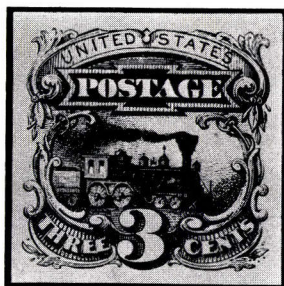


THE 1978 REGISTER



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THE 1978 REGISTER

Table of Contents

Officers and Directors of the P.R.A.	4
Membership List: The 1977-78 Associates	5
Foreword	13
<i>Benjamin E. Chapman, Editor</i>	
A New Discovery On The 3c 1869 Stamp	15
<i>John Birkinbine, II</i>	
1869 Anecdotes	33
<i>Herman Herst, Jr.</i>	
1869 Issues On Covers Addressed To Benjamin Smith Lyman Calcutta, India	39
<i>Margaret L. Wunsch & Ravi Vora</i>	
Classifying The U.S. Split Grill Varieties	61
<i>J. Weston Smith</i>	
The Type I 15c 1869 On Cover: A Census	67
<i>Jonathan W. Rose & Elliott H. Coulter</i>	
The Overland Rate To Mexico	85
<i>John Birkinbine, II</i>	
The One Cent Re-Issue Of 1875 And 1880, Of The One Cent 1869 Pictorial	97
<i>Robert L. Markovits</i>	
The Three Cent 1869 Gray Paper	105
<i>Richard J. Niezabitowski</i>	

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FOREWORD

The Officers and Directors of the United States 1869 Pictorial Research Associates, Inc. are extremely proud to present this, our first *bound* book. The completion of the 1976 *REGISTER* and the 1977 *REGISTER* were significant events, however, the publication of the 1978 *REGISTER* is certainly a philatelic dream come true.

The authors have worked very hard to make this book, and their articles, interesting and valuable contributions to the 1869 philatelic literature. Our publication policy has, and will continue to be, that of requiring a reasonable background, but not absolutely rigid proof for the submission of original research. This, it is believed, will stimulate thought processes and discussion among specialists. It has already led a number of new discoveries within the 1869 issue.

The future for additional hard-bound 1869 PRA publications is bright. **Jon Rose** recently assumed the Chairmanship of the *REGISTER* publication committee and he is hard at work putting together a series of proposals for publication. We can expect to see other 1869 subjects in hard-bound form shortly. Certainly the "Great 1869 Cover Census" will be another milestone.

The combination of the quarterly *1869 Times* and the other more permanent PRA publications serves our Association well. Credit for this system of promulgation of research projects must be given to the individual members who have requested and *used* such a format. Your Editor finds it most gratifying that there are many throughout the world who participate and use *THE REGISTER* and *1869 Times*.

Cincinnati, Ohio
November 25, 1978

Benjamin E. Chapman, Editor
THE 1978 REGISTER





JOHN BIRKINBINE II, is a native of Chestnut Hill, Pennsylvania, and now resides in Tucson, Arizona. Studying civil engineering at the University of Pennsylvania, he worked in this field and then in heavy chemical research. Next, a change of pace into the life insurance industry, where he specialized in estate taxes and trusts, was followed by devoting all his efforts to his real interest — philately. In 1946 he founded the American Philatelic Brokerages and has expanded this firm into four subsidiaries engaged in the stamp business in three states (but no connection with the recently formed Florida company using a very similar name).

Mr. Birkinbine's community service activities are quite varied, on both the local and national levels. He has directed and produced musical comedies, been instrumental in founding several major little theater groups, assisted in developing adult education programs, helped to establish Senior Citizens groups, been an active lecturer on the Baha'i Faith and has founded several stamp clubs. He was one of the original founders of our 1869 Pictorial Research Associates, and

has been a member of the Board of Directors since our inception.

John has collected and researched classic United States stamps for many years, and has specialized in particular in the 1869 issue, the 24-cent grilled Banknote stamp, early Arizona Territorial covers, Provisional surcharges of the 1850-60 period, and Confederate States issues. He is a member of the American Philatelic Society, where he serves both on the Expertisation Committee and as a nationally accredited judge. Other society memberships include the Collectors Club of New York, American Philatelic Congress, Society of Philatelic Americans, United States Postal Stationery Society, U. S. Philatelic Classics Society, Confederate Stamp Alliance, American Stamp Dealers Association, and many other philatelic groups.

In 1969 he received the Walter R. McCoy Award for the best article in the *American Philatelic Congress Book* for that year, and was one of eight authors chosen by the Congress to present a paper on his subject at the 1976 International Exhibition in Philadelphia. That article is herewith reprinted below with the kind permission of the American Philatelic Congress, Inc.

A New Discovery on the United States 1869 Issue

By John Birkinbine II

PREFACE

There seem to be a number of philatelists today who hold a general opinion that few, if any, really major discoveries relating to the basic stamps remain to be unveiled in the United States classic issues, with a resultant apathy towards personal original research. It is hoped this article will evidence proof to the contrary, and allow many present day collectors some of the joyous experiences of the "hunt and chase" that earlier students such as Dr. Carroll Chase and Stanley B. Ashbrook knew. Thus, while necessarily expounding on only one stamp, this discourse may prove of interest to all those collecting the early United States issues.

To the best of the author's knowledge, no previous research or writing has been attempted in this field. Although over twenty years of careful research has preceded the publication of this paper, all statements and conclusions must be considered as present opinions of the author and subject to verifications and changes as research progresses. The field herein presented is an entirely new one in United States philately, and offers intriguing opportunities to serious students of all the classic issues of this country.



Illustration 1. Arrow points to the "Plate Number Dot" in this enlarged photograph of the three-cent 1869 stamp.

INTRODUCTION

This year marks the 100th anniversary of the issuance of the United States 1869 series, and it seems most appropriate to celebrate the occasion with the announcement of a new discovery relative to these stamps—which may well effect the future collecting habits of specialists in this and other classic issues.

Original research indicates that the three-cent 1869 stamp just underneath the top plate number can be identified as to that particular plate number, as well as to the pane from which this plate number came, by a special position dot placed within the stamp itself. The stamp just above the bottom plate number may also be able to be identified. And the plate number stamps of other denominations of the 1869 series, as well as possibly many of the other classic issues, can be so classified. However, this monograph deals primarily with the top plate number stamp on the three-cent 1869 issue, using this as an example, since that is where research efforts are most difficult due to the greater number of plates involved.

Basically, a small position dot appears near the top center of the stamp which is just below the top plate number. (See Illustration 1) This particular dot appears on only one stamp in the pane of 150 stamps, and can normally be

classified as to the plate number and pane by two variables, viz., position and texture. Thus a stamp showing this dot could be called a plate number stamp, and the exact plate from which it came can be determined.

PLATE LAYOUT

In order to understand the disquisition which follows, a knowledge of plate layout and the "point and dot" system is fundamental. An excellent discussion on these subjects is presented by Elliot Perry on pages 115-6 of "The Harry F. Allen Collection of Black Jacks," by Maryette B. Lane. Briefly, layout dots were marked on a rectangle along the edges of the plate. The horizontal layout dots were then connected, as were the vertical layout dots, by layout lines (See Illustration 2). Wherever these layout lines intersected, a position dot was punched into the plate.

A side-point connected to the transfer die was later placed into the position dot, enabling the transfer of the stamp design from the die onto the plate to be in the proper location. The author's analysis of original research data indicates this same system was also used to enter the plate numbers and imprints, although this was accomplished in a separate operation.

MEASUREMENT DOTS

After the blank printing plate had been prepared with layout dots and layout lines (many collectors call these guide dots and guide lines), apparently a measurement was taken along the top layout line of position 9 on the left pane, and position 2 on the right pane, and along the bottom layout line of position 149 on the left pane, and position 142 of the right pane. These positions are those just below or above where the plate number was to be entered, and in all cases the measurement is eight millimeters (about five-sixteenths of an inch) from the corresponding layout dot on the left. While there is no proof that the measurements were made from the left layout dot, it would seem a normal thing to do, and the simplicity of the distance figure further substantiates this. Evidence of this measurement can be seen in a very faint dot in the top layout line which is usually obscured by the tip of the top central

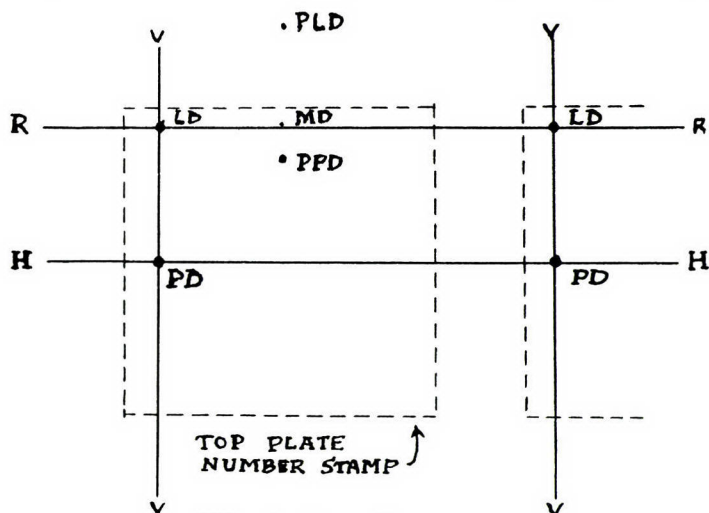


Illustration 2.

Illustration 2. Plate layout for the top plate number stamp. Line "RR" is part of the original rectangle drawn on the plate. "LD" are layout dots. "VV" are vertical layout lines, and "HH" are horizontal layout lines. "PD" are the position dots. Found only on the plate number stamps, "MD" is the measurement dot, "PLD" the plate number dot, and "PPD" is the plate number position dot.

ornament, and in a similar dot in the bottom layout line which is more easily discernible (See Illustration 2).

These cannot be considered layout dots, but rather what might be called "measurement dots." These measurement dots are extremely small, and it is probable that they were made by a sharply pointed divider compass used to measure the distance from the left layout dot. The measurement dot was pricked into the plate purposely, rather than by accident.

PLATE NUMBER LAYOUT DOTS

Since there is absolutely no indication that the measurement dots on the top and bottom of the pane were connected by a guide line, it can only be assumed that a straight edge was placed over the plate, using these dots as a guide, and two extra layout dots were added to the plate along this straight edge. These could be called "plate number layout dots," to differentiate them from the stamp design layout dots. The top plate number layout dot was placed three millimeters above the upper measurement dot, and the bottom plate number layout dot was placed two and one-half millimeters below the lower measurement dot (See Illustration 2).

Thus both these additional plate number layout dots appear in what is normally the marginal selvage. However, few 1869 stamps exist today having the selvage and it is fortunate that the atrocious centering of this issue provides examples where the plate number layout dot can be found in the stamp margin. The upper plate number layout dot can be located below the "o" of "No." (See Illustration No. 3), or in the dark shading of this letter, or adjacent to or in the period after "No.," all depending on which plate number is being considered. The lower plate number layout dot is just above and to the right of the upper right tip of the "N" of "No.," and also varies in exact position according to the plate number. But in reality, the plate number layout dots are all fairly constant in position, and it is the "No." which was later placed on the plate that varies, due to slight displacement when being entered.

PLATE NUMBER POSITION DOTS, OR "PLATE NUMBER DOT"

After the plate layout was completed, the next step was to punch in the positioning dots for the stamps, for use by the transfer die roll. During this process positioning dots for entering the plate number were also punched in (See Illustrations 2 and 3), and undoubtedly the extra layout dots being in the upper and lower margins enabled the worker doing this to locate the respective positions with ease. Since no guide lines connected the plate number layout dots, it is probable that a straight edge was used, for the plate number position dots are always vertically in line with these plate number layout dots—and in the case of the top position approximately five millimeters below.

To summarize briefly, we have a measurement dot first, followed by a layout dot, and then the position dot. It is the position dot we are concerned with, for its function was to provide a place for a pin connected to the side of the plate number transfer die roll, and thus guide the placement of the plate number into its proper location. From the position of this dot, it appears the plate number was rocked into the plate horizontally, and the die contained both the "No." as well as the plate number to be used.

For the purposes of this dissertation we will henceforth call this plate number positioning dot the "plate number dot." The location of the plate number dot in the stamp varies as much as one and one-half millimeters, depending on the plate number and pane involved. This variation is probably attributable to (1) a variance in measurement from the plate number layout dot in placing the plate number dot on the plate originally, and (2) a variance in transferring the stamp design to the plate. It is these variances which make possible the identification of stamps having the plate number dot but no longer showing the plate number itself.

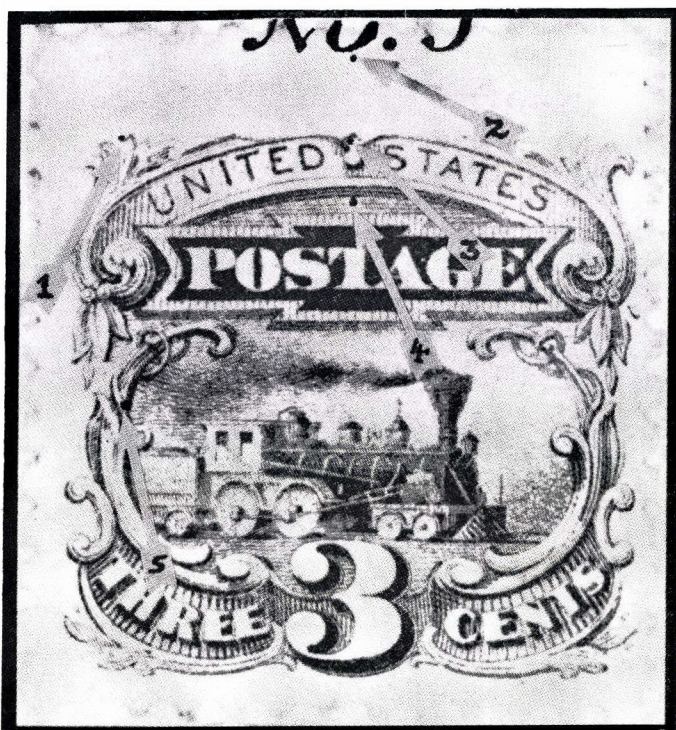


Illustration 3. Numbered arrows point to: (1) stamp layout dot; (2) plate number layout dot; (3) plate number measurement dot; (4) plate number position dot; and (5) stamp position dot. These markings are enlarged for illustration purposes.

THE 1869 PLATE NUMBERS

The three-cent 1869 stamp was printed from a total of ten different plates, viz. Plates 7, 8, 9, 10, 11, 12, 25, 26, 29, and 30. A study of the sequence of these particular plate numbers is most interesting when related to the plate numbers used for the other denominations in this series.

Value	Plates Used
1c	Plates 1, 2.
2c	Plates 3, 4, 5, 6, 27, 28.
6c	Plates 13, 14.
10c	Plates 15, 16.
12c	Plates 17, 18.
15c Type I	Frame Plates 19, 31; Vignette Plates 19, 23.
15c Type II	Frame Plate 31; Vignette Plate 23.
24c	Frame Plate 20; Vignette Plates 20, 24.
30c	Frame Plate 21; Vignette Plate 21.
90c	Frame Plate 22; Vignette Plate 22.

In analyzing the overall sequence of plate numbers used, it appears that Plates 1 through 22 were the initial plates prepared for the production of these stamps. Then as the plates wore and became unusable, additional plates were prepared as represented by Plates 23 through 31.

Relating this directly to the three-cent, Plates 7 through 12 were those initially prepared by The National Bank Note Company, producers of these stamps. Studies on the three-cent value indicate much plate wear, and it is probable that Plates 25 and 26 were prepared to replace discarded early plates—and later on Plates 29 and 30 were also prepared for the same reason. The plate wear could have been due to the metal composition of the plates and



Illustration 4. In this illustration, **Figure 1** shows plate number dot from at least one of the panes of Plate Number 7. **Figure 2** shows a similar plate number dot from Plate Number 7. Whenever possible, duplicate examples are shown for verification purposes, as this is original research. **Figure 3** shows a false plate number dot, very similar to Plate Number 7 dot shown in Figures 1 and 2, but the stamp has no traces of the top horizontal layout line. **Figure 4**, a plate imperfection similar to a plate number dot, but no traces of the necessary top horizontal layout line which is present on the true plate number stamp.

climatic conditions, or to excessive use due to a greater demand than originally anticipated for this denomination, or a combination of both these factors. In any event, plate wear and the sequence of Plate Numbers may render assistance in identification of the plate number dot, as evidenced further on in this treatise.

IDENTIFICATION OF THREE-CENT PLATE NUMBERS

PLATE NUMBER 7

The top plate number dot from at least one of the panes of Plate Number 7 is shown in Illustration 4, Figures 1 and 2. This dot is in the middle of the white area under "United States." It is of medium strength, slightly elongated, and barely to the left of the center of the middle ornament.

Figures 3 and 4 show a dot similar in size and shape, but not quite in the same location as shown in Figures 1 and 2. Since these examples (Figures 3 and 4) show no trace of a horizontal layout line across the top of the stamp, it is probable that the dots are not plate number dots, but rather a plate imperfection or an inking variety. To be positively identified, the plate number dot

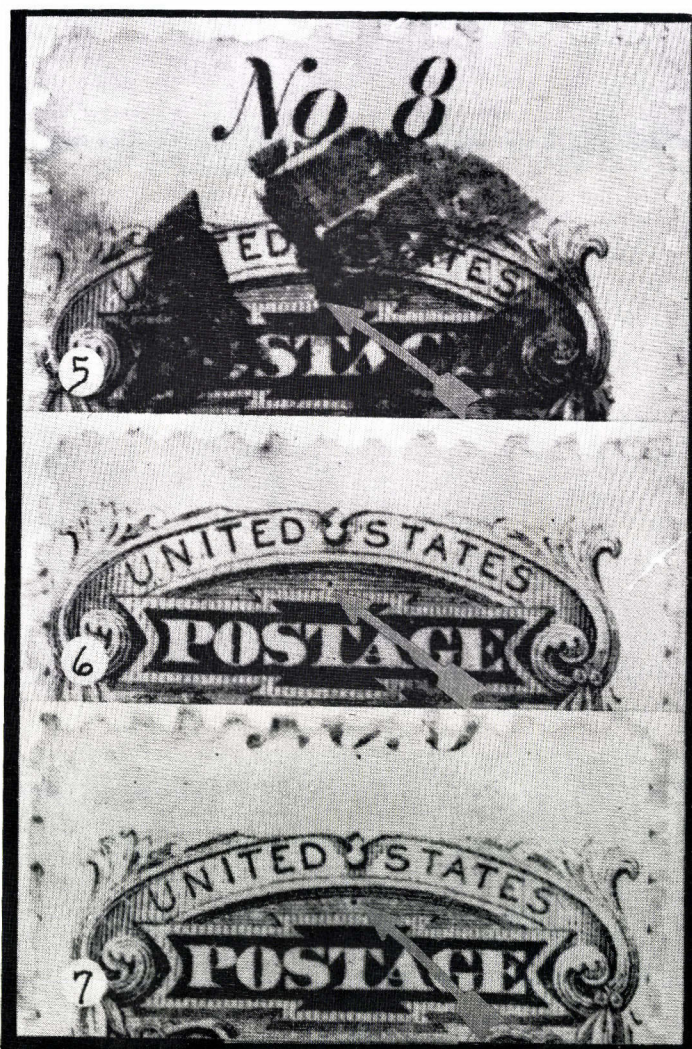


Illustration 5. Shown in **Figure 5** is plate number dot from one of the panes of Plate Number 8. Somewhat difficult to see due to the cancellation. **Figure 6** is from the same pane of Plate Number 8 as **Figure 5**, and this plate number dot is easily seen. Notice the apparent "halo" surrounding this dot. A plate number dot from the other pane of Plate Number 8 is seen in **Figure 7**. Compare the location of this dot with dot in **Figures 5** and **6**.

must be in the exact location specified and the stamp must show remnants of the horizontal layout line across the top. It might be well to note that due to reproductive processes, the top horizontal layout line does not show on all the illustrations used with this monograph, even though every stamp depicted (with the exception of Figures 3 and 4) does have at least a trace of this layout line.

PLATE NUMBER 8

In Illustration 5, Figures 5 and 6 show the top plate number dot from one pane of Plate Number 8. This dot is in the middle of the first horizontal shading line above the "Postage Label." It is round and heavy and seems to have a halo surrounding it. A different top plate number dot from Plate Number 8, apparently from the other pane, is shown in Figure 7. This dot is also round and heavy and has a halo, but it is above the middle of the second horizontal shading line over the word "Postage."

The halo surrounding these plate number dots is a natural phenomena, for as the prick-punch was forced into the metal plate, the surrounding area expanded or bulged upwards and created this white area—the extent of the halo being determined by the depth and according circumference of prick-punch hole. Naturally such a halo will not be evident where the plate number positioning dot is placed in a plain or "white" area such as on Plate Number 7.

The halo introduces a problem which presently remains unsolved, and that is whether the plate number positioning dot was punched into the plate before or after the stamp transfer die was entered. If it was punched in prior to the stamp design entry, then the raised area surrounding this dot would wear more rapidly during the printing process than the normal plate areas, thus causing the halo. For the present time the author has taken this position, for it would seem the normal thing to do would be to place all the prick-punch dots on the plate at one time regardless of their function. This is not necessarily the case, however, and it is entirely possible that the plate number dot was punched in after the stamp design had been transferred. This being the case, the expansion of the metal from the punch hole would fill up the surrounding recessed lines of the stamp design as well as cause a bulging, creating an immediate halo which would increase slightly with plate usage. Additional research should resolve this problem which is an interesting though minor one, for our primary purpose is using the plate number dot to identify the plate numbers.



Illustration 6. A very faint dot (strengthened for purposes of illustration) is shown in **Figure 8**. This is a plate number dot from one pane of Plate Number 9. A similar plate number dot to that shown in **Figure 8**, is shown in **Figure 9**. Notice the plate number layout dot under the "o" of "No." is in a different position than on Plate Numbers 7 and 8. The plate number dot is heavy and elongated in **Figure 10**, and thus may come from the other pane of Plate Number 9.

PLATE NUMBER 9

The top plate number dot for one pane of Plate Number 9 is shown in **Illustration 6**, in **Figures 8** and **9**. This dot is in the middle of the white arc under "United States," somewhat similar to that found for Plate Number 7. However, it is very faint, and exactly under the middle vertical shading line beneath the top ornament. A very slight bulge can be detected in the arc just above this dot, due to the previously described halo effect. Such bulging does not necessarily have to manifest itself in an equal periphery around the dot but depends on the angle of the punch when producing this hole in the plate. In this instance the prick-punch was tilted slightly towards the bottom of the plate, forcing the metal expansion towards the top of the plate number dot.

Figure 10 shows the top plate number dot from what may be the other pane of Plate Number 9. Although this dot is in the same position as the other Plate Number 9 stamps it is elongated.

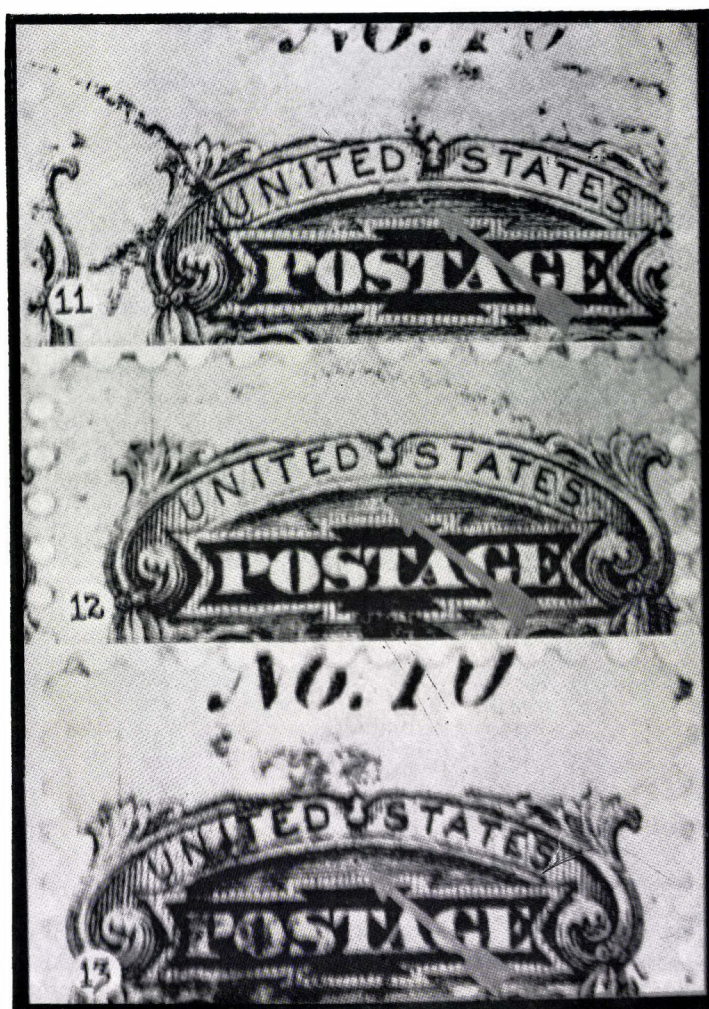


Illustration 7. Plate number dot from one pane of Plate Number 10 is shown in **Figure 11**. Plate number dot from the other pane of Plate Number 10 is shown in **Figure 12**. Compare the position of this dot to that shown in **Figure 11**. In **Figure 13** is seen a similar plate number dot to that shown in **Figure 12**. Notice the vertical layout line at the upper left, which is a requisite for all plate number stamps. Most such lines are not strong enough to show up on these illustrations.

PLATE NUMBER 10

Plate Number 10 can be distinguished by the top plate number dot appearing in the top dashed horizontal shading line above the "Postage Label." Depicted in **Figure No. 11**, this dot is slightly to the left of the middle ornament on one of the panes, is heavy, and has the characteristic halo surrounding it.

Shown in **Figure No. 12** is the Top Plate Number 10 dot from the other pane, having similar characteristics but being under the center of the top middle ornament.

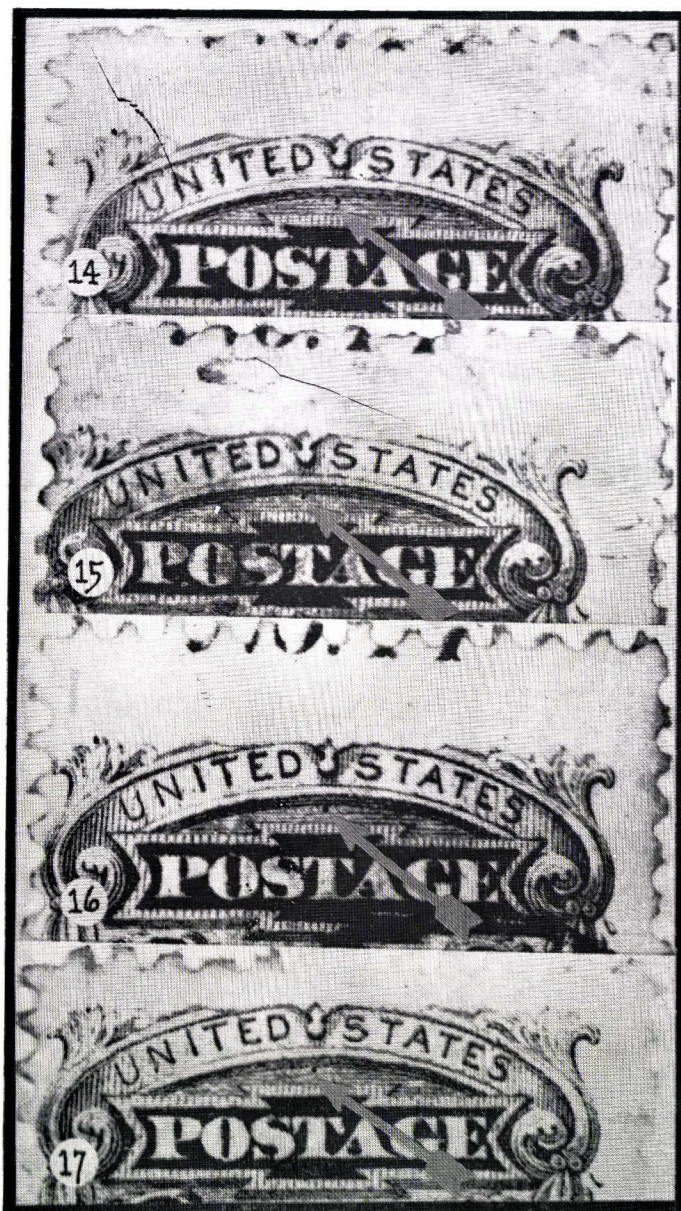


Illustration 8. In **Figure 14** can be seen plate number dot from one pane of Plate Number 11. The dot is very faint, and has been strengthened for illustrative purposes. **Figure 15** shows an illustration from the same pane as **Figure 14**. This Plate Number 11 stamp is from a later stage of this plate. Notice how the "ITED" and "STATES" are much darker than in **Figure 14**—this is evidence of recutting, due to plate wear. For verification purposes, we show in **Figure 16** an item very similar to the one shown in **Figure 15**. The stamp shown in **Figure 17** is probably from the other pane of Plate Number 11. Compare the stamp layout dot in the upper left corner with that in **Figure 15**.

Figure No. 13 shows the top plate number dot from this same pane and is interesting in that it also shows a strong double transfer or "kiss" at the top. Notice the doubling of the word "States." But of primary concern is the comparison of the vertical layout lines at the upper left, those on the latter two Figures being quite strong as opposed to the faint layout line in Figure No. 11, thus providing additional evidence that two different panes are represented here.

PLATE NUMBER 11

The top plate number dot for one pane of Plate Number 11 is quite similar to that of Plate Number 10. Shown in Figure No. 14, this dot is in the middle of the top dashed horizontal shading line, but can be differentiated from the Plate Number 10 dot by the fact it is very small and faint and has no halo surrounding it. These characteristics indicate that the prick-punch hole was quite shallow. Figures No. 15 and 16 verify this top Plate Number 11 dot and also show recutting of the letters "ITED" and all of "STATES." Recutting can be determined by the heaviness of these letters and their malformation. Both stamps also show recutting of the top arc under "States" and all of the lower three arcs. Such recutting evidences extended usage of the plate, since it was necessitated by plate wear.

Figure No. 17 shows a similar top plate number dot, but notice that the layout dot in the upper left corner is in a slightly different position than the others shown for Plate Number 11. There is a good possibility that this example is from the other pane of Plate Number 11.

PLATE NUMBER 12

The top plate number dot for one pane of Plate Number 12 is depicted in Figures No. 18 and 19. It is round and heavy with a slight halo around it, and can be found in the center and just below the middle horizontal shading line above the "Postage Label." Notice the layout dot in the upper left corner touches the ornament.

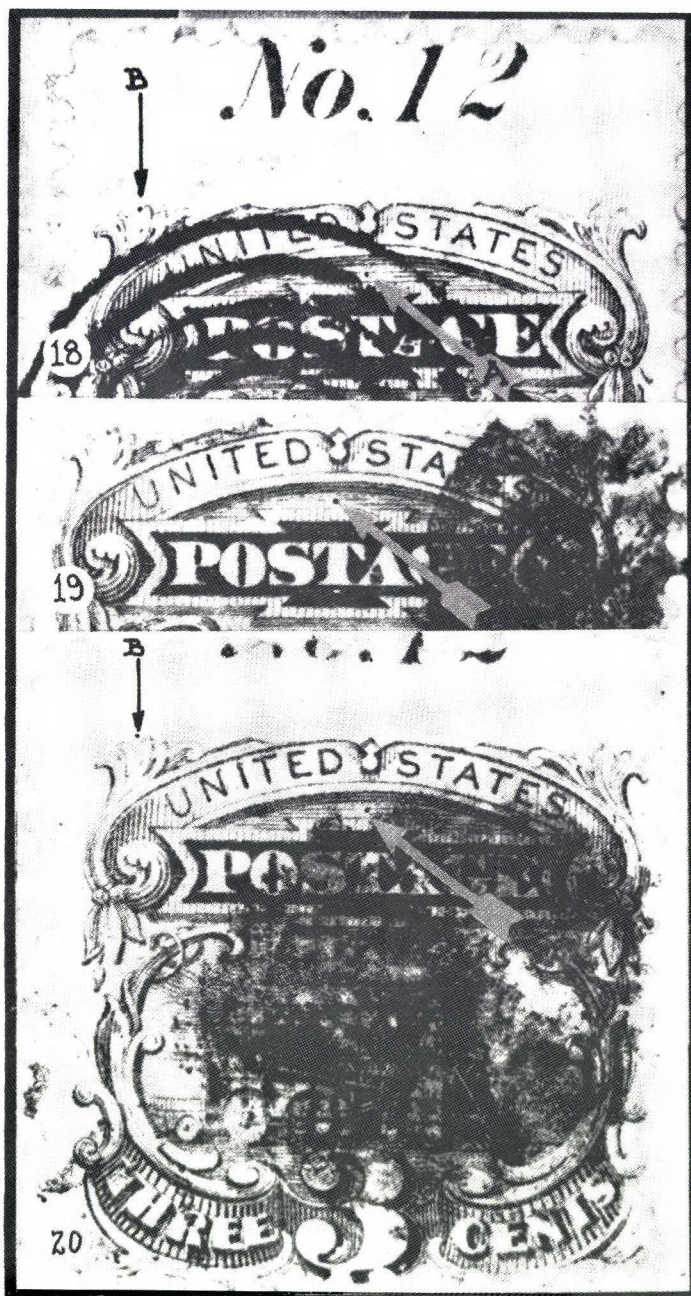


Illustration 9. Arrow "A" in Figure 18 points to plate number dot from one pane of Plate Number 12. Arrow "B" points to stamp layout dot in upper left corner, which touches the ornament. Figure 19 is similar to Figure 18, and is shown for verification purposes. In Figure 20, there is shown plate number dot from the other pane of Plate Number 12. The stamp layout dot, indicated by another Arrow "B," does not touch the ornament.



Illustration 10. Figure 21 is similar to Figure 20. The plate number layout dot is adjacent to the period after "No." The dot below the "1" of "12" (shown by Arrow "A") is a plate imperfection. Right-side arrow in Figure 22 indicates plate number dot. Left-side arrow shows a false plate number dot. (See text) A very high placed plate number dot is shown in Figure 23; thought to come from Plate Number 25. Figure 24 is an example similar to the one shown in Figure 23. Note evidence of recutting in "UNITED STATES" and the three arcs below this.

In Figures No. 20 and 21 we find an exactly similar top plate number dot, but the layout dot in the upper left corner does not touch the ornament, thus indicating these two examples come from the other pane of Plate Number 12.

Figure No. 22 appears to have two top plate number dots, one in the normal position for Plate Number 12, and the other slightly above and to the left of the normal dot. Although the cancellation is black and thus contrasts to some extent with the ultramarine color of the stamp, it required forty-power magnification under extremely strong light to determine that the stronger dot to the upper left was part of the cancellation, and the halo around it was a slight scrape in the paper. This example is included to show those interested in studying plate number dots that careful scrutiny is advisable.

PLATE NUMBER 25

The examples in Figures No. 23 and 24 show plate wear and evidences of recutting in the horizontal shading lines, the arcs, and in "UNITED STATES." Both show the top plate number dot located in the middle of the top arc just under the top ornament. There is a slight variance in heaviness of these two dots which might be attributable to plate wear, or perhaps the stamps came from different panes.

This plate number dot varies from that found on Plate Numbers 7, 8, 9, 10, 11, 12, 26, and 29. Thus it is thought to come from either Plate Number 25 or Plate Number 30. Since Plate Number 25 was probably placed in use before Plate Number 30, and thus subject to greater wear (refer to the previous discussion under the sub-heading "The 1869 Plate Numbers"), it is felt presently that these two examples showing extensive wear and recutting came from Plate Number 25. However, the study of a stamp actually showing at least a portion of this plate number is necessary to definitely confirm or correct this assumption.

PLATE NUMBER 26

The top plate number dot for Plate Number 26 is shown in Figures No. 25 and 26. This dot is in the center of the white arc under the top ornament, and both examples are from the same pane. The Plate Number 26 dot is similar in position to that found on Plate Numbers 7 and 9, but is much heavier than those occurring on the two earlier plates.

It is interesting to note, that in the author's experience, the majority of mint three-cent 1869 stamps actually showing the plate number are from Plate Number 26. Many are in large blocks, and apparently they either came from one source or else, for some reason, were purchased and preserved by various individuals while this particular plate was currently available in the post offices.

PLATE NUMBER 29

Plate Number 29 shows a very low placement of the top plate number dot. Depicted in Figure No. 27, this dot is in the middle of the vertical shading line in the "Postage" label border, just above the "T" of "Postage." Note also the double transfer in the word "POSTAGE."

In the writer's experience, Plate Numbers 29 and 30 are extremely scarce in comparison to the other plate numbers. This is indicative of a shorter than normal run for these two plates, and further substantiates the evidence that these plates were used late in the production of the 1869 series.



Illustration 11. Figure 25 shows a Plate Number 26 position dot. Plate number dot, similar to the one shown in Figure 25, is shown in Figure 26. Dot is in same position as on Plate Numbers 7 and 9, but much heavier. In Figure 27 we see a very low placement dot, from Plate Number 29. Very difficult to see, because of the cancellation, Figure 28 shows a plate number dot thought to come from Plate Number 30.

PLATE NUMBER 30

In Figure No. 28, the top plate number dot can be seen in the middle of the lowest arc of the three shading arcs, although the cancellation somewhat obscures this in the photograph. This position for the top plate number dot is not similar to any of the previous plates, and thus it is assumed to come from Plate Number 30.

Plate Numbers 29 and 30 were probably the last to be placed in use and accordingly saw less production than the previous plates, thus evidence minimum wear. The example shown indicates very little plate wear, thus substantiating the possibility it came from Plate Number 30. As in the case of Plate Number 25, the examination of an example actually showing a portion of the Plate Number 30 is necessary to definitely confirm or correct this assumption which is presently based on a careful analysis of the material and resulting knowledge researched to date.



Illustration 12. The two-cent 1869 stamp, showing plate number dot from Plate Number 4. All the single color 1869 stamps had a similar plate layout, and the plate number stamp can always be identified by the plate number dot.

CONCLUSION

The use of the three-cent 1869 stamp as an example, having a greater number of plates than the other denominations of this series, is evidence that fresh original research on United States classic issues is not an insurmountable task . . . and that even after 100 years, major new discoveries are possible which can broaden the horizons for all serious philatelists.

The question immediately comes to mind as to whether other denominations of the 1869 issue manifest these plate number dots—and indeed, if other early United States issues also show them. Study has not been made of other issues, but as far as the 1869 series is concerned the answer is “Yes”. (See Illustration 12.) And habit being a tenacious human quality, it would appear that other emissions produced by The National Bank Note Company, as well as those produced by other companies, might well warrant research.

The study of plate number dots opens up a wide new field to those interested in the classic issues of the United States, and can shed additional valuable information on the production of these early stamps. In addition, since actual plate numbers on the early pieces are quite scarce, it now becomes possible for specialists to include in their collections a section on plate numbers through the use of the plate number dot. Exact identification of the plate number now appears probable, and the plate number dot stamps exist in enough quantity to make completion a good possibility.

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1869 ANECDOTES

by Herman Herst, Jr.

INTRODUCTION

William W. Wylie, former editor of *Western Stamp Collector*, once told us that one of the reasons yesterday's dealers were so much better informed on all phases of philately than today's, was that in the old days dealers had more time, and more desire, to share their philatelic knowledge with the newer ones coming along.

There is a lot of truth in the remark, and we do not agree with the feeling that the newer generation is necessarily more selfish in sharing what it has learned. It is a different world today. Today's professional faces far more pitfalls on his road to financial success. The depression may have been the graveyard of thousands of small businesses, but the stamp dealers of the time seem to have led a charmed life.

This writer admits that any connection between these observations and the 1869 issue is a tenuous one. Nevertheless, we will try to bridge the chasm. This can best be done by telling a couple of stories, both true, of our early days in Philadelphia, when the 1869 issue entered our life.

THE 1c 1880 SOFT PAPER RE-ISSUE

We will have to go back almost forty years for the first tale. Eugene Klein was an auctioneer in Philadelphia, occupying what must have been the most extensive quarters used by a professional philatelist in the entire world. They took up the entire second floor of a huge building that had been built as a display center for the showing of Crane plumbing fixtures. Crane was no longer able to maintain it, and Klein took over the gargantuan single room at a pittance of the normal rental value. It became the largest auction room in the country, as well as his offices.

By this time, the old firm of Bogert and Durbin had long since ceased to exist. This name will long be remembered in philately, for it was this firm which reprinted the 5c New York Provisional, printing them from the original plate on identical paper. So that the reprints would never pass as the originals (except to the uninformed), this firm placed one letter of the printer on the back of each of the twelve stamps on the plate: B — O — G — E — R — T —

D — U — R — B — I — N. This made it a simple matter for anyone to plate the reprints by referring to the back.

When Bogert and Durbin dissolved, the stock was taken over by another famous dealer named Tuttle, whose name is known today to very few, perhaps because he was not fortunate enough to obtain a plate from which a Postmaster Provisional had been reprinted. For years the Tuttle stock (as well as that of Bogert and Durbin) lay in a bank, almost completely forgotten, until the day came when it found its way into the hands of Eugene Klein for sale at auction.

Klein's sales were a magnet for the New York dealers. The round trip to Philadelphia cost but \$3.50, and most of us were beginning to realize that philately indeed offered possibilities for a lifetime career. That realization came from the fact that, after some years of hard work, rewards were beginning to appear in the form of a desire to enjoy the finer things in life with the means to pay for them. In transportation, this meant we had the means to ride in a parlor car. One could be a bigshot for only \$3 more.

As New Brunswick and Trenton, New Jersey, flew by, the conversations were entirely philatelic. We shared our recent discoveries with each other; we debated the merits (or lack of them) of stamps some of us had brought along. Beautiful items changed hands, and some not so beautiful. And the train arrived right at City Hall, from which it was only a short walk to Klein's stamp/plumbing-fixture emporium on Chestnut Street.

We do not recall any funny business at auction then as there is today — "you take the bargains in the odd-numbered lots, I'll take the even," or "you don't bid when my hand goes up, I won't bid when yours does." None of us had much money; it was limited capital that caused our hands to drop, not the fact that the item was too expensive.

One lot in one of these sales was a complete sheet of the one-cent soft paper re-issue, Scott's #133, with full gum. It was a beautifully centered sheet of 150, as we recall; but we must remember that centering was not quite the bugaboo then that it is today, so our memories of the incident may have become clouded with time. The stamp then had a catalog value of about three dollars, so our cost of \$200 for the sheet was not the bargain at the time that it would be today. After all, the price was about half of catalog; but we must admit that the plate number blocks at the top and bottom of the sheet were attractions. Plate numbers were becoming increasingly popular, although we recall an editorial in one of the weekly stamp magazines of the time . . . "If people start ignoring the stamp," it said, "and start collecting what is in the margins, the day may come when blank sheet margins will be worth more than the stamps themselves."

The sheet was delivered to us in flat form, but it did not take long for us to make the decision to break it up. After all, who had clients for items that sold in the hundreds of dollars then? Nassau Stamp, Economist Stamp, and Scott might, but we surely did not. And the perils of taking such a large sheet on a train and subway ride were too great. The plate number blocks we left intact

in hopes of unit sales for them, hopes which were to be dashed on the rocks of disappointment.

We had advertising space then in all of the weekly magazines, but our offers of the re-issues did not meet with too much success. The word "re-issue" was too close to "reprint," and "reprint" was too close to "counterfeit." A re-issue with a catalog value of but three dollars did not excite anyone.

It took two or three years to dispose of the sheet. Collectors who do not realize that it can sometimes be a year or more before a dealer sees his original cost returned to him might do well to contemplate this fact. The first big break came when the stamp jumped to five dollars, and the Scott Specialized gave a block a premium. The plate number blocks languished under our glass counter in our Nassau Street office. Noticed they may have been, but we do not recall anyone's ever admiring them. Certainly no one showed any desire to take them home.

But the last of them sold, and eventually the plate number blocks sold as well. We have often wondered where they are now, and whether they are still intact. A fitting close to the story is a mention of their price last year's (1978) *Scott Specialized*: a single is \$120, a block is \$550.00. And how nice it is that collectors often have long memories too. At least once a year we hear from some old timer who tells us that his collection still includes a block of this stamp, which he purchased for \$5 or so, the first price at which it was offered in our ads, and in our house organ, *Herst's Outbursts*.

THE 5c AND 10c 1869 ESSAYS

The writer's liking for the 1869 issue is really not predicated solely on his happy purchases of these stamps, but perhaps it does help to some extent. The second incident was at another Tuttle sale at Klein's in Philadelphia. The Tuttle stock was so extensive that it took a series of monthly sales to dispose of it, although so far as total value was concerned, it was not large. When entire auctions gross but a few thousand dollars each, as they did then — since they were limited to money in the pockets of bidders — it was hardly big business.

It was not our good fortune in selling the one cent re-issues that attracted us to two sheets of 1869 five-cent and ten-cent essays. In fact, if anything, it should have induced us to "lay off," for most of the re-issues were still unsold. More importantly, it was the fact that no one in the room seemed to care about them, and Klein could not fish a bid higher than his opening bid for at least a minute or two. Up went our hand, and down went the gavel.

Essays were not too popular, as was evidenced by his offering the two complete imperforate but gummed sheets as one lot. You will find them listed in the Brazer's *Essays for U.S. Adhesive Stamps*. The five-cent is #115aE-Fc, in deep ultramarine, and the ten-cent is #116E-Dj in deep green. We are intrigued to find that when the Brazer catalog came out in 1941, he indicated this ten-cent essay as "scarce." Unknowingly, since the catalog had not yet been issued, we had bought probably the only sheet of this color.

Our cost on the two sheets of essays was so small that we had relatively little trouble in disposing of them. Few collected essays. Two generations before there had been a bit of interest in them when a dealer named Tiffany produced a catalog of them. Lambert Gerber, then as now of Tamaqua, Pa. was the only dealer really selling them. Every auction which he produced had a section of them, and as evidence of their growing popularity, some brought as much as \$5 each. Gerber readily purchased portions of each of our sheets.

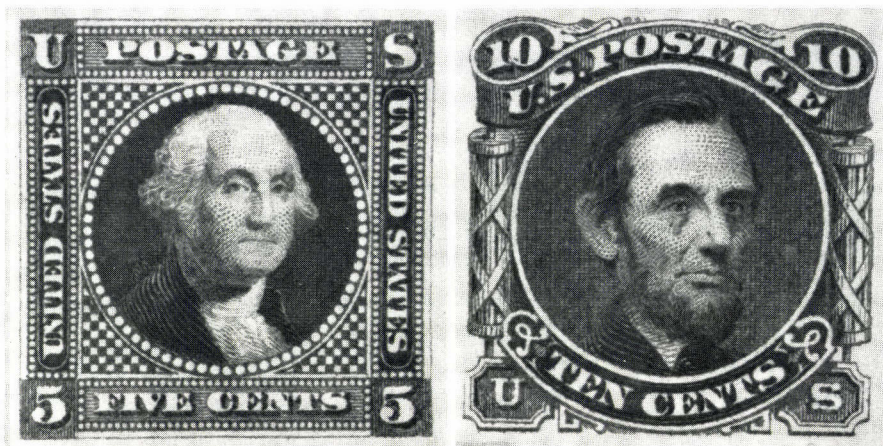


Figure 1. Essays of the 6c (5c essay) and 10c 1869 stamps: 5c is Brazier 115aE-Fc (deep ultramarine) and the 10c is Brazier 116E-Dj (deep green). Sheets of both essays were purchased prior to World War II by Pat Herst at a Eugene Klein sale of the Tuttle stock. Note the designs, 5c is Washington and 10c is Lincoln.

Our advertising pitch on these was a bit different. The gist was that if you cannot afford to fill the spaces in your albums with originals, then essays might do just as well, especially in view of the savings. And, you could be the first kid on the block to tell fellow collectors that the six-cent 1869 stamp was originally intended to be a five-cent stamp. How many collectors today know that?

We do not recall ever having had anyone tell us how grateful he is for the good buy we gave him on 1869 essays almost four decades ago. We did not offer them in singles or in pairs; they were too cheap for that. But two dollars would buy a superb unhinged imperforate *block* of each item, which worked out to about twenty-five cents per stamp. The sheet sold out readily, even though there must have been a great number of collectors who turned the page indignantly, thinking that a quarter per stamp for 1869 essays was a shockingly high price.

We don't see them often these days, so we have no idea what a block of each would bring today, but we would venture it would be something like three hundred dollars.

A philatelic philosopher once rightly remarked that we never own our stamps. We are merely temporary custodians of them, enjoying them until the

day comes when our span of admiration must end, and they go on to another collector, to be admired and enjoyed, until he too must pass them along.

Bogert and Durbin are gone, Tuttle is gone, Klein is gone, and the day will come when this writer is gone — but the lovely stamps in the 1869 sheets discussed here, now broken up and scattered to the winds, will remain for the enjoyment of generations yet unborn. That is one of philately's greatest charms . . . but let's not knock the fortunate ones who bought blocks of #133 for considerably less than ten dollars, and superb 1869 essays for 25c per stamp!





1869 ISSUES ON COVERS TO BENJAMIN SMITH LYMAN, MINING ENGINEER, CALCUTTA, INDIA.

By Margaret L. Wunsch and Ravi Vora

INTRODUCTION

Philatelists search many avenues to find an area in which they may be interested or needed. So it is with a great deal of satisfaction that we describe six covers loaded with postal history addressed to India. Each cover bears a stamp of the 1869 issue, and if more than one stamp is affixed to the envelope, it is in combination with a stamp of another issue. Five of these covers are *INSUFFICIENTLY PAID* and two postal routings are scarce or even rare for this period.

Originally there must have been at least seven letters sent to Mr. Lyman in Calcutta, India, as someone has written on the last one (here called cover number 6) "No. 7" and "A(nswered) in person". If there is a missing cover, is it in one of your collections? These covers contain the original letters and were sent to Mr. Smith as follows:

	Mailed on
Cover #1by male friend.....	3rd March 1870
Cover #2by his father.....	22nd August 1870
Cover #3by his sister.....	9th September 1870
Cover #4by his mother	3rd November 1870
Cover #5by his mother.....	10th November 1870
Cover #6by his sister.....	19th December 1870

WHO WAS BENJAMIN SMITH LYMAN?

The first clue was provided by Cover No. 1, written by a friend in Springfield, Massachusetts. In this letter the friend mentioned Harvard College among other things. A contact with the Harvard University Library

Archives in Cambridge, Massachusetts revealed that Mr. Lyman was an illustrious person, a well known geologist, mining engineer and inventor of world-wide reputation. He graduated from Harvard College in the class of 1855. He was the son of attorney Samuel Fowler and Almira Smith Lyman, born in Northhampton, Mass. on December 1, 1835.

Not only was he a graduate of Harvard, but also from the Ecole des Mines, Paris in 1861. He studied at the Royal Academy of Mines, Freiberg, in 1862, then spent several years in private geological work. Later as a mining engineer he was employed by the Public Works Department of India surveying oil fields. From 1873 to 1879 he was chief geologist and mining engineer for the Japanese Government. He is acknowledged to have made the first geological survey of Japan, for which he was highly honored in that country. (His work in Japan uncovered and surveyed valuable coal and mineral beds.)

Mr. Lyman travelled all over the United States, British America, Europe, India, China, Japan and the Philippines in connection with his geological research. In 1871 he invented a solar transit. He was a lifelong bachelor and died at the age of 85 in 1920.¹

THE POSTAL RATES TO INDIA DURING THE 1869 PERIOD

There were numerous rates to India (East Indies) during the 1869 period, roughly March 1869 through the Middle of 1871. At least five, and from December 1870 onward, seven rates and routes were possible. Shown in Table I below is a summary of the various rates as found in the *United States Mail and Post Office Assistant*.² The British offered three routes: via Southampton, via Marseilles and via San Francisco. The Southampton rate was 28c per half-ounce from March, 1868 until January 1, 1870, when it was reduced to 22c. The Marseilles rate was 36c from March, 1868 until January 1, 1870, when it was reduced to 30c. In December of 1870, this route was listed as 36c "via Marseilles or Brindisi", and in January of 1871 it was changed to 28c "via Brindisi" only. The rate via San Francisco was initiated at 10c in November, 1868.

The North German Union offered two, and eventually four routes to India. The "Direct" route was 27c beginning in July, 1868, until July, 1870 when it was reduced to 24c. In July, August and September of 1870, this route was closed due to the Franco-Prussian War. The 24c rate was reinstated in November, 1870, and in addition, the NGU offered a route "via Brindisi" for 25c. The other major NGU rate, the "Closed Mail via England," was 32c beginning in July, 1868, until July, 1870 when it was reduced to 27c. In December, 1870, a route "via England and Brindisi" was offered at 28c. Finally in March, 1871, the Brindisi rates were consolidated with the "Direct" and "Closed Mail via England" rates, at 24c and 27c respectively.

As most of the letters in this correspondence were insufficiently paid, the remaining postage was collected by the Indian Post Office in their local currency. Currency exchange rates between the U.S., England and India,

TABLE I
U. S. POSTAGE RATES TO INDIA (EAST INDIES)

Source: U. S. Mail and Post Office Assistant

BRITISH MAIL			DATE	NORTH GERMAN UNION	
Via Southampton	Via Marseilles	Via San Francisco		Direct	Closed Mail Via England
28¢	36¢		3/68		
			7/68	27¢	32¢
		10¢	11/68		
22¢	30¢		1/70		
			7/70	24¢	27¢
			8/70	Route Closed Due To War	
			11/70	24¢	
	36¢ Via Marseilles or Brindisi		12/70	(1)	(2)
	28¢ Via Brindisi Only		1/71		
			3/71	24¢ (3)	27¢ (4)
			4/71	(5)	(6)
			10/71 (7)		
Rate Changes 7/75	Rate Changes 7/75	Rate Continues			

NOTES TO TABLE I:

- (1) In addition to this Route, the NGU offered a route via Brindisi for 25c.
- (2) In addition to this Route, the NGU offered a route via England and Brindisi for 28c.
- (3) The Direct & Brindisi routes are offered at 24c each.
- (4) The Closed Mail via England and the via England & Brindisi routes are offered at 27c each.
- (5) and (6) NGU via Trieste routes added and offered at 27c and 30c respectively.
- (7) All NGU rates change.

shown in Table 2, will be useful in understanding various postal rates and routes that we are about to describe.

TABLE II
1870 CURRENCY EXCHANGE RATES

U.S.A.		England		India
1 cent	=	0.5 pence	=	4 pies
2 cents	=	1.0 pence	=	8 pies
3 cents	=	1.5 pence	=	1 anna

Currency Denominations

U.S.A:	100 cents = One Dollar
England:	12 pence = One Shilling; 20 Shillings = One Pound
India:	12 pies = One Anna; 16 Annas = One Rupee

ANALYSIS OF THE COVERS

COVER #1 - EXCERPTS FROM THE LETTER

Lyman's friend wrote in a letter postmarked March 8, 1870 that, "Alcotts are away this winter and Louisa and May are going to sail for Italy this month to be gone a long time. Louisa grows in popularity and is making money fast by her books which go on selling about as fast as ever." During this era there was an important literary group in Concord, Mass. The letter continues, "Mr. Emerson has just printed a new volume of lectures some of which you have heard. He is hard at work getting his Cambridge lectures ready for next May and June." (This was Ralph Waldo Emerson.) The writer then gave news of people in Concord and stated, "I mention this Concord news because you are quite as much interested in it as anything that goes on here — and so am I. The *Republican* gives you the general news of the country, and you get papers, etc. from Philadelphia — Gold is down to 113 and silver begins to escalate again."

RATE AND ROUTING ANALYSIS

This cover, postmarked March 8, 1870, is simple and straightforward. It is the only one with complete prepaid postage of 32 cents. According to Hargest,³ this rate was applicable for North German Union service using the "Closed Mail via England" route between January, 1868 and July, 1870. Analysis of the *United States Mail and Post Office Assistant* indicates this rate began in July, 1868.

A few comments regarding postal rates are in order. In March, 1870 the sender had five alternate choices of rates for sending this letter to India. Sur-

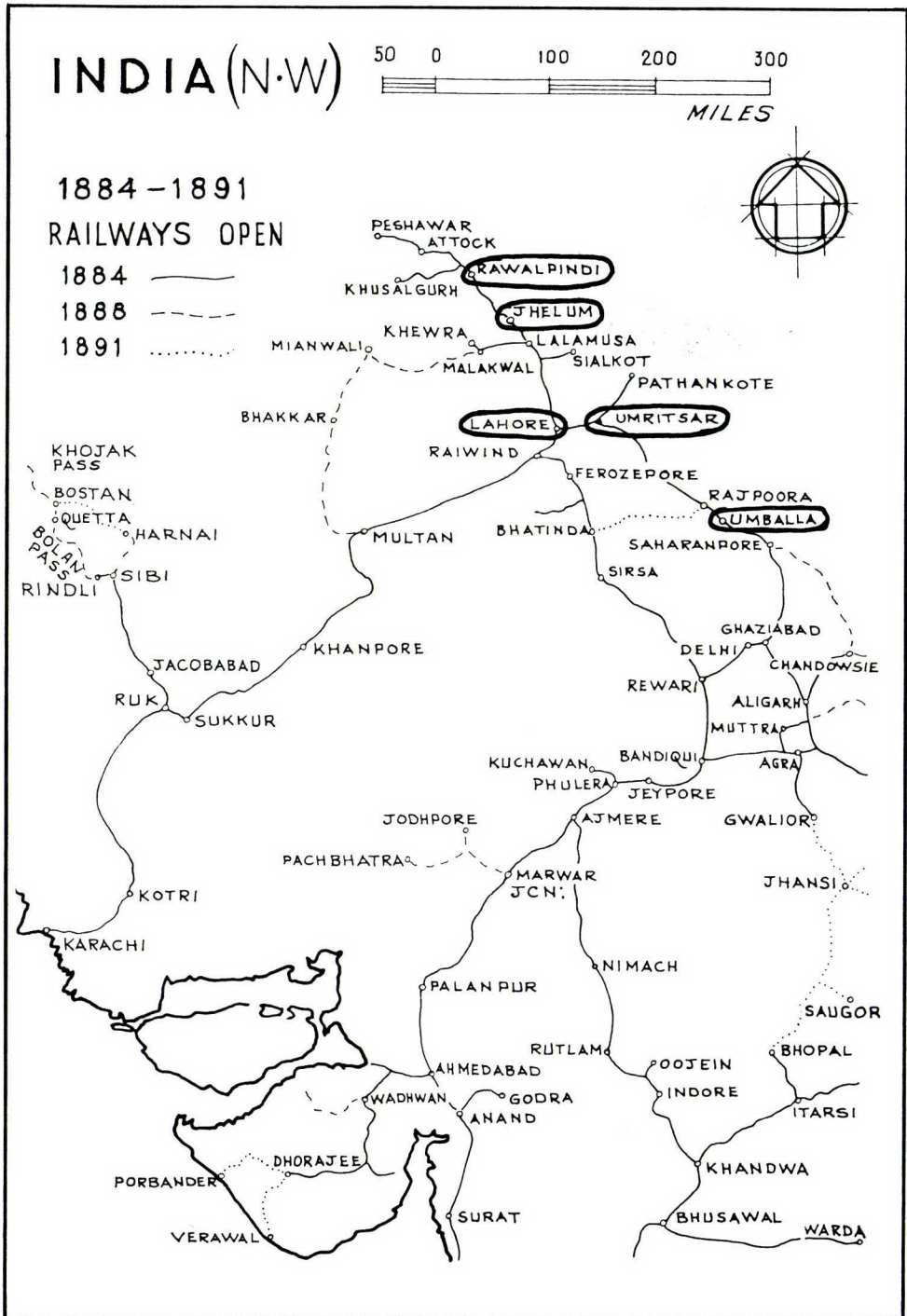


Figure 1. A two-cent 1869 Post Rider and a 30c (Scott #171) prepaid complete postage from Springfield, MA., to Fattehgunge, India; 3/18/1870 departure, 5/19/1870 arrival. Route is via London and, probably, Marseille, France. "Bhangy Chullan" list attached, which was used to redirect the letter when no more space was available for writing.

prisingly, no routing instructions are noted on the cover. However, with the London "PAID" cancel and the 32 cents prepaid, we assume it was sent via the most expensive route (refer to Table I). Was this done intentionally? If so, why? The Franco-Prussian War could not have been a factor, because Prussia did not declare war on France until July 19, 1870. There is another possible route. According to the annual report of the India Post Office (1870-1871), *experimental* trips of the mails via the Brindisi route were made as early as 1869-70. Alas, we do not know whether or not U.S. patrons were aware of this, and if so, whether the rate was 32c. Also, at that time the mail route between England and India via Marseilles was the most expedient one. A review of the rates and routes (Table III) will indicate that the British mail via Marseilles was optimal — fastest with the lowest rate.

The cover bears, in addition to the Springfield, Mass, CDS of March 8, 1870, a red New York "Paid All Transit" cancel dated March 12 (See Figure

MAP I



Map I. Northwest India. Some of the town postmarks on the covers to Mr. Lyman are circled. Courtesy of R. Lowe. "Indian Travelling Post Offices 1864-1891," D. R. Martin; Robson Lowe Ltd., 1969.

1) In London the "Paid" cancellation of March 23 was applied. When the cover reached Calcutta, the Indian Post Office charged 'one anna' for forwarding the letter inland. This is shown by the rectangular marking on the back that reads:



This marking means, "Calcutta General Post Office, bearing one anna."

The total time required to travel between Springfield, Mass. and Calcutta was 47 days (38 days between New York and Calcutta). Of the six covers analyzed, this letter took the second shortest time. However, Mr. Lyman was constantly moving and the letter followed his trail, finally reaching him 17 days after it arrived in India. In following Mr. Lyman, the letter was forwarded from Calcutta to Rawalpindi (now Pakistan) as well as Lahore, Futtehgunge and Jhelum, as indicated by a total of 15 backstamps. Manuscripts redirection markings indicate the letter also went to Shahpore.

The piece of paper attached to the letter is called the Bhangy Chullan (invoice) list. The photograph shows this slip attached. The slip is marked, "List of Bangi" (note wide variations in the spelling of Indian words was common). Bhangy or Bangi was the Indian word for the 'untouchable' people. Most of the clerks and the runners were untouchables. It was stuck on the letter at Lahore because the addressee had moved on, but left instructions at the Post Office that he would be operating in the Jhelum-Rawalpindi region (see Map I)." This Bhangy list was to enable other offices which might have had to redirect the letters after no more space on the face of the cover remained. The Urdu manuscript endorsements were made by the Rawalpindi delivery peons to the effect that the addressee could not be found and the unclaimer clerk recorded this fact along with an English marking "UNCLAIMED."

COVER #2 - EXCERPTS FROM THE LETTER

Lyman's father wrote on August 22, 1870, enclosing a newspaper clipping from the *Evening Post*, Troy N.Y. He mentioned the meeting of the American Association for the Advancement of Science, the notables present and absent, the papers read in sessions with 127 members in attendance and hospitalities and sights of Troy. The letter continues, "A terrible conflict now raging between France and Prussia produced most excitement in this country where the sympathy is very much divided by old political parties — the Democrats for France and the Republicans for Prussia, with few exceptions, Napoleon is condemned by all for declaring war on such foolish grounds. I do not see how we are to suffer from its continuance while we must shudder at its slaughterless prosecution — Americans in Europe find great difficulty in obtaining passage home. Sam Fowler is ordered home, his school being broken up, 277 of his mates are drafted for the army."

RATE AND ROUTING ANALYSIS

By the time this letter was mailed on August 22, 1870, news of the Franco-Prussian War and the related problems in the mail routes in Europe had

reached the United States. To insure safe passage over promptness, Mr. Lyman's father, the writer, chose the Pacific route via San Francisco as may be seen by the red "San Francisco / Sep 1 / Paid All" marking on the cover front (Figure 2). Note, however that the Indian mails were not diverted to the Brindisi route by the Postmaster General of England until October 21, 1870.



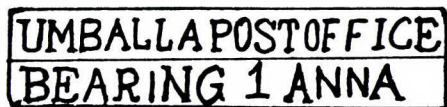
Figure 2. A two-cent Black Jack "F" grill (Scott #93) and a three-cent 1869 Locomotive pay five cents of the 10c British rate via San Francisco to India. Three annas were collected from Mr. Lyman upon delivery (see text). The trip took 83 days: overland across the U.S. and by ship across the Pacific, China Sea and the Bay of Bengal.

The payment on this cover is a bit of a mystery. The cover bears five cents postage, 3c 1869 issue (Scott No. 114) and 2c Black Jack grill (Scott No. 93), whereas at that time the rate for this route was 10 cents per half ounce (see Table 1). Thus the cover was five cents short of the fully paid rate. While

there are no postal markings of insufficient postage on the cover, there is a manuscript marking on the back of the cover as follows:

$$\begin{array}{r} 2 \\ \hline 1 \\ -1 \\ \hline 1 \\ \hline 3a \end{array}$$

This indicates that three annas were collected by the Indian Post Office from the recipient. Of the 3 annas, one anna was for the inland forwarding charge applied at the Umballa Post Office, leaving two annas (U.S. 6 cents or English 3 pence) for the unpaid portion of the postage. The correct postage due (5c) in the Indian currency was one anna and eight pies. In other words, the Indian Post Office collected one cent (4 pies) extra. This may be attributed to relatively complicated postal and foreign exchange rates between the two countries.



Another point of interest. In their well documented book. *Overseas Letter Postage From India, 1854-1876*, Martin and Blair⁴ state that for the period in question, the rate from India to the United States via Hong Kong and San Francisco was 6 annas, 8 pies or 20 cents in the U.S. currency — exactly twice that for the U.S. to India. Can anyone provide explanation for this difference?

When we analyze the fourth cover, we shall see that the mail arriving by private ships at Calcutta received a special postmark. An absence of such a postmark implies that this cover did not travel by private ship between San Francisco and Calcutta.

The time required to travel between Northampton and Calcutta via San Francisco was 83 days — the second longest period of the six letters. The letter travelled in India as follows:

<u>Place</u>	<u>Date</u>
Calcutta	November 12, 1870
Umballa	November 15, 1870
Calcutta	November 19, 1870
Lahore	November 22, 1870
Calcutta	November 27, 1870

COVER #3 - EXCERPTS FROM THE LETTER

Lyman's sister wrote on September 8, 1870. She mentions a trip by stagecoach, completion of Lehigh Valley Railroad in Pennsylvania and the following about the war in France. "Father is as excited over it (war) as if it was an American war, and almost everybody is, I believe, but I don't feel as keen an interest as I did. But it is wonderful the rapidity with which it has gone as Napoleon and his dynasty had come to an end. And that we would know of the issues of the battles before the Prussians themselves. The *Tribune*

has very full reports and gone to enormous expense to get the news first and fullest. It is wonderful that we learn the next day after the battles all about them as we did in our own war. I am glad Napoleon is done for and I hope the French will make the recovery go this time. They have begun and perhaps the outside pressure may keep off internal dissensions. The war has interposed very much with the American pleasure seekers of when (sic) a greater number than ever went to Europe this spring. I hear that every berth in the steamer has been taken . . . until January."

RATE AND ROUTING ANALYSIS

The third letter, mailed on September 9, 1870, bearing four cents postage was partially prepaid (Figure 3). The four cent postage was made up of a 1c 1857 issue (Scott No. 24) and a 3c 1869 issue (Scott No. 114). While the one-cent stamp was demonetized, apparently the U.S. postal clerk accepted it in the payment. The four cents paid for the open mail rate for letters weighing up to 1/2 oz. between the United States and England (Hargest). The correct rate to India via Southampton at this time was 22c. Nine annas, four pies (U.S. 28 cents) was collected at Calcutta as indicated by the circled marking on the front of the cover. Since the letter had to be forwarded inland to Umballa, an additional one anna was charged. Thus, a total of 10 annas, 4 pies (U.S. 31 cents) were collected from the addressee as indicated by the manuscript marking "10-4" on the back of the envelope.



The breakdown of the 22c rate shows 2c U.S. postage to carry the mail internally, 2c postage to carry the mail by ship to England, and 18c postage (or 9 pence) for the British to carry the mail to India. After January 1, 1870, the British added a 6c fine (3 pence) on letters *INSUFFICIENTLY PAID*. Thus, cover #3 should have been charged the 18c postage, plus the 6c fine plus the inland forwarding charge (1 anna or 3c U.S.), for a total of 27c. For some peculiar reason, the Indian Post Office did not credit the 4c postage paid for New York to England (could it be the presence of the demonitized 1c stamp?), but instead charged the full rate, 22c (11 pence British), between New York and India via Southampton, plus the 6c (3 pence British) fine, plus the 1 anna (3c U.S.) inland forwarding charge. The 31c collected (10 annas, 4 pies) is therefore the sum of 22c + 6c + 3c.

Fortunately, this letter bears all the postal markings essential for tracing its journey. After arriving in New York in one day from Northampton, Mass., the letter reached London on September 21 (eleven days between New York and London). From there, it reached Bombay via Southampton on October 15 (24 days between London and Bombay). Remember that the mail for India was not officially diverted to Brindisi (via Belgium and Germany) until October 21, 1870. At this time, the mails to India via Southampton were placed on the packets (mail ships) of the Peninsular & Orient Company. P. & O.'s packets left Southampton every Saturday. As a matter of fact, the 24 days required for the letter to travel from London to Bombay was longer than normal —



Figure 3. Four cents postage paid by a Type V one-cent perforated Franklin and a three-cent 1869 Locomotive covers the open mail portion of the postage from Northampton to London. From London, the letter went to India via Southampton. The blue Franklin had been demonetized, but was apparently accepted by the U.S. post office. Addressee paid 10 annas 4 pies (31c U.S.) as seen from manuscript marking on reverse. This payment indicates the Indian post office charged the full 22c rate from the U.S. to India, plus a 6c fine for insufficiently paid letters, plus 3c for inland forwarding.

because, starting September 21, 1870, P. & O. packets were required to stop off at Lisbon to drop the mail to Portugal.⁶ Finally, the letter reached Calcutta by overland in three days from Bombay. Interestingly, the letter avoided any significant delays due to the Franco-Prussian War and reached Calcutta in 38 days from Northampton (or shore to shore from New York to Bombay in 34 days) — the shortest period among the six letters.

Two interesting postal markings require comments. The partial payment is duly recognized by a red straight line *INSUFFICIENTLY PAID* marking. Research by Mr. E. G. O'ehme of the India Study Circle, UK (see Acknowledgments) indicates that this marking was impressed by the English foreign branch office to indicate to the Indian Post Office to charge the rate by the route used (i.e., via Southampton in this case). The fact that this mark is absent on the two covers (numbers 2 and 4) sent via San Francisco confirms the origin of the marking to be English rather than American. The Indian Post Office responded accordingly, as previously mentioned, by using the circular marking shown here, which shows the full rate from the U.S. to India plus the 6c fine. This marking, R. Lowe Type 85, was applied by the Indian Post office at Bombay and means "Steamer Bearing / Charge of 9 annas - 4 pies." It is a relatively scarce marking.



COVER #4 - RATE AND ROUTING ANALYSIS

Editor's Note: Mrs. Wunsch has temporarily misplaced the contents of cover #4 and has been unable to locate it at the time of publication.

By the time this letter was mailed from Northampton, Mass. on November 3, 1870, the Franco-Prussian War had adversely affected the mail routes through France. The news of the new route through Belgium and France, effective October 21, 1870, might not have reached the United States. Evidently, the writer (Mr. Lyman's mother) or the United States postal clerk chose the San Francisco route.

The rate analysis of this cover is not really simple. As shown in Figure 4, the cover bears 16 cents postage made up by the 3c 1869 issue (Scott #114) in combination with the 12c grill of the 1867 issue (Scott #97) and the 1c grill of the 1870 issue (Scott #134). As mentioned earlier, the correct rate via San Francisco was 10 cents for letters weighing one half ounce or less; whereas this letter has 16c postage. There are two possible explanations:

1. The letter was overweight and the additional 6 cents was for the extra weight (partial payment).
2. As explained later, the letter was sent by a private ship. The additional 6 cents may be the payment to the private ship.

Note that the 12c postage stamp on the cover is not tied to the cover. Since this cover bears no postal or manuscript markings of insufficient payment or other collection marks, we can assume that the 12c stamp originally belongs to the cover.

It took 91 days for this cover to reach Calcutta from Northampton — the longest travelling time among six letters. The cover came via the Hong Kong route in a direct bag. Covers arriving at Calcutta by private ships were receiv-

ed by the *Ship Steamer Letter Department*. The receiving cancellation of the department, *STEAMER LETTER G.P.O. CALCUTTA* was applied to the back of the envelope. This particular cancellation (R. Lowe Type 72)⁸ was used at Calcutta and Rangoon during the 1870's. The GPO (General Post Office) distributed such letters from a special "window" for which the addressee needed a *registered* ticket.

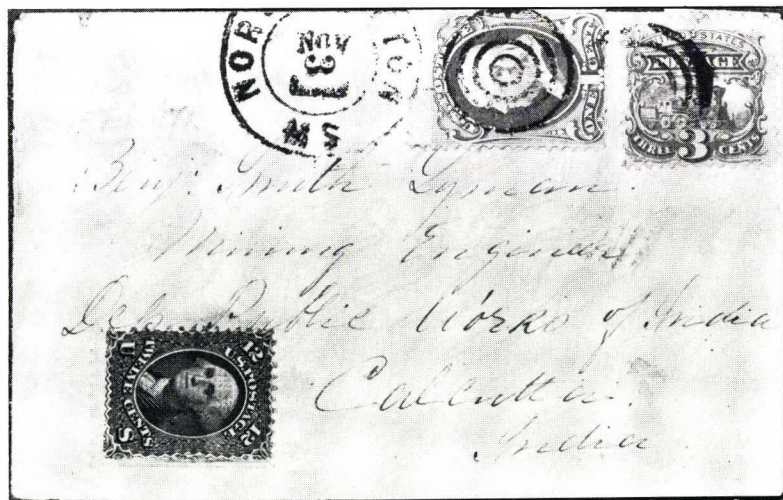
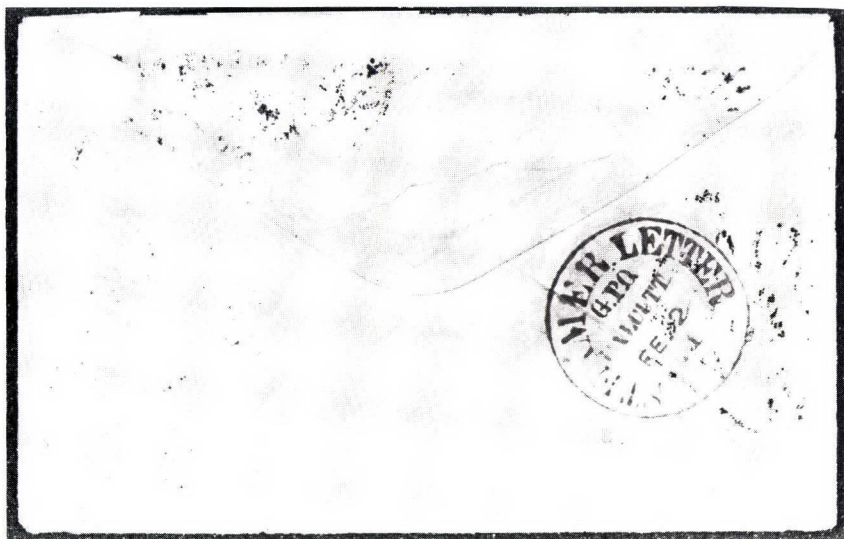
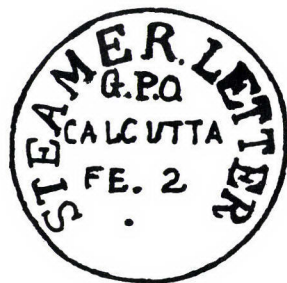


Figure 4. A wonderful combination of 12c Washington grill (Scott #97), three-cent 1869 Locomotive and one-cent Franklin grill Bank Note (Scott #134) pays 16c of normal 10c postage. The letter travelled by private ship via Pacific route and received the *STEAMER LETTER G.P.O. CALCUTTA* marking on reverse. The six-cents additional postage is not fully understood (note the 12c is uncanceled). This Northampton to Calcutta letter took an incredible 91 days.

COVER #5 - EXCERPTS FROM THE LETTER

Mr. Lyman's mother wrote to him on November 18, 1870 giving family news. She was concerned about his living conditions, servants, and those working with him in the survey of the oil fields. She also commented on the pictures received from him and stated his living conditions were not that to which he had become accustomed.

In this letter, his mother continues, "We have to pay 4 cents to get your letters to the steamer. I don't think this is fair for you to pay both ways." This comment is an indication of confusion regarding the postal rates and methods of payment for letters between the two countries. Apparently, the '4 cents' referred to here is the payment for the U.S. - England open mail rate. In other words, the addressee was required to pay for the postage from England to India. The addressee also probably paid in full for letters he sent from India to the U.S. This explains his mother's comments on 'not fair for you to pay both ways.'

RATE AND ROUTING ANALYSIS

This is one of the most interesting covers. As seen in Figure 5, it bears a 3c 1869 issue (Scott #114) and 1c 1870 grill (Scott #134) paying the open mail rate between the U.S. and England. It was mailed from Northampton on November 18, 1870.

After arriving in New York the next day as indicated by the backstamp in black dated November 19, the postal clerk at New York (mistakenly) returned it to the sender after marking "6" in blue crayon. The front of the envelope bears *RETURNED FOR POSTAGE* in blue script. The postal clerk incorrectly thought the destination to be the British inland, in which case 2 cents additional postage would be required. The postal clerk at Northampton, Mass. corrected "6" to "4", underlined Calcutta to indicate the cover was in transit to India and returned it to New York. The cover was then stamped *INSUFFICIENTLY PAID* (twice), *PAID PAID ONLY ONLY TO ENGLAND* and handstamped "New York / **TO ENGLAND** December 15."

This is the only cover of the group with *PAID ONLY TO ENGLAND* marking. Mr. Oehme's research indicates that this marking was impressed in the United States. Our assumption is that this marking was applied by the New York Foreign Mail Branch, as the office of original dispatch was responsible for either realizing the correct postage on paid letters or to surcharge unpaid/partially paid letters for recognition by the office of delivery.

By the time the letter reached England in December, 1870, the mail route via Marseilles (France) was no longer used. This cover was routed via Ostend (Belgium), Coeln (Germany) and then on to Brenner Pass, Bologna and Brindisi. The conclusive proof of the route is the straight lined cancel of Coeln dated "1-12-1871". There was a surcharge of 3 pence (U.S. 6 cents, or Indian

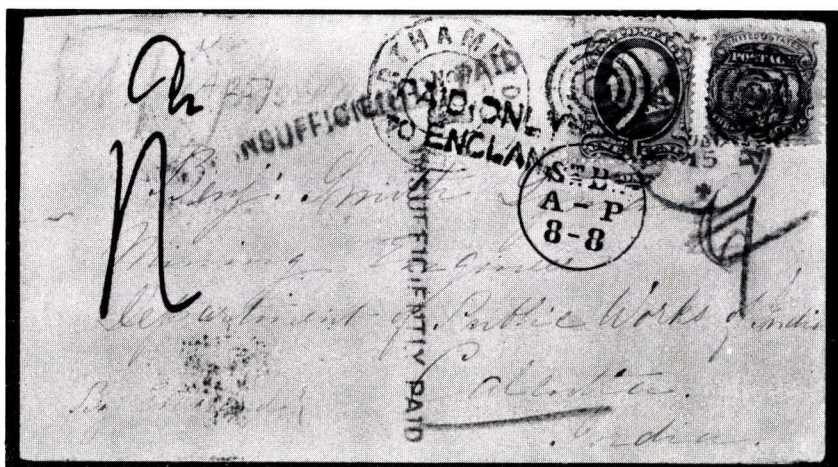
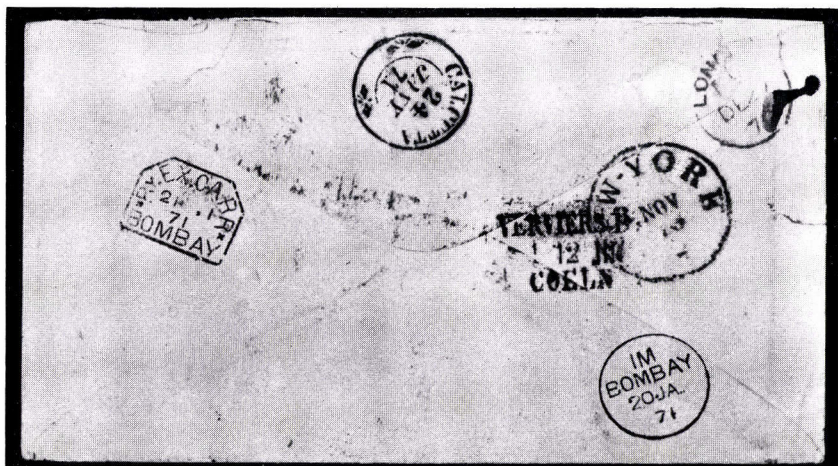


Figure 5. This complicated cover is franked with 3c 1869 Locomotive and one-cent grilled Bank Note (Scott #134). Note the *PAID ONLY TO ENGLAND* straight 2-line handstamp, struck by the U.S. Post Office. The route was via England, Ostend (Belgium), Coeln (Germany) and Brindisi. The route via Marseilles (France) had been closed due to the Franco-Prussian War. The Brindisi route was in use less than 9 months, and covers such as this are indeed scarce.

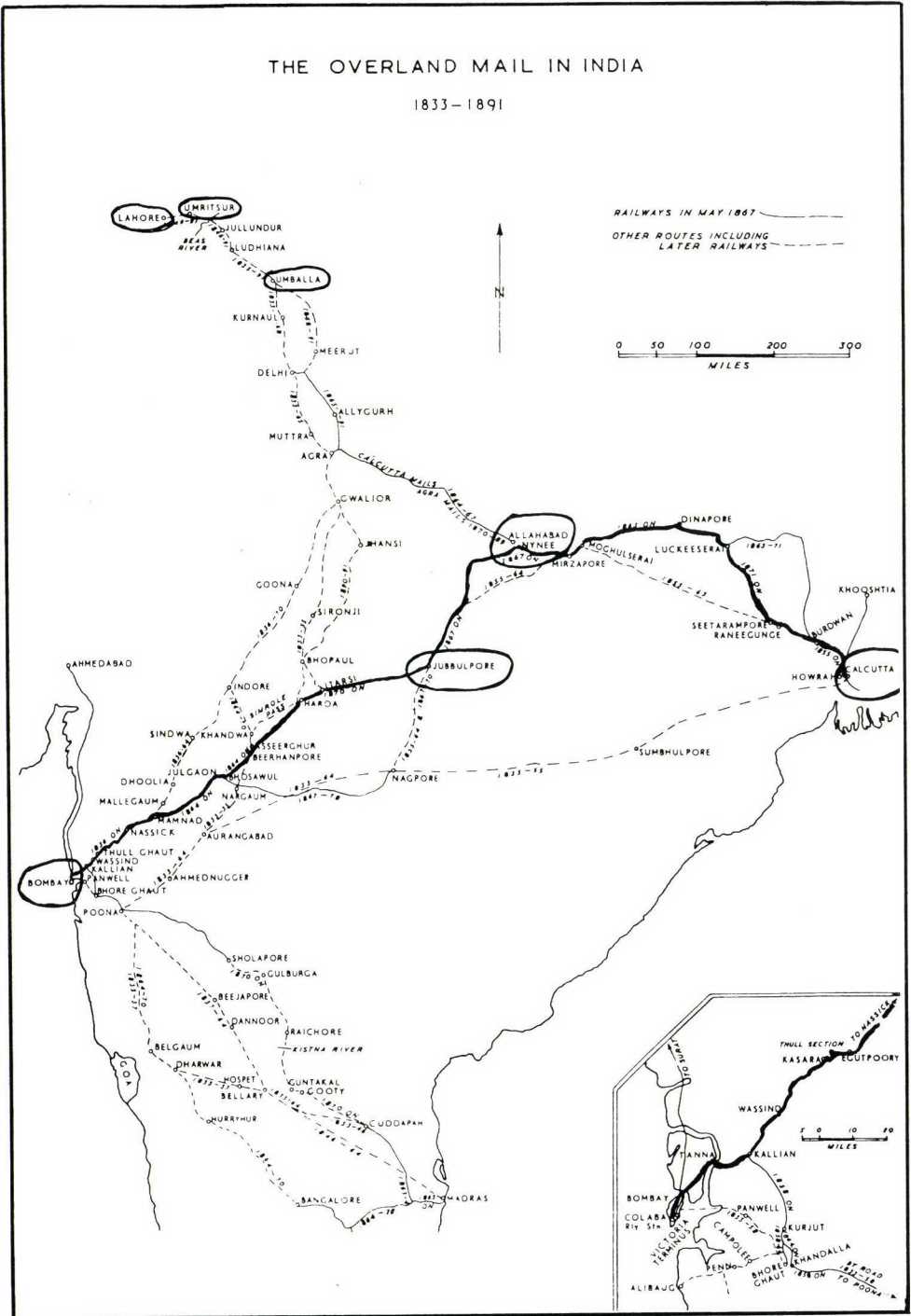
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2 Annas) for the Brindisi route, i.e., from England through Brindisi to India, which the *U.S. Mail*⁶ indicates was in existence for *only* the month of December, 1870. This made the Brindisi portion 1 shilling, 4 pence (32c U.S.) versus 1 shilling, 1 pence (26c U.S.) for the old Marseilles portion. Thus, the 32c plus the 4c open mail rate to England totals the 36c rate “via Brindisi” notation in the *U.S. Mail*. The following month, January, 1871, the British Mail rate to India via Brindisi dropped to 28c.

MAP II

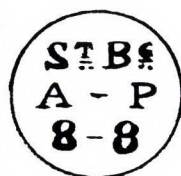
THE OVERLAND MAIL IN INDIA

1833-1891



Map II. Heavy black line shows the Overland Mail across India, from Bombay to Calcutta in 1871. *Courtesy of R. Lowe. "Indian Travelling Post Offices 1864-1891." D. R. Martin; Robson Lowe Ltd., 1969.*

The cover was not marked to indicate either the via Brindisi route or the 6c surcharge. Consequently, the Indian Post Office apparently ignored the temporary rate increase and instead marked "8 annas - 8 pies" (1 shilling, 1 pence, or 26c U.S.) for collection, using the old via Marseilles rate. Because of the clear marking *PAID ONLY TO ENGLAND*, the Indian Post office did not charge the *full* US-India rate of 10 annas (30c U.S.), the old Marseilles rate.



The British mail route via Brindisi was used for only a short period of time because of disruptions in the Marseilles route due to the Franco-Prussian war. And, this cover, which was in transit during the *only* month of the 36c via Brindisi rate (although it was rated at the old 30c rate by the Indian Post Office) is exceedingly unusual. The Brindisi route was longer and as the conditions returned to normalcy, the British Postmaster General confirmed a switch back to the Marseilles route by 1872.¹⁰ Thus, covers bearing postal markings of the Brindisi route are indeed scarce.

The second New York handstamp indicates that it took 35 days for this letter to reach Bombay from New York — or a total of 67 days from when it was first deposited for mailing in Northampton to Calcutta.



The back stamp cancellation *RY EX CARR* stands for "Railway Express (Train sorting) Carriage". This was sanctioned by the Bombay Government in October, 1870 to convey the overland mails to Jubbulpore, from whence it was forwarded to the Allahabad T.P.O., which had a special overland set to do the Calcutta town delivery sorting in the carriage.¹¹ This arrangement allowed the mail to be sent to the Calcutta G.P.O. and Town Offices for immediate distribution avoiding further resorting. This railway marking is recorded neither by Cooper¹² nor by Lowe.¹³ (See Map II).

COVER #6 - RATE AND ROUTING ANALYSIS

Editor's note: Mrs. Wunsch has temporarily misplaced the contents of cover #6 and has been unable to locate it at the time of publication.

This cover is somewhat similar to the previous one except it only bears a 3c 1869 issue (Scott #114), i.e., 1 cent short of the open mail rate to England. The letter was mailed from Northampton on December 19, 1870 by Mr. Lyman's sister. Note that this time the New York Foreign Mail branch chose not to return the letter to the sender for the 1 cent deficiency.

The *INSUFFICIENTLY PAID* mark, again, was probably applied by the British Foreign Branch. The Indian Post Office at Bombay applied the marking "St. Bg. As. 8", as shown in Figure 6, indicating 8 annas due from the addressee. The 1870-71 annual report of the Indian Post Office stated that by a

TABLE III: TRAVEL TIME ANALYSIS

Cover	Date Mailed	Final Destination	Final Destination Date	TRAVEL TIME - DAYS					
				N.Y.	NORTHAMPTON, MASS. TO S.F.	London	Bombay	Calcutta	N.Y. To Calcutta
1	3-8-70	Fattehgunge	5-19-70	9*	-	20	-	47	38
2	8-22-70	Calcutta	11-27-70	-	10	-	-	83	73
3	9-9-70	Aholpejhne?	10-24-70	1	-	11	35	38	34**
4	3-11-70	Calcutta	2-2-71	-	-	-	-	91	91
5	10-11-70	Calcutta	1-24-71	7	-	?	71	75	67
6	12-19-70	Calcutta	2-21-71	22	-	35	70	73	51
									73

* From Springfield, Mass. to New York City

** From New York to Bombay

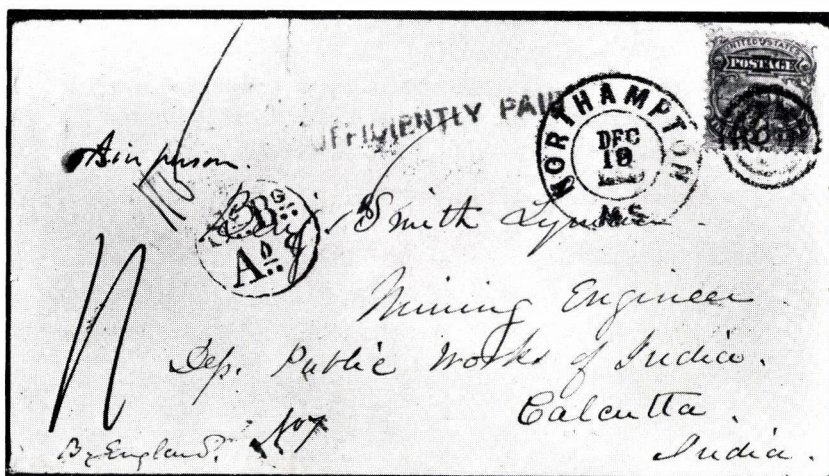
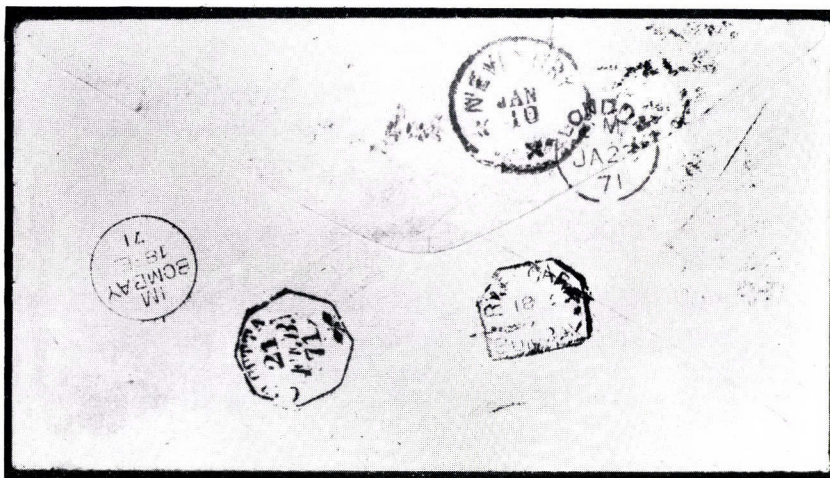


Figure 6. Similar to cover #5, but with only three-cents postage paid by the familiar 3c 1869 Locomotive. This item bears a straightline *INSUFFICIENTLY PAID* marking, believed struck by the British Post Office Foreign Branch. Route: London, Belgium, Germany, Brindisi, Calcutta. This Brindisi route cover is provable because of the 8 anna due marking.

subsequent arrangement, the rate for letters to England via Brindisi was reduced to 8 annas (24c U.S.) per half-ounce from the earlier 8 annas 8 pies (26c U.S.) rate. These amounts are consistent with the 28c U.S.-India via Brindisi rate effective 1/71 and the earlier 30c U.S.-India via Marseilles rate, respectively. In other words, the 8 anna due marking indicates:



- 1) This letter also travelled by Belgium-Germany-Brindisi route though no direct postal markings exist on the cover.
- 2) Since the Indian Post Office only collected for the

England-India rate, either the U.S. or the English post office took a 1 cent loss.

Other postal markings are similar to that for the previous cover. Finally, this letter took 73 days to reach Calcutta from Northampton — pretty close to the last cover.

CONCLUSIONS

- 1) While the San Francisco-Hong Kong route was cheaper and safer than the Marseilles route during the Franco-Prussian War, it was considerably slower.
- 2) Belgium-Germany-Brindisi route, used briefly during the Franco-Prussian War, also slowed the mail considerably.
- 3) Covers sent through the Belgium-Germany-Brindisi route — especially with transit cancellations from the route — are very scarce.
- 4) The postal rates between the United States and India were so complex that often the post offices made mistakes, let alone the poor postal patron.

ACKNOWLEDGEMENTS

Special thanks are given to **Mr. Bob Nuttall** and especially to **Mr. E. G. Oëhme** of the India Study Circle (UK). Mr. Oëhme spent a great amount of time researching pertinent literature at the India House in London.

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- 2) *United States Mail and Post Office Assistant*, 1860-1872; Reprinted by the Collectors Club of Chicago, 2 vols., 1975, with an introduction by Michael Laurence.
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- 4) *Overseas Letter Postage from India, 1854-1876*, Robson Lowe Ltd., London, England, 1975.
- 5) *ibid.*
- 6) "Mails to the East 1869-1875", Johnson, R.I., *The Philatelic Journal of Great Britain*, September 1975, pp 56-64.
- 7) *Billig's Philatelic Handbook*, Volume 39, North Miami, Florida.
- 8) *ibid.*
- 9) *United States Mail*, *op. cit.*, December 1870 edition.

- 10) "Mails to the East 1869-1875", *op. cit.*
- 11) *Annual Report, Indian Post Office, 1870-71.*
- 12) *Early Indian Cancellations*, Jal Cooper, Thacker & Co, Ltd., Bombay, India, 1948.
- 13) *Billig's Philatelic Handbook, op. cit.*





CLASSIFYING THE U.S. SPLIT GRILL VARIETIES

By J. Weston Smith

INTRODUCTION

In collecting the United States issues with grills, I have become fascinated by the varieties of grill placements upon the stamps. Ordinarily there is an entire impression on each stamp. However, "split grills" are not uncommon, and any grill enthusiast will discover many examples. In pursuing the unusual varieties of grill placement, I discovered there is no universal method for classifying the "split grill" varieties.

I believe collectors of grilled issues deserve a standard classification. Among the reasons is the relative scarcity of a "split grill," vertical or horizontal.

THE PROBLEM

I have discussed this factor with friends and examined available literature, but have not found a source of classification. The problem as seen in Figure 1 is whether the grill is split vertically or horizontally.

One could argue that the stamp in Figure 1 is split "horizontally" because the two portions of the grill impression are horizontal to each other. However, I feel the grill impression is split by the perforations and, because the grill impression is the subject under discussion, the grill impressions in Figure 1 are "vertically" split. To see how the grill impression was split, see Figure 2, which shows a pair with the grill impression split by the vertical perforations between the stamps.



Figure 1. Horizontal or vertical split grill? The author concludes with the use of other standard philatelic nomenclature, that this grill split should be classified "*a vertically split grill impression.*"



Figure 2. Pair with vertically split grill, caused by vertical perforations "splitting" the grill impression.

PHILATELIC PRECEDENCE

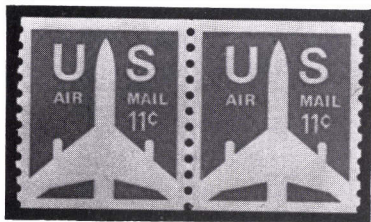
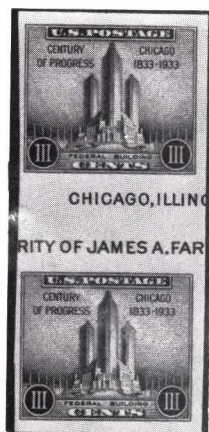


Figure 3. Coil pair perforated vertically.

each other. In the Farleys, we describe gutter pairs by the direction of the gutter between the stamps, as Figure 4 illustrates. This is a "vertical gutter" pair, while Figure 5 illustrates a pair with "horizontal gutter" between.

There is an accepted procedural precedence in other philatelic areas, for example, in U.S. coil stamps and Farleys. Figure 3 shows a pair of coil stamps, which are classified by the direction of the perforation which separates the stamps.

This type is described as perforated "vertically," and becomes the accepted classification, even though the stamps are horizontal to



Simply, then, it was the orientation of the perforations separating the stamps in Figure 3; and it was the direction of the gutters in Figures 4 and 5 which correctly classified the stamps.

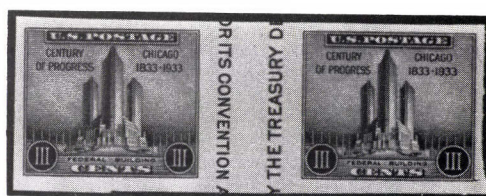


Figure 4. "Farley" pair with vertical gutter between.

Figure 5. "Farley" pair with horizontal gutter between.

CLASSIFICATION ILLUSTRATIONS

The remaining illustrations are examples of how this nomenclature may be utilized in classification, thus leading to better definition in philatelic inter-communication.



Figure 6. Horizontally split grill.

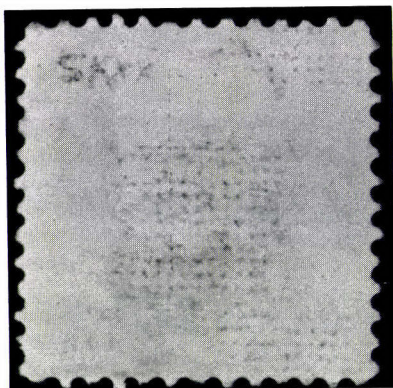


Figure 7. Double grill with one split horizontally.

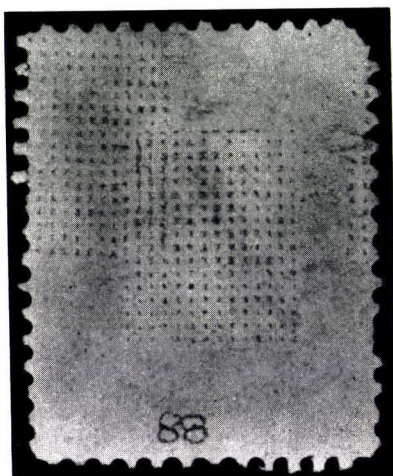


Figure 8. Double grill with one split vertically.

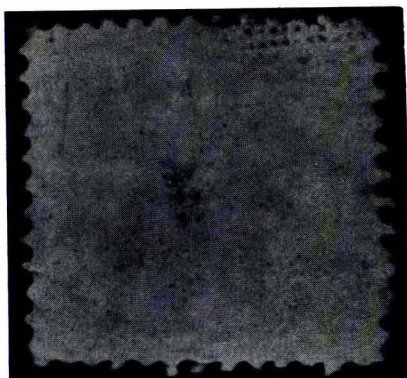


Figure 9. Upper half only of horizontally split grill impression (created by the grill being impressed between the two rows of stamps on the edge of the pane).



Figure 10. Quadruple split grill impression (created by the grill impression being split both horizontally and vertically).





The Type I 15c 1869 On Cover: A Census

by Jon Rose & Elliott Coulter

THE 15c TYPE I — STILL A MYSTERY

It is unfortunate that we will probably never know with any degree of accuracy how many of the Type I 15c 1869 bicolor stamps were printed or issued to the post offices. Whereas Lester Brookman estimates the number at 200,000,¹ Michael Laurence says that 140,000 is the more likely number.²

We can safely say that at least 77,740 Type I stamps were issued by looking at the delivery figures given by William Herzog.³ Laurence concluded that another 63,000 or so Type I stamps were delivered during the second quarter of 1869 and that none were issued after July 1, 1869. This would account for the preponderance of usage of Type I's during the year 1869, especially during the months April through July. In this study it is shown that 60 genuine covers are known used during the period April-July, 1869, and that only 34 genuine covers are known during the next eighteen plus months.

We do know now, thanks to the work of a number of dedicated philatelists, that the Type I on cover is a very scarce item. In fact, the authors now believe that about 120 could be a good round number for existing genuine covers. Our survey during the past year has revealed just 105 examples, of which 94 are believed to be genuine. There must be other Type I covers. Are they still to be turned up in Europe and buried in U.S. collections?

Brookman notes that this stamp is "rather rare on covers, and when found is usually on the large legal size envelope."⁴ We agree with the first statement, but the second is certainly incorrect. Fifteen cent Type I's (and II's) are quite often found on a small (normal) size envelopes, addressed to France or other foreign destinations.

Because of the small number of extant covers, we believe that Scott's price for a #118 cover, now \$700, is quite conservative. However, to date (March 31, 1978), auction realizations have justified this price.

Type II 15c stamps were being shipped to post offices as early as May, 1869 (Earliest cover use given in *Scott's Specialized* is May 23, 1869). Our study has revealed no other earlier Type I cover usage than the April 2, 1869 example sent from New Orleans to Bordeaux, France, and illustrated in Brookman (Vol. II, p. 174).

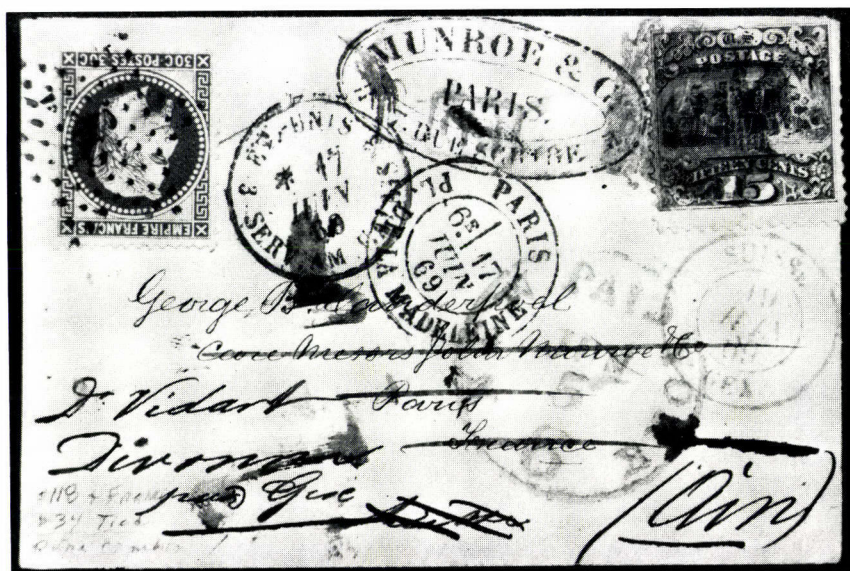


Figure 1. 15c Type I pays Treaty rate to Paris where 30 centimes Napoleon III (1867) was used to forward letter to Switzerland. There, the cover was re-directed back to France. Red New York Paid 6 signifies American packet via England with circular Calais receiving mark. *Elliott Coulter photo.*

It seems that New Orleans and New York City were among the first, if not the first, post offices to sell Type I stamps, as the first 11 covers (chronologically) are all from one of these two cities. Further, a majority of Type I 15c covers emanated from New Orleans (34) or New York City (45). Actually almost all Type I covers originated in large U.S. cities (90 of 105). France was the most common destination by far for the foreign usages (64 out of 90).

One other interesting observation about the 15c 1869 stamps in general is worth repeating. Michael Laurence, writing in the May, 1977 edition of *1869 Times*, noted that during the four quarters of the calendar year 1869, twice as many 15c Lincoln's of the previous 1868 issue were distributed to post offices than the (current) 15c 1869 stamps. Information such as this only reinforces the position that 15c Type I's on covers are rarities.

FIFTEEN CENT TYPE I QUANTITIES

Recall that researcher Richard Searing (PRA #66) listed 49 genuine 30c 1869 covers and 62 genuine 24c covers.⁵

His “rule of thumb” factor of 0.0002 multiplied by the number of issued stamps closely approximated the number of covers which he listed. If the large Port Chester find of 24c 1869 covers is subtracted from the listed 24c covers, this factor for both the 24c and 30c stamps is almost identical:

24c: 62 covers — 11 P.C. covers = 51 covers

$$\frac{51 \text{ covers}}{235,350 \text{ stamps}} = .000217$$

$$30c: \frac{49 \text{ covers}}{244,110 \text{ stamps}} = .000201$$

If a “rule of thumb” factor applies to both the 24c and 30c surviving 1869 covers, can this same factor be applied to surviving 15c 1869 Type I covers to determine the approximate number of issued stamps? Your authors think not. As can be seen in the cover summary (Table I), 75% of the covers are single rate foreign usages bearing but a single Type I — and an additional 5% of the covers are single weight domestic registered covers. This means the preponderance of the covers are small and light in weight. Second, fully 2/3 of the covers were destined for France and many contained personal correspondence.



Figure 2. 15c Type I pays Treaty rate to Metz, France, transit via French line, French packet direct as evidenced by octagonal marking to left of New Orleans CDS and red New York Paid 12 faintly struck to left of octagon. Docketed “6 November 1869” but postmarked November 8 New Orleans. Photo courtesy of Richard Wolffers.

Thus, contrasted with either the 1869 24c or 30c covers, it is believed the 15c Type I’s as a general rule were retained by the receiver at destination because:

- a) The covers arrived in good condition.

- b) The covers were small.
- c) The covers contained, in many instances, personal business.
- d) The covers were destined for places (U.S., France) where, after retention, they could easily find their way back to U.S. collections. They were not scattered all over the world in payment of very high international postage.

Our conclusion is, after reviewing the summary of the data, that we might easily expect to find 2 to 3 times the number of extant 15c (Type I or Type II) covers as the Searing "rule of thumb" factor would predict. Searing's factor would predict roughly 600,000 Type I stamps were issued ($120 \text{ covers} / .0002 = 600,000$). This large number is much too high, as good records from Luff's original research indicate a total issuance of 1,438,840 15c stamps of both types. It is well known the 15c Type II stamps and covers are much more plentiful than the Type I's.

Our guess is that between 167,000 and 300,000 15c Type I stamps were issued based on the following:

$$\text{a) } \frac{100 \text{ covers (low)}}{.0006 \text{ factor}} = 167,000 \text{ issued stamps}$$

$$\text{b) } \frac{120 \text{ covers (high)}}{.0004 \text{ factor}} = 300,000 \text{ issued stamps}$$

OBSERVATIONS ABOUT THE LISTING

Where we believe that evidence or authority indicates that the cover is



Figure 3. A 15c Type I carries this letter from New Orleans to Perpignon, France via American packet through England. Black New York Debit 18 strike as well as straight-line insufficiently paid — both then crossed out, so fully prepaid. Blue "PD" in box. *Elliott Coulter photo.*

doubtful or spurious, that the stamp doesn't belong on it, we so note in the remarks column. In the case of eleven covers we have noted that they are either questionable or outright fakes. The authority for this is usually either the Philatelic Foundation or Stanley B. Ashbrook, writing in his *Special Service*. Covers which we believe to be of questionable authenticity have a single asterisk (°) attached to left of the cover number. Covers which we believe to be clearly faked have a double asterisk (°°) attached to left of the cover number.

Combination uses are rare, but at least 21 are known. A cover is believed to exist bearing both Type I and Type II 15c 1869 stamps, however we have been unable to locate it. Does anyone know where this gem resides?

Speaking of gems, cover #103 — used to Calcutta — sold by H. R. Harmer, New York, in October, 1970, is stated to be franked with a 1c, 3c, 6c, 10c and Type I 15c 1869, all paying the 35c rate. It is thought that the 15c is a Type II. Can anyone straighten this problem out? Whichever (Type I or Type II), this is an important cover.

There is a cover on the list showing Type I usage with the 24c 1869 and three others with the 30c 1869. The 24c plus 15c Type I cover was sent April, 1871 from Osaka to Yokohama. It was sold recently in the J. David Baker Sale, April 4, 1978 by Robert A. Siegel, Inc. It brought \$16,500 and is illustrated in Figure 6. This branch line cover was also in the January, 1944 Ward Sale (Lot 490) and shows interconsular mail usage. Its authenticity has been questioned, and a full-scale evaluation is necessary.

The first 15c Type I plus 30c 1869 cover is an ex-Knapp cover sold by Parke

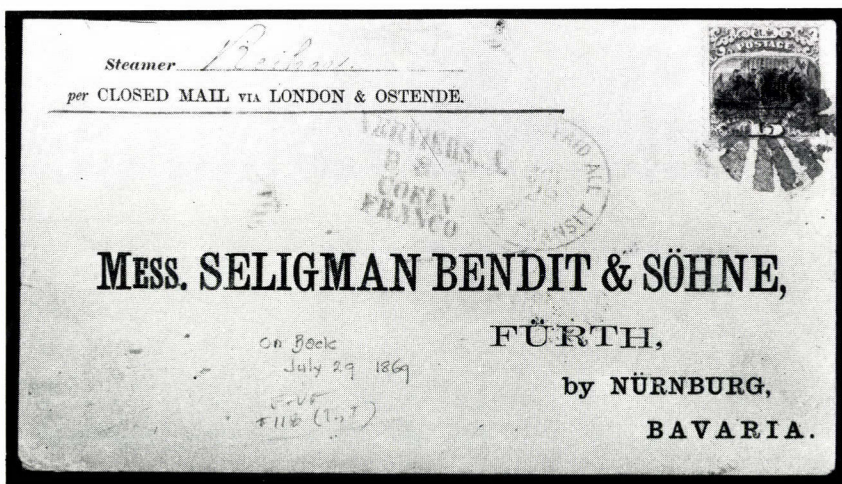


Figure 4. A 15c Type I pays rate from New York City to Bavaria via *BRITISH TRANSIT PAID ALL*. Printed instructions and docketing tells the story: Via "Steamer Reihn per closed mail via London & Ostende." Red *VERVIERS-COELN (COLOGNE) FRANCO* receiving office marking in 4 straight lines. (Verviers, Belgium to Köln, Westfalen traveling office.) One of several similar covers reported to this commercial addressee. *Elliott Coulter photo.*

TABLE I
15c 1869 TYPE I ON COVER - DATA SUMMARY

Origin	Destination	Stamp Use Scott #	Year of Use
Batavia, NY	Algeria	118 (single)	1869
Berselaer . . . , NY	Bavaria	118(2)	1870
Gloucester, Mass.	Calcutta, INDIA	118(3)	1871
Gonzales, Texas	Columbia		Unknown
Kentucky (town unknown)	Domestic:		
Lexington, KY	Albany, NY	118 with:	
Marysville, CA	Alfred, ME	French	
Monongahela, PA	Belmont, NY	US # 71	
Newport, RI	Boston, MA	100	
New Orleans,	Buffalo, NY	112, 114, 115, 116	
New York City	Canjoharie, NY	112, 114	
North Carolina (town unknown)	Cherokee Co., NC	114	
Osaka, Japan	Cowleville, NY	114(2)	
Owensville, Ohio	Ft. Scott, KS	114, 117	
San Francisco (all probably fake)	Lehigh, PA	114, 120	
UNKNOWN	Philadelphia, PA	115	
Washington, D.C.	Richmond, VA	120	
	Starksborough, VT	121	
	Wilson, NC	136	
	Washington, D.C.	U21	
	England	U59	
	France		
	Germany		
	Ireland		
	Italy		
	Prussia		
	Sicily		
	Switzerland		
	UNKNOWN		
	Yokohama, JAPAN		
Total 105			

Number Believed Genuine	94
Number Questionable (*)	8
Number Believed Fakes (**)	3

Bernet Galleries as Lot 1786 (Sale II), November 3-8, 1941. This is a triple rate cover. Regrettably, neither the catalogue description nor illustration details the circular red New York "Paid" marking, which is probably a "New York Paid 18." The cover was lot 830 in the CAPEX John Juhring Sale.

Lot 1787 in the same Knapp Sale was a #118 with a #121, possibly used from New Orleans, routed through New York City on June 13 and mailed to one "Rochereau" in Paris. The New York City credit marking is "9," for a triple rate cover.

The third 30c cover reported is from the original Hollowbush Collection and was sent from New York City. It was only mentioned by Ashbrook, and little information about it is known. Associates are asked to report any information known on this cover.

Covers are known showing usage of the Type I 15c with such 1869 values as the 1c, 3c, 6c, 10c. Strangely, none with either the 2c or the 12c 1869. There are four usages with postal stationery and one each with the 30c 1861 and the 30c grilled, #100. There is one recorded usage with Bank Note stamps.



Figure 5. A 15c Type I and a 3c Locomotive pay the registration fee and first class domestic rate from Gonzales, Texas, to Boston, Mass. Note the dotted *BOSTON REGISTERED* receiving marking. This is an 1869 usage, and is one of five known similar frankings. It is ex-Krug, Stephen Brown, Moody, Baker. Photo courtesy of Robert A. Siegel.

SUMMARY AND REQUEST

The authors earnestly solicit information from collectors anywhere who have knowledge of the 15c Type I (Scott 118) on cover, which is not listed here. Information should be sent to the editors of this publication or to the writers of this article. Also, we ask your indulgence for errors made and shall willingly accept all corrections submitted by owners of the covers listed or collectors with additional valid data.

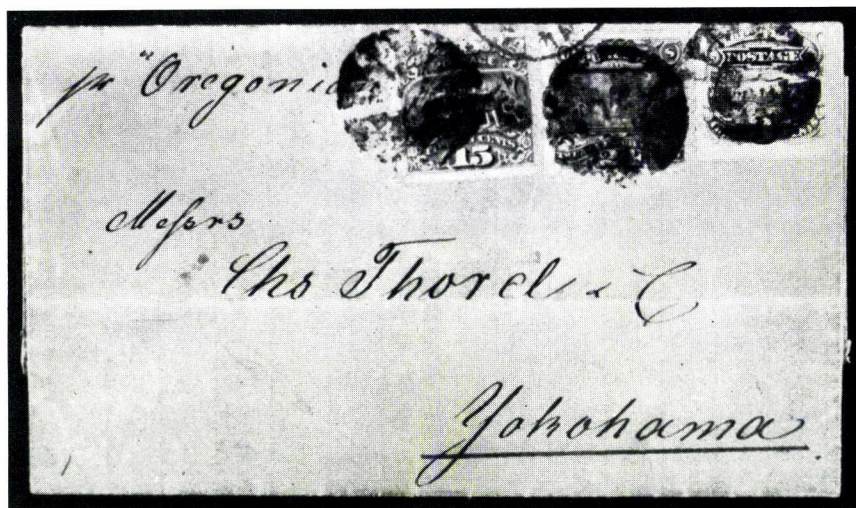


Figure 6. This unique combination cover is shrouded in mystery and dispute. No matter, the present owner paid \$16,500 for it at the Siegel David Baker sale in April, 1978. Why would 42c postage be required to send this letter (branch line usage) from Hiogo to Yokohama? The folded letter is docketed April, 1871, a rather late usage as well. *Photo courtesy of Robert A. Siegel.*

Credit for this census belongs to a number of collector contributors and others, but the authors would especially like to thank PRA members **Jeffrey Forster**, **Saul Kwartin**, **Millard Mack**, **Allan Radin**, **George T. Turner**, **Margaret Wunsch** and **Marc Haas** as well as the **Philatelic Foundation** for contributions and assistance.

Editor's Note: This cover census is believed accurate for covers documented up to mid-summer 1978. The Stanley Gibbons Mekur Sale of the Juhring Collection was held as this book was going to press and contains additional 15c Type I covers not listed here.

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- 1) Brookman, Lester, *The United States Postage Stamps of the 19th Century*, Vol. II, p. 175.
- 2) Laurence, Michael, *1869 Times*, May, 1977, p. 4 (Vol. II, No. 4).
- 3) Herzog, William K., "Quantities of Stamps Issued During the 1869 Period," *Chronicle*, 89:40 (Feb., 1976).
- 4) Brookman, *op. cit.*, Vol. II, p. 173.
- 5) For 30c covers: Searing, Richard M., "A Listing of 30c 1869 Covers," *Chronicle* 97:48-56 (Feb., 1978). (*Editor's Note: First published in The 1976 Register*, U.S. 1869 PRA.)
For 24c covers, Searing, Richard M., "A Listing of 24c 1869 Covers," *Chronicle* 93:42-49 (Feb., 1977). (*Editor's Note: First published in The 1976 Register*, U.S. 1869 PRA.)

TABLE II
15c 1869 TYPE I STAMP USED ON COVER

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
1)	4/2/69	New Orleans/Bordeaux, France	118	15c	Earliest known use	Brookman, Vol. 2, p. 174
2)	4/3/69	New Orleans/Fumel, France	118	15c	2nd earliest; Mourning cover	R. Siegel, 12/12/69
3)	4/14/69	New Orleans/Paris	118	15c	Early use, ex-Wm. West	Fox, 1/6/67 lot-176
4)	4/21/69	NYC/Paris	118	15c	Red NY Pd. "6" signed Ashbrook	Harmer (NY), lot-401, 5/5/71
5)	5/3/69	New Orleans/France	118	15c	Black N.O. CDS	PFC # 1955 genuine
6)	5/5/69	NYC/Paris	118	15c	Red NY Pd. "6" ms. dkt. May 4, 1869	Harmer (NY), lot-315, 6/10/68
7)	5/6/69	NYC/Paris	118	15c	Red NY "12"—Pq.Fr.H N°2	Mercury, 11/2/63
8)	5/8/69	NYC/Paris	118	15c	Red NY Pd. "18"	SBA records
9)	5/12/69	NYC/Palermo, Italy	118	15c	Red NY Paid All B.T., May 12 cds, tied	Juhring # 312
10)	5/13/69	New Orleans/Brest, France	118	15c		PFC # 934, genuine
11)	5/14/69	New Orleans/Bagnères, France	118	15c	Black circ. cork ties; Red NY Pd. "6"	PFC # 42336, genuine
12)	5/15/69	New Orleans/France	118	15c	Black N.O. CDS ties	ex-Knapp, 3/41 sale, pt. 2, lot-1759
13)	5/16/69	Monongahela City, Pa./Washington, D.C.	118	5x3c	Court cover	PFC # 26030
14)	5/17/69	New Orleans/Perpignon, France	118	15c	Black "NY 18" & Insuff. Paid, deleted by pen; vignette shift Rt.	R. Siegel, 6/12/73 lot 218? Also, Siegel, 12/5/77, lot-520, SF \$425
15)	5/18/69	NYC/Paris	118	15c	Red NY Pd. "3" 11 days to Cherbourg	PFC # 26926, genuine

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
16)	5/19/69	New Orleans/Rouen, France	118	15c	Ashbrook letter dkt. "p. 1st steamer"	R. Siegel, 4/21/59 lot-259
17)	5/22/69	New Orleans/Bordeaux, France	118	15c	Red NY Pd. "6"	Gimelson, 9/26/67, lot-337
18)	5/23/69	New Orleans/Prussia	118	15c	Closed mail via England; ex-Newbury; tiny	Newbury Sale 1, R. Siegel, 5/17/61, lot-622
*19)	5/24/69	New Orleans/France	118	15c	Fr. 8 decimes mk. ties 118	R. Siegel, 10/27/68, lot-764 SBA-probably fake
20)	5/25/69	NYC/Paris	118	15c	Red NY Pd. "3" ex-Newbury; tiny cover	R. Siegel, Newbury Sale 2; 10/17/61
21)	5/25/69	NYC/Berlin	118	15c	Dkt. "Pr Hammonia: Prussian Closed Mail" (HAPAG)	Harmer (NY), lot-402, 5/5/71
22)	5/25/69	NYC/Lehigh, Pa.	115, 118	2x3c+ 15c	Registered large part court house cover	R. Siegel, lot-270, 4/18/77
23)	5/25/69	NYC/Setif, Algeria	118	15c	large part cover front	Harmer (NY), Part 3; Hessel, lot-596
24)	5/27/69	New Orleans/Bordeaux	118	15c	Red NY Pd. "3" Cherbourg Rec.Mk.	Harmer (NY), lot-498, 3/25/52
25)	5/28/69	New Orleans/Genoa, Italy	118	15c	Red NY Pd. All Br. Transit/New Orleans blk CDS & cork ties	R. Siegel, lot-334 6/12/73
26)	5/28/69	New Orleans/Paris	118	15c	Red NY Pd "3", signed Ashbrook	Harmer (NY), lot-569 27/19/63
27)	5/29/69	NYC/Paris/London	118, Fr. #35	15c, 40c fwd.	Fwd. to London, Baring Bros., Red NY Pd. "12" ex-Moody	Harmer (NY), 11/26/56 PFC #____, genuine
28)	5/7/69	NYC/Paris	118	15c	Red NY Pd "6" ex-Bingham	R. Siegel, lot-816, 12/5/67 (Pt.II)
29)	5/7/69	NYC/Paris	118	15c	Black? NY 24, Fr. 16 dec.; st. line insufficiently paid	R. Siegel, lot-357, 1/6/72

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
30)	5/7/69	NYC/Italy	118	15c	Red NY Pd.All Br. Transit, (direct closed mail via England)	Wm. Fox, lot-152, 4/19/69
31)	6/1/69	NYC/Cartagena & Monterra, Columbia	118, U21	?	Only known use to Columbia stamped "1" & "g"	Juhring, 6/14/78 lot-815
32)	6/2/69	New ?, NC/Wilson, NC	114, 118	3c + 15c	Hdstmp. "REGISTERED"	SBA SS, ex-Hollowbush
33)	6/3/69	Newport, RI/Rochefort, France	118	15c	Black Newport CDS ties 118 to large cover front	Simmy, lot-128, 6/10/76
34)	6/5/69	NYC/Paris	118, Fr. # 34	15c, 30c fwd.	Fwd. to Switz. by error, re-dir. back to France; small cover	R. Siegel, lot-339, 6/12/73
35)	6/7/69	New Orleans/Turin, Italy	118	15c	Red NY Pd. All Br. Transit; bk. stm. rev., Torino 26-June-69	R. Koerber, lot-669, 3/17/77
36)	6/8/69	New Orleans/Hautes-Pyrenees, France	118	15c	Red NY Pd. "12"	R. Wolfers
37)	6/9/69	NYC/Palermo, Sicily	118	15c	Tied by black cork, ragged	Harmer (NY), lot-546, 10/12/70
*38)	6/9/69	NYC/Bordeaux, France	118	15c	Probably 118 doesn't belong	I. Heiman, lot-122, 1/20/73
39)	6/10/69	New Orleans/Ft. Scott, Kansas	118, U21	3c + 15c	"REGISTERED" in black oval; mss. "1432"; signed Ashbrook	Harmer (NY), lot-84, 1/15/58
40)	6/12/69	New Orleans/Gironde, France	118	15c	Red NY Pd "6" N.O. CDS ties; ex-Krug	R. Siegel, Sale # 452, 5/28/74
41)	6/12/69	New Orleans/Paris	118, 100	3x15c	Red NY Pd. "36", triple rate; ex-Gibson	P. Ward, lot-478 Gibson Sale, 6/15/44
42)	6/13/69	NYC/Munich, Bavaria	118	15c	Red NY Pd.All Br. Transit, tied black prop. grid	Harmer (NY), lot-525, 1/14/64, ex-White
43)	6/15/69	New Orleans/Paris	118	15c	Red NY Pd. "6", Fwd. in Paris; ex-Krug, signed Ashbrook	Brookman, Vol.II, p.172; R. Siegel, 3/22/73 Rarity; lot-74

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
44)	6/17/69	NYC/Philadelphia	114, 118	3c + 15c	Registered Domestic	Harmer (NY) - Hessel 2, PFC # 56519
45)	6/19/69	New Orleans/Paris	118, 121	3x15c	Red NY Pd. "9", 36c credit to France—Br.Pkt., folded cover. (This cover may have been sent 6/9 from N.O. & pmk. 6/13 NYC.)	R. Siegel, lot-341 3/3/77; ex-Knapp, sf \$4,000 '77
46)	6/19/69	NYC/Belfast, Ireland	118		Red "NY Pd. All June 19" CDS. "Dublin & Belfast R.P.O. J 3069" bk. stamp	Juhring lot-813, 6/14/78
47)	6/18/69?	Gonzales, Tex/Richmond	U59, 118	3c + 15c	Registered Domestic	SBA SS, ex-Hollowbush
48)	6/25/69	New Orleans/Pyrennes, France	118	15c	Red NY Pd. "3" Cherbourg	Harmer (NY), 6/7/71 lot-1193
*49)	6/26/69	NYC/Paris	118	15c	Red NY Pd. "12" (6/26) per Steamer Lafayette; doubtful, as Fr. rec. mark is also 6/26/69	R. Siegel Sale # 452, lot-563, 5/28/74
50)	6/26/69	New Orleans/France	118	15c	Black NY "6" 6/26 CDS ties c.card "Merchant's Bank, N.O."; signed Ashbrook, St. Line "insuff. pd." fwd. to 2nd Paris addr., "16" dec. due mark; rare	Gimelson, lot-119, 1/27/67
51)	6/26/69	NYC/Buffalo, NY	114(2), 118	15c + 2x3c	Registered, dbl. wt. domestic use to Miss Justina Howland	PRA member collection
52)	6/26/69	NYC/Paris	118(3)	15c x 3	Only 3x # 118 for 3x rate; per Lafayette. 2 tied by NY Pd "36" in red (6/26) emb. corner card	R. Siegel, lot-137, 6/23/65
53)	6/7/69	New Orleans/Bordeaux	118	15c	N.O. CDS ties plus cork. Blue Cherbourg Rec. mk. 7/10/69	Herst, 2/5/64, lot-986
54)	6/7/69	NYC/France	118	15c	Red NY Pd "6", not tied, signed Ashbrook; Calais 6/16/69 trans. mark	R. Siegel, lot-1263; 1/14/71

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
*55)	6/7/69	NYC/Paris	118	15c	Black "15" ties # 118; Red NY Pd. "12"; doubtful authenticity	lot-26, 7/18/58 sale of ?
56)	7/13/69	NYC/Furth, Bavaria	118	15c	Tied by black 8-spoke cork. Red NY Pd. All Br. Trans. printed address: "Seligman Benit & Sohne;" Stmr. Silesia, via London/Ostend	R. Siegel Sale # 448, lot-73
57)	7/11/69	New Orleans/Fumel, France	118	15c	Red NY Pd. "6"; Lydia (Kosh) Post; rec. 7/28	PRA member collection
58)	7/20/69	Washington, D.C./Albany, NY?	115, 118	15c + 2x3c	Both tied legal size cover by black corks; to H. Fish, NY Governor, cover defective	Harmer (NY), lot-81, 6/24/69
59)	7/37/69	NYC/France	118, 121	3 x 15c	# 118 tied by French transit mark	SBA, P. Ward, ex-Hollowbush
60)	7/10/69	NYC/Paris	118(2)	2 x 15c	To Mrs. Geo. Hess; Red NY Pd. "12"; backstamped 7/20	PRA member collection
61)	7/16/69	NYC/Cherokee Co., N.C.	114, 118	15c + 3c	Domestic registered cover; both tied by black oval 6-bar grids; N.Y. Jul 16 Reg. CDS	Harmer (NY), lot-366, 4/19/67
62)	7/29/69	NYC/Furth, Bavaria	118	15c	Tied by black circle of wedges; printed addr. as 7/13 (# 56) cover	PRA member collection, ex-Krug; R. Siegel lot-770, 5/22/58
63)	7/31/69	NYC/Bavaria	118	15c	Red NY "Paid All" Br. Transit; tied by black geometric; printed addr. (see # 56); red Bremen Franco	R. Siegel, lot 337, 6/12/73
64)	7/?/69	NYC/France ?	118	15c	Red NY Pd. "6"; not tied; signed Ashbrook	R. Siegel, lot-387, 1/12/71
65)	8/14/69	NYC/France	118	15c	Tied by black maltise cross. Top left of cover gone	R. Siegel, lot-173, 5/2/73. Dr. D. B. Meistrup Sale

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
66)	8/16/69	Washington, D.C./Paris	118	15c	Tied black split cork	PRA member collection
67)	8/17/69	Lexington, Ky/ ?	118	5 x 3c ?	Not Reg. (?); Tied by circle of 8 black spokes	Harmer (NY), lot-277, 4/26/66
68)	8/17/69	NYC/Furth, Bavaria	118	15c	Printed address (see # 56); Red NY Pd. All Br. Transit. Steamer Westphalia	Gerber, lot-312, 1/19/59
69)	8/21/69	NYC/Paris	118	15c	Red NY Pd. "12"; PD in red; To Mrs. Geo. Hess, fwd. to London	PFC # 51977, PRA member collection
70)	8/23/69	NYC/France	71, 118	4 x 15c	15c probably missing; Red NY Pd. "48"; black corks tie both; 30c orange may be #100	Harmer (NY), lot-322, 12/7/54; Durham Collection
71)	8/25/69	New Orleans/France	118	15c	Red NY Pd. "6" (9/2)	lot-496 in 12/12/53 sale of ??
72)	9/15/69	Washington, D.C./Geneva, Switzerland	118		Closed mail via England. Red NY Pd. All Br. Transit; Basel/Geneva mrks. rev.; tied by Wash. CDS/split cork via RMS Russia	R. Siegel, lot-765, 10/27/68; Gobie Coll., PFC # 42335
73)	9/15/69	NYC/Charente, France	118	15c	Red NY Pd. "6"; Calais transit mk. 9/26; tied by blk. cork; "per Russia" Part 2 Starr Sale	Harmer (NY), lot-201, 3/24/75;
74)	9/19/69	Batavia, NY / Cowleville, Wyoming Co., NY	115, 118	15c Reg. + 2x3c	Both tied by 4-part seg. blk. cork	Harmer (NY), lot-285, 5/22/61, Shierson Coll.
75)	9/28/69	Washington, D.C./France	118, 121	3 x 15c	30c tied by "PD" in red; black cork ties 2 stamps together	ex-Knapp. Part 2, 11/41, lot-1786; ex-Juhring, 6/14/78, lot-830, SPB
76)	9/28/69	? ?, Ky./Alfred, ME.	118, U21	15c Reg. + 3c	H. B. Shaw cover	Juhring, lot-816, SPB, 6/14/78

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
77)	9/7/69	New Orleans/Paris	118	15c	Red NY Pd. "12"; 9/5 ties # 118; probably sent from New Orleans 8/31 or 9/1/69	Harmer (NY), lot-545, 10/12/70
78)	9/7/?	Batavia, NY/Belmont, NY (turned cover)	118	15c or 3 x 5c	Black Batavia possibly 9/19 or 9/29? R. Siegel, lot-1539, 1/11/68 ties; w/ duplex cork; turned cover. Belmont pmk. inside	
79)	10/15/69	Washington, D.C./Paris	114, 117, 118	15c x 2	Red NY Pd. "24" 10/16 quartered black cork; enclosure	SBS SS—to Gen. C. B. Norton
80)	10/7/69	New Orleans/Bordeaux, France	118	15c	Tied black cork; Red NY Pd. "3"; blue French transit	R. Siegel, lot-494, 6/22/66
**81)	10/29/69	San Francisco/Angouleme	118	15c	SBA says Fake, ex-West. 8 decime mark. NY 12 due, "15" UR	ex-West, SBA SS
82)	11/6/69	NYC?/Toulon, France ?	118	15c	Front only; Red CDS, red boxed "PD"	R. Koerber, lot-332, 5/20/77
83)	11/8/69	New Orleans/Metz, France	118	15c	Tied black circ. of wedges; Red NY Pd. "12" 11/13; mss. "6 November, 1869" UL.	PFC-genuine. Signed SBA on rev. PRA member collection
84)	11/16/69	New Orleans/Bordeaux	118	15c	Red NY Pd. "6"; black N.O. duplex ties; from Carrier & Co.	R. Wolffers, 3/2/73, lot-235
85)	11/20/69	NYC/Toulon, France	118	15c	Front only, tied by "PD" in box, "Am. Calais "69"—Also Red "New Paid York 6" of Nov. 20	Koerber, 5/20/77, lot-332
86)	11/20/69	Berselaer——NY/Starksborough, Vermont	118, 136	3c + 15c	ex-H. O. Gibson—blk. 4 ring target ties	Kohler, W. Ger. 2/15/78, lot-P7158
*87)	11/30/69	New Orleans/Firenze, Italy	118	15c	Doubtful that # 118 belongs; black N.O. 11/30/69 CDS; Red NY Pd. All Br. Transit	Harmer (NY), lot-404, 5/6/71; lot withdrawn

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
88)	12/7/69	Gonzales, Tex./Boston, MA	114, 118	3c + 15c	Small Registered cover; Reg. in long oval; Boston 12/20 circ. rec. mark; mss. dkt. 12/20	R. Siegel, lot-210, 4/4/78, Baker sale; also ex-Stephen D. Brown; ex-Moody, ex-Krug
89)	12/21/69	Washington, D.C./France	118	15c	Black NY "18" Dec. 22 stline hdspl. "Insufficiently Paid."; "16" decime due mk., blk. Wash. 12/21 CDS ties	Fox, 10/27/62, lot-1507; ex-Knapp
90)	12/7/69	New Orleans/France	118	15c	Black NY "18" Dec. 8; prob. sent 12/3 or 4 from N.O.; black French "16" dec. due mark (for overweight?)	R. Siegel, lot-123, 11/17/75
91)	?/7/69	NYC/Paris	118	15c	Red NY Paid "3"; light blue env.; black rosette canc.; NY CDS ties; Cherbourg rec. mk. in blue	? Sale, 4/9/54
92)	1/25/1870	Owensville, O/NYC/Paris	118	10c	Rare use from small inland town; 1st '70 use; 1 of 3 to France w/ 10c prepd. direct rate, 8 dec. due mark in black. Means: 3 dec. trans. + 5 dec. French inland due - Red NY 1/25 CDS, Mss. dkt. for Owensville, O; blue Cherbourg transit.	PRA member collection; R. Siegel, lot-684, 4/7/72
*93)	1/31/70	San Francisco/a Cerons (Gironde), France	118	10c	Questionable; no 8 dec. due; tied by heavy black leaf cork; Red NY 2/9 CDS, 2/22 Calais Rec. in black; black 1/31 SF CDS	PRA member collection
94)	1/7/70	Gloucester, Mass./Genoa, Italy	112, 114, 118	19c	Via Prussian closed mail; all but 3c tied by black cork. mss. "Italy" UR	R. Siegel, lot-338, 6/12/73
95)	1/7/70	? /France	118	10c	Like # 92; tied blk. cork, 8 dec. due mark, blue Cherbourg transit	Harmer (London), lot-78, 11/17/58
96)	2/1/70	New Orleans/Bordemai?, France	118	10c	Black New Orleans duplex cork ties # 118; red NY 2/8 CDS, blue 2/21 Cherbourg transit; black, 8 decime	PFC # 5712, SBA # 218; R. Siegel, lot-768, 4/22/58

Cover Number	Date	Origin/Destination	Stamp(s)	Rate	Remarks	Source
**97)	3/1/70	San Francisco/France	118	10c	Tied black cork, SF, Calif.; 3/1/70; black "Short Pd." in oval; red NY 8; Mss. "overland mail." sf \$750 in Hessel sale	PFC Not Genuine: FAKE. Harmer (NY), Hessel # 2, 6/8/76, lot-707
98)	3/8/70	Marysville, CA/Neuchatel, Switzerland	118(2)	15c x 2	Horiz. pair # 118, red NY Pd. All Br. Transit; double circ. Marysville CDS, 3/8; presumed to be 1870	Ward, lot-479 of Gibson Sale
99)	3/24/70	Washington, D.C./Lauterbach, Germany	118	15c	Black NYFM spoke ties; Wash. 3/24 CDS, Red NY Paid All Direct 3/26; "Bremen 1c/4-70 Franco" in box	Schiff, lot-80, 6/9/76
100)	11/12/70	NYC/Genoa, Italy	118	10c	Printed: "Direct closed mail via England." mss. "City of Paris" (steamer); tied black grid; red NY Pd. All Br. Transit, 11/12	SBA records? Fifield Sale, lot-150, 11/12/47
**101)	12/4/70	NYC/Angouleme	118(2)	10c	See 10/20/69 Cover (#81). Prob. 2 #118's substituted for #116 or other 10c; tied by Red NY "12"; black corks, Red "PD" & "6" indicate 10c prepaid	SBA SS-"Fake", ex-Waterhouse
*102)	4/7/71	Osaka/Yokohama, Japan	114, 118 120	42c	Branch line cover; disputed authenticity (see S. Rich comments); all tied by black Higo cork, also red CDS; mss. "pr. Oregonia"	Ex-Gibson, West, J. D. Baker; R. Siegel, lot-214, 4/4/78 (Baker) real. \$16,500
*103)	??????	? /Calcutta, India	112, 114, 115, 116, 118	35c	1c tied by "26"; 15c vignette displaced low, this may be a Typ. II 15c (Scott # 119).	Harmer (NY), lot-551, 10/13/70
104)	???????	NYC/Bavaria	118	15c	Red Pd. All Br. Transit	SBA SS? Krug, lot-769, 5/22/58
105)	???????	NYC/Canjoharie, NY	118(2)	15c + 5 x 3	Vert. pair tied by black cork, legal size cover, Ref. # 345	Apfelbaum, lot-545, 4/1/65



THE OVERLAND RATE TO MEXICO

By John Birkinbine II

AN ORIGINAL FIND

Rrring! Rrring! The voice on the other end of the telephone said, "Would you be interested in some old Arizona Territorial covers with just the postmarks — no stamps?" As a result of this chance communication, the short-lived U.S. 1869 issue again provides new discoveries and raises specific questions about nineteenth century philately.

Since the writer collects early western covers, he arranged to examine what turned out to be a large holding of original correspondence, stuffed into envelopes from which the stamps had been torn away. Two or three decades ago, apparently an unknowing collector had removed the stamps because they were "valuable." While no tears were shed over the later envelopes, the few earlier covers did bring tears. The well-meaning culprit had been thorough, for each and every envelope had a large piece torn away. Fortunately, further inquiry produced many of these pieces with stamps still adhering, enabling the reconstruction of a majority of the envelopes. Perhaps the most interesting portion of this "find" was the lot of 1869 covers; five originally franked with the 10-cent stamp and four with the three-cent stamp. All have been reconstructed except for two of the ten-cent covers.

These covers span the period from January to June, 1870. All are addressed to Dr. R. A. Wilbur, who at that time resided in Altar, Sonora, Mexico. Altar was a small town, a county seat and Catholic Mission center, about as far south of the Mexican border as Tucson, Arizona, is north of the border. Dr. Wilbur was an early Arizona pioneer, and the three-cent letters were personal in nature, originating in the East. The 10-cent letters concerned his appointment as physician to the "Papagos, Pimas, Maricopas, and Tame Apaches," native American peoples residing in the various Pima Villages and at Sacaton, Arizona Territory.

LETTER POSTAGE RATES TO MEXICO

The United States and Mexico had no postal treaty in 1870, but they did have an arrangement for transferring mail between the two nations. They agreed that each nation would charge and collect the domestic postage within its borders, and that the receiving country would charge postage due for transit within that country. Thus, only the normal inland or sea postage was paid on United States letters directed to Mexico, with Mexico collecting its postage as a due from the addressee.

The United States Mail and Post Office Assistant for this period lists only one letter rate to Mexico, 10-cents direct from New York City. This includes three-cent inland postage plus seven-cent ship rate. Obviously, if the letter went overland, there would be no ship rate, and thus only three cents in postage. Hargest, in his *History of Letter Post Communication Between the United States and Europe*, gives the postage rate to Mexico as 10-cents by sea and three cents by land, both paid to the frontier.

Since most of the mailed correspondence to Mexico at this time was of a business nature, it is normal to expect that such letters would emanate from the larger commercial centers, such as Boston, New York, Charleston, New Orleans, San Francisco, Los Angeles, etc. Each of these was a major seaport, and it would certainly be normal to send letters by ship using the 10-cent rate.

The only practical use of overland mail would be from Arizona Territory and certain portions of New Mexico Territory, Texas, and California, since these are the only areas having a land border with Mexico permitting primitive mail transportation. The amount of correspondence from these areas in 1870 was minimal, and the amount of correspondence to Mexico must have been miniscule. Inquiries to many philatelists seeking information about three-cent overland rate covers to Mexico during this period resulted in negative responses. In fact, some of the answers were so negative as to challenge the existence of such a three-cent rate!

THREE-CENT COVER FORWARDED OVERLAND TO MEXICO

The cover illustrated in Figure 1, originating in Berkley, Massachusetts, and addressed to Tucson, Arizona Territory, was forwarded to Altar, Mexico, and charged two reales Mexican internal transit postage due. Note the black manuscript "2." Standing by itself, this description might seem to be conjecture. However, from this series of correspondence, we know that the addressee, Dr. Wilbur, was in Altar during this period; and that he was ill and unable to travel during a portion of that time.

Furthermore, the correspondence reveals a close personal friendship between Dr. Wilbur and the Tucson postmaster, Charles H. Lord. Lord was a physician by training, but worked as a partner in Lord & Williams, a major Tucson mercantile establishment of that day. Lord also served as the Tucson postmaster from September 24, 1869 to January 8, 1884. In 1866 he had been postmaster at Enriquitta, Arizona Territory, where Dr. Wilbur had lived from

1866 to 1867. It was in this small mining community that they developed a friendship which was to last many years.

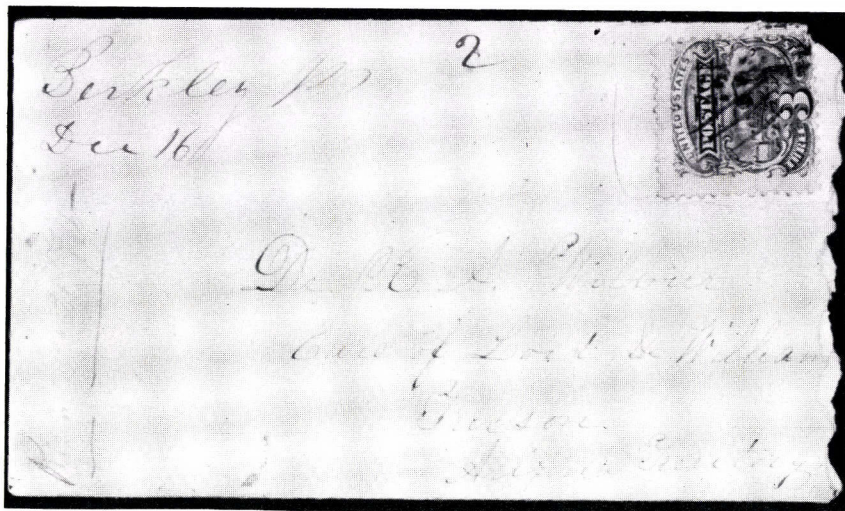


Figure 1. Berkley, Mass. to Tucson, Ariz. Terr., forwarded to Altar, Mexico. Rated 2 reales Mexican postage due.

Apparently Dr. Wilbur requested correspondents to address mail to him at Tucson, c/o Lord & Williams. Postmaster Lord held such letters until a stage or buggy left for Sonora. Records so far only hint at the carriers and frequency of such trips, but this correspondence solidly reinforces the data. On the reverse of one of the enclosed letters is the notation, "Don Pedro has gone and don't know when Allen will go. Hope to see you soon. Yours, Herbert." *Don Pedro* probably refers to Pedro Aguirre, who operated stage and mail services to southern Arizona and northern Sonora. *Allen* presumably refers to John B. Allen, a retired merchant who may have been contracting the transport of supplies and goods into Sonora. Herbert was Charles Lord's brother and a clerk in the Lord & Williams store. He was certainly in a position to know facilities for sending mail south into Sonora — since the Tucson post office was in this store.

There was a closeness among the early settlers in Arizona Territory, and the formality usually associated with forwarding mail was, on this occasion, considered extraneous. Someone placed Dr. Wilbur's letter in the mail pouch for Altar, which was handed over to Aguirre, who then deposited it at the Altar Post Office. There it was rated two reales postage due ("2") and held for pickup by Dr. Wilbur or his representative.

A UNIQUE 1869 ARIZONA TERRITORIAL POSTMARK?

It may be presumptuous to call a newly discovered item unique, yet research seems to justify this. Figure 2 shows a three-cent 1869 envelope from East Taunton, Massachusetts, to Dr. Wilbur in Tucson. Postmaster Lord used a Tucson, Arizona Territory, handstamp as a forwarding cancellation; and sent the cover on to Altar, Sonora, where it was rated two reales due. According to the Dike-Kriege *Arizona Territorial Postmark Catalog*, forwarding markings on a cover are regarded as originating in the post office concerned, and thus this particular postmark is considered as a Tucson, Arizona Territory, postmark on a three-cent 1869 envelope.

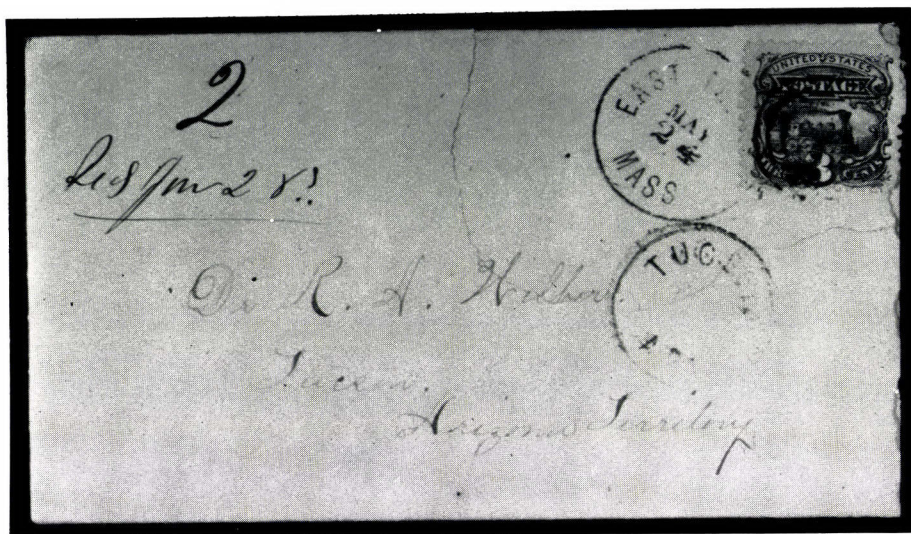


Figure 2. The only known Tucson, Arizona Territory, postmark on a three-cent 1869 cover. Forwarded to Altar, Mexico with 2 reales postage due.

All of the three-cent 1869 covers presently known with Arizona Territorial cancellations emanated from Mohave City, Prescott, or Arizona City (Yuma). No three-cent 1869 covers are known originating from Tucson, the largest town in Arizona Territory at that time. This is particularly strange, since Tucson contained more than half the entire population of the Territory! Thus the cover illustrated in Figure 2 is both a paradox and probably unique, and from evidence presented further on, may well maintain this privileged status.

The two covers discussed so far show the three-cent rate, forwarded overland to the Mexican border, with no domestic surcharge. This indicates a three-cent overland postage rate was recognized by the Tucson postmaster.

TEN-CENT OVERLAND RATE TO MEXICO?

Figures 3 and 4 depict newly-discovered covers from Tucson, Arizona Territory, to Altar, Sonora, Mexico, all franked with the 10-cent 1869 stamp.

These are the first known usages of this 10-cent stamp from Arizona Territory, as well as the only known examples used overland to Mexico. Altar was about 140 miles south of Tucson, connected by a well-traveled road served by Pedro Aguirre's stage route. Since the time docketing on the covers in Figures 1 and 2 indicate such an overland route, it becomes evident that all these covers traveled overland across the border. It is absurd to speculate that these covers were sent by stage to California or Texas, held for an ocean steamship, transported to a Mexican coastal port, and then carried overland into the interior to Altar; which is what a 10-cent rate would indicate.

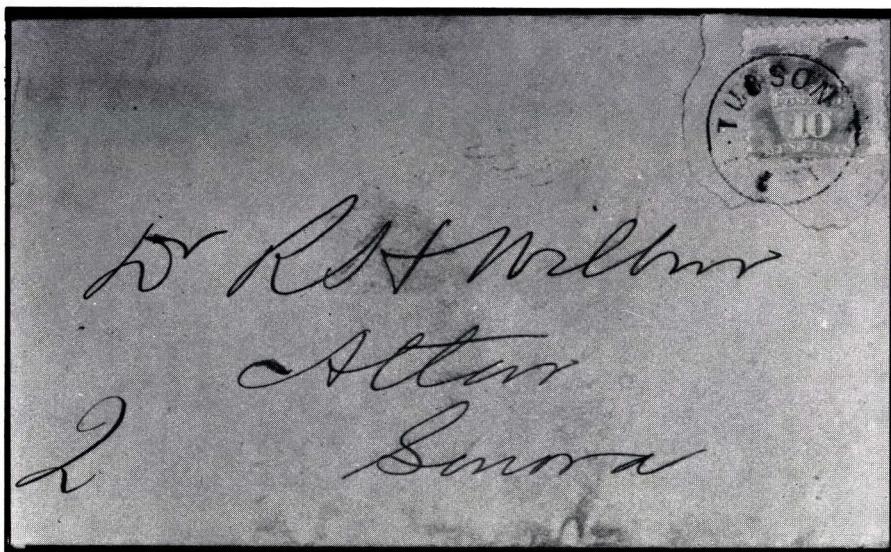


Figure 3. Tucson, Arizona Territory, to Altar, Sonora, Mexico, rated 2 reales postage due, May 23, 1870.

Why then the ten-cent rate? Discussion with several noted postal history students resulted in their hypothesis that the Tucson postmaster read about the 10-cent rate to Mexico in the *U.S. Mail* and automatically applied it. Perhaps so, but this is inconsistent with his allowing the forwarding of covers to Mexico at the original three-cent rate. Furthermore, the sender of these 10-cent letters was not an obscure resident or transient, but an educated medical doctor, successful merchant and postmaster of Tucson, who was supposedly versed on rates. Since no three-cent 1869 covers are known originating from Tucson, could it be possible that Postmaster Lord had no three-cent stamps at this time? And also no one-cent stamps to make up a three-cent rate? Was the 10-cent stamp an overpayment of the three-cent rate? "Highly unlikely" and "Impossible" are representative comments of everyone consulted.

THE COUP DE GRACE AND A MYSTERY SOLVED

Philatelic research can be both exciting and boring at the same time, and

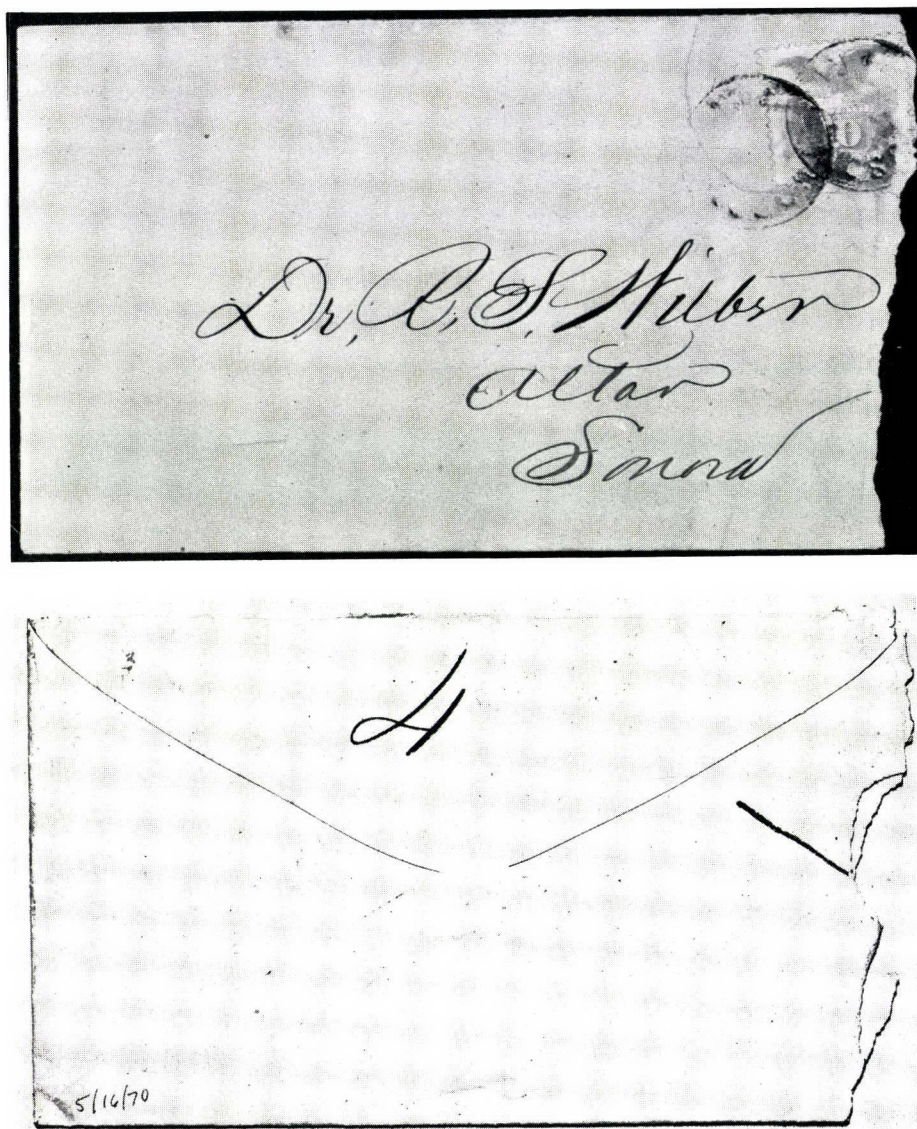


Figure 4. Facing cover, Tucson to Altar, May 31, 1870. No Mexican postage due markings on this cover. Reverse cover, Tucson to Altar, May 16, 1870. Mexican postage due of 4 reales charged. Cover was single rate. See text.

such proved to be the case in this instance. Sometimes it becomes laborious and time consuming, plodding along looking for a needle-in-a-haystack. After many weeks of such effort, seeking clues in the most unlikely places, the writer found the "needle!" Figures 5, 6, and 7 show partial contents of a July 28, 1870 letter from M. L. Jacobs, of San Francisco, California, to his adult sons, Lionel and Barron, in Tucson. Note the sentence in Figure 6, "I enclose postage stamps." Portions of mint three-cent 1869 stamps can be seen in

Figures 5 and 7 adhering to the letter. Remnants or gum from a 3 x 6 block of these small-sized stamps are visible in Figure 5, while a 4 x 6 block is discernible in Figure 7, for a total of at least 42 three-cent stamps enclosed.

What does this mean? The Jacobs family were merchants and bankers; quite well-to-do. Lionel and Barron Jacobs handled the family store in Tucson, and certainly did not need a few postage stamps. But if no postage stamps were available in Tucson to make up the normal three-cent rate for their cor-

San Francisco, July 28th 1890.
My Dear Lionel and Barron,
From Carlos's reference to me mine
of the 25th inst., I did not then enter into a consideration of the
points raised in regard to the 11th inst. neither did I give full
expression to the ignorance which denounces me in the matter
of the goods lost or. Purchased. - I cannot understand why
Harper Whiting & Co. failed to get the amount of goods
lost by them and why (which of course is the case) they
will pay us and others, all in account of the owners of the goods.
Our Insurance is only against total loss, that is to say, when
50% of the goods insured is lost, the Insurance office will pay,
but it now occurred to me that G. D. Johnson & Co. would pay
for goods lost from accidents by sea. It is surprising
however to know that such is the case. - P.D. received something
over 2000. / San Francisco, D.C. from H. W. & Co. the amount
of losses as per original invoice. Original invoice may
be produced sufficient in amount to cover losses of goods on
the goods. On the point of buying goods cheap, there is only one
way of doing it, and that is to buy Cash. Cash is paid at 9¢.
at 8¢. can only be had for Cash down, on time and better City of San
the price is 10¢. and to outsiders or long time customers it is 10¢.
prints at 10¢ is subject to the same contract, price being to be
bought on 10¢. - As however he does not have anything
for Cash, he must expect to pay the same as other buyers.

Figure 5. This page of the M. L. Jacobs letter to his sons in Tucson shows remnants of about 18 three-cent 1869 stamps, some of which in the lower right are quite evident.

time, that it will require much more coin than he can have
 on hand for the present - 1500⁰⁰ is about as much as
 he can "carry" in that one branch of our business for
 the next month, after which he may increase it, if he think
 fit to do so. The Principal Office sent per last mail
 - I enclose Postage Stamps. - In reference to [redacted] [redacted]
 in. Merchantman, I believe that there is no doubt of [redacted] [redacted]
 Sam Drachman on the part of G. & Co. has promptly paid
 His friend [redacted] Report here what I have already stated in
 my last viz. that I received your remittance of 2369¹⁵ Cts.
 which I paid at 84¹/₂¢ - The price of currency is quite
 demoralized - Gold varying from 119 to 123.

Figure 6. This excerpt from the Jacobs letter contains the phrase, "I enclose postage stamps," (line 6). This may be evidence to support the writer's contention that Tucson lacked three-cent stamps, resulting in seven-cent overpayments on overland rate covers to Mexico.

respondence and billings, it seems reasonable that they would request their father in San Francisco to obtain a quantity of these for their use. The banking and merchant instinct is strong — a penny saved is a penny earned. Seven cents overpayment for mailing a letter in 1870 is equivalent to more than 34 cents in today's money, certainly well worth saving. The pieces of the puzzle seem to fit together. The picture indicates that there were no low denomination stamps in the Tucson post office, at least during May, June, and July of 1870.

The latest use of the three-cent 1867 grilled stamp from Tucson is November 11, 1869, suggesting these earlier stamps were still current in Tucson at that time. The earliest Tucson cover with a three-cent Banknote stamp is dated March 15 (probably 1871). While future discoveries may bridge the gap between these two dates, evidence is strong that there were no three-cent postage stamps at the Tucson post office while the 1869 issue was current.

Most, if not all, of the surviving Jacobs correspondence is now housed in university or museum libraries. No doubt the envelopes which contained these letters were long ago discarded. It is thus doubtful that any of these three-cent 1869 stamps postmarked in Tucson survive for philately today.

What about the 10-cent covers illustrated in Figures 3 and 4? These can now be accurately described as three-cent overland rate covers to Mexico, overpaid by seven cents. The enclosures were light and single-rate. The cover in Figure 3 was rated two reales due at Altar, Mexico. The facing cover in Figure 4 was not rated due, while the reverse of the overlapped cover in the same illustration shows a four reales due marking. Accordingly, it appears that

information regarding the frequency of the mail stage to Sonora at that time. The covers were all sent by or through Postmaster Lord. He knew when the stage would leave and would wait until near that time in order to enclose all the latest news. The enclosures are dated May 16, 23, 31, and June 12, involving two Mondays, one Tuesday and one Sunday. This could indicate a weekly stage service leaving Tucson on Tuesdays. The receiving docketing on the three-cent forwarded covers are January 21 and June 28, respectively, a Friday and a Tuesday. This does not tell us when the stage arrived in Altar, but could indicate Friday delivery. While not of particular interest to 1869 specialists, such information is valuable to western postal history specialists, and now is available through study of the 1869 issue.

SEQUEL — A NEW MYSTERY TO UNRAVEL!

Discovery of these covers creates a second mystery as yet unsolved. Was the Tucson, Arizona Territory handstamp a regular cancellation or a special *Foreign Mail Cancellation*?

The Tucson handstamp found on these covers is similar to the Dike-Kriege Type 3 listed in the *Arizona Territorial Postmark Catalog*, except that there is no date. The normal Type 3 for Tucson has a month and a day number inside the cancelling circle. Current thinking of some western postal history students holds that such usage has no particular significance, and that the postmaster merely neglected to insert the date. But for such neglect to be so consistent and spread over a six-month period appears to this writer to be highly unusual. Rather, it would seem more natural for such an occurrence to be intentional.

This thought is further reinforced by the fact that the earliest known usage of a Dike-Kriege Type 4 Tucson postmark is November 25, 1869. It would be understandable for Charles Lord, upon taking office as postmaster on September 24, 1869, to order a new handstamp (Type 4) to show his individuality. The fact that this Type 4 postmark is known used on the three-cent National Bank Note stamp indicates it did not break or deteriorate at an early date. Tucson did not have the mail volume in 1870 to warrant two persons cancelling letters. So why use the old Type 3 canceller?

This question, plus the fact no date was inserted into the canceller, leads the author to believe that this old Type 3 handstamp may have been used exclusively for foreign mail. Since only a few such letters were sent, it may not have been considered worth the trouble to insert the date, especially for just one or two letters.

But if such a hypothesis is correct, why was a special handstamp reserved for foreign mail? The answer is not within the purview of this paper and requires further research. One factor to be considered strongly is that New York City, N.Y., Baltimore, Md., and Philadelphia, Pa., all had special cancellations used only on foreign mail during this period. Some New York foreign mail cancellations, recognized and publicized by Bartels, Milliken and Van Vlassingen & Waud, are known used on the 1869 issue. For example, the

Baltimore red diamond within a circle is a recognized foreign mail cancellation, and is known on the 1869 issue. Also, the Philadelphia block letter cancellation is now thought to be a foreign mail strike and is known used on the 1869 issue.

Perhaps other cities abided by this practice, but why would at least three towns follow suit all at the same time? Is it possible that late in 1869 special instructions were issued to postmasters that, if their post offices made up the bag enclosing mail for a foreign destination, and the letters originated at their post offices, a special cancellation was to be used other than the normal one, to identify such mail? If this is fact, the Tucson modified Type 3 postmark could be classified as a foreign mail cancellation! Certainly circumstances warrant additional research into the reason for these apparent foreign mail markings.

POSTSCRIPT

An original find, newly discovered rates and usages, some interesting postal history and cancellation information. All this from a chance telephone call.

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PHOTO CREDITS

Figures 1, 2, 3, 4: Benjamin E. Chapman, Memphis, Tenn.

Figures 5, 6, and 7: Arizona Historical Society, Tucson, Ariz.



THE ONE CENT RE-ISSUE OF 1875 AND 1880, OF THE ONE CENT 1869 PICTORIAL

By Robert L. Markovits

INTRODUCTION

The portrait of Benjamin Franklin in a circular design of quite some artistic merit graces the one cent stamp of the United States issue of 1869, and its re-issues. The shades of both the 1869 regular issue and the 1875 re-issue (Scott numbers 112 and 123 respectively) are the same — each described as buff. The 1880 re-issue however was produced in two colors: buff (Scott #133), and brown orange (Scott #133a). The latter is the second catalog shade under the regularly issued stamp (Scott #112a), but that is where most of the similarity stops.

The re-issues were printed from a new plate, using the original die, but were issued without the grill. The types of paper used were different, as was the original gum. In fact, the 1880 Brown Orange re-issue (Scott #133a) comes only without gum.

Little information has been available to the specialist about these two one-cent re-issues. John N. Luff's monumental work, *The Postage Stamps of the United States*, published in 1902, contains only a few sentences. Luff points out that the plates laid down for the re-issues contained only 150 stamps, while the original plates for the low value (single color) stamps had 300 stamps each. He does not describe the pane layouts or how the stamps were issued. Luff further indicates that while the colors do not materially differ from the originals, the re-issues appear brighter and fresher.

To begin with, two different Bank Note Companies prepared the re-issues. In 1875, the National Bank Note Company printed the re-issue identified as Scott #123. It was printed on the stiff hard paper generally used by the National Bank Note Company. The later printings, Scott #133 and 133a, were done by the American Bank Note Company on its soft porous paper. As Luff

indicates, the records are silent concerning a printing by the American Bank Note Company, but we must content ourselves with the knowledge that the stamp exists.

It is the author's opinion that the same plate was used by the American Bank Note Company, successor to the National Bank Note Company, to print the 1880 re-issue on its own paper and with its gumming on the Scott #133 stamp, but without gum on the Scott #133a stamp. Lester G. Brookman, in his *The United States Postage Stamps of the Nineteenth Century*, adds little to our knowledge. Brookman concurs with Luff and my findings (subsequent to both of theirs), that the brown orange shade issued without gum is the more common of the two 1880 special printings.

QUANTITIES ISSUED

Quantities issued of these three stamps present a special problem. Sales records do not exist in total from 1875 to the date of withdrawal from sale, and there exists no official breakdown between the three under discussion (#'s 123, 133 and 133a). Luff estimate that in 1875, 10,000 one cent re-issues were received , and that on July 16, 1884 there were still 1,748 on hand, leaving 8,252 sold. The Scott catalog has religiously followed this calculation, adding, "This quantity probably includes the 1880 Re-issue No. 133" (both shades — Ed.). Brookman estimates that 2250 of the 1880 buff, gummed stamps (#133) were printed, and again estimates that 2750 of the 1880 brown orange, un-gummed stamps (#133a) were printed. By difference, this would leave 3252 of the 1875 re-issues (#123) as an estimate of the number of these which were printed.

This writer feels, after gathering over five percent (5%) of the quantity allegedly printed of the 1880 re-issues, that there were several thousand more stamps printed and distributed than have been previously reported in the philatelic literature. The records of the Third Assistant Postmaster General's Sales Records, if available intact, would have shown the sales over the counter of these issues; however, most have been destroyed. My estimate is that Luff/Brookman numbers are probably 20-25% low and that there was at least one additional printing by the American Bank Note Company that probably was not counted.

THE PLATE LAYOUT

Sheet size for the original 1869 issue printings (low value single color stamps) was 300. These sheets of 300 were severed into two panes of 150 impressions each. See the illustration of the 3c regular issue (Scott #114) in Brookman, Volume II, page 162. The plate configuration of the 1c re-issues is different. The original plates were not used, as previously noted, but a special plate of 150 impressions was laid down, from a new plate number, No. 33 (the original one cent stamps were printed from plates numbered 1 and 2).

Lot 109 of the Robert A. Siegel Rarity Sale #468, held on March 25, 1975, was a top complete pane of seventy (70) of Scott #133, with three large

selvedged margins on the left, top and right sides, and a guillotined bottom margin which does not indicate that any perforations existed on the bottom row. The pane, described as “possible unique,” has ten (10) stamps across — including a plate block — and seven rows down. The plate number starts at the top of the second row from the left, with an imprint starting on the top of the fifth stamp over from the left margin and is centered over the fifth and sixth rows. Thus, a proper plate block with imprint consists of ten stamps, 5 x 2.



Figure 1. Superb plate block of 12 with imprint of the 1880 soft paper re-issue without gum (#133a). Plate number 33 was a number not used for the regular 1869 issues, but was a specially prepared *plate of 150 subjects* for the 1875 and 1880 re-issues.

Some time ago I heard that the Weill Brothers owned a full pane of this stamp which I have now confirmed to be true. I have now traced the Weill pane to the Col. E. H. Green auction held by Harmer Rooke on November 1, 1944. Lot 39 of Sale XVII of the Green material was described as a “complete sheet” of 80 (10 x 8), with bottom imprint and No. 33, without gum, as issued. “A most unusual and very likely unique sheet.” Two uniques are not possible and are not right. Here the plate number appears below the second row from the left, and the imprint starts below the fifth row from the left, centered below the fifth and sixth rows. So, here again a bottom plate block with imprint is of ten, 5 x 2. The piece was not illustrated, unfortunately, and the Weill’s did not have the sheet accessible to photograph for this article.

This sheet is very important since viewing it will determine if there was a row of perforations between the 7th and 8th rows where the guillotine cutter was used to separate the stamps. It is my guess, from examining blocks of four and straight edge singles that the full sheet of 150 subjects was NOT perforated horizontally between the 7th and 8th rows. Instead, the Siegel item represents a top *pane* of 70 stamps and the Weill item represents a bottom *pane* of 80 stamps, which is a unique configuration for the 1c 1869 re-issues. This configuration could provide an imperforate between pair, but none has ever been seen, reported or even mentioned, and thus probably does not exist.



Figure 2. Plate block of 4 of Scott's #133a. Note selvage at left of this illustration (and Figure 1). For comparison, the single color regular 1869 issues had vertical arrows at top and bottom in these positions along with *vertical* straight edges (no perforations). These vertical straight edges in the regular issues separated the left pane of 150 stamps from the right pane of 150 stamps (plate of 300 subjects).



Figure 3. Block and pair of Scott's #133a showing the *horizontal* straight edge, believed to fall between the 7th and 8th rows of the 1c re-issues where perforations were not placed. Thus, the low value 1869 regular issues have 10% natural vertical straight edges (30 per sheet, or plate of 300), whereas the 1c re-issues have 13.33% natural horizontal straight edges (20 per sheet, or plate of 150).

The existence of top and bottom panes on a re-issue is quite a philatelic event! I doubt whether this has previously been recognized or mentioned in print — another reason why I am lobbying so hard to have all 1869 material previously auctioned inventoried by computer and the rarities brought forth in articles in our 1869 PRA publications.

The Siegel sheet realized \$11,500 to a smart New York City dealer (who allegedly turned down a 50% profit minutes after the auction), while the Green sale sheet realization is not available to me. The 1944 catalogue value was only \$550 for the 80 stamps. The last reported sale of a plate block (#133a) at auction was also in a Siegel sale, Max L. Simon Collection, and I purchased that plate from the auction purchaser, after the sale (see Figure 1). Harmer Rooke & Co., Inc., on December 11, 1962, sold a top left corner block of 12 (6 x 2) with Plate #33, without gum and Raymond Weill recently told me that they have a mint block of nine in their stock.

Robert A. Siegel Auction Galleries, Inc. dispersed the fabulous Josiah K. Lilly postage stamp collection. Sale #321, Part V, held September 13-14, 1967, had a full proof sheet of Scott #133P on India Paper, in lot 204. It was described as follows: "1c re-issue in sheet of 150, latter has Imprint Plate No. T & B."

Thus, a full sheet of 150 exists at least in proof. But this piece, while incredible, does not shed light on the perforating format, and no records I have seen anywhere answer this question. I believe my guess to be accurate, based on the material I have seen in more than a decade of study. This proof sheet confirms the fact that there are neither side arrows, imprints, nor plate numbers on left or right side, only selvage on all four sides of the entire sheet.

Large multiples of 40, 50 and 60 have been personally reported to me by Eugene Costales, a fabulous retired octogenarian, Nassau Street dealer and editor of the Scott Catalogues of years ago. He does not however remember seeing a large multiple of the one cent 1875 National Bank Company hard paper re-issue. His recollection from working on Nassau Street and selling to Col. Green was that the hard paper stamps were primarily broken up into singles at the time of issue. Multiples of the 1875 re-issue are indeed difficult, and I own no blocks of four.

With regard to the soft paper stamps, I have eight blocks of four with gum, two blocks of four without gum, a block of six and a plate block of twelve. I have a handful of plate number pieces of the soft paper stamps, mainly in plate singles and blocks of four.



Figure 4. An array of #133's, showing a wide range of cancellations which have been found on this stamp. Notwithstanding the number illustrated here, this stamp is difficult to find in genuine used condition.

POSTAL USAGE

I have tried to summarize the off-cover uses to show the widespread use of these stamps by collectors and dealers around the country. My guess is that the largest purchaser of the one cent re-issue was an oldtime Boston dealer by the name of Triffit, who used the soft paper re-issues on his mail in the 1880's. I have found the stamps used from Baltimore, Washington and New York on Registered Mail covers (in fact, there are several registration ovals found on these stamps, without town markings). I have recorded Chicago and St. Louis cancellations, and even a Doylestown, Pa. use (see cover descriptions). Louis Grunin once owned a vertical pair used from Hartford, Connecticut in 1883 (October) which the Siegel firm sold on April 15, 1975, lot 558 (the last lot in the Grunin 1861-1869 auction). Finally, in the recent Sotheby Parke Bernet auction of the Juhring Collection (October 16, 1978), there was a #133 with a fancy Japanese umbrella cancellation (lot #300).

Of the 46 cancelled stamps I have, there are seven bearing numerals, three with letters, eight non-descript blobs, two purple cancels, four grids, three circles, two stars, two geometric designs, two with concentric circles and a couple with socked on-the-nose 1883 year dates. For the most part, the stamp comes well-centered although some horrible design-cutting perf shifts have been noticed.

When studying this article, one must also read Elliott Coulter's fine article on the postal uses of the re-issue stamps which appeared in the 1977 *REGISTER*, pages 85-94, published by our U.S. 1869 Pictorial Research Associates. Unfortunately, these very interesting and relatively plentiful re-issues (the 1880 soft papers) fell outside of the scope of his article.

The stamps have deteriorated over the years. The soft paper is easily thinned and old-time hinges have taken a heavy toll on these re-issues. One must be ever so careful when removing a hinge from a one cent 1880 soft paper, and gentle handling of the stamps is required since the perforations fracture very easily. This soft paper self-destructs! Commercial mounting is a necessity here.

Covers, now that's the rub. The known items are darn few and far between. The only 1c hard paper re-issues known on cover are as follows:

a) The cover with illegible circular date stamp forwarded to Grinnell, Iowa mentioned by Elliott Coulter in his 1977 *REGISTER* article.

b) The cover from lot #831, Juhring Sale by Sotheby Parke Bernet, June 14, 1978. This cover bears a single #123, a 3c Vermillion Banknote #214 on registered 10c postal entire from Doylestown, Pa. to Cleveland, Ohio.

c) Cover sold in lot #290 of the Juhring Sale by Sotheby Parke Bernet, October 16, 1978.

d) The Caspary cover, sold by the H. R. Harmer organization of New York, on November 20-21, 1956. Lot 453 featured Scott numbers 124, 125 and 133 used on

April 29, 1884 from New York on a registered entire to Paris, France. This is probably the finest known hard paper cover and was illustrated in the Coulter article.

Although several soft paper stamps on cover are known, they are quite rare also. The 1978 Scott Catalog value of \$450 is ludicrous. One of the more recent soft paper covers to come on the market was sold by Sotheby Parke Bernet in lot #835 of the CAPEX Juhring sale, June 14, 1978. It was described as, “#133a, 1c Brown Orange Re-issue, horizontal pair (defective) tied by local cover by ‘Hartford Conn Jan 7 84’ duplex cancels, cover crease at left and edge stain.”

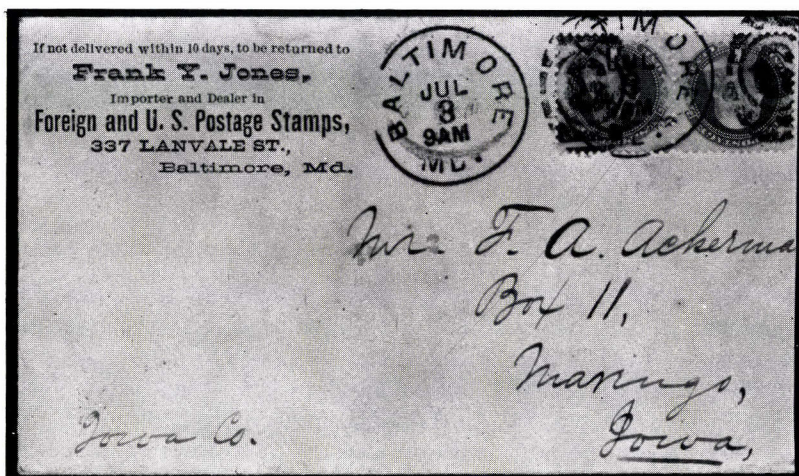


Figure 5. Pair of the 1c soft paper re-issue of 1880 (Scott #133) on cover from a stamp dealer in Baltimore. Date of use is July 3, 1884.



Figure 6. The 5c UPU rate, paid by a single Scott #133 on a 4c Postal Stationery entire. Usage was from Doylestown, Pennsylvania on March 25, 1889 to Yorkshire, England.

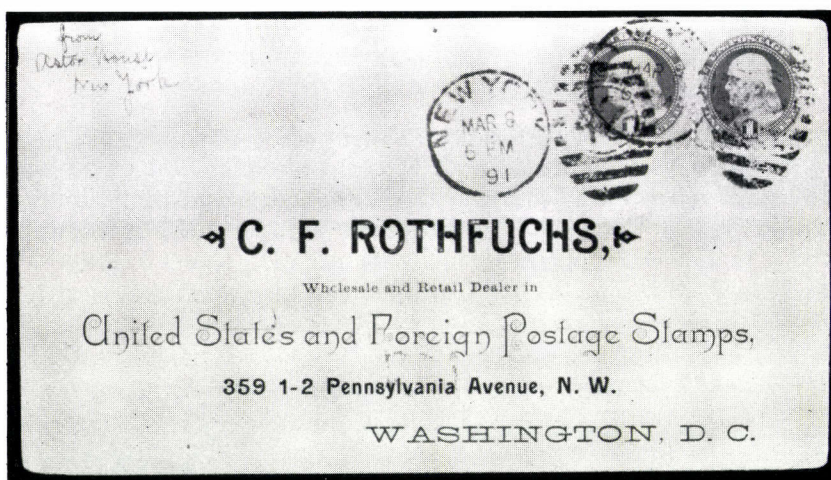


Figure 7. Extremely late usage of a pair of Scott #133. Mailed from New York City on March 8, 1891, this letter bears the printed address of C. F. Rothfuchs, a Washington, D.C. stamp dealer.

Three covers in my collection are rather late uses, but important never the less. The first is a horizontal pair from Baltimore, Md. to Marengo, Iowa, by a stamp dealer, on July 3, 1884 (PFC 59543 for identification). The second cover is from Doylestown, Pa. to England, March 25, 1889 (PFC 59541 for identification), a non-philatelic use, in my opinion. Finally, a cover with a printed address of a stamp dealer in Washington, D.C., originated in New York City on March 8, 1891 (PFC 59552 for identification).

CONCLUSION

Future students should be able to expand the cover listing, and the extent of usage as well as the types of cancellations found on these interesting stamps. They are excellent candidates for continued work without great cash expenditure for an 1869 re-issue. In 1965, when I commenced collecting this issue, it had a Scott value of \$25 for a single. In 13 years, it has progressed to only \$120, a rather modest increase as stamp prices have gone, but still comfortable, I would say.



The Three Cent Gray Paper

by Richard J. Niezabitowski

INTRODUCTION

A variety of the three-cent issue of 1869, that is one of the most interesting and at the same time baffling, is the gray paper variety. This variety is known to very few collectors, including even specialists of this stamp. They appear from time to time, but, to my knowledge, no one has ever attempted to research these unusual but beautiful items. What follows is an attempt to do so and at least present to a wider group of specialists what is known currently regarding this variety. Although invariably research such as this will pose more questions than it will answer, an attempt will be made to correlate some of the data that has been uncovered and to draw at least some tentative conclusions.

The so-called gray paper variety is really quite striking. The paper which was used has a decided blue-gray overall appearance, and in several instances also has a pinkish cast. The one available off-cover example examined during the course of preparation of this article indicated the paper is thinner and has considerably more “snap” (or stiffness) than the usual white, soft wove paper for the issue. The paper is not unlike the U.S. 1909 “blue papers.” Another interesting fact: all the stamp impressions found on gray paper are extremely fresh, and undoubtedly represent an early state of the plate.

COVERS FROM THE FULLER CORRESPONDENCE

Many 1869 collectors are aware of the Fuller Insurance Correspondence, comprised of a number of covers primarily from Connecticut towns, addressed to Lucius H. Fuller of Putnam, Connecticut. In the process of researching this article, three covers from this correspondence bearing the three-cent gray paper have come to light.

We are very fortunate to know quite a bit about the Fullers and how they conducted business during a time when Connecticut was developing its in-

insurance industry. With the help of several volumes written during the period, we are able to reconstruct the lives of two of the parties involved in these three letters. The three letters are listed as covers numbered 7, 8 and 11 in Table I.

Lucius S. Fuller was born in Hampton, Connecticut on March 27, 1812 and moved to nearby Tolland in 1817. He was a farmer who later founded and acted as president of the Tolland County Mutual Fire Insurance Company. His son Lucius H. Fuller was born in Tolland on August 31, 1849, and founded his own insurance business in Putnam, some twenty-eight miles away (see Map #1) in February 1868. This company soon became one of the largest in the state by the late 1870's with Fuller being one of the most influential men in Putnam and the state during his lifetime.

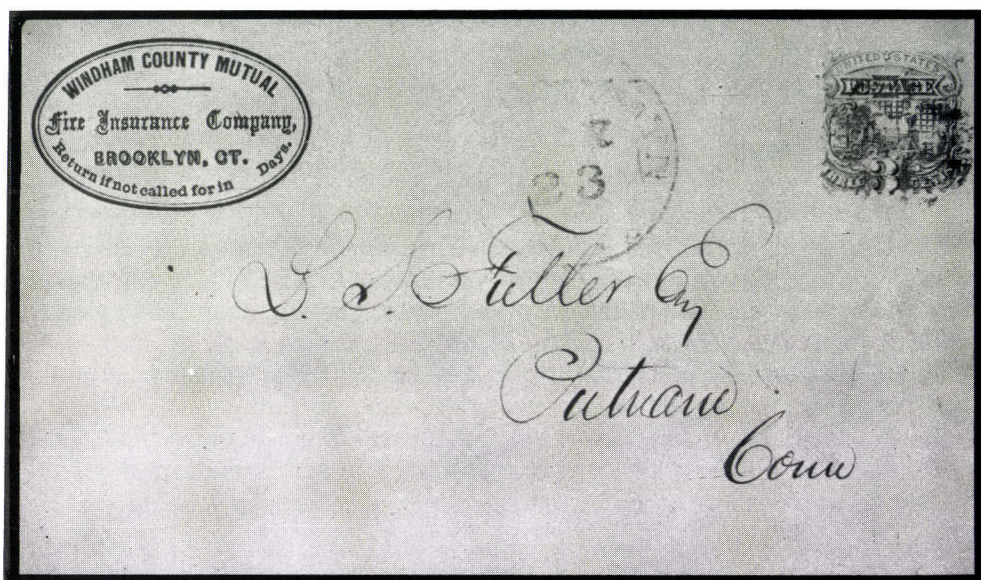


Figure 1. Fuller correspondence cover with gray paper stamp posted at Brooklyn, Conn. This is cover #8 on list and bears the plate #11 dot stamp illustrated in close-up in Figure 2.

The three covers with which we are concerned are a find of some importance. The cover mailed at Brooklyn, Connecticut on May 23, is the most significant three-cent gray paper known, for it bears the plate number dot and guideline markings of plate number 11.² Immediately, a paradox is upon us. As we know, plate number 11 is one of the original plates.³ Close examination of the four stamps on these three covers show very sharp impressions. Thus we have sharp impressions of an early plate with covers that show strong signs of use in the spring of 1870. Research has made this writer conclude that the great majority of three-cent gray paper covers were postmarked in the spring of 1870. A look at the listing of known covers (Table I) shows a remarkable closeness of both time of use (March, April, May) as well as area of use (Northeast, with one exception, which will be discussed later). The fact that one of these covers bears an 1870 date leads me to think that they might all be from that year. Also, the March 18 and March 21 dates are both before the

earliest reported date of use (March 27, 1869) shown by the Scott Catalog for this issue.

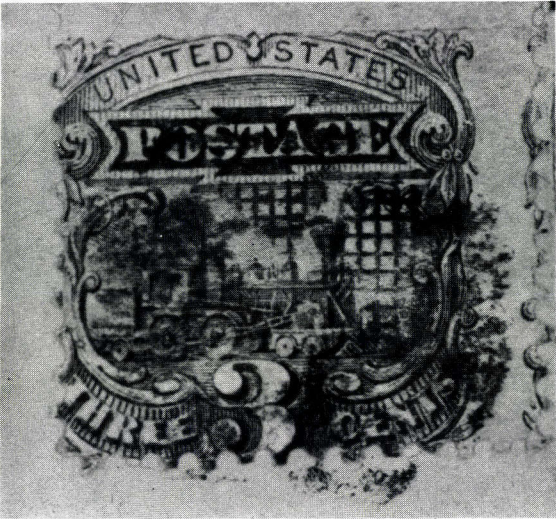
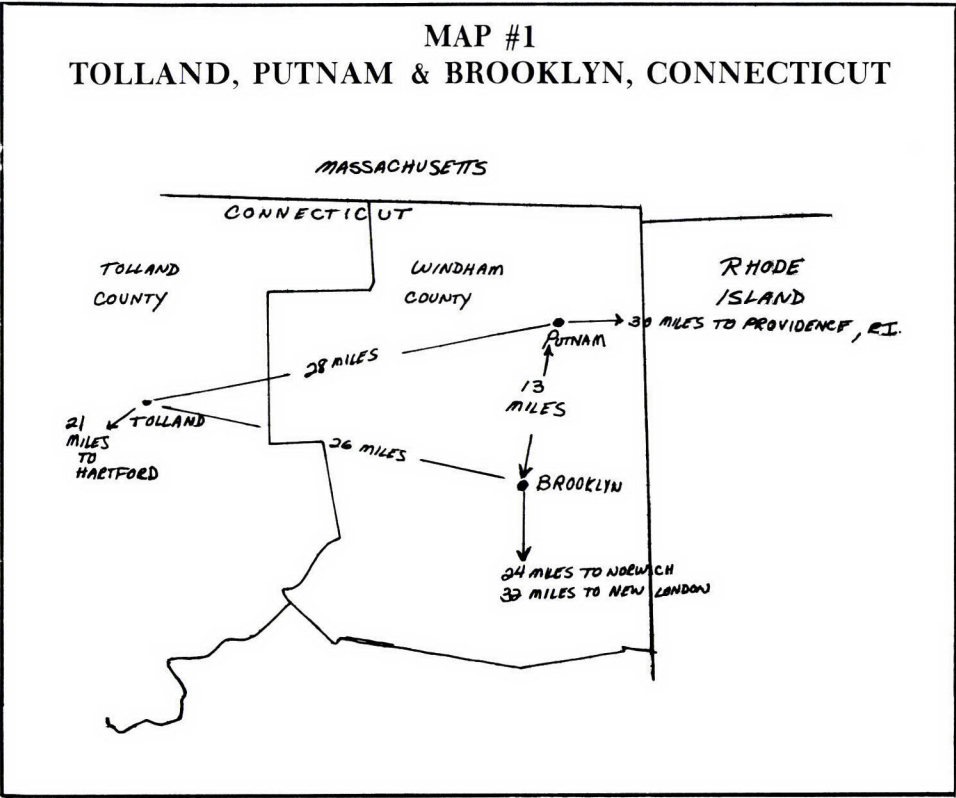


Figure 2. Close-up of stamp from Figure 1. This stamp shows the plate number position dot for plate #11, as described by John Birkinbine, II, in his 1969 article in the *American Philatelic Congress Book*.

TABLE I
3c 1869 GRAY PAPER STAMPS ON COVER

COVER NO.	DATE	ORIGIN	CANCEL	DESTINATION	SHADE	IMPRES- SION	PAPER COLOR	REMARKS
1)	March 19, 18?? 2 P.M.	Boston, Mass	Black Cork, CDS	East Marshfield, Mass.	Ultramarine	Sharp	Pinkish Blue- Gray	Horizontal Pair
2)	March 21, 18??	Moose Meadow, Conn.	Black Target, CDS	H.B. Shaw Alfred, Maine	Brilliant Ultramarine	Sharp	Strong Blue- Gray	
3)	April 4, 18?? 2 P.M.	Boston, Mass.	Black Cork, CDS	H. B. Shaw Alfred, Maine	Ultramarine	Sharp	Pinkish Blue- Gray	
4)	April 11, 1870 8 A.M.	Boston, Mass.	Black Cork, CDS	San Francisco, California	Ultramarine	Sharp	Pinkish Blue Gray	Docketed 1870 On Front
5)	April 13, 18??	Philadelphia, Pa.	Black Cork, CDS	Po'Keepsie, N.Y. (Poughkeepsie)	Bright Ultramarine	Sharp	Strong Blue- Gray	
6)	April 14, 18??	Laconia, N.H.	Black Grid, CDS	H. B. Shaw Alfred, Maine	Deep Ultramarine (Nearly Blue)	Sharp	Pinkish Blue- Gray	
7)	April 25, 18??	Tolland, Conn.	Black Cork, CDS	Lucius Fuller Putnam, Conn.	Ultramarine	Sharp	Pale Blue- Gray	
8)	May 23, 18??	Brooklyn, Conn.	Black Cork, CDS	L. S. Fuller Putnam, Conn.	Bright Ultramarine	Sharp	Strong Blue- Gray	Plate #11 Dot- & Framelines
9)	Aug. 22, 18??	?aysville	Manuscript	Lordstown, Trumbull Co., Ohio	Brilliant Ultramarine	Sharp	Strong Blue- Gray	Docketed on Back, Aug 17, 1871
10)	Aug. 26, 18??	Littleton, N.H.	?	?	?			
11)	Oct. 7, 18??	Brooklyn, Conn.	Black Fancy Shell	L. S. Fuller Putnam, Conn.	Brilliant Ultramarine	Sharp	Strong Blue- Gray	Vertical Pair

All three of the Fuller covers show the same strong blue-gray colored paper. We know that two of the covers are from insurance companies from the corner cards. The one from Tolland, in fact is from Lucius H. Fuller's father. It is quite possible that both of these companies were acting as agents for L. H. Fuller's agency in Putnam. All of these towns are close enough together for this to be quite likely (see Map #1). The October 7 Brooklyn cover has no corner card, but it is addressed in the same handwriting as the one with corner card, so it is obviously from the same person. Thus all three covers are related to L. H. Fuller's insurance business in Putnam. Could it not be possible, as part of his agreement with his agents, that Fuller supplied them with office supplies, including stamps? This could also explain the October 7 date on the third cover, as some stamps may have been stockpiled in that office and used later.

If the above is true, then it is entirely possible that we have three covers bearing four stamps, all from plate #11, and maybe from the same pane of 150. My guess is they all came from the post office in Putnam, Conn. Based on some 1870 census figures this seems likely, as follows: Putnam - 4192; Brooklyn - 2354; and Tolland - 1216.

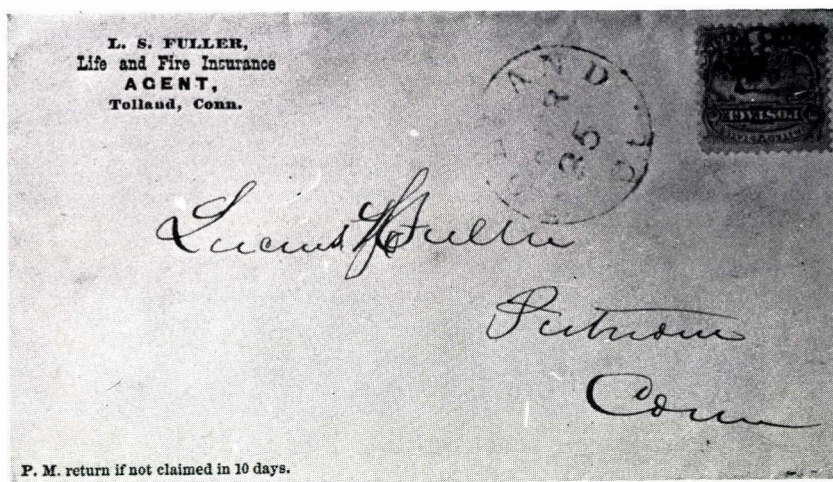


Figure 3. Corner card of Lucius S. Fuller at Tolland, Conn. This letter is addressed to his son Lucius H. Fuller, at Putnam, Conn. Cover is #7 on list.

THREE COVERS USED AT BOSTON, MASS

In this small group of covers, several similarities can be observed. All three show very early spring usage; the dates being within weeks of one another. All three, along with the cover from Laconia, New Hampshire, are printed on a similar blue-gray paper to the stamps of the Fuller correspondence, with the addition of a distinct pinkish cast. Again, all show a very sharp impression of the plate, as do all covers recorded here. Based on the April 11 cover, which is docketed 1870, as well as the early March dating, they are most likely from

1870. The same general conclusion about all being from the same plate would seem plausible, based on the same above reasons. None of this can be substantiated, but until more definite proof can be established, it seems reasonable. It is also possible that the cover used in Laconia, N. H. could have originated from Boston as well, due to very similar coloration to the three Boston stamps, a color not noted on any of the covers originating elsewhere.

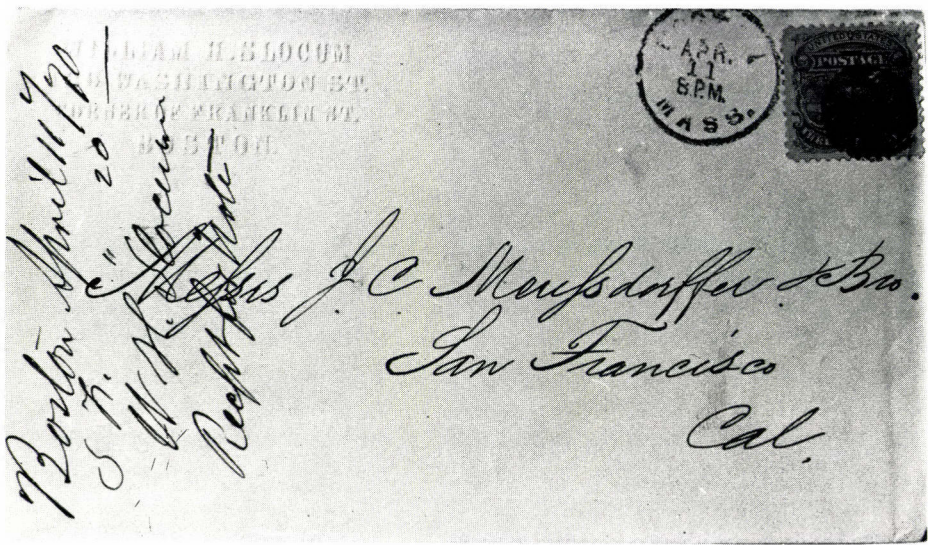


Figure 4. Mussdorffer & Bros. were merchants in San Francisco who had a habit of docketing their correspondence with both the east coast departure date and San Francisco arrival date. This is cover #4 on list and shows the date is 1870.

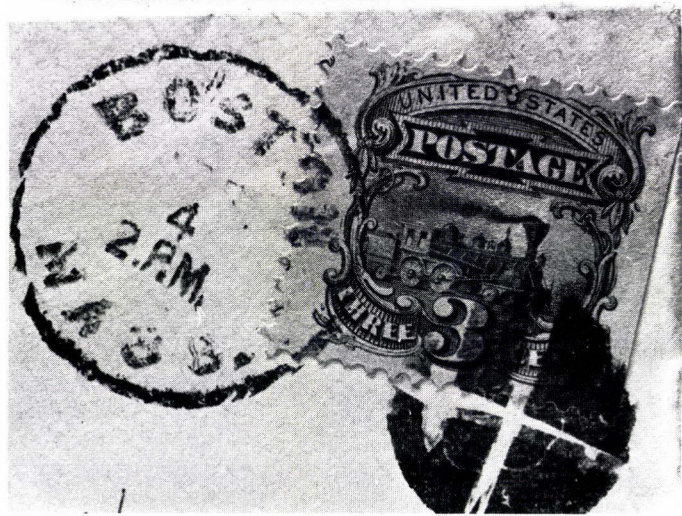


Figure 5. Close-up of stamp on cover #3 in list (Boston to Alfred, Me.). Note the clarity and sharpness of design. This, and all other gray paper stamps, show early impressions of the plate. See text.

A DISTRIBUTION PATTERN?

Looking at the table of known covers, what is shown, if anything? We simply lack sufficient material to be able to prove anything definite, although even these few covers begin to show a pattern emerging. First of all, with the exception of one very unusual cover which will be discussed later, all of the covers included in the table are used from the northeast. In fact, except for one Philadelphia cover, all are used in New England, primarily in an area within one hundred miles of Boston, Massachusetts. We have two "shades" of gray paper, each of which have been found in groups that are strongly geographic. We know that one stamp is from plate number 11, and can be reasonably sure that the other stamps in that group are as well. We have the paradox of sharp impressions on stamps from an early plate number used in the spring of 1870.

Simply stated, it would seem that there is a pattern of distribution slowly emerging here. Why these groupings and these areas show up as they do remains a mystery. This pattern does, however, allow for a bit of speculation on the part of this writer. As I see it, it is a question of examining several alternatives and seeing how they fit into the puzzle. For one thing, it is possible that "the gray paper" was a controlled experiment conducted on a limited scale by the National Bank Note Company. We know that National did not stand to profit too greatly from this stamp contract and thus could have been looking for ways to cut costs. Since these stamps seem to be from 1870, it is possible that the experiment came to a quick conclusion with the decision to change designs in 1870. This might explain both the small quantity of existing material, as well as the geographical distribution.

The only problem with this theory is the sharp impressions these stamps show. It is possible that they could have been printed sometime in 1869, borne out by the fact that at least one cover comes from plate #11 (an "early" plate). The stamps could have been in the vaults of National Bank Note for quite a while before a distribution experiment began, but we have no way of confirming this. The other possibility is that our concept of when plate #11 was placed into service has been wrong. Could it be that plate #11 was held back, and not used until 1870?

It is also possible that National Bank Note produced a certain number of stamps on this paper simply because it wanted to use any and all paper it had, whether it looked good or not. Based on the number of three-cent stamps printed it is plausible to assume that National had to work hard to keep up with production and probably saw no need to stop production due to some slightly off-color paper. Many different paper varieties have been observed on the 3c 1869 stamp (although not in the quantities of the gray paper), all the way from extremely thin brittle paper to what appears to be a thin cardboard.

National Bank Note Company could have used this, and other non-standard papers from time to time, placed the stamps in the vault, and released them only as needed to fill shortages of normal stamps. This would also agree with the theory that the company was trying to cut costs. It is *not* likely

that the paper changed turned color after a period of time had elapsed after printing. Based on the examination of a single gray paper found off cover, we see that the paper is a fine wove paper with a very ordered pattern. It is not at all similar to the regular soft wove paper used for this stamp. The gray paper is also quite thin and crisp.

Unfortunately, any theory developed at this time can be considered to be mostly speculation. Although we do see a definite pattern beginning to emerge, we will need more information to progress further.

THE GRAY PAPER ON COVER TO LORDSTOWN, OHIO

This particular cover is one of the more unusual, three-cent covers ever seen by this writer. It is given special mention here mainly to allow for comment by other specialists. It bears a three-cent gray paper with manuscript cancellation, addressed to "Lordstown, Trumbull Co., Ohio." The manuscript cancel is not only unusual, but nearly impossible to identify. It was originally thought to read "Marysville" (Ohio) but that probably is not the case. Possibilities are "Maysville", "McAysville", "Wraysville", "Oaysville", or "Whaysville". The cover is docketed on the back, "Myra, Aug 17, 1871." This is indeed unusual since the manuscript date on the face is Aug. 22." The stamp is printed on strongly blue-gray paper. This cover is important because it is the only gray paper we are not sure originated in the Northeast. Should anyone know the origin of this cover, that information would be eagerly solicited. Hopefully, this is a mystery which can be solved.

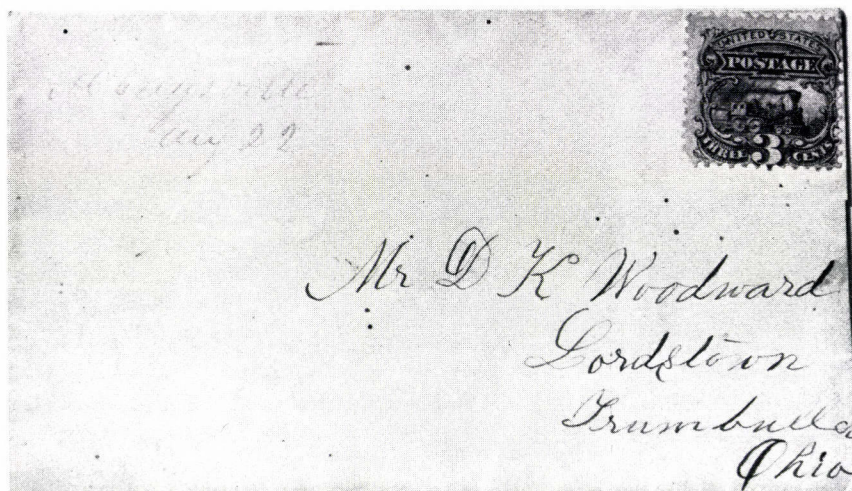


Figure 6. The only gray paper reported to date which is probably not from the northeast. The manuscript cancel has not been identified and help is requested. Cover #9 on list. See Figure 7.



Figure 7. Left. Manuscript mail entry marking for cover #9. Right. Manuscript docketing on the back of cover #9 showing use in 1871.

CONCLUSION

Hopefully, the information presented here will at least be a beginning for specialists who are interested in the three-cent gray paper. More information is needed in order to confirm these theories or to establish new and better ones. Surely other examples exist, and the information that they provide may answer some of the many questions left unanswered in this article.

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