va., and Raleigh, N. C., while the green was used in St. Joseph, Mo. New York City used a black target during part of the 1857 period, but probably only on registered mail. The target proved popular enough so that it was a very common cancellation on the 1861 issue. Figure 197 shows five different forms of this obliteration.



Worcester Mass.



Minersville Pa.

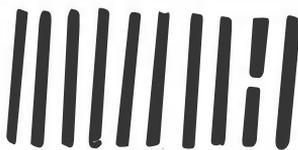


Scottsville Ala.

Montgomery Ala.



Norwich Ct.



Marysville Cal.



Detroit Mich.

FIGURE 196

**STARS.** As would be expected such a design, being more or less patriotic in significance, was used to some extent. Many forms have been seen, all of them however being rare because no one was used by a city of any size. They are scarcer on the '51's than on the '57's, the following being all of the former that have been identified as to the town of use:

Academia, Pa.—black

Bond's Village, Mass.—red

Chicopee (also spelled Chicopee), Mass.—black and blue

New Alstead, N. H.—blue

A number of other stars including one in bright green and one in brown are known on the imperforate stamps but only off cover. The Canton, Miss., and Worcester, Mass., designs (including stars) are described separately. The 1857's exist mostly in black, blue stars, however, have been noted from Bleeker, N. Y., Chicopee, Mass., Clinton, Miss., Larabee's Point, Vt., and Marysville, Cal., while the red star from Bond's Village, Mass., is also found. Two of these stars are most unusual. The one from Bond's Village, Mass., has a tiny star in the center and PAID



Stony Brook N.Y.



Danbury Ct.



Killingsworth Ct.

FIGURE 197



New Alstead N.H. Jersey Shore Pa.



Chicopee Mass.



Portland Conn. FIGURE 198



Three Rivers Mich.



around the outside between the points. Three Rivers, Mich., in black shows "U S." in the center of the star and UNION around the outside between the points. Figure 198 illustrates nine typical star obliterations. The sixth is from Chicopee, Mass., and the seventh from Portland, Conn.

Many obliteration handstamps were made by the postmasters themselves either of ordinary wood or cork. Possibly the commonest form of these consists of a group of dots, the entire outline usually being circular though the dots themselves are generally square. These were made, of course, by cutting lines in each direction on the end of the cancelling device. In addition to these that are home-made there are a few that look as though they were metal handstamps and

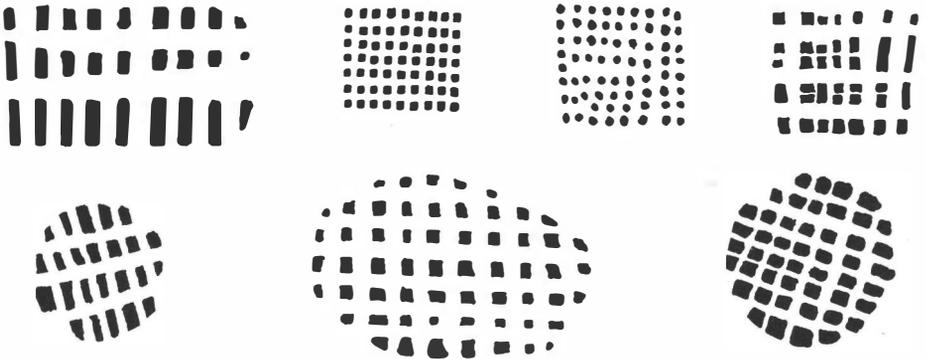


FIGURE 199

made with more care. Black, of course, is the common color, though blue on the 1851 stamps is not particularly scarce. Other than these two colors all that have been noted on the 1851's are Athol, Mass., which used this type of cancellation in red, "Lou. & Cin. S. B. Mail Line" in orange-red, Suspension Bridge, N. Y., in red, and Clarksville, Va., in green. On the '57's, Elmira, N. Y., and Milford, N. H., are the only towns of which I have a note using colored dots, both of these being in blue. Off cover I have many more, including several in red and one in green. Two of the black ones are distinctive enough to warrant separate mention. Some unidentified town used a group of black diamonds big enough to cover an entire stamp. Marysville, Cal., on the imperforate stamps, used an obliteration of this sort in blue, large enough to cancel two stamps at once. This handstamp was

undoubtedly made because a fair share of the mail matter went to the east and bore more than one stamp. This is the first shown in Figure 199 which illustrates seven typical obliterations of this kind. San Francisco, Cal. had a two-stamp gridiron in black but used it rarely.

**PIN WHEELS.** Another group of obliterations mostly home-made (that is the work of the postmaster) is found in which the cancellation is made up of a number of wedge-shaped pieces, the points toward the center, the general outline being round. These are about equally common on the '51's and '57's. Black is much the commonest though a number of blue ones are known, and at least one of these exists



FIGURE 200

in red on a 3c 1851 off cover. Monson, Maine, used one in olive green on the imperforate stamps. Cincinnati, O., soon after the 1851 issue became current used an obliteration of this kind in black for some time. Louisville, Ky., at the same time was another large city using this type. Most of the other examples come from small towns. Figure 200 shows five typical examples.

**CANTON, MISSISSIPPI, AND WORCESTER, MASS.** Postmasters of these two towns, or clerks under them, seemingly amused themselves by cutting out numerous designs in cork and using them for cancelling both the imperforate and perforated stamps. Easier than attempting a description is the illustration of most of the types, which will be found in Figure 201. All are in black. A number of these Canton obliterations are decidedly rare, undoubtedly because not used for any length of time. The second, third, seventeenth, eighteenth, nineteenth, and twenty-first are from Worcester, and the balance from Canton.

Being of cork they became less and less clear and even appear somewhat different in form as they wore down. The sixth and seventh are probably two states of the same handstamp. The same is true of the thirteenth and fourteenth, the white area in the former probably being cut out late in its life.

**MISCELLANEOUS OBLITERATIONS.** Smears absolutely without form are found in black, blue, and red; particularly on the imperforate stamps. Newburg, N. Y., used a red smear for a considerable time so these are perhaps the commonest of this kind.

During the year 1860 New York City started the use of a cancellation handstamp made up of the town postmark and the obliteration mark, a type of gridiron, on the same handstamp. This was meant of course to show the town cancellation on the envelope where it could be more easily read while the stamp was cancelled with the gridiron at the same operation. It has always seemed surprising to me that these did not come into use sooner. During the first half of 1861 at least six other towns adopted this same contrivance, these being Cincinnati, O., Chicago, Ill., and Louisville, Ky., (which used blue), and Buffalo, N. Y., St. Louis, Mo., and Milwaukee, Wis., (which used black). New York City used several types.

In addition to these obliterations mentioned, which are capable of being grouped, there are a large number which are quite distinctive but which fit in none of the sub-divisions mentioned. By far the easiest way to indicate these is to illustrate some of them, which is done in Figure 202. Of those illustrated the first,



FIGURE 201

second, and sixth are found on the imperforate and the balance on the perforated stamps. The third is also known on the imperforate. All but the second are in black. A few are particularly odd although it must be admitted that the later issues show a wider range of subjects. Perhaps the queerest of all is the "Used and Done For" obliteration which comes from Fair Haven, Conn. Three other most unusual ones are the Masonic emblem in black, "Used" in blue, and a flag in a circle in black. It is not known from what town the first and last of these three came, but the USED has been seen tying a 3c 1851 orange-brown to a Niagara Falls N. Y. cover. Among the other oddest ones are: "P.O." in outlines in a small rectangle surrounded by a larger rectangle, in black, the circular obliteration which gives the name of the postmaster, used in Harrison Square, Mass., in black, the octagonal obliteration with the initials "L. B." in the center used from West Hartford, Ct., in black. An axe-head in black was used in Collinsville,

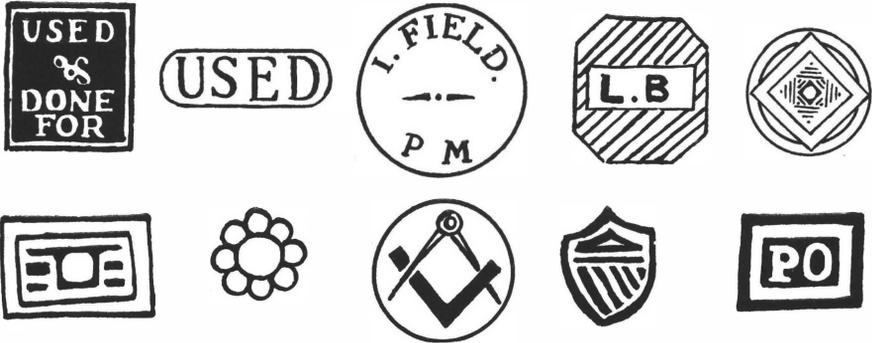


FIGURE 202

Conn., (the home of the Collinsville Axe Company), a flag in a circle, in red, from Newark Valley, N. Y., and in green from North Shore, N. Y. These three are on 1857's though the Newark Valley flag is also known on the 1851's. A few more are worthy of mention. A hand with the index finger pointing has been seen in black from Woodland, La., but only on an 1853 envelope, a large pitcher in blue on an imperforate stamp from Big Lick, Va., an H in a dotted circle in black on a 3c 1851 from Williamsport, Tenn., an H in blue unframed from Shoreham, Vt., on a 3c 1857 Type II, and a shield in black on a 3c 1857 from Suspension Bridge, N. Y. Extreme care should be used that fraudulent postmarks of this sort are not purchased. Unfortunately they turn up all too frequently.

A handstamped year date alone was used, though rarely, to obliterate a 3c stamp. An example is Umpqua, O.T. (Oregon Territory) which used an 1857 year dated blue town postmark and then seemingly cancelled the stamp with the same year date alone. It is not rare, however, for pen cancelled covers to show a year date used for obliterating the stamp itself.

Rarely, foreign obliterations are found on 3c 1851 or '57 stamps; most such probably coming from covers which were forwarded from one part of the foreign country to another.

Manuscript obliterations are numerous. They may be found in black, blue, red, and magenta ink, as well as in black and red pencil. They almost invariably come from small towns. They vary from tiny pen marks which left the stamp almost uncanceled to heavy repeated pen marks which are badly disfiguring.

CHAPTER XLVII  
MISCELLANEOUS POSTMARKS

**T**WO-COLOR CANCELLATIONS. Scores of towns used two colors of ink, one for the obliteration handstamp and the other for the town postmark on the cover, both while the '51's and '57's were current. With the efficiency methods of today this seems like an inexcusable waste of time but it was used by a number of the largest cities including Boston (almost continuously), New Orleans, Baltimore, Buffalo, Mobile, Providence, and Hartford. It seems unnecessary to attempt any listing of such towns or the combinations they used. I will, however, endeavor to give one town using each combination that has been seen. In comparatively few instances did both the colors used hit the stamp.

Red town, blue obliteration, Providence, R. I.  
Red town, black obliteration, Boston, Mass.  
Red town, brown obliteration, Owensboro, Ky.  
Red town, bluish-green obliteration, Bridgewater, Ms.  
Red town, grey-green obliteration, Boscawen, N. H.  
Red town, bright-green obliterations, town unknown  
Black town, red obliteration, Pittsfield, Mass.  
Blue town, black obliteration, Baltimore, Md.  
Blue town, green obliteration, Saco, Me.  
Blue town, red obliteration, town unknown  
Magenta town, black obliteration, Hartford, Ct.  
Orange town, black obliteration, Pittsfield, Mass.  
Ultramarine town, brownish black obliteration, Sharon, Pa.  
Green town, blue obliteration, Petersburg, Va.  
Grey-green town, black obliteration, Pittsford, Vt.

Stamps have been seen off cover bearing *town* cancellations in two distinct colors. These were usually the result of a second town cancellation added on a forwarded cover, or on a cover addressed abroad which went to some seaport from an inland town and there had the IN TRANSIT postmark added.

Black town and blue town  
Black town and red town—and  
Black town and magenta town have been noted

Besides these a few stamps have been seen off cover which show obliterations in two separate colors. For example: Red gridiron and black gridiron, and red gridiron and black target. These probably came from forwarded covers.

**CARRIER CANCELLATIONS.** With but four or five exceptions carrier cancellations are found normally only on covers bearing 1c stamps, so will be discussed but briefly here. Covers mailed from Albany, N. Y., are found with a large "C" impressed on the envelope in red. While I have no real proof of it I think that the "C" may stand for Carrier and indicate that the letter was thus taken to the post-office.

Boston, Mass., used a carrier cancellation which was usually, and perhaps always, impressed on the back of the envelope. This is in red in a fancy rectangular frame and reads "11 o'clock" at the top, "Delivery" at the bottom, with the date (month and day only) in the center. "9 o'clock", "1 o'clock" and "4 o'clock" also exist. See Figure 203. This cancellation is most commonly found on letters bearing 3c stamps sent to Boston from other towns; the carrier postmark thus indicating delivery from the postoffice to the street address. This cancellation was not used for any length of time, perhaps only a few months in the year 1856.



FIGURE 203

New Orleans, La., used two types of carrier cancellation which, as far as my observation goes, were used only on mail originating outside of New Orleans, and delivered from the New Orleans post-office to the street address. One type is circular and reads, "N. O. U. S. CITY POST". This has the date (month and day) in two lines in the center and an ornament at the bottom of the postmark. This has been seen in black on 3c 1851's and 3c 1857 covers and in blue only in the 1851 period. Another type, an odd shape, which may be described as an oblong shield, has been seen only on 1851 covers in green and blue, green apparently being considerably commoner. It reads "N. O. U. S. CITY POST" at the top and has the date (month and day) in one line in the center, while the hour of delivery, 3 P. M., for example (or sometimes in its place a plain bar) appears below the date.

Covers with this postmark almost always show another cancellation in the same color. One in a rather large rectangle reading "PAID CAR. 1" ("CAR. 1"



FIGURE 204

meaning Carrier No. 1) has been seen only in green. The other, in a small ellipse, reads "CAR. 2" (meaning Carrier No. 2) and has been seen in both green and blue. These postmarks always or nearly always are on the face of the envelope. See Figure 204. Another New Orleans postmark may here be mentioned although it may not indicate delivery by carrier. There are two types of this. One, always in black, as far as I know, is circular and has the word DROP inside near the top. The other reads "DROP 1". This is unframed and the "1" is below the word. These also have been noted only on covers outside of New Orleans and bearing 3c stamps so it hardly seems that it can be the usual Drop Letter cancellation, therefore it many mean carrier delivery. The "DROP 1" has been seen only on covers bearing imperforate stamps while the other type has been seen only on covers with 3c 1857's.

Philadelphia, Pa., as is well known, was by far the commonest user of the Franklin and Eagle government carrier stamps. The usual obliteration found on both of these stamps, used in Philadelphia, consists of a small solid red star. A number of covers, however, bearing 3c 1851's from Philadelphia and addressed to towns outside have been seen without the carrier stamp but the typical red star cancellation, undoubtedly indicating that they were taken to the Philadelphia postoffice by a carrier. The star may or may not hit the 3c 1851. See Figure 205.

San Francisco, Cal., used a cancellation which is one of the queerest used in this country. There are several types of it, all of which include the phrase, "Noisy Carrier". The story of these was written by the late Henry B. Phillips in *Mekeel's Weekly Stamp News* for July 15, 1916. The gist of it is as follows:



Charles Proctor Kimball, a native of Bangor, Maine, emigrated to Alta, Cal., in 1849 and moved to San Francisco in July of the same year. He operated the first "City Letter Delivery" in San Francisco. Mr. Phillips had access to his diary from which he quotes:

"Friday, February 1, 1850, the entry reads, 'Had 35 boxes made'. Friday, February 14, 'Put labels on boxes and wrote advertisements and hand bills for City Letter Delivery'.

"February 20, complains that his boxes are filled with letters addressed to the Eastern States and, nothing deposited in the way of his charges, he could only deposit the letters in the post-office. He also called on the postmaster that day, after which call the following record appears: 'Called on P. M. and was very kindly informed that it was against the law to give a privilege to any one (to

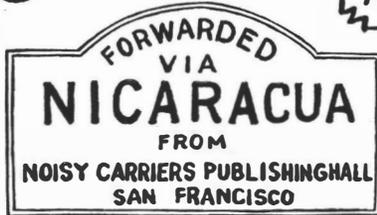


FIGURE 206

operate a local letter delivery business) but who was appointed by the Postmaster General'. And he adds, 'so my nose is out of joint'. Under date of February 26, 1850, comes the tragic entry, 'Took in 15c from my boxes, this the first and all I have taken so far; and took down all my boxes'."

His daughter told Mr. Phillips that he earned the title of the "Noisy Carrier" in the following manner:

"My father carried several of the papers; getting them on the arrival of the steamer. He would call out the names and prices of each and in rhyme suiting the wording, he gave the name of every paper he had from any part of the world, and its price, in his own rhyming language, which he varied from day to day, always making rhymes. He had a rich, powerful baritone voice, could be heard a long distance, and was liked by every one."

Soon after this he opened a book and newspaper stall at the corner of Sansome and Pacific Sts. and afterward moved to larger quarters at 77 Long Wharf. He lived until 1894. While in the stationery business, he handled a considerable quantity of mail addressed to the east, evidently cancelling the envelopes himself before delivering them to the post-office. At least four types of these postmarks have been seen, three of which are illustrated in Figure 206.

Besides these cancellations described which exist more or less normally on covers bearing 3c 1851's, certain other carrier cancellations have been noted which ordinarily are seen only on 1c covers. New York City had a carrier postmark which reads, "PAID U. S. MAIL CITY DELIVERY 1". This is normally found in red. The same postmark without the word PAID at the top is normally impressed in black. A rare variety of this postmark with a "2" in place of the "1" exists,

and one example has been seen on a 3c stamp. This cancellation was succeeded by another reading, "NEW YORK PAID CITY DELIVERY 1 Ct.". This should be in red while the same postmark without the word PAID should be in black. This type was in use only while the perforated stamps were current. A third type, always in black, which came still later reads, "PAID NEW YORK P. O. STATION A, 1" (Station B, C, and D also have been seen). All three of these main types have been seen on the 3c stamps although the imperforates exist only with the first variety. The town postmark reading, "NEW YORK 1 Ct." in black, sometimes used as a carrier cancellation is also found on 3c 1851's. From the few covers I have seen I think these New York carrier postmarks are found on 3c stamps merely because the user, not having 1c stamps handy, used one of the 3c denomination in its place to pay the 1c or 2c fee.

St. Louis, Mo., used a cancellation reading "1 ct" in black in a small rectangle. Part of the time at least this probably indicated delivery by carrier. It has been seen, though rarely, on 3c rate envelopes.

All of the carrier cancellations found on 3c 1851's and '57's are decidedly scarce. There were only a very few cities in the country at this period which had carrier service and still fewer which used a real carrier cancellation.

**REGISTERED POSTMARKS.** As far as I have been able to determine there was no law authorizing the Post-Office Department to register letters until January 1, 1856. The law in question is Section 3 of an Act of March 3, 1855. This is given in Chapter I of this book. As painstaking and careful an authority as Luff agrees that this was the date when registration began. In spite of this the fact remains that either he and I are wrong regarding the law, or else without any law authorizing it, the Post-Office Department had some kind of a registry system a number of years before the date given. Even covers mailed in the 1847 period sometimes bear good evidence of having been registered. For instance, a capital "R" is found hand-stamped, while under it is written a number in manuscript exactly in the way that registered mail is numbered today. This "R", which I at one time thought may have meant "railroad", pretty surely means "registered". Exactly this same method of cancellation is found on 1851 covers. For example, two covers mailed from Cincinnati have been seen, one to Philadelphia and the other to Norwalk, O. Each has a large red "R" with the registration number in manuscript after it.

Even more conclusive evidence is that given by a letter sheet mailed from New Orleans to New York City December 16, 1851. It bears a 3c 1851 cancelled with a black gridiron. The New Orleans town postmark appears in red while in exactly the same colored ink is the word, REGISTERED. Above it is written "No. 981". Another cover exactly the same had been seen dated March 28, 1854, the registration number in this case being 1343. I have seen a 3c 1851 cover post-marked New York that bore in two lines in red in a rectangular frame, "REGISTERED SEPT 11 '54". No registered number was written on the cover. If New York used such a postmark it must have been for but a very short time, as I have never seen a duplicate. This, then, may be a private handstamp. Mention has been made under Obliterations of registered letters from New York City bearing 3c 1857 stamps cancelled with a black target. A number of other registered cancellations have been seen, most of which however are entirely in manuscript. With one exception, on no 1851 or 1857 (or 1847 cover either) have I seen any evidence as to the amount of the registration fee paid, either in the way of stamps or any notation as to a cash payment, although the registration fee which went into effect January 1, 1856, was 5c. The exception is a stampless cover hand-stamped FREE and addressed to the Commissioner of Pensions, Washington, D. C. It bears a circular postmark in black reading REGISTERED. The letters form a circle but there is no outer ring. In the center in manuscript is "Paid 5". This is

REGISTERED

R

REGISTERED.

FIGURE 207

surely most unusual. Even today the registry fee must be paid on official mail. One more fact along this line should be mentioned. In the 1847 period and early in the 1851 period certain letters have been seen, in one instance handstamped in red, and the others had written across the face, "MONEY LETTER", this phrase seemingly being the equivalent of "REGISTERED". A very odd oval black postmark along this line was used in Detroit, Mich., about 1854. It reads MONEY at the top, REGISTERED in the center, and DETROIT at the bottom. Figure 207 illustrates three typical registered postmarks. A commentary on early registration is found in a printed circular dated April 15, 1856, from M. H. Tucker & Co., Lockport, N. Y., proprietors of Merchants Gargling Oil. It gives careful directions for sending money by mail advising that bank notes be cut in two and the halves mailed at intervals of three days. A small printed slip attached reads, "Considering the new principle adopted by the Post-Office Department for Registering MONEY LETTERS to be of no security whatever, but rather an index pointing out money packages to all, tempting the honest as well as the dishonest, we shall not avail ourselves of it. Our agents, therefore, transmitting funds will not in any case cause our letters to be Registered without special directions from us to do so".

**SUPPLEMENTARY MAIL.** Two types of this postmark exist on 1857 covers. One consists of these words only in a rectangular frame, has never been seen excepting in red, and was used, I believe, exclusively on foreign mail sent from New York City. This is found either on the envelope or on the stamp. I have seen a 3c 1857 Type II bearing this postmark. The other was for some reason seemingly used only on domestic mail from Chicago, Ill. This postmark is invariably in blue and has been seen both on the cover and on the stamp. See Figure 208. Both of the types mentioned are very rare.



FIGURE 208

The following types of postmark are all more or less related and may be considered together: HELD FOR POSTAGE — DUE — COLLECT — FORWARDED — MISSENT — ADVERTISED — NOT CALLED FOR — DEAD LETTER—and TOO LATE.

**HELD FOR POSTAGE** cancellations did not, of course, come into being until the prepayment of postage became compulsory on March 3, 1855. A number of types have been seen on both the 1851's and 1857's. It is usually in black although one from Alexandria, La., has been seen in red. Two types are illustrated in Fig. 209.

San Francisco used rarely a very large black straight line **DETAINED FOR POSTAGE**, about 102 mm. long and 8 mm. high. Cincinnati used a fancy oval marking reading "Retained for **POSTAGE**".

**DUE.** Again, until the prepayment of postage was compelled by law the amount of postage shown on all covers, which were not marked **PAID**, was understood by general consent to be collected on delivery. After the new regulation mentioned went into effect **DUE** postmarks are occasionally noted. **DUE 2 Cts.**

**DUE 3 Cts.**, **DUE 3**, and **DUE 5** are among the types seen. Typical **DUE** postmarks are illustrated in Figure 210. These are found mostly on letters that were forwarded, or on those partly prepaid, over weight and bearing one stamp instead of two, for example.



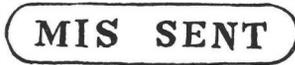
FIGURE 209



FIGURE 210

**COLLECT.** This postmark of course amounts to exactly the same thing as DUE. The only examples of it seen are those used rarely by certain of the western express companies, Wells, Fargo & Co. in particular, while handling mail matter. This postmark already has been described under the section on Express Cancellations.

**FORWARDED AND MISSENT.** Naturally this postmark dates back well before the time when stamps were current because it has always been necessary to forward mail, either because missent to a wrong address, or else for the reason that the



MISSENT &  
FORWAR'D



FIGURE 211

addressee had moved to another town. Postal markings of the 1851-'57 period indicating this are usually in manuscript although FORWARDED alone has been seen in both blue and black, while FORWARDED 3 has also been seen in black. Various post-offices used handstamps also for letters which had been missent, although this, too, was usually indicated in pen and ink. Brooklyn, N. Y. and New Haven, Ct., had postmarks of this kind more elaborate than ordinarily used. Again the combination of MISSENT and FORWARDED is also found though it is more rare. Figure 211 illustrates typical FORWARDED and MISSENT postmarks. An additional original rate was charged for forwarding until well after the '60's.

**ADVERTISED POSTMARKS.** The law either authorized or compelled the postmasters, of large cities at least, to advertise mail which it had not been possible



FIGURE 212



to deliver because the addressee was unknown to the postmaster. A charge of 1c was made when the addressee was located. A few typical examples are illustrated in Figure 212.

NOT CALLED FOR has been seen at least in two forms, one in black and one in blue. See Figure 213 for a typical example.

**FIGURE 213** **DEAD LETTER MAIL.** All mail left unclaimed in a post-office was, after a certain definite length of time, sent to the Dead Letter Office in Washington, D. C., where it was opened and, when possible, was either forwarded according to any indication therein or else returned to the sender. The Dead Letter Office used a large handstamp of which at least two types have been seen. These are oval and speak for themselves. They are illustrated in Figure 214. At least one post-office used a special town postmark on such mail, the example seen being in black and reading, SAINT LOUIS MO. JAN 1 1858 DEAD, the DEAD being at the bottom of the postmark.

The TOO LATE marking was used in New Orleans quite possibly on mail that missed a steamer for Texas. It is a handstamp in script letters in an oval frame in black, and has been seen used about 1854 on a letter addressed to Montgomery, Texas bearing two red New Orleans Town postmarks dated a week apart. This is, of course, quite different from similar foreign mail markings.



**FIGURE 214**

the town which did this most commonly, though examples have been noted from other towns, White Sulphur Springs, Va., and Starbridge, Ms., being instances. Erving, Mass., for a time seemingly went even further and cancelled the stamp on each letter which arrived with a square black gridiron, this irrespective of the fact that the stamp had already been cancelled. The odd year-dated receiving postmark used occasionally in Philadelphia was described while discussing year-dated postmarks. These are in black and read, "Rec'd Phila. P. O. Mar 5 1855" in one straight line framed, and were seemingly applied only to letters that had been much delayed in transit.

**FOREIGN CANCELLATIONS.** Foreign cancellations, other than obliterations which have already been mentioned, are not uncommonly found on stamps which went abroad. American mail on arrival in any continental country was ordinarily handstamped on the face with both the IN TRANSIT postmark at the port of entry and also with the receiving postmark of the town to which the letter was addressed. These are found either on the face or back of the cover, in the former instance occasionally hitting the stamp. Red, black, blue, and ultramarine are found in the order named as to frequency.

**RECEIVING POSTMARKS.** Although there was no law or regulation at this time requiring it, a certain few towns were in the habit of postmarking a letter when it arrived at its destination. Wilmington, Del., is

## CHAPTER XLVIII

### NEW YORK, PHILADELPHIA, AND BOSTON POSTMARKS

THE study of the sequence of cancellations as used in New York, Philadelphia, and Boston, which in the '50's were three of the largest cities in the country, is interesting from various standpoints. The subject is large enough so that separate articles might be written on the cancellations of each of these three cities. It would be most interesting for collectors in these towns, as well as in others, to collect and list carefully the postmarks of their own city from Colonial times down at least to the '70's. It would aid in identifying fraudulent postmarks on stamps and covers, and would also often assist in indicating about what period the stamp cancelled in a certain manner was used. All I shall attempt to do here is to note the earliest and latest date of use of certain of the more prominent postmarks used on domestic mail. The cancellations used on foreign mail were generally speaking different and are comparatively of little interest to the collector of the 3c stamp.

**NEW YORK CITY.** When the 1851 Issue appeared, July 1 of that year, the New York Post Office was still using the two square or diamond shaped gridirons which had been in use in red for the 1847 Issue. Of the two, one had eleven bars and the other thirteen; the latter being decidedly the rarer. Red and black ink was used for this obliteration, their usage overlapping somewhat, although the red was soon abandoned. The earliest dates seen (all in 1851) are July 2 for the red and July 3 for the black; the latest, August 19 for the red and December 11 for the black. It was not used regularly for cancelling stamps after about the middle of August, 1851; the only examples seen dated later being on envelopes from out of town bearing stamps which reached New York uncanceled.

About the middle of August the black town cancellation came into use to cancel the stamp, the earliest date seen being August 12, except one dated July 20, 1851. It may be added here that while the black gridiron was used for cancelling the stamp, the town cancellation on the envelope was in red, at least all the covers which I have seen show this combination. It should also be mentioned that New York City very rarely, both while the Provisionals and the 1847 issue were current, used a round gridiron. A very few covers have been seen thus cancelled in the 1851 period, the earliest date noted being July 12, 1851, and the latest Dec. 24, 1851. Why this gridiron was used so rarely I do not know. It may possibly have been one held in reserve.

During the latter half of August, 1851, one of the black town cancellations used included one heavy bar in the center with the date, the object apparently being to cancel the stamp more effectually. Beginning in September (the earliest date noted being September 4, 1851) one town postmark is found which includes four, three, or very rarely two narrow bars in the center with the date. This postmark was only one of several in use concurrently and probably was used regularly only during the balance of the year 1851. It still is found occasionally on covers dated 1852, December 27 of that year being the latest date seen. From this time until 1860 New York City used the town postmark exclusively in cancelling the 3c stamps on domestic mail matter. About August 1, 1860, (August 10 being the earliest noted) a new cancelling device consisting of the town postmark and the gridiron on the same handstamp came into use. Several types of it were used quite freely during the balance of the period while the 1857 stamps were in use. Another New York City postmark showing the date (month, day, and year) in one line has already been described under the heading, Year Dated Postmarks.

At least part of the time while the 1857 issue was current New York City used a black target—a dot in the center and four rings—to cancel the stamps. As far as is known this was used only on registered mail.

**PHILADELPHIA.** For some time prior to July 1, 1851, Philadelphia had been using a seven-bar round gridiron in blue to cancel the 1847 stamps. This continued in use on the '51's from July 1 until about the middle of October, October 12, 1851, being the latest gridiron noted. Beginning as early as August 22, 1851, the blue town postmark came into use to cancel the stamp. It continued in steady use for about two years, October 31, 1853, being the latest noted, although it may have been used two or three months more. Somewhere about the first of January, 1854, (Jan. 31 of this year being the earliest date noted) a change was made from blue to black ink though the town cancellation continued in use. A black gridiron again appeared about 1856 although I have no record of any exact date. While the 1857 issue was current Philadelphia used, among others, two very distinctive town cancellations which may be mentioned. The first is a large octagonal postmark, the earliest date of use seen being May 22, 1858, and the latest July 12, 1860. This was followed by a small octagonal town postmark, the earliest date seen being September 4, 1860, and the latest July 30, 1861. Both of these octagonal postmarks usually include the year date. They have been seen only in black.

**BOSTON.** During the latter part of the 1847 period, Boston had been cancelling both the 5c and 10c stamps with a round black gridiron although the town cancellation was in red. This was continued for a few days only after the '51's appeared, examples having been seen dated between July 1 and July 7. For some reason the color of the gridiron was changed to a purplish red; July 3, 1851, being the earliest example seen and July 9, 1851, the latest. The Boston postmaster apparently believing that the word PAID should appear in the obliteration, ordered a small circular handstamp (17½ mm. in diameter) with PAID in the center and three bars above and three below. This was first used in red, the earliest date noted being July 7, 1851 and the latest July 26, 1851. Both bright red and purplish red were used. The color was soon changed to black, July 19, 1851, being the earliest seen and January 15, 1852, the latest. It will be noted that these dates overlap a little. About the middle of January, 1852, a new type of obliteration came into use. This was similar to the previous one though larger (24 mm. in diameter). The earliest noted is January 17, 1852 and the latest January 14, 1857. Incidentally this cancellation is seldom clear. Early in 1857 two or three new types of PAID obliterations appeared. These are much alike but are different from the type just mentioned in that the letters and bars are thinner. These were used intermittently as long as the 1857's were current. Two other types of PAID cancellations, however, were also used on the 1857 stamps, one, consisting of the word PAID in a broken circle, has been noted used between October 26, 1858, and December 22, 1860. The other type, consisting of the word PAID in a small rectangle, came into use about the time that the issue was succeeded, July 3, 1861 being the earliest date noted. This was used mostly on the 1861 issue.

As for the town postmarks, several were in use concurrently during the 1851 period. Five varieties have been noted and more than one type of certain of these exist. One consists of the word BOSTON only; another reads BOSTON MAS., another BOSTON MASS., another BOSTON 3, and the fifth BOSTON 3 Cts. Still another in two types (much rarer) may be mentioned with "6 Cts." in place of the "3 Cts." All of these have the date (month and day) in two lines in the center, and they have been seen only in red.

While the 1857 issue was current another type came into use reading BOSTON MS. and including the year date, the earliest and latest examples seen being October 23, 1858, and September 20, 1860. In the 1858 a smaller BOSTON MASS. town cancellation appeared having two outer circles. This has been seen in both red and black, the earliest date noted being March 29, 1858 (black), and the latest August 20, 1860 (red). This was used rarely for cancelling the stamp. Late in 1860 still another type appeared in which BOSTON MASS. is found between two circles. The earliest seen is December 18, 1860, and it continued in use after the 1861 issue appeared.

## CHAPTER XLIX THE COVER ITSELF

UNTIL perhaps the middle of the period while the 1851 (imperforate) stamps were current the majority of letters were written on sheets of paper, usually double, which after being folded were addressed and sealed and put thus in the mail. After this time the use of envelopes gained rapidly so that late in the 1857 period letter sheets are seldom found. Certain business houses, however, continued their use for many years, certainly well into the '70's. I do not know just when envelopes were first used in this country, but not in any quantity until late in the '40's, the 1847 issue of stamps rather rarely being found on envelopes.

Very shortly after envelopes came into use the advantages of various forms of advertising thereon were reorganized. The Mulready envelopes and their numerous caricatures, which appeared in 1840 in England, are good examples.

Although for a period of many years, in fact ever since the Civil War began, Patriotic envelopes have been collected, it was not until recent years that other overprinted or illustrated envelopes have become popular. It is slowly becoming understood that while this is not strictly speaking stamp collecting, it is closely allied to it, and that it is most certainly one branch of the collecting of Americana. My belief is that this form of collecting is in its infancy and that collections along this line, wisely made, will prove both fascinating and profitable.

For convenience these envelopes used in the 1851-'57 period may be divided into the following classes: Patriotic, Campaign, Propaganda, Advertising, and, for lack of a better name, Ladies and Valentine envelopes.

**PATRIOTIC.** These began to come into use during the presidential campaign in 1860, that is as soon as the patriotic feelings of both North and South were aroused by the inevitable Civil War. Those used prior to June 1, 1861, (when the Confederate Government took over the postal service in the seceded states) may be found with either Northern or Southern sentiments. The latter naturally are far the scarcer. It always looks a bit incongruous to see a cover bearing a rabid Confederate cartoon or a portrait of Jefferson Davis franked with a United States stamp. These patriotic envelopes may be subdivided into numerous groups; flags, verses, portraits of the leaders, cartoons, those made for various regiments, etc, etc. The elaborate cartoons are perhaps the most desirable. Needless to say covers with the stamps current at the time neatly tied on by handstamped postmarks are decidedly better than pen cancelled examples. It must be remembered that unused patriotic covers have very little value, and care should be taken that faked used ones are not purchased. It is not within the scope of this chapter to attempt any further elaboration of this subject on which a book might, and probably will, some day be written. Figure 215 illustrates a typical Northern and Southern patriotic cover, the latter showing a provisional design for the Confederate flag.

**CAMPAIGN COVERS.** The following are the parties, candidates, and results of the three presidential elections held while the 1851-'57 stamps were current:

### 1852

Party	For President	For Vice-President	Popular Vote	Electoral Vote
Democratic.....	Franklin Pierce.....	Wm. R. King.....	1,601,474	254
Whig.....	Winfield Scott.....	Wm. A. Graham.....	1,386,574	42
Free Soil Democracy	John P. Hale.....	Geo. W. Julian.....	156,149	0

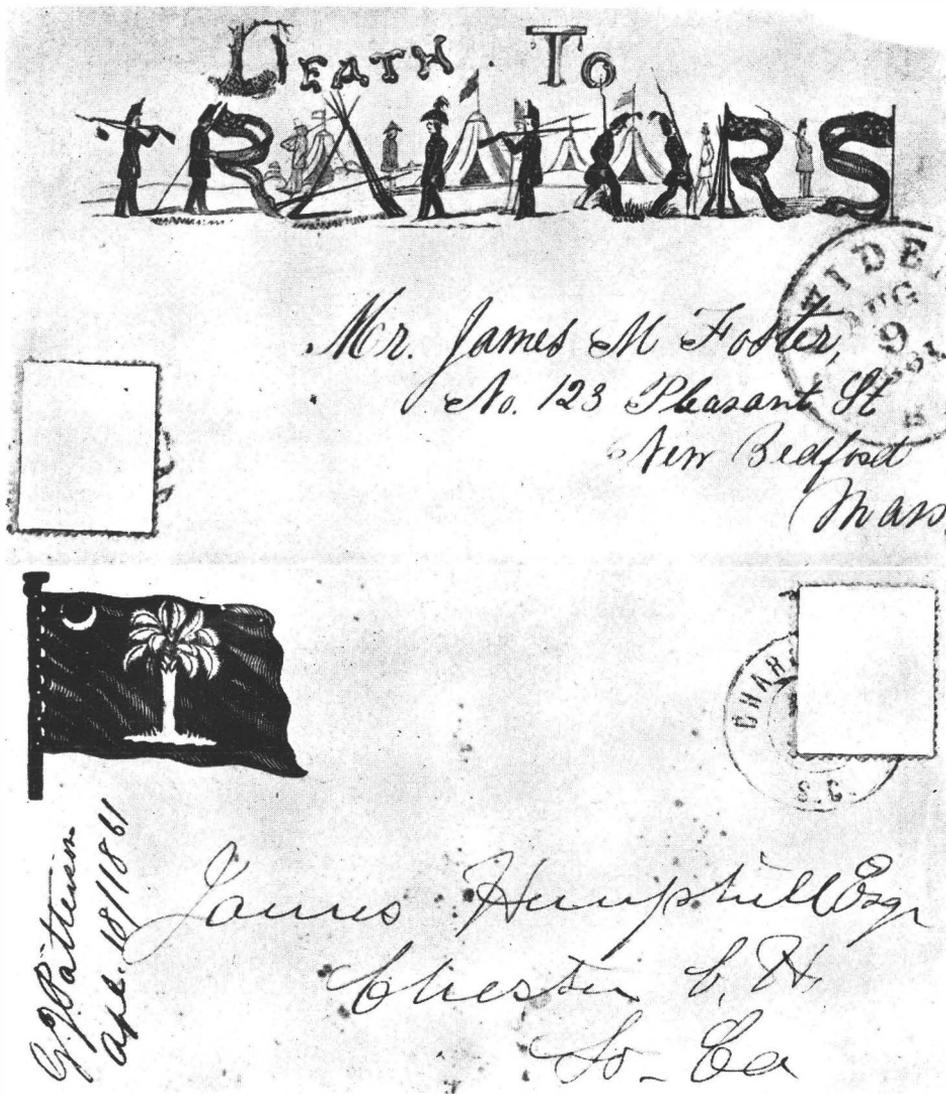


FIGURE 215

1856

Democratic.....	James Buchanan.....	J. C. Breckinridge.....	1,838,169	174
Republican.....	John C. Fremont.....	Wm. L. Dayton.....	1,341,264	114
American.....	Milliard Fillmore.....	A. J. Donelson.....	874,534	8
(Know Nothing)				

1860

Republican.....	Abraham Lincoln.....	Hannibal Hamlin.....	1,866,352	180
Democratic (So.).....	J. C. Breckinridge.....	Joseph Lane.....	845,763	72
Democratic (No.).....	Stephen A. Douglas.....	H. V. Johnson.....	1,375,157	12
Const. Union.....	John Bell.....	Edward Everett.....	589,581	39

I have seen no campaign covers used during the 1852 election though such may exist.



FIGURE 216

Of the three parties that had candidates in 1856 the Fremont (Republican) are by far the commonest, the Buchanan (Democratic) next and the American party the rarest.

The use of such covers was so much more in vogue in 1860 that envelopes of this campaign are much commoner than those of 1856. Those advocating the election of Lincoln are the commonest, but because they are frankly Lincolnalia they often bring the best prices. The others are rarer in about the order of their popular vote.

It sometimes is difficult or even impossible to differentiate between Patriotic and Campaign envelopes. Covers showing Lincoln's portrait were much employed throughout the War. If used before the election of 1860 they are probably Campaign covers and if after that date (unless they are obviously campaign covers used late, as sometimes happened) Patriotic. Figure 216 shows a typical Lincoln Campaign envelope.

**PROPAGANDA.** These may be roughly divided into the following classes:

- Temperance Propaganda
- Anti-slavery Propaganda
- Cheaper Postage Propaganda
- Moral and Religious Propaganda
- Propaganda for Spelling Reform and Phonography
- Political Propaganda other than that shown on Campaign Envelopes
- California and other Western Propaganda

These were among the earliest illustrated envelopes to appear. A number have been seen which were imported from Great Britain where such covers were first used. It is sometimes difficult to differentiate strictly between Propaganda envelopes and those which were printed solely for advertising purposes. In fact the two classes often overlap.

Figure 217 shows a typical Temperance Propaganda envelope. Several similar varieties exist and copies of the same one may be found with the imprint of different printers. It is evident from the printing on the envelope that Maine had already passed some sort of a prohibition law. One cannot help wondering if any of the

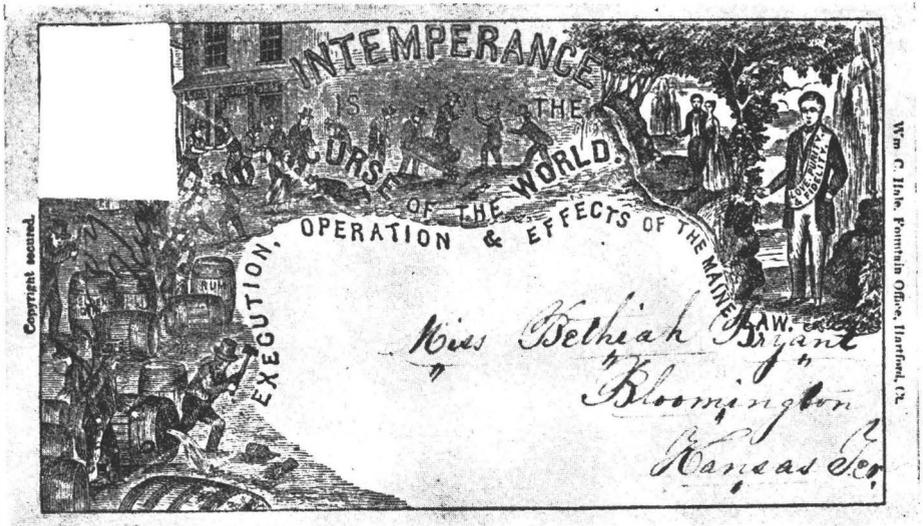


FIGURE 217

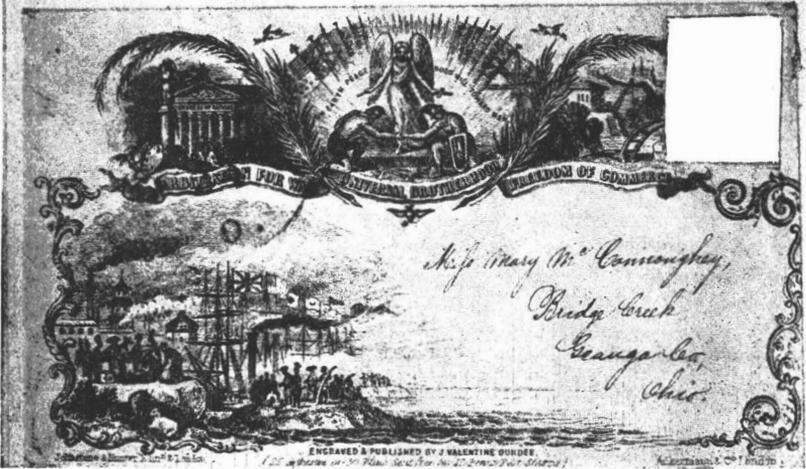
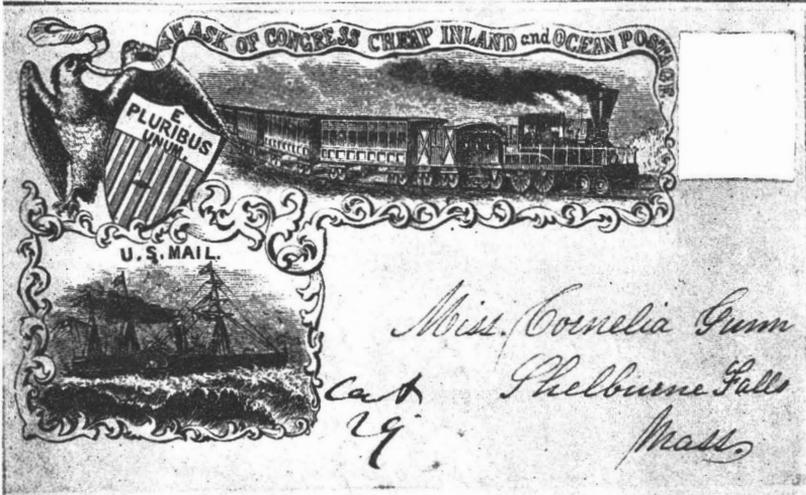
advocates of prohibition at that time foresaw the constitutional amendment which led (if I may be allowed to express my personal opinion) to the present ridiculous situation in this country.

Figure 218 shows an Anti-slavery Propaganda envelope. This was imported from Great Britain and used from Austinburg, Ohio, probably in 1853 or 1854. Note Britannia and the British lion at the left protecting the slave, while at the right the horrors of the slave trade are shown. These seem to be the rarest of the propaganda envelopes.

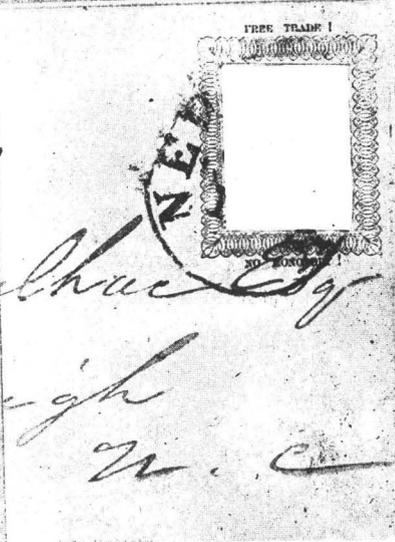
Figure 219 shows a typical Propaganda envelope in favor of cheaper postage. This speaks for itself. It will be noted that it was copyrighted by the Secretary of the New York Cheap Postage Association. The seal on the flap of this envelope is interesting; the stenographic characters on it reading, "Time and Tide Wait for No Man".

Figure 220 is a very good example of a Moral Propaganda envelope; Arbitration for War, Universal Brotherhood, and Freedom of Commerce (this last probably meaning free trade) being advocated. The most remarkable part of this envelope is the fact that the Arbitration for War section shows a temple for a "Congress of Nations". This is certainly a very early example of propaganda for a League of Nations. This, too, is an envelope imported from Great Britain, and also used from Austinburg, Ohio, probably in 1852. A number of other envelopes which could come under the heading of Moral and Religious Propaganda have been seen. Some show moral verses, and others quotations from great writers or the Bible. One of the oddest of these seen is overprinted in blue on the front and includes the following (the punctuation is copied exactly): "Habit—Habit in a child is at first like a spider web; if neglected, it becomes a thread of twine; next a cord of rope; finally, a cable, then who can break it?" The most surprising part is the fact that the envelope when opened is found to be overprinted on the *inside* in red with another moral story which today would probably be classed as an excellent example of "blah".

THE COVER ITSELF



FIGURES 218, 219, AND 220



FIGURES 221, 222, AND 223

Figure 221 shows one of the typical Propaganda envelopes for phonography and spelling reform. I was much surprised to find that the phonographic signs at the top of the envelope in the center can be read today by one familiar with one of the Pitman systems. The stenographic message begins, "Every stenographer should consider it his duty as well as his privilege to use all proper means for the dissemination of the phonographic practice by correspondence". The paragraph at the right, written phonetically, speaks for itself. A number of more or less similar covers are known.

Figure 223 is an example of political propaganda which has nothing directly to do with any campaign. A frame was printed on the envelope which just fits one of the then current stamps. Above it is the slogan, "Free Trade", and below, "No Monopoly". Incidentally this is the earliest envelope seen showing a definite frame for the stamp. The effect is quite striking.



FIGURE 224

One more type of Propaganda envelope may be mentioned. Believe it or not, but as early as the '50's California and other western states and territories were advertising themselves by such means. Several envelopes have been seen which illustrates the joys (without the vicissitudes) of gold mining. The men pictured thereon usually have beards which would put the Smith Brothers to shame. The scene most often found shows placer mining with the joyous miners panning out gold in quantity. One cannot help but wonder how much influence such propaganda had in stimulating the great gold rush. A specimen is illustrated in Figure 222. It is labeled on one end, "J. M. Hutchings' California envelope. Copyright secured".

Another queer one along similar lines is illustrated in Figure 224. It is post-marked Fontanelle, N.T., and shows a map of eastern Nebraska Territory. On it Fontanelle is shown as a very important town with seven railroads running into it. In reality it never had a railroad within about ten miles! Certain twentieth century advertising men may have been descendants of the designer of this envelope.

Other types of covers which might possibly be placed in the class of Propaganda envelopes have also been seen. For example, one relative to "The Industry of All Nations" might be called trade propaganda. This envelope bore a circular of the Worlds Fair Exhibition Agency which was to build a Crystal Palace in Reservoir Square, New York City, the present site of the New York Public Library.

**ADVERTISING.** To my way of thinking these have an interest that sometimes equals that of the three classes already mentioned though the latter at present are by far the more valuable. A fair history of the times could be shown with their aid alone, and already certain far-sighted collectors are quietly collecting either along some one line, such as hotels, colleges or railroads and rolling stock, or else taking all such covers that illustrate the life of a certain city, state, or section. While the elaborate ones are ordinarily best, even very simple ones such as the return card of "Barnum's Museum" in New York City may recall celebrities or landmarks long gone. Some are really humorous though often there was no such intent on the part of the maker. They may be found that are type-set, lithographed, surface printed from a wood or zinc cut, embossed with or without color and even, though rarely, printed from engraved copper plates.

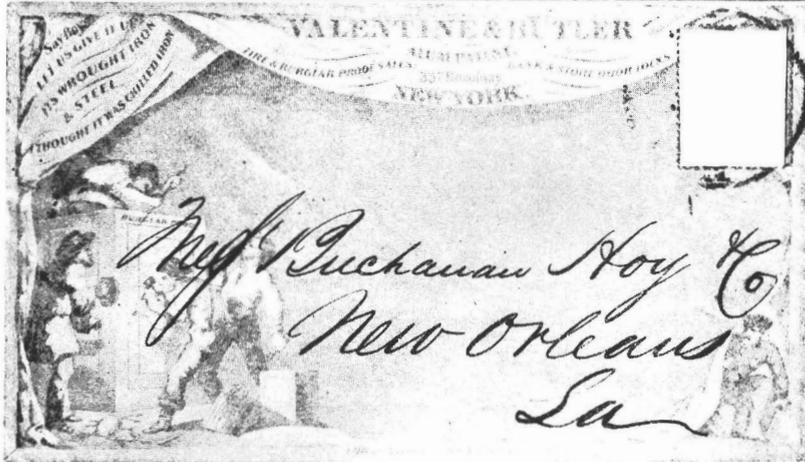
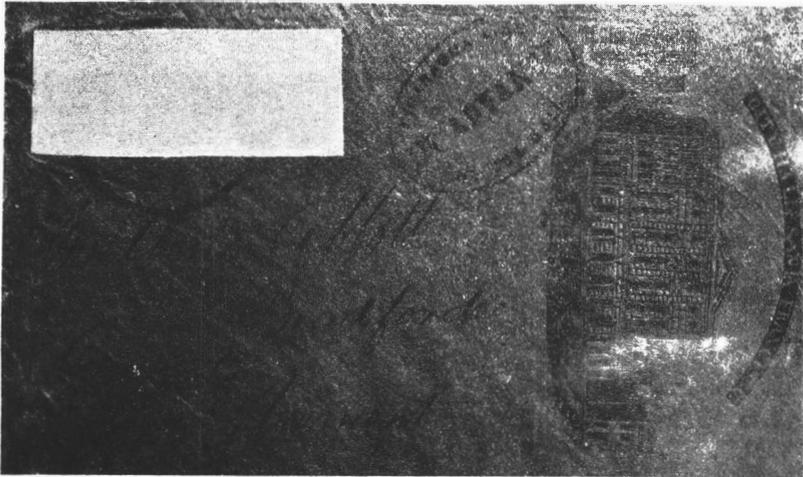
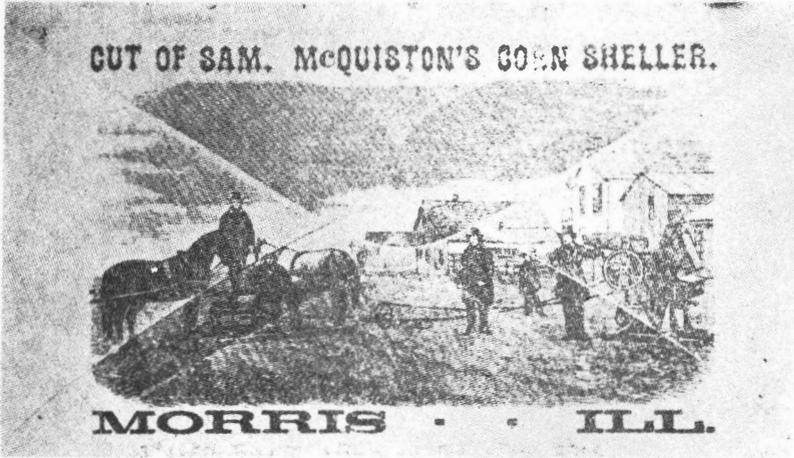


FIGURE 225

The advertising matter may appear in one corner of the envelope, or on the back or even cover the entire face, these latter being printed in a pale color allowing the address to show. Along about 1859, the last mentioned, known as "illuminated envelopes", became quite the fashion, being used mostly by business houses. Some of these show elaborate scenes and are quite remarkable.

The illustrations frequently took the form of a more or less elaborate "return card", giving the name and address of the sender, and as early as 1857 the phrase, "If not delivered in 10 days return to the sender" or its equivalent began to appear.

I have been showing such covers and preaching their virtue over a period of several years but it is only very recently that interest in them is becoming at all general. I wish to emphasize once more the possibility of their becoming rightfully very popular. Figure 225 shows three such covers. If Sam McQuiston's Corn Sheller with its surrounding very stiff family in plug hats and frock coats is not humorous, I must have an odd sense of what is. Though the humor of the pictured saloon (the El Dorado and the Reunion) on either side of the San Francisco City Hall may today have a certain "reverse English", it should bring a smile and a sigh for the good old days. The "illuminated" envelope shown is also odd enough.

The final class consists of envelopes made fancy solely by stamping out and embossing. These were much used for valentines and sometimes were of very large size. Unless used about February 14 it is hardly right to call them valentine envelopes. It was quite the fashion during the latter part of the period while the imperforate stamps were current for women and girls to use these fancy lacy envelopes. These are usually white, though occasionally seen in color. Many are quite small and some are very elaborate. Some are so lacy and delicate that they did well to go through the mails at all. They may also be found, though rarely, on highly glazed paper. Sometimes these are even overprinted in gold or silver.

## CHAPTER L

### BIBLIOGRAPHY

IT REALLY is surprising how little of actual value or scientific merit has been written regarding the 3c 1851-'57 stamps. The main reason is, I suppose, the fact that the subject is so extremely complicated. What has been published has appeared both as chapters or paragraphs in books, as well as in articles in the stamp magazines. The first attempt of any account was that written by John K. Tiffany, of St. Louis, in his *History of the Postage Stamps of the United States*, copyrighted in 1886 and published in 1887. He devotes nine pages to the imperforate stamps and about six to the perforated varieties. It is evident that he spent considerable time in studying the stamps, although it is equally evident that he had little or no idea as to the method of manufacture or why the various varieties of recutting, etc., exist. Some years ago I had the good fortune to purchase the small handmade blank book in which he pasted his collection of these 3c stamps, showing under each his peculiar method of lettering and numbering to indicate the varieties. It is possible that what Tiffany wrote was enough to discourage other prospective specialists who figured either that the subject was too complicated or else that it had been worked out thoroughly. The basic error which he made was in figuring that the frame lines had been drawn on the plates before the stamps were rocked on by the transfer roll. This error made his conclusions invariably wrong.

On an entirely different standing is the part of the chapter on the 1851 and on the 1857 issues devoted to the 3c value in *The Postage Stamps of the United States* written by John N. Luff. This book was copyrighted in 1897 and apparently published in 1902. My appreciation of Mr. Luff's work has been noted very frequently throughout this article. I have often found it necessary to quote from his findings and I take much pleasure in testifying as to the worth of the book. Though written upward of twenty-five years ago, it is still a most excellent general history of the United States stamps. Intensive study by specialists has proved incorrect a statement here and there, but Mr. Luff's remarkable accuracy and the large amount of research that he made from original sources gave us a work which will always be truly invaluable. As for his statements regarding the 3c 1851-'57, he too, makes the error of saying that the frame lines were engraved on the plate before the designs were transferred. The following quotation has also been proved wrong to some extent, though, had he made it regarding the last eighteen plates instead of all of them, it would still be approximately correct:

"Very exhaustive lists of these (frame line) varieties have been published, but, when we remember that there were twenty-eight plates of this value, each containing two hundred stamps, the hopelessness of finding or correctly placing all the varieties is at once apparent, to say nothing of the lack of interest or value in such a restoration".

Fred J. Melville of London has published two handbooks on the postage stamps of the United States, both of which mention the 3c 1851's and '57's. What he has to say is brief but quite correct as far as it goes.

In 1909 the American Philatelic Society published, as No. 1 in a series of handbooks, my monograph *On Plating 3c 1851 United States Stamps, with a Detailed Description of the Three Right Vertical Rows on the Left Pane of Plate 3 Containing the Principal Minor Varieties*. This booklet, containing about forty pages of printed matter, was little more than an article on the possibility of plating the 3c 1851's. Further study has proved that some statements made, particularly regarding the number of plates used, are incorrect.

In 1909, 1917, and 1921, Eustace B. Power published what was practically three editions of a work which gave a short account of each of the United States postage stamps. What he has to say regarding the 3c 1851 and 1857 is brief, taking little more than a page of space. It is also to the point and correct.

In 1894 Henry Gremmel issued a small booklet entitled *Minor Varieties—a Description of all Minor Varieties of Postage Stamps and United States Envelopes*. Crawford Capen in the preface states that it is partly his work. About three pages are devoted to the 3c 1851 and '57. They, too, make the error of stating that the frame lines were drawn on the plate before the design was rocked.

In 1913 Frank E. Goodwin of St. Louis wrote a handbook entitled, *The 1851-1860 Issue United States Stamps*. This was based on articles which had appeared serially not long before. The chapter on the 3c 1851-'57's covers about five pages, although further mention is made of these stamps in chapters entitled, *Causes of Lines and Plate Varieties, Varieties of Perforations, Varieties of Paper, Cancellations*, etc. It is difficult to review a book such as this and confine oneself to mild language. Nothing can be said in favor of it. It contains so many errors that any collector looking for information had best leave it unread.

As far as articles in the philatelic press are concerned the first of any value of which I have a note is entitled, *A United States Rarity*. This was written by Dr. H. A. Davis and appeared in *Mekeel's Weekly Stamp News* for April 7, 1906. It noted the difference between 3c 1851-'57's with and without inner lines, and also described three of the varieties found in the "Three Rows" in the left pane of plate 3.

Sections on the 3c 1851 and the 3c 1857 are included in an article on *The 1851-'60 Issues of the United States*, which appeared in *The Stamp Lover* from October, 1913, to February, 1914. Generally speaking these are concise and accurate. The author was Captain L. W. Crouch who was killed at the battle of the Somme. I may add that I believe Captain Crouch, though he died young, was on his way to become one of the greatest of philatelists.

In the March-April and May 1915 numbers of *The Stamp Journal*, George B. Sloane had an article entitled, *Study of the 3c 1851*, which, though brief, is very good.

In *Mekeel's Weekly Stamp News* for September 20, 1919, "Early Byrd", the nom de plume of a keen student, has a short article on the 3c 1851. Much useful information is contained therein.

In the August 7 and August 14, 1920, numbers of *Mekeel's Weekly Stamp News*, Elliott Perry writes on the 3c 1851-'57. While this article contains practically no original work, it is fairly accurate and has an interesting section on cancellations.

Mr. Herman Toasperm in the October, 1922, January, 1923, and April, 1923, numbers of the *Collectors' Club Philatelist* gave some notes on *The Mounting of a Collection of Three Cents 1851*. This is well illustrated and interesting, and covers more ground than is indicated by the title.

In the October 29, 1927, number of the *Weekly Philatelic Gossip*, Richard McP. Cabeen, under the heading, *Our Chicago Letter*, gives in letter form some interesting figures and comparisons as to the rarity of various 3c 1851 stamps.

Unless I have unwittingly overlooked some articles of importance, this about covers the ground as to what has been written on the 3c 1851-'57 stamps, excepting for notes here and there, and other short articles containing no original material.

The two most notable pieces of philatelic writing in the past ten or twelve years on the 3c 1851 and 1857 stamps are the series of Plating Charts by Leo J. Shaughnessy and the fully illustrated article by Richard Mc P. Cabeen on "The

3c 1857 Period, What to Look for in the Perforated Issue," which appeared in the STAMP SPECIALIST No. 4, published in 1940.

The former is a set of pages, one for each of the twenty-six panes of the imperforate stamp, with diagrams of the recutting and other varieties as well as the location of the guide dots; while there is also a page of explanation in text for each pane. Though the series has not been completed, it is of great value because, having it, the average collector may plate many of his own stamps. Altogether, this is a most valuable piece of documentation.

The article by Mr. Cabeen just mentioned is an excellent piece of work. It shows numerous carefully made diagrams of the 3c 1857 Plate Varieties with concise accompanying text, including a considerable number that were not found in the first edition of this book.

There are a number of articles, which have appeared in philatelic magazines, well worthy of note. In the SOUTHERN PHILATELIST for July, August and September, 1928, Mr. L. J. Shaughnessy has a series of three articles entitled respectively, "The Most Important Minor Varieties of Interesting 3c 1851-57 Explained," "Reasons Causing Other Minor Varieties of Interesting 3c 1851-57 Explained," and "Some Varieties of 3c 1857 Explained, Great Field Still Open in this Stamp." These were fully illustrated and well worth while.

In the February 3, 1930 number of MEEKEL'S WEEKLY STAMP NEWS is an article by "J. O. Moore," the pen name of the late Lyman J. Seely, entitled "The Greatest Stamp in the World, Capable of Giving the Most Enjoyment to the Greatest Number." In this brief article Mr. Seely made out a good case for the 3c 1851 as really being what he claimed for it.

In the August 18, 1930 Issue of MEEKEL'S WEEKLY STAMP NEWS, Dr. J. I. Wyer has a brief article entitled "The Perforated 3c 1857-61 Type One, No. 43," in which he claims this stamp is rather neglected and under-catalogued in fine condition.

In the May 29, 1937 and June 5 Issues of STAMPS, Leo J. Shaughnessy and Tracy W. Simpson have a very carefully made "Check-list for U. S. 3c 1851-57." This kind of article does much to popularize the stamps in question.

Mr. George B. Sloane's weekly column in STAMPS has several references, of decided value, to the 3c 1851 and 1857. For example, the October 24, 1936 Number describes the use of a 3c 1857 medallion cut out and used successfully to pay postage. The November 13, 1937 Number shows the newly found 3c 1851 with the complete Plate No. 7; and these are just examples.

The October 28, 1939 Issue of STAMPS contains a short but valuable article by Mr. Tracy W. Simpson on Plate 15, describing the blocks recently acquired by Mr. Edgar B. Jessup for his collection.

The wonderful two volume work by Stanley B. Ashbrook on the "United States 1c Stamp of 1851-1857," published in 1938 (H. L. Lindquist), while describing another stamp, has many chapters which will be of intense interest to the student of the United States 3c 1851-1857. It contains much on the postal history and postal markings of the period as well as on the manufacture of postage stamps. This book cannot be recommended too highly to all students of early United States stamps.

## CHAPTER LI CHECK LIST

- I** REALIZE fully that a check list of the 3c 1851-'57 stamp is something not to be undertaken lightly. A list of this kind might be made long and minute enough to cover many pages. At the other extreme it could be as short as the list which appears, for example, in *Scott's Specialized United States Catalogue*. I shall endeavor to strike a happy medium, if anything erring on the side of including too many varieties because it is easy for the collector to shorten the list to suit his wishes. As was said in the beginning of the article a collection of 3c 1851-'57 stamps can be simplified to any degree desired, thus offering a field to anyone who has the desire to specialize.
- A collection of 3c 1851-'57's may well begin with a photograph of the Houdon statue of Washington.
- Five essays for the 3c stamp.
- Reprints of one of these essays. (15 colors on India paper and 3 on colored glazed cardboard).
- Other stamps showing the same tessellated work. (For example, the 25c, 30c, and 40c First Issue Civil War Revenue stamps).
- The essay for a 6c value.
- Essay with numerals made *from* the 3c 1851.
- Same partly finished.
- The fraudulent imitations of the last mentioned. (Several types and many colors).
- Die proof. Exists in brilliant carmine, black, and dark blue.
- A stamp on a cover used July 1, 1851, (the date of issue) or as near this date as possible.
- The imprint reconstructed without and with plate number (the latter, perforated, exists in two types, with and without "Casilear").
- Stamps showing the various transfer roll relief varieties (normal and misplaced).
- Stamps showing normal guide dots.
- Stamps showing abnormal guide dots, for example, two or three in place of one, misplaced, etc.
- Imperforate stamps showing guide line in place of guide dots (one on Plate 4, ten on Plate 6).
- Center line copies from each state of each plate made for the imperforate stamps.
- Stamps showing the various varieties of center lines from the Type II plates.
- Stamps with center line showing part of the stamp from the adjoining pane.
- Stamps showing unusually wide sheet margins.
- Stamps showing variation in spacing. (The narrowest and widest if possible).  
From the first nine plates and the earliest Type II plates.
- Stamps showing variation in alignment. From the first nine plates, and the earliest Type II plates.
- Stamps showing double transfers and triple transfers. These may be arranged according to the plates from which they come or showing similar varieties together.
- Copies showing cracked plates. At least eleven different stamps show a crack of major importance, while others exist with very tiny cracks.
- Stamps showing short transfer. The best of these come from Plate 1(i).
- Stamps showing marks due to a rusty plate. From Plate 5(L).
- Plate flaws other than cracks. At least six exist on the plates made for the imperforate stamps and at least twenty-one exist on the 3c 1857 Type II plates.

Stamps from the first nine plates, showing normal varieties of recutting.

Stamps with Inner Lines. Normal Recutting.

- A 1. Four frame lines, two inner lines, top of upper label block, and top of upper right diamond block.
- A 2. One inner line only.
- A 3. Half of one inner line only.
- A 4. One complete inner line and half of the other.
- A 5. One vertical line recut in upper left triangle.
- A 6. Two vertical lines recut in upper left triangle.
- A 7. Three vertical lines recut in upper left triangle.
- A 8. Five vertical lines recut in upper left triangle. (Imperf only).
- A 9. One line recut in lower left triangle.
- A 10. One line recut in lower right triangle.
- A 11. Two lines recut in lower right triangle. (Imperf only).
- A 12. One line recut in upper right triangle. (By this is meant a recutting of this triangle by a vertical line which is not continuous with the inner line on that side).
- A 13. Top of upper left diamond block recut.
- A 14. Bottom of lower left diamond block recut.
- A 15. Bottom of lower right diamond block recut.
- A 16. Bottom of lower label block recut.

Stamps without Inner Lines. Normal Recutting.

- B 1. Four frame lines only recut.
- B 2. Top of upper label block recut.
- B 3. Bottom of lower label block recut.
- B 4. Top of upper right diamond block recut.
- B 5. Bottom of lower right diamond block recut.
- B 6. Lines on bust recut.

Stamps from the first nine plates, showing errors of recutting.

Stamps with Inner Lines. Errors of Recutting.

- C 1. Any one of the frame lines running too far beyond the corner.
- C 2. Frame lines failing to meet at any one of the four corners.
- C 3. Any one of the four frame lines crooked.
- C 4. Top or bottom frame line too far from the design.
- C 5. Top or bottom frame line too close to the design.
- C 6. Any of the four frame lines split.
- C 7. Left frame line and left inner line too far apart.
- C 8. Right frame line and right inner line too far apart.
- C 9. Left frame line and left inner line too close together.
- C 10. Right frame line and right inner line too close together.
- C 11. Either inner line crooked.
- C 12. Left inner line running up too far.
- C 13. Left inner line running down too far.
- C 14. Right inner line running up too far.
- C 15. Right inner line running down too far.
- C 16. Upper label block and upper right diamond block joined.
- C 17. Upper label block and upper left diamond block joined.
- C 18. Lower label block and lower right diamond block joined.
- C 19. Top frame line turns downward and runs to upper left corner of upper left diamond block, instead of extending out to the left frame line.

- C 20. Line connecting top of the upper right diamond block of one stamp with the top of the upper left diamond block and the upper label of the adjoining stamps. (Imperf only).

Stamps without Inner Lines. Errors of Recutting.

- D 1. Any of the frame lines running too far beyond the corner. In extreme cases a side frame line runs to the next stamp above or below.
- D 2. Any of the frame lines failing to meet at the corner.
- D 3. Left frame line split into two or more lines at various portions of its length.
- D 4. Left frame line extremely faint and very close to the design.
- D 5. Right frame line partly doubled.
- D 6. Top or bottom frame line too far from label block.
- D 7. Top or bottom frame line too close to label block.
- D 8. Any of the four frame lines crooked.
- D 9. Line connecting the upper label and upper right diamond block at the top.
- D 10. Line connecting the upper label and the upper right diamond block at the top and again at the bottom.
- D 11. Line joining the lower label with the lower right diamond block.
- D 12. In addition many slips of the engraver's tool may be found, one of the best examples being 95R4, in which the left frame line shows a loop at its upper extremity.

Stamps from the 3c 1857 Type II plates, showing normal varieties of recutting.

Excepting for a few rare positions only the two side frame lines were normally recut. At least nineteen positions, however, show an inner line recut on one side or the other but never on both. In addition at least five stamps show one vertical line recut in the upper left triangle. These also show one, two, or three short vertical lines recut just below the upper left rosette, as do four other stamps which show no triangle recutting. Further, one stamp shows five lines recut in the upper left triangle and also shows repair of the upper end of the band of tessellated work just below the upper left rosette. (This latter must not be confused with the imperforate five line recut).

Stamps from the 3c 1857 Type II plates, showing errors of recutting.

- E 1. Either frame line too far from the design.
- E 2. Either frame line too close to the design, in extreme instances cutting into the diamond blocks.
- E 3. Either frame line double. (Regarding these double frame lines, a few copies may be found showing two distinct and fairly well separated frame lines of equal thickness at either one side or the other of the design. These are much scarcer than the copies showing slightly doubled lines).
- E 4. Either frame line split.
- E 5. Left frame line triple, made up of three fine lines close together.
- E 6. Either frame line not running up to the top of the design (in the top row).
- E 7. Either frame line not running to the bottom of the design (in the bottom row).
- E 8. Either frame line running above the top of the design (in the top row).
- E 9. Either frame line running below the bottom of the design (in the bottom row).

E 10. Either frame line crooked.

E 11. Either frame line so faint that it appears not to have been recut. A very few copies have been seen which show not even the faintest trace of a frame line on one side. However, these impressions are never very clear, and I doubt very much whether any of these stamps exist that did not at one time show at least a faint frame line at both sides of the design.

E 12. Either line showing slip of the engraver's tool.

Stamps from the top row of Plates 6, 7, or 8 which show the top frame line *not* recut. (These may be found from plate 8 in a pair with a stamp showing the top line recut).

One stamp from the bottom row of plate 6 (96R6) showing the bottom line not recut.

Stamps showing the main *types* of recutting.

Typical copies from each of the first nine plates, and from the two groups of the Type II perforated stamps.

A set of the unusual varieties of recutting from each plate. Certain collectors are going further and attempting to show a reconstruction of each of the first nine plates, or at least of the more common ones.

A reconstruction of the three right vertical rows of the left pane of plate 3. (This may be attempted in case no other plating is undertaken).

Varieties of Paper: Part India, abnormally thin, abnormally thick, vertically ribbed, "laid" (due to worn press blanket), mottled (only Type II perforated stamps), stitch watermark (varying types), showing the grain distinctly (only Type II perforated).

Varieties of Color arranged, as far as possible, chronologically:

- 1851 orange-brown, various tints and shades.
- 1852 brownish-carmine, various tints and shades.
- " same with a decided claret tone.
- 1853 pale dull red, various tints and shades.
- " dull rose-red, various tints and shades.
- 1854 dull rose-red, various tints and shades.
- 1855 dull rose-red, various tints and shades.
- " dull orange-red, various tints and shades.
- 1856 dull yellowish rose red, various tints and shades.
- " brownish-carmine, various tints and shades.
- 1857 dull-rose claret, various tints and shades.
- " brownish-claret, various tints and shades.
- " plum, various tints and shades.
- " dull-yellow brown, various tints and shades.
- " dull-rose brown, various tints and shades.
- 1857 Type I perforated—dull rose-claret, various tints and shades.
- " brownish-claret, various tints and shades.
- " plum, various tints and shades.
- " brownish-carmine, various tints and shades.
- 1859 Type I perforated—dull red (thin paper) various tints and shades.
- 1857 Type II perforated—brownish-carmine, various tints and shades.
- " dull-rose claret, various tints and shades.
- " brownish-claret, various tints and shades.
- 1857 Type II perforated— plum, various tints and shades.
- 1858 " pale-yellow brown, various tints and shades.
- " dull-rose brown, various tints and shades.
- " orange-brown (rare).

1859—1860—1861	dull red, various tints and shades.
“	dull-rose claret, various tints and shades.
“	brownish-claret, various tints and shades.
“	plum, various tints and shades.
“	bright-brownish carmine, various tints and shades.

Stamps showing sulfureting or fading may be shown.

#### Impressions.

“Perfect”, i. e., as nearly perfect as may be found other than in proof impressions.

Too heavily inked (not sufficiently wiped).

Too lightly inked (wiped too much).

Part of the impression not inked.

Dry paper impression.

Creased paper.

Smearred impression.

Double impression. But one copy known (imperf).

Worn plate impression.

Offset on the back.

Stamps showing the result of an offset.

Film of ink (new plate).

Poor impression due to too much oil in the ink.

Combinations of the above.

Varieties of gum, colorless to medium dark brown.

#### Varieties of Perforation.

A perforated stamp on a cover used as near to Feb. 24, 1857, as possible.

Essays showing rouletting and sewing machine perforations.

Saw tooth “perforation” gauging 9 to 10½ (Bergen, N. Y., and Richmond, Va.)

Unofficial roulette from Newbern, N. C.

Unofficial (?) perforation, about 12½, from Chicago, Ill.

Type I 1857 imperforate horizontally (error).

Type I 1857 imperforate vertically (error).

Type I 1857 horizontal pair imperforate between (error).

Type II 1857 imperforate horizontally (error).

Type II 1857 imperforate vertically (error).

Type I 1857 double perforations either vertically or horizontally.

Type I 1857 examples of poor perforation showing both labels at top of stamp, or at bottom of stamp, or without bottom label.

Type I 1857 stamp too high or too wide between perforations.

Type II 1857 double perforations either vertically or horizontally.

Type II 1857 examples of poor perforation such as stamp too high, or too wide, or very badly centered.

Pairs, strips, and blocks, used and unused, the former both on and off cover.

Stamps on cover showing that the 1857 issue had been demonetized.

Stamps on cover used in the Confederate States after they had seceded from Union but prior to June 1, 1861.

Original plate proofs: 3c 1851 in brownish-carmine on India paper and black on regular stamp paper (very rare).

3c 1857 Type II in brownish carmine on India paper (rare).

Surcharged “Specimen”, 3c 1851 (very rare).

Covers showing various domestic rates.

3c 1853 envelope stamp cut out and used as an adhesive.

Covers showing various foreign rates.

Diagonal half of a 3c 1851 used as 1c.

Vertical half of a 3c 1851 used as 1c.

Three and one-third 3c 1851's used to pay the 10c rate.

The 1875 reprint, bright scarlet, Perf. 12.

Proofs of the reprint, on India paper in bright scarlet and brownish-carmine; on cardboard in bright scarlet, black, blue, green, and brown.

#### CANCELLATIONS

Covers without stamps to illustrate the main types of cancellations: Town, route, numeral, PAID, FREE, etc.

Town postmarks.

Colors in order of rarity: black, blue, red, green, brown, ultramarine, orange, claret, bright claret, dull purple, lilac, and olive-yellow.

Circular: double-lined circle, town name between two circles, circle made up of dots or dashes, without the surrounding circle, printed instead of hand-stamped, unusually large, unusually small.

Odd shapes: oval, in one straight line, rectangular, other odd shapes.

Year dated: 1851 (very rare), 1852 (very rare), 1853 (rare), 1854 (?), 1855, 1856, 1857, 1858, 1859, 1860, 1861.

Unusually small, unusually large, year-date abbreviated to two figures, year, month, and day all in one line, various colors, inverted, in manuscript.

Town cancellations including the county.

Town cancellations including ornaments, bars, and gridirons.

Territorial town cancellations.

College town cancellations.

Town cancellations showing the date in the Quaker manner.

Miscellaneous town cancellations including odd names; those partly or entirely in manuscript; those without the name of the state, etc.

Route Postmarks.

Railroad cancellations: ordinary circular form with date (month and day only) in the center, in one straight line without date, including the year-date, in an oval, including the name of the state, including the name of the station, showing the amount of postage in the postmark. Railroad postmarks exist in black, blue, red, green, brown, and ultramarine.

Inland steamboat route cancellations. A number of types and colors.

Steamboat agent cancellations. A number of types, and at least two colors.

Mississippi River, etc., packet cancellations. Many types and colors.

WAY and STEAM cancellations. A number of types and colors with and without frames and numerals.

STEAMBOAT cancellations. Various colors and types.

STEAMSHIP cancellations. Various colors and types.

Express cancellations. Used on the Pacific Coast, used between the Pacific Coast and the East (including Pony Express covers) and used between the North and South at the outbreak of the Civil War.

PAID Cancellations.

Various colors, sizes, and shapes. Unframed and framed.

Numeral Cancellations.

Various colors, sizes, and shapes. Unframed and framed. The following numerals have been seen: 1, 2, 3, 5, 6, 8, 10, 12, 19, 21, 23, 24, and 40. The Roman numerals III, V, and X exist. The numerals 1, 2, and 3 exist followed by Ct. or Cts.

Combination of PAID and Numeral in the same handstamp. PAID 3 exists framed and unframed in various colors. PAID 6 in blue unframed, and PAID 10 and PAID 12 in black (framed) are known.

Town Postmarks including PAID, a numeral, or PAID and a numeral.

PAID alone exists in the town postmark in black, blue, red, and magenta.

"PAID by stamps" exists in a blue town postmark (Marysville, Cal.).

"3" exists alone in the town postmark in black and blue.

"3 Cts" exists in the town postmark in black, blue, and red.

"5 Cts" exists in the town postmark in black and blue.

"5" exists in the town postmark in blue and red.

"10 Cts" exists in the town postmark in black.

PAID 3 or 3 PAID exists in the town postmark in black, blue, and red, in various types.

6 PAID and PAID 6 exist in the town postmark in black, the former also in blue, and the latter also in red, (rare).

PAID 3 Cts or 3 Cts PAID exists in the town postmark in red, black, and blue.

FREE Cancellations.

FREE alone exists in black, blue, and green.

FREE in the town postmark exists in black.

POSTOFFICE BUSINESS FREE, or variations of this, exist framed in several types and has been seen in black on a 3c 1857 Type II.

Obliterations.

Gridirons exist in the same colors as the town postmarks. They may be found in a great variety of shapes and sizes, with and without a surrounding circle.

Targets exist in black, blue, red, and green on the 1851's and in black, blue, and green on the 1857's.

Stars are found in many shapes and sizes, framed and unframed. They have been noted in black, blue, red, brown, and green on the 1851's and in black, blue, and red on the 1857's.

Group of dots exist in many shapes and sizes. On the 1851's in black, blue, red, orange-red, and green. On the 1857's in black and blue.

Pinwheels exist in many forms and sizes. In black, blue, and red on the 1851's and in black and blue on the '57's.

Canton, Miss., and Worcester, Mass., each used numerous designs, the latter at least ten, and the former at least twenty.

Miscellaneous Obliterations.

These exist in great variety; among them being smears, "Used and done for", Masonic emblem, "Used", flag in a circle, (black, red, and green), initials framed and unframed, a hand, an axe head, a pitcher, foreign obliterations, manuscript obliterations, etc.

Miscellaneous Cancellations, other than obliterations.

TWO-COLOR CANCELLATIONS. The following combinations are known:

Red town, blue obliteration.

Red town, black obliteration.

Red town, brown obliteration.

Red town, bluish-green obliteration.

Red town, grey-green obliteration.

Red town, bright-green obliteration.

Black town, red obliteration.

Blue town, black obliteration.

Blue town, green obliteration.

Blue town, red obliteration.

Magenta town, black obliteration.  
 Orange town, black obliteration.  
 Ultramarine town, brownish-black obliteration.  
 Green town, blue obliteration.  
 Grey-green town, black obliteration.  
 Black town and blue town.  
 Black town and red town.  
 Black town and magenta town.

In transit postmarks.

Carrier cancellations, from Albany, Boston, New Orleans, New York, Philadelphia, San Francisco, and St. Louis.

Registered Postmarks. Various types, mostly in manuscript.

SUPPLEMENTARY MAIL cancellations exist in at least two types.

HELD FOR POSTAGE—Various types.

DUE—various types.

COLLECT—probably used only by the express companies.

FORWARDED and MISSENT—various types.

ADVERTISED—various types.

NOT CALLED FOR—at least two types.

DEAD LETTER OFFICE Cancellations. Oval. At least two types

Receiving Postmarks—Unusual.

Foreign Cancellations. (Ordinarily accidental).

THE COVER ITSELF.

Campaign.

Patriotic.

Northern and Southern.

Propaganda.

Temperance.

Anti-slavery.

Cheaper postage.

Moral and religious.

For spelling reform and phonography.

Political (other than campaign covers)

California and other western.

Advertising

Type set.

Lithographed.

Surface printed from wood or zinc cuts.

Embossed with or without color.

From line-engraved plates.

Ladies' Envelopes.

White or colored, plain or glazed.

THE END

# INDEX

---

## A

- Adams Express Company p. 322-326  
 Advertising on envelopes p. 356-358  
 Alignment p. 55, 56  
 -; see also individual plates  
 American Bank Note Company p. 34  
 American Letter Express Company  
 p. 322, 324

## B

- Bacon, J. B. p. 25  
 Bartels, J. M. p. 31, 32, 37, 38  
 Benrose, Henry Howe and Benrose, William  
 Patents p. 169-173  
 Benrose, William and Sons p. 166-169  
 Bibliography p. 359, 360, 361  
 Bisected stamps p. 217-220  
 Boston postmarks p. 348-349  
 Bureau of Engraving and Printing p. 159

## C

- Campbell, Postmaster General  
 Extract of his report p. 6  
 Cancellations  
 Forged p. 226, 227  
 Free p. 333  
 Laws p. 4  
 Miscellaneous p. 344-346  
 Obliterations p. 327-332, 231, 334-339  
 Pen p. 247, 236, 253  
 Carpenter, Samuel H. p. 16, 18, 34, 128, 164  
 Carrier postmarks p. 340-343  
 Caslear, John W. p. 16, 17, 34  
 Check list p. 362-369  
 Civil War influence p. 205  
 College town postmarks p. 257  
 Color of stamps p. 147, 154-158  
 By year p. 155-158  
 Value p. 182  
 Contracts  
 National Bank Note Company p. 207  
 Toppan, Carpenter and Company p. 15,  
 17, 18, 164  
 Counterfeits p. 226-228  
 Cancellations p. 226  
 Confederate stamps p. 227  
 Mormon stamps p. 227  
 Mounting p. 227  
 Perforations p. 226, 227  
 Punishment for counterfeiting p. 3, 4  
 Cracked plates p. 58-62

## D

- Date of issue p. 37-39  
 Defects in plates p. 58-67  
 Deliveries to postmasters p. 3, 4  
 Demonetization p. 205-209  
 Design of 3c 1851 issue p. 30-37  
 Dies p. 21-34  
 Proofs p. 25, 26, 31, 32  
 Retouched and re-engraved p. 29, 30  
 Six cent p. 26, 27  
 Three cent p. 27, 28

Type 1 p. 21, 22

Type 2 p. 21, 22

Type 3 p. 21, 23

Type 4 p. 21, 23, 24

Type 5 p. 24

-; see also Mason's Essays.

Drop letters

Rates of postages p. 2, 5

## E

- Eagle carrier stamps p. 43, 341  
 Engravers p. 34  
 Perkins, Bacon and Company p. 25  
 Toppan, Carpenter and Company  
 p. 25, 26  
 Engraving; see Recutting  
 Envelopes  
 Advertising p. 356-359  
 Campaign p. 350-352  
 Fancy p. 358  
 Patriotic p. 350  
 Propaganda p. 352-356  
 Stamped  
 Authorized p. 4, 5  
 Provisional p. 216, 217  
 Six cent p. 27  
 Statistics p. 40, 41  
 Essays p. 21-33  
 Modern essays p. 29, 30  
 Proofs p. 25, 26  
 Six cent p. 26, 27  
 Three cent p. 27, 28  
 Express Companies' labels p. 313-326  
 Express mail p. 262

## F

- Foreign postmarks p. 346  
 Franklin Carrier stamps p. 211, 341  
 Free postmarks p. 333

## G

- Gartland, Ignatius L. p. 149, 150  
 Gibbons, Stanley  
 Gibbons, Stanley, Catalogue p. 203, 204  
 Guide marks p. 49-54  
 Gum p. 162, 163

## H

- Hall, James W. p. 313  
 History of plates p. 83-85  
 Houdon, Jean Antoine p. 35  
 Houdon Statue of Washington p. 21, 34, 35  
 Humphrys, William p. 34

## I

- Identification of plates p. 142-148  
 Imperforated stamps  
 Alignment p. 55, 56  
 Cracked plates p. 58-62  
 Defects in plates p. 63-67  
 Guide marks p. 49-53  
 Imprint p. 42, 43  
 Numbers of plates p. 43, 44  
 Paper p. 152

Plates p. 42, 45  
 Plating p. 77-79  
 Recutting p. 67-75, 81  
 Sheet margins p. 54  
 Spacing p. 54, 55  
 Types p. 80, 81, 83-84  
 Impressions p. 159-161  
 Imprints on plates p. 43, 44  
 Inks; see Colors  
 Inland Steam Boat postmarks p. 280-283  
 Inner lines p. 81  
 -; see special plates  
 Interest in 3c issue p. 80  
 Ireland, Gordon p. 39

## K

Klemann, John A. p. 215  
 Krassa, A. p. 79-80

## L

Laws, Postal  
 Act of March 3, 1851 p. 1-4  
 Act of August 31, 1852 p. 4, 5  
 Act of March 3, 1855 p. 5-8  
 Cancellation p. 4  
 Leavy, Joseph B. p. 32  
 Longacre, James Barton p. 34

## M

Mason's essays and dies p. 21-24, 26-30  
 Melville, Fred J. p. 227  
 Miscellaneous postmarks p. 340-346  
 Mississippi River Packet postmarks p. 286-304, 227  
 Mormon stamps p. 227

## N

National Bank Note Company  
 Contract p. 207  
 New York City postmarks p. 347, 348  
 Newspapers and printed matter  
 Rates of postage p. 2, 3  
 Noisy carrier postmarks p. 341, 342  
 Number Plate p. 43, 44  
 Numeral postmarks p. 328-331

## O

Obliterations p. 231, 334-339  
 Overland Mail p. 318-321

## P

Paid and collect postmarks p. 316  
 Paid and numeral postmarks p. 327-333  
 Paper p. 149-153  
 Reprints p. 224  
 Shrinkage p. 152  
 Watermarks p. 151, 152  
 Patents  
 Perforation p. 169-173  
 Penn cancellations p. 236, 253  
 Penny Post Company p. 317  
 Perforated stamps  
 Contracts p. 17, 18, 174  
 Cracked plates p. 58-62  
 Defects in plates p. 63-67  
 Errors p. 178-180

Forged p. 226, 227  
 Guide marks p. 52, 53  
 Imprints p. 43  
 Machinery for. p. 169-175  
 Numbers of plates p. 43, 44  
 Perforation p. 164-180  
 Machinery p. 169-175  
 Patents p. 169-173  
 Process of, p. 177-178  
 Unofficial p. 175-177  
 Plates p. 42, 47, 48  
 Plating p. 79  
 Recutting p. 72, 77, 82, 83  
 Sheet margins p. 54  
 Spacing p. 55  
 Types p. 80-82, 85

Perkins, Bacon and Company p. 25, 165-169

Philadelphia postmarks p. 348

Plate "O" p. 98, 99

Alignment p. 98  
 Center line p. 98  
 Color p. 98  
 Date of issue p. 98  
 Imprint p. 98  
 Recutting p. 98, 99  
 Reliefs p. 98  
 Spacing p. 98  
 Statistics p. 98  
 Transfers p. 98

Plate 1 p. 86-92

Early state p. 86, 87, 88  
 Alignment p. 87  
 Center line p. 87  
 Date of issue p. 86  
 Recutting p. 87, 88  
 Errors p. 88  
 Reliefs p. 86  
 Spacing p. 87  
 Statistics p. 86  
 Types p. 87

Intermediate state p. 88-90

Alignment p. 89  
 Color p. 88  
 Date of issue p. 88  
 Imprint p. 89  
 Recutting p. 89  
 Reliefs p. 89, 90  
 Spacing p. 89  
 Statistics p. 88  
 Types p. 89

Late state p. 90-92

Alignment p. 90  
 Center line p. 90  
 Color p. 90  
 Date of issue p. 90  
 Imprint p. 90  
 Recutting p. 91  
 Errors p. 91, 92  
 Reliefs p. 90  
 Spacing p. 90  
 Statistics p. 90  
 Transfers p. 90, 91  
 Types p. 90

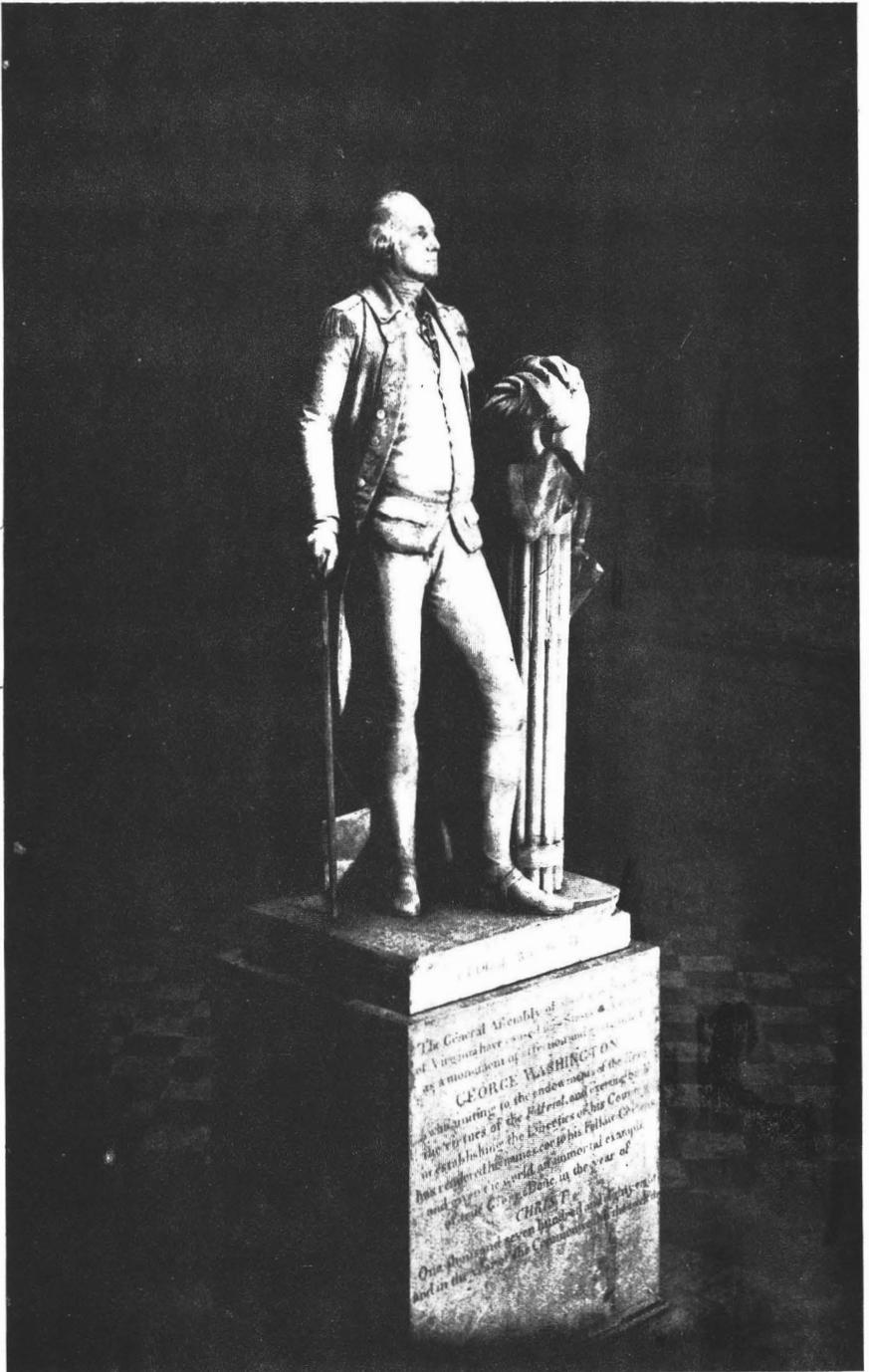
Plate 2 p. 89-93, 92-97

Early state p. 92-95  
 Alignment p. 90, 94  
 Center line p. 93, 94

- Color p. 92
- Cracked plate p. 57, 58, 92, 60, 61, 96
- Date of issue p. 93
- Imprint p. 93
- Peculiarities p. 93, 94
- Recutting p. 94, 95
  - Errors p. 94, 95
- Reliefs p. 93
- Spacing p. 94
- Statistics p. 93
- Transfers p. 90
- Types p. 94
- Late state p. 91-93, 95-97
- Center line p. 91
- Color p. 95
- Date of issue p. 95
- Imprint p. 96
- Peculiarities p. 96
- Recutting p. 96, 97
  - Errors p. 96, 97
- Reliefs p. 96
- Statistics p. 95, 96
- Transfers p. 96
- Types p. 96
- Plate 3 p. 96-109, 100-113
  - Abnormal stamps p. 103-109
  - Alignment p. 101
  - Center line p. 100
  - Color p. 100
  - Date of issue p. 100
  - Gum p. 100
  - Imprint p. 100
  - Normal stamps p. 109-113
  - Plating p. 102, 113
  - Recutting p. 101, 102
  - Reliefs p. 100
  - Spacing p. 100, 101
  - Statistics p. 100
  - Transfers p. 101
  - Types p. 101
- Plate 4 p. 114-116
  - Alignment p. 114
  - Center line p. 114
  - Date of issue p. 114
  - Imprint p. 114
  - Recutting p. 115, 116
    - Errors p. 115
  - Reliefs p. 114
  - Spacing p. 114, 115
  - Statistics p. 114
  - Transfers p. 115
  - Types p. 115
- Plate 5 p. 117-121
  - Early state p. 117-118
    - Alignment p. 118
    - Center line p. 117
    - Color p. 117
    - Cracks p. 58, 56, 60
    - Date of issue p. 117
    - Guide dots p. 118
    - Imprint p. 117
    - Recutting p. 118
    - Reliefs p. 117
    - Spacing p. 118
    - Transfers p. 118
    - Types p. 118
  - Late state p. 118-121
    - Alignment p. 119
    - Center line p. 119
    - Cracks p. 58, 59, 120
    - Date of issue p. 118
    - Guide dots p. 120
    - Imprint p. 119
    - Recutting p. 119, 120, 121
      - Errors p. 120, 121
    - Reliefs p. 119
    - Spacing p. 119
    - Statistics p. 119
    - Transfers p. 119
- Plate 6 p. 122-123
  - Alignment p. 123
  - Center line p. 122
  - Date of issue p. 122
  - Imprint p. 122
  - Recutting p. 72, 123
    - Errors p. 123
  - Reliefs p. 122
  - Spacing p. 122, 123
  - Statistics p. 122
  - Transfers p. 63, 123
  - Types p. 123
- Plate 7 p. 124, 125
  - Alignment p. 124
  - Center line p. 124
  - Cracks p. 63, 125
  - Date of issue p. 124
  - Identification p. 143, 144, 147
  - Imprint p. 124
  - Recutting p. 125
    - Errors p. 125
  - Reliefs p. 124
  - Spacing p. 124
  - Statistics p. 124
  - Transfers p. 124
  - Types p. 124
- Plate 8 p. 126, 127
  - Alignment p. 126
  - Center line p. 126
  - Cracks p. 63
  - Date of issue p. 126
  - Identification p. 147
  - Recutting p. 127
    - Errors p. 127
  - Reliefs p. 126
  - Spacing p. 126
  - Statistics p. 126
  - Transfers p. 127
  - Types p. 126
- Plate "9-13" Group p. 136-141
  - Alignments p. 138
  - Center line p. 137
  - Cracks p. 138
  - Dates of issue p. 136
  - Flaws p. 138, 139
  - Imprints p. 137
  - Recutting p. 138, 139
  - Reliefs p. 137
  - Spacing p. 138
  - States p. 136
  - Statistics p. 136
  - Transfers p. 137, 138
  - Types p. 138
- Plate "10 Group" p. 128-135
  - Alignment p. 134

- Center line p. 130, 131  
 Dates of issue p. 128, 129  
 Flaws p. 133  
 Frame lines p. 79, 128  
 Imprint p. 130  
 Recutting p. 79, 132-133  
 Reliefs p. 130  
 Spacing p. 131  
 States p. 128  
 Statistics p. 130  
 Transfers p. 130, 131  
 Types p. 128  
 Plate 11; see Plate "10 Group"  
 Plate 12; see Plate "9-12 Group"  
 Plate 13  
 -; see Plate "9-12 Group"  
 Plate 14; see Plate "9-12 Group"  
 Plate 15  
 Imprint p. 43  
 -; see Plate "9-12 Group"  
 Plate 16; see plate "9-12 Group"  
 Plate 17; see Plate "9-12 Group"  
 Plate 18  
 Cracks p. 61  
 -; see Plate "9-12 Group"  
 Plate 19; see Plate "9-12 Group"  
 Plate 20; see Plate "9-12 Group"  
 Plate 22; see Plate "9-12 Group"  
 Plate 23; see Plate "9-12 Group"  
 Plate 24  
 Frame lines p. 139  
 -; see Plate "9-12 Group"  
 Plate 25  
 Frame lines p. 139  
 -; see Plate "9-12 Group"  
 Plate 26; see Plate "9 to 12 Group"  
 Plate 27; see Plate "9-12 Group"  
 Plate 28; see Plate "9-12 Group"  
 Plates  
 Alignment p. 55, 56  
 Cracks p. 58-62  
 Defects p. 58-67  
 Dimensions p. 54  
 Guide marks p. 49-54  
 History p. 83-85  
 Identification p. 142-148  
 Impressions p. 159-161  
 Imprints p. 42, 43  
 Inner lines p. 81  
 Making of, p. 45  
 Numbers p. 43, 44  
 Plating p. 77-80  
 Proofs p. 210, 211  
 Recutting p. 67-77, 81, 82  
 Reliefs p. 45-48  
 Rusty p. 63  
 Sheet margins p. 54, 55  
 Spacing p. 54, 55  
 Transfers p. 57, 58, 62, 63  
 Types p. 80-82  
 Values p. 181-183  
 Gibbon's Catalogue p. 203-204  
 Scott's Catalogue p. 184-203  
 Varieties p. 57-82  
 Plating p. 77-80  
 Pony Express postmarks p. 320-322  
 Wells, Fargo Express Company  
 p. 321, 322  
 Post Routes p. 18  
 Postal laws p. 1-8  
 Postmarks  
 Abbreviated p. 330  
 Bisected stamp p. 217-220  
 Boston p. 348, 349  
 Carrier p. 339-343  
 Circular p. 241-244  
 College town p. 257  
 Color p. 234, 235, 239-241, 340  
 Counterfeits p. 226  
 County p. 253  
 Express Company p. 313-326  
 Express Mail p. 262  
 Foreign p. 349  
 Forged p. 226, 227  
 Free p. 333  
 Inland Steam Boat p. 280-283  
 Miscellaneous p. 340-346  
 Mississippi River Packet p. 227, 286-304  
 New York City p. 347, 348  
 Obliterations p. 231, 334-339  
 Odd-shaped p. 242-248  
 Oval p. 244, 245  
 Paid and collect p. 316  
 Paid and numeral p. 327-332  
 Pen p. 235, 253  
 Philadelphia p. 349  
 Pony Express p. 320-322  
 Quaker p. 257  
 Railroad p. 261-279  
 Registered p. 343, 344  
 Route p. 334, 260-326  
 Steamboat Agent p. 284, 285  
 Steamboat and steamship p. 308-312, 316  
 Supplementary mail p. 344  
 Territorial p. 254-257  
 Town p. 239-258, 331  
 Two color p. 340  
 Way and steam p. 305-307  
 Year date p. 248-253  
 Postmasters, Deliveries to. p. 3, 4  
 Duties p. 3-5  
 In office 1851-1857 p. 19, 20  
 Power, Eustace B. p. 211  
 Prepaid postage p. 2, 5, 6, 229  
 Printed matter, Postage rates of. p. 8-13  
 Printing  
 Impressions p. 159-161  
 Private Mail Matter p. 322, 323  
 Private Proprietary stamps p. 25  
 Proofs  
 Dies and essays p. 21-33  
 Plates p. 210, 211  
 Reprints p. 224, 225  
 Special printing p. 211, 212  
 Specimen postage stamps  
 p. 211, 222, 223  
 Provisional envelopes p. 215, 216
- ## R
- Railroad postmarks p. 261-279  
 Rarity of stamps p. 181, 182, 183  
 Rates of postage  
 Bisected stamps p. 217  
 Domestic p. 2, 213

- Drop letters p. 2, 5  
 Foreign letters p. 213, 214  
 Letters p. 1, 2, 5  
 Newspapers and printed matter  
 p. 2, 3, 8-13  
 Reduction p. 1, 2, 5  
 Comments p. 8-13  
 Registry system p. 8, 213  
 Recutting p. 67-77, 81, 82  
 Errors p. 69-71, 77  
 Normal p. 69  
 Tables p. 74, 75, 76  
 Varieties of. p. 72, 73, 77  
 Registry system p. 8, 213  
 Postmarks p. 343, 344  
 Re-issues.  
 Proofs p. 224, 225  
 Reliefs p. 45-48  
 -; see special plates  
 Reprints  
 Paper p. 224  
 Proofs p. 224, 225  
 Rollers, Manipulation of transfer p. 29, 30  
 Short transfer of. p. 62, 63  
 Transfer relief p. 45-48  
 Rosettes p. 36  
 Flaws p. 66  
 Route Postmarks  
 Express Company p. 313-326  
 Inland Steam Boat p. 280-283  
 Mississippi River Packet p. 227, 286-304  
 Railroad p. 261-279  
 Steamboat Agent p. 284, 285  
 Steamboat and steamship p. 308-312, 316  
 Way and steam p. 305-307  
 Routes; see Post routes
- S**
- Scott's Catalogue p. 184-203  
 Shifted transfers; see Transfers  
 Short transfers; see Transfers  
 Six cent essay p. 26, 27  
 Slater, A. B. p. 131  
 Sloane, George B. p. 286, 287  
 Special printing p. 211, 212  
 Proofs p. 32  
 Specimen postage stamps p. 211, 222, 223  
 Speculation suppression p. 7  
 Stanley Gibbon's Catalogue p. 203, 204  
 Stationery p. 249  
 -; see envelopes  
 Statistics  
 Envelopes p. 40, 41  
 Stamps p. 39, 84, 85  
 Steamboat Agent postmarks p. 284, 285  
 Steamboat and steamship postmarks  
 p. 308, 312, 316  
 Steel, Charles F.  
 Collection p. 224  
 Steinmetz, Joseph A. p. 26  
 Supplementary mail postmarks p. 344
- T**
- Territorial town postmarks p. 254-257  
 Tessellated work on stamps p. 36  
 Three cent issue  
 Consignments of. p. 38, 39  
 Date of issue p. 37  
 Design p. 30, 34, 36  
 Dics p. 31, 32  
 Engravers p. 34  
 Inner lines p. 37  
 Rosettes p. 36  
 Flaws p. 66  
 Statistics p. 39, 40, 41  
 Tessellated work p. 36  
 Toppan, Charles p. 16, 34  
 Toppan, Robert Noxon p. 16  
 Toppan, Carpenter and Company  
 p. 17-19, 25, 26, 164  
 Toppan, Carpenter, Casilear and  
 Company p. 15-17  
 Town postmarks p. 239-259, 331  
 Circular p. 241-245  
 College p. 257  
 Color p. 239-241  
 County p. 253  
 Miscellaneous p. 257-259  
 Odd shaped p. 244  
 Ornamented p. 254  
 Oval p. 243, 246  
 Pen p. 253  
 Quaker p. 257  
 Straight line p. 246-248  
 Territorial p. 255-257  
 Year-date p. 248-253  
 Transfers  
 Shifted p. 57, 58  
 Short p. 62, 63  
 Type I. History p. 80-85  
 Plates p. 80, 81  
 Values p. 181-183  
 Type II. History p. 80-85  
 Plates p. 8, 82  
 Values p. 181-183
- U**
- U. S. National Museum p. 32
- V**
- Value of 3c issue p. 39, 181-183  
 Scott's Catalogue p. 184-203  
 Stanley Gibbons' Catalogue p. 203, 204  
 Vanderbilt, Cornelius p. 310
- W**
- Warth, Albin H. p. 154, 155  
 Washington, Houdon Statue of. p. 21, 34, 35  
 Watermarks, Paper. p. 151, 152  
 Way and steam postmarks p. 305-307  
 Wells, Fargo and Company  
 p. 314-317, 321-324, 328  
 Pony Express postmarks p. 321, 322  
 Western Franks p. 314
- Y**
- Year-date postmarks p. 248-253
- Z**
- Zevely, A. N. p. 25, 26



### THE HOUDON STATUE OF GEORGE WASHINGTON

Jean Antoine Houdon, the French sculptor, made this statue of Washington from life for the State of Virginia in 1785-1788. The head on the three cent United States stamp of the 1851-1857 issue was engraved after this statue, which is in the State capitol at Richmond, Virginia.