



TEN CENT STAMPS OF 1855 - 1859



the plate reconstructions, some postal history
and postal markings of the stamps.

by
MORTIMER L. NEINKEN



WITH

SPECIAL CHAPTERS REPRINTED FROM "THE UNITED STATES TEN CENT STAMP OF 1855-1857" AND "THE UNITED STATES ONE CENT STAMP OF 1851-1857" BY STANLEY B. ASHBROOK. WITH THE PERMISSION OF THE PUBLISHER, LINDQUIST PUBLICATIONS INC., NEW YORK, N. Y.

DEDICATION

This Work is Sincerely Dedicated
To The Memory of My Good Friend and Teacher
Stanley B. Ashbrook.

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FOREWORD

By Henry M. Goodkind, Editor of the Collectors Club Philatelist

As one progresses with philately, he finds that there are many new fields for study to engage his interest. For instance, one may delve deeply into a study of the printings, the inks, the paper, the design or the perforations. Postmarks and cancellations have a great attraction for many, leading to an intense interest in postal history. Another phase of philately that has fascinated collectors is the work of plate reconstruction, especially with the older stamps.

In the early years, data about the printing and production of stamps was not as fully recorded as it is now. Thus the plate reconstructor tries to recreate, with only stamps as his evidence, the early methods of printing. He has few, if any, printing records at his disposal for his guidance with this work.

The contributions made by those, who plate stamps, are not as widely appreciated as should be. A typical stamp collector works only with a stamp album and catalogue. For example, let us just consider United States stamps. How did the spaces in an album for the many different types and also in a catalogue listings and pricings come to be? The postal authorities and the printers seldom, if ever, knew that they were issuing and selling different types of stamps. The philatelist, who did the plating work, made this contribution to our hobby. Intrinsic value in philately, as expressed by catalogue prices, in turn comes from the knowledge recorded by philatelic students. Philately without a catalogue would fade into non-existence, while without philatelic study there would be no orderly classification as found in the stamp catalogues. This is what gives philately the dominant and popular position it has gained as a hobby.

With this book, the author, Mr. Mortimer L. Neinken, hopes to achieve two things. The first is to record what he has accomplished with his plate reconstruction work. The second one is to have others share his enjoyment derived from a close study of one of the earliest United States stamps.

INTRODUCTION

Plate reconstruction is very intriguing, because it offers a challenge to attempt to complete what at the beginning appears to be an impossible task. It involves many hours of concentration and a considerable amount of frustration. Once the work has been completed, however, there is a feeling of real satisfaction. So it is with the plating of the Ten Cent stamps.

Completing the reconstruction of the Ten Cent Plate 1, was, of course, simplified by the availability of 124 positions previously plated, mostly by Messrs. William L. Stevenson, Elliott Perry and Stanley B. Ashbrook. These included all of the re-cuts, most of the bottom row, and nearly all of the "A" relief positions. The work to be completed consisted mostly of the plating of the "B" relief positions, a task that proved to be exceedingly difficult.

Then came the problem of reconstructing Plate 2 of the Ten Cent stamp (all are Type V). Of all the plating so far undertaken by the writer, this offered the greatest challenge. For a long time it appeared that the only way this work could be completed was by assembling pairs, strips and larger pieces; then trying to place them together by finding similar positions in the various pieces. It was impossible to separate the various rows in the plate because none of the reliefs except the top row could be definitely identified. Earlier students of the Type V stamp had made no progress whatsoever in separating the reliefs. The author, however, has successfully identified and separated the six reliefs, and as a result, the plating task was considerably simplified.

The key to this reconstruction was the block of 42 from the left pane with imprint, and the block of 40 from the right pane, which are referred to later. These, of course, accounted for 82 identified positions, and in addition to this, my friend, the late Mr. Stanley B. Ashbrook, had previously plated 24 additional positions. Consequently, the work at this point already had been more than half completed. The reconstruction of the balance of the plate required the examination of considerably more material, which had to be gathered from many sources, a difficult task because material from this plate in pairs, strips and multiple pieces is no longer plentiful.

Originally our objective was merely to diagram the plating marks on the various positions of the Ten Cent Plates 1 and 2. It was then suggested that the work should be enlarged, inasmuch as the booklet by Mr. Stanley B. Ashbrook, "The United States Ten Cent Stamp of 1855-1857," has been out-of-print, and perhaps it would be more useful to have this new work to include all of the previous important information in the fascinating study of the Ten Cent Green in one volume. Accepting this idea of offering a complete book combining previous and new information, it was decided to use Mr. Ashbrook's study as written. Thus this book may be said to consist of two parts—a reprint of Ashbrook's previous work along with further information learned by the author. *Where Ashbrook's studies have been used, the reader will note this appears in a smaller type.* A few corrections of Ashbrook's studies have been made because of new information through later research. New data by this writer on the plate reconstruction has been added to form this present volume.

The chapters on "The Ocean Mail to and from California," "On Ship and Steamship Markings," "The Great Overland Mail and the Pony Express" and on the "California and the Pacific Coast Postal Rates and Markings" have been taken directly verbatim from Volume 2 of the "United States One Cent Stamp of 1851-1857."

The author is very grateful to Mr. Harry L. Lindquist of Lindquist Publications, the publishers of the Ashbrook books for his gracious permission to include the Ashbrook material in this volume.

THE STAMP AS A PHILATELIC STUDY

The United States Ten Cent stamps of 1855 and 1859 have been popular with American collectors for many years, and in the last two decades this interest has greatly accelerated. By now stamp dealers' stocks of these stamps are practically nil, so when these stamps are sold at auctions, both on and off covers, the bidding is very competitive. The most popular items are the "Recuts" (Type IV) and the bottom row stamps, (Type I). The actual auction realizations of very fine copies of these types are far higher than the prices in "Scott's United States Specialized Stamp Catalogue."

Even greater interest is shown in covers with Ten Cent Greens, either alone or in combination with other denominations of the 1851 issue. The popularity of "Western covers," that is, uses from the East to the West coast or from West to the East, has increased greatly among collectors and specialists of the early United States stamps.

In the specialized study of the 1851-1857 stamps, four in particular furnish many interesting varieties, while each one individually presents a challenging field for wide specialization and close examination. These four are the One Cent 1851-1857, the Three Cent 1851-1857, the Ten Cent 1855-1859 and the Twelve Cent 1851-1857.

The Five Cent of 1856-1857 and the three high denominations, the Twenty-four Cent, Thirty Cent, and Ninety Cent of 1860, also are most interesting to study, each containing many varieties. But the scarcity of material prevents the same kind of intense research that has been accomplished with the above-mentioned first four lower denominations.

For many years, the foremost student of the United States 1851-1857 stamps, has been Dr. Carroll Chase. In philately, the outstanding work accomplished by Chase in the reconstruction of the many plates of the Three Cent stamp is universally recognized. This stamp was his favorite study, and his book published in 1929, "The Three Cent Stamp of the United States, 1851-1857 Issue" remains the most exhaustive treatise ever published on a single United States stamp.

In the actual study of the problems of the Ten Cent Green, the pioneer student was Mr. Wm. L. Stevenson, whose articles appeared years ago in *Mekel's Weekly* and other philatelic publications. Chase devoted time to the study of the stamp but never went into the reconstruction of the two plates in a serious way. Mr. Elliott Perry was another serious student of this value, and contributed much valuable information thru his research work.

Stevenson was a very keen student of early U. S. stamps and he covered quite a field during the years of his activity, but I think his favorite stamps were the One Cent and Ten Cent of the '51-'57 Series.

Elliott Perry took up the work on the stamp after he purchased Stevenson's collection in 1916. Articles on the stamp, by Perry, appeared from time to time, and in going thru these, I find many theories regarding solutions of troublesome problems, advanced years ago by Perry, have been confirmed as facts.

Perhaps Chase proved the fact, that to properly study any of these four values, one has to reconstruct the plates. Plating or plate reconstruction evidently did not appeal to Stevenson, at least so far as I have been able to ascertain. Perhaps this is the reason he failed to become as thorough a student as Dr. Chase.

Perry was a great admirer of Stevenson and his work, and in many of his writings, we find much credit given to Stevenson for his original discoveries.

For statistics and a veritable mass of valuable information we all refer to that peer of all work on U. S. stamps, "The Postage Stamps of the United States", by John N. Luff. What a debt of gratitude we all owe Mr. Luff for that outstanding work.

With some years experience behind me in the plating of the One Cent and Ten Cent, and a fair knowledge of the plating difficulties of the Three Cent and Twelve Cent as well as the Confederate "Frame Line" and several other stamps, I believe no one can dispute my assertion that the plating of the Ten Cent is a far more difficult piece of work than the other values of the 1851-57 series. In making this assertion I do not wish to be misunderstood. I refer to the plating of each position on a plate from single copies. In Chase's book I think he claims that he can plate any single copy of a Three Cent imperforate. I believe he can. Col. Tracy claimed he could plate any Twelve Cent imperforate. In comparison, the writer cannot plate every One Cent Imperforate, nor can anyone else, nor will anyone ever be able to do so. And even more difficult is the Plating of the Ten Cent in single copies. Many singles from Plate One are practically impossible, while a great majority of singles from Plate Two, are utterly impossible.

With the aid of many pairs, strips, and blocks, and with reference to a large number of single copies, the writer was able to put together enough of the Ten Cent, Plate 1 to form the foundation for the joint article of 1921.

Reference is made to the American Philatelist of February 1921, containing an article under the heading: "Notes on the Ten Cent 1855-1857 United States Adhesives," by Carroll Chase and Stanley B. Ashbrook.

Up to that time the exact location of seven of the recut positions, or Type IV stamps was unknown. Perry in his booklet, published about 1920, stated a strip of three had been seen, practically proved that one of the recuts came from 3 R 1. He had also succeeded in making a correct grouping of the other seven but had been unable to find a key to tie them into their actual positions. Another important fact discovered by Stevenson and Perry were the existence on the plate of certain "misplaced transfers", though Perry thought more existed than have been found up to the present time.

Perry, no doubt, was the first to arrive at the correct disposition of the three reliefs on the plate, and in his notes he suggested a very good theory as to the methods used in "laying out the plate".

The above will give the reader a brief story of what has been accomplished in the past by others than myself who gave freely of their time in the study of this most interesting stamp.

In attempting the plate reconstruction it was necessary not only to carefully study the information contained in the book "The United States Ten Cent Stamp of 1855-1857" by Mr. Stanley B. Ashbrook, but also to try to gather and utilize all additional information and material that could be obtained from every possible source. Pairs, strips, blocks, and all multiple pieces known in other collections were very helpful. In addition, the late Mr. Stanley B. Ashbrook had available about 500 copies of various positions in singles, pairs and strips. These were immensely helpful in completing the reconstruction of Plate I.

At the end of this volume appears a note of appreciation to those who had been so cooperative and helpful in supplying material for study.

THE STAMP DESIGN

We had no Ten Cent stamp from June 30th 1851 until May 1855. The second Ten Cent value reminds us somewhat of the first, the classic Ten Cent of 1847. (Figure 1)

Both bear the likeness of George Washington and the large Roman numerals, so prominent on the 1847, again stand out on the stamp of 1855. A reminder of the then late struggle for independence is represented by the thirteen stars surmounting the center medallion.

The design of this Ten Cent Green is very beautiful but the workmanship was a bit crude, and leads one to wonder if the engraving was not done rather hurriedly.

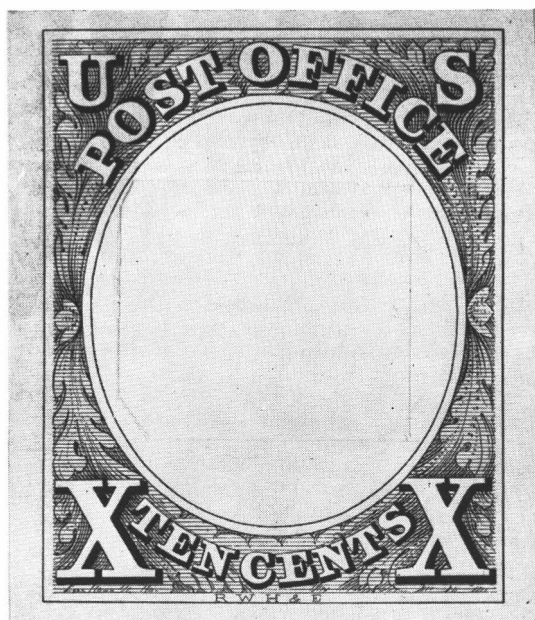


Figure 1

Perhaps it was, because when the new ten cent rate went into effect April 1, 1855, there were no Ten Cent stamps. The new stamp was not ready until the middle of May. Perhaps it was a rush job.

In the first place the design of the stamp as engraved on the "Die" is not properly lined up, that is, it does not form a perfect rectangle. Figure 3 is a drawing of the full design with parallel, vertical, and horizontal lines drawn to form a rectangle.

It will be noted that the upper left part of the design is lower than the right and the lower left is lower than the right. Many slips of the engravers tool can be found on die proofs, showing careless or hasty workmanship. For example, the horizontal lines forming the background over the left "X" numeral extend at right beyond the oval into the white margin. A slip is also quite noticeable in the left part of the "N" of TEN. The top line above the top label was engraved either very carelessly or by a very unsteady hand. Instead of forming a perfect curve it is wavy and dips down considerably directly over the "S" of POSTAGE. The lettering in the top label is also extremely poor and at least ten of the thirteen stars above the central medallion are very poorly proportioned. The fourth star from right to left, shows a slip in the ruling of one of the horizontal background lines, and this slip almost eliminated the left pointer of this star. Both of the large Roman numerals show bad proportions especially noticeable in the left foot of the right "X".

Many other minor defects can be detected under a strong glass. Figure 2 is from a photograph of a proof from the Original Die. Figure 4 is evidently a proof taken from the die before it was finished. On this proof the "U. S. POSTAGE" was drawn in pencil. It is interesting in studying this unfinished proof to note that the vertical lines in the top label were engraved before the lettering was done. The bottom label shows a background of vertical lines, whereas on the finished die, this background was solid. The backgrounds of both "X" ovals consist of horizontal lines, whereas on the finished die, vertical lines were added. The white border surrounding the medallion is not shaded as on the finished die.



Figure 2

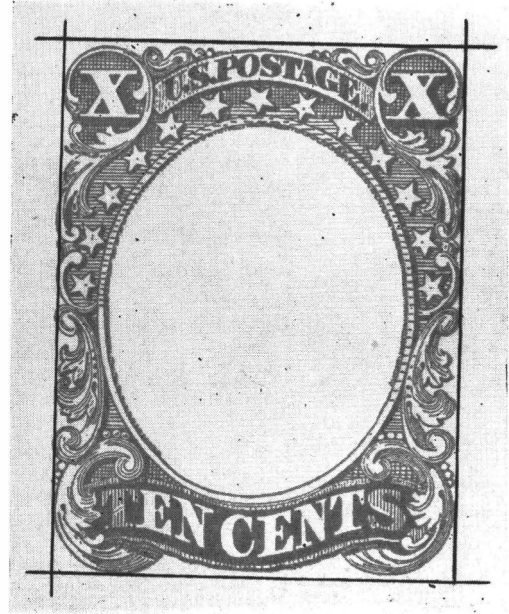


Figure 3

DATE OF ISSUE

Mr. Luff in his very fine book on "The Postage Stamps of the United States" gives the date of issue of the stamp as May 4, 1855, and this date was no doubt obtained from official records. Scott's Specialized Catalogue of U. S. for 1935 lists the same date. Scott's Monthly Journal of Dec. 10th, 1927, published an article by Mr. Herman Toasperm, which stated as follows:

"Recently the Post Office Department published a book called "A Description of United States Postage Stamps and Postal Cards" * * * In this book the date of issue is given as May 10th, 1855. The discrepancy in dates may best be explained as the difference between the delivery date at Washington, by the Contractors, Messrs. Toppan, Carpenter, Casilear & Co., and the date on which the stamp was issued."

Before I became interested in the study of early United States stamps, Dr. Chase had for some years kept a record of all the early dates of use he had seen of all stamps of the issues of 1847, 1851, 1857, 1860, 1861 and 1862. His record included the earliest known use of the various plates of the 1851 and 1857 issues. In 1918 we consolidated our efforts along this line and from then to the present time we have kept a joint record.

New discoveries of earliest dates of use have been recorded in the Ashbrook "Special Service"* up until the time of his death in January, 1958. Mr. Edgar

* The Ashbrook Special Service was a service inaugurated by Mr. Stanley B. Ashbrook for a small, select group of philatelists who were especially interested in United States postal history. The first one appeared on June 1, 1951, known as Issue #1 and this Special Service appeared regularly, monthly, until Issue #81 in December, 1957. The January, 1958 issue was in preparation at the time Mr. Ashbrook became ill, and unfortunately this most valuable compendium of information terminated with Mr. Ashbrook's death in January, 1958. It included discussions on all items of interest to the serious collectors of United States stamps from the 1847 through the 1869 issues. Hundreds of covers and stamps were illustrated with full explanations of markings, cancellations and rates. Also fraudulent covers and fake stamps, which appeared from time to time in these early United States issues were described in detail. Less than thirty complete sets of this service are now in the hands of collectors, and undoubtedly, in time, it will become a scarce "collector's item."



Figure 4

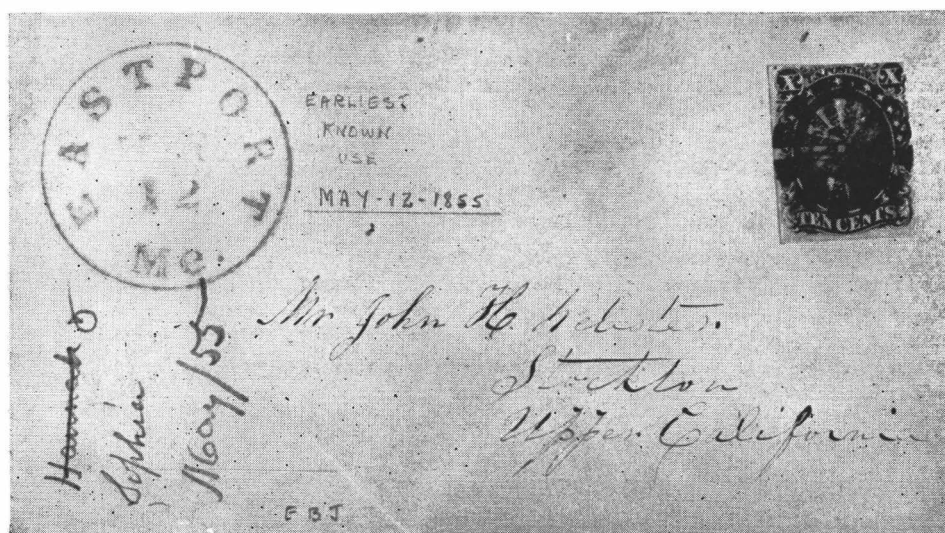


Figure 5

B. Jessup of Oakland, Calif. has a cover with the Ten Cent Green from Eastport, Me. to Stockton, Calif. showing a use of May 12th. This cover bears a handwritten notation by "Sophia" giving an 1855 pencil date. In the opinion of Mr. Jessup this is the earliest known use of a 10c stamp.* (Figure 5) The cover, which was regarded as the earliest known use for many years, was originally from the collection of the late Laurence B. Mason, used from New York on May 19th, 1855. This cover is addressed to "London Canada West", its stamp, a very early printing of Type II, is tied with the circular New York cancellation in black, reading "New York May 19th". A notation on the cover reads "New York 19 May 1855—E. D. Morgan & Co. Rec'd. 5/21, Ans." The Canadian receiving cancel is "London MY 21 1855" in black.

* Another cover from the same correspondence with the same town marking and cancellation on a 10c stamp has the date August 28. This also has a pencilled month and year date in the same handwriting, placed similarly to that on Figure 5. In the author's opinion, this second cover substantiates Mr. Jessup's conclusion that May 12, 1855 is the earliest known use of a 10c green stamp.



Figure 5A

A folded letter in the Mortimer L. Neinken collection showing a 21c rate to France paid by a vertical pair of Ten Cent Types II and III and a One Cent Type IV are tied by a red New Orleans, Louisiana town cancel bearing the date May 20th, and shows a French receiving mark "12 Juin 55". This also bears a French "8 Decimes" collect marking. The letter itself is dated 19 May 1855, and on the back there are various other French receiving marks with the 1855 date. (Figure 5A)

The Chase collection at one time contained a cover dated May 21, 1855 with a Ten Cent Green tied by the New York Ocean Mail cancel, with a small 8 bar grid, which was used on the ocean mail bound for California or the Pacific Coast. This small grid does not always show 8 bars, or even 7, as the two outside bars were very small, and frequently one, or both, failed to leave an impression. This is an interesting type of cancellation and will be mentioned later.

In the Ackerman collection there was at one time a cover containing a block of 4, and mailed from New Orleans on May 23rd, 1855. In all probability, the first supplies of the stamps were sent to New York, New Orleans, Charleston, Philadelphia, and Boston.

In "the U. S. 1851-60 Chronicle, No. 36, April 23, 1960," edited by Tracy W. Simpson the following appears:—"Dr. Robert de Wasserman of Brussels, Belgium reports what may be the earliest known use of a Ten Cent Stamp to Europe. It is a cover from Bucyrus, Ohio dated May 28, 1855 via Prussian Closed Mail to Wurtemberg. It bears a strip of five Ten Cent Type III imperforate, a One Cent Type IV and an irregular block of three Three Cent Type I for the double 30 cent rate. This cover went through Aachen on June 12 and Stuttgart on June 14."

In hunting for covers with the Ten Cent used in the month of June 1855 or earlier, I have noted quite a few covers from California Post Offices to the East mailed in June and July 1855 with the Ten Cent rate paid with such combinations as follows: a Six Cent 1853 stamped envelope and a Three Cent and One Cent 1851, or a Six Cent stamped envelope with a strip of four of the One Cent 1851. Covers from the East to California, mailed in June 1855, with similar combinations have also been noted. One in particular was a cover from Boston on May 30, 1855, and bearing a Twelve Cent 1851, showing an over-payment of 2c in the rate. The above are merely cited as possibly showing a scarcity of the new Ten Cent stamp in some of the Eastern Post Offices as well as those of California.

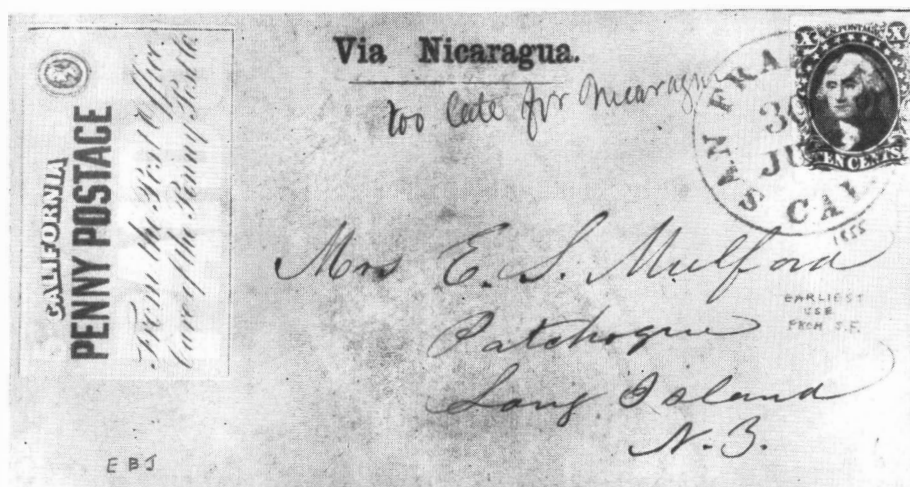


Figure 5B

There is a well known cover in the Edgar B. Jessup collection with a Ten Cent Green mailed from San Francisco on June 30th. The cover was marked "Via Nicaragua". Mr. Jessup believes it is definitely an 1855 use because a California Penny Post (Scott 34L4) local stamp was used, and this California local was no longer in use in 1856. (Figure 5B)

In the Mortimer L. Neinken collection there is a cover with a 26c rate from California to France. This is paid by two single Ten Cent Greens (Type II and III) and a pair of the Three Cent Type I. The stamps are tied by a San Francisco, Calif. town cancellation in black dated "Jul 16". This cover, showing a French receiving mark, "3 Sept. 55", may be the earliest use of a Ten Cent stamp to France from the West Coast. (Figure 5C)



Figure 5C

THE PLATES

Mr. Luff lists three plates as having been used for the Ten Cent stamp, as follows: Plates 1, 2, and 3, but the writer is practically certain that only two plates were used.

The first was numbered No. 1 and the second was numbered No. 2.

In the old 1921 Article, a mention was made of the possibility of a third plate, due to the existence of certain Type V varieties. At the time the Article was published, my reconstruction of Plate 2 had not progressed far enough to prove that all Type V stamps, known to me, came only from Plate 2.

Since 1921 much progress has been made on Plate 2 and at the present time there exists no evidence or even a suspicion of a third plate.

THE DIE DESIGN

Mr. Luff describes the Ten Cent Stamp as follows:

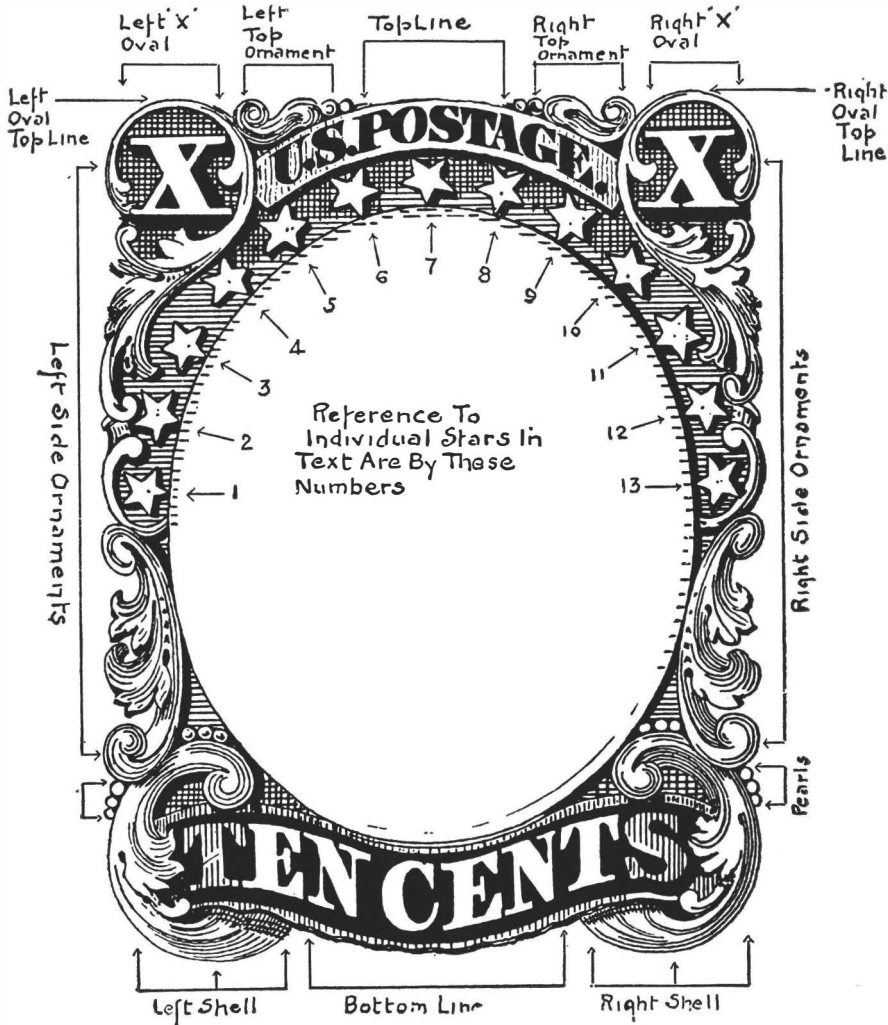


Figure 6

"Ten Cents. Portrait of Washington, after the painting by Stuart, three quarters face, looking to the left, on an oval disk with a very dark background, and a border, which is white below and slightly shaded above. Around the upper portion of the medallion, on a dark ground, are thirteen white stars, above which again in a white panel are the words in small solid capitals, 'U. S. POSTAGE', connecting two circular spaces on the corners, each containing the roman numeral 'X'. Below the medallion, in a waved panel, are the words, 'TEN CENTS' in large white capitals. The whole is surrounded with shaded scroll work of a highly ornate character. Color, dark green."

Figure 6 is a drawing of the complete die design with the center medallion omitted. Each part of the design is marked with the names given by Philatelists to the different parts, such as the "Right full shell", "Top line", "Bottom line", etc.

PLATE ONE

Plate one was the only plate used for the imperforate stamps. It was also used for a fair percentage of those issued perforated.

The plate was in use from May 1855 until probably about June 1859. Plate Two was made in the Spring of 1859 and it is doubtful if the old plate was used very long or at all after the new plate was put to use.

In common with all the plates of the 1851-1857 series, it was made up of two panes of 100 stamps each, side by side, and separated by a single center line. To the left of the left pane and to the right of the right pane it bore the name or "Imprint" of the Government contractors. The "Center Line" is approximately 4 millimeters from the stamps of the left pane, and about $4\frac{3}{4}$ millimeters from the stamps of the right pane.

The Imprint (Figure 7) is about 3 millimeters from the stamps of each pane, and reads as follows:—

"Toppan, Carpenter, Casilear & Co., Bank Note Engravers, Phila., New York, Boston and Cincinnati".

The plate makers usually engraved the plate number on the various plates, reading, for example, as follows: No. 1 or No. 1 P (the "o" of NO being elevated above the "period"). The plate number is $\frac{7}{8}$ millimeter below the imprints on each pane.

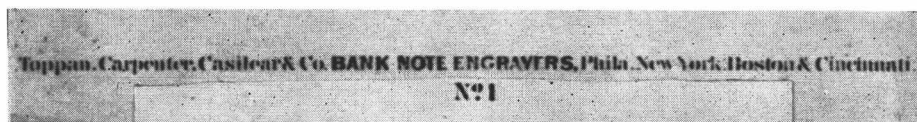


Figure 7 (Left Imprint)

On the first Ten Cent plate, both the left and right imprints have the No. 1. No example of the complete right imprint is available, but it was undoubtedly the same as the left (Figures 8 & 8A). It would be surprising to find it different.

Stamps showing a center line or part of the imprint are of great assistance in the work of reconstructing a plate. This is especially true of the latter, but it must be realized that imprints are always quite scarce. For many years the writer has kept a record of all imprints seen in various collections. This list contains but fifteen imperforate and perforated items with imprints,* which clearly indicates their scarcity. Eleven are single copies, eight imperforates, and three perforated. One is a horizontal perforated pair. The other three are horizontal strips of three, two being imperforate, one perforated.

* Amended by M. L. N.



Figure 8. Imprint strip of three 51-52-53L1 (Collection of Edgar B. Jessup)



Figure 8A. Imprint perforated pair 59-60R1 (Collection of Edgar B. Jessup)

PLATE ONE RELIEFS

Three entirely different reliefs are found on the Plate. Whether these three reliefs were all on one Transfer Roll, or whether two rolls were used, cannot be stated definitely. The methods used in the making of the One Cent and Three Cent plates of that period were very similar to the way in which the Ten Cent plate was evidently made, but in the former, students have agreed that possibly two rolls were used instead of one. In the making of the Ten Cent Plate 1, the writer can find no reason for assuming that two rolls were used. This will be explained later.

The three reliefs will be referred to as, Relief "A", "B" and "C." They were used in the ten horizontal rows across both panes in this order:

Top Row	.....	"A" Relief
Second Row	.....	"A" Relief
Third Row	.....	"B" Relief
Fourth Row	.....	"A" Relief
Fifth Row	.....	"B" Relief
Sixth Row	.....	"A" Relief
Seventh Row	.....	"B" Relief
Eighth Row	.....	"A" Relief
Ninth Row	.....	"B" Relief
Tenth Row	.....	"C" Relief

There are three exceptions on the plate as to the use of the Reliefs as above stated, and all occur in the top row, being the first and second stamps in the top row of the left pane (1 L 1 and 2 L 1) and the third stamp in the top row of the right pane (3 R 1).

On these three positions the "B" Relief was used instead of the "A" Relief, and hence these three positions are known as the "Misplaced Reliefs".

It will thus be noted that the number of Reliefs on the plate were as follows: Relief "A"—97 positions, Relief "B"—83 positions, Relief "C"—20 positions.

Figure 9 is a diagram of a printed sheet of stamps from Plate One. This chart shows the disposition on the Plate of the three Reliefs. The "A" Relief is represented by the fine line rectangles, the "B" Relief by the heavy line rectangles, and the "C" Relief, by the double lined rectangles. The position of the Imprint is shown at right and left, and the Center Line, dividing the two panes. The writer is not certain whether this line had dots at top and bottom, as shown, but assumes that it did. A copy of 10 L 1 is known showing the Center Line extending $6\frac{1}{2}$ millimeters beyond the top of the stamp. The three "Misplaced Reliefs" are shown in the top row.

The arrangement of the guide dots is exactly the reverse of that found on the One Cent and Three Cent Plates of this period and earlier, that is, dots are found at the lower left corner of the stamps in the bottom row, (see Figure 9) which, as suggested by Perry, might indicate that this row was the first one entered on the plate. Dots are found at the upper left corner of the stamps in the 2nd, 4th, 6th, and 8th horizontal rows of each pane, ("A" Reliefs), with the exception of those positions in the first vertical rows of each pane. Corresponding dots are found in the right margin of both panes. These latter dots are further away from the stamps than the regular "guide dots" in the upper left corner.

Faint dots and double dots are found at the bottom and to the left opposite certain positions in the first vertical row of the left pane, but these have purposely been omitted from the chart (Figure 9). These faint dots are likewise further away than the regular "guide dots", and are opposite "B" Relief positions, instead of "A" positions. The bottom row positions show two guide dots instead of one, except that 99L is the only position showing a single guide dot.* Differing from similar plates of that period, extra dots are found in certain parts of the plate. For example, below and to the right of 100 R 1, three dots are found instead of two. Two dots as indicated on the chart are found close to the upper right of 90 R 1. Two small extra dots in addition to the large dots are found to the right of the upper part of 80 R 1, as indicated on the chart. Two small dots are found near the upper right part of 70 R 1, and an extra dot is found in the margin between 50 R 1 and 60 R 1, as indicated on the chart. An extra dot is found in the margin to the right of the lower part of 20 R 1. In the left pane, extra dots have been noted on 10 L 1, same being to the right of the lower part of the design, and an extra dot at the right between 70 L 1 and 80 L 1. These extra dots have been noted for the purpose of future reference and study. The writer in describing his theory of how the plate was made will disregard them as their presence on the plate apparently had nothing to do with the original entries. It is possible that there were other extra dots, that have not been discovered. Cancellations, scissors and perforations so often destroy such small markings.

The double dots to the left and below the "C" Relief positions are valuable aids in the reconstruction of this row. Frequently one dot is much larger than its mate. The extra dots to the left of the main guide dots of both 100 L 1 and 91 R 1 are very small.**

* Amended by M. L. N.

** A row of guide dots have been noted 5 mm. above the top of the designs of the top row. An imperforate block of four, recently in the Caspary collection, positions 9-10, 19-20 R, shows two guide dots over 10 R, one slightly to the right and the other slightly to the left of the design. A top row, imperforate strip of three from the center of a pane, shows similar guide dots 5 mm. above the design and slightly to the left of each position. In all probability, no guide dot was placed over 1 L and 1 R. (M. L. N.)

The Guide Dots Above the Top Row Have Been Added by the Author



Figure 9

THE TYPES

The three reliefs are shown in Figures 10, 11 and 12, and the differences are most pronounced.

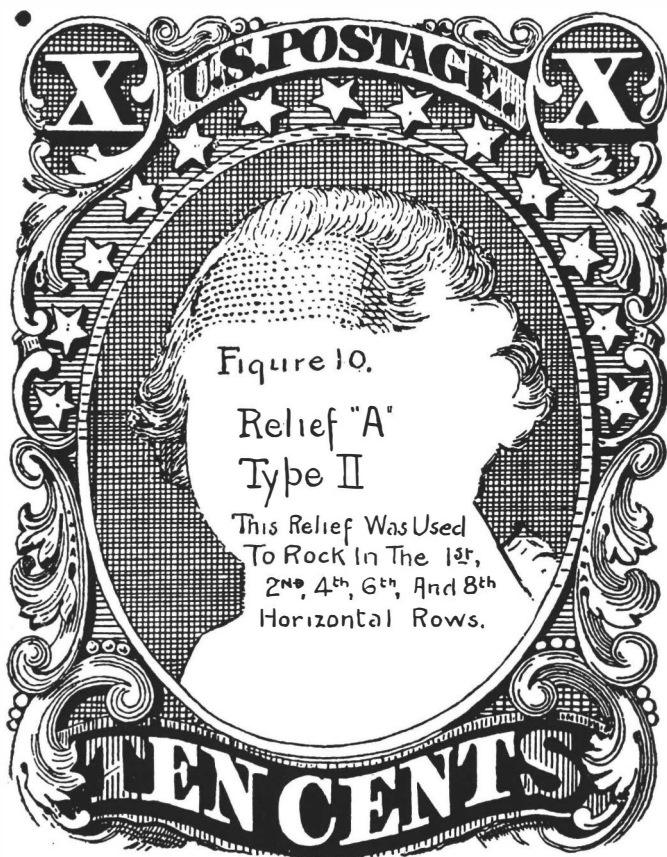
Figure 10 is an illustration of the "A" Relief. It will be noted that the top of the design is complete, or as this part of the design existed on the original die. Both lower Shells are short. This is the relief that produced the stamps catalogued as Type II.

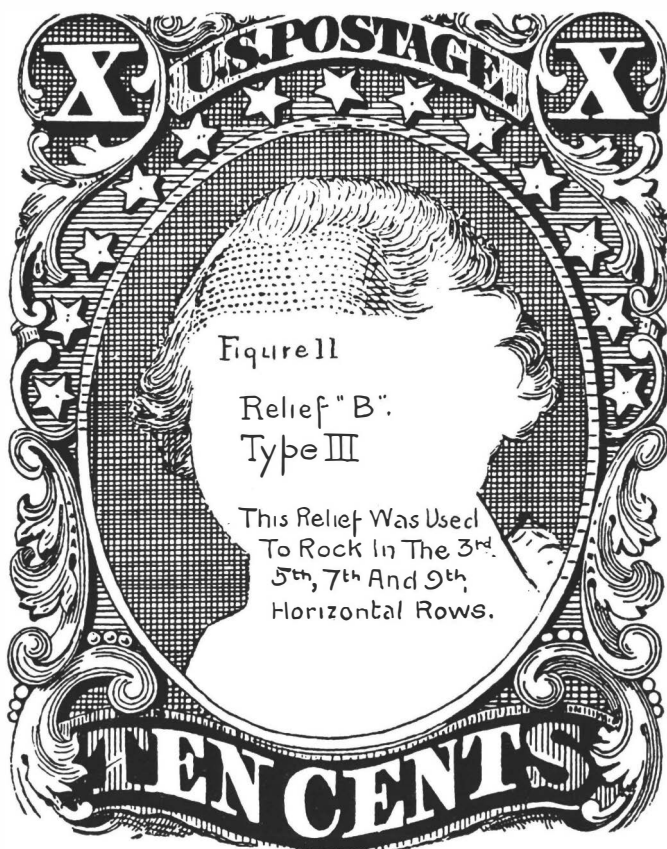
Figure 11 is an illustration of the "B" Relief. It will be noted that the top of the design is incomplete. By referring to Figure 6, it will be found that in this respect, the following parts are missing, both right and left Oval Top Lines, the tops of the two Top Ornaments, and also the Top Line. Similarly to the Relief "A", both lower Shells are short. This is the relief that produced the Type III stamps.

Figure 12 is an illustration of the "C" Relief. The top of the design is quite similar to the "B" Relief, though the extent of the breaks in all three top lines differs slightly. The lower Right Shell is complete, but certain parts, or rather fine bottom lines are missing from the Left Shell. This is the Relief that produced the Type I stamps.

The listing in the Scott Catalogue of the five types of the Ten Cent stamps follows very closely the listing of the types of the One Cent Stamps.

Type I of the Ten Cent, compares with Type I A of the One Cent, both are incomplete at top but complete on the One Cent at the bottom, and nearly complete at the bottom on the Ten Cent.





Type II of the Ten Cent can be compared to the One Cent Type II, design complete at the top (on the Ten Cent) and complete at top (Plate 4) on the One Cent, or nearly complete. The Ten Cent Type II can also be compared so far as the break in the bottom line to the One Cent Type III A. However no One Cent III A stamps show a complete design at top.

Type III of the Ten Cent, compares with the One Cent Type III.

Type IV of the Ten Cent are the stamps showing recutting. This compares with the Type IV of the One Cent.

The Type V of the Ten Cent come only from Plate 2. They are the stamps with the incomplete side ornaments, and they compare with the One Cent Type V stamps.

Also similar, the Type V, of both values were issued only perforated.

Again referring to the three types (I, II, III) of the Ten Cent, other characteristics will be noted. The "bottom line" on both Types II and III, is broken, the extent of the break being about the same on both types.

Some Type II positions show a larger portion of the shells and the bottom line than does Fig. 10, but these are very few.

In referring to Type I, the bottom line is often described as being broken. Perhaps it would be more correct to state that this bottom line is not quite as complete as on the original die or on the stamps from the "Reprint Plate of 1875". By referring to the illustration, Figure 6, it will be noted that the "bottom line" consisted of two wavy lines close together, and in some parts shaded so that they appear in certain parts as one line.

The question of a break in this bottom line depends entirely on the stamp under observation. All stamps from this row show a break or a very slight break in the lower of the two lines, but stamps from certain positions may or may not (according to the impression) show a break in the upper of the two lines. This "break" occurs under the "CE" of CENTS.

Because of the completeness of the right shell and the partial completeness of the left shell, the Type I stamps were many years ago called the "Full Shell Stamps". Perhaps Stevenson gave them this name. I find no use of such a term in Mr. Luff's book.

We refer to the Scott Specialized Catalogue for a description of the four imperforate stamps.

"Type I. The "shells" at the lower corners are practically complete (note—the right "shell" is complete whereas the left "shell" has part of the outside curved lines missing.) The outer lines are broken above the middle of the top label and the "X" in each upper corner. As a suggestion, to make this description more clear to the novice, perhaps this sentence should read:

The outerline above the top label is missing in the center, and the outer lines above both the X Ovals are also missing.

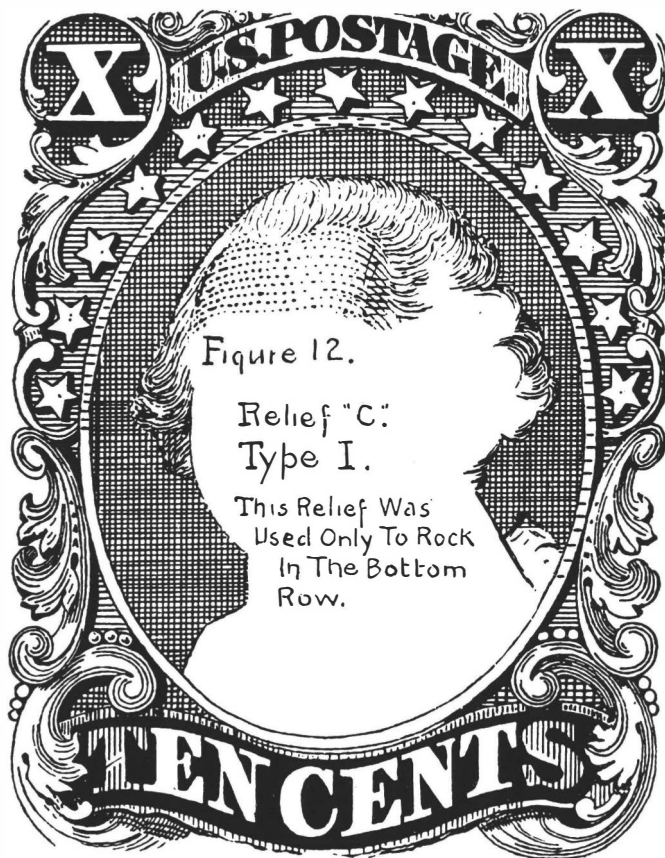
Type II. The design is complete at the top.

The outer line at the bottom is broken in the middle. The shells are partly cut away.

Type III. The outer lines are broken above the top label and the "X" Numerals.

The outer line at the bottom and the shells are partly cut away as in Type II.

Type IV. The outer lines have been recut at top or bottom or both.



The difference between Types II and III can be easily noted by either the presence or absence of the top line over the label and the top lines over both "X" Ovals. If a stamp is cut into at the top or heavily cancelled so as to hide this characteristic, the type can be identified by noting the two outer lines of the left shell, directly under the "three pearls". In Type III these two lines are longer than in Type II. See Figure 13 for a comparison of the two types.

A further and very slight difference between Type II and Type III, is found in the absence or presence of certain lines in the remaining part of the right shell.

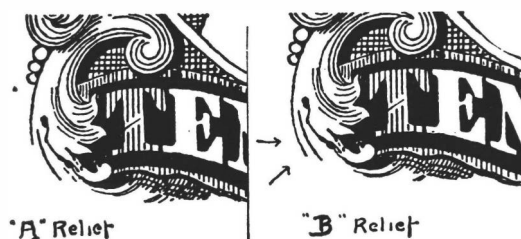


Figure 13

This difference occurs under and slightly to the right of the letter "S" of CENTS. Type II shows two fine curved lines. Type III does not show these lines. (See Figure 14)

On Type II stamps a position dot will generally be found N. W. of the "left X oval" (see Type II Figure 10), but it must be remembered that not all Type II, (Relief A) stamps show a guide dot, because none were placed directly above the twenty top row positions, and none are found on the Type II, (Relief "A") stamps in the first vertical row of each pane. Hence a Type II stamp, which shows no guide dot comes from either the top row or from four positions in the first vertical row of the left pane, or from four positions in the first vertical row of the right pane. There are therefore 25 Type II (Relief "A") positions, out of a total of 97 Type II (Relief "A") positions, which do not show a guide dot. (See chart, Fig. 9)

The eight Type IV or "recut" stamps occur in both Reliefs "A" and "B". Four are of the former and four are of the latter. There are seven Type IV stamps in the left pane and one in the right pane, as follows:

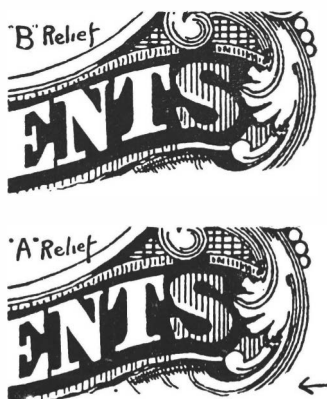


Figure 14

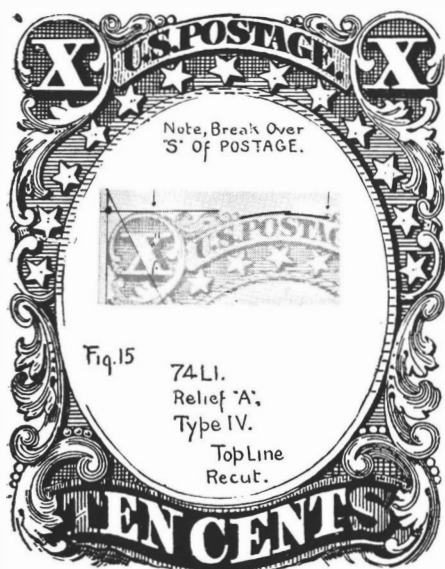


Fig. 15

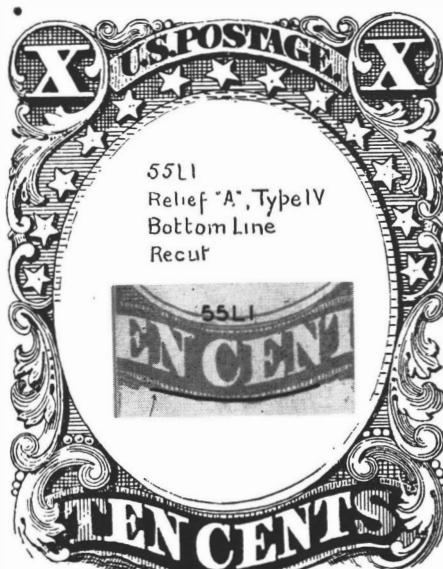


Fig. 16

74 L 1—Relief "A"—Top line over top label recut (see Figure 15)

55 L 1—Relief "A"—Bottom line recut (see Figure 16)

76 L 1—Relief "A"—Bottom line recut (see Figure 17)

54 L 1—Relief "A"—Bottom line recut (see Figure 18)

(All of the above show a guide dot.)

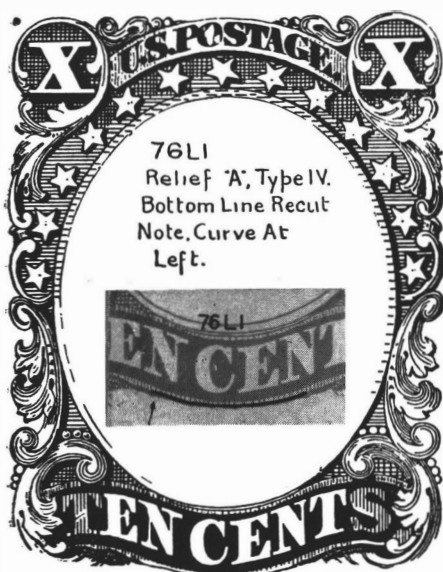


Fig. 17



Fig. 18

86 L 1—Relief “B”—Top line over top label recut and also over each “X” oval.
(See Figure 19)

65 L 1—Relief “B”—Top line over top label recut and also over each “X” oval.
(See Figure 20)

64 L 1—Relief “B”—Top line over top label recut, also the bottom recut. (This is known as the “double recut”.) (See Figure 21)

3 R 1—Relief “B”—(Misplaced Relief)—Top line over top label recut.
(See Figure 23)

These eight recuts are not difficult to plate as will be noted from the following description of each.

Type IV—74 L 1—“A” Relief recut at top only, with a guide dot outside of the left “X” oval, and almost on a line with the top of it. The recutting is very irregular and appears to have been done from each end and joined in the center over the “S” of POSTAGE. * The recut line at the right begins in the pearl over the “A” of “POSTAGE”. This stamp can be very easily identified because it is the only Type IV stamp with top line only recut that shows a guide dot. (See Figure 15)

Type IV—55 L 1—“A” Relief recut at bottom only, with a guide dot outside of and above the top line of the left “X” oval, and also to its left. Of the three “A” Reliefs that have the bottom line only recut, this stamp has the guide dot farthest from the left “X” oval, measuring more than one m.m. from it. The recut line leaves the original line at the left and runs into the margin directly under the left part of the bottom of the “N” of TEN. (See Figure 16)

Type IV—76 L 1—“A” Relief, recut at bottom only, with a guide dot very similar to and in about the same position as the dot on 74 L 1. The recut line appears to have been drawn from the right to the left and near the end at the left, directly under the “N” of TEN, the line bends slightly upward and shows a trifle above the original line. (See Figure 17)

NOTE: The left end of the recut line identifies the difference between two of the three Relief “B” bottom recuts. The third is easily identified as follows:

Type IV—54 L 1—“A” relief, recut at bottom only, the guide dot touches the top line of the left “X” oval, making this stamp very easy to plate. The recut bottom line is also similar to 76 L 1. (Figure 18)

Type IV—86 L 1—“B” relief, recut over the top label and also over each “X” oval. (It will be remembered that the top lines were missing on the “B” reliefs. Two of these four “B” relief recuts had only the top line over the label recut. The other two had in addition the lines recut over both “X” ovals.)

86 L 1 shows no guide dot. The recut line almost touches the top of “O”** of POSTAGE, and in this respect differs from its mate, 65 L 1. (Figure 19)

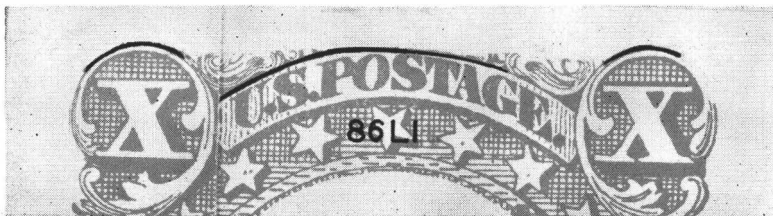


Figure 19

* Amended by M. L. N.

** Is better described as almost touches the top of “S” of POSTAGE (M. L. N.)

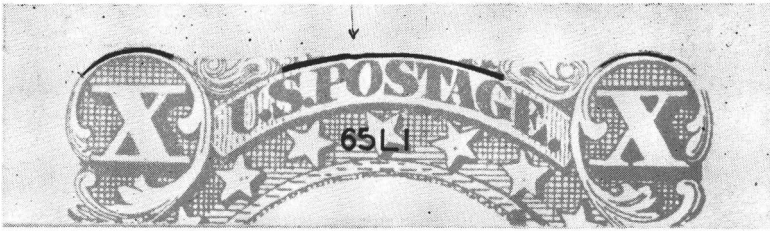
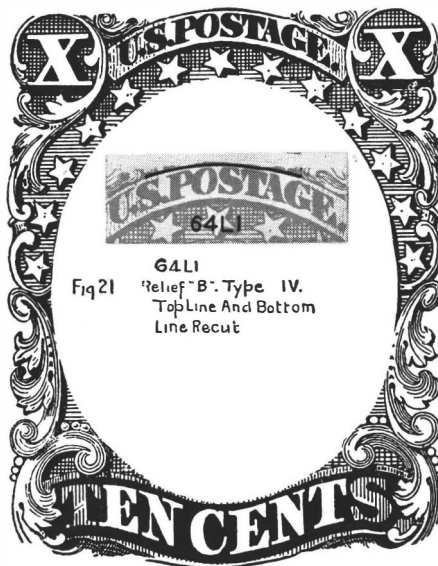


Figure 20

Type IV—65 L 1—"B" relief, recut over the top label, and also over each "X" oval. It shows no guide dot. Very similar to 86 L 1, but the recut line is not so close to the "O" * of POSTAGE, and appears much heavier at the left end. (Figure 20)



Type IV—64 L 1—"B" relief, recut at top and bottom. It shows no guide dot and the top lines over both "X" ovals are not recut, and therefore missing. As this is the only double recut on the plate it can be easily identified. (Figure 21)

Caution—In recent years a considerable number of excellent fakes of position 64 L 1 have appeared. The faked painted recut lines are remarkable imitations of those on genuine copies. This position has two dots in the lower sheet margin under the letters "C-E" of "CENTS." These dots, however, are considerably below the bottom of the design and appear on very few copies. It is suggested that before one purchases a copy of 64 L 1 that he submit it for expert opinion. (Fig. 22)

The author does not wish to give the impression that the only recut of the Ten Cent, which has been faked, is position 64 L 1. There have been numerous other fakes of the single recuts. In most cases the recut lines were inked in.

* Is better described as not so close to the "S" of POSTAGE (M. L. N.)

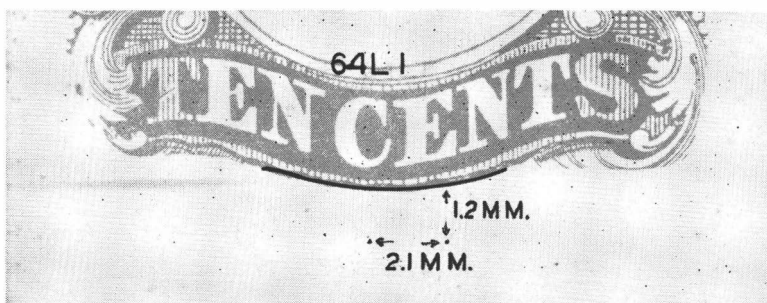


Figure 22

The fakers, of necessity, have altered stamps which do not plate with the recut position which they were trying to imitate. In some cases a recut line which belongs on a Type III stamp has been placed on a Type II and vice versa. Ezra D. Cole has advised the author that he has seen one fake, where a genuine recut bottom Type IV stamp had an imitation top recut line inked in, to simulate the double recut 64 L 1. Therefore, all Type IV stamps should be carefully checked with copies that are known to be genuine or submitted for expert opinion.

Type IV—3 R 1—"B" Relief (The Misplaced Relief), recut only over the top label. The top lines are missing over both "X" ovals and the stamp shows no guide dot. The recut line on this stamp is further away from POSTAGE than on any of the other seven Type IV stamps. What appears to be a slip of the engraving tool can be plainly seen above the "T" of POSTAGE. This broken recut line easily identifies this stamp. (See Figure 23)

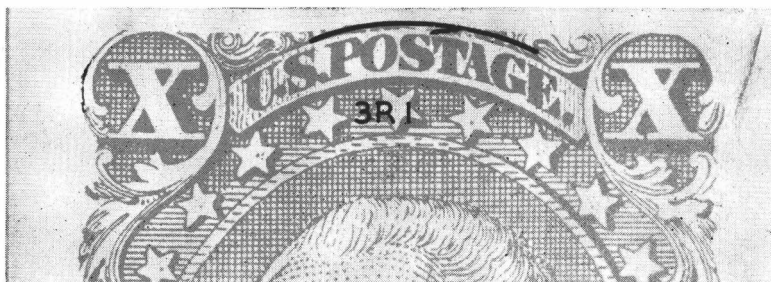


Figure 23

SHIFTED TRANSFERS

The terms "shifted transfer" or "shift" is a name many times applied incorrectly to these varieties. No doubt many collectors believe that a stamp showing a duplication of parts of the design was caused by a slight shifting of the roll when the entry from the relief to the plate was made.

As far as Plate One of the Ten Cent is concerned, it appears to me that the word "shift" does not apply to such varieties coming from this plate.

At present, there are four such major varieties known from Plate One, and in addition several others which are quite minor.

I believe all of the four were the result of an attempt to re-enter the relief, hence the correct term for them is "Re-entries". Inasmuch as this correct term is very seldom used, and because of the fact that the incorrect term of "shift" is so commonly used, I will use the latter in describing these varieties.

Of the four, the strongest and most noticeable is 31 L 1, a Type II ("A" Relief) stamp coming from the fourth row of the left pane. It shows no guide dot. See Figure 24. The "shift" occurs in "U. S. POSTAGE", and the doubling of these letters is most noticeable in "POST". The duplication occurs to the left of the letters.

Next in order is 100 R 1, the bottom right corner stamp in the right pane, thus a Type I, Relief "C". (See Figure XXXII.)

The shift is found at the bottom of the stamp under the "C" of CENT, and years ago this variety was listed incorrectly as a recut. Careful examination with a strong glass also shows a duplication of the bottom part of the letter "E" of CENTS.

The heavy line under the "C" is a duplication of the heavy background at the bottom of the "C".

The next in order is 20 R 1, a Type II, "A" Relief. This stamp shows a guide dot very close to the upper left "X" oval and on a line directly above the left top end of the "X". The "shift" shows in the letters "U. S. POSTAGE", and this variety is very similar to 31 L 1. The letters "POST" however appear shifted to the right and are quite thick and show in later impressions quite blurred. (See Figure XX.)

The next in order is 51 L 1, a Type II, "A" Relief stamp from the sixth row of the left pane. (See Figure 25) The shift is found in the left "X" in the shape of two small horizontal lines just above the center of the "X". Another line is found in the upper right arm of the "X". No other part of the design of this stamp shows any duplication whatsoever and inasmuch as the horizontal lines, as above mentioned, are so far out of place I doubt if this stamp is really a "shift" variety. If it is, the horizontal lines are the remains from a former entry, but if so why are they so far out of place?

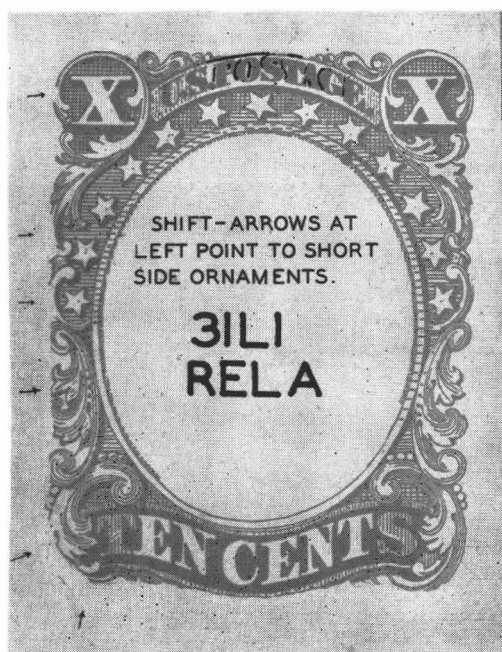


Figure 24



Figure 25

MINOR PLATE ONE VARIETIES

There are other minor plate varieties worthy of note, as follows:

"S" Curl in hair, plate position 85 L 1. (See Figure 26) This small "S" curl was undoubtedly caused by something adhering to the transfer roll relief. It occurs in the hair of Washington's head directly under and slightly to the left of the "O" of POSTAGE. This should not be confused with a similar variety found on two Type V, Plate 2 stamps, 37 L and 78 L 2.

"Curl in X", plate position 99 R 1. A small "U" shaped curl or marking found in the upper left arm of the left "X". Its origin was the same as 85 L 1. (See Figure 27)

Three positions on the plate show two guide dots instead of one at the upper left, one of these is 18 R 1 and the other two are 35 R 1 and 55 R 1.

The dots on position 55 R appear one above the other. (See Figure XXV.) The second dot on 18R and 35R appears in a northwesterly direction from the first dot. The dots on 35R are slightly farther apart than those of 18R. However, 18R differs from 35R in that the right "X" oval is broken at the top, whereas on 35R this oval is complete. Also, 35R shows a plating mark in the left "X". (See Figure XXII.) This characteristic of the right oval open or broken at the top appears on many of the stamps in the second row of the plate, particularly in the right pane, even though all of these positions are "A" Reliefs.

So, we find only four shifts, eight recuts, and a few positions showing major plating marks and this explains why this plate is so extremely difficult to reconstruct.

The "B" Relief positions of the 3rd, 5th, 7th and 9th rows make a total of 80 positions. Subtracting the three recut positions from these rows we have a total of 77 posi-



Figure 26



Figure 27

tions that are devoid of guide dots, shifts or major plate marks. To locate even a majority of these positions, from single copies appears to me as almost impossible.

The plating of "B" Relief positions, even from pairs and strips, is in most cases exceedingly difficult. There are only a few "B" Relief positions which show strong definite plating marks. Often attempts to plate pairs and strips result in failure because their plating marks are so minute that they have disappeared on impressions from slightly worn states of the plate, or often they are covered by cancellations.

With strips and pairs, the spacing and alignment is of some assistance, but the horizontal spacing is unusually regular and what differences exist can only be measured by very small fractions of a millimeter. The alignment is also more or less regular and is of very little help in plating except with horizontal strips from certain vertical rows. Many of the single "A" Relief stamps without guide dots are extremely hard to plate, or even to identify as from the top row or from the first vertical rows of either pane unless showing a good sheet margin.

THE DATE OF ISSUE OF PLATE ONE PERFORATED STAMPS

Plate One was used also for the perforated stamps, and all perforated stamps came from this one plate, until Plate 2 was made in 1859. Mr. Luff gives the date of issue of the perforated stamps as "February 1857", and the catalogue lists the same date. Students of these stamps are rather positive that no perforated Ten Cent stamps were issued so early. In fact I do not believe any One Cent, Five Cent, Ten Cent or Twelve Cent stamps were issued perforated before June and more likely July 1857. The Three Cent is known used as early as February 28th, 1857. I have examined thousands of One Cent (Perforate) covers and have found no earlier date of use than July 27th, 1857.

The booklet "Postage Stamps of the United States 1847-1957," a publication of the Post Office Department) referring to the One Cent, states as follows: "These were the first stamps in perforated sheets and they were so issued as early as the 24th of February 1857".* No notation of date of issue of the other perforated stamps of the other denominations are mentioned in this official booklet.

A cover exists consisting of a "Prices Current"*** from Baltimore dated July 24, 1857. The stamp, a One Cent (Type II—Plate 2), is tied by a blue grid cancel without a year date. This may indicate a use of the One Cent stamp perforated as early as July 25, 1857 or possibly July 24th.

The Scott U. S. Specialized Catalogue lists the earliest date of use of the Ten Cent perforated as July 27, 1857. This same date is recorded in the Ashbrook "Special Service". The next earliest known usage is a cover that was in the Laurence B. Mason collection, mailed from New York on August 5, 1857 to San Francisco, California.

* This statement is incorrect. The earliest known use of any stamp of this issue is a Three Cent on Feb. 28, 1857.

** The "Prices Current" were circulars bearing this name. These circulars were mailed by commission merchants or brokers to their clients commenting on market prices and conditions of commodities. As it was necessary for this information to be circulated just as quickly as possible, so that the clients might be kept informed of the constantly changing market prices, these circulars were probably printed and mailed after the market closing on the same day, or at the very latest, on the following day.

Our joint records show the earliest known use of the Five Cent as August 27, 1857 and for the Twelve Cent as July 30, 1857.

If anyone can show covers bearing earlier dates of use than those listed above will they please be so kind as to advise the writer. Though Plate One never showed any appreciable sign of wear it was probably laid aside soon after Plate Two was placed in use about April or May 1859. There is also evidence to show that during the life of the plate that it was removed from use and cleaned. No cracks have been discovered, in fact the writer has never even run across any copies showing small surface cracks.

After Plate 2 came into use the old plate was probably laid aside, and not used at all in 1860 and 1861.

ORDER OF ENTERING RELIEFS

The various questions confronting students of the Toppan, Carpenter & Co., plates have been very perplexing at times. Personally I have never been able to understand why the Post Office Department accepted stamps from the contractors which were in most cases unlike the approved and accepted die design. The One Cent did not show the complete design as drawn by the artist. The Three Cent and Twelve Cent were complete, but none of the Ten Cent stamps showed the complete die design.

Why were these incomplete stamps accepted? If the designs were too large, why not a new and smaller stamp?

We are often perplexed in trying to figure out the order in which certain plates were transferred. Why were transfer rolls of one, two, three or six reliefs used at different times?

Perhaps the biggest botch plate of the lot is plate 4 of the One Cent. These stamps especially are a mess and should never have been accepted and issued.

The stamps from the top row of One Cent Plate 4 were complete at top, those from the bottom row, complete at the bottom and as the sides were complete, a printed sheet did not show any incomplete designs at sides, top or bottom, but the body of each pane was made up of very incomplete stamps. Was this done in the deliberate attempt to hide the imperfections of all the stamps?

This method also applies to the 10c stamps from Plate 1. Stamps complete at top in the top row, complete at bottom in the bottom row, and with complete sides.

But in the last years of their contract the firm became even more careless, as for example the 3c Type II stamps, the Type V of the 1c and 10c, the Type II of the 5c, the poorly executed 24c and 30c and the smeared 12c Plate number 3 with incomplete side lines. The impressions in the early years were quite fine, showing cleanly wiped plates after each impression, whereas in the last years of their contract, many of the impressions are from very dirty plates, and plates that were poorly wiped after impressions.

Most of the plates appear to have been rocked in from top to bottom, but the 10c Plate One appears to have been rocked from bottom to top.

Students like to solve these problems, at least as far as possible, and to give plausible explanations or theories. It really makes little difference what positions on a plate were entered first or last, but a solution of such a problem may lead to the solving of other important questions.

In the fore part of these notes it was stated, the arrangement of the guide dots is exactly the reverse of that found on the 1c and 3c plates of this period, and earlier. This might be amplified by stating the arrangement of the major guide dots is practically the same, but the reverse of the 1c and 3c plates of the same period. In the Chase Book on the 3c stamp, on page 47 is a diagram showing the layout of certain 3c 1851 plates, giving the location of the guide dots, etc. If the diagram in these notes, see Figure 9, is turned upside down, the location of the major dots will be found exactly like the Chase chart. This leads me to believe the 10c plate was entered in the same manner as the 3c plates with the transferring from top to bottom but with the reliefs rocked in upside down.



Figure 28 Plate One, Showing Order of Entry of the Three Reliefs.

Perry was probably the first to suggest that the bottom row of the 10c plate was entered first, but he suggested the transferring was done from bottom to top.

In referring to the order in which the 3c plates were entered, Chase advanced the following theory, which can be followed by turning Figure 9 upside down. Quoting Chase, on Page 47, "The top row was rocked first, each time using the guide dot to the left of the stamp being rocked (to its right on the metal plate). The second and third rows were next rocked simultaneously, using the dots to the left of the lower of the two impressions and so on down the plate, until the bottom row was reached, the impressions of which were seemingly located by using the lower edge of the designs of the ninth row, or the dots at the bottom of these stamps."

I have no idea as to how the 3c plates were transferred but my study of the 10c leads me to believe a more simple method was used on the 10c Plate One. Chase, after accounting for the transferring of nine rows of the plate had no guide dots left with which to enter the bottom row, as it will be noted above.

Figure 28 is a chart illustrating my theory as to how the 10c plate was laid out. I am proceeding on the theory that all three reliefs were on one transfer roll. The chart shows the "A" Relief in thin lines, the "B" Relief in heavy lines, and the "C" Relief in double lines. This chart does not represent a diagram of a printed sheet of stamps, but rather the metal plate. The position numbers on this chart represent the positions we call the printed stamps. The three rows at the top of the plate were entered at one time, these being the 10th, 9th and 8th rows we know on the printed stamps. The arrows point to the guide dots used. After rocking in these three rows the next six rows were entered two at a time, the positions being tied together on the chart and arrows used to show the position for the transfer of each pair.

We now come down to the last row and we find we have a guide dot for each transfer. We know that in the transfer of the 1c Plate 1, the first positions entered were 10 R 1—9 R 1—8 R 1—7 R 1, etc. in the order named. On the metal plate these positions were 1 L 1—2 L 1—3 L 1 etc. If this same order was followed, that is starting in the upper left corner of the metal plate, we find by referring to the chart that the positions we know as 91 L—81 L—71 L were the first three positions entered, and that 10 R was the last if the same order was carried out. If this chart is correct, then we have before us a diagram as to how the face of the metal plate appeared to the workmen. It will be noted that the two "misplaced reliefs" are in the lower left corner, and one can see that it would not be as difficult to completely erase these two positions as it would be a position in the body of the plate.

Perry suggested the possibility that 100 R was the first position entered and that in entering this relief the bottom part of the relief was damaged, a theory to account for the "shift" in this part of this particular stamp. It is possible that 100 R was the first position entered upside down, and the entries to follow were across the top row from right to left on the metal plate.

Regarding the location of the guide dots and the order in which the reliefs were entered, Perry advanced the following theory in his notes: "If we consider the plate was rocked in from the bottom towards the top in the following order, our conclusion may be correct,—first, the bottom row by itself, then the 9th and 8th rows together, followed by the 7th and 6th, the 5th and 4th, the 3rd and 2nd, and lastly the top row, also by itself. The best confirmation of this theory is found in the location of the position dots. In the body of the plate they occur close to the upper left corner of the "A" Reliefs but it may well be that their position in relation to the "A" Reliefs is only incidental and that it would be more correct to consider them as occurring outside the lower left corner of the "B" Reliefs.

This deduction by Perry was quite clever, as it must be remembered he had no reconstructed plate to refer to.

Perry further stated: "This idea agrees with the location of the position dots in relation to the full shell stamps, (Type I) for on each of the latter the dots are generally or always found outside the lower left corner and just about as far below the bottom

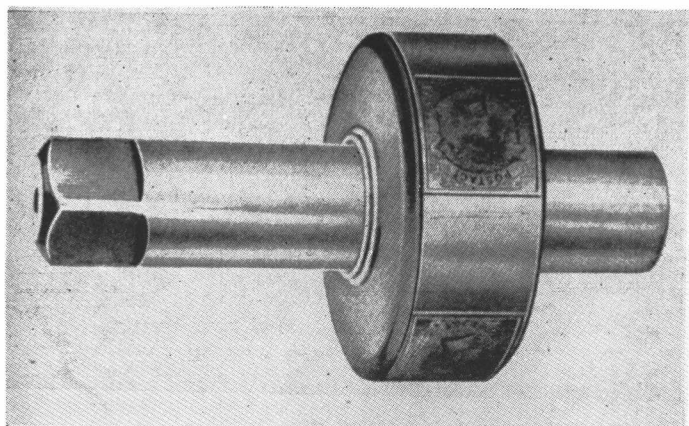


Figure 29. Early transfer roll with two reliefs.

line of those stamps as the dots in the body of the plate are found below the bottom line of the "B" Reliefs. This distance is so great as to bring each dot much closer to the top corner of the adjoining "A" Relief than to the "B" Relief to which it may belong and this is why single copies and horizontal pairs, etc. of "A" Reliefs show the dots, while such specimens from the "B" Relief have no dots."

Perry was of course wrong in his statement that the guide dots below and to the left of the bottom row, Type I stamps, were the same distance as the dots found below the "B" Reliefs and close to the upper left top of the "A" positions. The fact is that the dots were closer to the Type I stamps than to the bottom part of the "B" Relief stamps, the difference varying from $1\frac{1}{4}$ to $1\frac{1}{2}$ millimeters.

By referring to the diagram, Figure 9, double dots will be found close to 18 R. Two other positions on the plate had double dots. Why double dots were placed below the tenth row positions and extra dots on at least three positions in the body of the plate cannot be accounted for. There must be some reason for the double dots below the bottom row, as we also find corresponding double dots in a number of positions in the top row of the 1c Plate One. The latter was made in 1851 and the 10c plate in 1855. It will also be noted on the chart, Figure 28, that no use could be shown for the double dots below 100 L and 100 R.

The fact that double dots were placed below and to the left of the tenth row positions suggested the idea to other students that the bottom row was rocked in first by itself and that one of these two dots was used for this single setting of the transfer roll, the other dot being employed to rock in the 9th and 8th rows at one setting. This I have attempted to prove or disprove with the result that all I have been able to discover indicates the three reliefs were so spaced on the transfer roll that they could all three be entered at one setting. Perhaps a satisfactory proof of this could be found if we had a number of vertical strips from the three bottom rows or better still unsevered vertical strips from the six bottom rows. Such would show consistent alignment in different vertical rows as well as any variation of the horizontal spacings. But unfortunately for the purpose of such study vertical strips or even pairs are scarce and when it comes to finding vertical strips from the three bottom rows one is impressed with their extreme scarceness.

In lieu of same the writer has resorted to the help of photography and has carefully joined together photographs of differing items all made to the same scale. Every test I have made, as stated above, indicates the three reliefs were entered at one setting of the roller. Two dots do not necessarily mean both were used as settings for the roller. One could have been for this purpose, the other for the purpose of laying out the positions on the face of the plate for the body guide dots.

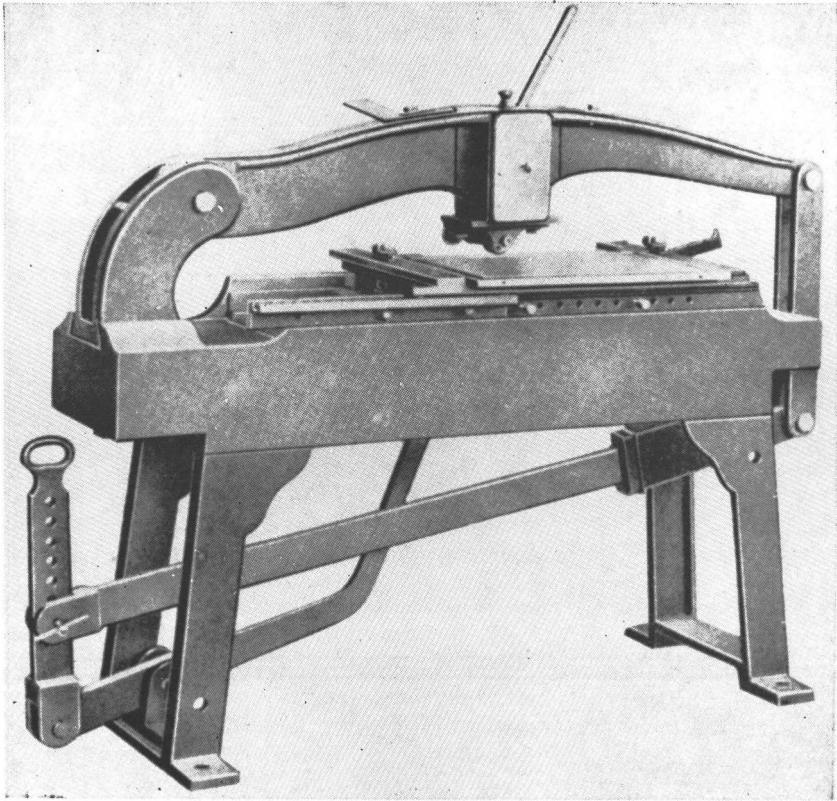


Figure 29A

Enlarged photographs of the imperforate large blocks, more fully described later on were carefully examined. These included one block of 21, one of 16, another of 8, and one of 10. Roughly these four blocks included positions 1-2-3 L to 31-33 L, 41-45 L to 72-79 L, 83-89 L, 93-99 L, while a perforated block of 6 (2 x 3) had positions 75-76 to 95-96 R.

These studies led to the following conclusions:—

1. A three relief transfer roll was used.
2. The bottom of the plate was entered first and the ten entries from the bottom row to the top were entered consecutively on each vertical row.
3. The entries were made upside down.
4. Consistent alignment of each vertical row is plainly seen.
5. The order of entry of the reliefs was as follows:—10th, 9th and 8th rows (C, B, A), 7th and 6th rows (B, A), 5th and 4th rows (B, A). The 3rd row (B), the 2nd row (A), and the 1st row (A), were each entered separately.

These are the reasons for my conclusions:—

Variation in alignment of the vertical rows was hardly possible. In the transfer press, (Figure 29A) the plate transfer roll was locked firmly in a vise so that it could not move horizontally or vertically. Only a rotary motion was possible. A soft steel plate was set on a platten which rested upon friction rollers. These rollers were set in guides so that the platten could only move in a fixed vertical direction. The plate transfer roll and the plate were brought in contact under enormous pressure. The platten was moved back and forth a number of times, thus rolling the relief from the hardened transfer roll into

the soft steel plate. Therefore, once the plate was set, the vertical alignment had to be consistent throughout the ten transfers, unless at some intermediate stage the plate was removed from the press and then reset in a different position.

The settings for the transfers from the transfer roll to the plate were very accurately and carefully made. Variations in horizontal spacings throughout the plate are very slight and can be measured only in small fractions of a millimeter. It was necessary to take most accurate measurements to determine differences in spacings between reliefs in each vertical row. These exact measurements proved that there were no variations in horizontal spacings between 10th, 9th and 8th rows, the 7th and 6th rows and the 5th and 4th rows. There were variations in spacings between the 8th and 7th, the 6th and 5th, the 4th and 3rd, the 3rd and 2nd, and the 2nd and 1st rows. Inasmuch as the spacing between reliefs was fixed on the transfer roll, the reliefs had to be entered in the combinations mentioned in sub paragraph 5 above.

There are a number of variations in spacings between the 3rd row "B" reliefs and the 2nd row "A" reliefs. It is possible that a number of transfers were made of the 3rd and 2nd row (B-A) together, but it is evident that some of the entries of the 3rd row "B" relief and the 2nd row "A" relief were entered separately.

THE INCOMPLETE DESIGN OF THE THREE RELIEFS

A comparison of the size of the various values of the stamps of the 1851-1857 series is interesting. They measure as follows:

	Long	Wide
1c.....	26 mm.	20 mm.
3c.....	25 mm.	19¾ mm.
5c.....	25¼ mm.	19½ mm.
10c.....	24 mm.	18 mm.
12c.....	25 mm.	19¾ mm.

We find the 1c value (full design) is the largest and the 10c is the smallest of the set. Again we ask the question, why was this design not reproduced on the plates the same as it existed on the die?

The 12c stamp measures two millimeters more in length than the 10c die design, but it was not cut away at top or bottom. It would appear from the small size of the 10c that Toppan, Carpenter & Co., contemplated even as early as April 1855, the eventual use of perforating machines. When perforating was adopted in 1857, surely no trouble was found in perforating the 10c stamps because the margins, especially the horizontal rows, were quite wide. When the 10c Plate 2 was made in 1859 (?) why was the width of the stamp shortened by eliminating parts of the side ornaments, and leaving the top and bottom practically complete as per the die design?

The method from the original die to the plate was probably as follows:

From the Die was transferred to a single relief roll, a full transfer of the die. This we will call the Master Relief Roll. On this the lines of the design stood up in relief. To a small flat piece of steel plate, three transfers were made from the Master Relief. This we will call the duplicate die, though the designs were not duplicates of the original die design, because in the transfer the three designs had been short transferred from the Master Relief. In this transfer, the three designs were transferred the proper distances required to separate them on the printing plate.

From the set of three duplicate dies were transferred the three designs to the "Plate Transfer Roll". This roll was the one made to "rock in" the plate.

In the transfer from the Master Relief each design was "shortened". The "A" Relief was shortened only at the bottom, the "B" Relief, occupying the space between

the "A" Relief and "C" Relief on the set of duplicate dies was shortened both at the top and bottom. The "C" Relief was "shortened" at the top and partly at the left bottom. By again referring to Figure 3, we note the left shell is lower down than the right shell, and this no doubt accounts for the missing parts of the left shell. In making a slight short transfer from Master relief to Duplicate Dies, the bottom of the right shell was not short transferred but the bottom part of the left one was.

We frequently see references, such as "parts of the left shell were cut off" or the top line was "cut off", etc. There was no cutting or filing done on these three reliefs.

I have examined very early impressions of the Type I stamps, which showed quite plainly a faint unbroken top line. These prove that a very faint line existed on the Duplicate Die of the "C" relief. It evidently just barely existed on the "C" Relief used to rock in the bottom row and that only the first five or six transfers recorded it before it wore down.

Again referring to Figure 13, it will be noted that the extreme outer line of the left shell at the side is longer on the "B" Relief than on the "A" Relief. Early impressions of the "A" Relief stamps are apt to show no fading away of this line but an abrupt cut off. It is possible this line was "filed off" on the "A" Relief of the Plate Transfer Roll, after the "short transfer" was recorded. I merely mention this "A" line because in one of Stevenson's articles he stressed this "Cut off" in an attempt to prove the reliefs were "trimmed" otherwise than stated above.

Attention is directed to the Scott Specialized Catalogue for very good cuts of a "Die Transfer Roll" and "Plate".

CENTER LINE PERFORATION PLATES ONE AND TWO

A difference will be found in center line perforated stamps from Plate One and Plate Two. In perforating the full sheets from Plate One, two vertical rows of perforations were inserted in the margin between the two panes, whereas, no perforations were placed in the margin between the two panes of Plate Two. This statement is qualified by stating that exceptions may exist, but if so, none have ever been noted by the writer.

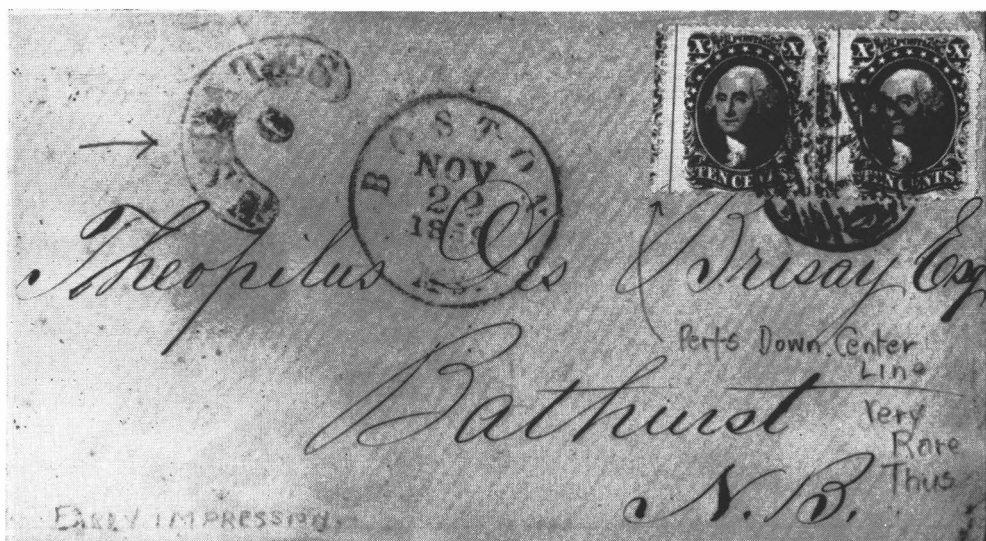


Figure 30. A cover in the collection of Morris Fortgang with two Ten Cent Type V stamps showing perforations down the center line of the plate

Full sheets from Plate One had a vertical row of perforations placed close to the right side of stamps in the tenth vertical row of the left pane, and a second row placed close to the left side of the stamps in the first vertical row of the right pane. These rows of perforations separated stamps in the left pane from the center line and likewise stamps from the right pane from center line. This accounts for the scarcity of perforated copies from Plate One showing a center line.

In contrast, copies from Plate 2 showing the center line are not very scarce, because there was no perforation between the two panes on most of the sheets. A number of copies, however, have been found with perforations along the center line which, of course, proves that at least a few of the sheets were perforated along this line. See Figure 30.

Sheets from both plates had rows of perforations inserted between the stamps and the imprints of each pane, but many imprint position stamps from Plate 2 show the line of perforations either running thru the letters of the imprint or outside of same. No perforated copies from Plate One have ever been noted by the writer showing such a characteristic. The distance of the imprints from the designs on Plate 1 is much greater than that of Plate 2.

THE LARGEST BLOCKS KNOWN

In the Arthur Hind collection were two of the largest used imperforate blocks from Plate One known. They were sold at auction in New York in November, 1932.

One was a block of twenty-one from the left pane, (7 x 3), positions 1 L 2 L-3 L to 61 L-62 L-63 L. This block contained two of the misplaced reliefs, and shifts 31 L and 51 L, and was later in the Alfred H. Caspary collection.

The other was a block of sixteen (4 x 4) also from the left pane, positions 42 L to 45 L and 72 L to 75 L, which included five of the eight recut positions. It is now in the collection of Edgar B. Jessup.

In the author's collection, there is a block of eight, including two stamps from the eighth horizontal row, three from the ninth and three from the bottom row, the latter being Type I. Of the two top stamps, one was the 75 L recut. Therefore, we have all four types from Plate I in one block. The top two stamps are Types II and IV, Type III in the middle row and Type I in the bottom row. (Figure 31)

A similar block, used, of ten stamps containing all four types has been noted. The positions are 76 to 79 L (Type II), 86 L to 89 L, (86 L is Type IV and the others are Type III) and 98-99 L (Type I).

I have heard that Sir Nicholas Waterhouse at one time, years ago, owned a large block of the 10c imperforate, including something like 30 or 35 stamps which included six recuts. Whether this block exists or not, I do not know.

Large blocks of the perforated stamps from Plate I are quite scarce. A total of about twenty blocks of 4 exist, few of which are well centered. There are ten or twelve blocks of six in various collections. In the H. R. Harmer auction sale of part of the Rust collection, on March 3rd, 1959, one of the finest known unused blocks of six of the Ten Cent perforated was sold for \$3400.00. This block consisted of positions 65 to 67, 75 to 77 L I, which contains the recut positions 65 L and 76 L. This is a remarkable item. (Figure 32)

Another large piece is a used block of six positions 1 L 1 to 3 L 1, 11 L 1 to 13 L 1, containing two misplaced reliefs, 1 L 1 and 2 L 1.

The largest blocks known consist of ten stamps. There are three known.

Perhaps the most noteworthy multiple is a pen-cancelled block of ten, positions 54-55 to 94-95 L. It includes two Type I stamps (94-95 L), one Type II

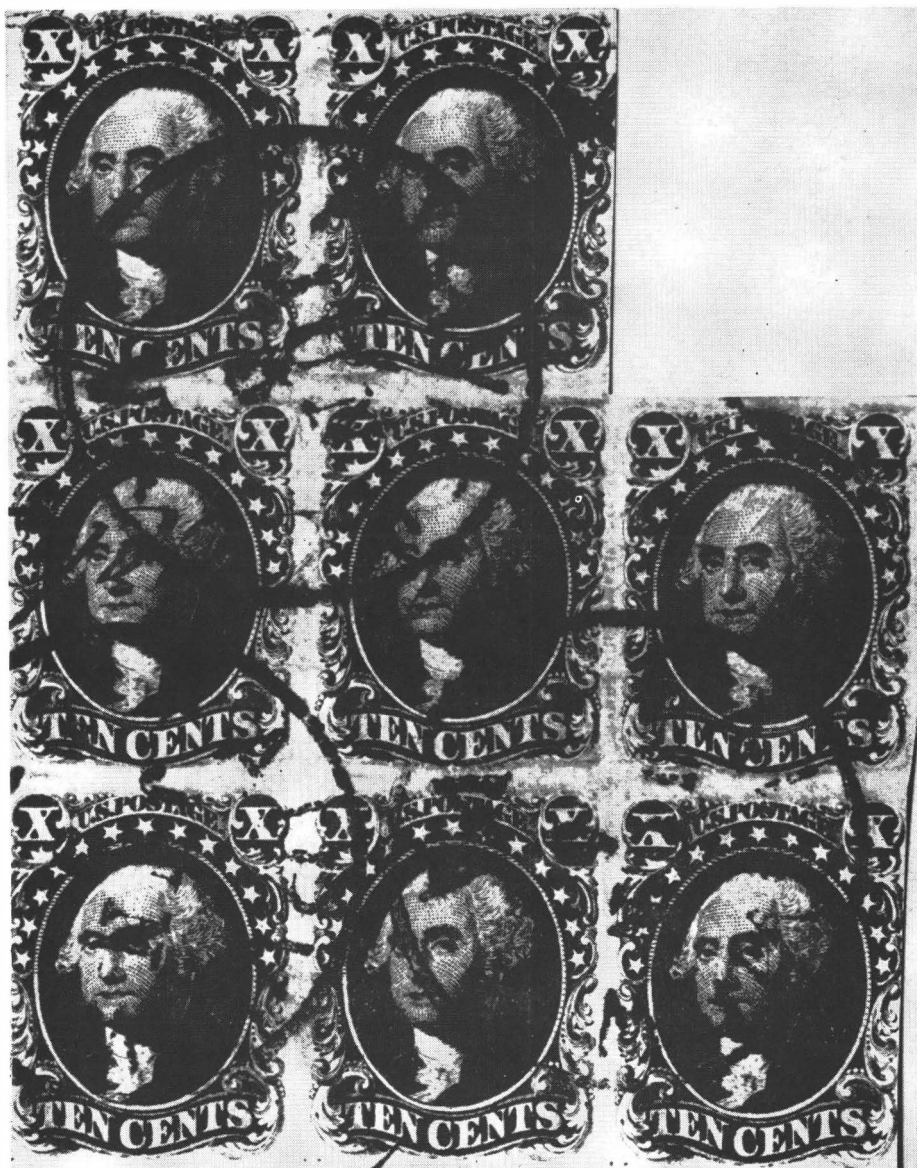


Figure 31. 73-74, 83-85, 93-95 L 1 (Neinken Collection)

stamp (75 L), two Type III stamps (84 L-85 L) and five Type IV stamps (54, 55, 64, 65 and 74 L). The Type IV stamps show all varieties of the recuts, i.e., recut at the top, at the bottom, and 64 L showing recuts both at top and bottom. This block is in the Mrs. Graham N. Gleysteen collection.

The second block is one of ten used of the left pane, five vertical by two horizontal positions, 1-2 L to 51-52 L. A similar unused block was also sold in the Rust sale, coincidentally the same positions. This was originally a block of fourteen.



Figure 32. Illustration—Courtesy of H. R. Harmer Inc.

Some reference may be made at this point to an interesting coincidence in regard to the Hargous covers from New Orleans, La., to Vera Cruz, Mexico. A number of these covers exist with four Ten Cent stamps, apparently a quadruple rate to Mexico. There was in the Rust sale a cover with the Mexican



Figure 32A. Illustration courtesy of H. R. Harmer, Inc.

marking "4" franked by a strip of four Ten Cent imperforates. Besides, there were two covers with strips of four perforated, one bearing the Mexican marking "3" (Figure 32A) and the other the Mexican marking "7". In the author's collection a similar cover has the Mexican marking "5". Up to this time, there seems to be no explanation for the use of these different numeral markings by the Mexican post office. It is most exceptional that the two covers in the Rust collection with perforated stamps and the one in the Neinken collection have strips of four of the Ten Cent stamps, all exactly the same plate positions, being positions 91 to 94 L 1, all Type I.

THE PLATE RECONSTRUCTION

To progress with plate reconstruction, it is necessary to work with stamps on which distinctive characteristics can be seen. This eliminates impressions from plates in their late stages usually being difficult to identify because they show so much wear that the distinguishing marks have almost disappeared. The same applies to impressions which come from sheets which have been heavily inked, as well as blurred and poor impressions. To determine if a plating mark is constant, one must examine two or more copies of the same position to see if they bear the same markings. Furthermore, as the plate wore, during its use, some of the identifying marks disappeared. Occasionally, some foreign substance may come in contact with some part of the plate, and, as a result, a mark will appear on impressions from one state of printing which had not been noted on others. However, this seldom occurs.

The plating drawings of the "A" reliefs show the positions of the guide dots as accurately as possible. In locating these dots, three lines are used. (Figure 33) A horizontal line is drawn across the top of the value ovals. Then there is a vertical line alongside the left side of the left "X" oval down to the left shell. The third is a diagonal line drawn along the left edge of the heavy leg of the "X" in the left oval. This line starts at the bottom of the right leg of the "N" of CENTS so that it would accurately follow up to the edge of the heavy leg of the "X". Using this triangulation, the guide dots have been located as accurately as possible.

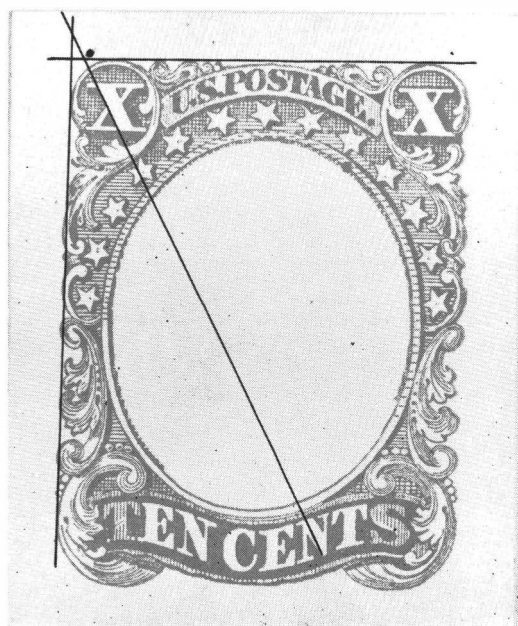


Figure 33

Figures 33A to 33C show the location of the guide dots on the 72 "A" Relief positions.



Fig. 33A



Fig. 33B

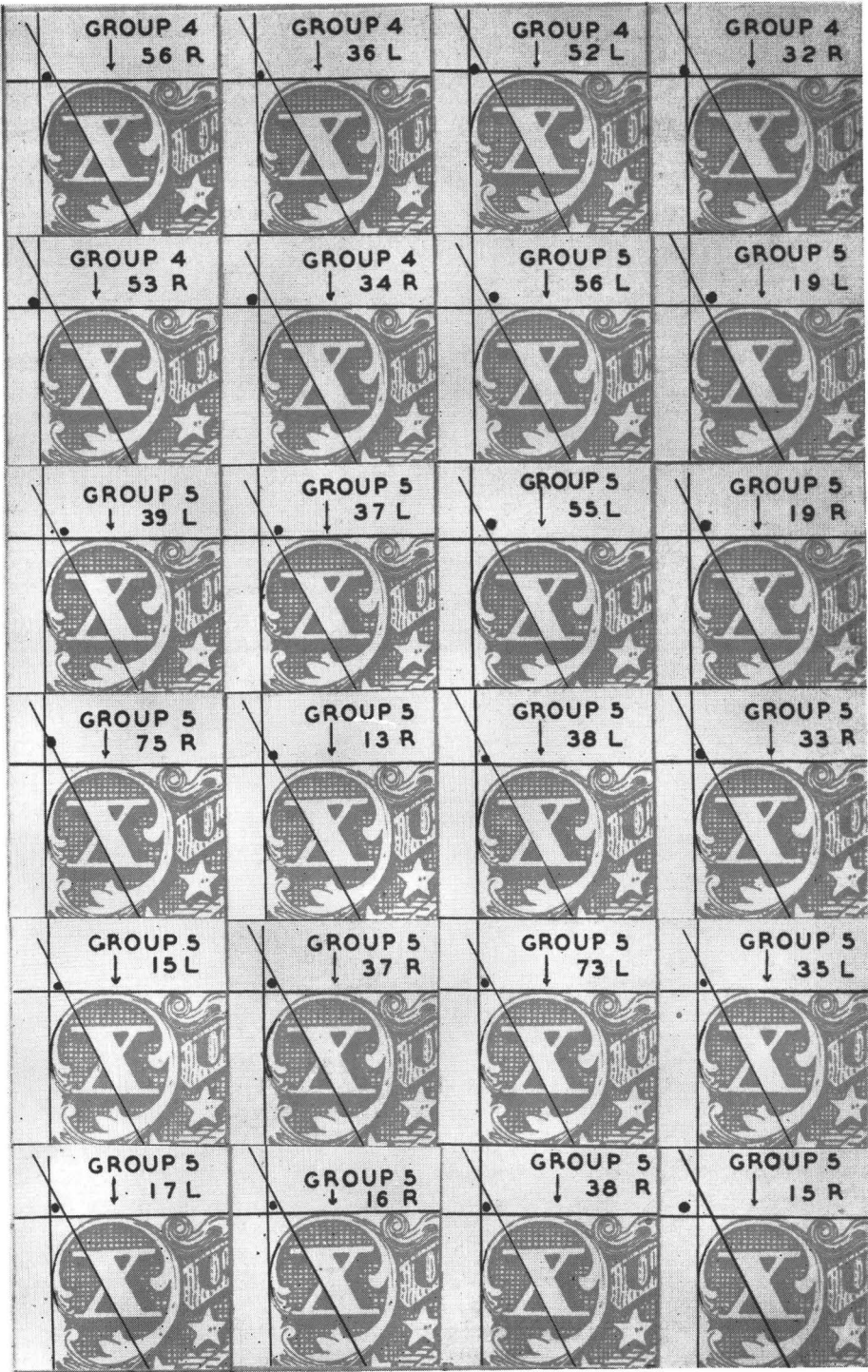


Fig. 33C

(Note) When an attempt is made to determine the exact positions of the guide dots, the use of a celluloid template is advised with the guide lines scribed, as mentioned above. Without such a template, or at least a straight edge, inaccuracies in plating will result, because on many positions these guide dots are almost in the same place.

Some of the "A" relief positions show a rather heavy top line over the "PO" of "POSTAGE". Positions 58 L and 59 R are good examples of this. Many positions on the plate show this, especially with early impressions from the plate. These rather heavy lines should not be mistaken for "recut" lines.

An attempt was made to identify all the positions in Plate I. (See Figures I to XXXII) The outer and bottom lines of the "A" relief, and the outer top and bottom lines of the "B" relief are not accurately reproduced for each individual stamp, but show a general appearance of each position. An effort has been made, however, to only reproduce the appearance of the bottom outer lines of the "C" relief positions as they were printed on each position.

A tabulation of the locations of the plating marks on the various positions, now follows:

Plating marks on or near left pearls

A relief	11, 19, 37, 38 L—2 R
B rel.	1, 21, 26, 41 L—46 R
C rel.	96 L

Plating marks on or near right pearls

B rel.	46 L
--------	------

Plating marks in left ornaments

A rel.	8 L—32, 38, 75 R
B rel.	1, 2, 21, 25, 44, 46, 81 L—24, 28, 48, 69 R

Plating marks in right ornaments

A rel.	40, 77 R
B rel.	43 L—83, 87 R

Plating marks in left margin

A rel.	12, 18, 19, 35, 71, 72 L—1, 11, 17, 19, 20, 31, 37, 38, 51 R
B rel.	41, 44, 50, 61, 62, 81, 84, 87, 89 L 21, 22, 29, 41, 46, 48, 61, 65, 69, 82, 84 R
C rel.	91, 96 L—91, 97 R

Plating marks in right margin

A rel.	11, 32, 40, 60, 71, 72, 80 L 7, 10, 11, 19, 20, 31, 40, 59, 60, 77, 80 R
B rel.	21, 23, 27, 29, 30, 41, 50, 61, 66, 70, 83, 87 L 21, 22, 24, 30, 43, 44, 45, 50, 61, 62, 66, 70, 81, 82, 83, 84, 87, 90 R
C rel.	95, 96, 97, 98, 99, 100 L—91, 92, 93, 97, 98, 100 R

Plating marks over design

A rel.	3, 5, 32, 36, 37, 53, 71, 79, 80 L 2, 9, 39, 54, 58, 72, 79, 80 R
--------	--

B rel.	2, 22, 23, 26, 29, 30, 42, 49, 50, 61, 69, 70, 83, 89 L 21, 43, 86, 88, 90 R
C rel.	100 L—98 R

Plating marks under design

A rel.	12, 13, 14, 34 L 32, 34, 40, 74, 75, 76, 77, 78, 79, 80 R
B rel.	61, 69, 81, 83, 88 L—21, 67, 69 R
C rel.	96, 97 L—93, 98, 99, 100 R

Plating marks in upper lettering

A rel.	12, 31 L—15, 20, 52 R
B rel.	61 L

Plating marks in lower lettering

A rel.	15, 56, 75, 78 L—2, 19, 33, 76, 77 R
B rel.	23, 30, 50, 69, 82 L—26, 45, 66, 69, 88 R
C rel.	93 L—94, 99 R

Plating marks in stars

A rel.	4, 8, 11, 12, 19, 20, 32, 33, 34, 39, 52, 53, 57, 59, 72, 77 L 5, 14, 17, 31, 36, 54, 56, 76 R
B rel.	68, 87 L—26, 44, 64, 68 R
C rel.	95 R

Plating marks in left “X” and left “X” oval

A rel.	6, 8, 11, 17, 18, 20, 34, 35, 36, 37, 39, 51, 52, 53, 54, 57, 58, 59, 73, 75, 77, 79, 80 L 8, 9, 10, 12, 15, 34, 35, 36, 37, 40, 53, 54, 56, 57, 58, 71, 75, 76, 79 R
B rel.	29, 47, 48, 59, 61, 62, 63, 67, 70, 88 L 22, 25, 27, 44, 45, 49, 62, 82, 85, 86, 87, 89 R
C rel.	94, 95, 96 L—91, 99 R

Plating marks in right “X” and right “X” oval

A rel.	7, 13, 14, 18, 32, 71, 73, 80 L 4, 11, 14, 15, 17, 18, 58, 72, 79, 80 R
B rel.	28, 42, 44, 45, 47, 48, 67, 82, 84, 89 L—42, 67, 82 R
C rel.	99 L

Plating marks in left shell

A rel.	78 L—2, 6, 7, 11, 59 R
B rel.	21, 28 L
C rel.	91, 96 L

Two pearls right

A rel.	10 L
--------	------

Pearls weak at left

B rel.	81, 83 L—38, 71 R
--------	-------------------

Pearls weak at right

B rel. 23, 90 L

Curl in hair

B rel. 85 L—49 R

Blur over "EN" of "CENTS"

B rel. 47, 67 L

All of these positions are illustrated in Figures I to XXXII. The shifted transfer and recut positions were previously illustrated. No plating marks had been found on positions 24, 27 L and 23, 47 R. It is possible that additional plating marks, which do not appear in these drawings, may be noted by others.

The imprints have not been shown because of the technical difficulty in illustration. The imprints were placed three millimeters from the stamps (a rather wide spacing), and usually when stamps were cut from the imperforate sheets, most of the sheet margin was cut away. On the perforated stamps, a row of perforations was placed between the stamps and the imprint. See Figure 8A. This accounts for the scarcity of imprint copies.

It will be noted that a number of fine lines, mostly horizontal, but a few vertical, appear on positions 74 to 78 R. All of these lines on later impressions have disappeared completely.

Although a large amount of material in the form of pairs, strips, and larger pieces was available, it was impossible to definitely plate positions 68 L, 67 R and 68 R. A pair was studied, which may come from positions 67-68 L. However, 67 L showed no definite plating marks, so that the identification of this pair may be incorrect. Positions 67-68 R were plated from a pair which did not fit anywhere else. All other positions have been confirmed in the reconstruction.

The triangulation lines shown on Figure 33 have been added on the "A" Relief positions with guide dots. They do not appear on the stamps, but have been added to assist in identification.

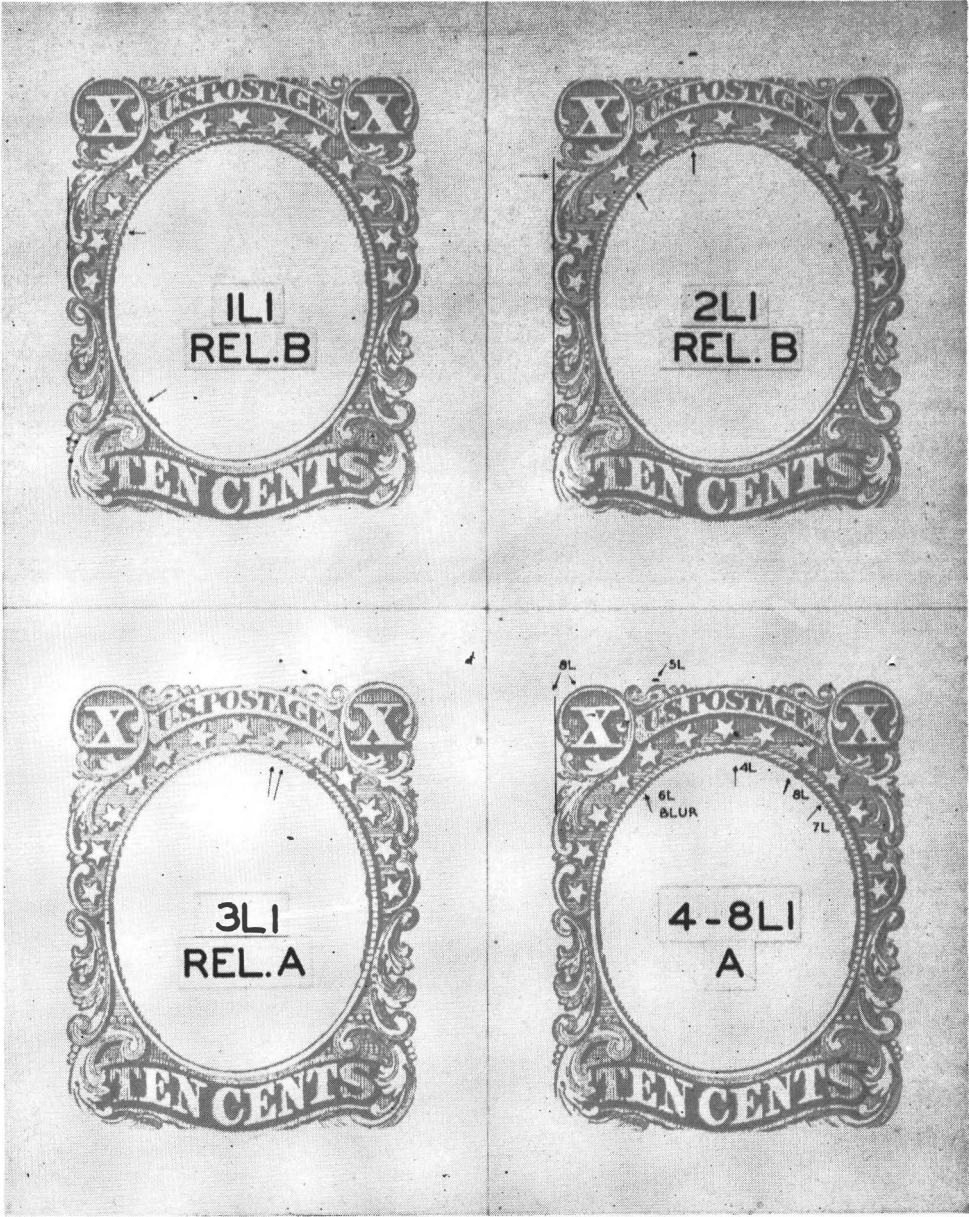


Fig. 1

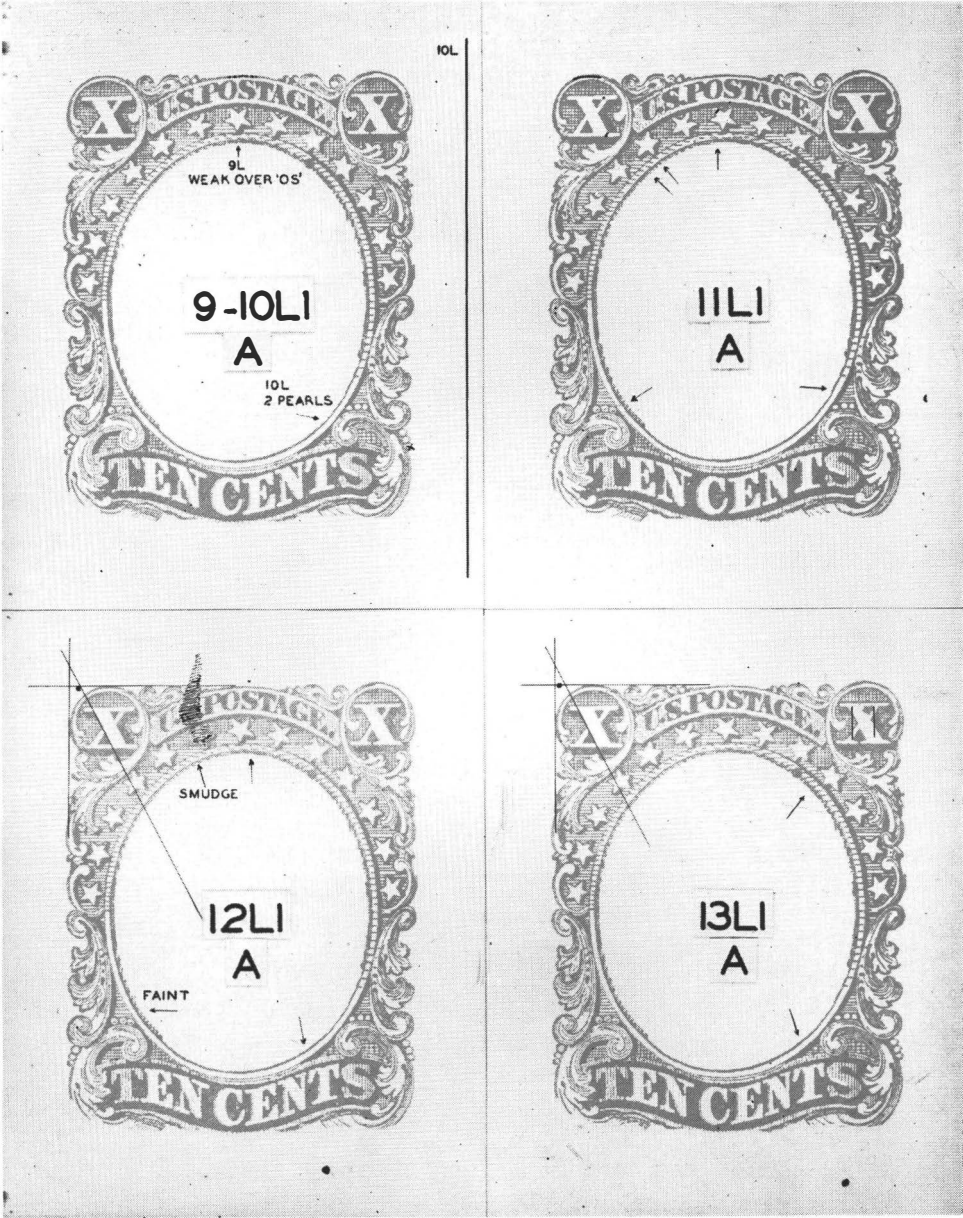


Fig. 11

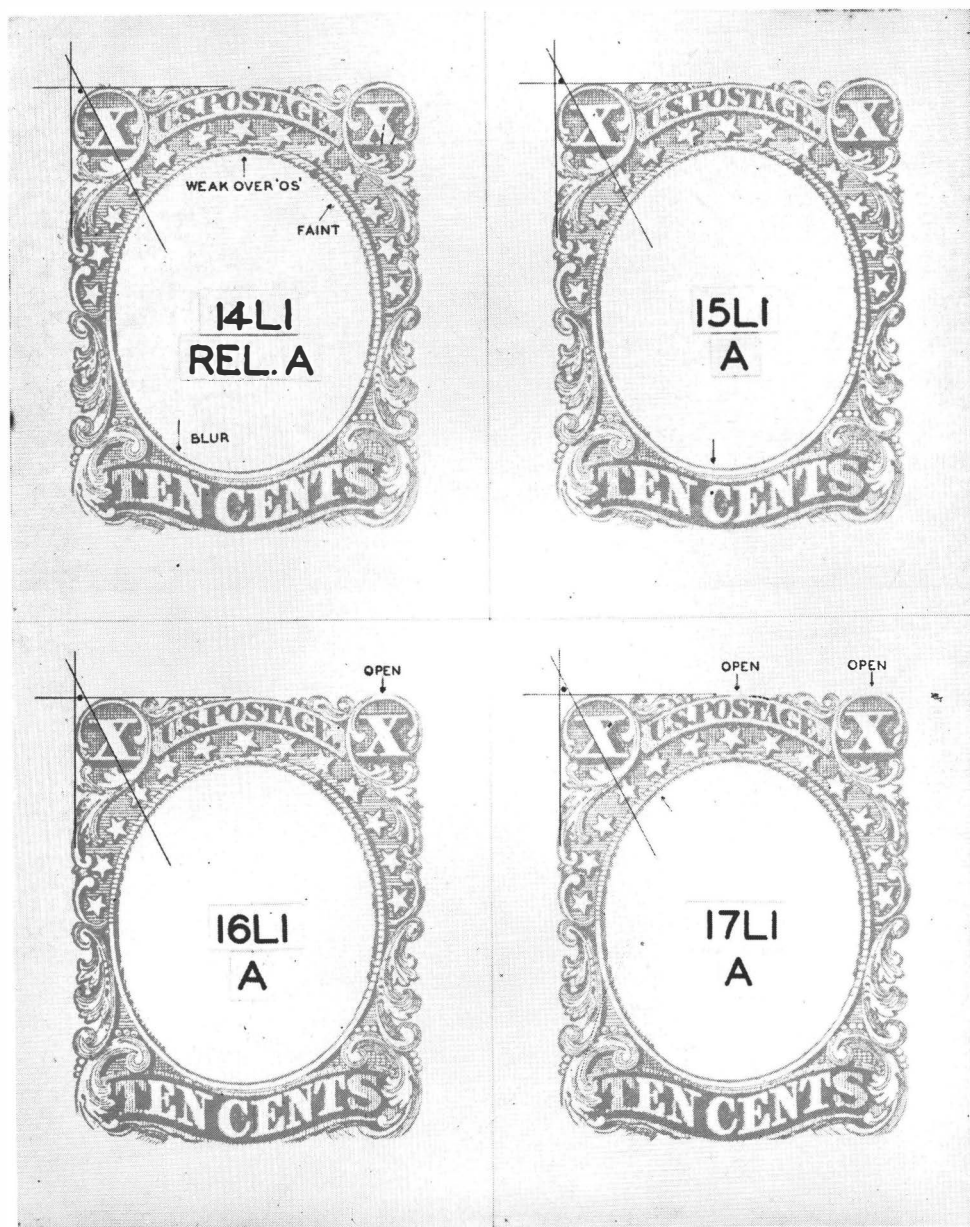


Fig. III

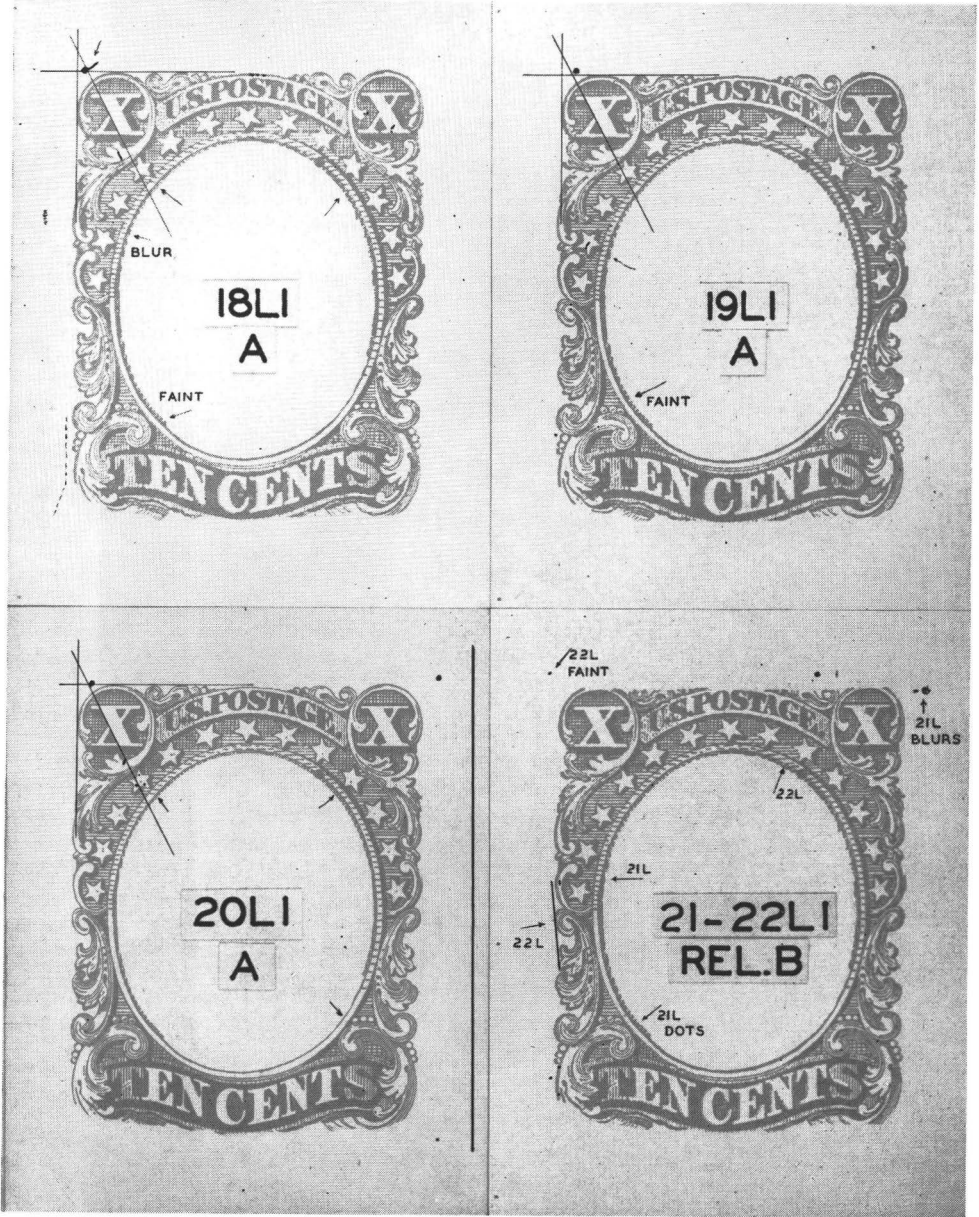


Fig. IV



Fig. V

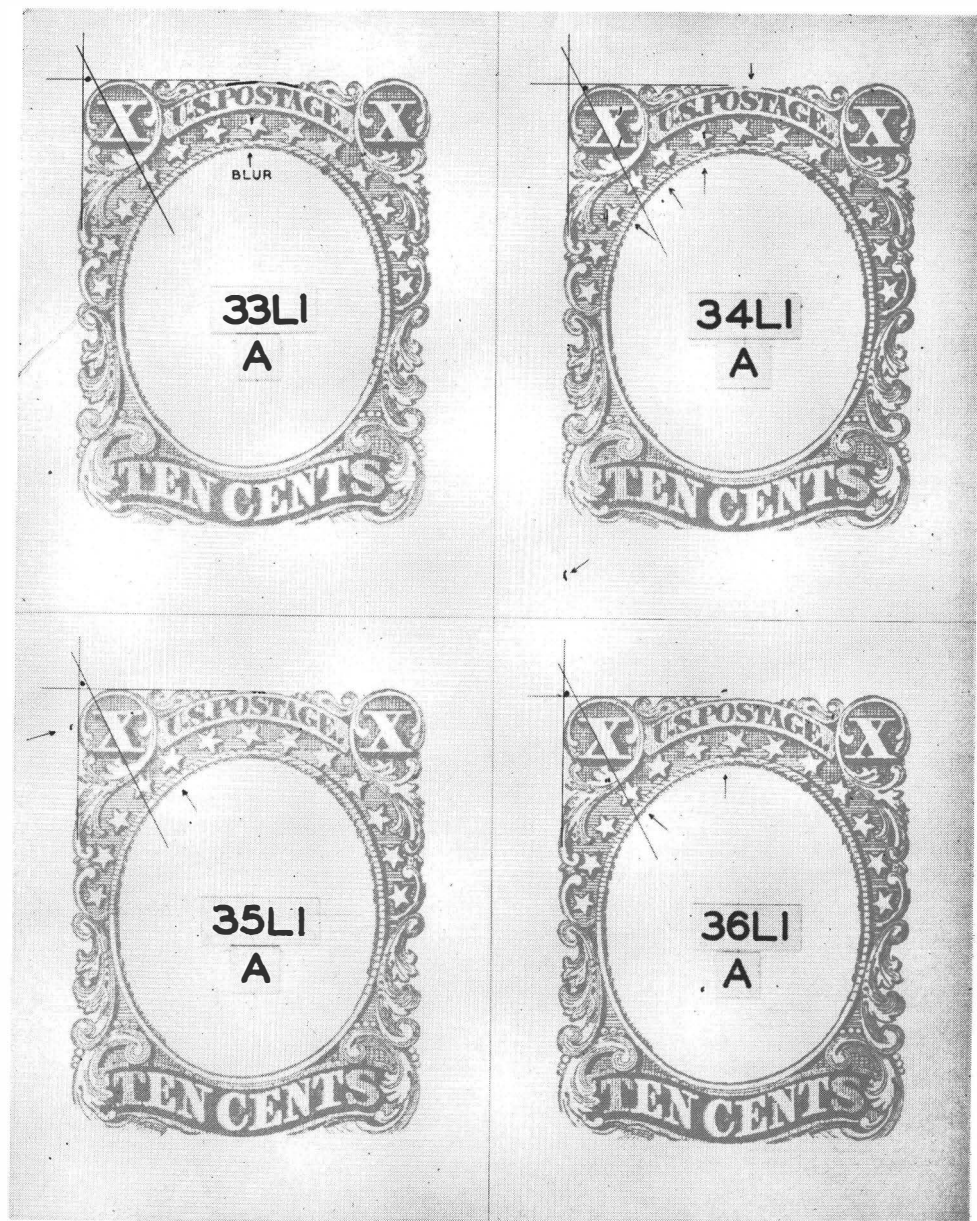


Fig. VI

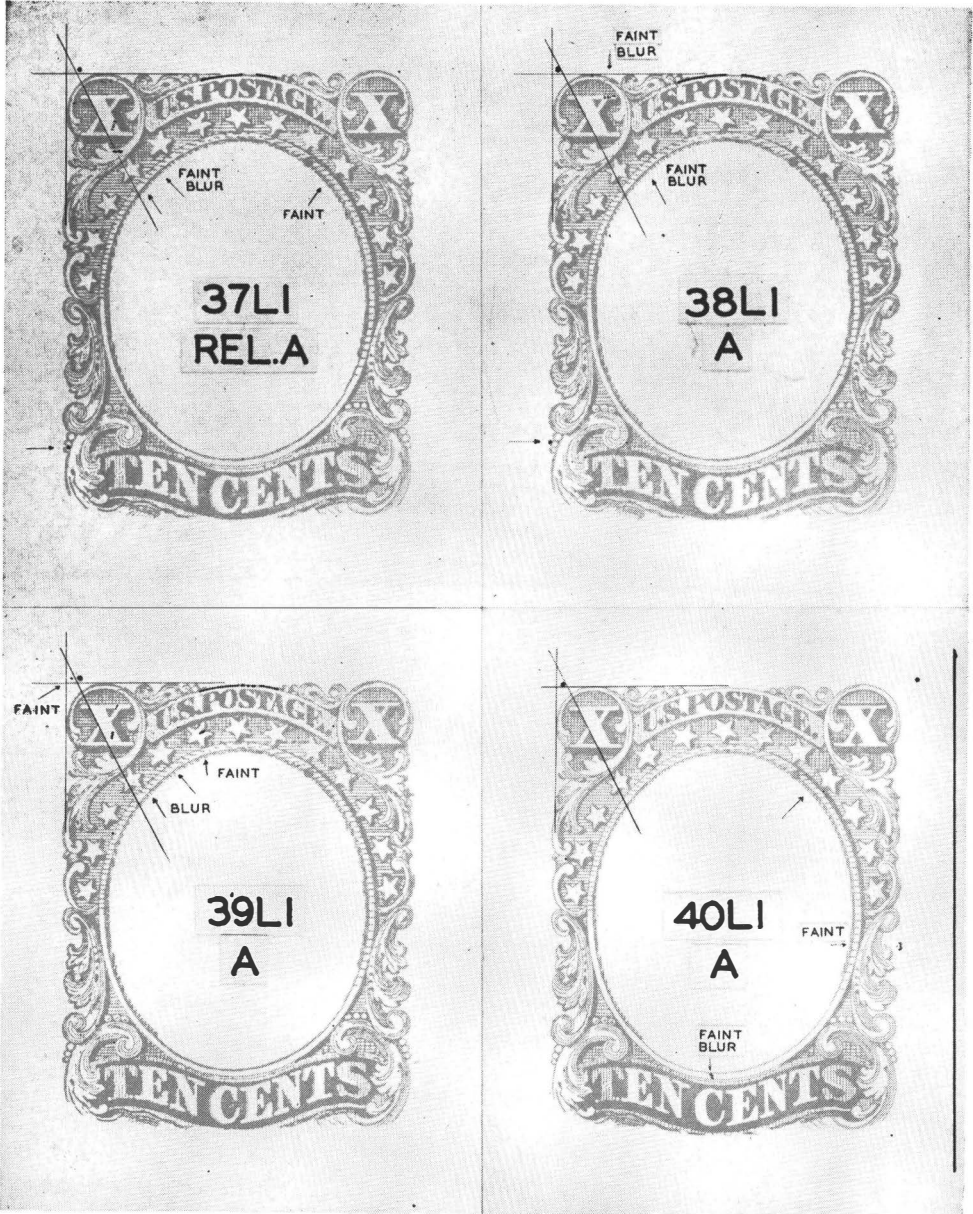


Fig. VII

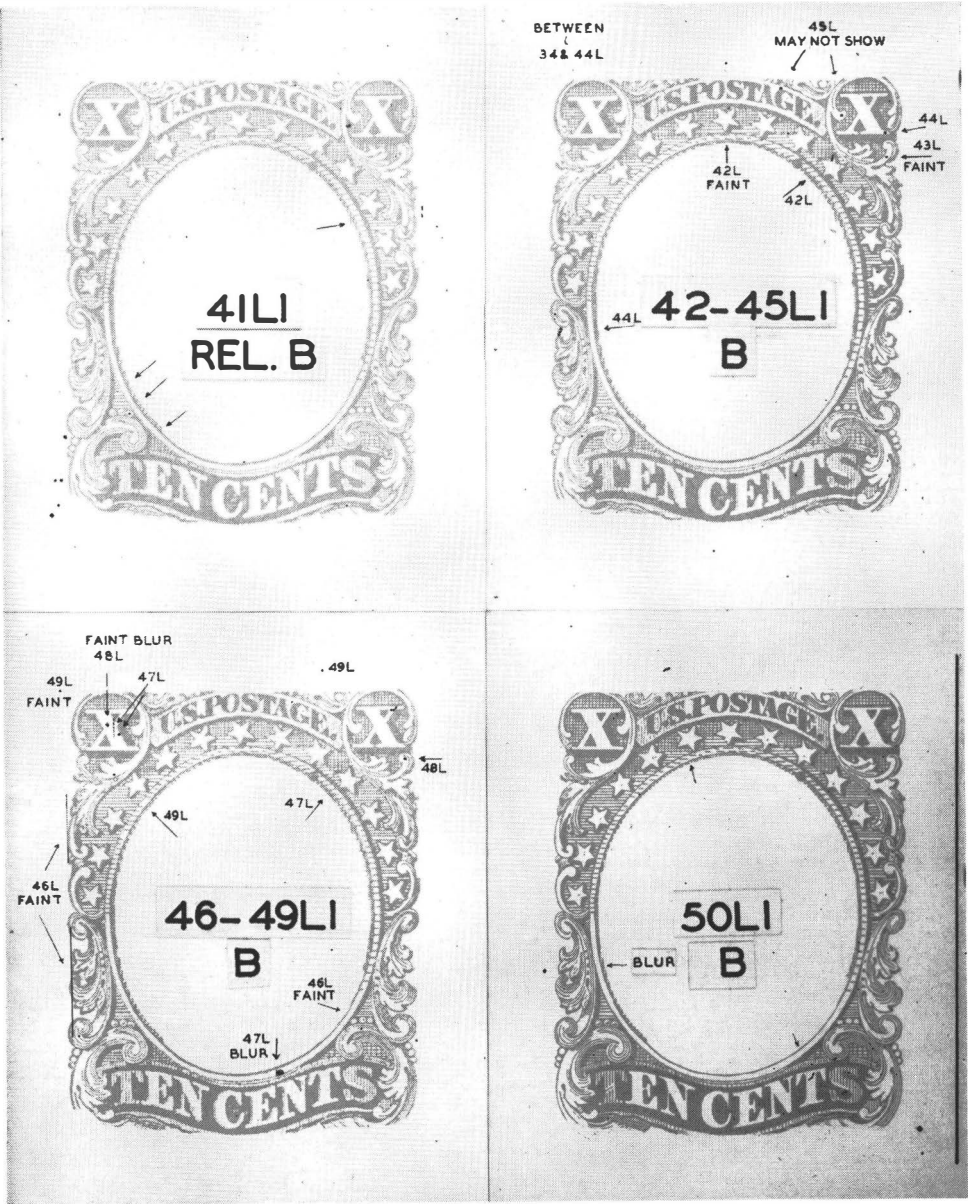


Fig. VIII

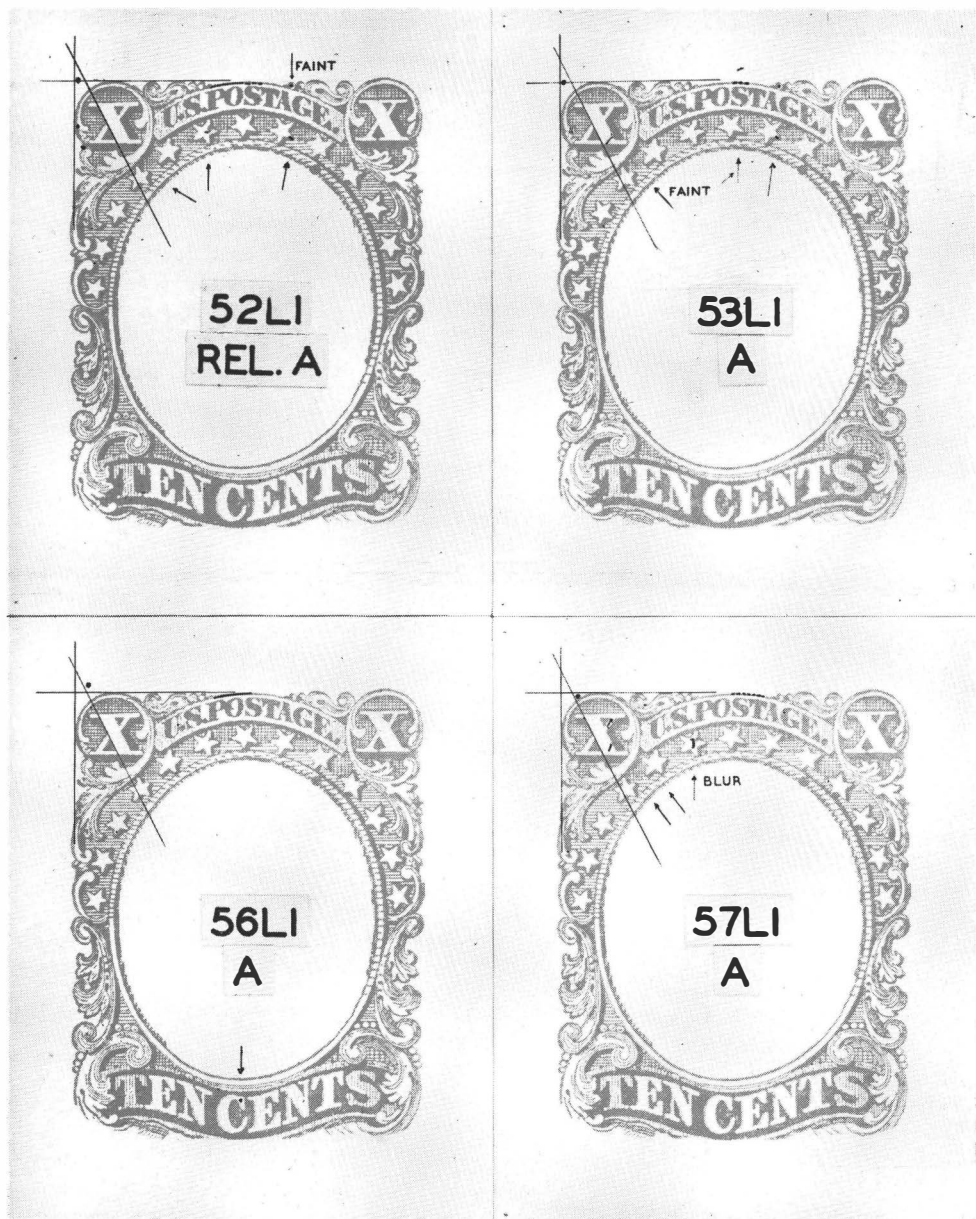


Fig. IX



Fig. X



Fig. XI

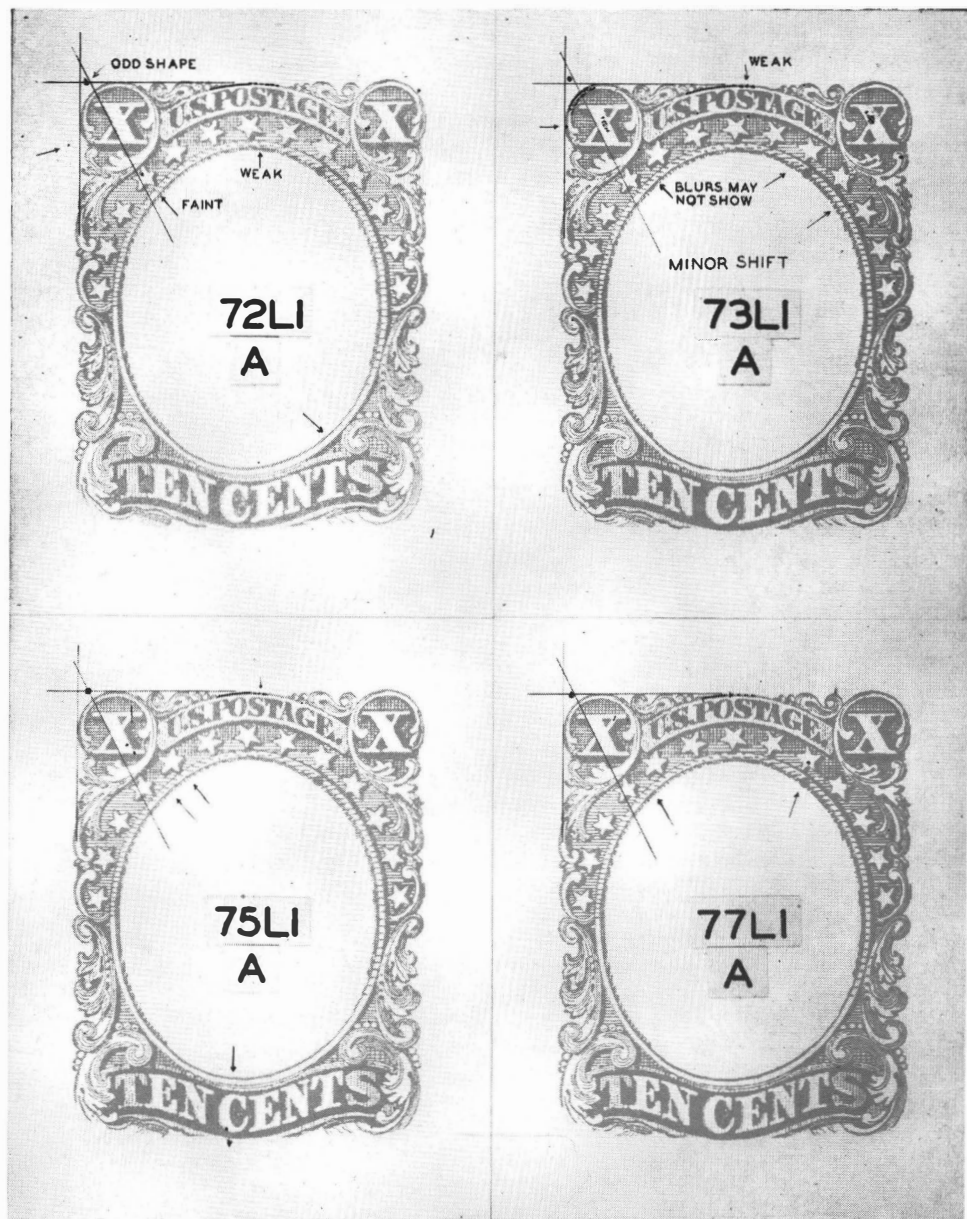


Fig. XII

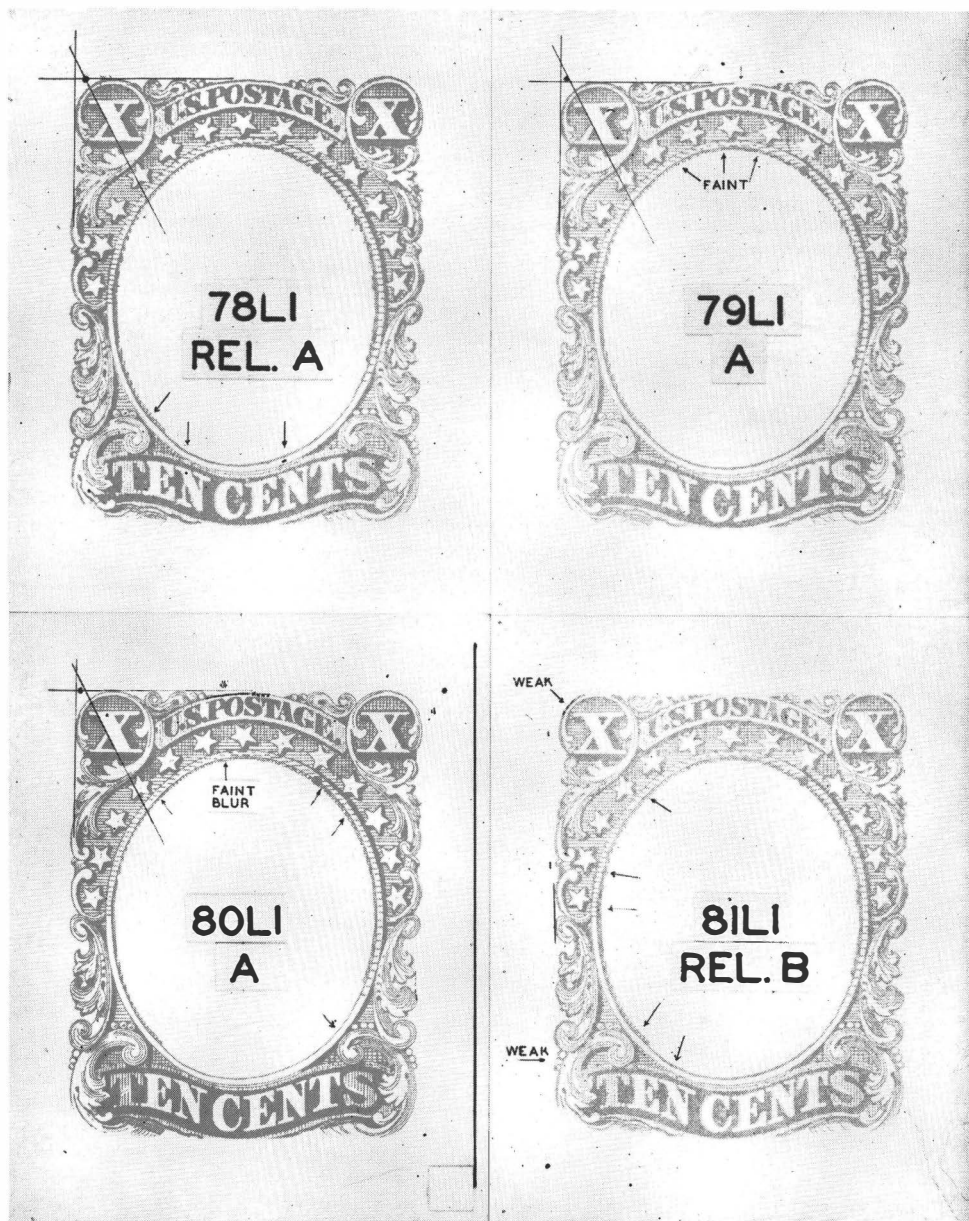


Fig. XIII



Fig. XIV

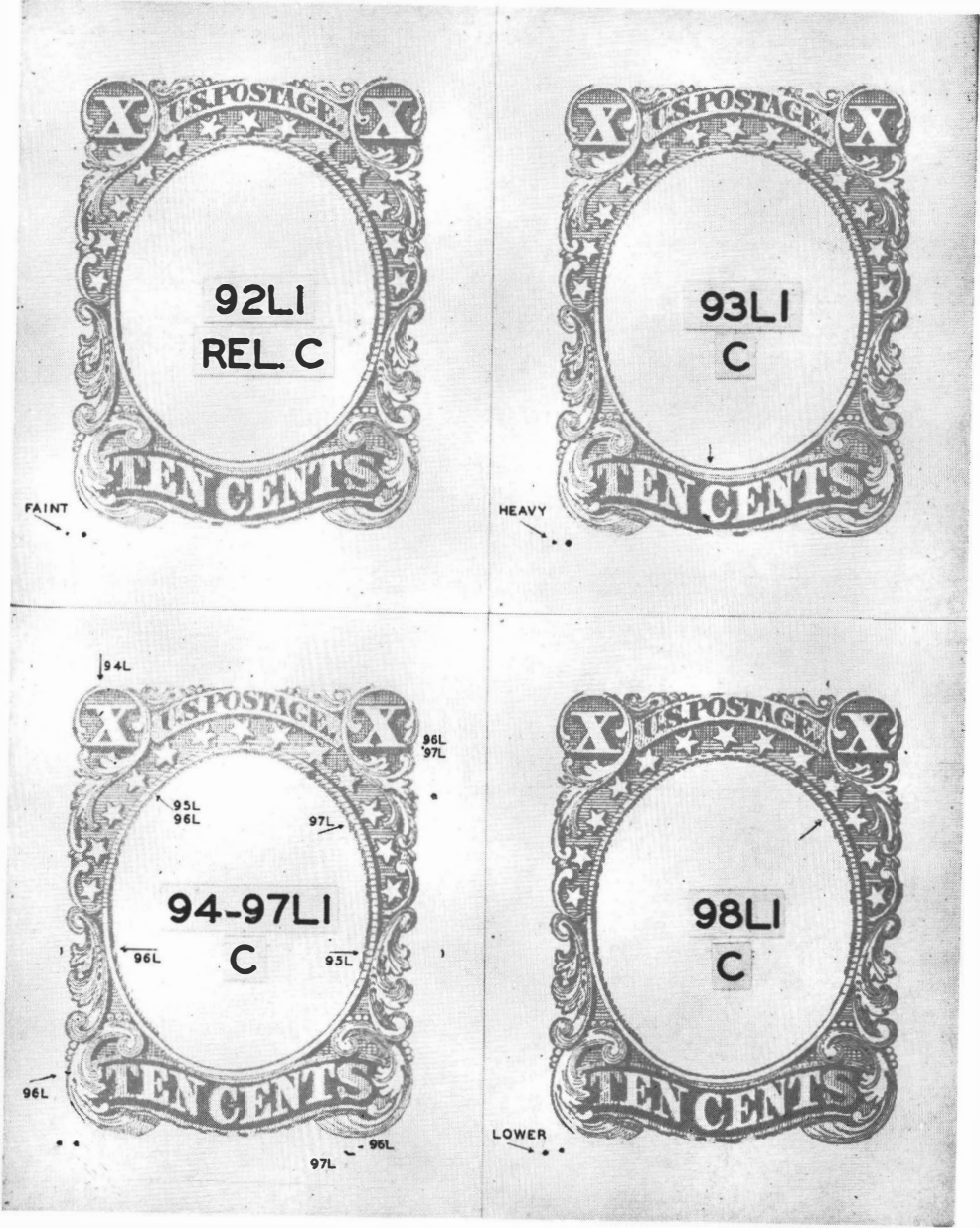


Fig. XV

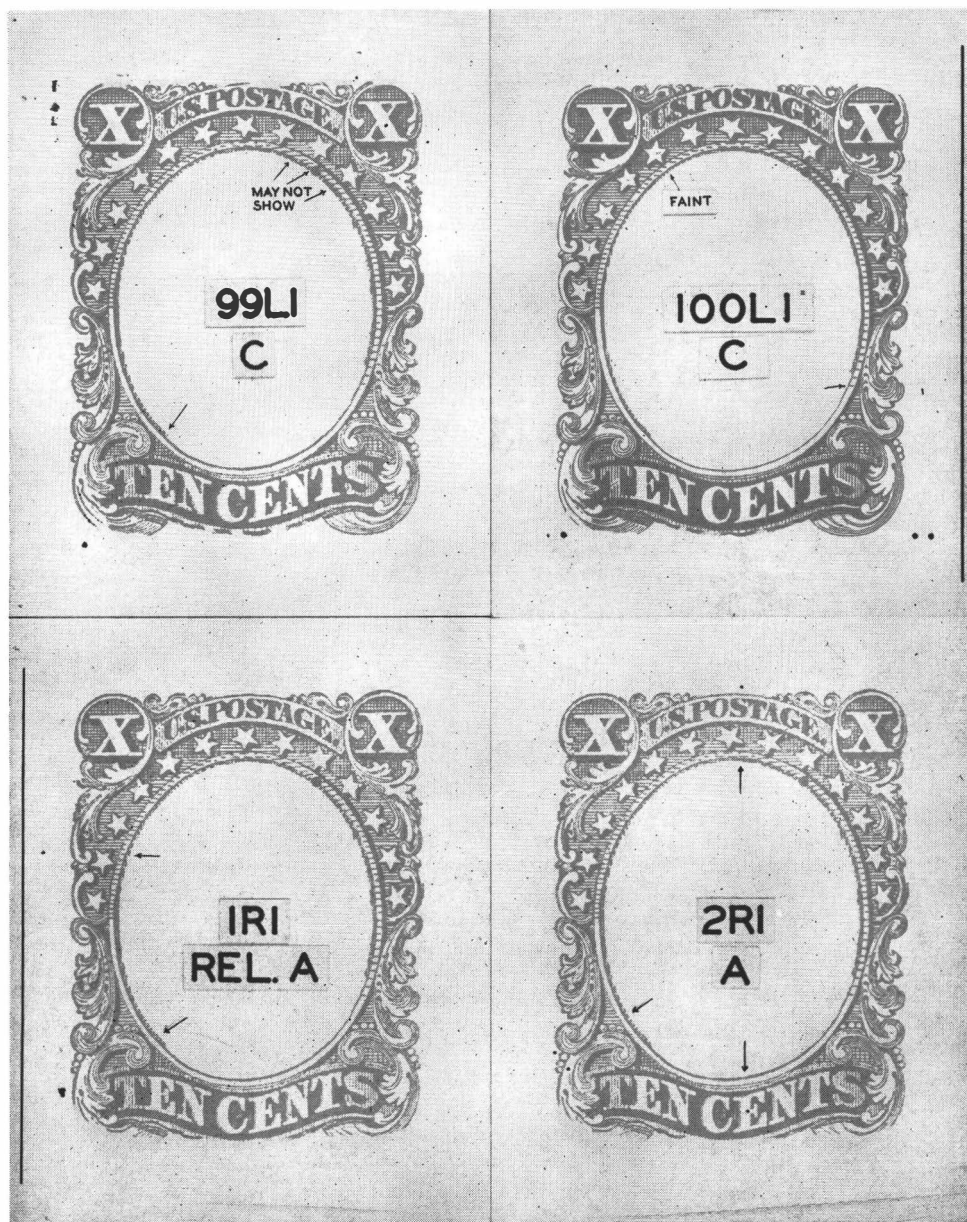


Fig. XVI



Fig. XVII

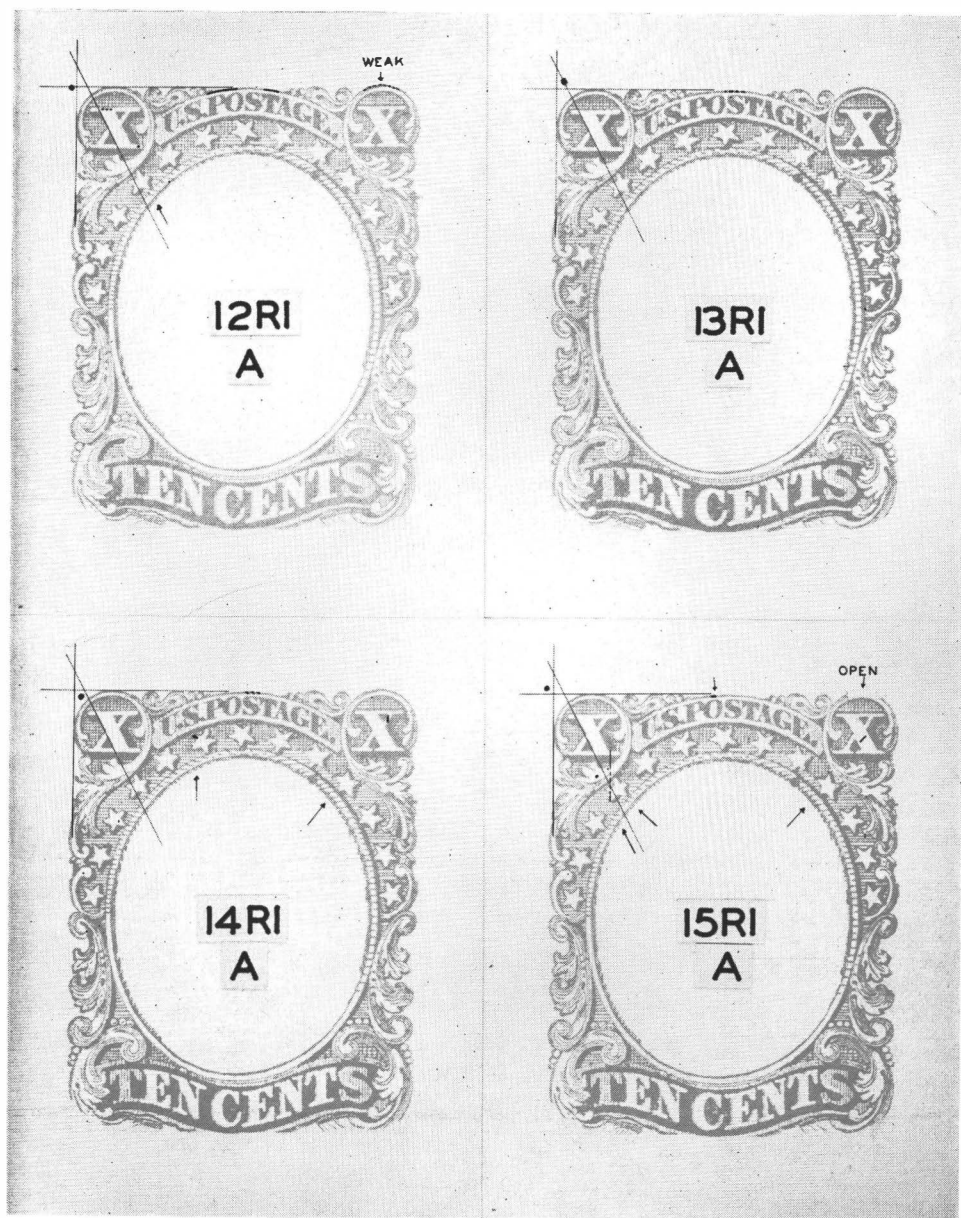


Fig. XVIII

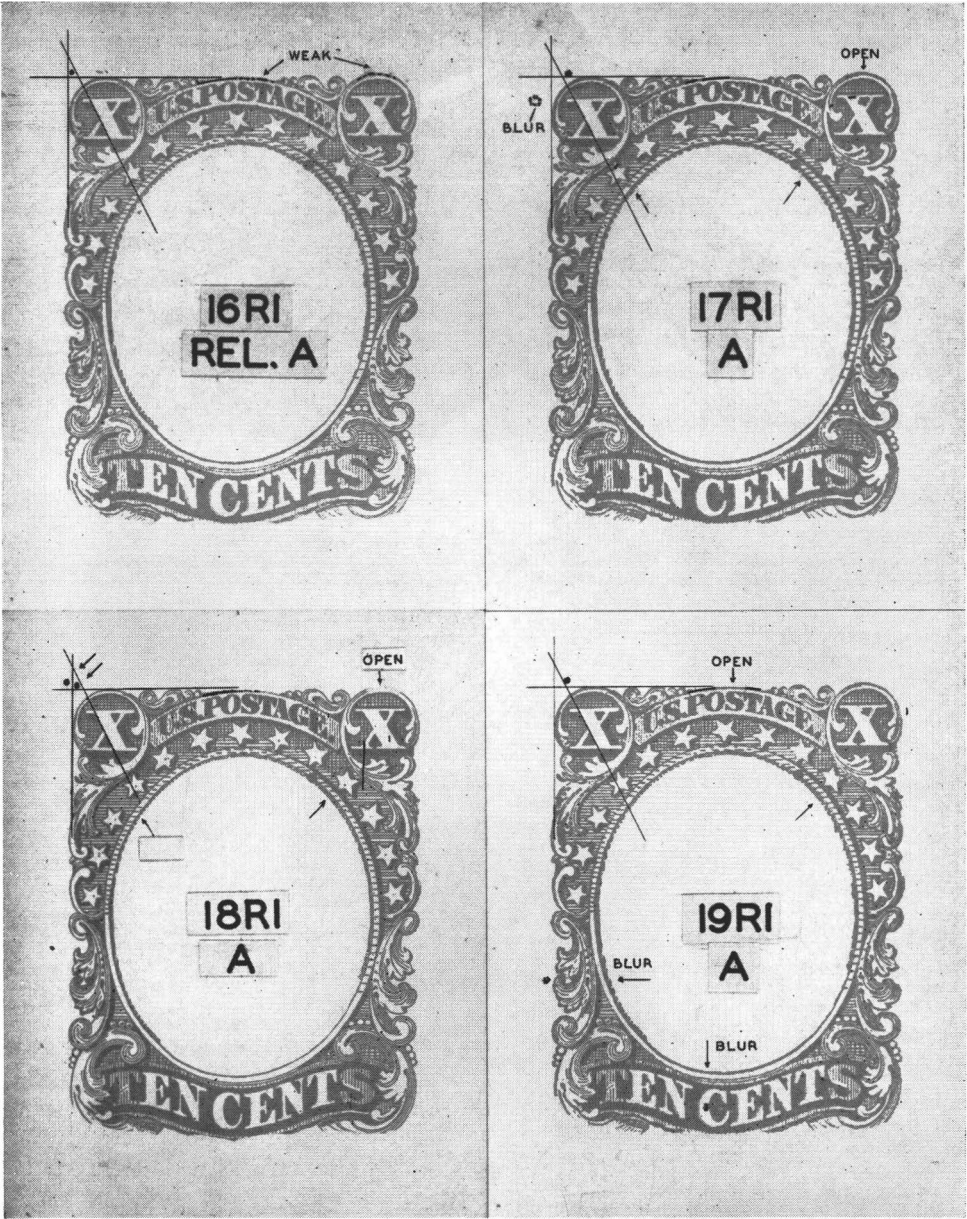


Fig. XIX



Fig. XX

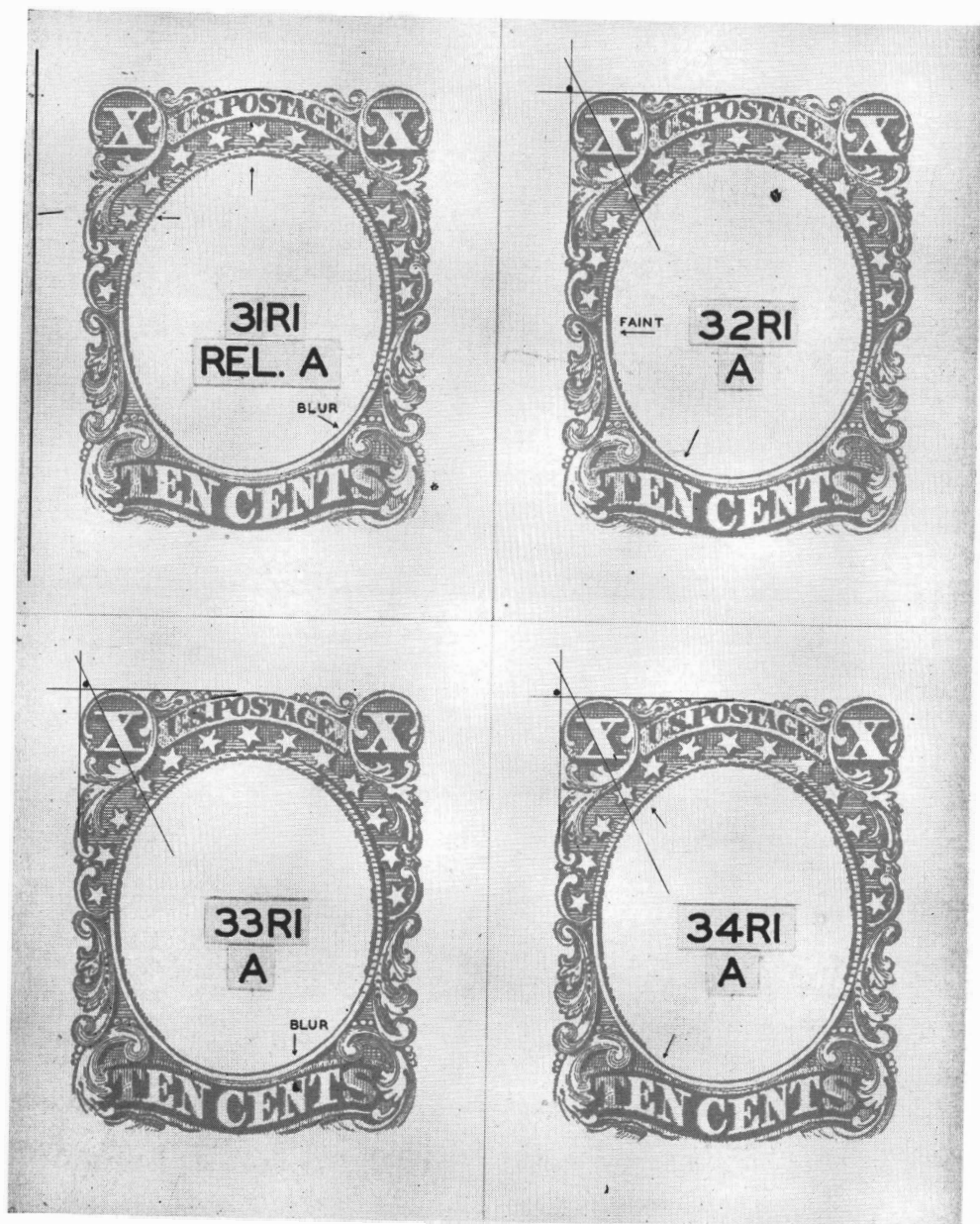


Fig. XXI

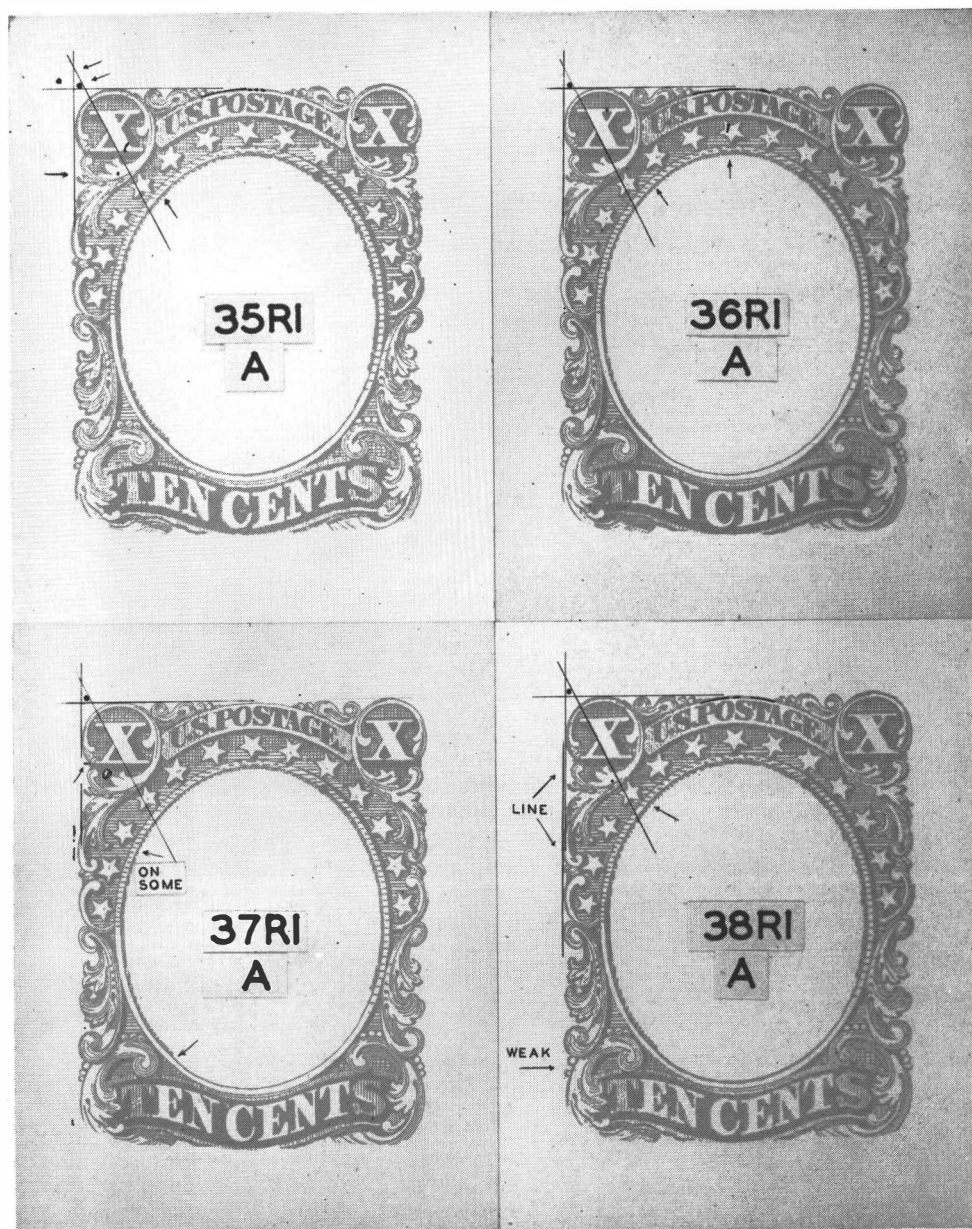


Fig. XXII



Fig. XXIII



Fig. XXIV



Fig. XXV

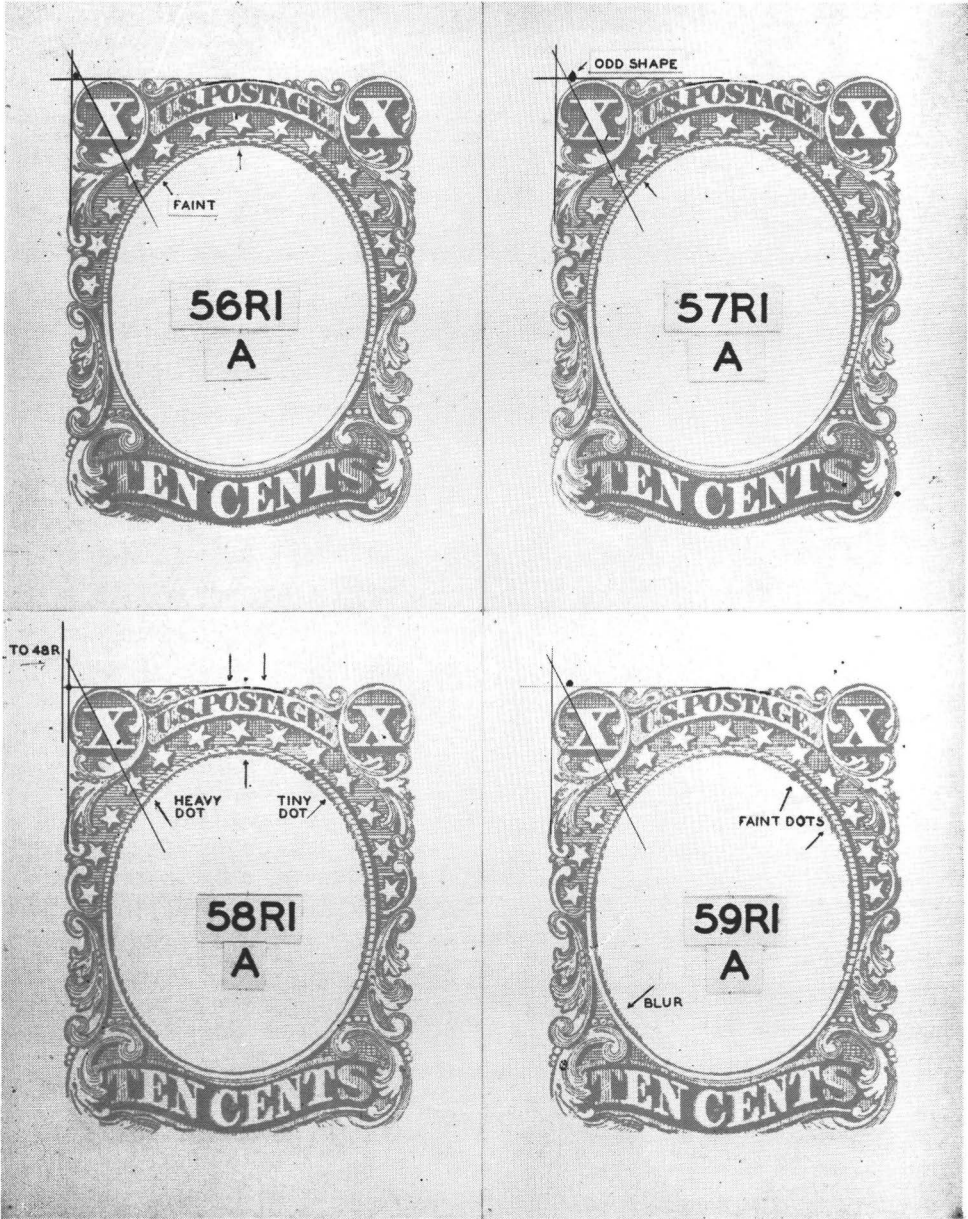


Fig. XXVI



Fig. XXVII

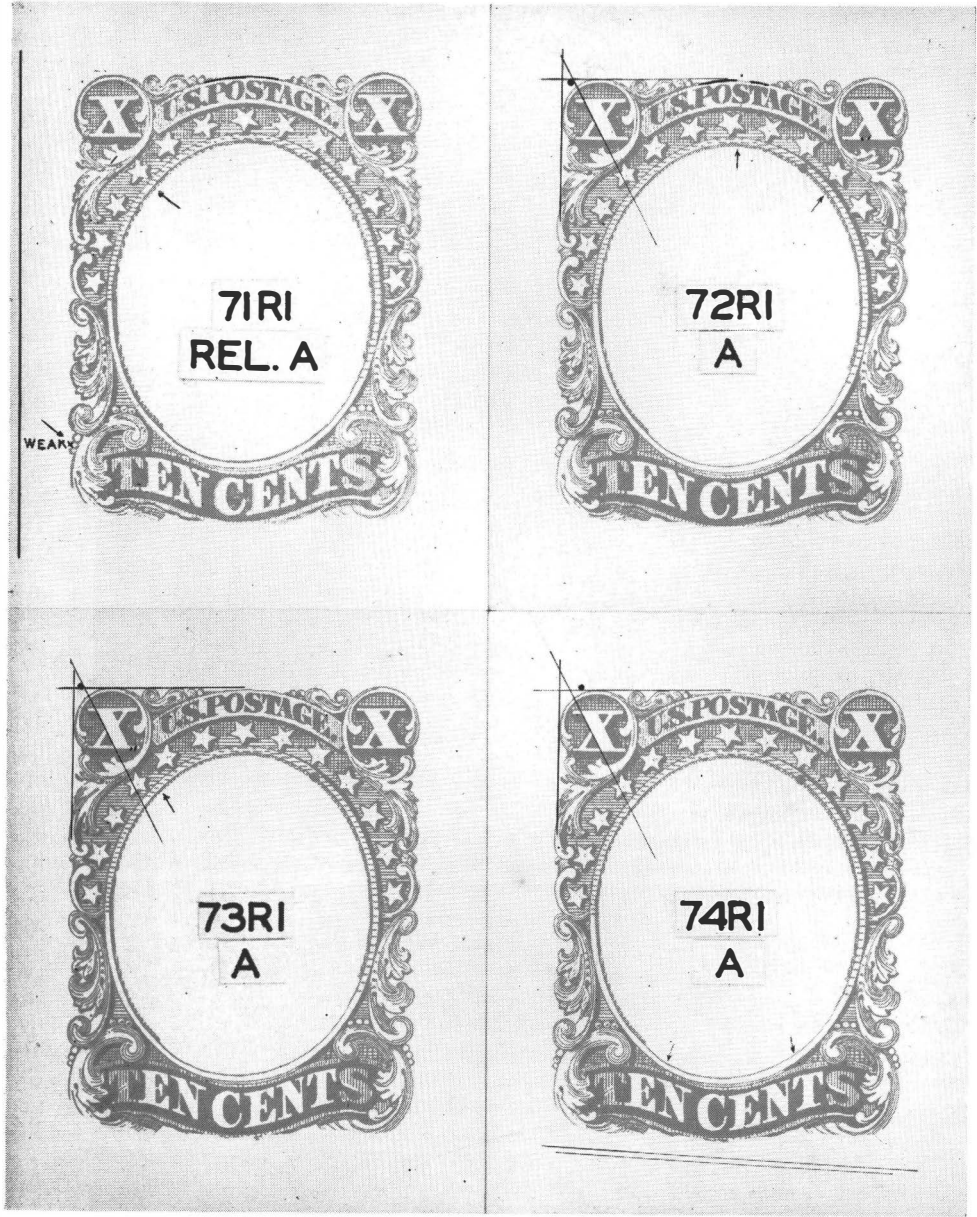


Fig. XXVIII

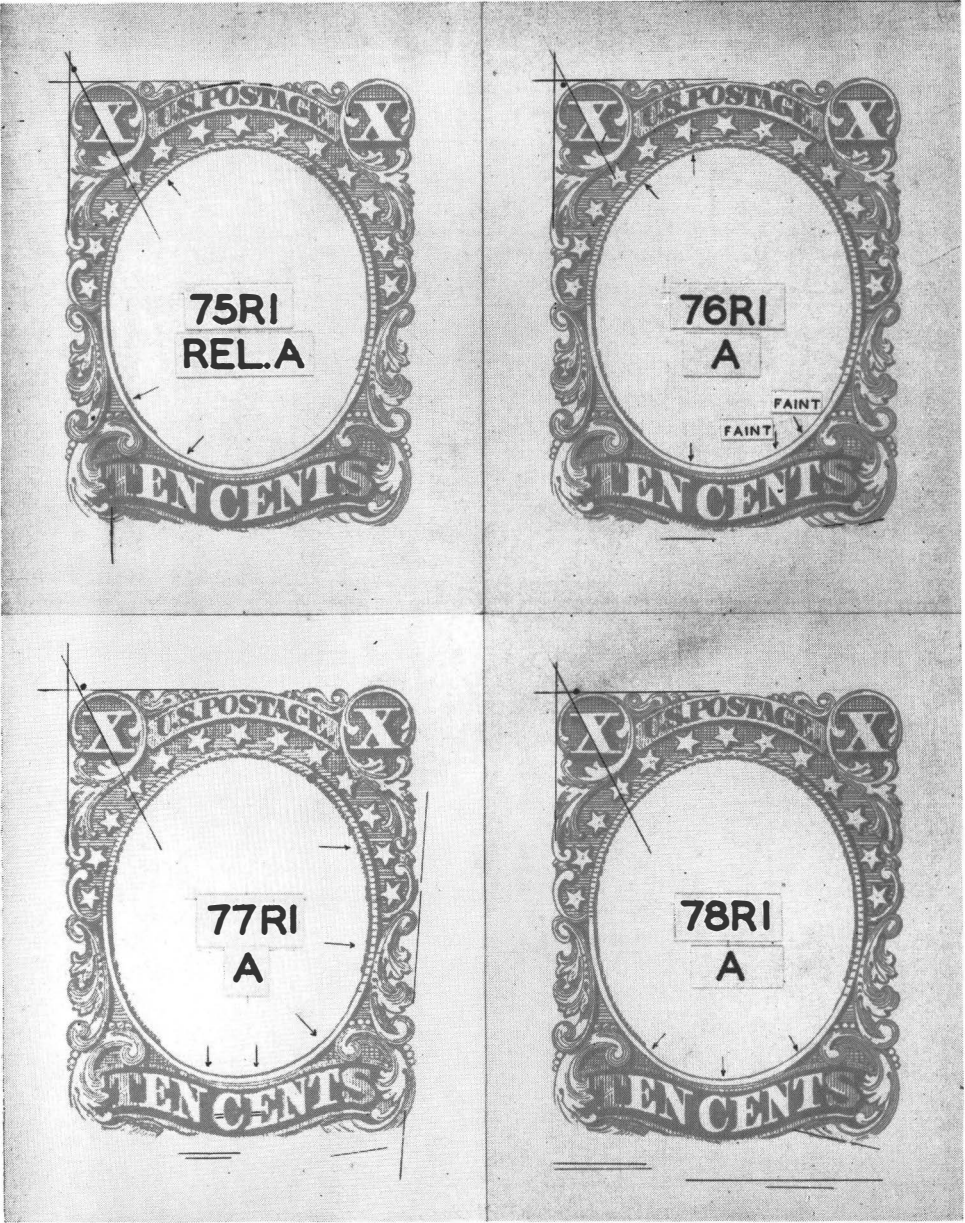


Fig. XXIX



Fig. XXX



Fig. XXXI

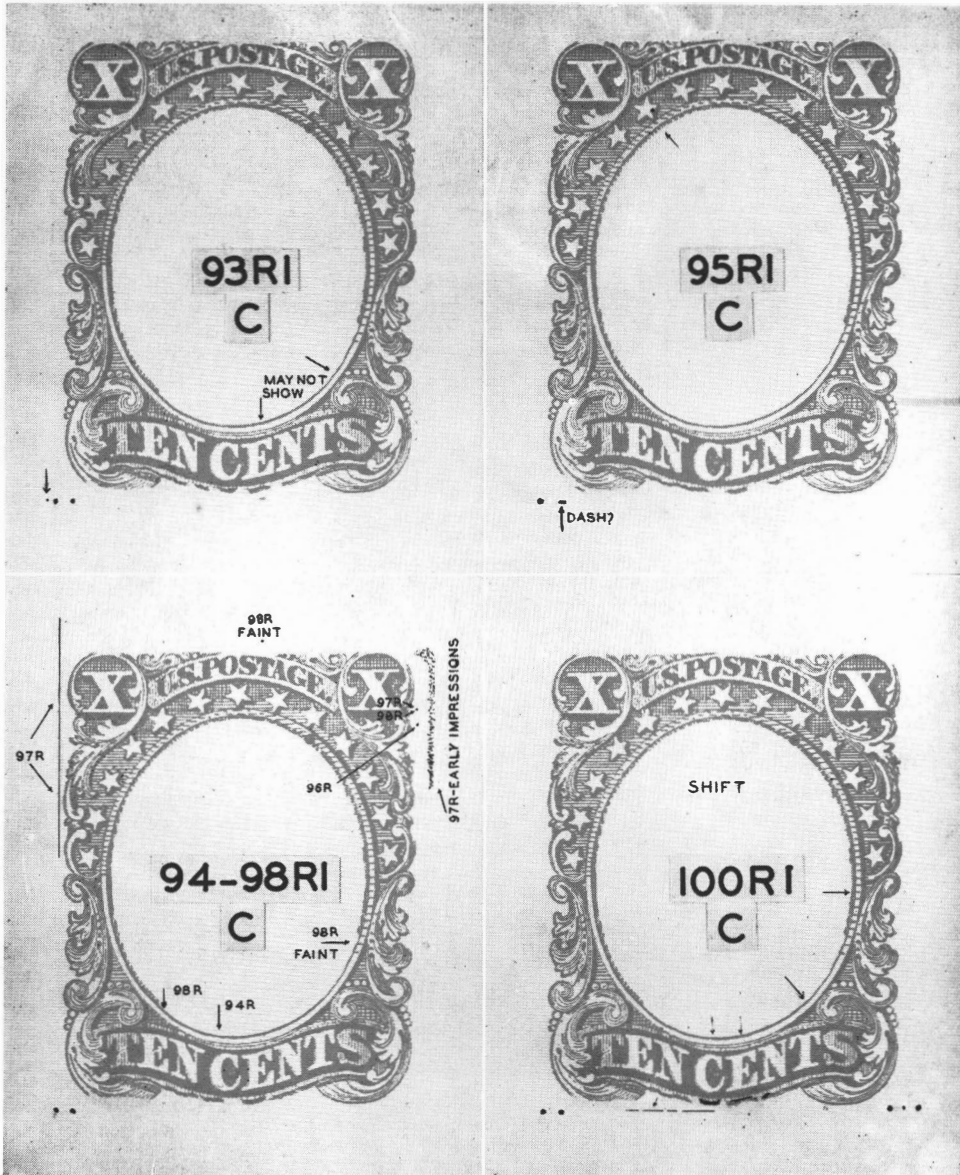


Fig. XXXII

PLATE TWO — DESCRIPTION

Referring to the Scott's United States Specialized Catalogue, listed in the 1959 catalogue as No. 35, the description of this type reads as follows: The side ornaments are slightly cut away. Usually only one pearl remains at each end of the lower label, but some copies show two or three pearls at the right side. At the bottom the outer line is complete and the shells nearly so. The outer lines at top are complete except over the right "X".

All Type V stamps come from Plate 2, the second and last plate made for the Ten Cent stamps of this series. There is no evidence whatsoever that there was a "Plate 3" for the Ten Cent stamp. Every plateable copy of the Ten Cent Type V which has been made available has been plated in Plate 2. The plate was put in use in the Spring of 1859. According to the Scott's United States Stamp Catalogue, the earliest known date of use of a Ten Cent Type V is May 9th, 1859. Stamps from this plate were in use for about two and a half years. No imperforate or part perforated stamps have been found from this plate.

CENTER LINE

Similar to Plate I and the other Toppan & Carpenter plates, this plate consisted of two panes of 100 stamps each, arranged 10 x 10 to a pane. The two panes were separated by a single "Center Line". This line measures $1\frac{1}{2}$ mm. from the stamps of the right pane and also the same from the stamps of the left pane. This line extends 9 mm. above the top row designs and 15 mm. below the bottom ones. There is no dot at the top or bottom of this center line.

As previously stated, copies of Type V stamps exist, showing perforations along the center line, but these are very rare.

IMPRINT

The imprint is of the style of the "first type" and reads as follows: 'Toppan, Carpenter & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati'. This measures $1\frac{1}{2}$ millimeters from the stamps of the right pane and $1\frac{1}{4}$ millimeters from the stamps of the left pane.

The plate number engraving on both panes reads 'No. 2 P'. This is about $1\frac{1}{4}$ millimeters to the right of the Right Pane imprint and about $1\frac{1}{4}$ millimeters to the left of the left pane imprint. (Figure 34)

It will be noted the name 'Casilear' is omitted from the Plate 2 Imprint. Mr. John W. Casilear retired from the Engraving Co. prior to the time Plate One was made in 1855 but the imprint with his name was used on the first plate.

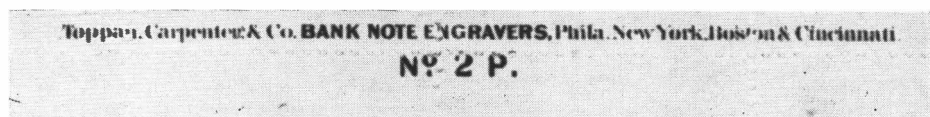


Figure 34

THE INCOMPLETE DESIGN

It is quite evident that all stamps from this plate show an incomplete design.

The catalogue description states "the side ornaments are slightly cut away". For a catalogue description, this is sufficient, but when one examines these Type V stamps under a strong glass, the missing parts have no appearance of being "cut off". On the other hand, the missing parts appear as "fading away". Some stamps show very "short"

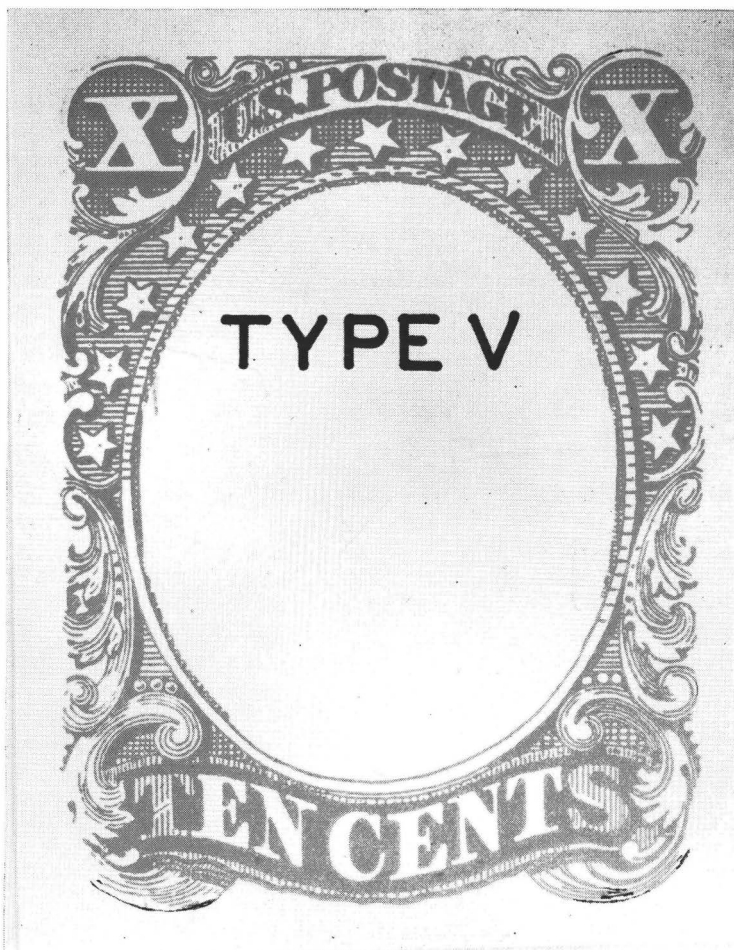


Figure 34A

side ornaments, others show rather complete at one side and very "short" at the other side. Some show "rather complete" at both sides.

Only one position furnished stamps showing three pearls at the right. (15 R 2) A very few positions furnished stamps showing two pearls at left. No position furnished a stamp showing three pearls at right and left. Not a great many show two pearls at right or left. Two positions produced stamps showing two pearls at each side. The catalogue description further states "The outer lines at top are complete except over the right "X"." The great majority of the Type V stamps show this characteristic but others do not, and it is because of these exceptions that the catalogue description is quoted.

The catalogue states that the outer lines at top are complete except over the right "X". At least one position shows no top line over the label, and there are a number of positions which show only a small part of the top line. There are several positions on the plate on which the top line over the left "X" oval is broken.

Figure 34A illustrates the frame lines of a Type V stamp. It shows the incomplete design of the right and left side ornaments, also parts of the pearls which usually appear.

Caution: Because of the rather wide space (both vertically and horizontally) between the Type V stamps, copies are frequently found with the perforations cut off. Such trimmed copies then are fraudulently offered as imperforated stamps. These fakes can easily be detected, because of the absence of the three complete pearls on both the left and right side. Furthermore, they usually show the complete bottom line of the Type V stamps.

THE TRANSFER ROLL AND THE PLATE

Plate 2 was entered from a new transfer roll containing six reliefs on its surface. Without question the same method was used in entering the reliefs as was employed in transferring other plates of this period.

The six reliefs on the roll are assigned the letters A, B, C, D, E, and F. The order of their use was as follows:

Relief A for the top row. Relief B for the second row. Relief C for the third and seventh rows. Relief D for the fourth and eighth rows. Relief E for the fifth and ninth rows. Relief F for the sixth and bottom rows. Six vertical positions were rocked in from top down at one setting of the transfer press. After these six positions were transferred, a new setting was made, and Reliefs C, D, E, and F were used on the seventh to tenth rows inclusive.

We have proof in the lay-out of several of the plates that one complete vertical row was transferred before the next one was started. In other words, the top six horizontal rows were not entered entirely (across the plate) before the four bottom rows. For the transfer of the upper six reliefs, guide dots were placed above the positions to be occupied in the top row, and, as a guide for the entry of the lower four horizontal rows, guide dots were placed above the positions to be occupied in the seventh horizontal row.*

All of the six reliefs on the One Cent (1857 Type V) transfer roll were entirely different from each other, hence in plating stamps from these plates, one who is familiar with the differences in the six reliefs can tell at a glance that the stamp comes from a certain row, or from one of two rows, for example, an "A" relief comes only from the top row and the "B" relief only from the second row, whereas a "C" relief only from a third or seventh row. In plating a stamp from the latter relief, only 40 positions have to be considered, thereby eliminating at the start, 160 positions.

The top row, or Relief "A" stamps can be identified by the top row guide dots. Sixth row stamps can generally be identified as Relief "F" by the guide dots and certain other characteristics. Bottom row stamps also have certain characteristics to identify the majority of them as Relief "F". The exceptions are stamps of the "F" Relief which may come from either the 6th or 10th rows. Some certain stamps of the "B" Reliefs have characteristics which identify them as coming from the second row. In examining a number of horizontal pairs, and strips of three, I have not been able so far to locate their positions on the plate by identifying the Reliefs. This feature, an immense help on the One Cent Type V plates, by its absence on the Ten Cent Type V stamps, has made the reconstruction of Plate 2 a rather difficult proposition. Fortunately many plating marks are found in certain parts of the plate and naturally they have been of great assistance.

In studying many copies of the Ten Cent stamps certain features of them stand out quite prominently, foremost of which, is of course the incompleteness of the side ornaments. The question is, how did this occur? On the Plate 1 stamps we find the "incompleteness" at the top or bottom or both, with complete side ornaments, but on the Plate 2 stamps we find just the reverse, top and bottom more complete than the sides. The writer cannot believe this just happened, but rather the designs as we find them, were intentional.

* A guide dot was also placed below the setting of most of the positions in the tenth horizontal row. (M. L. N.)

Perhaps if so much burnishing was not done in the vertical spacings, we would now have less trouble in identifying the six reliefs. This "cleaning up" of the vertical spacings between the rows of designs on the steel plate account for many of the stamps showing "very incomplete" sides. Perry stated erasures occurred in the horizontal spacings and not in the vertical spacings. No doubt erasures were made in some horizontal spacings, but the big job of erasure was done in the vertical spacings. It accounts principally, but not wholly, for the characteristic feature of the short side ornaments.

Without question, and for some unknown reason, it appears that stamps with "short sides" were desired. Such was the cause of the Type V One Cent stamps, but to accomplish this, the sides of the reliefs, on the roll were filed off, after part of one plate† was made. This trimmed relief was then used to make a new set of six "duplicate dies", from which a new plate transfer roll was made, and this was used on the other 1c Type V plates. The question may be raised as to why the original "filed down" roller was not used instead of a duplicate, and the answer is no doubt, a necessity of a different spacing on the plate. The "filings" on the One Cent Type V roller appear very noticeable on the Type V stamps, so no doubt, when two years later they made a six relief roll for the Plate 2 of the Ten Cent, entirely different methods were employed. As explained previously, the Ten Cent Plate 1 stamps were shortened at top, or bottom, or both, in the process of making the transfer roll. If the designs of relief on a roller can be made "short" at top or bottom or both, then surely, if desired, they can be made short at the sides, one side, or both, as the case may be.

Perhaps the same method was followed in the making of the new transfer roll for Plate 2 as was no doubt employed in making transfer rolls for other plates of this series and period, but to obtain designs with a faint or short sides, the design was transferred to the surface of the roll in a **horizontal position**, instead of in a vertical position.

In laying out a set of six duplicate dies, the "master relief" was rocked from **side** to **side** instead of from top to bottom. In this way, transfers could be made to the duplicate set of dies in such a way as to show a strong transfer in the central portion of the designs with a gradual fading out to right or to left, or to both. It must be borne in mind that we are dealing with six reliefs, some of which may have been almost complete or faintly complete at one side and quite short at the other side.

When the reliefs were transferred to the finished plate, designs were reproduced that undoubtedly had "weak lines" of the side ornaments, and the erasures were much more easily accomplished. In looking over a great many copies of the stamp, one is strongly impressed with the strength of the lines in the central portion of the design in comparison to the weakness of the lines in the side ornaments. Perhaps my theory is all wrong, but so far, it appeals to me as the most reasonable. It has been the only one I have been able to discover that satisfactorily accounts, not only for the differences in the sides, but for their characteristic and general appearance of weakness. It does not seem quite possible that such consistent weakness was the sole result of the burnishing of the vertical margins or spacings. In adopting this theory we do not necessarily have to eliminate the idea that certain parts of certain reliefs may have been slightly trimmed. It is barely possible this was done, but if so surely in a very limited degree.

If my theory is correct we have a possible answer as to why the different reliefs are so very difficult to identify or perhaps impossible to identify.

It is easy to identify reliefs which have been trimmed down, but when short transferring and erasures both are employed, it is rather impossible to set a fixed standard to go by.

Figure 35 represents the right sides of 76 L 2 and 71 L 2, both from the "D" relief. These two are typical of the differences found in stamps from the same relief. They are not especially picked out, but are taken at random. It is quite evident that much erasing was done in the vertical rows of these two typical examples.

† Plate 5. (M. L. N.)

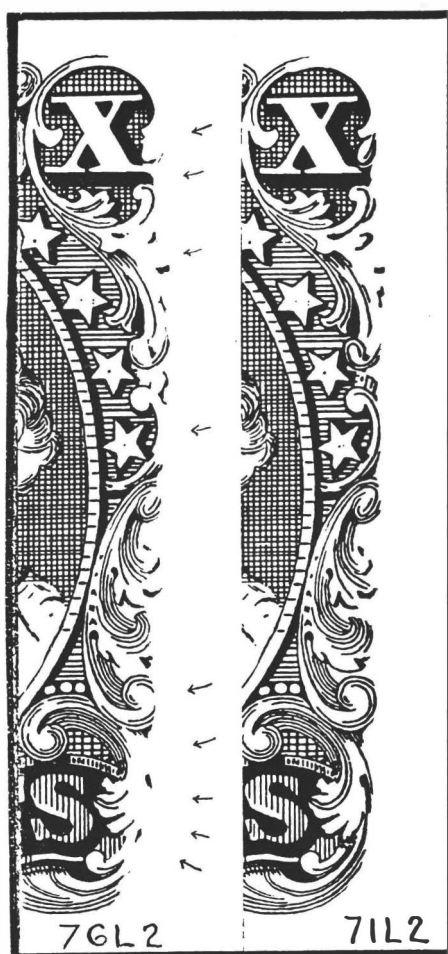


Figure 35

It is rather difficult to accept Mr. Ashbrook's theory that the "Master Relief" was rocked from *side to side* instead of top to bottom in laying out the set of duplicate dies. Mr. Ashbrook stresses that, to quote: "In looking over a great many copies of the stamp, one is strongly impressed with the strength of the lines in the central portion of the design in comparison to the weakness of the lines in the side ornaments." It is the author's definite opinion that the duplicate die was not entered in this manner, but that the designs were transferred from *top to bottom*, for the following reasons.

While the lines of the side ornaments do appear to be somewhat weaker than those in the central part of the design, the difference does not seem to be as marked as Mr. Ashbrook indicated. It is possible that when the die was being engraved, the engraver did not scribe the highly ornate scroll work on the sides as deeply as the less difficult medallion and stars. Actually, a careful examination of the leaves in the lower side ornaments of positions showing the complete right side ornaments indicate that the shaded portions of the leaf and the points of the blades (which extend to the outside of the design) are quite strong. Yet

the lines connecting the blades to form the leaf are very weak, being almost non-existent. Surely if the design had been transferred from side to side, as Mr. Ashbrook believes, the points of the blades and the shaded portions of the design should also have shown the same characteristic weakness.

It is not the purpose of this work to fully describe all the complete processes of preparation from the master die to the finished plate, but only briefly to review them in this order:—

1. The engraving of the die.
2. The transfer of one design from the die to the Master Relief Roll.
3. The transfers from the Master Relief Roll to the flat steel plate, or "duplicate die", or "Lay-Down". (In the case of Plate 2, six transfers were made, spaced so that they are properly separated on the printing plate.)
4. The transfer of the set of the six duplicate dies to the Plate Transfer Roll from the "Lay Down."
5. The transfer from the Plate Transfer Roll to the printing plate. Mr. Ashbrook has already described the method of transfer of Plate 1 on page 30.

Obviously all of the six designs on the Lay-Down for Plate 2 were transferred from the same Master Relief Roll. When these transfers were completed, but before the Lay-Down was hardened, it was possible to make alterations in the designs. There is no evidence that any such alterations were made except that there is some indication that there was some trimming of the bottom of the right shell of the "B" relief, although this may have occurred on the Plate Transfer Roll. Therefore, the reliefs on the Plate Transfer Roll, the next step, must be almost exact duplicates of the designs on the Lay-Down.

When a transfer roll * is used to enter a plate, the design in each horizontal row must duplicate every other design in the same row. It is Mr. Ashbrook's theory that because the designs from the Master Relief were rocked in on the Lay-Down from side to side, a minimum of erasure was finally required on the plate.

An examination of the "B" relief stamp 15 R 2, Fig. LXI, shows the right side ornaments and the right shell almost complete. Yet position 16 R 2, Fig. LXI, immediately to the right of 15 R 2 and the preceding "B" relief entry, has short right side ornaments and a very incomplete right shell. 14 R 2, Fig. LXI, which was entered after 15 R 2, also shows an incomplete right shell. The same variations occur in many positions of the "D" and "E" reliefs. It is evident, therefore, that a very considerable amount of burnishing and some trimming occurred in the vertical spaces of the plate.

The Ten Cent Plate 2 was probably completed in the Spring of 1859. The One Cent Plate 10 (on which all of the stamps are Type V) was completed approximately a year later. This One Cent plate resembles the Ten Cent plate in the variations and weakness of the incomplete side ornaments and evidently was extensively burnished with some trimming. There is no question that on the Lay-Down for all of the Type V One Cent plates, the entries were made in a vertical position.

If the designs on the Lay-Down were rocked in from side to side and evidently from the depth of shade of the blurs, the designs were actually sunk quite deeply, some blurring should appear consistently in the vertical spaces between the rows of designs on the plate, even if there were weaknesses in the lines of the side ornaments. The few scattered blurs, which do appear between

* It is quite true that whether a plate is entered from a single or multiple relief roll, the entry in each row will or should duplicate every other one in this same row. But it is equally true that fine lines may not duplicate exactly in entries in the same row if the transferring was not identical. Thus stamps in the same row may not be identical because of plate wear and the printing may not be exactly the same. (Elliott Perry).

the vertical rows, are very small and have no resemblance to the ones caused by sinking in of designs.

Further evidence of vertical entries of the Ten Cent Type V designs are the blurs which occur at the top and bottom of the designs.

Having reached this conclusion, the author wished confirmation and so consulted with Elliott Perry, a well-known writer on the early United States stamps and also respected for his knowledge on line engraving. It was gratifying to have received the following comments from Mr. Perry and with his permission, these are being inserted here.

Comments by Elliott Perry

So much of the work by myself on the 10c green stamps of 1855-60 was done and published about 1918-20 that the remarks which follow might well be called "Forty Years Later." It is indeed most gratifying to be asked to comment on the work my good friend Mortimer L. Neinken has accomplished, and also to know that although my efforts to identify the six reliefs of Type V on Plate 2 were no more successful than were Stevenson's, those difficulties have yielded to the Neinken study.

Two approaches, separately or in combination, are indicated to determine the reason (s) for the differences between the incomplete ornaments at the right and left edges of the Type V stamps. The usual approach is that the differences resulted from a definite intent to allow more space for the perforations, or for another reason, still unknown. "Short transferring" might have been intentional or accidental. But if lines of a design were removed from a transfer roll, or by using a burnishing tool on a die or on the plate, such alteration would have been intentional.

Evidence, which has been believed to show that the differences between stamps from the same relief, resulted from intentional alteration (s) appears on the stamps. All of the side ornaments are incomplete—some more, some less so. Consequently, whether or not this evidence constitutes conclusive proof depends upon how it is interpreted. For instance, if results attributed to burnishing could be obtained only by burnishing, then the differences were certainly intentional.

Another approach to the solution is to consider the differences on the stamps to have resulted from accidental causes, such as might occur at any step in the process of transferring the design between the master die and the finished plate, or by disappearance of fine lines by plate wear, or merely by variations between impressions from the same state of the plate. If the results seen on the stamps could have been produced by any of these causes, a conclusion, that the differences between the stamps were intentional, becomes questionable. The problem, therefore, concerns two possibilities, or a combination of both intent and accident.

A number of facts seem to support the supposition that the differences were wholly or partly accidental.

1. The 10c design was the shortest and the narrowest of the denominations in the 1851-60 series. The vertical gutters between the stamps in each horizontal row were wider than on any other denomination. More space for perforations was not needed.

2. The gutters between the six reliefs are only 60% as wide as those of the horizontal rows of plate. Consequently, if wider gutters were needed anywhere on the Type V plate, the narrower ones should have been widened by removing upper and/or lower edges of the design—not the sides.

3. If, for an unknown reason, it was desired to narrow the 10c design for the Type V plate, the easiest method would be to trim the edges of the design

from the master roll before this was hardened. Such trimming would not produce all the results seen on the stamps.

4. If the desire or intention did not become effective until after the master roll had hardened, it would still have been far easier to trim the edges of the reliefs on the 6-relief roll, than to burnish out lines from a large proportion of the entires on the plate. Such trimming on the transfer roll would not produce all the results seen on the stamps.

5. The plates of 1857-60 were laid out so that the stamp sheets could be perforated horizontally or vertically with one setting of the machine in either direction. The 3c, 5c, 24c and 30c designs being too long, while the 1c was both too tall and too wide for the desired spacing on the plate, the former four values were shortened by removing parts of the designs at top and/or bottom edges, and the 1c on all four sides. Only the 1c and 10c Type V designs are incomplete at the sides. The reason for the incomplete edges on the 1c does not apply to the 10c.

6. Parts of the design such as the top line of the X ovals in the upper corners, and the shells in the lower corners, are often incomplete although only very inaccurate perforating could extend so far into the design. Instead of being useful, the absence of these lines was detrimental. Hence it is not likely to have been intentional.

Summation

An intention presupposes a reason. Nothing on the Type V plate or stamp reveals, or even suggests, a reason for taking so much trouble to obtain results which were detrimental and for which no need existed.

Sideways Transferring

Sideways transferring of the 10c design would be so complicated and so unnecessary as to be incredible. The extra gutter space actually gained, by intent or otherwise, was only a fraction of a millimeter. This was much too trifling to have involved all this extra work, even if it had been practical to "short transfer" such a minute distance intentionally.

Figures 24 and 27 on pages 32 and 33 * respectively of Mr. Ashbrook's book on the 10c stamps of 1855-60 contain illustrations of two positions on Plate 1 which have left side ornaments incomplete similar to many Plate 2 stamps. Position 31L is noted as "Arrows point to short side ornaments," and position 51L as "Arrows point to short transferred side ornaments at left." Nothing is said about sideways transferring. Nor did Ashbrook explain how a multiple relief roll, being rocked to enter a design from top to bottom, could "short transfer" the design along its left edge.

Possibility of Recutting

Every part of the design, which is present on a stamp, must have been on the relief entry from which it came, unless lines were added on the plate after the design had been entered. Some few entries and stamps from reliefs A, B, D and F are known with almost complete designs at the left or right side. Thus many stamps from these reliefs, and from reliefs C and E, are less complete. Apparently, therefore, it would have been much easier for an engraver to restore the side edges of the few most complete entries by recutting on the plate than to have burnished out those edges on a large proportion of the 200 entries on the plate. As precedent for "hit or miss" recutting, attention is called to Plate 1 of the 10c, on which the recutting was done as if an engraver practiced on a few positions chosen at random.

* Figures 24-5, page 27 in this book.

The Blurs

Blurs of color do not appear on stamps on which the design was too long and was shortened at top and bottom, as on the 5c and 24c. A blur of color appears over the arched top panel of the 90c stamps (except on the top row subjects), and below stamps from two adjoining reliefs on the 30c plate. But only on Type V of the 10c are two blurs found between each two reliefs. One is at the top and another is at the bottom of reliefs B, C, D, and E. On relief A the blur is at the bottom and on relief F it is at the top. The multiple relief roll could not produce a blur over the A nor below the F relief because the hump which could have produced them was removed. Therefore, no blurs would appear above the top row, nor below the bottom row of stamps on the sheet, at which places, by contrast with the blank sheet margins, blurs would have been more obvious and unsightly than elsewhere on the sheet.

It has been supposed that in removing waves of metal which were produced in the transferring process, the waves or humps were scraped or burnished too deeply, thus producing depressions which would retain ink. These then would appear as blurs of color on prints from the multiple die, or would become humps on the multiple relief roll, be transferred as depressions on the plate, and print as blurs of color on the stamps—just as they do.

The Neinken study has revealed a different explanation for the blurs. Similar waves of metal could be produced when transferring the design to the master roll, or from the multiple die ("laydown") to the multiple relief roll. If not removed from the latter roll, they would be transferred to the plate and would print as blurs of color on the stamps. This seems likely to be the correct explanation. Also, it probably would have been easier to remove the hump from above the A relief and from below the F relief on the multiple roll than to fill in depressions in those areas on the multiple die, or on every entry in the top and bottom rows on the plate.

As a result of the Neinken study, it is now known that if a blur impinges on a design, the blur originated on a transfer roll. Thus the *similarity* between blurs from the different 10c reliefs suggests that they originated on the master roll and were transferred successively to the multiple die, multiple roll and the plate. On the other hand the *differences* between the blurs from the different reliefs suggests that they originated on the multiple relief roll. The Neinken study agrees better with the first suggestion.

It is this commentator's opinion that the importance to philately of such works as Mr. Neinken's study of the Type V 10c stamps is not so much the correctness of the conclusions which were reached—valuable tho they are—as is the benefit to all philately from the example set by a student who has had the courage, exercised the persistence, and was willing to devote so much time making a serious attempt to solve problems which have puzzled American and other philatelists for so many years.

* * * * *

Other students might investigate some of the problems which are involved in the printing of other values of the 1851-1857 issue. For instance, three values were issued in 1851, the One Cent, the Three Cent and the Twelve Cent. It has been assumed for many years by students that the Twelve Cent plate was transferred ahead of the others. Does this seem logical? Both the government officials and Toppan, Carpenter, Casilear & Co. were fully aware that the greatest demand would be for the Three Cent stamp. Therefore, it seems that they would have first devoted their attention to this value. Also, the question arises whether or not the Twelve Cent plate was transferred from a single relief roll. It is

evident that the guide dots which appear on nearly every position except those of the side margins and bottom were scattered irregularly throughout the plate. Yet bottom row positions, which had no guide dots, were transferred very regularly and evenly. Is it possible that a multiple relief transfer roll was used for this plate? Perhaps a similar investigation should be made on the Five Cent stamp Plate I. The order in which the different plates of each value were made, should be given some attention. For instance, for many years it was assumed that the One Cent Type V plates were made in the order 6, 5, 7, 8, 9 and 10. However, in the last few years, it has been definitely proven that the order was 5, 6, 7, 8, 9, and 10.

The solution of the problems of the Ten Cent plates should not rest there, but the theory, analysis and conclusions may be useful to specialists of other early United States stamps.

THE REPRINT PLATE OF 1875

Before proceeding with a further description of the plate it is perhaps appropriate at this point to mention the Plate of the Ten Cent made in 1875 for the set of 'Reprints'.

Mr. Luff on page 348 of his book, states as follows: "The original stamps of this issue were made by Toppan, Carpenter, Casilear & Co., of Philadelphia. The reprints were the work of the Continental Bank Note Co. of New York, in 1874, probably about August. There were sent to the latter company, the original plates of the 5, 24, 30 and 90 cent stamps and the transfer rolls of the 1, 3, 10 and 12 cents. By means of the latter, new plates were made for these four values. These plates had neither imprint nor plate number and contained one hundred stamps each. The original plates contained two hundred stamps each. On the new plates the stamps were set far apart, so that the sheets might be perforated by the machines then in use without damage to the designs, as would have happened had the original plates of these values been used. The One Cent stamps are all of Type I with full ornamental scrolls at the bottom. * * * The Ten Cent stamps are all of Type I, showing full side ornaments and complete lines outside the top and bottom labels."

Mr. Luff states in the above, "the transfer rolls of the 1, 3, 10 and 12 Cents, were sent to The Continental Bank Note Co.", but he did not intend to convey the impression that the transfer rolls of any of the old One or Ten Cent plates were sent, because Mr. Luff was well aware of the fact that none of the old plates of the One Cent or Ten Cent consisted of all stamps showing the complete die designs, as he states the new Reprint Plates of these values, consisted of.

Perhaps for these values, the original dies were turned over, from which the Continental Co. made new rolls, or perhaps a Master Roll with the one relief on its surface was turned over, and from this, a new plate was made. My guess is, however, that the original die was delivered to the Continental Co. Why not? None of the reliefs on the old transfer rolls of the One Cent or Ten Cent had the complete die design, so if transfer rolls of these two values were delivered, they are rolls which we know nothing about.

I have often wondered why the old plates of these four values were not sent to the Continental Co. if they were still in existence. I believe the 24c was made as early as 1858 and that the 5c Plate 2 was made in the early part of 1860. I can see no reason why the 5c Plate 2 was used for the Reprints and no use made of the 1c Plate 12, any of the 3c Plates numbered in the twenties, the 10c Plate 2 or the 12c Plate 3, that is, provided these plates were still in existence. Surely the problem of perforation would be no greater, on the 10c Plate 2, for example, than the 5c Plate 2. My humble guess is that the plates were non-existent.

So far as Plate 2 of the 10c is concerned the vertical and horizontal spacings on same were greater than on the Reprint plate. Careful measurements show this. The space between Type V stamps in a vertical row shows an average of about $1\frac{1}{2}$ to $1\frac{3}{4}$ millimeter. The measurement is taken from the bottom line of the left shell to the top line over the left oval of the stamp below. I can find no spacing less than approximately $1\frac{3}{8}$ millimeters. In comparison this spacing on the Reprint plate shows an average of about $1\frac{1}{4}$ millimeters, the widest being about $1\frac{1}{2}$ millimeters and the narrowest $\frac{3}{8}$ of a millimeter. An even greater variation exists in the spacing between stamps in horizontal rows. Measuring the distance between the outer lines of the ovals an average of 3 millimeters is found on Plate 2 and this does not vary to any great extent.

On the Reprint plate the average is only about half, or $1\frac{1}{2}$ millimeters, with the widest showing 2 millimeters and the narrowest a trifle over 1 millimeter.

The 10c Reprint plate consisted of 100 positions arranged 10 x 10. It had neither imprint or plate number. It was evidently entered with a one relief roller as guide dots are found close to 90 of the 100 positions.

In preparing the plate very light guide lines were ruled horizontally and vertically. At the intersection of these lines "guide dots" were placed, or at least it seems to have been the intention to so place them, but in many cases the dots were not put on either line.

On the stamps, these guide dots will be found generally directly below the space between the "T" and "S" of "Cents" and they are either below the bottom line of the Right Shell, or on this line, or above it. Some positions show only one dot, others two dots, and several as many as three dots. The ten positions showing no dots are those in the 10th vertical row. In order to rock in each vertical row, the dots under the positions in the 9th vertical row were used to rock in the 10th vertical row, and in like manner across the plate. Dots were placed in the left sheet margin about 5 millimeters to the left of each of the first vertical row positions, and these were used to rock in the first vertical row.

As stated above the reprint stamps contain the full and complete Die design and as such differ entirely from any of the stamps issued from Plate 1 and 2. They were issued without gum, at face value and were not good for postage.

The perforation was 12 instead of 15, and the color a bluish green. The paper is very white, crisp and hard. The plate contains no shifted transfer or any evidence of a surface crack.

Three positions on the plate show an absence of the top line over the right oval, viz., 5, 29 and 68, the best of the three being 68. Three positions show the same characteristic over the left oval, viz., 77, 83 and 100, the best one being 77.

Perhaps the best plate variety is shown on 84. (See Figure 37) This position shows a heavy consistent mark in the "N" of TEN. In regard to the horizontal and vertical lines ruled across the plate, the former, on normal positions is on a line with the bottom of the left shell, but a number of positions show the shell either slightly above or below this line. In certain parts of the plate, the vertical line can be seen thru the design from top to bottom. Position 58 is an excellent example. Positions 90 and 100 are very close together as are also 58 and 68. The latter is badly placed on the plate being considerably higher than 67. Instead of the one normal horizontal line, three are shown below this position. (Figure 36) It looks as though trouble was encountered with this position and that a re-entry might have occurred here, but if so the first entry must have been entirely burnished out as the position shows no evidence of a former entry.

All of the positions on this plate bear a very strong resemblance to the original die design, that is, few characteristics of the die have been lost in the transfer, as for example, certain very fine dots, or pin dots, on the die have been faithfully reproduced on nearly all of the plate positions.

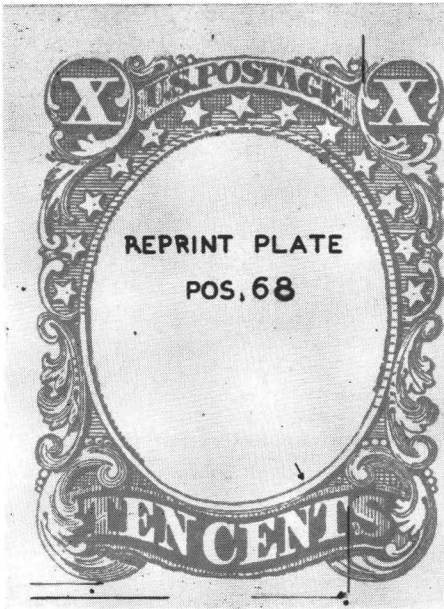


Figure 36

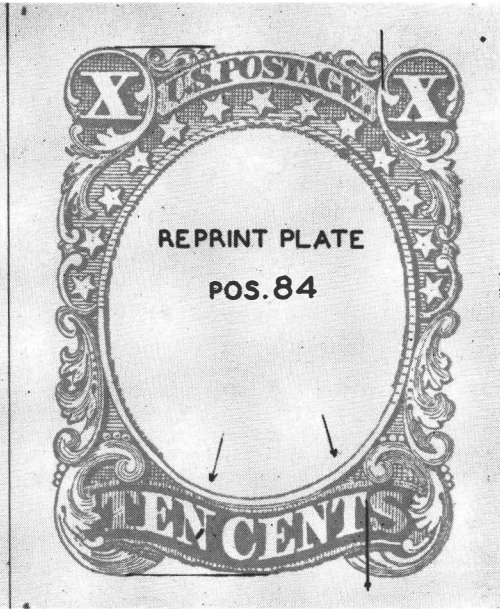


Figure 37

One hundred sheets of stamps were printed from the plate and placed on sale but according to Mr. Luff, only 516 stamps out of the 10,000 were sold. The Reprint stamps is therefore rather scarce.

Referring again to position 84 (Figure 37) note the "Die Guide Line" at top above the ornaments over "U. S." and the guide dot under the lower right shell. It has been stated this guide line was placed here to facilitate the transfer of the reliefs to the plate. This is incorrect. This line appears on the original Die, (See Figure 2), and it was a line drawn by the engraver when engraving the original die. It was never removed from the Original Die, but it was removed from the "Master Relief", used to make the Transfer Roll for Plate One. No Plate One stamps show this "Die Line". When a new "Master Relief" was taken up from the Die to make the Plate Two Transfer Roll, this line was not removed. As it is more or less in the central part of the design it was not subject to the "short transferring" in the making of this Roll. Hence all Type V stamps show this line, unless they come from positions on the plate where erasures occurred, removing same. It is possible the roll Mr. Luff refers to was the Plate 2, "Master Relief Roll".

THE PREPARATION OF PLATE 2

In preparing the No. 2 steel plate for the transfer of the designs a light line was ruled across the top of the plate. Between each stamp in the top row, two guide dots were placed on this line. A single dot was placed on this line in the margin to the right of 10 L and 10 R.

When the plate was burnished much of this top line was erased.

A similar line was drawn across the plate just under the sixth row positions and double dots * were placed on it. Nearly all of this line was erased in the left pane but

* Careful examination shows only single dots—M. L. N.

on certain parts of the right pane it was not disturbed. Various dots are found on other parts of the plate, and these, no doubt were placed there when the plate was squared up for the transferring.

It is practically impossible to present a drawing of a Type V stamp which is representative of the great majority of the stamps. One might be shown showing a rather complete left side and a very short right, but this would not represent those stamps which show just the reverse.

Position 41 L 2 (Figure XLIII) shows the outer line of the left oval complete. This is rather unusual as comparatively few stamps show this characteristic. Parts of the left side ornaments are missing, including all three pearls, tho traces of these show. The shortness of the left shell includes all of its left side and this shortness extends into its bottom. The die line shows and nearly all of the Top Line. About half of the Left Oval Top Line is missing. The ornaments are quite short to the right of the 11th, 12th and 13th stars. The right side of the right shell including all three pearls and the side ornaments above them are quite short. Compare this with 15 R 2. (Figure LXI.) This stamp is the only position on the plate I have been able to find which shows three pearls at right. The right side ornaments of 15 R 2 are what I call "nearly complete". Very few parts are missing. Another scarce stamp is 8 R 2, (Figure LIX) one of a very few which show the "top line" missing. Another scarce stamp is 6 R 2 (Figure LIX.) This stamp shows what I call "almost complete sides". Two pearls are shown at right, but only a trace of one at left. The outer lines around both ovals are very near to being complete. In this drawing is shown the "Die Line" and the "Plate Line" at top. A dot is found on the outer line of the right oval. Figure LV shows a drawing of 92 L 2, a Relief "F" stamp from the bottom row. On this drawing are shown typical examples of helpful plating marks, the dot in the "N", the lines in the right "X", dot under the left "X", etc. Certain positions in the sixth and bottom rows of the left pane show a small flaw in the left shell. In this drawing an arrow points to same. I call this variety the "Shell Flaw". Another arrow points to a guide dot. Such dots were not placed below the bottom row to guide the entry of the Roll. They may have some relation to the extra dots below the bottom row of Plate One. All bottom row stamps do not show such dots. It will be noticed, 92 L 2 shows two pearls at right and traces of all three left pearls. The right side of this stamp is "very near complete". The outer line of the left "X" oval is complete and much of the outer line is shown around the right oval. The top line is nearly complete. 92 L 2 is an exceedingly nice Type V stamp."

THE CURL VARIETIES

Three positions in the top row of the right pane furnished interesting minor varieties, 9 L 2 shows an "extra hair" hanging down on the forehead, 8 L 2 shows this "hair" shaped a little different and shorter, 7 L 2 shows this same hair but in a sort of curl. (See Figure XXXIV and XXXV).

These three varieties are the result of something that adhered to the Relief "A" and its impression was transferred to the plate. It had to be a material harder than the surface of the plate to leave its mark. No doubt it was a fine steel filing. The same sort of a thing caused the 37 L 2 and 78 L 2 "Curls", the 73 R 2 "T" Curl, the 52 L 2 and 93 L 2 "E" Curls.

In my reconstruction of the One Cent Type V Plates of the 1857 issue, similar hair line varieties were found that repeated in corresponding rows on the plates transferred from the same relief, and the repetition of these varieties enabled me to prove the order in which these plates were transferred. All of these varieties proved that the entire tenth vertical row of the right pane was the first row entered on the plate. On the face of the steel plate this would be the first vertical row of the left pane. It appears the workmen started to transfer each plate in the upper left corner of the left pane of the steel plate.

The same order of transferring was used in laying out Plate One of the Ten Cent as previously explained, and also in the transferring of the Ten Cent, Plate Two.

For example, after rocking in eleven vertical rows on Plate Two, entries were started at the top on the twelfth vertical row. On the steel plate this would be the second vertical row of the right pane, but on the printed sheet of stamps it would be the ninth vertical row of the left pane. After 10 L 2 was entered a small steel hair became attached to the "A" Relief, and when 9 L 2 was entered this filing left its impression on the steel plate in the head on 9 L 2.

The pressure of this entry evidently cut off a part of the filing because on the next entry, 8 L 2, the "hair line" is somewhat shorter in length. The entry of 8 L 2 again changed this small filing because on 7 L 2 we find it smaller in length, a change in its position, and more faint than on 8 L 2.

Further proof of the transfer order is found on 59 L 2 and 93 L 2, the "E" Curl. Both of these positions are "F" Reliefs. Between the time 53 L 2 and 93 L 2 were transferred, a small steel filing (?) adhered to 93 L 2. The next position entered from this relief after 93 L 2 was 52 L 2, and this shows the same curl but a different shape. (See Figures LVI and XLV.)

The "T" Curl of 73 R 2 has no mate in the fourth row of this pane. It is evidently dropped off after this transfer.

SHIFTED TRANSFER

Plate 2 produced only one "Shifted Transfer" and it is a very fine example of a 're-entry'. Figure LXIX shows a drawing of the major variety coming from 47 R 2. This 'shift' has been known for many years. Stevenson, described it and gave its plate position in his 1917 notes. The doubling shows only in the lower part of the design.

IDENTIFICATION OF RELIEFS

In attempting a reconstruction of the plate, the difficulty of identifying the reliefs at first seemed almost insurmountable. Many hours were spent in an effort to identify some differences between the various reliefs. Except for the difference in the "B" relief, there is nothing on the design of the stamps themselves to indicate any marked variation. Later, however, a means had been discovered to definitely identify the various reliefs of the Ten Cent Type V. This has been accomplished by studying the differences in the "blurs". These occur at the top and bottom of reliefs B, C, D, E and F of the sixth row, and also at the bottom of the "A" relief and at the top of the "F" relief of the tenth row. These "blurs" are constant in the various reliefs, varying in shape and intensity for each.

THE BLURS

The drawings of the six reliefs of the Type V designs Figure 38 to Figure 43 show a blur at the top and bottom of every design except that none shows over the "A" relief (top row) designs or under the "F" relief designs of the tenth row.

When the design was entered on the Master Relief Roll from the die, it was sunk in so deeply that a ridge or "burr" was created at the top and bottom of the relief. Then when the entries were made from the Master Relief Roll on the Lay-Down, these ridges caused slight depressions over and under each design, and, in turn, these depressions appeared as ridges on the Plate Transfer Roll. As a result, slight depressions appeared on the plate. These depressions on the plate held enough ink to print these color blurs. The latter vary in shape and

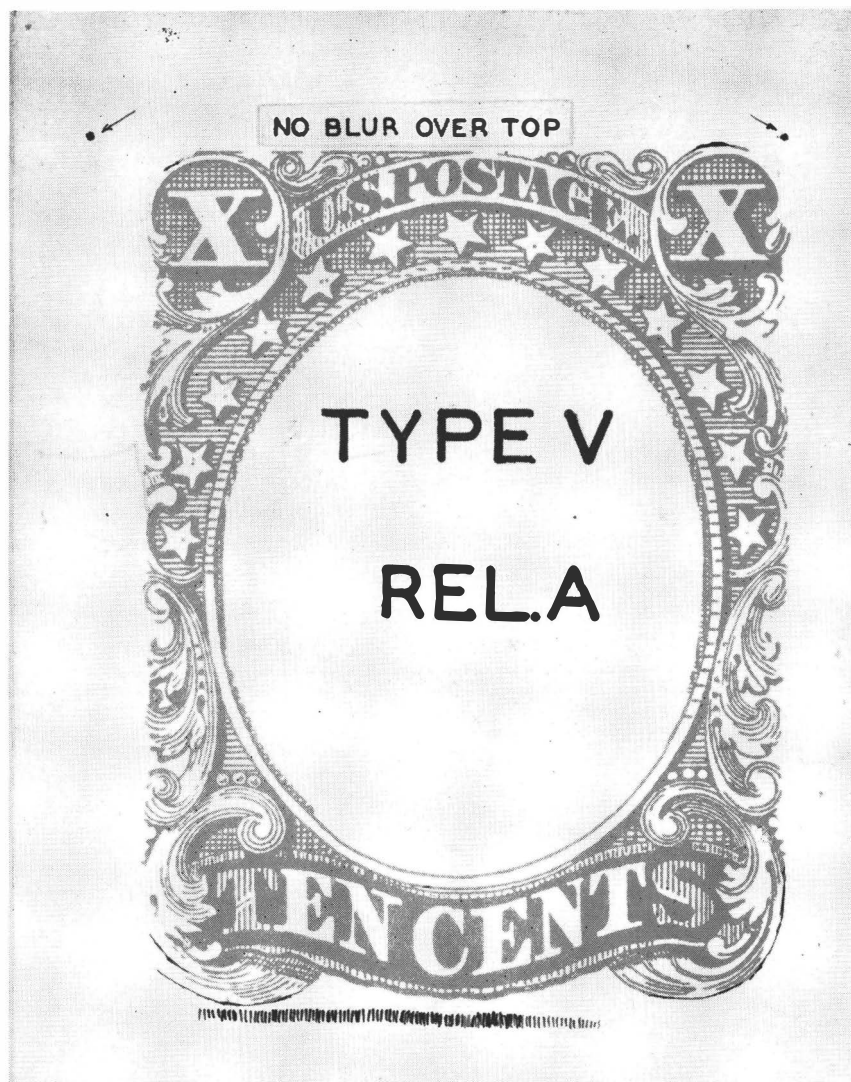


Fig. 38

shading because of the differences in the depth to which the various reliefs were sunk on the Lay-Down. As the plate wore, these slight depressions began to disappear, causing the blurs to become fainter and finally almost invisible.

In all probability, after the six designs were entered on the Plate Transfer Roll and before it was hardened, the slight humps or ridges which had occurred over the top of the uppermost design and under the bottom of the lowest design were removed. This accounts for the non-appearance of the blurs over the "A" relief designs and under those on the "F" relief tenth row. But if this is so, how can the blur under the sixth row "F" relief be accounted for? This could not be solved by the author. Therefore, it was presented to Mr. Elliott Perry, and this is his explanation:—

"The first entry on the plate from the Plate Transfer Roll in any vertical row consisted of six reliefs, A, B, C, D, E, F. The second entry consisted of

four reliefs, C, D, E, F, to complete the ten designs. In order to properly space the "C" relief entry below the "F" relief entry and to avoid a double transfer in the sixth row "F" relief position, it was necessary to carefully set the "B" relief of the transfer roll into the "F" relief already entered in the sixth row of the plate. Then, when the "C" relief of the seventh row was rocked into the plate, and because of the arc of the Plate Transfer Roll, the blur under the "B" relief on the transfer roll was sunk in under the sixth row "F" relief design on the plate." A check on the length, shape and shading of the blurs under the "B" relief positions and under the sixth row "F" relief positions show that they are very similar. Consequently, Mr. Perry's explanation is probably correct.

The blur under the "F" relief is fainter in shade and clarity than that under the "B" relief, which would further confirm Mr. Perry's explanation.

In many cases both top and bottom "blurs" are to be found between the perforations. When the stamps are poorly perforated only the top blur or the bottom blur may be seen. The differences with the top "blurs" are not so marked, so that they are only a general guide to the determination of the reliefs. But the differences in the bottom "blurs" are substantial, which are most helpful.

Relief "A"

In preparing the plate for the transfer of designs a light line was drawn across the top of the plate. Two guide dots were placed on this line between each stamp in the top row. A single dot was placed on this line in the margin to the right of Positions 10 L and 10 R. When the plate was burnished much of the light top line was erased. The "A" relief positions show no "blur" over the top of the design. The bottom "blur" begins slightly to the left of the center of the lower left shell and continues with the same intensity almost in a horizontal straight line to a point under the center of the "E" of "CENTS", where it drops slightly and fades out under the "N". (Figure 38)

Relief "B"

Relief "B" is always identifiable by the shortness of the *right shell at the bottom*. Every "B" relief position shows this. Therefore, of all the reliefs, this is easiest to identify. The blur over the top begins over the left leg of the "X" in the left "X" oval, and it continues with about the same intensity across the entire top of the design. The width of this blur is somewhat less than those on the other positions. The bottom blur of the "B" relief begins under the "T" of "TEN", is almost of uniform intensity, and starts to fade out under the "E" of "CENTS", ending under the "N" of "CENTS". (Figure 39)

Relief "C"

The blur over the top begins to the left of the left "X", increasing in intensity as it moves across the top of the design, and then fades out slightly at the extreme right over the right "X" oval. The bottom blur begins slightly to the right of the left pearls, is fairly strong and increases in clarity until it passes under the "E" of "CENTS". From this point on its position slants slightly under the right shell and then it disappears very abruptly. On the late impressions of the "C" relief, very little of the blur is visible to the right of the left leg of the "N" of "CENTS". Many of the "C" relief positions have a short dash in a northwesterly direction, located above the extreme left edge of the "P" of 'POSTAGE'. (Figure 40)

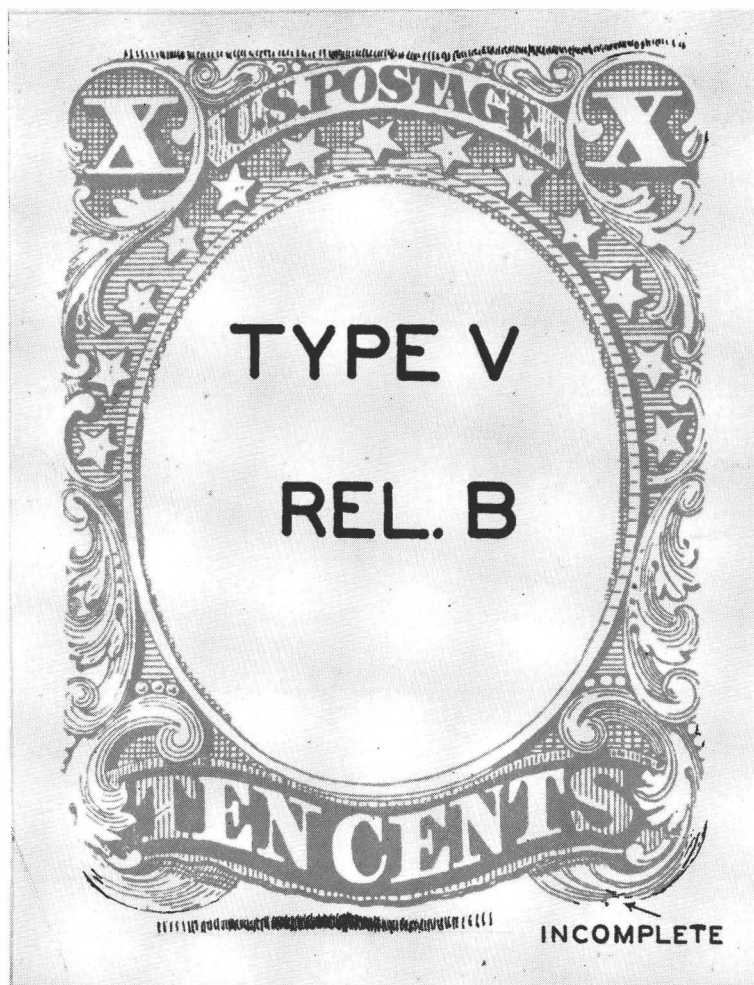


Fig. 39

One position 66R—Relief “C” has no blur over the top. It is the only position on the plate, exclusive of the “A” relief designs, which shows no blur over the top.

Relief “D”

The blur over the top begins over the left leg of the “X” in the left “X” oval, is light until it reaches a point over the beginning of the left top ornaments. Then it becomes stronger as it proceeds over the top of the design to the center of the right “X” oval, finally fading out over the last part of the right “X” oval. The bottom blur begins at a point to the left of the center of the left shell practically touching the shell at its lowest point, and proceeds in a wavy line until it is under the right edge of the “S” of “CENTS”. Its intensity is strong until it passes under the “N” of “CENTS”, when it begins to fade. Particular note should be taken of the shape of this blur under the “NT” of “CENTS” to be able to differentiate it from the wavy character of the bottom blur of the “E” relief. (Figure 41)

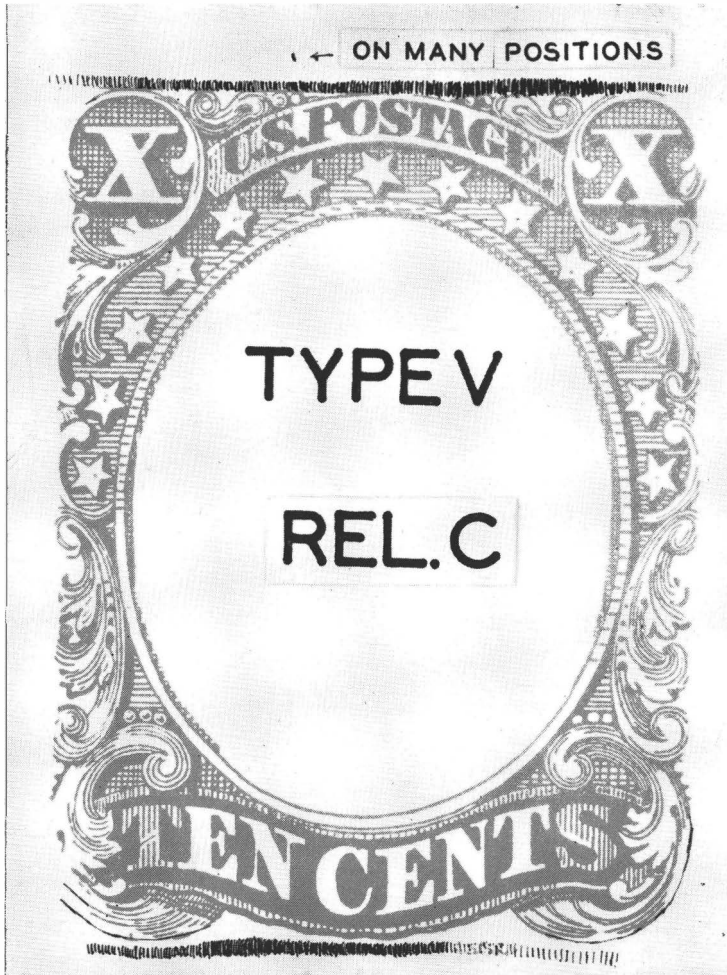


Fig. 40

Relief "E"

The blur over the top begins over the left leg of the "X" in the left "X" oval. Here its strength is very light until it is seen over the "P" of "POSTAGE", then proceeds almost in a horizontal straight line with fairly strong intensity to over the left leg of the "X" in the right "X" oval, where it fades out over the "X". The bottom blur commences almost directly under the pearls, and moving with a wavy line effect. Its intensity increases after it moves past the left shell. At a point under the "N" of "CENTS" this strength gradually disappears. The blur then proceeds almost to the right edge of the design. It is important to note the difference in the wavy appearance of this blur from that of the "D" relief under the "NT" of "CENTS". On the "D" relief this is a more pronounced curved line than on the "E" relief. (Figure 42)

Some of the positions have a short dash over the design in a northeasterly direction over the left leg of the "P" of "POSTAGE".

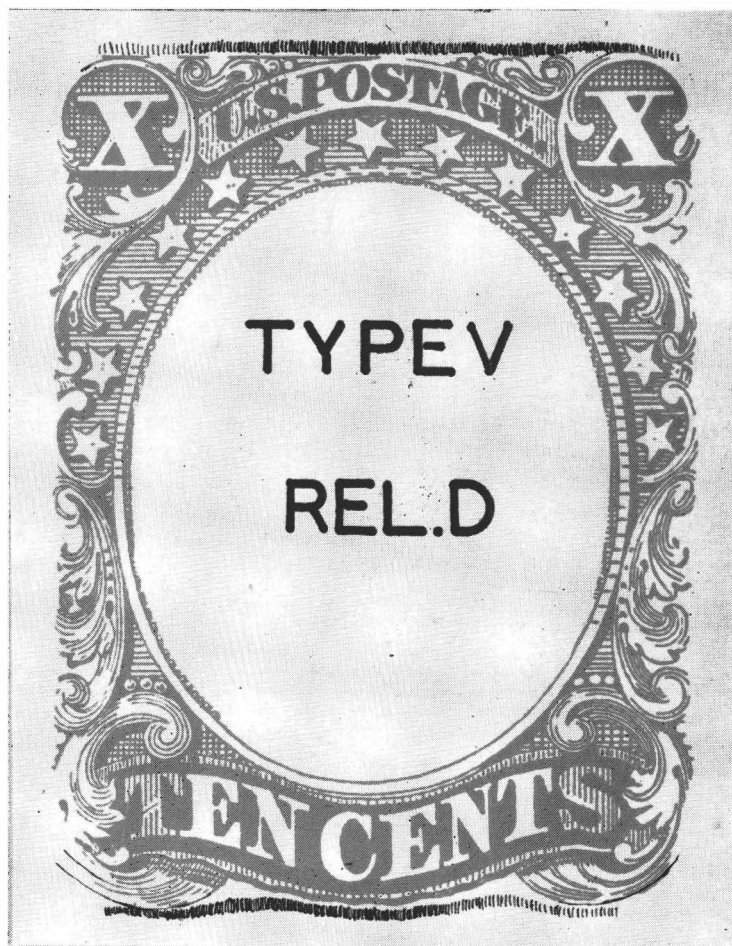


Fig. 41

Relief "F"

This relief is identifiable on most positions by a guide dot below the design under the pearls. Also on some of the sixth row positions, there is another guide dot to the left placed slightly above the bottom curve of the left shell and about $2\frac{1}{2}$ mm. to the left of the right edge of the top left pearl. The bottom row positions in the left pane shows a guide dot below the design under the left pearls. Most of the positions of the bottom row of the right pane, however, do not show this dot. There is a row of guide dots in the bottom margin of the sheet 5 mm. below the designs, both in the right and left pane. This is in line with the extreme right edge of the design. Also positions 51-57 L and 91-97 L have the so-called "shell flaw" in the left shell, shown in the illustrations of these positions. The top blur begins over the left leg of the "X" in the left "X" oval. It then fades out over the oval but increases in intensity over the entire design, disappearing over the right leg of the "X" in the right "X" oval. The bottom blur occurs under the sixth row positions only. This begins under

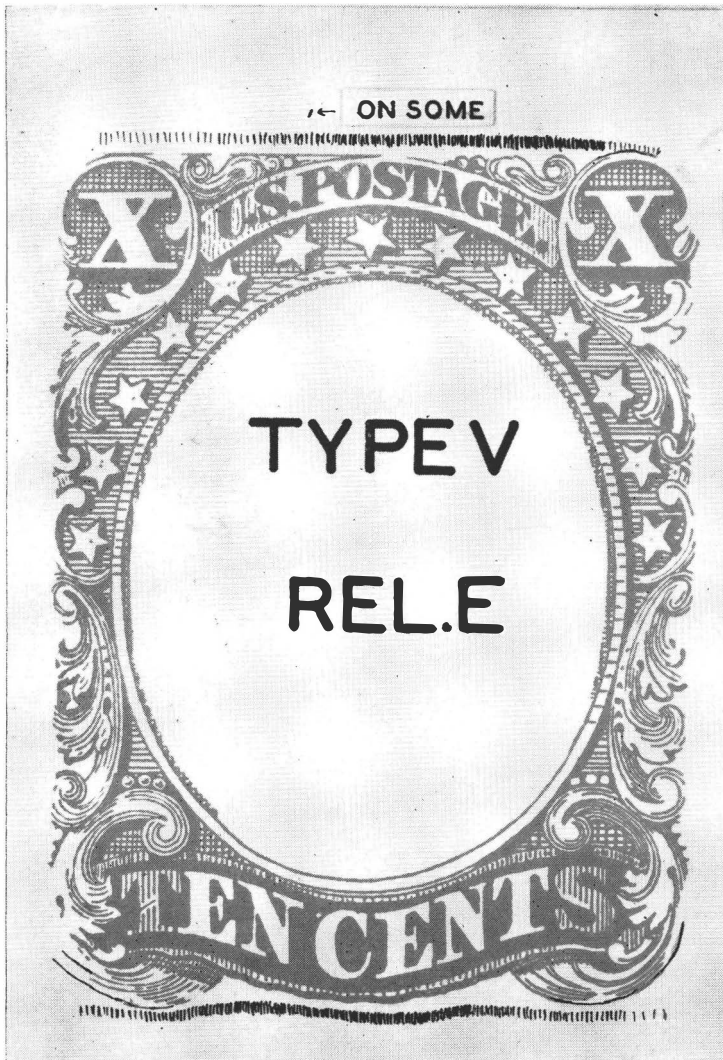


Fig. 42

the "T" of "TEN" and starts to fade out under the "E" of "CENTS", ending under the "N" of "CENTS". The "F" relief positions of the tenth row have no blur under the design, and, therefore, are easily identifiable as belonging in this row. (Figure 43)

POSITIONS NOT IDENTIFIED

To prove a plate reconstruction every position should be confirmed with other material. For instance, if we have a strip with positions 1 R-2 R-3 R, and if we find a pair of positions 2 R-12 R, then we have a confirmation that position 2 R has been identified twice, both on the pair and the strip of three. Usually reconstruction is begun with corner margin copies and positions, which show part of the imprint, and plating proceeds from these known positions.



Fig. 43

Therefore, as stated previously, it is very important that the reliefs of the stamps be accurately identified so as to save needless time in plating any strip, pair or block. Single copies are not too helpful unless they are corner or imprint copies. Margin copies showing the center line of the plate and the outer edges of the plate are very useful. Of course, if a stamp is from the "A" or "B" relief, it must be from the first or second horizontal row respectively, and any of the other reliefs can only appear in two rows in the plate. This is more fully explained on Page 80.

In doing this reconstruction all positions have been confirmed except for the following:—90 L, 66-76-86-96 R, 64 R, 74 R and 97 R. 90 L is an "E" relief position. Since the other center line "E" relief position 50 L has been definitely tied in, it is obvious that the only other "E" relief position showing the center line at the right can only be 90 L. Positions 66-76-86 appear on a

strip of three which cannot be plated anywhere else in the plate. Position 96 R was plated from a pair, the upper stamp of which matched 86 R, so that 96 R was definitely an "F" relief position from the bottom row. 64 R was plated from a single, and inasmuch as all of the other "C" reliefs have been identified, this position logically must be 64. 74 R (a "D" relief stamp) and 97 R (an "F" relief stamp) were similarly plated from singles.

PLATING MARKS — PLATE 2

In order to facilitate their recognition on the various positions, a tabulation of all the plating marks, which have been identified, follows:

Dash in head	94 L
Curl in head	37 L, 78 L (Figure LII) (The curl on 78 L forms a $\frac{3}{4}$ circle open at the bottom, and the curl on 37 L forms a half circle, also open at the bottom.)
	7 L, 8 L, 9 L (Figure XXXIV)
Curl in "E" of CENTS	11 L, 52 L, 93 L
Curl in right shell	28 R, 69 R, 68 R (Note: The curl on 68 R is a very short semi-circular one. It can be seen on early impressions, but apparently disappeared on the later ones.) 18 R, 19 R, 59 R
Curl in "T" of CENTS	73 R
Curl under "N" of CENTS	65 L
Two complete pearls at right	Left pane 1, 2, 11, 18, 23, 61, 73, 80, 92, 95 L
	Right pane 5, 6, 10, 12, 42, 52, 55, 57, 80, 91 R
Three complete pearls at right	15 R
Two complete pearls at left	92 L
Plating Marks in stars	Left pane 4, 6, 12, 17, 33, 34, 62, 67, 69, 70, 74, 84, 86, 88, 91 L
	Right pane 4, 28, 32, 49, 63, 71, 75, 100 R
Plating Marks over design	Left pane 14, 85, 99 L
	Right pane 8, 10, 19, 28, 52, 53, 58, 96 R (Note: These do not include the diagonal dashes noted previously on the "C" and "E" reliefs.)
Plating Marks under design	Left pane 8, 14, 15, 33, 48, 54, 56, 57, 58, 59, 60, 65, 66, 67, 88, 89 L
	Right pane 12, 16, 18, 19, 37, 39, 40, 42, 44, 46, 56, 57, 58, 59, 61, 79, 83, 93 R
Plating Marks in left shell	Left pane 2, 12, 17, 32, 39, 42, 51 to 57, 58, 79, 84, 91 to 97, 98, 99 L
	Right pane 14, 18, 42, 43, 44, 46, 56, 58, 65, 77, 78, 87 R
Plating Marks in right shell	Left pane 5, 12, 15, 23, 31, 38, 42, 54, 56, 62, 63, 64, 71, 77, 81, 91, 92 L
	Right pane 4, 6, 9, 10, 19, 27, 28, 29, 37, 38, 48, 49, 53, 54, 68, 69, 70 R

Plating Marks in left "X" or left "X" oval	Left pane	11, 21, 22, 24, 27, 30, 32, 34, 37, 58, 60, 61, 69, 70, 71, 75, 77, 82, 90, 94, 96, 99 L
	Right pane	2, 3, 7, 8, 9, 19, 20, 33, 35, 60, 67, 98, 99 R
Plating Marks in right "X" or right "X" oval	Left pane	4, 6, 7, 14, 16, 21, 22, 28, 31, 32, 39, 40, 42, 45, 55, 56, 57, 60, 64, 67, 71, 72, 79, 92 L
	Right pane	7, 9, 12, 17, 22, 29, 32, 34, 36, 38, 39, 45, 49, 55, 56, 59, 71, 72, 74, 75, 78, 88, 89, 90, 92, 93, 95, 98, 99 R
Plating Marks in upper lettering	Left pane	1, 37 L
	Right pane	36, 77 R
Plating Marks in "TEN CENTS"	Left pane	1, 2, 11, 15, 17, 24, 31, 50, 51, 52, 57, 58, 70, 72, 77, 79, 80, 90, 92, 93 L
	Right pane	8, 12, 13, 14, 15, 16, 19, 23, 26, 32, 35, 36, 40, 58, 63, 70, 78, 88 R
Plating Marks in left margin	Left pane	3, 5, 13, 14, 15, 16, 17, 18, 21, 22, 25, 37, 38, 45, 46, 49, 53, 58, 60, 61, 62, 64, 69, 75, 77, 78, 83, 84, 87, 88, 89, 92, 96 L
	Right pane	4, 6, 7, 10, 11, 12, 13, 14, 15, 17, 24, 25, 35, 36, 38, 46, 48, 55, 57, 64, 65, 69, 70, 73, 74, 75, 79, 83, 87, 93, 94, 95, 96, 98 R
Plating Marks in right margin	Left pane	12, 18, 22, 33, 48, 54, 58, 62, 63, 66, 71, 72, 73, 81, 83, 87, 92, 93 L
	Right pane	5, 8, 10, 22, 29, 38, 39, 40, 50, 54, 60, 62, 70, 71, 72, 80, 81, 82, 92, 96, 100 R
Plating Marks in left side ornaments	Left pane	22, 26, 45, 56, 66, 68, 70, 74, 90, 94 L
	Right pane	3, 4, 10, 15, 29, 55, 56, 79, 85, 88 R
Plating Marks in right side ornaments	Left pane	4, 5, 6, 7, 13, 14, 19, 22, 23, 24, 25, 29, 31, 32, 38, 40, 42, 43, 48, 50, 54, 64, 65, 67, 69, 72, 73, 79, 80, 81, 82, 94, 98, 100 L
	Right pane	9, 14, 15, 18, 19, 21, 22, 25, 29, 30, 38, 39, 45, 47, 48, 49, 63, 64, 68, 71, 81, 83, 90, 91, 95, 96 R

Figures XXXIII to LXXXII illustrate the plating marks identified on all of the positions of the Ten Cent Type V, plate 2. Special care has been taken

to illustrate the contours of the shells and also of the "X" ovals. Some positions show the oval around the left "X" almost complete and others very incomplete. Also it should be noted that the top curved line of the left "X" oval extends, in some positions, to a point almost opposite to the top of the "X", but on other positions this line is somewhat shorter. The completeness or incompleteness of the curved line around the left "X" oval is of great assistance in plating. The

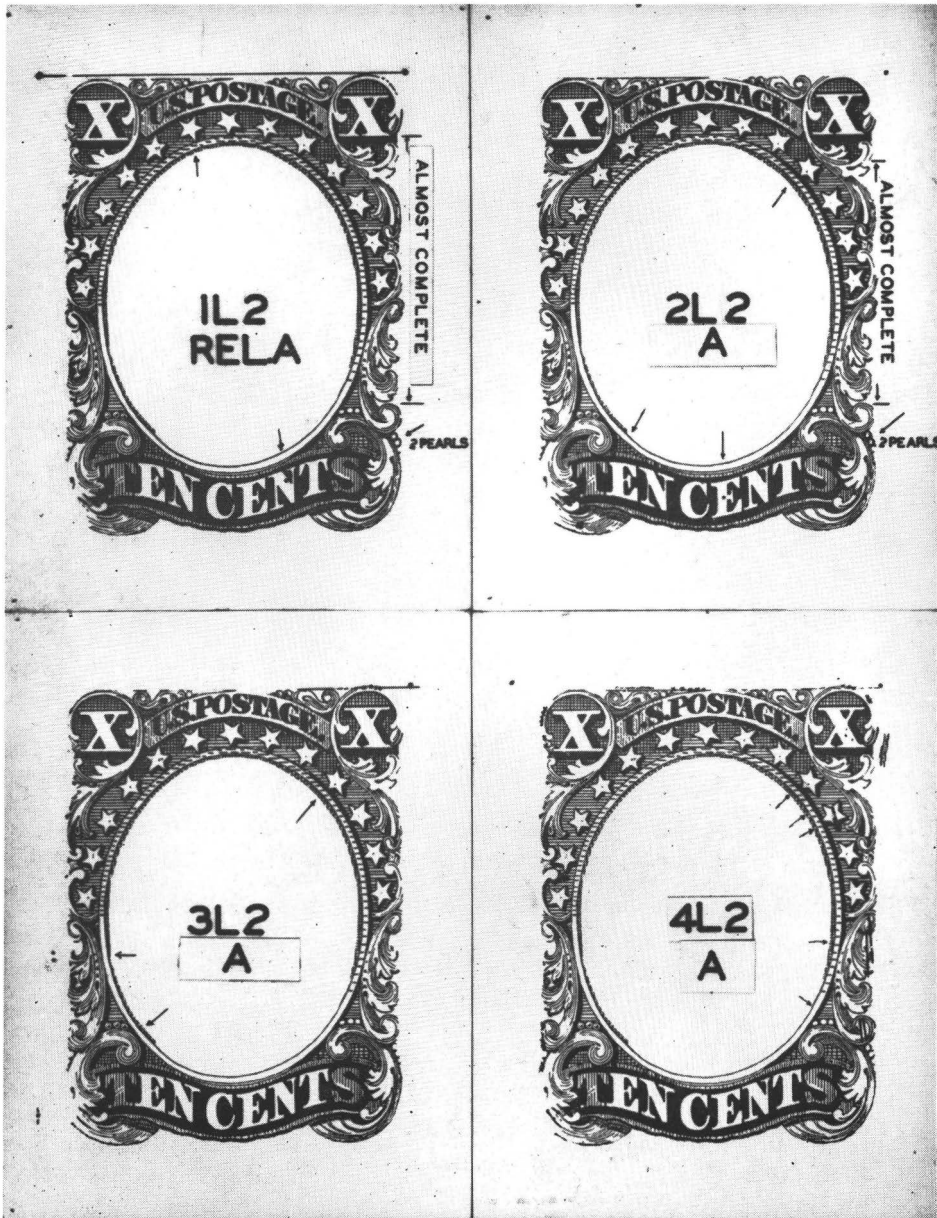


Fig. XXXIII

original "Die Guide Line" appears on nearly all positions. On some designs, this horizontal line continues from the center of the top of the left "X" oval to a point over the "S" of POSTAGE. On other positions, only parts of this line appear. The general appearance of this line, however, should not be relied upon for plating, because this line, or part of it, may have disappeared on the late impressions.

Undoubtedly, there are plating marks on the illustrated positions which the author has overlooked. Other specialists may probably note such markings.

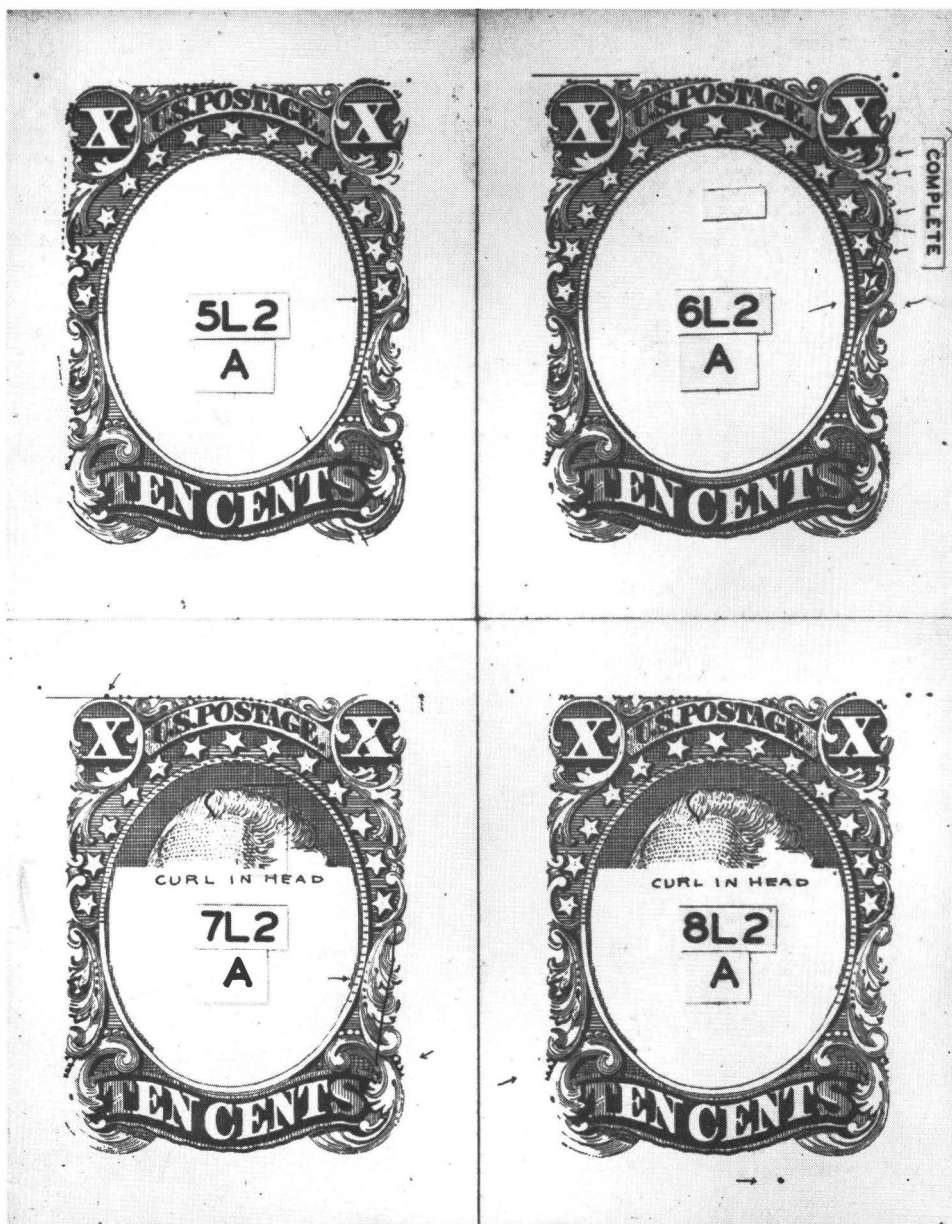


Fig. XXXIV

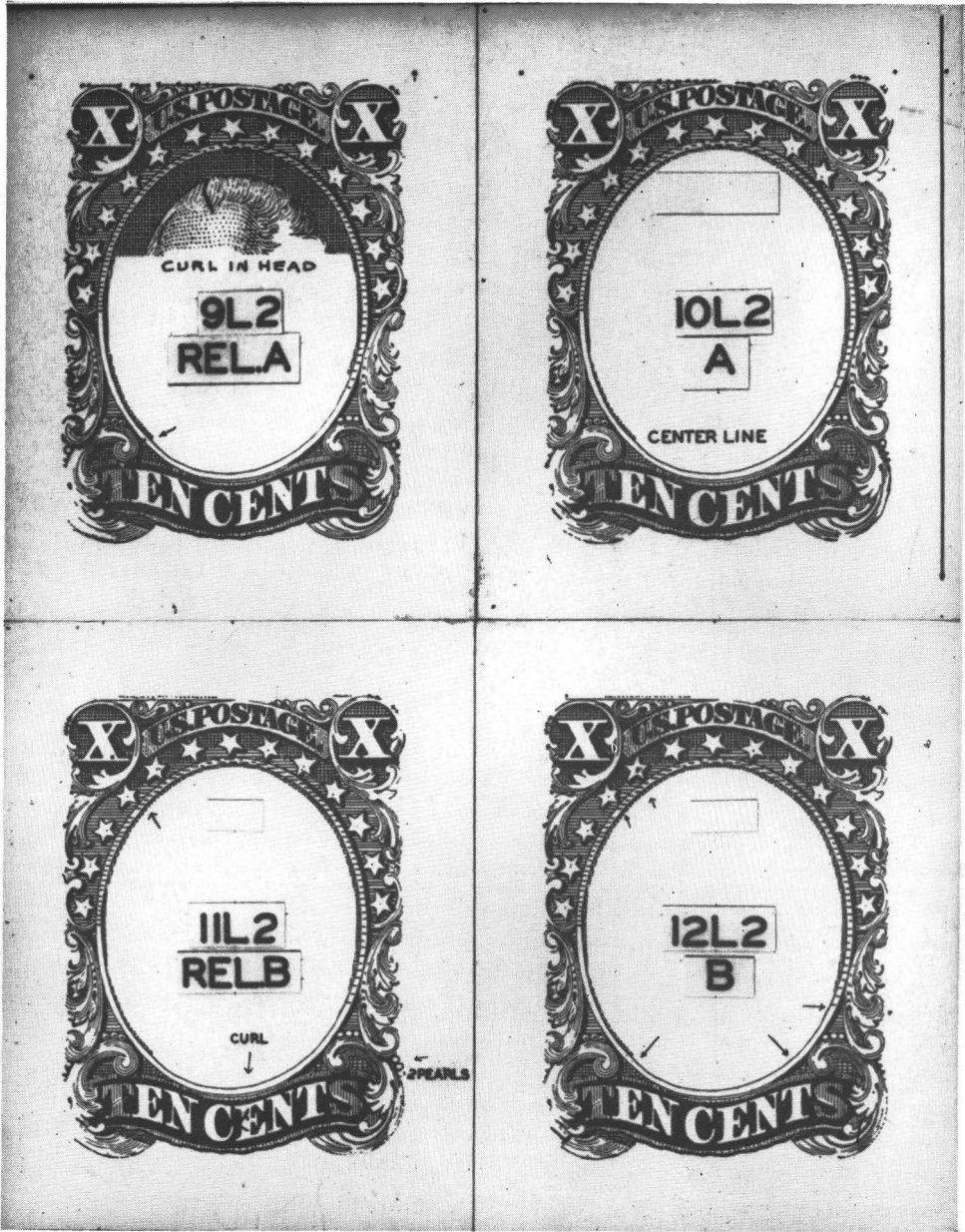


Fig. XXXV

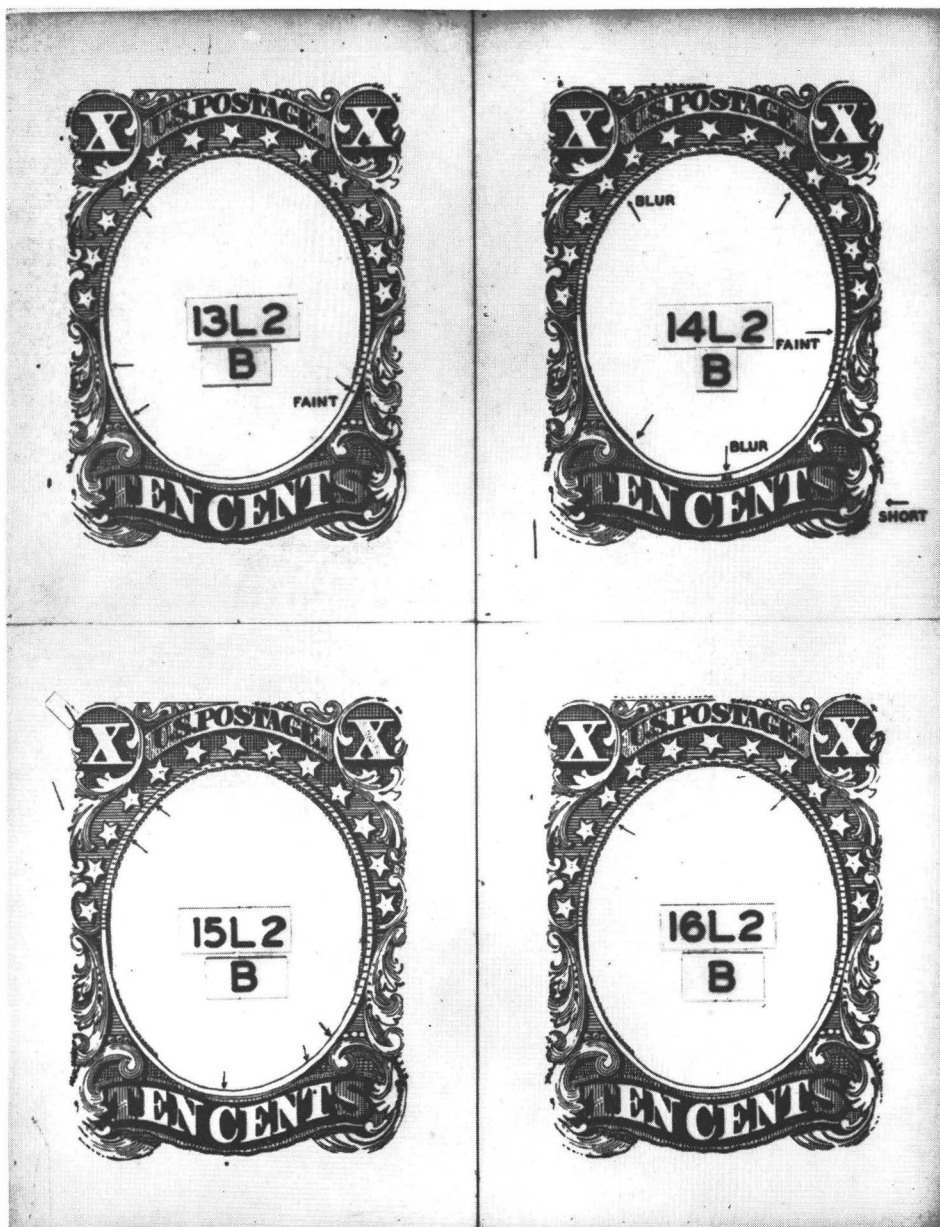


Fig. XXXVI

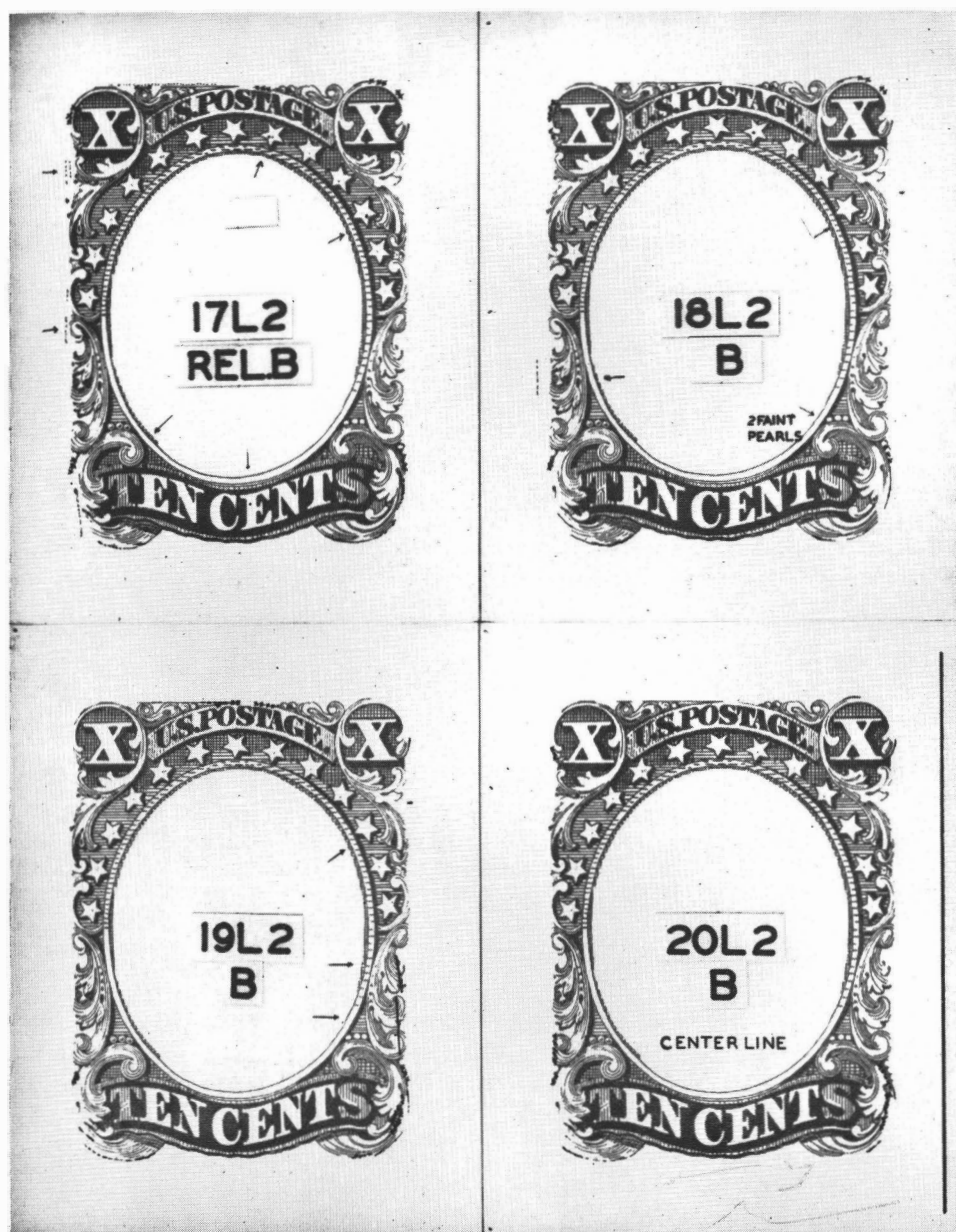


Fig. XXXVII

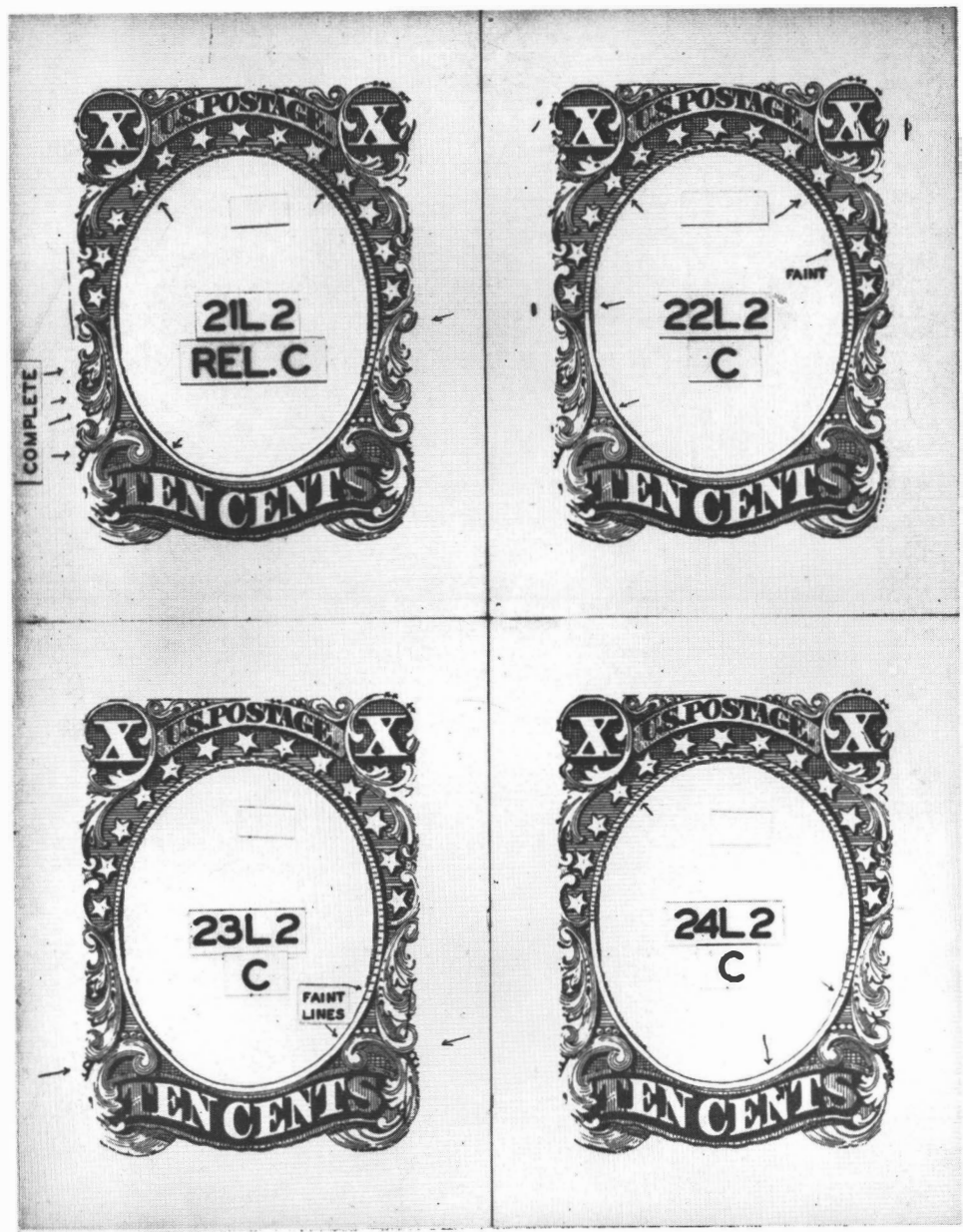


Fig. XXXVIII

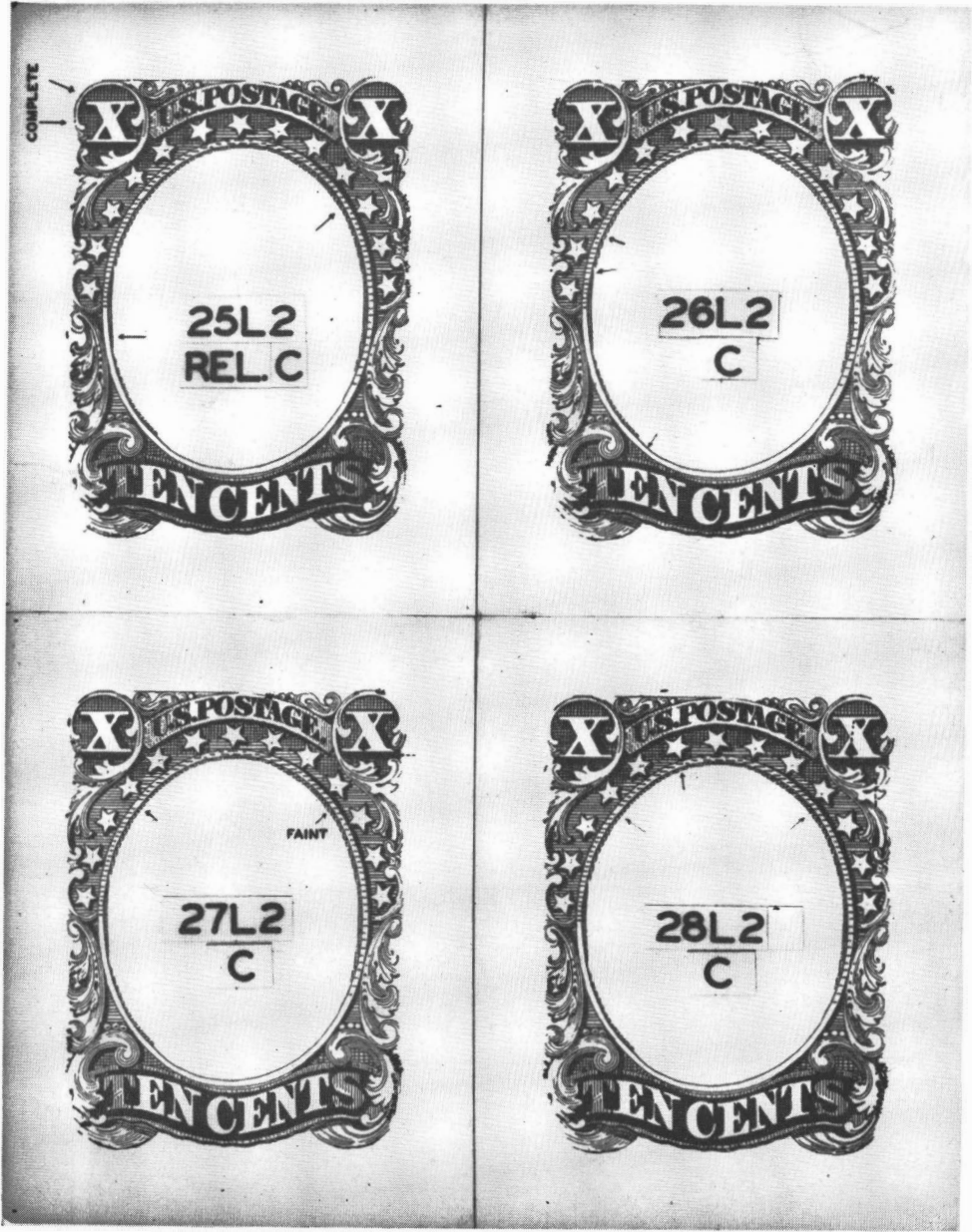


Fig. XXXIX

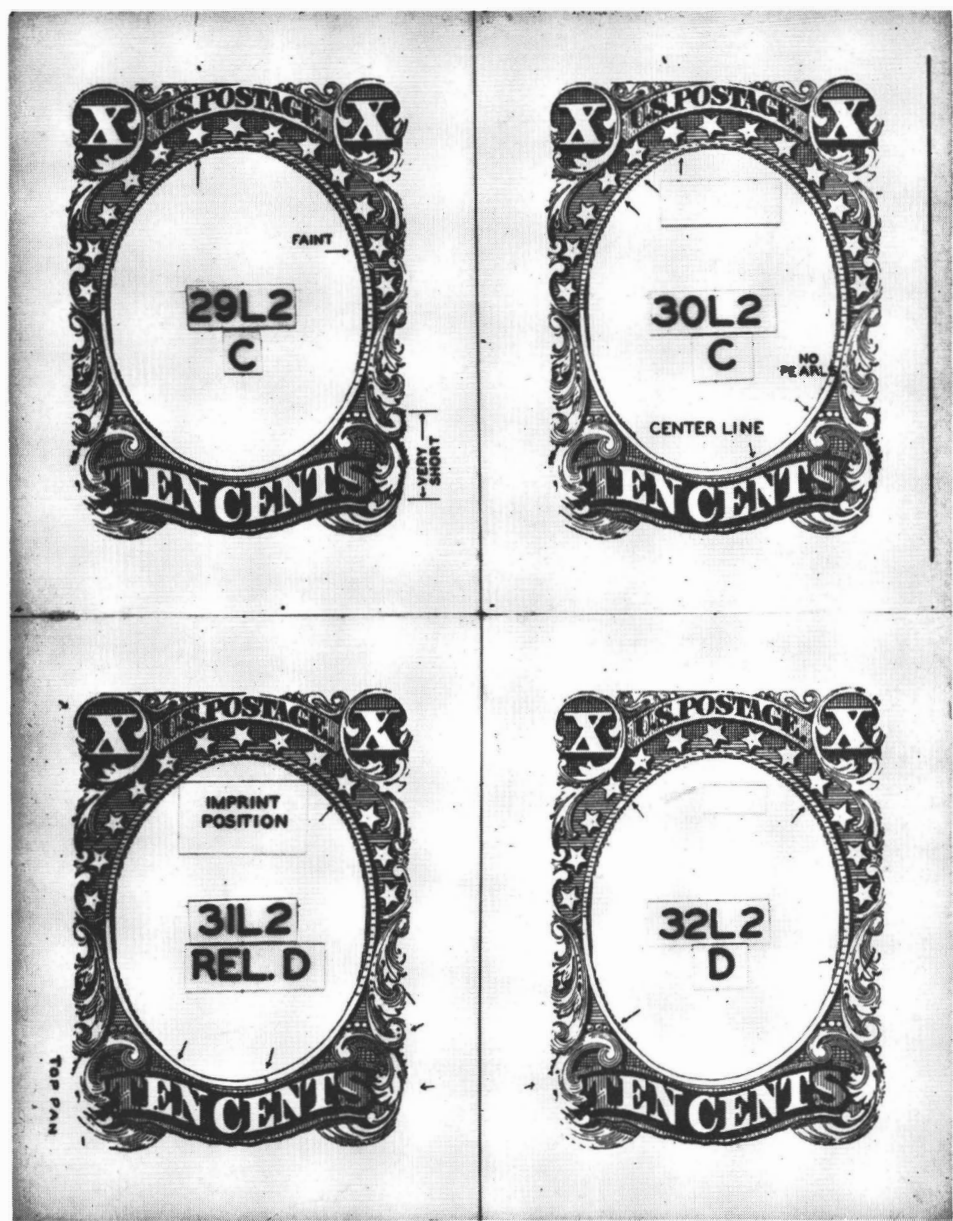


Fig. XL



Fig. XLI

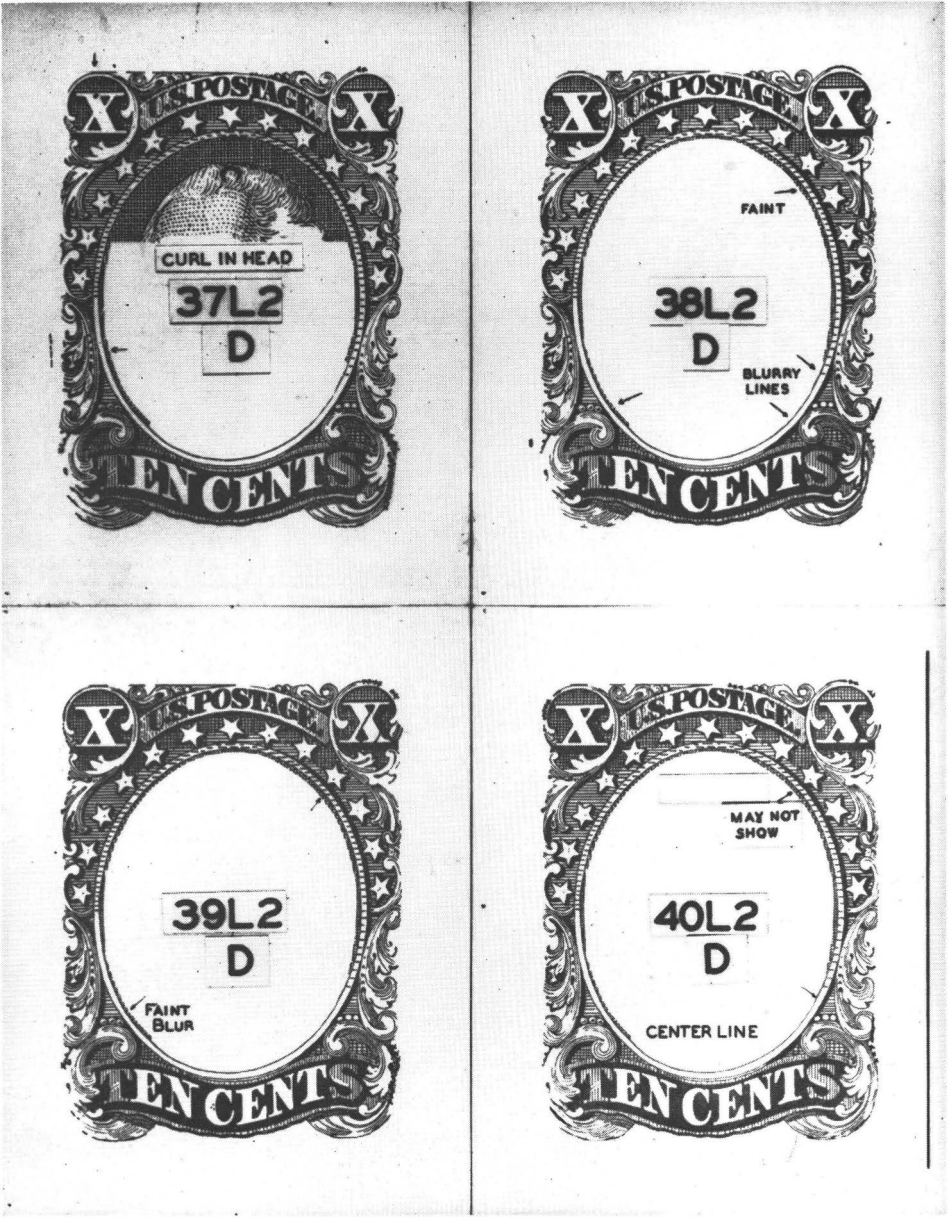


Fig. XLII

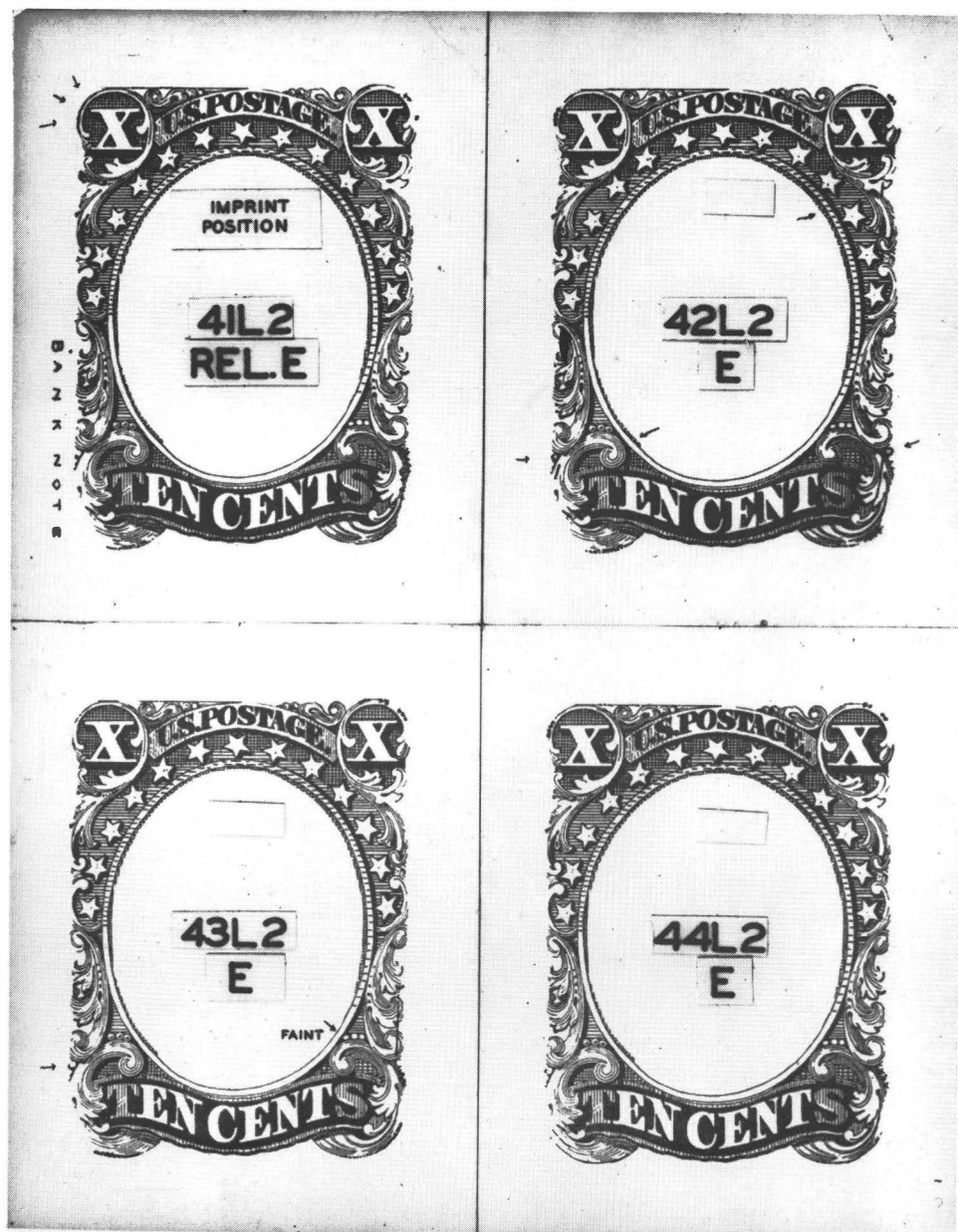


Fig. XLIII

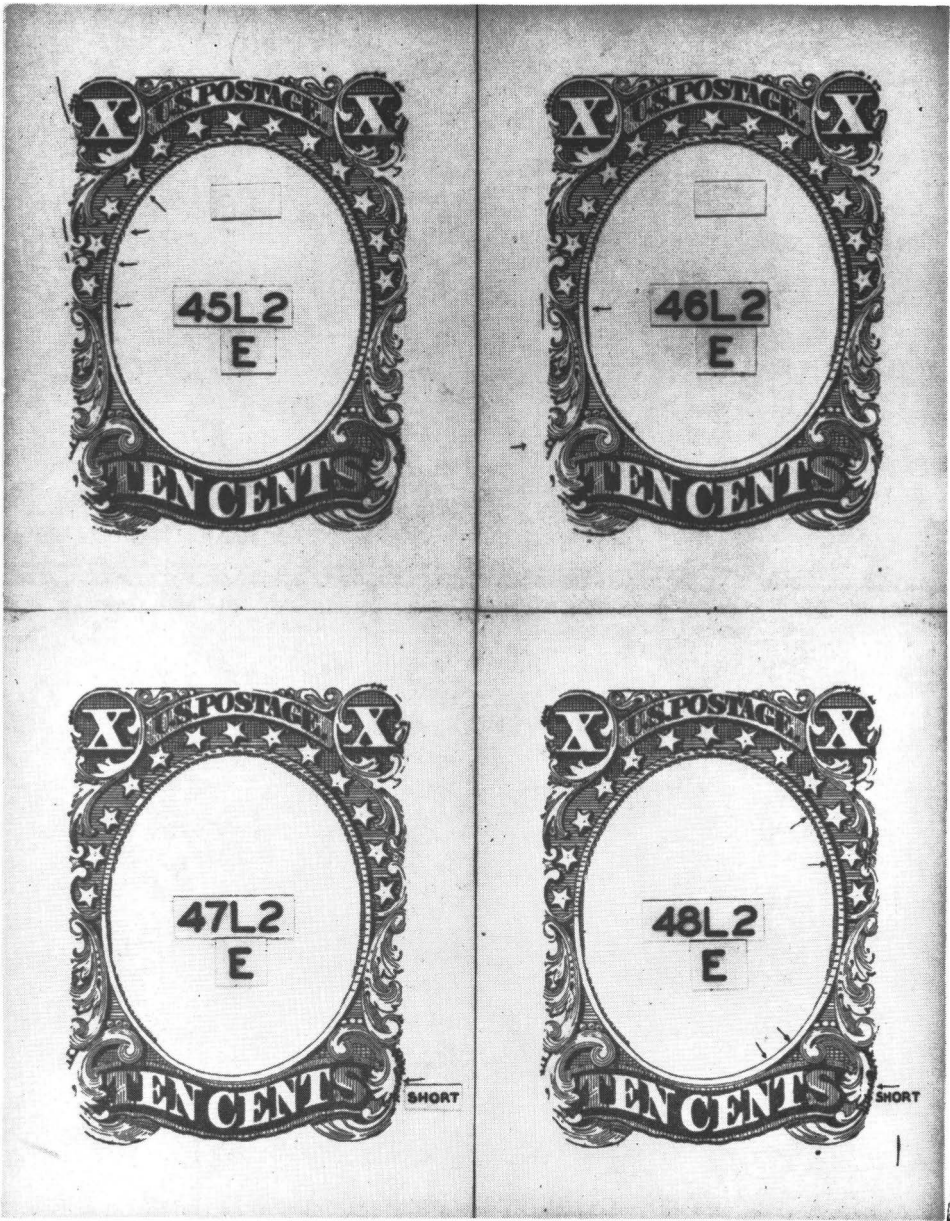


Fig. XLIV

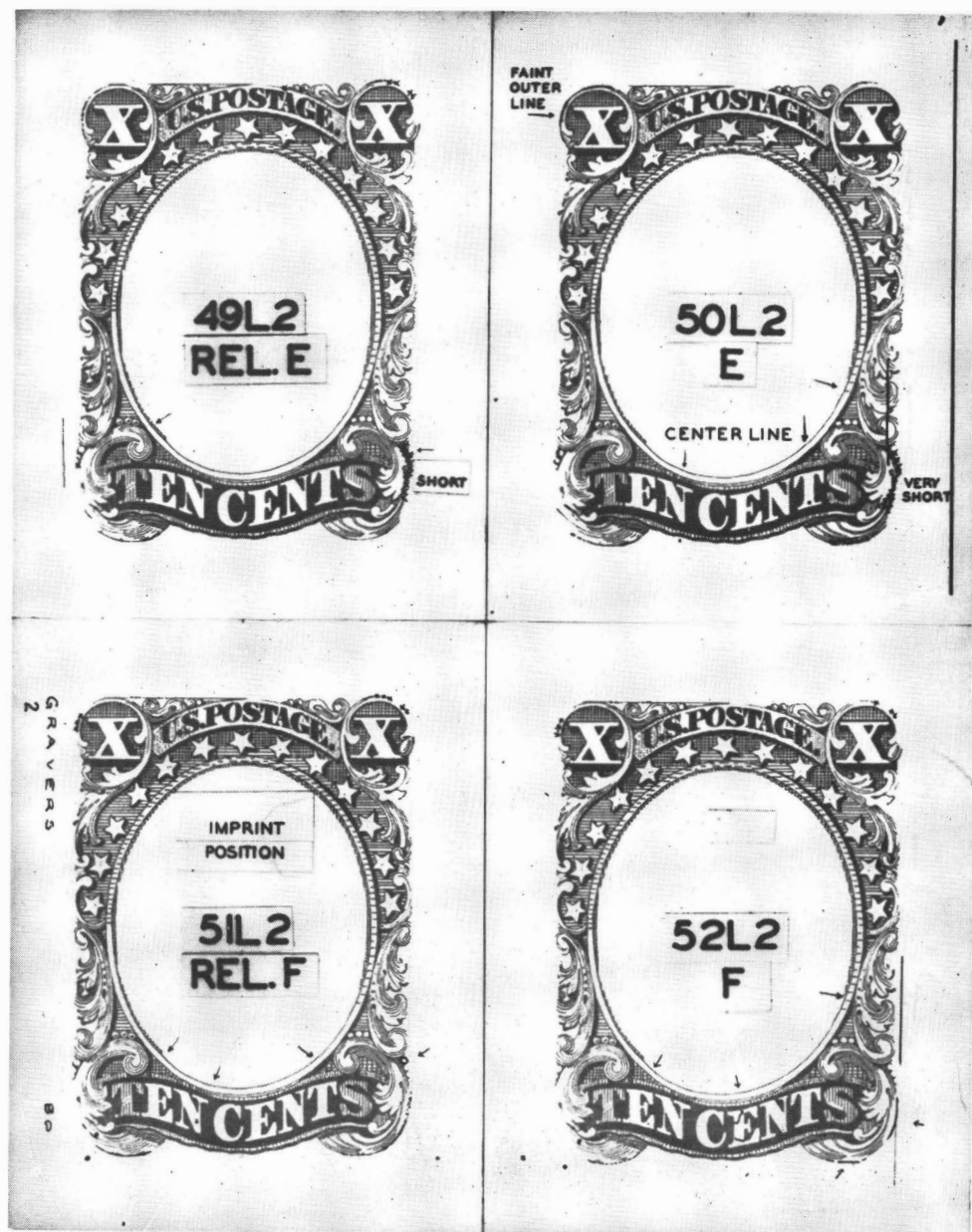


Fig. XLV

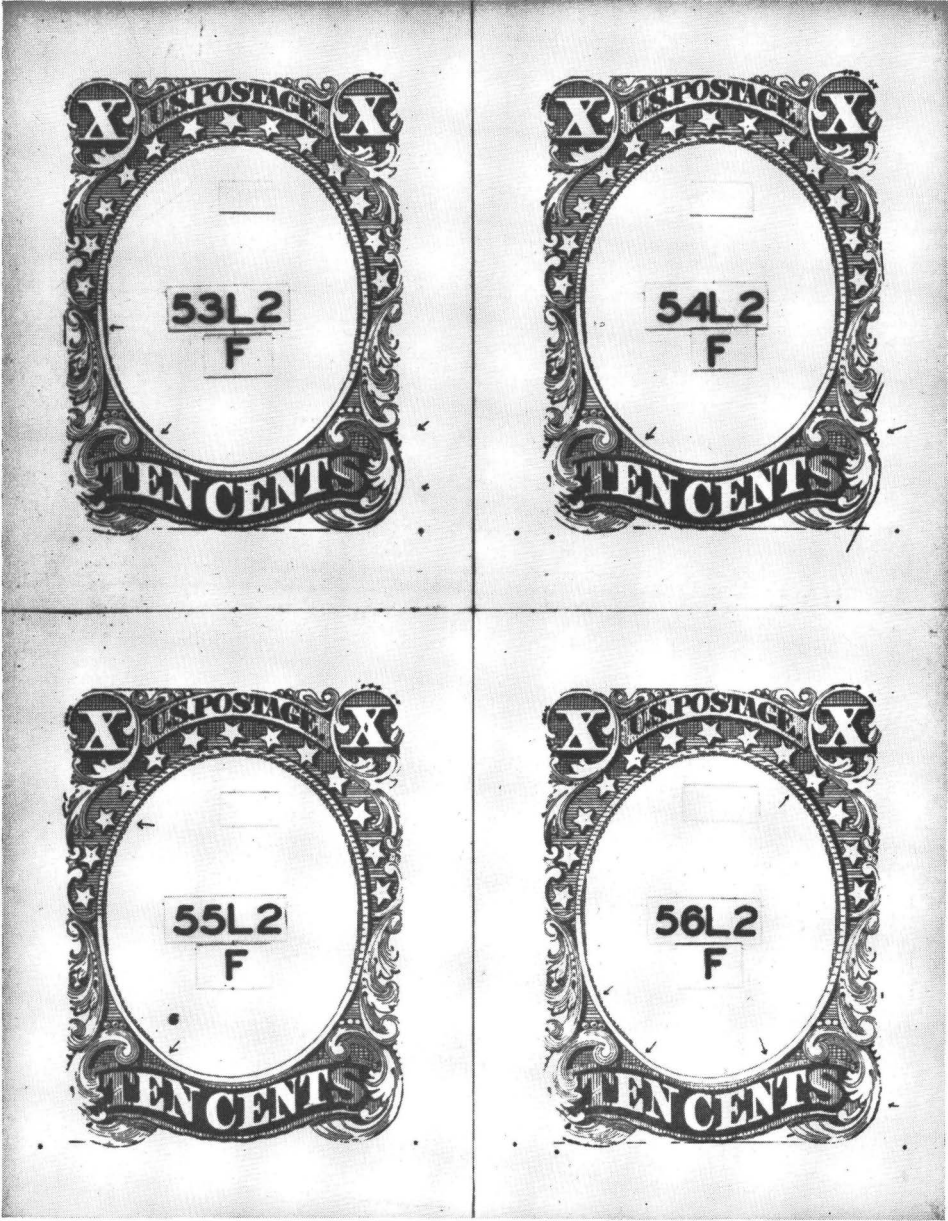


Fig. XLVI



Fig. XLVII

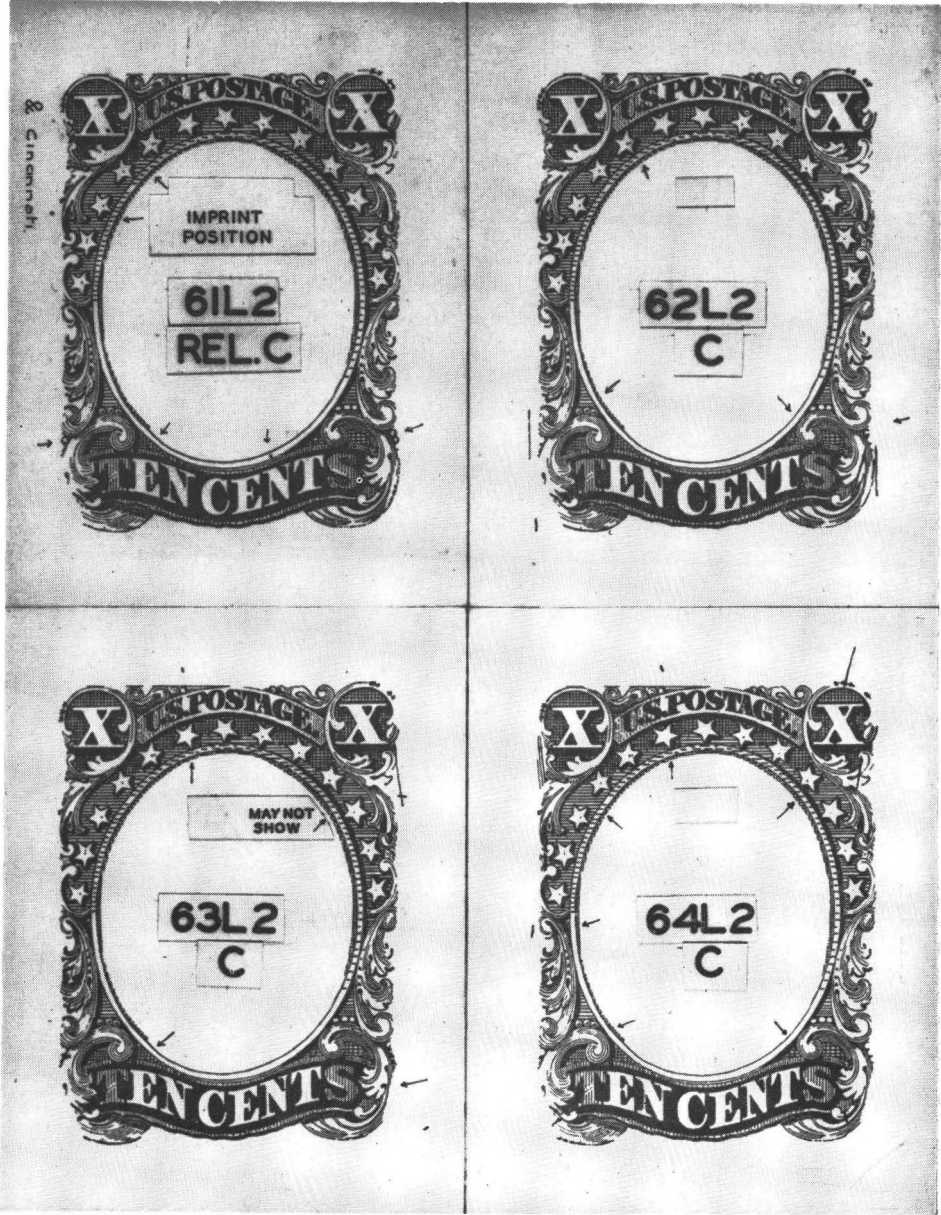


Fig. XLVIII

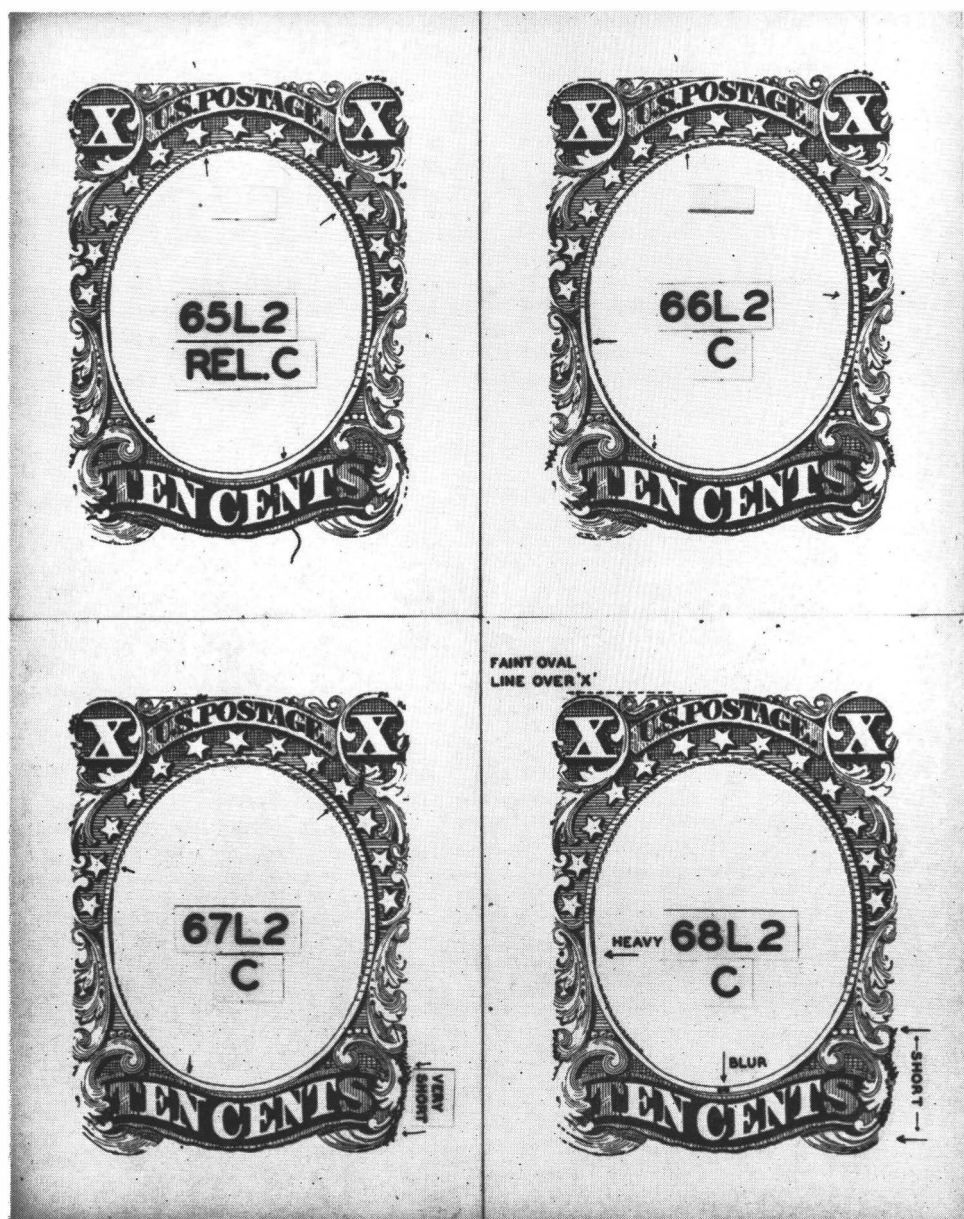


Fig. XLIX

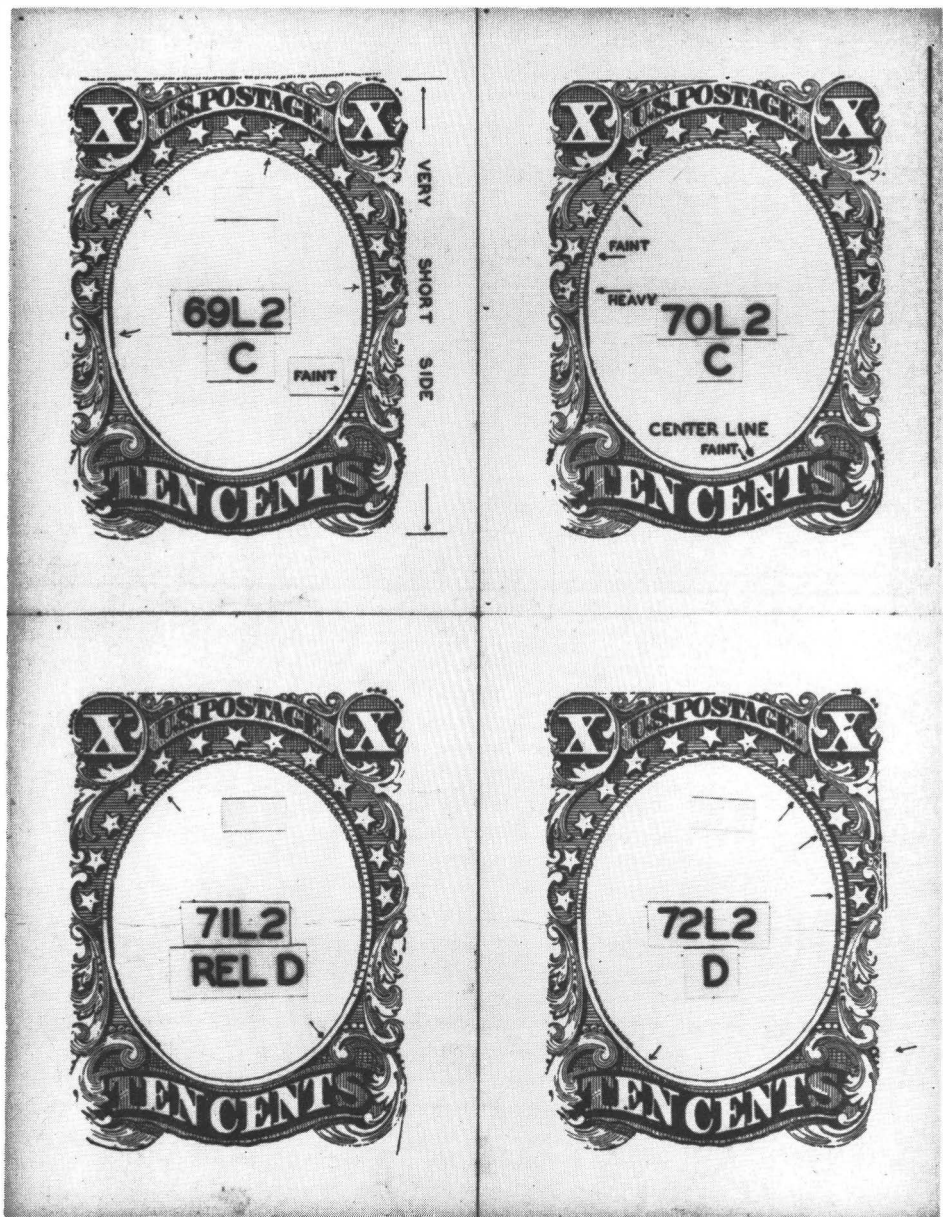


Fig. L

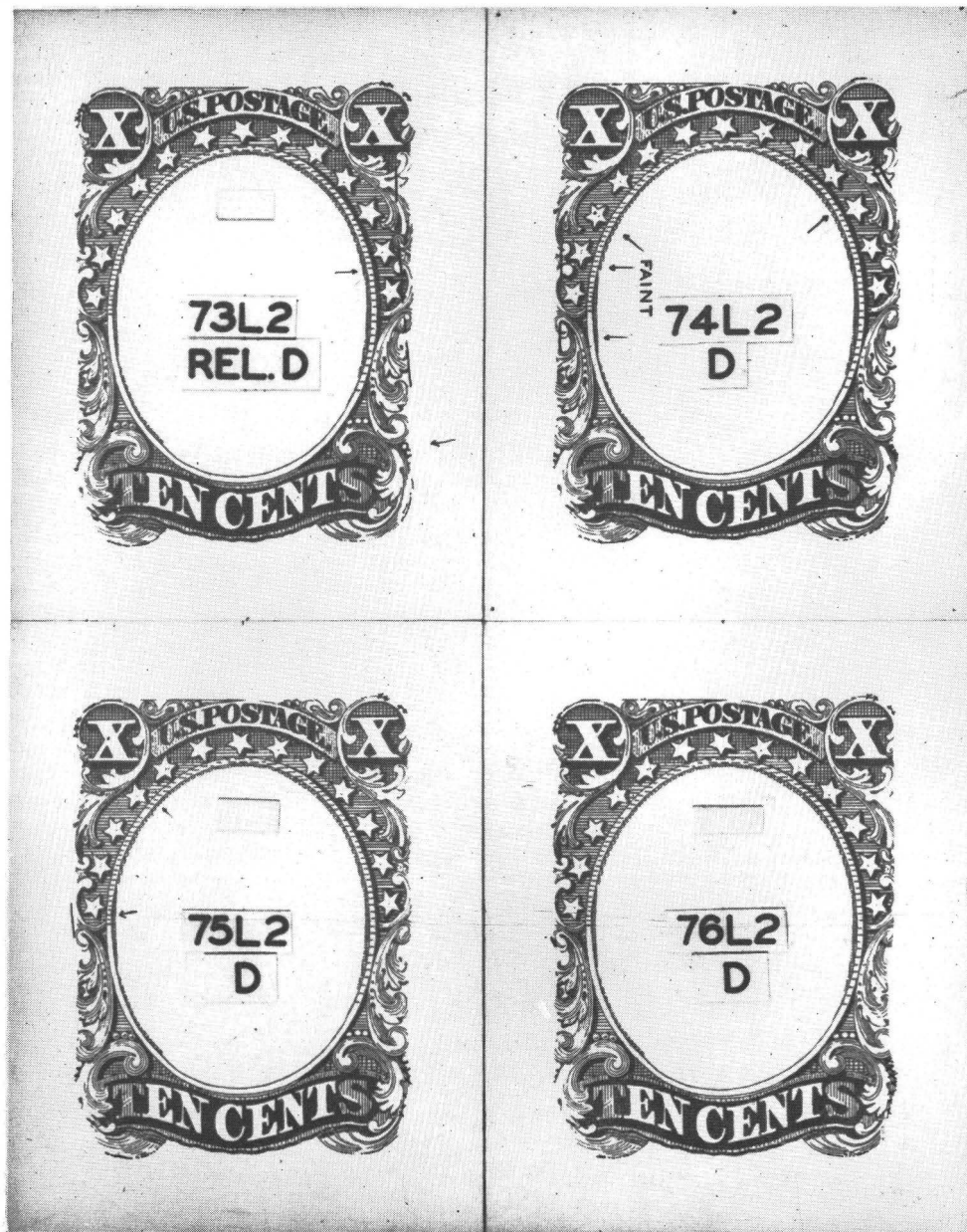


Fig. LI

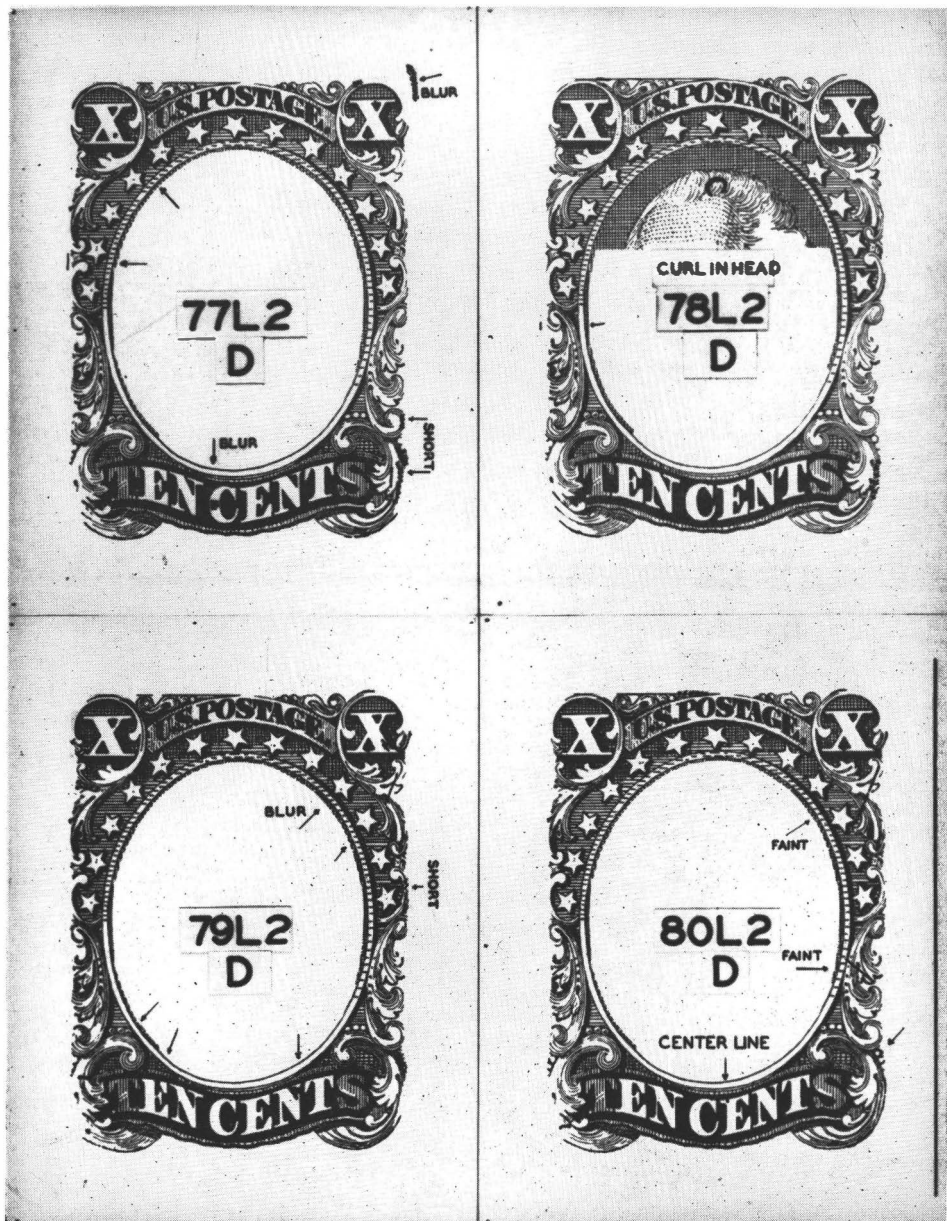


Fig. LII

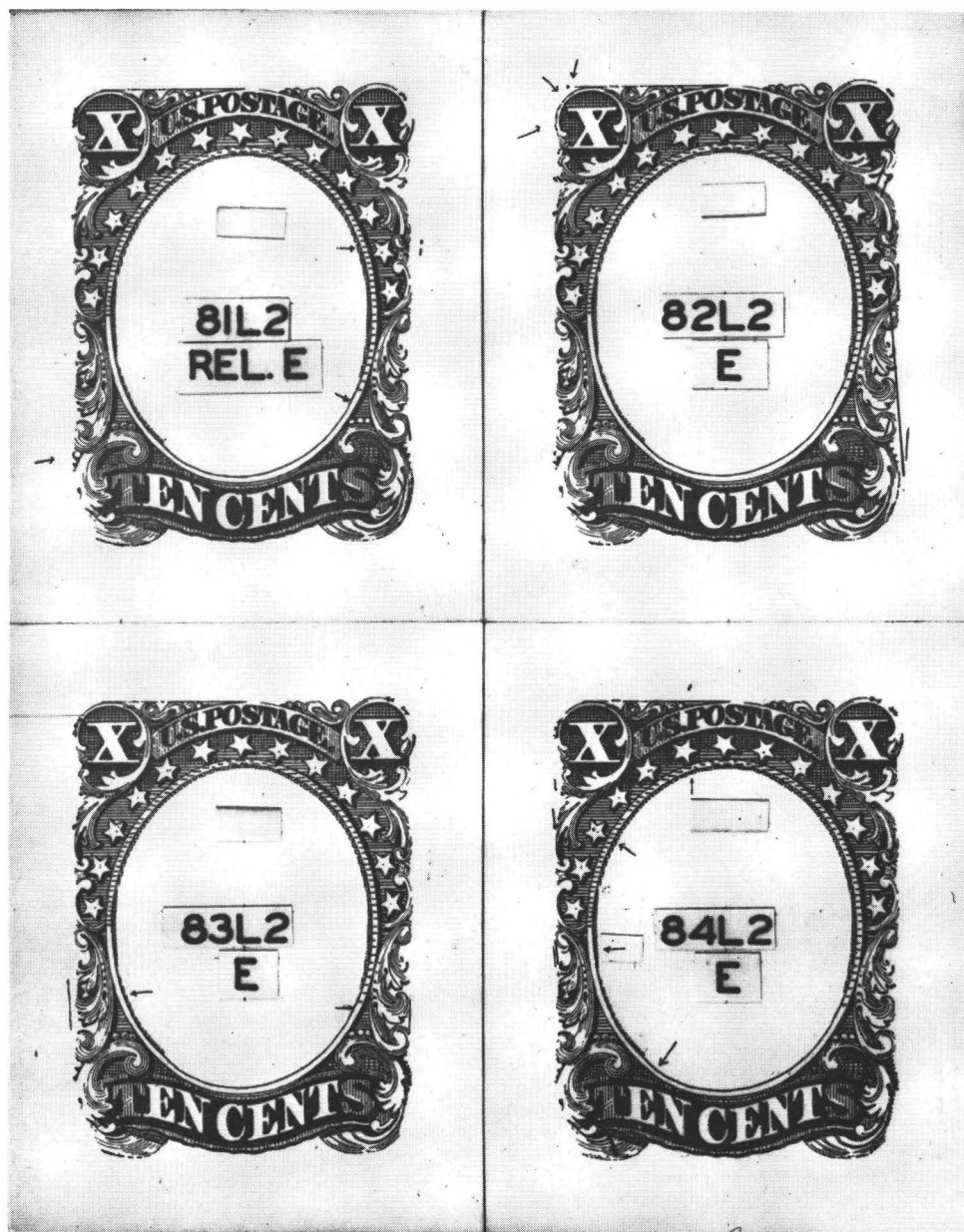


Fig. LIII

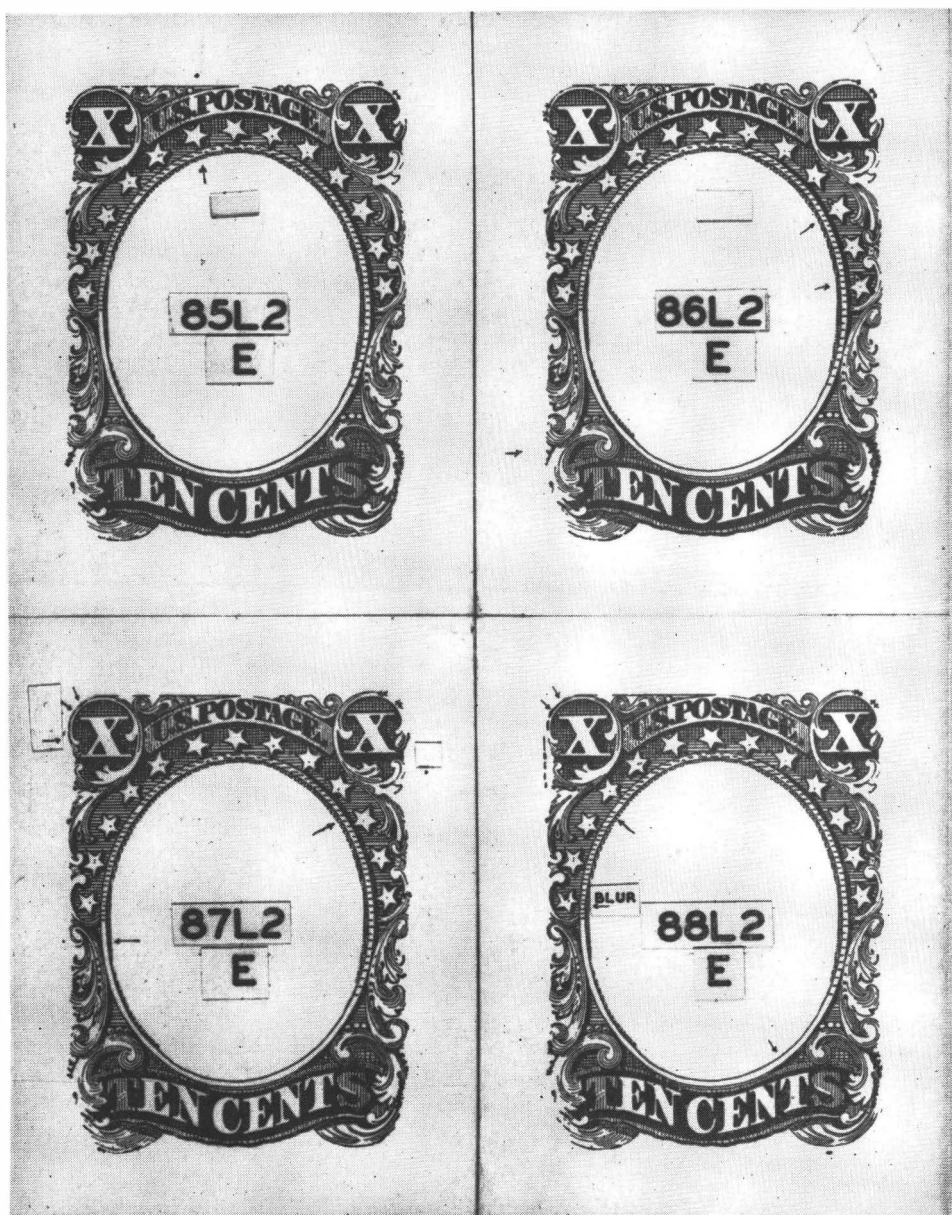


Fig. LIV

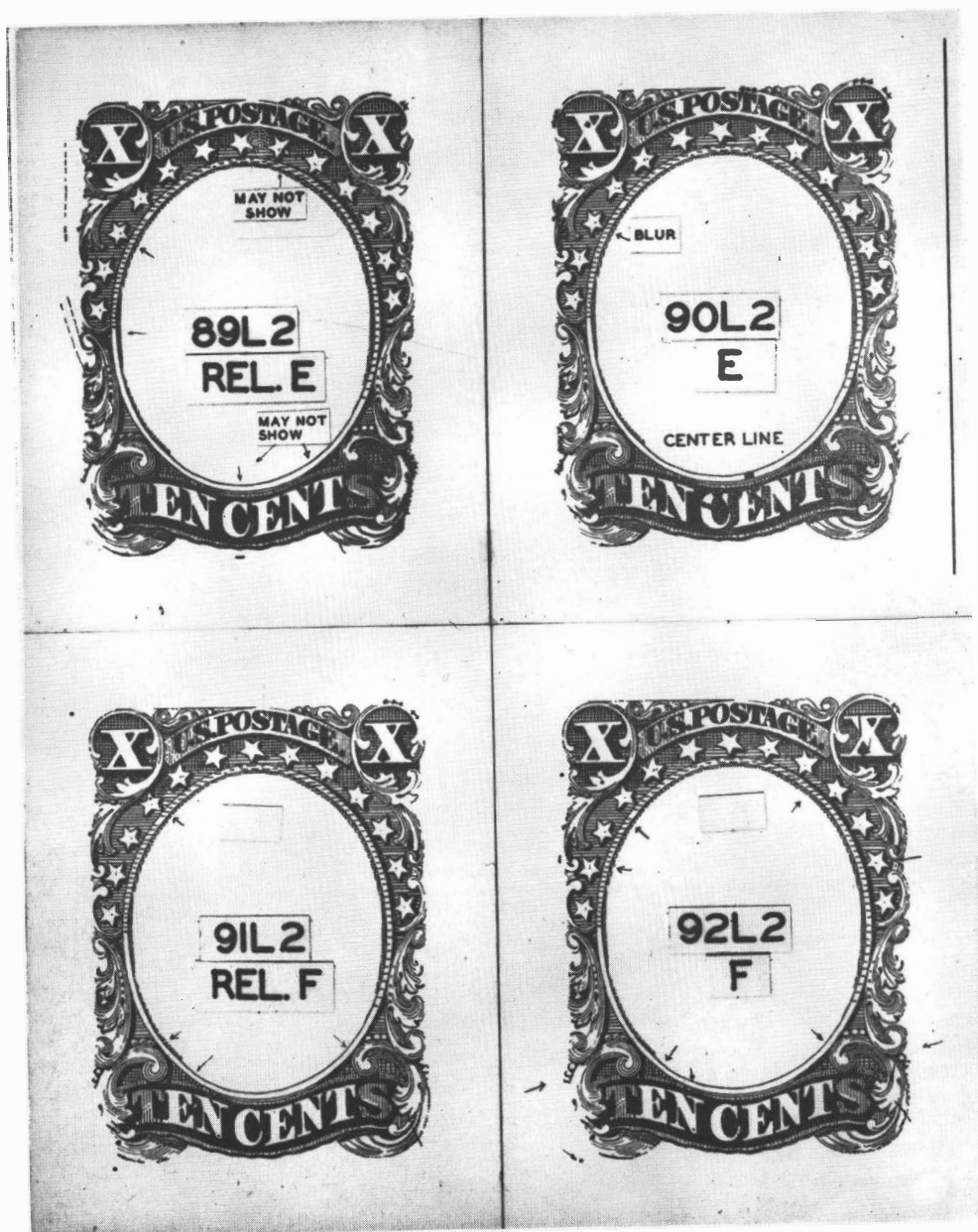


Fig. LV

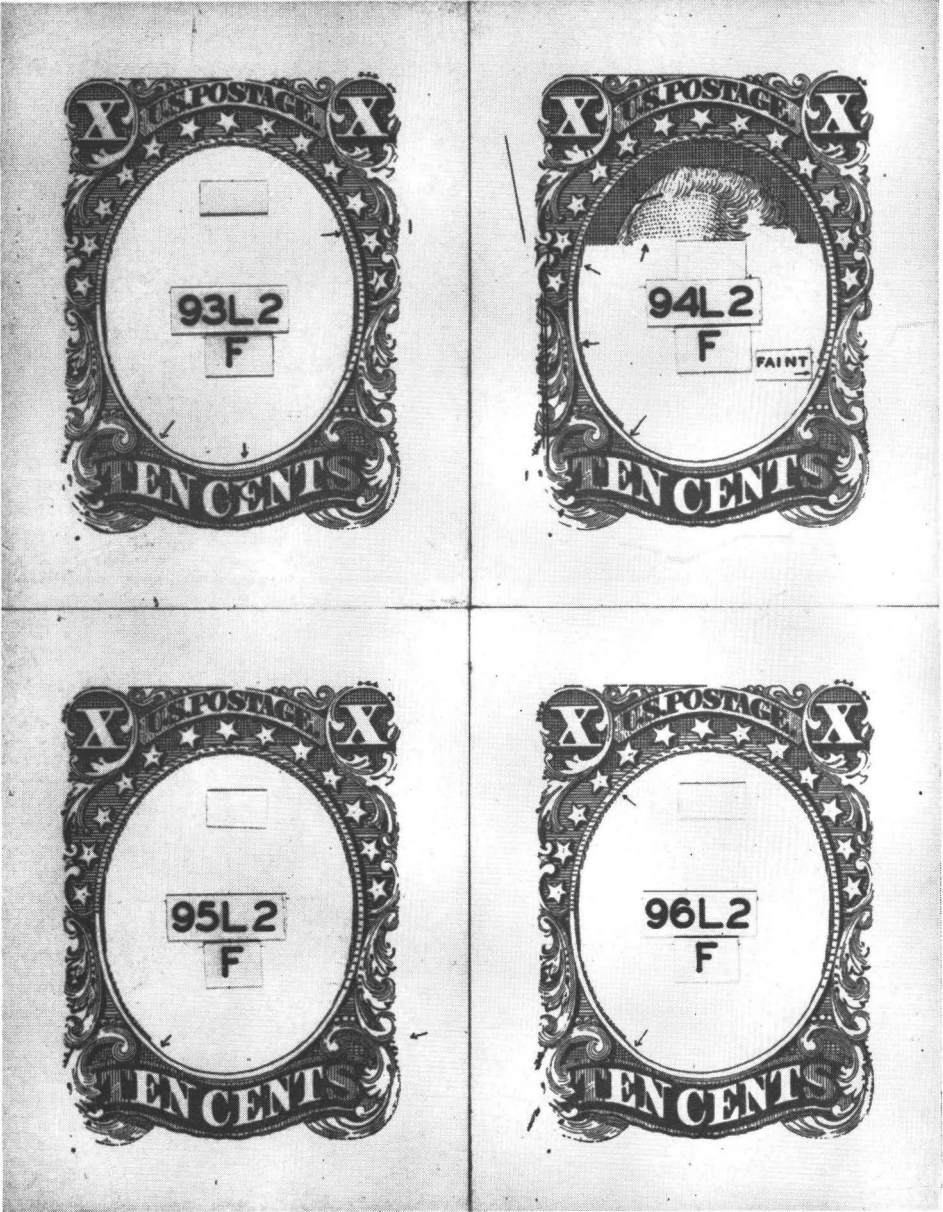


Fig. LVI

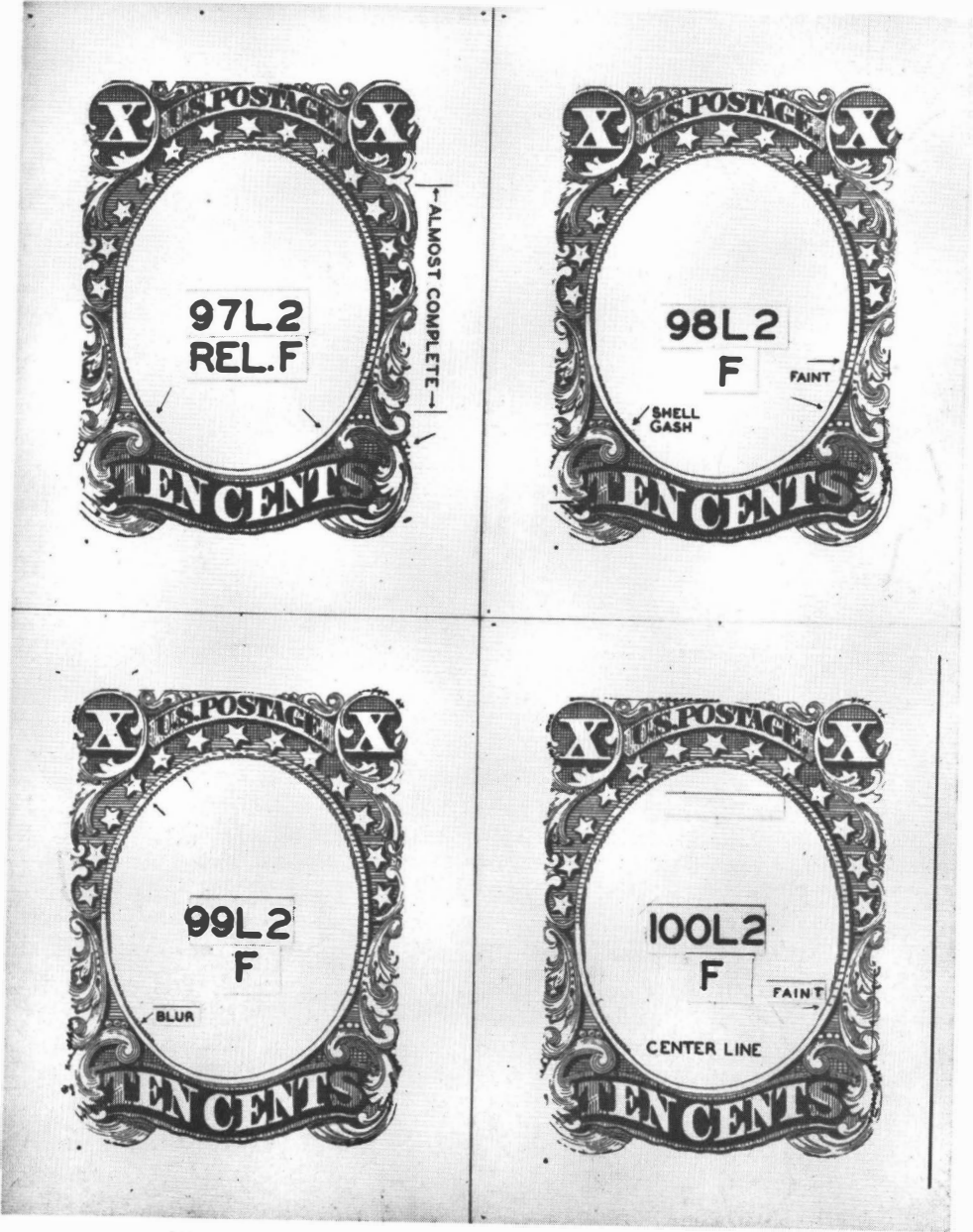


Fig. LVII

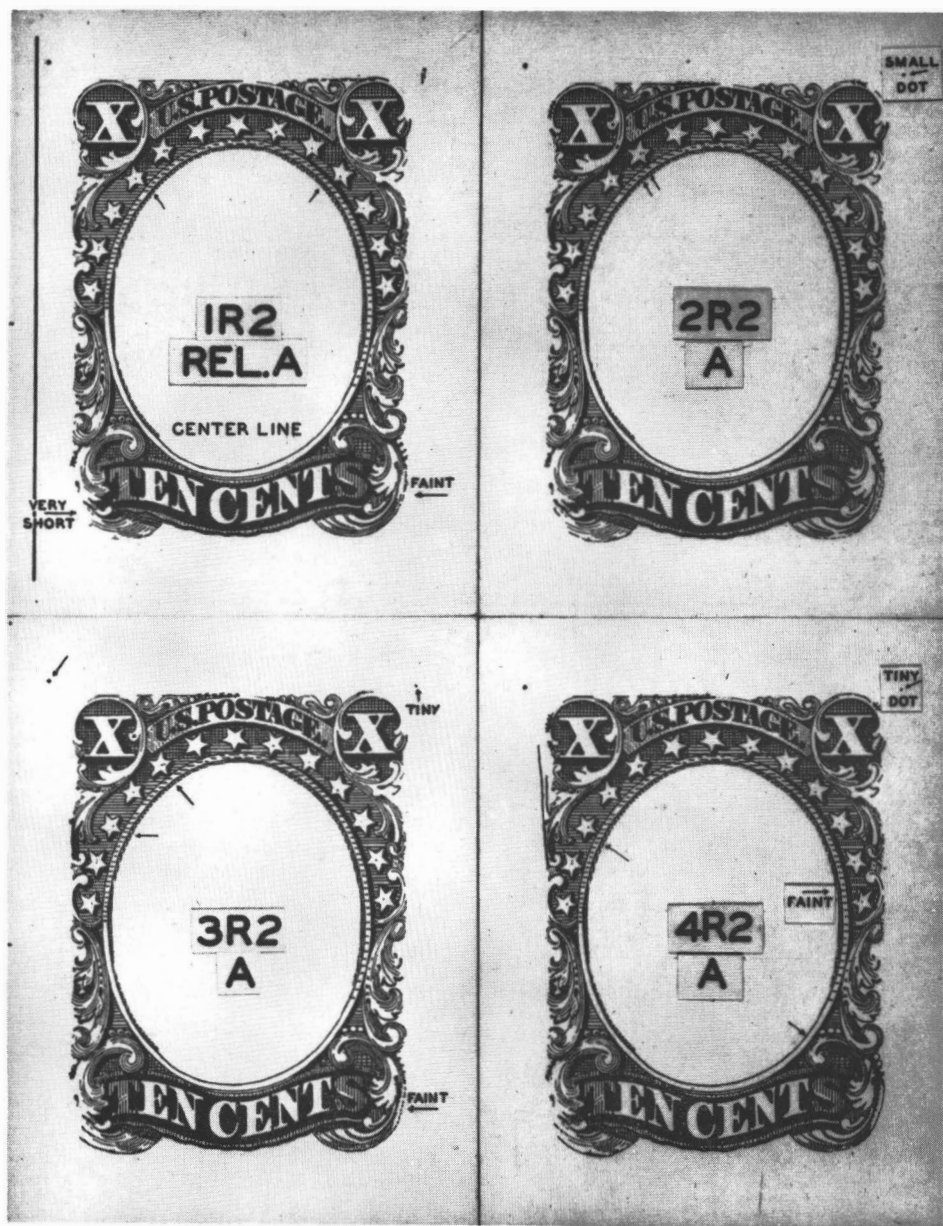


Fig. LVIII



Fig LIX



Fig. LX



Fig. LXI

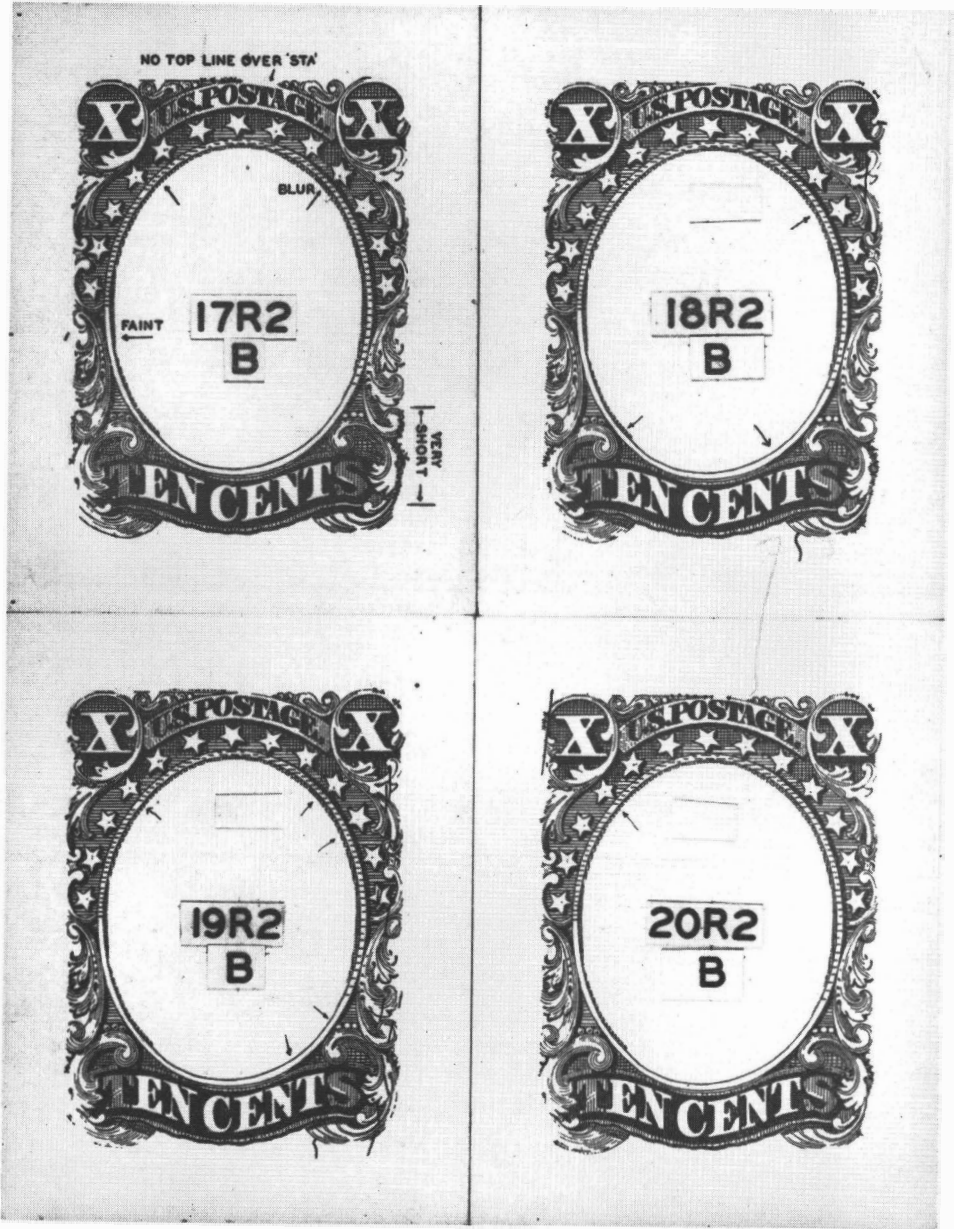


FIG. LXII

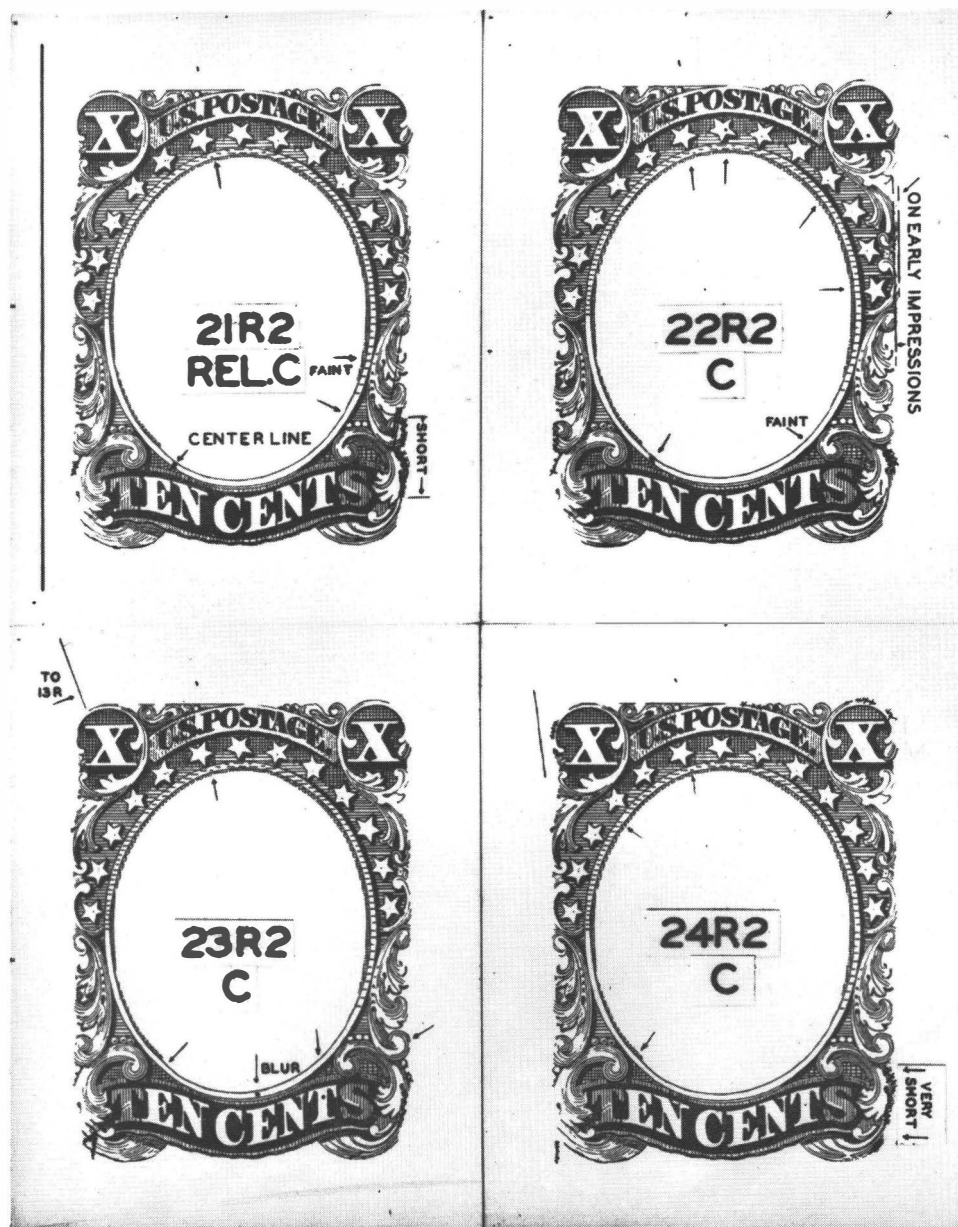


Fig. LXIII

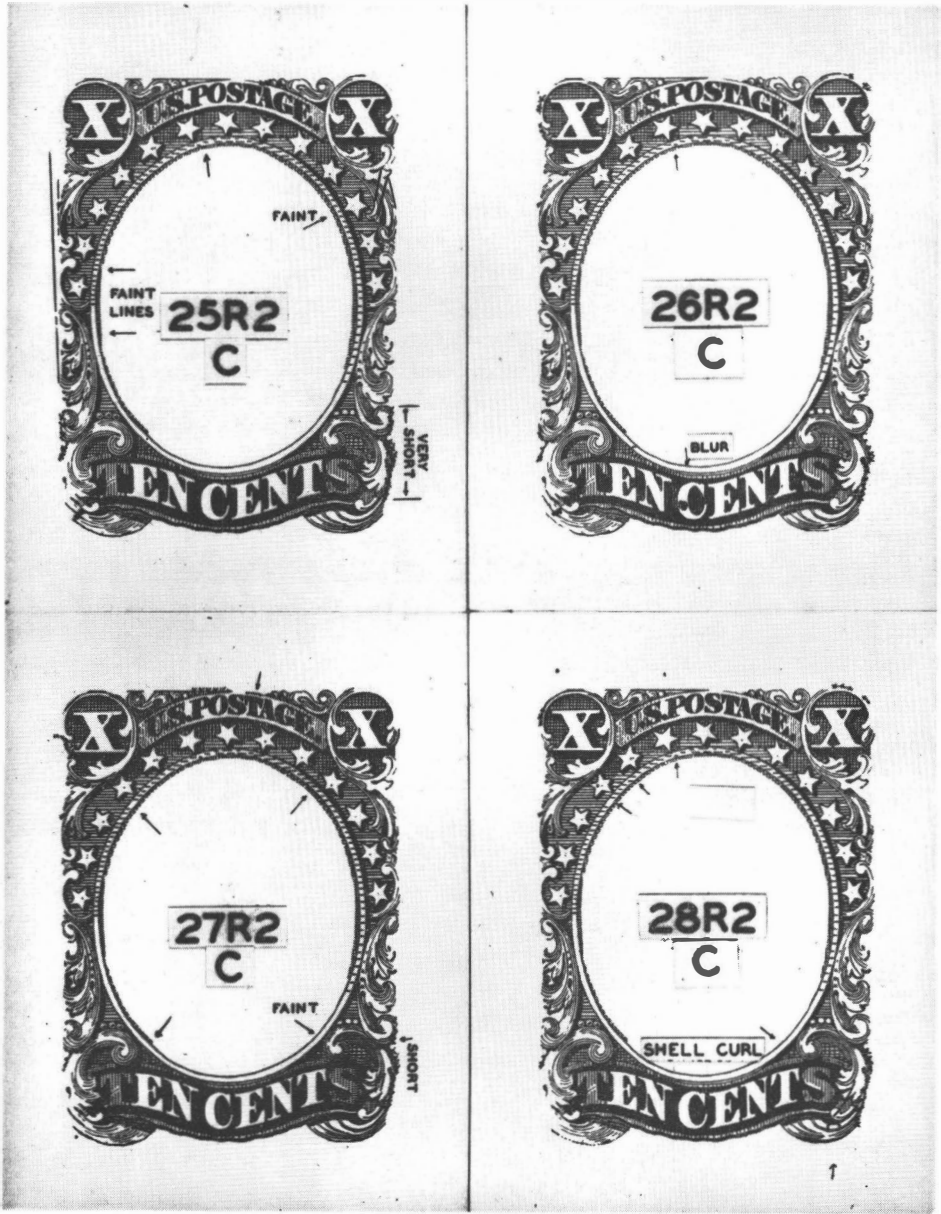


Fig. LXIV

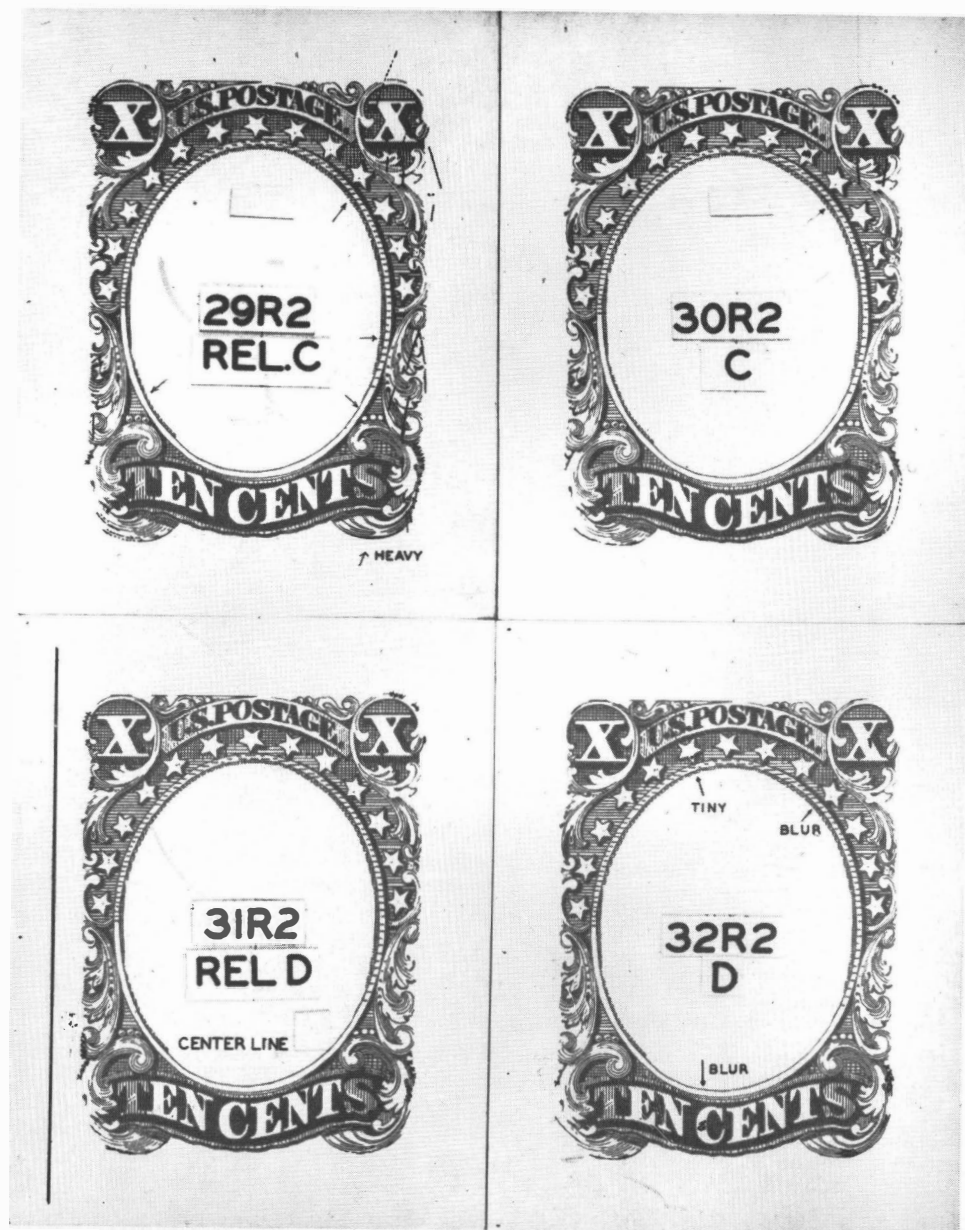


Fig. LXV

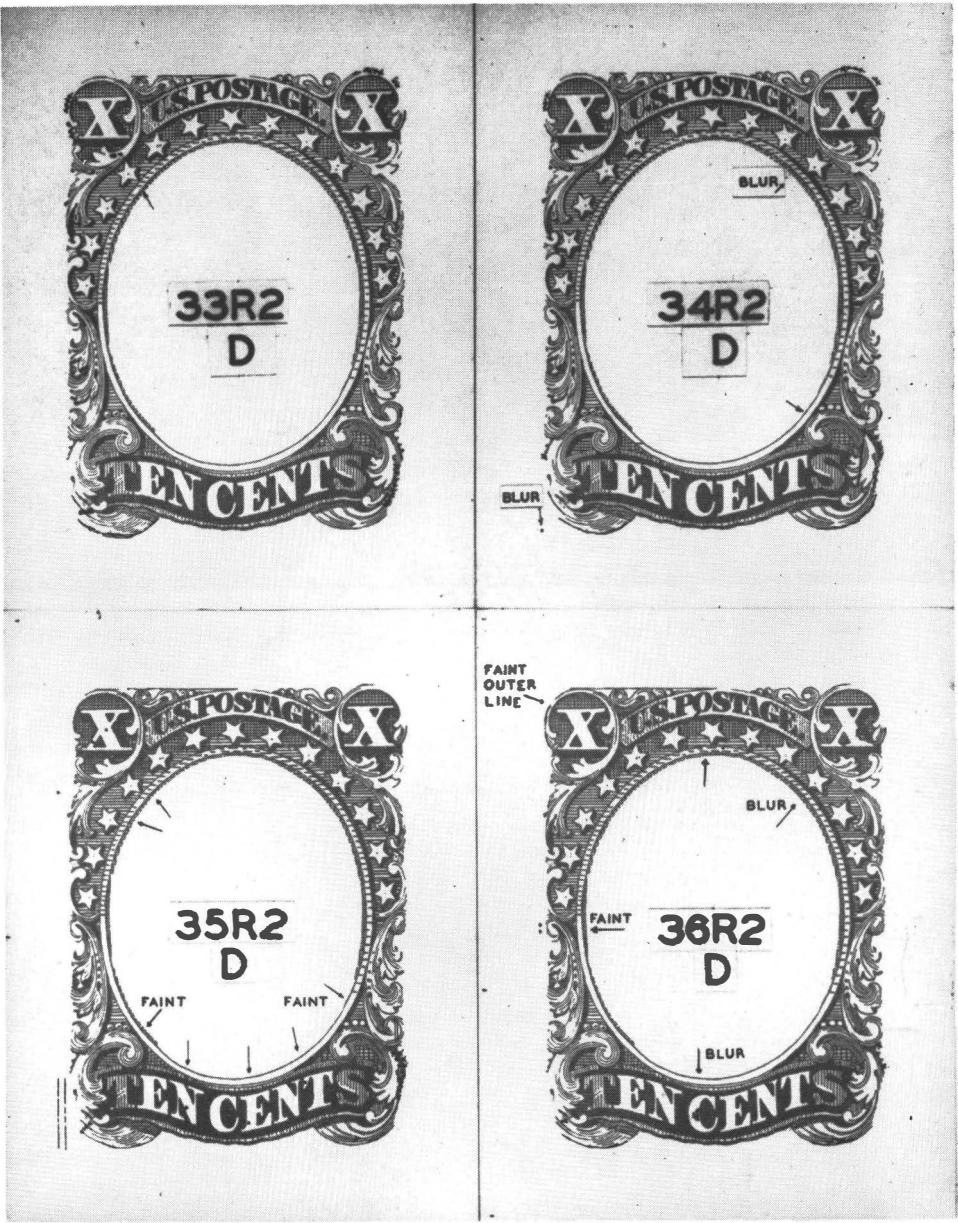


Fig. LXVI



Fig. LXVII



Fig. LXVIII



Fig. LXIX

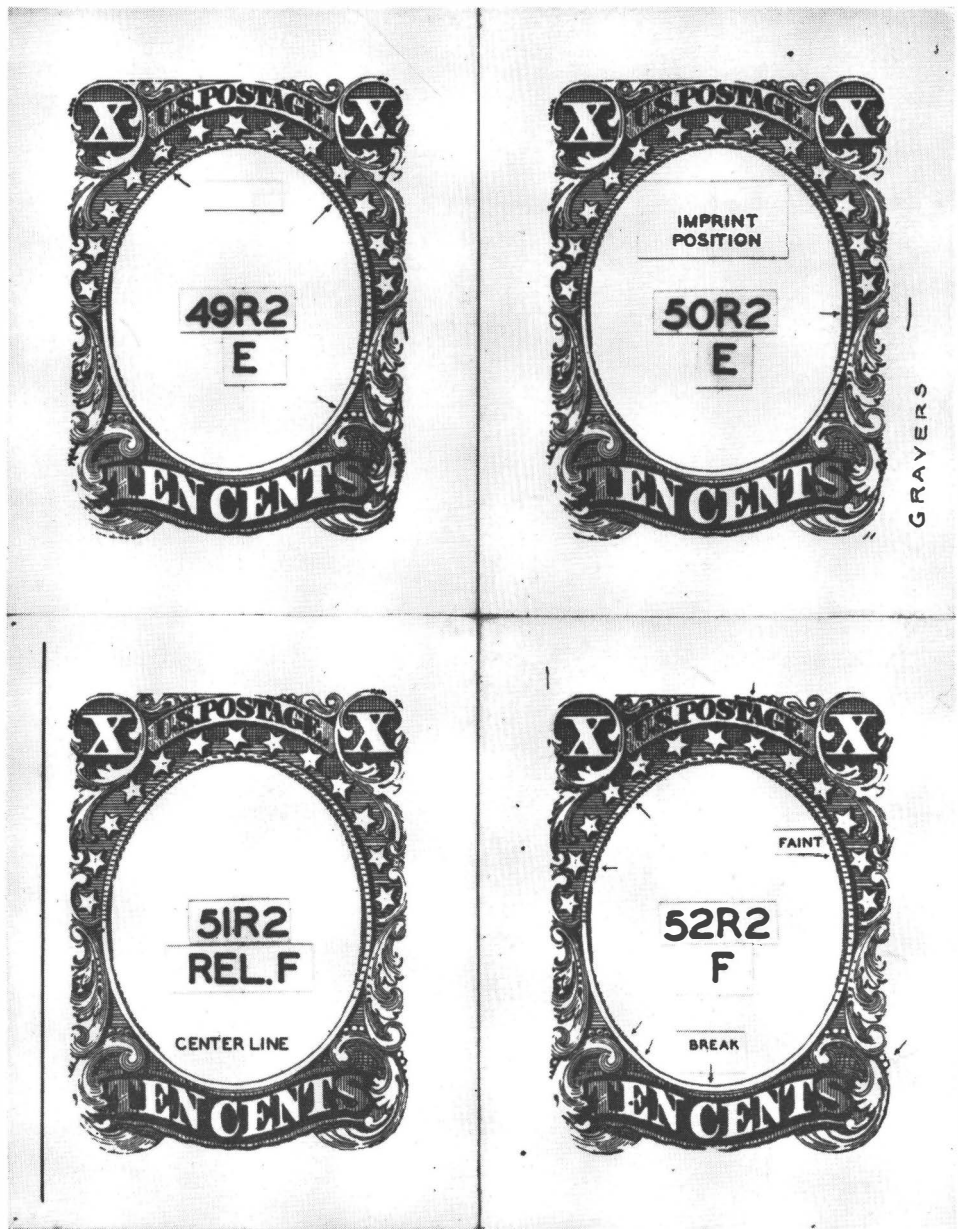


Fig. LXX



Fig. LXXI



Fig. LXXII



Fig. LXXIII



Fig. LXXIV

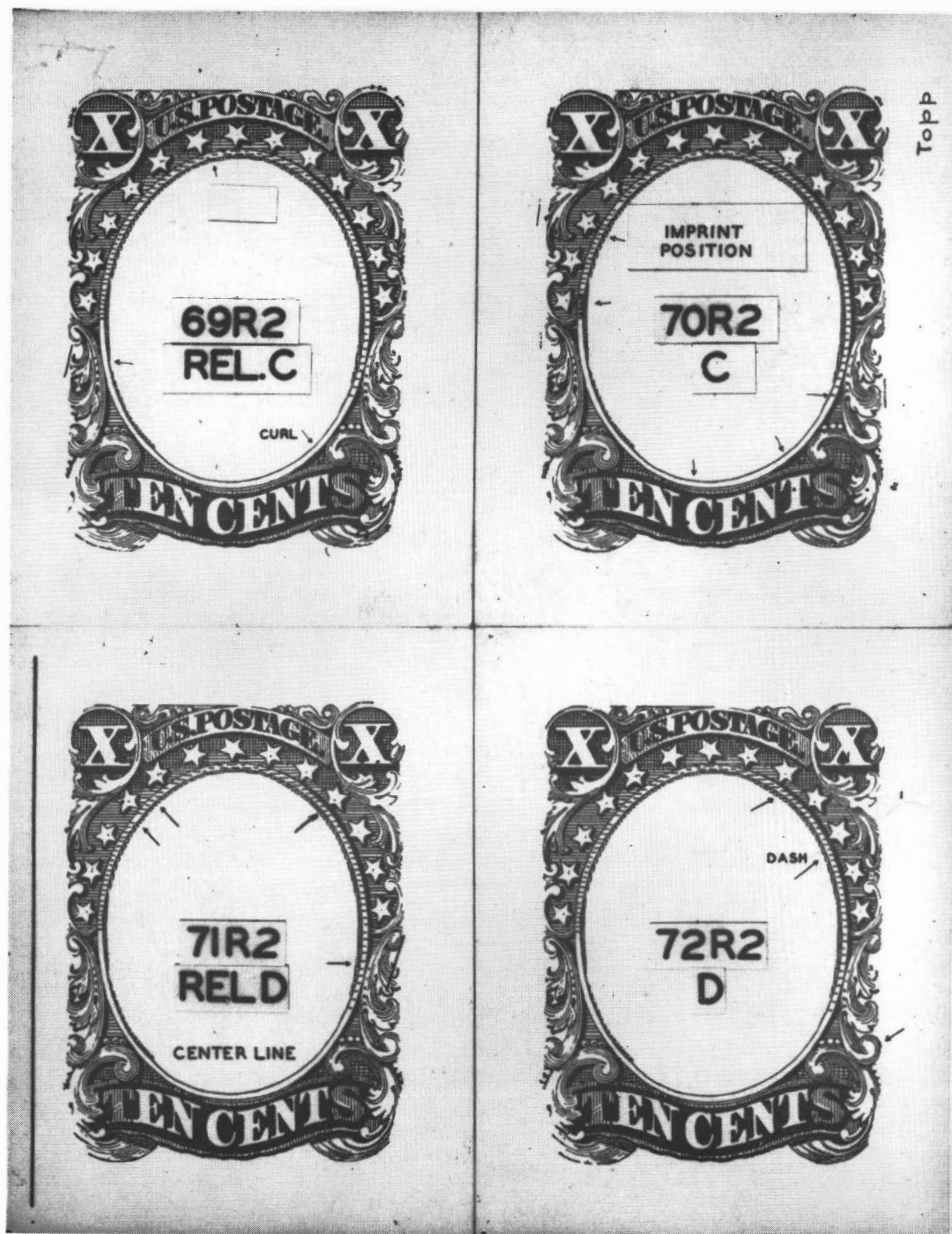


Fig. LXXV

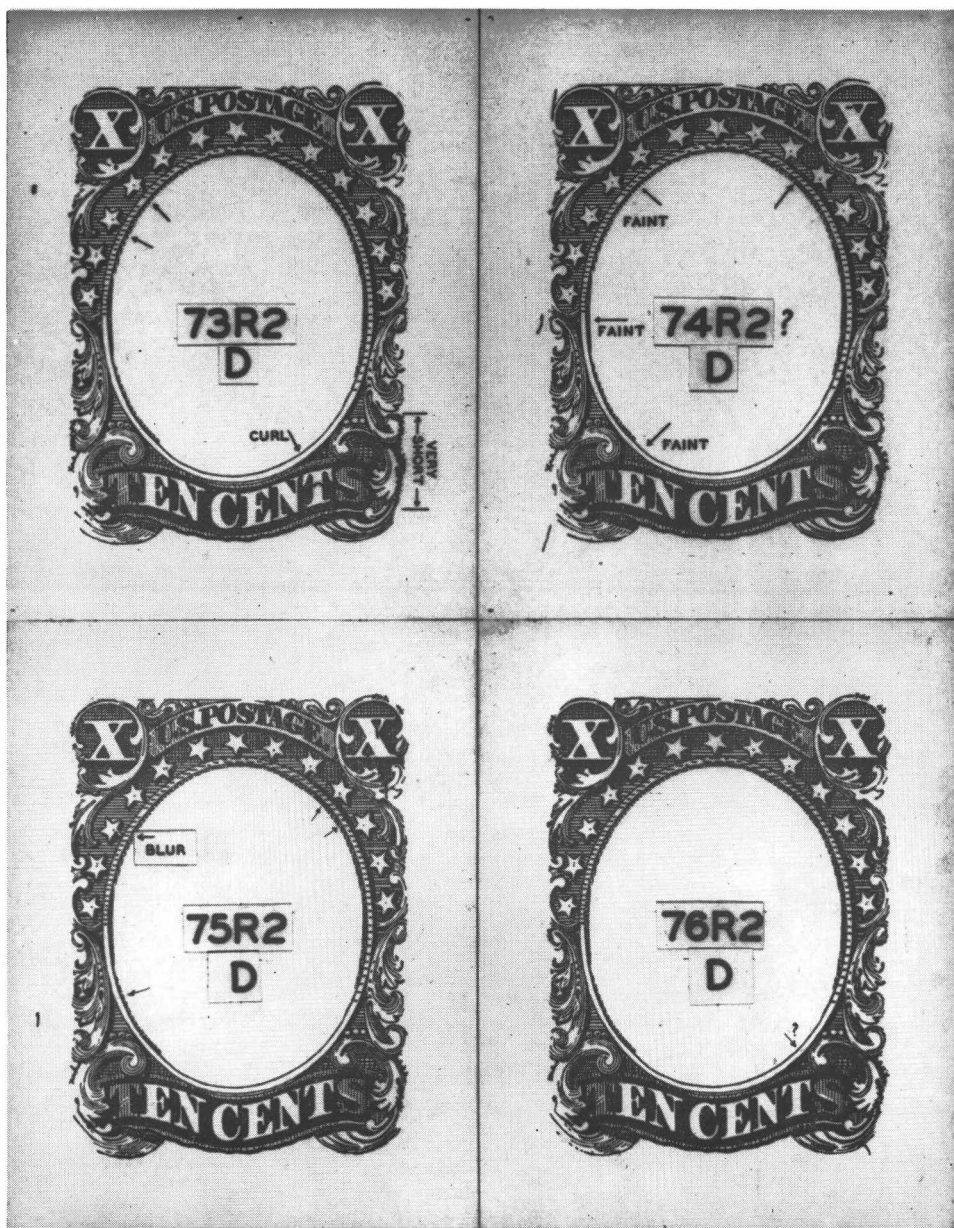


Fig. LXXVI

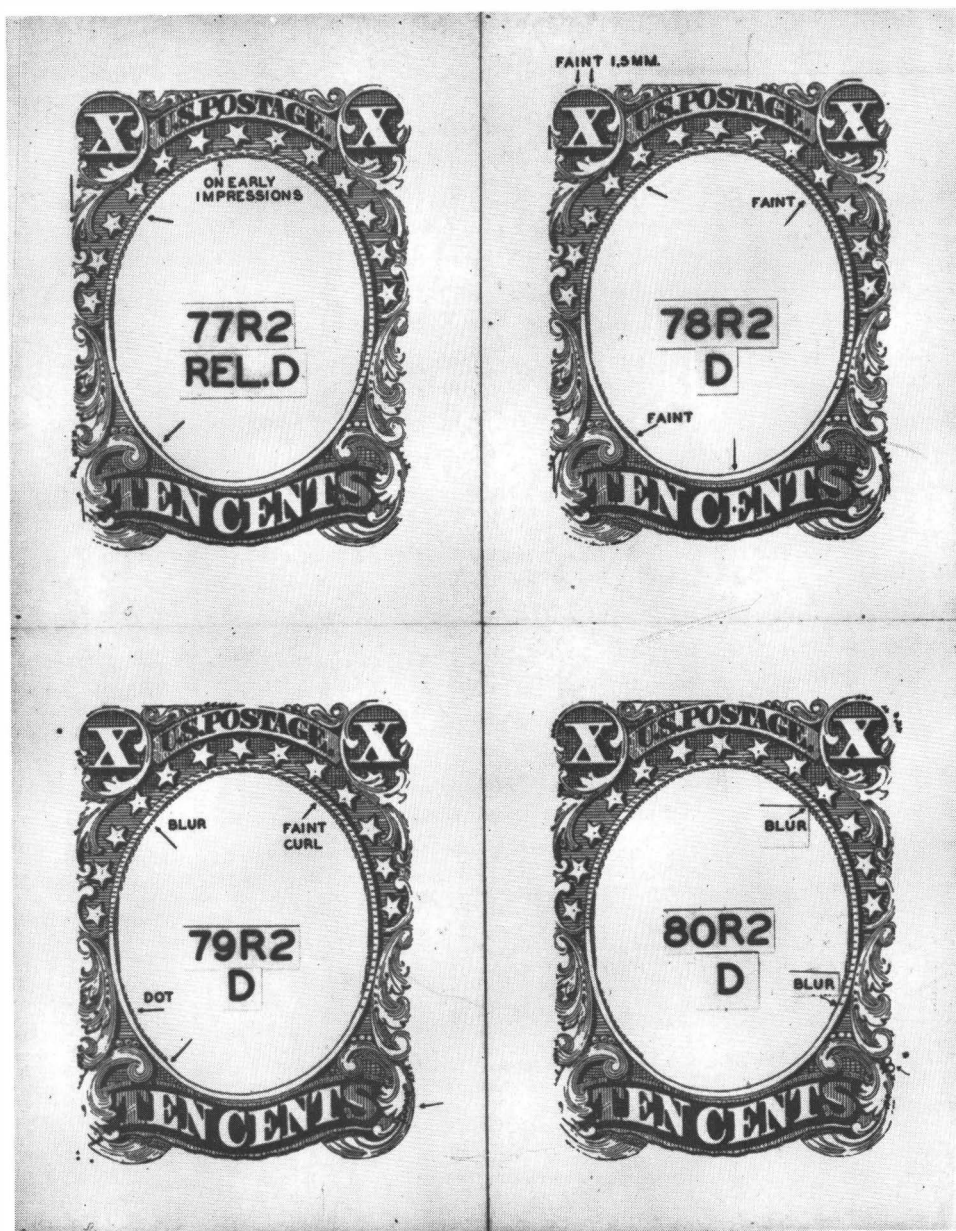


Fig. LXXVII

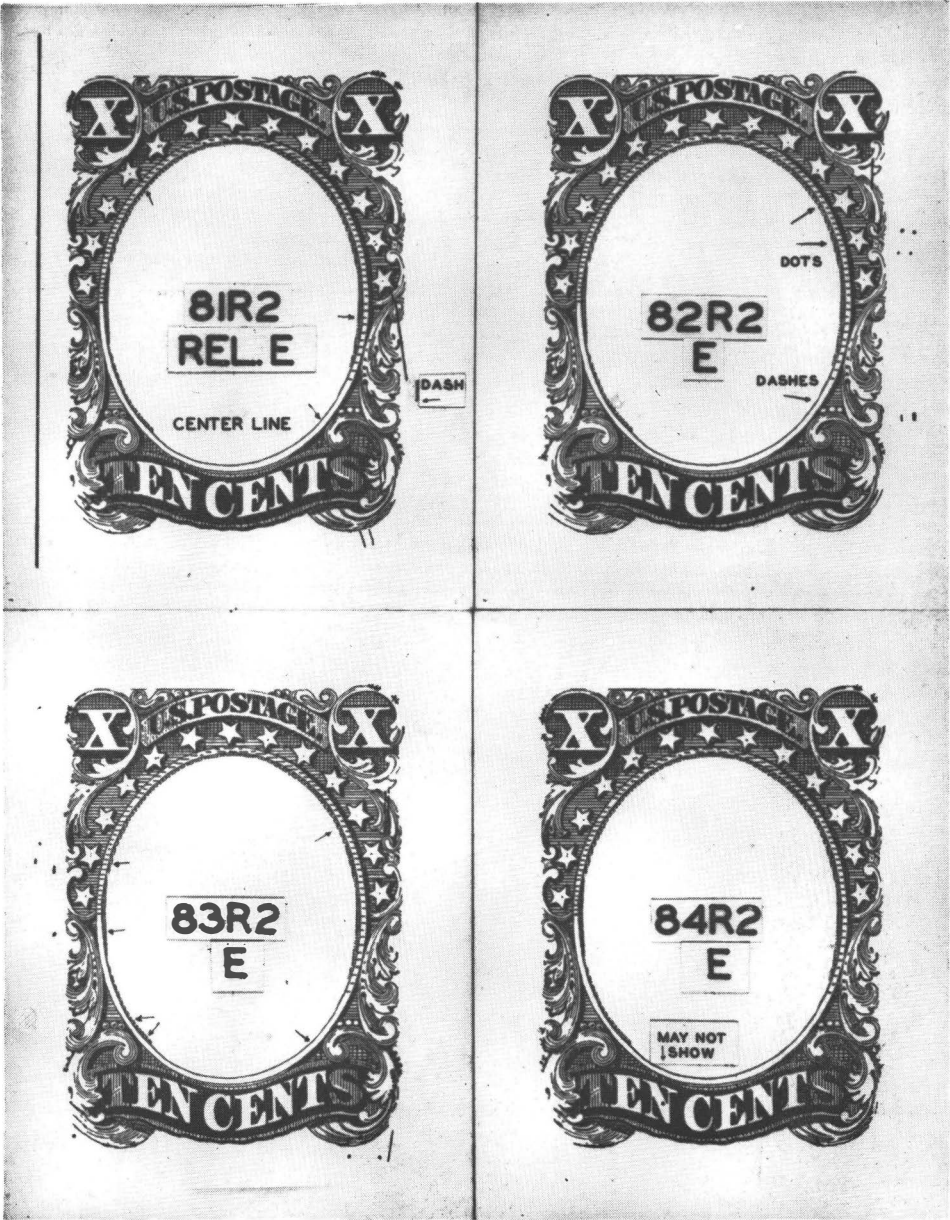


Fig. LXXVIII



Fig. LXXIX

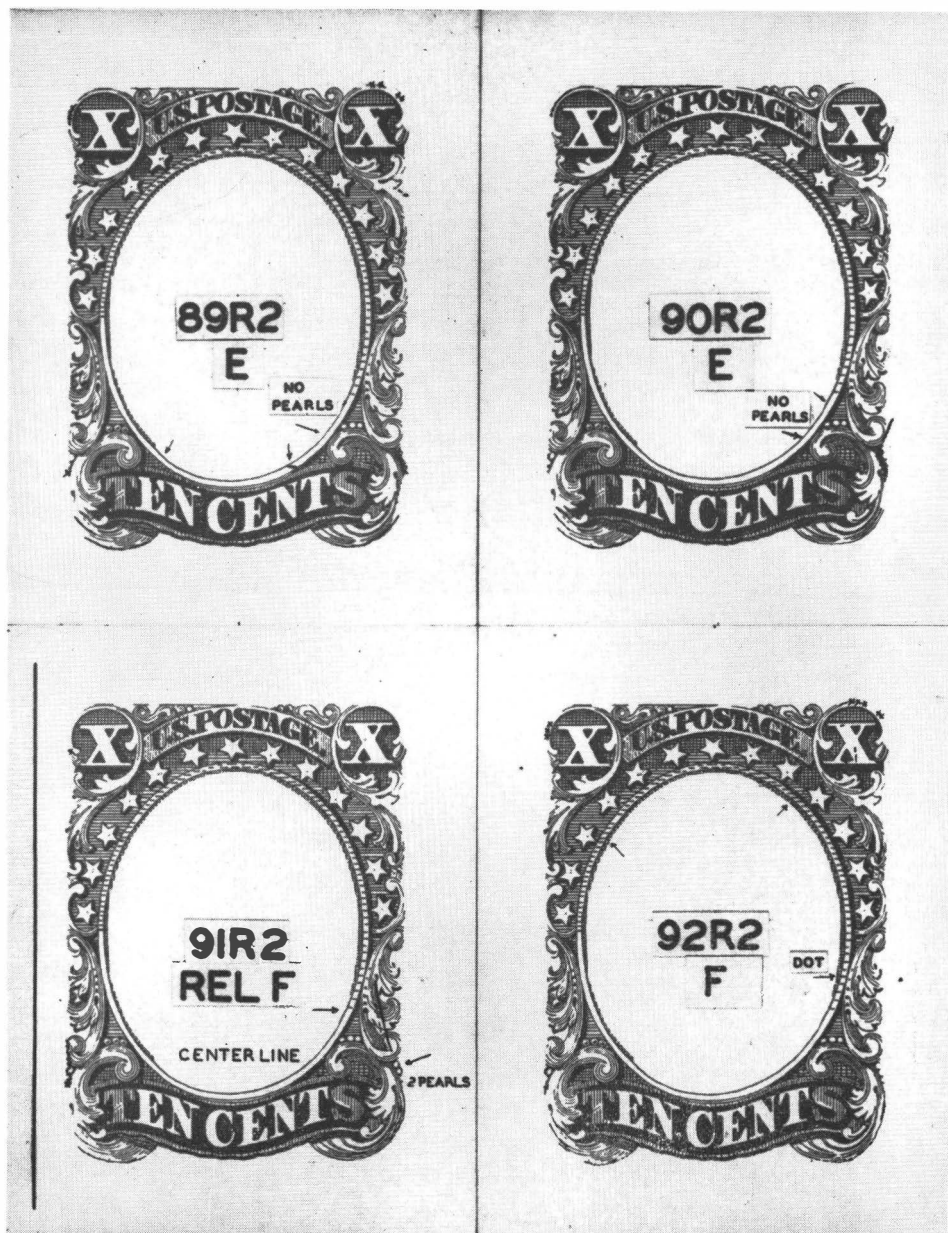


Fig. LXXX



Fig. LXXXI

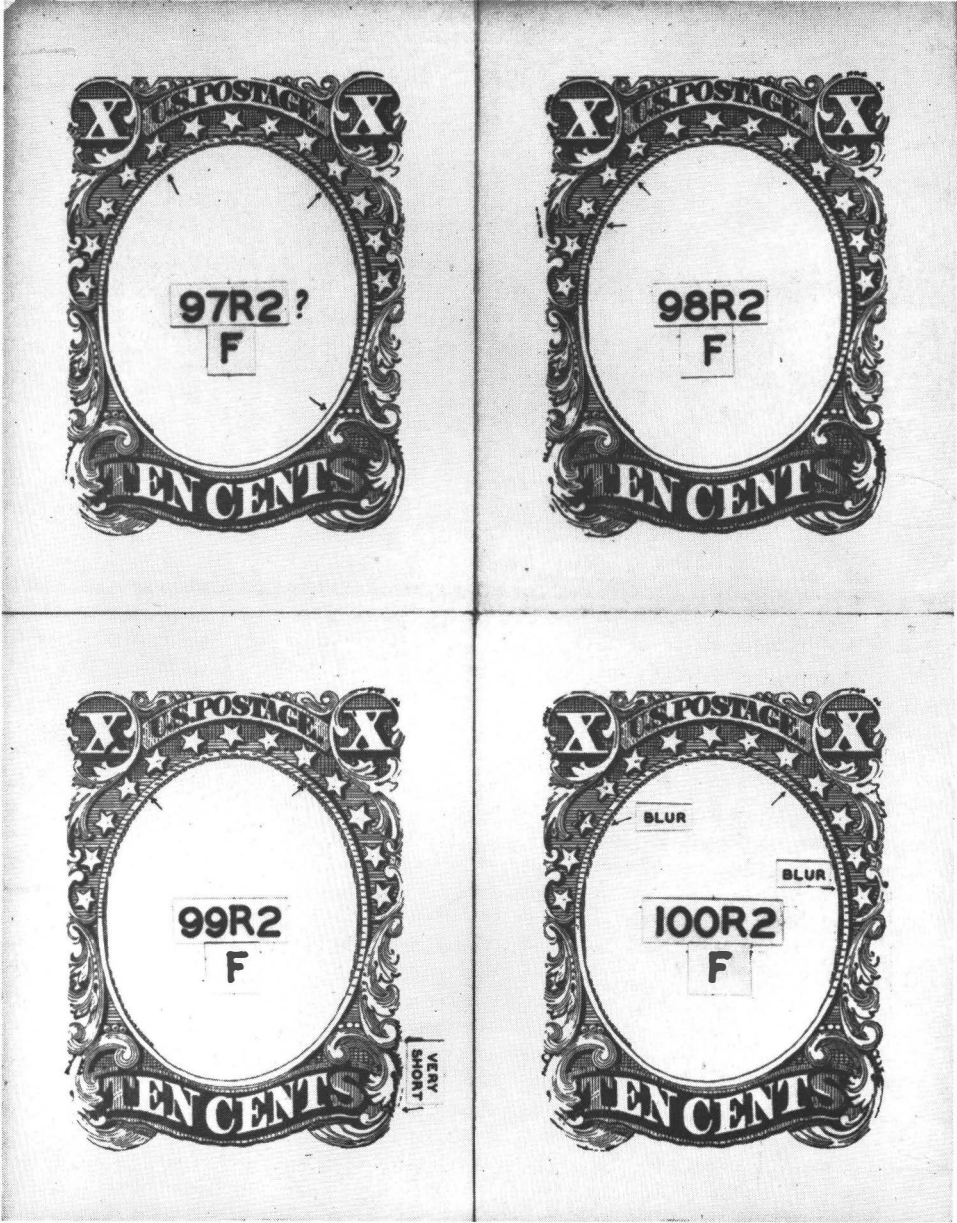


Fig. LXXXII

LARGE MULTIPLE PIECES FROM PLATE TWO

The two largest blocks known to the writer from Plate Two are as follows: Block of 42, unused with full gum from the left pane, being six horizontal rows by seven vertical, including positions 31 L to 36 L and 91 L to 96 L. This block has full sheet margins at left and bottom and includes the imprint complete. It is a magnificent piece and for many years was in the Chase collection, passing to Mr. A. W. Filstrup and now in the Neinken collection. (Figure 44.)

The second is an unused block of forty from the top row of the right pane, eight horizontal rows by five vertical, positions 2 R to 9 R and 42 R to 49 R, and includes the desirable 47 R 2 shift. This block at present is owned by the same collector.

After Plate 2 was made in 1859 and put to use, Plate 1 was in all probability retired and not used any more. The supply of these Plate 1 stamps was practically exhausted in the latter months of 1859, and we find use of the Plate 2 stamps in the early months of 1860 more common than those from Plate 1.

The 10c stamps from both plates vary greatly in shades, ranging from a light to a very dark deep shade. Many of the Type V stamps come in a very brilliant light green shade and when struck with a bright red cancellation make a beautiful combination.

DOMESTIC RATES OF POSTAGE

The Postal rates fixed by the General Law of 1792 were as follows: "For single letters going under 30 miles, 6c—between 30 and 60 miles, 8c—between 60 and 100 miles, 10c—between 100 and 150 miles, 12½c—between 150 and 200 miles, 15c—between 200 and 250 miles, 17c—between 250 and 350 miles, 20c—between 350 and 450 miles, 22c—and over 450 miles 25c. The above rates continued practically unaltered until 1814 when 50% was added as a war measure. The War Act was repealed Feb. 1, 1816 and the old rates restored. The General Act, regulating the Post Office Dept. enacted in 1825 continued the rates of 1816. With these high charges in effect many letters went by private express. Years of agitation for cheaper rates ensued and culminated in the passage of the Act of Mar. 3, 1845. It provided that one half-ounce letters going under 300 miles be charged 5c, over 300 miles, 10c, and an additional rate for every additional half ounce. Postage stamps were adopted in 1847 and Postal Service was authorized for the Pacific Coast Territory in 1847. When same was established the rate was fixed at 40c, "To or from Astoria, (Oregon) or any other place on the Pacific Coast within the territory of the United States."

Advocates for cheaper domestic postal rates were successful in having the Act of Mar. 3, 1851 passed. It provided that half-ounce letters going less than 3000 miles be charged 3c and over 3000 miles 6c. These new rates went into effect July 1, 1851.

The growth of the Post Office Dept. up to this time is shown by the following figures:

Year	No. of Post Offices	Length of Post Roads	Receipts
1790	75	1,875 miles	\$ 37,935
1825	5677	94,052 miles	1,306,525
1840	13468	155,739 miles	4,543,521
1850	18417	178,672 miles	5,499,984

The rate for domestic letters going a distance greater than 3000 miles was changed by the Act of March 3, 1855, approved March 30, 1855 and effective April 1, 1855.

It provided a rate of 10c for letters of one-half ounce, establishing the California rate.

The 5c value was not issued until Jan. 1, 1856 (Luff) so that prior to May 1855, the only stamps in use were the 1c, 3c, 12c and the 3c and 6c stamped envelopes of 1853.



Figure 44. (Neinken collection)

It will thus be noted that the rates to and from the Pacific Coast Territory and the Eastern States were as follows: For single letters ($\frac{1}{2}$ ounce) to July 1, 1851—40c, July 1, 1851 to April 1, 1855, 6c, after April 1, 1855, 10c.

Prior to July 1, 1851 practically all the Western postage was paid in cash. From July 1, 1851 to April 1, 1855, the 6c rate was generally paid with two 3c stamps, the exception being the unpaid letters and letters on which postage was paid in cash. Prepayment of postage, it will be recalled was not rendered compulsory until January 1, 1856.

The six cent stamped envelope does not appear to have been used in any great quantity as compared to the use of a pair of 3c 1851. The Pacific Coast mail therefore accounts to a very large extent for the existing supply today of the pairs of the 3c 1851, and these were a big factor in enabling Dr. Chase to reconstruct the plates of this value.

After the new 10c rate went into effect in April 1855, and even after the issue of the new 10c stamp in May 1855, many letters requiring a 10c rate were forwarded for sometime after this, bearing three 3c and one 1c, and such covers no doubt contributed in no small way to the present day supply of the strips of three of the 3c.

In the Fifties the rate of 3c prevailed on the Pacific Coast for letters going less than 3000 miles. Covers showing the use, in this territory, of a 3c stamp are decidedly rare for two reasons; first, because the great bulk of the correspondence was with the Eastern States, and second, local mail was carried by the various Express Companies using a three cent stamped envelope.

WESTWARD THE COURSE OF EMPIRE TAKES ITS WAY

In order to appreciate the historical associations of the 10c Green, let us refresh our memories on some of the outstanding events that led to the development and settlement of the far West. Perhaps these could be named in the following order:

1. The military expedition to Colorado and the Southwest under command of Lieutenant Zebulon Montgomery Pike in 1806-07.
2. The establishment of trade with Santa Fe, Mexico, over the Santa Fe Trail in the early 1820's.
3. The settlement of Texas
4. The opening and settlement of the Oregon Country.
5. The founding of Utah by the Mormons.
6. The Annexation of Texas.
7. The Mexican War.
8. The Acquisition of California and the inter-mountain territory.
9. The discovery of gold in California.
10. The establishment of communication with the Pacific Coast Country.

The expedition of Pike and the trade over the Santa Fe Trail were mere opening wedges in the later founding of permanent settlements. The American settlement of Texas had its beginning in the year 1820, when Moses Austin, a Connecticut Yankee of St. Louis, crossed the border into Texas with his dream of a colonization of the vast plains of the Texas Country. In the next twelve years quite a tide of immigration from Kentucky, Missouri and other sections poured into the Mexican territory of Texas. In December 1832 we find that "Colossus in Buckskin", Sam Houston crossing the border and casting his future with the new country. In 1836 General Houston defeated Santa Anna at San Jacinto and Texas became an independent republic with Houston as president. Fur traders were well established in the Oregon Country at this period but the first real tide of immigration to the far Northwest wilderness got under way in 1843.

In December 1845 President Polk approved the Act of Congress providing for the Annexation of the Republic of Texas, whereupon Mexico branding this act as a rape of territory declared war on the United States.

The Mormon religion was founded in New York State in 1830 by Joseph Smith. Driven from New York, Smith and his followers settled in Ohio, and later migrated to the eastern bank of the Mississippi where they founded the town of Nauvoo, Ill.

Here the Prophet Smith was slain in 1844, and the Mormons decided to move far westward where they could establish an Empire of their own, unhampered by the laws of the United States. Brigham Young, their leader selected the site of their future capital on the shores of the Great Salt Lake in July 1847. They were at last beyond the boundaries and jurisdiction of the U. S. Government.

But other events were transpiring to the southeast where American troops were routing the Mexicans. Peace came in 1848, the Mexican War was over, and all the vast Mexican territory north of the Rio Grande became a part of the Great North American Republic. The Mormons found themselves once more on U. S. soil. Utah was organized as a Territory in 1850.

Gold was discovered in California early in 1848 and by 1849 an immense rush of immigration was under way to the new Eldorado. In 1850, California was admitted to the Union as a state.

In 1848 and 1849 large parties of emigrants were heading for the Oregon Country but the gold discovery caused many to turn from the Oregon trail to seek homes and fortunes in California.

Prior to the gold discovery we therefore had large settlements in Texas, Utah, Oregon and certain other isolated sections. But what about the Spanish inhabitants of the Pacific Coast region?

California before the gold rush was a land without doctors or lawyers or the need of them. Here was a land where food and horses were free, where hospitality was the rule of life and amusement its only concern. California under Spanish rule came nearer the Arcady of the poets than man had elsewhere known within historic time. A tall, long lived race were the Spaniards of California, for Spain sent none but picked troops to settle the slope of the Pacific. "None but men without blemish physical or moral" was the order, and California was left on the western fringe of the Empire to breed in peace and plenty. Soldiers and not peasants they bred to the military tradition with aristocratic disregard of all that was utilitarian.

The revolt of Mexico from Spain in 1822 was the first threat to the peace of Arcady. Perennial revolution in Mexico was reflected in a wavering control over California. Three times the territory claimed her independence and took over the customs and treasury, but each time the inhabitants permitted the Mexicans to reassert their rule. The war between the United States and Mexico was not their war, and the people were willing to come under the American flag.

With the signing of the Treaty of Guadalupe Hidalgo, California became American territory and the people cheered the Stars and Stripes and congratulated themselves that order and prosperity would blossom in tranquility under the new regime.

Nine days before the signing of the Treaty on February 2, 1848, James Marshall discovered gold at Sutter's Mill, and all hope of peaceful and just transition was swept away by that discovery.

In many things that happened in California in the gold rush, Americans can take no pride. The invading army of gold seekers descended upon a land having no power to preserve order. The invaders spoke a different language in the widest possible sense of that term. Nordic, industrial, Protestant, and imbued with the modern sense of that term, they clashed at every point with a people medieval, pastoral, Catholic, and

Spanish. Their basic law was different, and they refused to wait to acquire knowledge of Spanish law or to consider the possibility of its justice. The philosophy of life was utterly foreign, and they piously regarded as wasters a people not similarly infected with the microbes of progress, work and acquisitiveness; and as heathen a people whose horizon could be bounded by simple pleasantness of living. That these people were partly Spanish and partly Indian was for them a crowning misfortune. Justice to the Indians was then not considered, and any type of warfare was legitimate against Spaniards.

The gold seekers swooped down on the settlements, killed the inhabitants cattle, stole their wheat, and squatted on their land.

With their vast grants of land, their cattle and warehouses of grain, they might have amassed huge fortunes from the newcomers, but instead found themselves helpless. Their herders and servants deserted to the "diggings", their lands and cattle were left defenseless.

Later when courts were established the newcomers combined to defeat the natives in the courts and establish legal title to their property.

FOREIGN RATES

The study of foreign postage rates during the life of the 1851-1857 stamps is most interesting, but not quite as simple to explain as some would imagine. Rates to various countries changed from time to time, and also the rate to certain countries depended on how the letter was carried. In these days of specialization, even intense specialties divide into smaller parts. For example, the author has concentrated almost entirely on the plate production and printing of the Ten Cent stamp. This has left him little time to delve deeply into the study of postal rates. Fortunately other specialists have concentrated on this, and so in order to have this work as comprehensive as possible, the author has called upon postal rate students to verify his conclusions.

CANCELLATIONS

An outstanding book, "U. S. Postal Markings 1851-1861" has been published in 1959 by Mr. Tracy W. Simpson of Berkeley, California. This fully covers the cancellations as well as the foreign postage rates of the 1851-1861 period. This work, which took years of preparation, is a thorough compilation. It is recommended to the Ten Cent Green specialist. Furthermore, the assistance of Mr. Simpson on the following chapter, "The Ten Cent Stamp on Cover" is gratefully acknowledged.

THE TEN CENT STAMP ON COVER

This chapter illustrates some of the more interesting uses of the Ten Cent stamps printed from both plates, both on domestic and foreign mail.

Although the main purpose of this book is to offer as complete a study of the plate reconstruction of this stamp as possible, nevertheless, the use of the Ten Cent Green on mail resulted in some extremely interesting covers that have fortunately survived to come into philatelic hands. In order to make this work as comprehensive a study of this one United States stamp as possible, this chapter on covers has been included.

The covers illustrated and described represent some of the most outstanding, showing the different usages of the Ten Cent stamp.

Figure A

This outstanding cover shows a Ten Cent imperforate (Type II, 60 R 1) paying the 10 cent rate from New York to California with the New York Ocean Mail cancellation dated July 21 (1856).^{*} The stamp has a full sheet margin, part of the imprint and is one of the only two copies known to the author showing the complete plate number (No. 1) from the *right* pane.

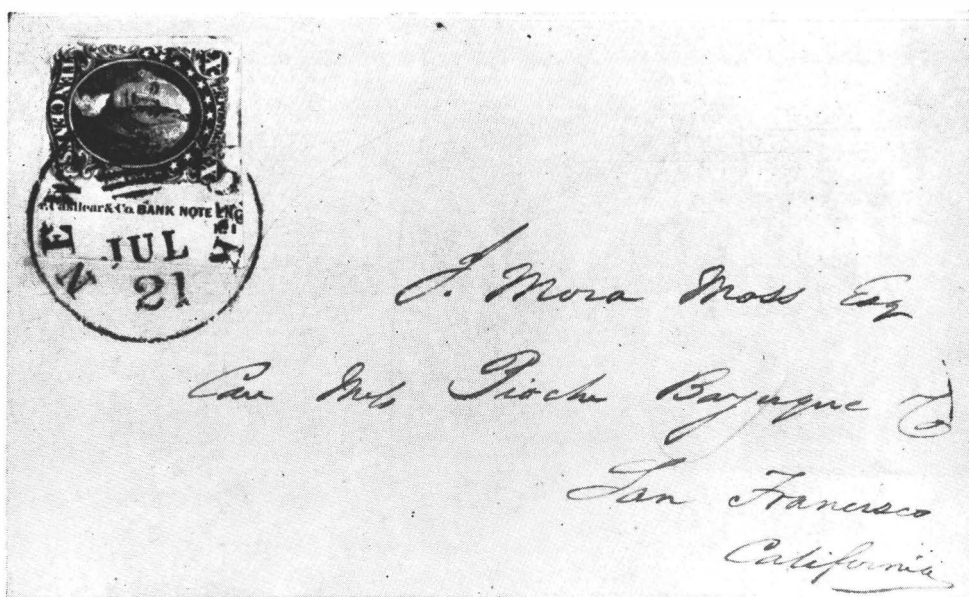


Figure A. (J. David Baker collection)

Figure B

This cover originated at Muncie, Indiana, with the Pioneer Express "Due 2/8" marking. The Ashbrook Special Service^{**} described this as follows:

^{*} Noted from entry enclosed.

^{**} Issue #50 dated May 1, 1955, fig. 394.

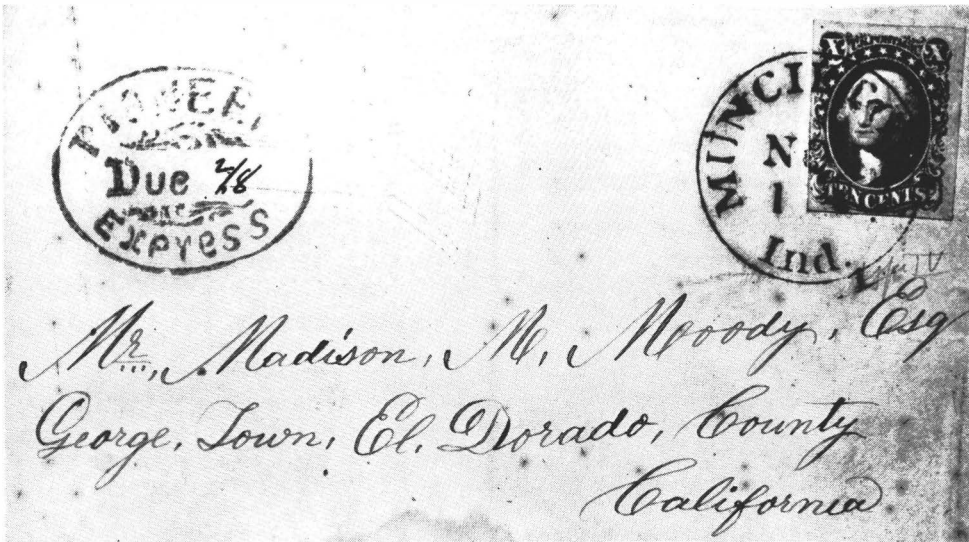


Figure B. (J. David Baker collection)

“Figure B illustrates a rare cover that was recently loaned to me for recording by Dr. W. S. Polland of San Rafael, Calif. The Ten Cent imperforate stamp is a Type IV, 55 L 1, a bottom line recut. It is tied by the postmark of Muncie-town, Ind.; the exact year use not evident but possibly in 1855 or 1856. It is addressed to ‘George Town’, El Dorado County, California. At the left is a rather crude handstamp of the ‘PIONEER EXPRESS’. Here is a cover (white envelope) that entered the U. S. mail at Muncie, Ind. Surely it was sent to New York and went out to San Francisco by the Ocean Mail Route via Panama. From San Francisco it was surely sent by U. S. mail up to Georgetown, a mining town a short distance north of Placerville. So why the ‘Pioneer Express’ marking and why the ‘Due 2/8’? That surely stumped me as I had never seen such a due figure before. Dr. Polland suggested that it meant ‘25c’ or 2/8 of a dollar, or ‘two bits’ and I believe his solution is undoubtedly correct.

Back in the early part of the last century Spanish silver dollars had quite a wide circulation thruout the country and in lieu of sufficient amounts of small change, the early inhabitants in remote sections cut the Spanish silver dollars into eight pieces or ‘bits’, thus a ‘bit’ was $12\frac{1}{2}c$, etc. This also accounts for the manner in which our early postal rates computed, as for example, the Act of March 3, 1825, fixed certain rates at $12\frac{1}{2}c$ and $13\frac{3}{4}c$, and such rates were in effect until as late as June 30, 1845.”

“Dr. Polland informed me, that to his knowledge only two covers are known with this ‘Pioneer Express’ marking. I suppose the sum ‘Due’ was left blank and was rated according to the distance a letter was conveyed. There were hundreds of such small ‘express companies’ that served the California gold seekers in this manner. So far away from home, nothing was more welcome to the miner than the semi-monthly mail from loved ones back East.”

Figure C

The story of this cover is best explained by quoting directly from the Ashbrook Special Service*.

* Issue #14 dated May 8, 1952 page 88.

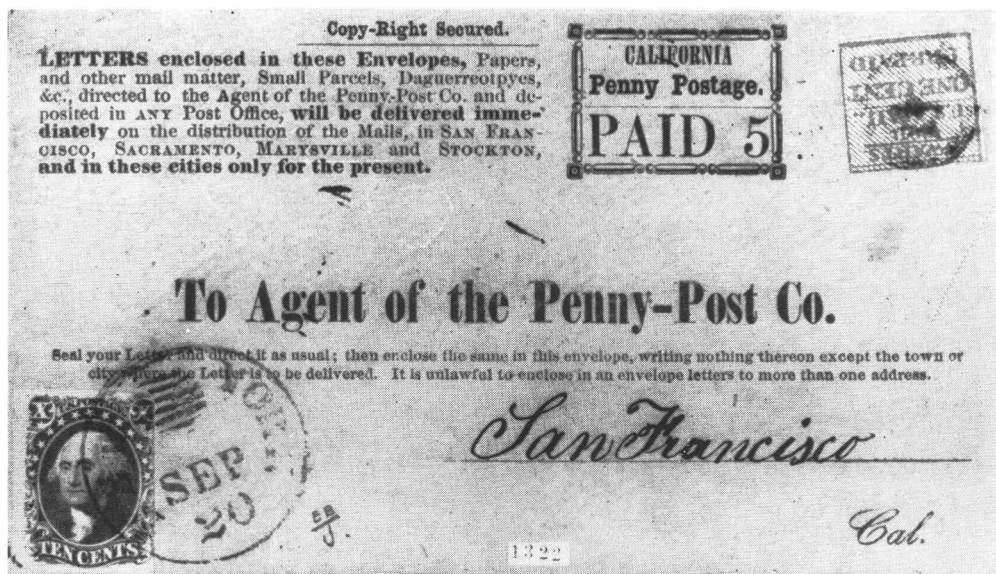


Figure C. (Edgar B. Jessup collection)

THE OCEAN MAIL TO CALIFORNIA CALIFORNIA PENNY POST

"Figure C, illustrates a very rare cover in the collection of Mr. Edgar B. Jessup of Oakland, Calif. This is a 'California Penny Post cover', mailed from New York to San Francisco and addressed, 'To Agent of the Penny-Post Co.' It has a 10c 1855, green, Type II, which is tied to the cover by the well-known 'New York Ocean Mail' (to Panama) postmark of 'Sept. 20', no indication of year use, but probably 1855. This cover is probably unique. It is one of two known Penny Post covers used East to West, this is, from the Atlantic States to California. It is the only one known with the New York 'Ocean Mail' postmark, also the only California Penny Post cover with a stamp of Swarts' Local Post—(New York City). And further, this Penny Post cover with the frank 'PAID 5' is the only one of which I have any record, and it is not listed in the S. U. S.—See 1960 Edition—'LOCALS'—page 459, illustration L98D. This shows 'PAID 7', but there is no listing of 'PAID 5'. The listing should be with U. S. No. 14 and Local 136L14'. (The Swarts' Local).

"Why this 'Local' has never been listed in the 'S. U. S.' is a mystery as the cover is genuine beyond any question of a doubt and it has been known for over a decade.

"The analysis of this great rarity is as follows: (The original letter was enclosed in another addressed envelope and enclosed in that of the Penny Post.) It was transmitted to the New York Post Office by Swarts' Local post and went by the U. S. Ocean Mail via Panama to San Francisco—delivered to the 'Agent' of the Penny Post, it was opened and the addressed envelope and enclosed letter was delivered without delay to its destination, the 5c, 'PAID 5' frank, insuring such delivery service. The notice in upper left corner stated: 'Letters enclosed in these envelopes xxx directed to the Agents of the Penny-Post Co. xxxx will be delivered immediately on the distribution of the mails in San Francisco, etc.,

etc.' Further instructions on this envelope reads: 'Seal Your letter and direct it as usual: then enclose the same in this envelope, writing nothing thereon except the town or city where the letter is to be delivered. It is unlawful to enclose in an envelope letters to more than one address.'

"The California Penny Post Co. commenced operations in June, 1855, with the purpose of furnishing more efficient postal service than the U. S. Post Office Department. Within a year their operation was stopped by the Government. The story of the short existence of this Penny Post Company and their fight for survival is very interesting. Mr. Jessup is one of our leading authorities on the subject and perhaps he will in the not too distant future, publish an exhaustive study."

*THE NEW YORK "OCEAN MAIL" POSTMARK
(Mail via Panama)*

It is perfectly absurd to refer to this marking as the 'Clipper Ship', because no mail that was ever carried by any 'Clipper Ships' bore this marking. There was never any 'U. S. Mail Route' by Clipper Ships 'Around the Horn' and while the first U. S. contract mail to California was inaugurated in October 1848, the New York Post Office did not put this 'Ocean Mail' postmark into use until over five years later, or February 1854. It was discontinued at some period during the latter part of 1861, but I have never been able to discover but one item of the 1861 issue showing its use. This is a block of four of the 5c 1861 buff, off cover, with the date 'NOV 1' surely 1861. This block came from the Sir Nicholas Waterhouse collection and it now reposes in Mr. Jessup's collection."

Figure D

Postage on this cover was paid by a Ten Cent Type II imperforate with a part of another copy attached to it, cut to exactly $\frac{1}{4}$ size. It was dispatched from Vancouver, Washington Territory, to Virginia. The neatness with which the upper stamp is cut to $\frac{1}{4}$ size indicated that perhaps it is a quadrisection to pay postage and ship fee of 12 cents. The probable year date of this letter was 1856

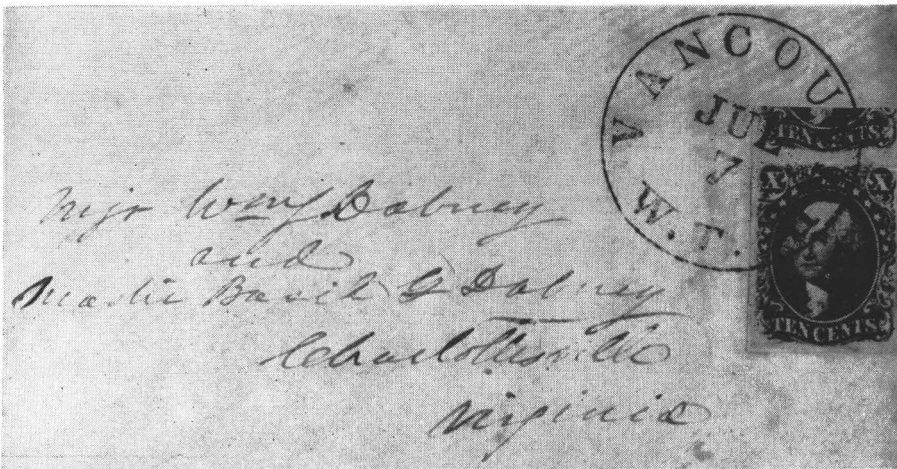


Figure D. (Donald Malcolm collection)

or 1857*. Vancouver was then a river port from which lumber and dry salmon were shipped. The Hudson's Bay Company had a trading post there and its goods came by ship from British Columbia. The postage rates were 10 cents to Eastern United States and 15 cents to Canada (from the West Coast) with an additional 2 cents on letters brought to the post office by private ship. It seems certain that the Hudson's Bay Company's supply ship brought in mail, and doubtless a special letter fee of 2 cents was assessed on each letter. It is also on record that the Hudson's Bay Company used the United States mails during this period.

Figure E

The very rare *Snellings Ranche, Cal.* oval postmark containing a manuscript date, July 26, 1861 makes this cover noteworthy. The name "Ranche" is most unusual. The stamp is a Ten Cent Type V. In each of the Postal Laws and Regulations of 1854-1855, 1857 and 1859, the spelling is always "Ranch". According to the authoritative "A Century of California Post Offices" by Walter N. Frickstad, this post office was established on October 11, 1853.



Figure E. (Donald Malcolm collection)

Figure F

The Type III Ten Cent imperforate is clearly cancelled by the "San Francisco Cal." circular marking dated July 1, probably the year 1856. The oval "Noisy Carriers Mail" handstamp is a very rare type. It is known only in black. The following is quoted from Ashbrook**.

* In the absence of any enclosure the year date of use can only be surmised. A use from Washington Territory, franked with a Ten Cent Green, as early as July 7, 1855 was hardly possible. If the cover had been forwarded in 1858, it would probably have been franked with a Ten Cent perforated. From the general appearance of the stamp, the year date of use seems to be 1856 or 1857.

** From Ashbrook Special Service Issue #37—dated Apr. 1, 1954 page 275.

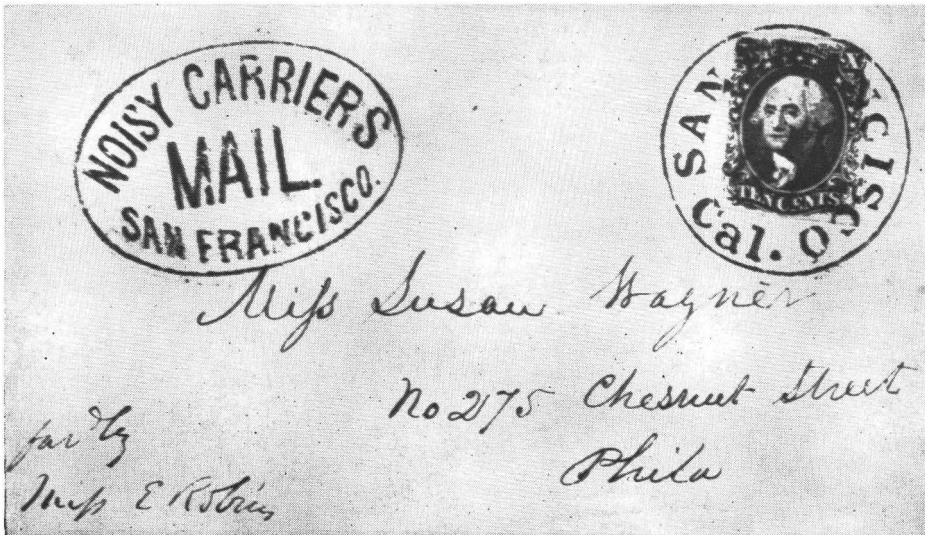


Figure F. (Dr. A. Jay Hertz collection)

"The 'Noisy Carrier' was a man by the name of Charles P. Kimball, originally from Bangor, Maine, who emigrated to California about 1850 or 1851, and in the early fifties established a news and stationery store at 77 Long Wharf. He maintained 'mail bags' where customers could deposit mail which he would convey, just before closing time at the Post Office, or to ships of Independent Lines sailing for Panama or Nicaragua. As there were no lamp-post boxes or mail collection, the public had to take their mail either to the San Francisco Post or to the ships. Kimball's mail-bags saved his clients this trouble and for which no charge was made, to my knowledge.

"Mail sent by the Independent Lines ships 'Via Panama' bear New York post marks, as likewise, mail 'Via Nicaragua'. Kimball had special handstamps to distinguish various classes of mail deposited in his bags."



Figure G. (Mortimer L. Neinken collection)

Figure G

Known uses of the "By Mail Steamer from Noisy Carriers" handstamp in red are exceedingly rare. The Type II imperforate stamp paying the Ten Cent rate to the East is cancelled San Francisco, Cal. dated January 5th, probably 1856. Most covers bear this handstamp in black, but even these also are of great rarity.

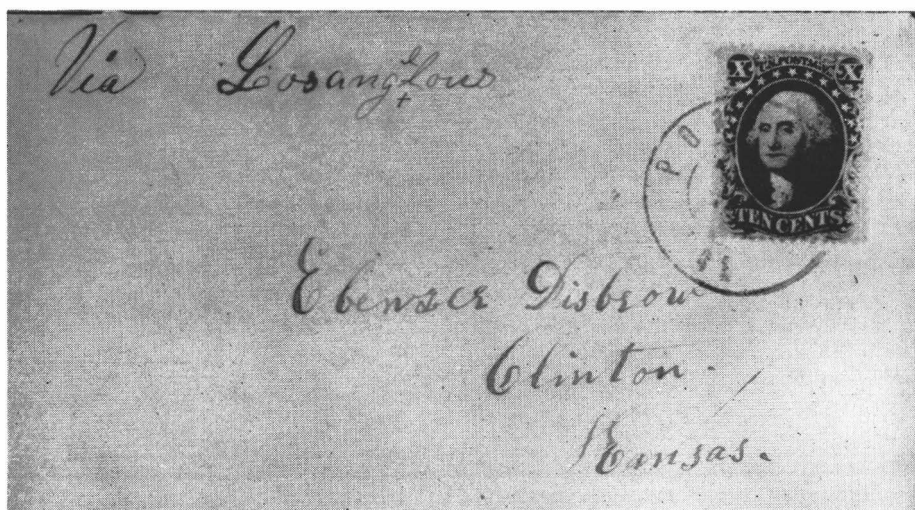


Figure H. (Mortimer L. Neinken collection)

Figure I

Quoting from the U. S. Postal Laws & Regulations of 1859 page 42 Sec. 170: "For every single letter -----conveyed in the mail for any distance between places in the United States not exceeding three thousand miles, three cents; and for any distance exceeding three thousand miles, ten cents". The distance between Portland, Oregon and Clinton, Kansas (at that time a territory) was about 1300 miles. Ten cents postage was required because the distance this letter was *conveyed*, was more than 3000 miles. The cover was probably carried by ship to San Francisco, then by stage coach to "Los Angelous" (Los Angeles), and most likely on the Overland Mail Route to some point in Missouri, thence to Clinton. Date of use is probably late in 1859, because Oregon had been admitted to statehood on February 14th, 1859. Therefore, this is not a territorial use. The stamp is a Type V, 78L2, curl in the head variety.

Figure I

The California Penny Post Co. was one of the Private Posts in California which supplemented official services. Quoting from "Scott's Specialized Catalogue of United States Stamps, 1960" page 458: "Established in 1855 by J. P. Goodwin and partners, at first confining its operations to San Francisco, Sacramento, Stockton and Marysville, but branches were soon established at Benicia, Coloma, Nevada, Grass Valley and Mokelumne Hill. Operations usually described as essentially a city delivery post, as it transported mail to the General Post Office and received mail for local delivery. Most of the business of this post was done by means of prepaid envelopes, also using adhesive stamps."

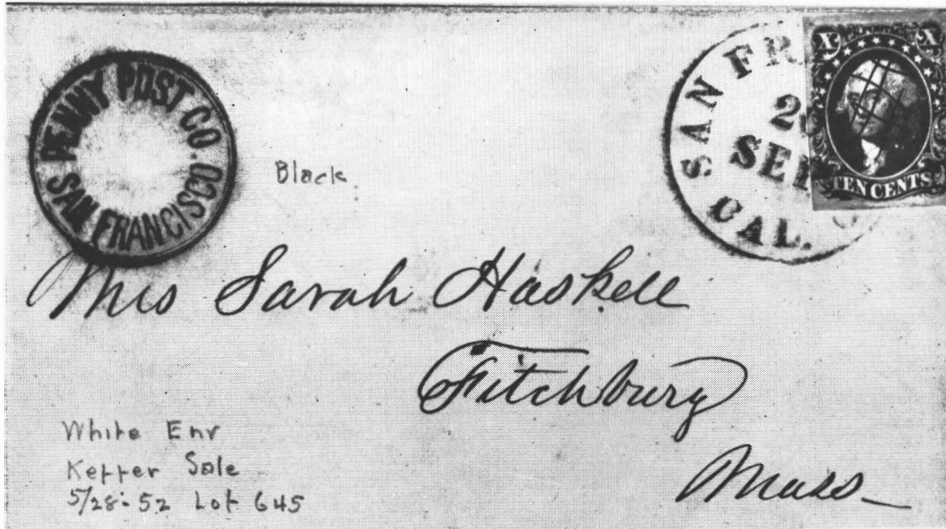


Figure I. (Edgar B. Jessup collection)

The company used both its own adhesives and handstamps. The circular handstamp on this cover is a very rare type in black. The stamp is a Type II imperforate cancelled San Francisco, Cal. dated September 20, 1855.*

Figure J

This shows an exceptionally scarce use of a Ten Cent Type II imperforate on a cover to New Brunswick. The Ten Cent stamp is tied by a red "Paid" and the cover marked with an exceedingly rare type of the circular "Express Mail—Boston" handstamp and the circular "United States" exchange office marking. This cover was transported by Coastwise Steamboat Line from Boston to St. John, N. B., a United States postal service, designated EXPRESS MAIL.**

Figure K

A single of the Ten Cent Type V with a pair of One Cent Type V on a cover from New Orleans, Louisiana to Vera Cruz, Mexico. The rate on this cover presented an intriguing problem. Quoting from a letter by Mr. Stanley B. Ashbrook dated April 28th, 1956, : "The rate to Mexico was by U. S. steamship, not to Mexican destination but to the frontier. The Ten Cent rate was the U. S. 'Steamship' rate of Ten Cents per ½ ounce as per the Act of March 3, 1851. There was no such thing as a Twelve Cent rate to Mexico, hence why the extra Two Cents? In my opinion this was prepayment of the Two Cents Carrier fee in New Orleans—viz—2c fee for letters by carrier to the New Orleans post office for 'letters to be sent out of town'. (see, Ashbrook "One Cent 1851-57, Vol. 2, Carrier Chapter by E. Perry,). Whether it was permissible to prepay this fee by U. S. postage stamps at New Orleans in 1860, I do not know, but it

* Year date from contents.

** From the Ashbrook Special Service Issue #45 dated November 1, 1954, pg. 357.

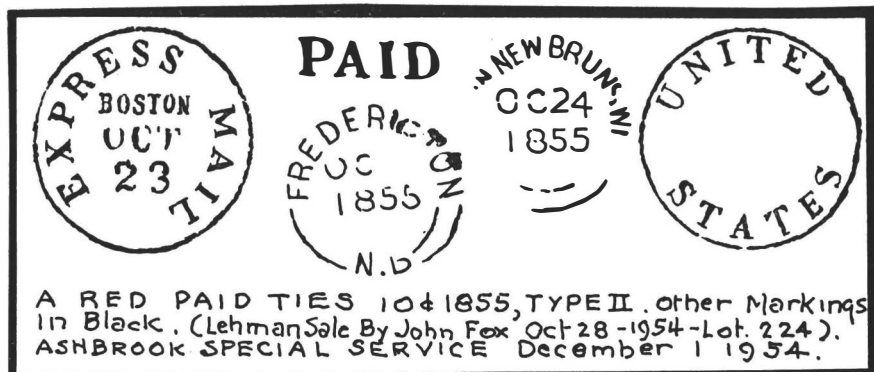


Figure J

is my opinion that it was. At any rate, this pair of 1c originated on this cover and I feel sure the intent was to prepay that 2c fee."

Quoting from a letter from Mr. Elliott Perry dated May 10th, 1956.: "After getting home from the FIPEX banquet I looked up the New Orleans section of the Carrier Chapter in Ashbrook's Vol. II and find there seems to have been no collection fee on mail letters in New Orleans from 1851 until July 1, 1860, at which date the one cent fee of the Act of June 15, 1860, became effective. If what I found and put in the Carrier Chapter in 1938 is the whole story, the two 1c stamps on your cover to Mexico did not pay any carrier fee to the New Orleans Post Office prior to July 1, 1860, and could have overpaid a one cent fee from that date until June 1, 1861, when the Confederate postal service took over.

"There was a 2c delivery fee in New Orleans prior to July 1, 1860, and it seems possible that the sender of the letter added the two 1c stamps under the mistaken idea that there was a 2c collection fee. Or it may be that the records which I found were not complete.

"An enormous amount of research has been done since 1938 and yet there are still questions for which no satisfactory answer has been obtained."



Figure K. (Mortimer L. Neinken collection)

Quoting from a letter from Mr. Stanley B. Ashbrook dated May 11th, 1956: "In my opinion your cover shows 10c postage New Orleans to Mexico plus 2c prepaid for carrier service to the N. O. Post Office. I feel sure that was the intent of the writer and there is not a thing in evidence that the 2c did not pay such a fee any more than a 3c plus 1c cover has any evidence that the 1c did or did not prepay Carrier Service to the P. O."

The above is quoted to show how students of postal rates seek to solve their problems.



Figure L. (Mortimer L. Neinken collection)

Figure L

This is a cover with a strip of three of the Ten Cent imperforate Types III, IV, positions 62-63-64 L 1, with a single Twelve Cent imperforate paying the forty-two cent rate from Peoria, Illinois, to Sweden, transported by Prussian Closed Mail. This letter was posted late in February 1856. The backstamps include the red New York British Packet marking dated March 5, and the receiving mark of the Swedish Post Office in Hamburg, Germany with date in the center 3-20 (March 20th). There are also other transit markings bearing various dates in March 1856 and the manuscript receiving date of April 4, 1856.

Tracy W. Simpson wrote the following to me:

"This interesting cover shows the usual large New York '19' which at first glance implies a credit to Great Britain as in the usual United States to England letters. However, in this case the '19' represents the credit to Prussia for the Ostend-Aachen-German Austrian Postal Union transit of 7c plus 12c to represent the excess postage required from Prussia to destination in Sweden. It will be noted that this excess of 12c is also the excess postage of the 42c rate above the normal 30c rate to any point in German Austrian Postal Union via Prussian Closed Mail."

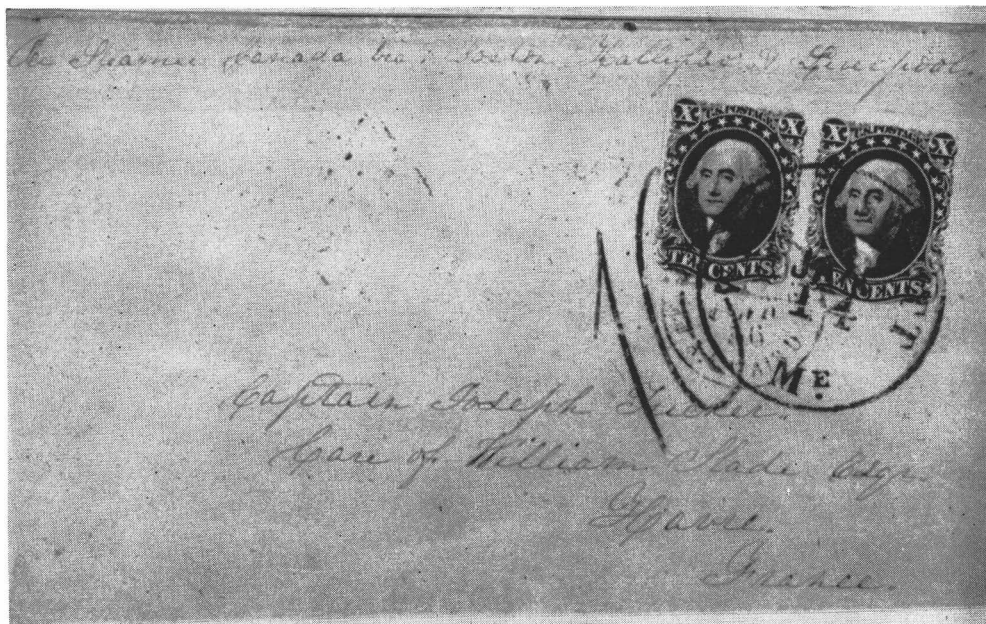


Figure M. (Mortimer L. Neinken collection)

Figure M

Shows a cover with a pair of Ten Cent Type III applied with the expectation of paying the rare twenty cent rate from Wiscassett, Me., to Havre, France. This twenty cent rate applied to letters forwarded direct to France (without passing through Great Britain) "Via the Havre Line by American Steam Packets". When so routed the addressee had to pay the French inland postage

plus ship fee on delivery. However, the markings clearly indicate that the cover did not go by the Havre Line as intended.

This cover is cancelled in blue Wiscassett, Me., Jan. 4, 1856. The small marking superposed also tying the stamps reads: "Etat Unis-Pkt Am (American packet) A Calais D" with date indication Feb. 1, 1856. The large 16-decime marking that shows the amount due from addressee was applied at Calais.

Markings on back of cover, all in black, are:

1. A circular Boston Br. (British) Packet—Jan. 16 (partly obliterated)
2. A similar Boston AM. (American) Packet—Jan. 18
3. A nearly illegible British circular receiving mark showing date Jan. 31, 1856
4. A circular Paris receiving mark dated Feb. 1, 56
5. A circular transit mark "Paris Au. Havre" dated Feb. 1, 56
6. The circular Havre receiving mark dated Feb. 2, 56

Page ten of "the U. S. Postal Laws and Regulations 1854-1855" reads as follows:

Havre (France) or any other port or place on the coast of France, Germany, or any other port or place in Europe where the United States steam packets touch, (Great Britain and Ireland excepted) by the Havre line.	}	20 cents—United States postage. Pre-payment required. This pays only to Havre.
--	---	--

Though the twenty cent rate prepaid indicates it was the intention of the sender to take advantage of the direct-to-Havre route via the Havre Line, it is apparent from the markings on the cover that it did not go by that route. Instead it went via British Open Mails via American Packet through England and across channel to Calais, thence via Paris to Havre. For such a routing the United States should have received twenty one cents as prepayment instead of twenty cents. The one cent underpayment apparently was ignored. There was no provision for a completely unpaid letter from U. S. via British open mails to France.

If the cover is examined carefully, there is a pen notation across the top which reads, "Per Steamer Canada, via Boston, Halifax and Liverpool." The steamer Canada was a mail steamer of the Cunard Line, therefore a British packet. Apparently on arrival at Boston the clerk, noting the manuscript "By Steamer Canada", backstamped the cover for forwarding by British packet. On further inspection it was noted that twenty cents had been prepaid (instead of five cents as required for Br. Pkt. routing), therefore the Boston Br. Pkt. marking was obliterated and the Am. Pkt. marking substituted.

Tracy W. Simpson sent these comments on Fig. M:

A PHILATELIC COMEDY OF ERRORS

Regarding the cover addressed to Havre bearing 20 cents in stamps, the sender marked it for transit on a British packet of the Cunard Line, and only 5 cents in U. S. stamps would have been the proper prepayment for a 1/2-oz letter by this routing. The balance of the postage had to be collected in France to cover the postage from the British steamship in Boston Harbor by way of England and across channel to destination in France. However, the sender put on 20 cents in stamps, sufficient to pay the American Packet rate for the entire direct transit to dockside in Havre on the Havre Line steamship.

Next, the rating clerk in the Boston exchange office made his error; namely, marking the letter for British Packet transit. Then presumably noting that the cover bore 20 cents in stamps, the Br. Pkt. (British Packet) mark was obliterated and a marking for Am. Pkt. (American Packet) was substituted—and the cover

sent from Boston to New York for transit by the Havre Line (no Havre Line boats sailed from Boston).

At New York, because of some circumstance that can only be surmised, the letter was not put aboard a Havre Line boat but was sent by an American Packet to England, thence across channel to Calais and Paris, and then back to Havre. The letter apparently weighed over $7\frac{1}{2}$ grammes to 15 grammes (closely $\frac{1}{4}$ oz to $\frac{1}{2}$ oz) so the recipient had to pay the collect charge of 16 decimes (32 cents), as indicated by the large 16 on the letter. If the letter had gone directly to Havre via the Havre Line, he would have paid only 6 decimes (12 cents), because the letter was addressed to the port-of-entry city.

As to why a cover with 20 cents in stamps would be sent via American Packet thru England when the U. S. postage rate for the sea postage by that routing was 21 cents, we can only speculate that the clerk in the N. Y. exchange office thought that it might have been the fault of the postoffice in perhaps missing the Havre Line boat, so he routed it thru England even though the prepayment was one cent short for the latter routing. I have seen covers that show similar underpayment without penalty, so the practice was not as unusual as one might think.

The summary of errors was thus: (1) sender marked letter for different routing than as implied by postage stamps used; (2) Boston applied conflicting routing marks, obliterating one; (3) New York handling not in conformity with postage stamps—with net result that addressee in Havre paid 32 cents to get the letter instead of 12 cents—also U. S. lost 1 cent because of underpayment of postage.”

Figure N

This is a cover with a pair of the Ten Cent Type V with a single One Cent Type V paying the twenty-one cent rate from Baltimore via New York to Amsterdam. This rate applied to letters forwarded by United States Steam Packets on the first ship to sail, regardless of registry. The sea carriage rate

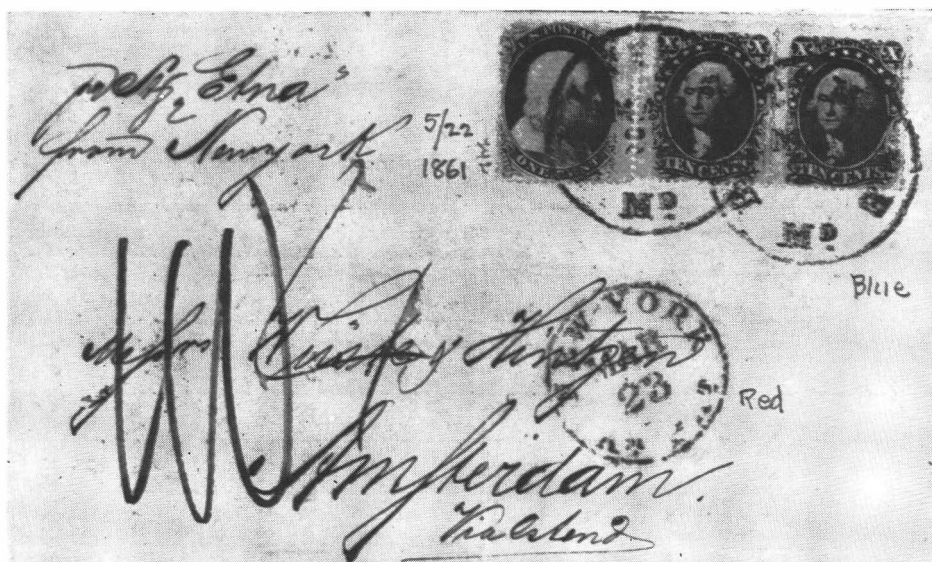


Figure N. (Present owner unidentified)

was paid by the United States Post Office to England and the postage beyond Liverpool was paid at the point of delivery.

The stamps on this cover were cancelled March 22, 1861, (not May 22, as per Ashbrook's pencilled notation). The steamer Etna belonged to The Liverpool, New York and Philadelphia Steam Ship Company, (The Inman Line). This ship had been purchased from the Cunard Line in 1860 and remained in service until 1871. The Inman Line was British-owned, but because it had contracts for mail transportation with the United States Government it, therefore, had the status of a United States or American packet.

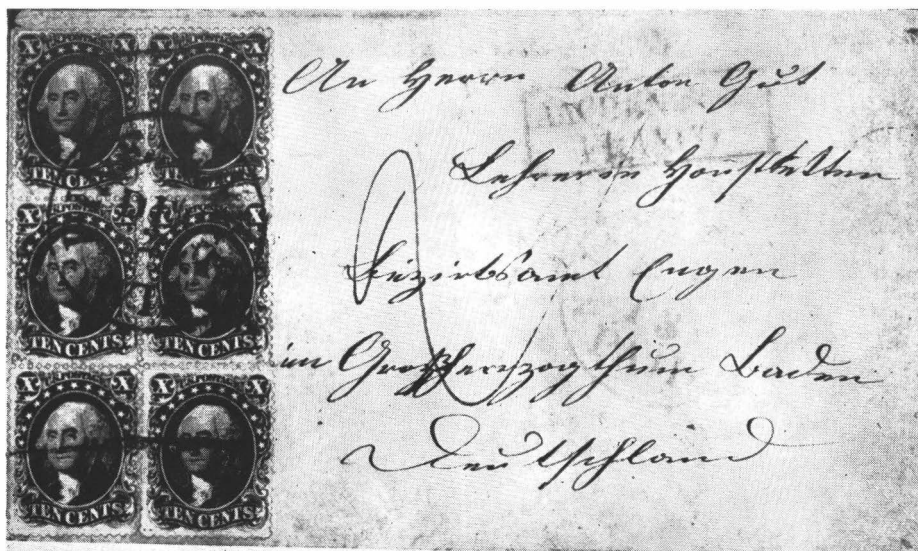


Figure O. (J. David Baker collection)

Figure O

A remarkable cover that has a block of six of the Ten Cent Types I, II, III and IV perforated. This block plates as position 74 L (Type IV), position 75 L (Type II), positions 84 L and 85 L (Types III), positions 94 L and 95 L (Types I). All four of the types of the Ten Cent from Plate I are in one piece, on one cover.

The rate to Germany by Prussian Closed Mail (via Aachen) was thirty cents. Thus sixty cents represents a double rate.

This cover is cancelled Pine Lake, Wis., December 2, 1858. It left New York on Saturday, December 13, 1858. The markings on the back of the cover indicate that it arrived at its destination on December 30.

Figure P

Shown here is a cover with a double rate to Bremen, via Prussian Closed Mail. The full margin imperforate strip (Type III) is positions 45 to 50 L 1.

The single rate for a letter to Germany was thirty cents. The sixty cents represents payment of a double rate. The cover is cancelled New York, December 19, probably 1856. The circular "N. York 14 AM. (American) PKT."

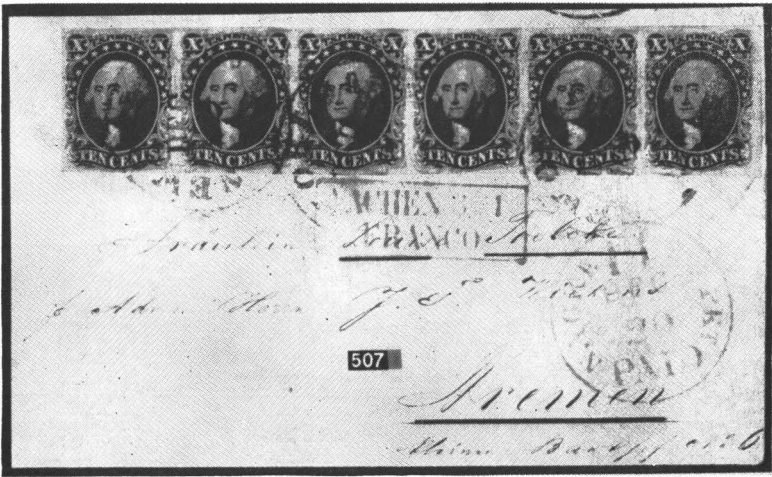


Figure P. (Howard Lehman collection) (Illustration, courtesy of H. R. Harmer, Inc.)

(Packet) PAID” marking indicates a credit to Prussia for payment in transit for Ostend through Belgium into Germany via Aachen and to its destination. The single rate credit was seven cents. This cover called for a double rate of (2 x 7 cents) or 14 cents.

Figure Q

To understand this cover, we quote from the Ashbrook Special Service Issue No. 45, December 1, 1954, page 352:—“A Ten Cent 1857 Type IV strip of three, positions 54 L 1, 64 L 1, 74 L 1, from New Orleans, La., on May 7, 1859, to

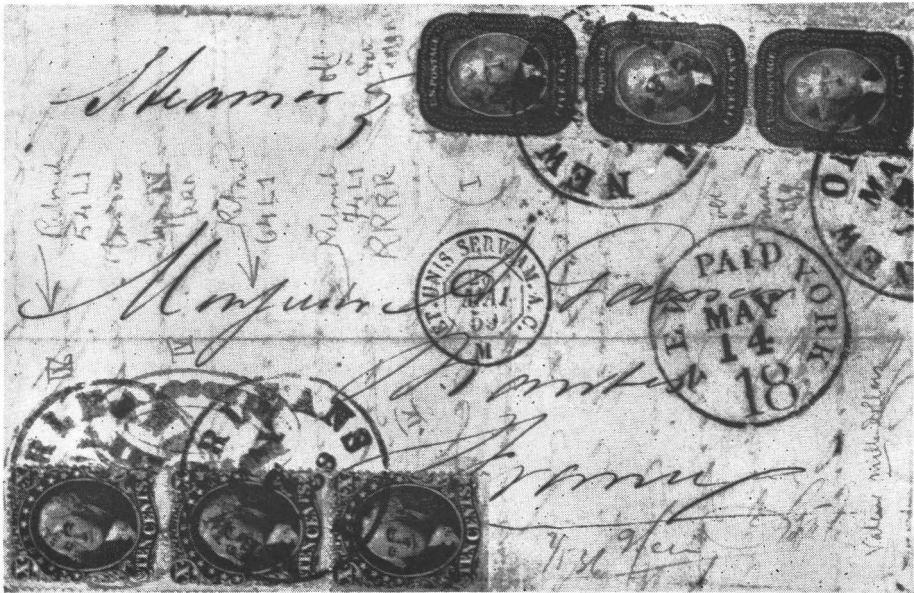


Figure Q

Nantes, France. It would be wonderful if it contained this strip alone, but in addition, it has a very fine vertical strip of three of the Five Cent 1857, Type I, in a beautiful BRICK RED color. (S. U. S. No. 27—strip of 3—used—off cover \$250.00). This unique cover, and surely it must be unique, has a red New York foreign exchange postmark of 'May 14' (1859) with an '18', this '18' the U. S. credit of 18c, to the French P. O. D. This piece of mail weighed slightly over $\frac{1}{2}$ ounce, and thus required three 15c rates. The French 'receiving' postmark is the '26 of May' and shows that the letter was transmitted by 'American Packet to England' thence across channel thru Calais to France. The U. S. credit to France was 3c per $\frac{1}{4}$ oz. for the French 'internal' and 3c per



Figure R. (J. David Baker collection)

$\frac{1}{2}$ oz. to pay Britain for the channel carriage or 6c per $\frac{1}{4}$ oz.—and for a triple rate, 3 x 6c or 18c. Because the carriage across the Atlantic was at the expense of the U. S. P. O. D. (Amer. Pkt.), the U. S. share was 9c per $\frac{1}{4}$ oz. or 3 x 9—27c. (3c Internal—6c sea per $\frac{1}{4}$ oz.). This cover is known as a 'Garnier cover'." (A number of very fine covers have been made available to collectors from the correspondence addressed to a Monsieur Garnier at Nantes, France. This correspondence originated at New Orleans, La.)

Figure R

A Ten Cent Type V block of four is on this cover with a single Three Cent Type II and a One Cent Type V to Guatemala, Central America via Panama dated June 1, 1861. The U. S. Postal Laws and Regulations of 1859, page 86, states that the rate to Nicaragua and Honduras, where the distance exceeded 2500 miles, was forty-four cents. While the Postal Laws and Regulations do not specifically mention Guatemala, it adjoins Honduras and therefore the same rate must have applied. The distance from San Francisco to Panama is 3280 miles, and the distance from Panama to Guatemala is about an additional 800 miles, therefore, the forty-four cent rate.

Figure S

Illustrated is a cover with a pair of the Ten Cent Type III, a pair of Twelve Cent Type I, and a single One Cent Type IV, paying forty-five cents postage

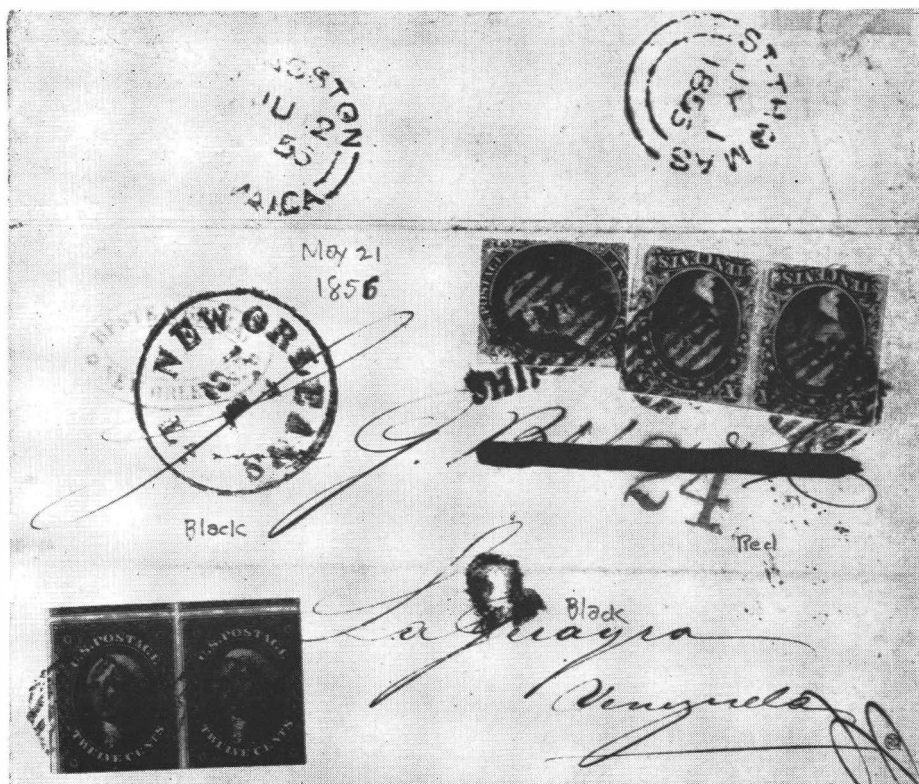


Figure S. (Owner Unidentified)

from New Orleans to Venezuela. This cover left New Orleans, La. on May 21, 1856. On arrival at Kingston, Jamaica, it was delivered to the Forwarding Division of the Post Office and held there until it could be sent on to its destination. It was then shipped to St. Thomas Island, Danish West Indies, awaiting the arrival of a vessel to transport it to its final destination, La Guayra. The Jamaica Post Office acted as the re-routing agent for mail to the West Indies, The Antilles and some points in South America. A letter going through this point is known as a JAMAICA SHIP LETTER.

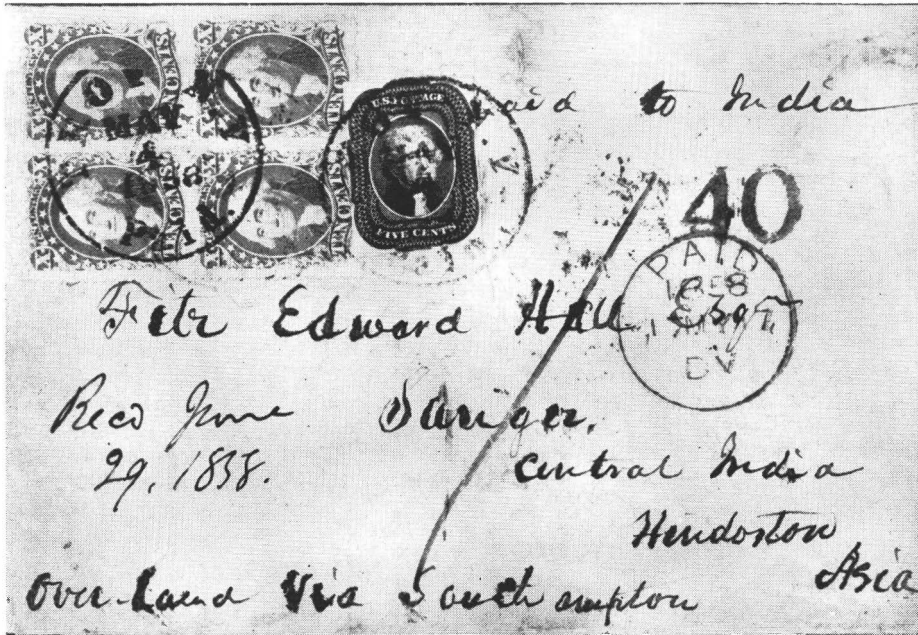


Figure T. (Mortimer L. Neinken collection)

Figure T

A block of four with the Ten Cent Types II and III perforated, positions 33-34, 43-44 L1, with a Five Cent imperforate paid the forty-five cent rate from Troy, New York to India. The stamps are cancelled May 4, 1858. The back of the cover is stamped with a Boston British Packet marking in black dated May 5, with a red Bombay circular receiving mark dated June 24, 1858 and another with a Saugor * Post Office circular yellow receiving mark dated June 29. The red "40" marking represents a credit to Great Britain for transportation from the United States and for transit to India (five cents paid the fee for the United States inland postage).

Figure U

This cover with two Ten Cent singles Type III, two Twelve Cent Type I and one copy of the One Cent Type IV, all imperforate, paid the forty-five cent rate from Troy, New York, to the Cape of Good Hope, South Africa. The stamps are cancelled Troy, New York January 1, 1856. The red "40" marking identi-

* Saugor in Central India should not be confused with Saigon in the former Indo-China.



Figure U. (Mortimer L. Neinken collection)

fies a credit to Great Britain for transportation from the United States and for transit beyond to destination (five cents paid the fee for the United States inland postage).

The back of the cover is stamped with a Boston British Packet black marking dated January 2, and a circular Cape Town receiving mark with an undecipherable date.

Figure V

This folded letter was carried "outside the mails" from Liverpool to New York City addressed to Cuba. At New York City it was dropped into the mail



Figure V. (Milton B. Edelman collection)

and returned to McIllwan Brothers of New York whose seal is on the letter, inasmuch as prepayment of foreign-bound mail was compulsory. The letter was stamped "Not Paid*," in an irregular octagon frame. After McIllwan Brothers had affixed the stamp, a Ten Cent Type V, they redeposited the letter, and it was cancelled with the black "New York Ocean Mail." The cover was struck again with a red "New York Paid" circular marking, as indication of full prepayment. The oval "NA1" marking is the Cuban receiving mark.



Figure W. (Ben B. Newman collection)

Figure W

Ten Cent Types III, III, II, positions 1, 2, 3, L 1 in an imperforate strip of three are on this cover from Warsaw, Illinois, July 17, 1856, to Germany. The stamps paid the thirty cents rate for transport via the Prussian Closed Mail through Aachen. The cover bears a red New York British Packet paid marking dated July 22. The "7" in this marking indicates a credit to Prussia for transit from Ostend through Belgium and via Aachen to the German destination. This cover is most interesting, because of the stamps that have a combination of the Types II and III in a horizontal row. This occurs only on the upper left hand corner of the left pane on Plate 1.

Figure X

This cover illustrates an extremely scarce use of a Ten Cent perforated Type II stamp. Mr. Ashbrook's notation on the cover reads: "From the East carried privately to San Francisco and mailed there." The full amount of postage was paid at San Francisco as required by the United States Postal Regulations.

* The "Not Paid" is under and to the right of the stamp.

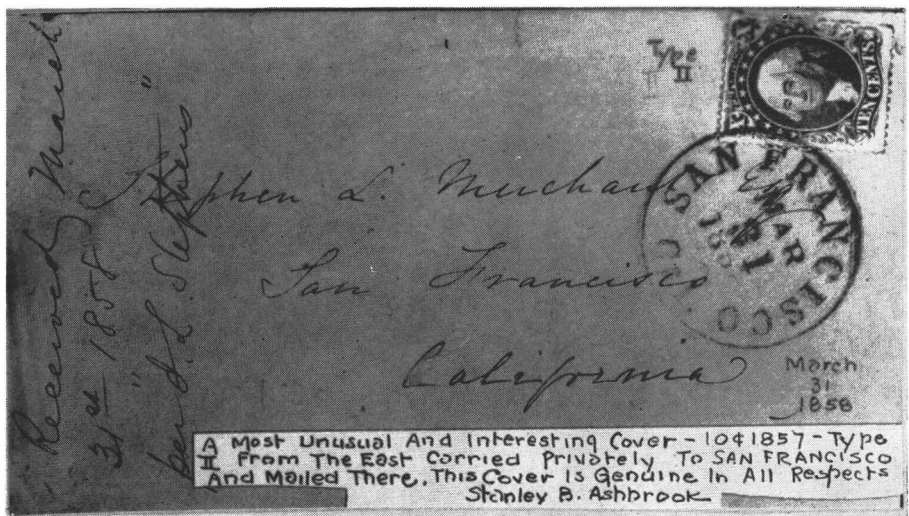


Figure X. (Morris Fortgang collection)

Figure Y

A print of this cover was found in a large group accumulated by Mr. Ashbrook. It has many interesting features. Obviously, it was a large envelope used for official mail by the U. S. Treasury Department to Russia. Known uses of any stamps of the 1851-57 stamps on covers addressed to Russia are very rare, consisting mainly of official mail to the U. S. Embassy in St. Petersburg, or an occasional letter addressed to a member of the legation.



Figure Y

The cover bears twenty-two Ten Cent stamps perforated, Types II and III and two One Cent Type V stamps from the rare Plate 5. The total amount of postage was \$2.22. The rate to Russia for a half ounce letter transported via *Prussian* closed mail was 37c so this cover was rated at 6 x 37c. It was forwarded from Washington, D. C. on May 3, 1858, and has a marking on the back, "Boston British Packet—May 5". The red marking 84/6 at the right represents a credit of 84c to Prussia, in payment for transportation from Ostende through Aachen, then to Prussia and finally destination in Russia. The usual credit on letters to Prussia for forwarding through Aachen to within the German States was 7c. The numeral "6" indicates that this letter was rated at six times the single rate. Had this cover been delivered in Germany, the credit to Prussia would have been 42c (6 x 7c). Undoubtedly the credit of 84c (6 x 14), also provided for the additional transportation from the Eastern border of the German-Austrian Postal Union into Russia.

Figure Z

The Pony Express, some of its history and numerous Pony Express covers are discussed in a later chapter, reprinted from Volume II of the "United States One Cent Stamp of 1851-1857" by Stanley B. Ashbrook.

Figure Z has been added to describe a Pony "Garter" cover, which is only briefly mentioned by Ashbrook. (This cover was lot 1033 in the 8th sale of the Alfred H. Caspary collection of March 21, 1957 by H. R. Harmer Inc.) It was conveyed from New York to San Francisco in October 1861, thus east to west. Pony Express covers from east to west are much rarer than those from west to east.

Quoting from the Ashbrook Special Service *:

"The 10c green envelope stamp represented the U. S. postage per ½ ounce and the Wells Fargo & Co. frank the Pony Company's charge. Because this particular letter was over one-half ounce—thus a double rate—an additional

* Issue #74 dated May 1, 1957 page 599.



Figure Z

10c postage was required and also an additional Pony rate. The former was paid by a 10c 1861 and the latter by a 'Local' stamp of "Wells Fargo & Co." (see listing under *Locals*, S. U. S. 1960—page 483 **—No. 143L6.)

"This Wells Fargo stamp has for many years been called the '*Garter stamp*' and it was only on sale in Eastern offices of Wells Fargo & Co., which Company was operating the Pony Express in 1861. The '*Garter*' stamp was a \$1.00 blue on white—and read, 'Wells Fargo & Co.—½ oz. \$1.00'. It was issued to prepay mail that was over ½ oz. in weight that was to be forwarded from the East to West by Pony Express.

"The Wells Fargo frank at left end of this 10c envelope read: '*Wells Fargo & Co.— ½ ounce PAID from St. Joseph to Placerville Per Pony Express*'.

"The New York date of postmark of *Oct. 19, 1861* was very late as the Pony Express went out of existence in November of 1861.

PONY EXPRESS 'GARTER' COVERS

"There is no doubt about one thing—Pony Express covers with the '*Garter*' stamp are extremely rare and in my files I only have a record of five (5).

"The following is a list of '*Garter*' covers in my files. Names of present owners are purposely withheld.

"(1) *The Edw. S. Knapp cover*. This was originally in the collection of Wm. H. Crocker of San Francisco. In the sale of his collection by Harmer Rooke & Co. in London on Nov. 23-24-25, 1938, it was Lot 763, and was acquired by the late Edw. S. Knapp. The sale price was 150 pounds, approximately \$750.00 at that time. This cover is a 10c U. S. envelope of 1861 with the W. F. & Co. pink frank at left end. Being over ½ oz. it has a 10c 1861 Type I (August). The Boston postmark is "OCT. 19" and the two St. Joseph Pony markings are 'OCT 27' (1861). One of these securely ties the \$1.00 Garter stamp, a feature lacking on the Caspary cover, not that it makes any particular difference in my estimation.

"In a Knapp sale, held on May 7th, 1941, this gem was purchased by Ezra Cole, presumably for Wm. L. Moody, III. It was Lot 1580 and a good illustration will be found on page 1580 of the Knapp sale catalogue. Mr. Moody disposed of it at private sale and it passed thru several hands, eventually winding up at a fancy price in a noted collection of Pony covers.

"(2) *The Needham Garter cover*. This cover came from the Henry J. Crocker collection (a brother of Wm. H.) and an illustration of it will be found in the Knapp booklet on the '*Pony Express*' (page 19) (1936). This cover is also a 10c 1861 green U. S. envelope with the Wells Fargo & Co. printed frank at left end. A 10c 1857, Type V adjoins the envelope stamp and both are canceled by a New York postmark with the date of *AUG 24 1861*. This is quite an early date for the new 10c envelope as it was only issued about ten days earlier. A fine copy of the '*Garter*' stamp is in upper left and it is tied by the St. Joseph, Mo. Pony Express marking of '*AUG 29*' (1861). This is the 'Oval in circle type' (same as on the Knapp cover). After Mr. Needham's death, this cover was sold by his Estate to a prominent collector of Western material.

"(3) *The Caspary 'Garter' cover* (described above).

"(4) *The E. A. Wiltsee 'Garter' cover*. I regret to state that I do not have a description of this cover but I am reliably informed it is now in the collection of Western Franks at the Wells Fargo Bank in San Francisco and was presented to that Bank by the late Mr. Wiltsee.

** Amended by Mortimer L. Neinken.

“5) *The Hackett ‘Garter’ cover, with a vertical strip of four of the \$1.00 Garter stamp, plus a Vertical Strip of three and a single of the 10c 1861, Type I (August). The latter are precanceled, and there is no postmark or Pony Express marking—If this was mailed at Boston, the absence of a Boston postmark seems odd. In upper left is the instruction to deliver this (if by U. S. Mail) as follows:*

*“Agent of Pony Express
St. Joseph, Mo.”*

and the San Francisco address is,

‘Mr. Louis McLane
or
William A. White
c/o of Messrs Wells Fargo & Co.
San Francisco
California’

ONE MORE ‘GARTER’ ITEM

“In the Knapp sale, lot 1581 was described as a \$1.00 Garter stamp ‘*on small piece of cover with plain New York pmk, dated AUG 24.*’ This item was illustrated in Elliott Perry’s ‘*Pat Paragraphs*’—Issue No. 41, April 1941—page 1272, and listed as ‘*GENUINE.*’ The ‘Needham cover’ above has a postmark of ‘*New York Aug 24.*’”

The chapters following are reprinted from Volume II of “The United States One Cent Stamp of 1851-1857” by Stanley B. Ashbrook. Some corrections have been necessary because new information has become known since the publication of this book in 1937.

Chapter L.

THE OCEAN MAIL TO AND FROM CALIFORNIA AND THE
PACIFIC COAST VIA PANAMA

THE postal markings found on mail to and from California during the period 1849 to 1862, form one of the most interesting branches of the study of our Early Postal History.

During this period practically all mail matter was carried by two main Contract Routes; First, *The Ocean Mail*, Via Panama, commencing in 1849, and covering the whole period we are discussing, and Second, *The Great Overland Mail*, commencing in 1858 and covering the last years of the period.

From 1849 to the fall of 1858, a great percentage of the mail traveled to and from California by the Ocean Route, via the Isthmus of Panama. The Great Eastern and Western Mails were carried back and forth at the start of the service only once a month but after March of 1851, twice a month, and the time consumed occupied about 28 days between the two ports of New York and San Francisco. In February of 1858 the fastest transit, to that date, was made in slightly over three weeks from dock to wharf. Other contracts were in force for certain routes in the far west but the Ocean Route was the Main Contract Route and it carried practically all the through mail.

The Great Overland Mail commenced its semi-weekly service in September 1858, the route extending from San Francisco to Los Angeles, to Tucson, to Fort Chadbourne, to Fort Smith, Arkansas, to St. Louis, Mo., a distance of 2795 miles. The first trip with the eastern bound mail occupied twenty three days and four hours.

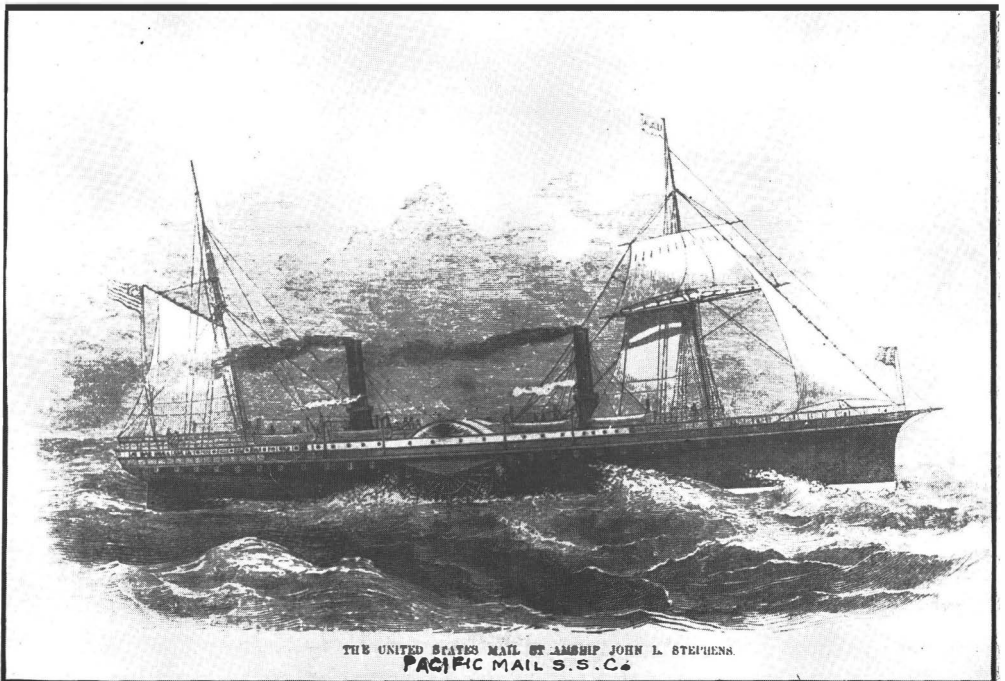


Figure 50 A.

It is the mail which was carried over these two routes that furnish us with the majority of the postal markings that form the basis for study in this chapter.

We frequently see covers marked "Via Nicaragua—Ahead of the Mails," and these private markings are of great interest and will be discussed, but the company operating a passenger, express and freight route across Nicaragua, held no mail contract, hence mail that traveled this route was carried privately or "Outside of the Mail."

THE OCEAN MAIL—VIA PANAMA

This route extended from New York City, by mail steamer via Havana to Chagres, Panama, across the Isthmus to Panama City and thence by mail steamer to San Francisco. (See Figure 51 U—Chapter 51). In the early 1850's, the mail was transported across Panama by land and by water, and it was not until the Panama Railroad was completed in January of 1855, that the mail was carried entirely by rail across the Isthmus; the eastern terminal being Aspinwall and the western, Panama City.

For transporting the mail between New York and San Francisco, three contracts were in force—(1) New York to Chagres—with the "United States Mail Steamship 'Co.'" (2) Aspinwall to Panama City—with the Panama Railroad Co. (after 1851) (3) From Panama City to San Francisco and Oregon—with "The Pacific Mail Steamship Co."

The Ocean contracts were made in the late forties and service actually commenced with the sailing from New York of the new steamship "California," in October of 1848. This pioneer mail liner was built for the Pacific service and made the long journey around Cape Horn, arriving in San Francisco at the height of the gold fever on February 28th, 1849. A sister ship, the "Oregon" arrived a short time later.

The first east-bound mail under the contract left San Francisco for Panama City on April 12th, 1849, and returned to San Francisco with the third lot of eastern mails bound for California. Thus the great Ocean Mail Service was inaugurated.

We frequently see references to the New York "Clipper Ship" cancellation, and such terms are indeed very foolish, because in 1849 and thereafter the Post Office Department did not forward mail to California by Clipper Ships. In addition the "cancellation" referred to was not used in the early years, as this particular handstamp was not adopted until early* in 1854. Reference to it is made in the latter part of this chapter. As stated above, practically all mail was forwarded by the Post Office Department to and from California, from 1849 to the fall of 1858, by the main through route, via Panama. Exceptions were possibly some western mail that was carried by some of the small contract routes of the middle and far west, but as these routes were principally between intermediate points, very little through mail traveled by them.

In the years 1849, 1850 and 1851, passenger travel by the ocean routes to California was very heavy. This induced private steamship companies to compete for such service and no doubt these "Independent" or "non-contract ships" carried some mail to California, but all mail, so carried, was not forwarded by the Post Office Department, hence was carried "Out of the Mail."

* Amended by M. L. N.

Mail originating in New York City addressed to California and posted in New York bore New York postmarks and was forwarded to Aspinwall by the ships of the contract company, "The United States Mail Steamship Co."

Mail sent privately by independent ships was naturally not deposited in the N. Y. Post Office. If it was honestly carried with no intent to defraud the Department, it was deposited in the Post Office at San Francisco with the regular rate prepaid or rated (after July 1, 1851) at the regular unpaid rate. Thus we frequently find covers carried privately in both directions with the postmarks of either of the two cities with no evidence on the face of the actual origin. As for example, a cover may show a 6c rate paid by two three cent stamps in 1852 and addressed to Maine, and containing the New York postmark. Such an item may have originated at Yankee Jim's, Calif., carried "Out of the Mail" to New York and deposited in the New York Post Office. All of which was perfectly all right with the Post Office Department as long as the proper rate of postage was paid from California to Maine.

THE FORTY CENTS SINGLE RATE

Prior to July 1, 1851, the California rate was 40c for a single rate letter of one-half an ounce. If one forwarded a letter weighing over one-half ounce and not exceeding an ounce, the rate was eighty cents. Needless to state we see very few covers showing the double rate. Those we do occasionally run across are stampless items, either sent prepaid or unpaid. The local rate between places in California was 12½c. Although a large volume of mail was handled at the San Francisco Post Office in 1850, and the first half of 1851, when the 5c and 10c 1847 stamps were current, the Post Office Department at Washington never supplied the San Francisco and other California post offices with supplies of these stamps. Such rare uses are known of the 1847 stamps in California.* Certain other uses are known of 1847 stamps bearing California postmarks, and several examples exist of 1847 stamps being used at certain places, long after these stamps became obsolete for postal use. I recall one such item in particular: 1847 stamps tied by the postmark of a post office that did not come into existence until 1853 although the 1847 stamps were no longer valid for postal use after June 30th, 1851. Such examples show that the postmaster in some small mining town thru ignorance accepted the use of such stamps as valid.

The plate, Figure 50 B, illustrates a number of interesting California postal markings. The "S. F. Oct. 1" in the lower left corner illustrates a typical unpaid stampless cover to the east in 1849. The framed "40" and the postmark are both in black. To the right of this tracing is a "S. F. Jan. 31" (1850) with the same framed "40" but with the separate handstamp "Paid." All markings are in black. These two stampless items show the 40-cent rate both paid and unpaid. Covers showing the 40c rate used in 1849 are quite scarce. They form interesting items in a collection.

Tracing "L" illustrates a San Francisco postmark with the 40c rate. The use is January 1st, 1851, and the cover, an unpaid rate to the east, was carried via the S. S. "Carolina" to Panama. The marking is in orange.

Tracing "D" illustrates the Sacramento postmark with the 40c rate. This is in black on an unpaid letter of June 12th, 1850.

Tracing "E" was from a cover mailed on the last day of the 40c rate, June 30th, 1851. However it was sent unpaid as the writer did not have to bother about the rate. The mail steamer was due to leave San Francisco on July 1st, and in order to catch the steamer, the letter was mailed at Sacramento on June 30, hence the last day rate at Sacramento. If the letter had been held over a day to avoid the 40c rate, the letter would have missed the Mail Steamer.

* There is only one cover known used from California. (M. L. N.)

The plate, Figure 50 P, illustrates two New York City 40c rate markings, the "A" and the "C." (See Page 197)

THE 1851 CALIFORNIA RATE

Prepaid—July 1, 1851—to—April 1, 1855— 6c

Unpaid—July 1, 1851—to—April 1, 1855—10c

We find three classes of covers covering the above period, as follows:

First—Covers prepaid by stamps.

Second—Covers prepaid by cash.

Third—Covers sent unpaid.

Regarding the last two, stampless covers. As a general rule I think the majority of collectors are at times somewhat confused with the markings on such items, so it is perhaps in order to call attention to the following:

If a cover is properly marked it shows,

Stampless—Prepaid—(1) A postmark, (2) the rate, (3) "PAID." All of these markings may be found combined in one postmark, or two of them may be found in the same handstamp. As examples, see the tracing "O" on the plate, Figure 50 B, the "S. F. 1—Nov—Paid 6," a use in 1852; or the "Q"—the "Nevada City—Apr 18 1856—10 Paid." The tracing "C" of "Nevada City Jan 12—5" shows only the rate "5." Needless to state this was a *local unpaid* rate of 1851-1855. The separate rate "10" stamped over the "5" shows it was used on an *unpaid* cover to the east—due 10c.

Stampless—Unpaid—Many such covers show only the postmark and a rate stamp "10." If no "PAID" or "FREE" exists on a cover of this character, it is self-evident that the item is an unpaid rate used between July 1st, 1851 and April 1, 1855. It is well to remember that after April 1st, 1855 the rate was 10c, but it had to be prepaid, and that after January 1st, 1856, stamps were required.

Figure 50 C illustrates a cover from New York addressed to "Oregon." Here the "rate" is included in the postmark. The absence of "Paid" or "Free" shows the letter was of the 1851-1855 period with the rate unpaid—due 10cts. This marking is illustrated on the plate, Figure 50 D.

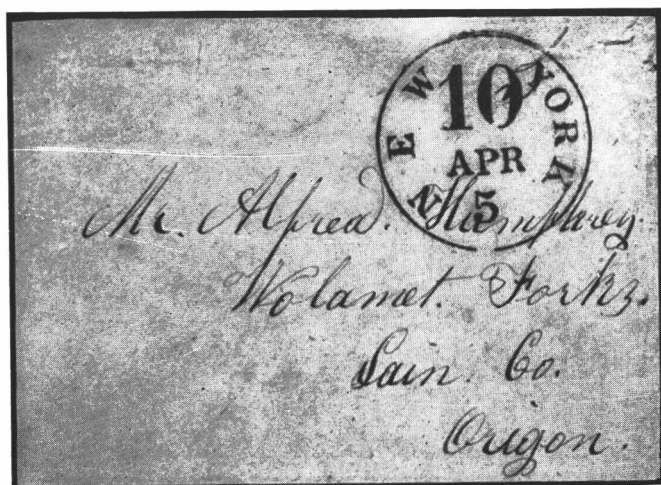


Figure 50 C. New York Unpaid Marking



5th & 20th.

TRI-MONTHLY
1st - 11th - 21st.



← SCARCE
MARKING
IN RED
USED ON
PRE-PAID
CALIFORNIA
MAIL WITH
OUT STAMPS
JUNE 20 1855



1850
VIA PANAMA
To California

FREE



Stampless Cover TO CUBA
JAN 9 1852

NOT PAID

BLACK

30



STAMPLESS COVER OF DEC 7 1849



Apr 5
1853

BLACK
Special
N.Y.
MARKING FOR
UNPAID CALIFORNIA
- OREGON MAIL - (1st class)
July 1 1851 - April 1 1855.



BLACK
TIES 12th / 1851 BISECT



IN
BLACK
FROM
MEXICO
To
Penna.



1848

RED 7

RED

TIES PAIR 3rd 51

VIA NICARAGUA
AHEAD OF THE MAIL

STEAM
SHIP

BLACK

Fig. 50 D.

THE OCEAN MAIL FROM NEW YORK

1851-1855

On Plate 50 P the tracing "B" shows a prepaid rate postmark showing a use in New York City on October 11th, 1851. This is a stampless item but the marking is quite scarce and I have seen but very few examples. Perhaps the rarest of markings used on a letter from New York City to California is



Figure 50 E. Rare New York Ocean Mail Marking

the New York postmark on the illustration of the cover, Figure 50 E. The use is October 25, 1851, and the marking is in black, the stamps tied by two black grids. The letter left New York on the U. S. Mail S. S. "Illinois" and was addressed to Sacramento City. Forwarded from San Francisco by "Ford & Co.'s Express," the express company charged \$1.25 for carrying the letter from San Francisco to Sacramento. This New York postmark is a very scarce mark-

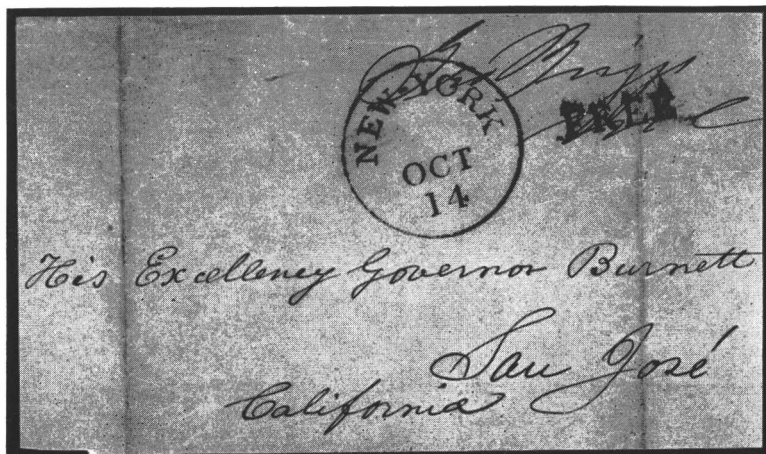


Figure 50 F. Rare New York Ocean Mail Marking

ing and it is the only cover with stamps I have ever seen bearing it. If anyone can show a similar use, will he kindly advise me.

Figure 50 F illustrates this same marking on a "Free" cover mailed from New York on October 14th, 1850, and addressed to the first Governor of the state of California, at San Jose, at that time the state capital. This postmark is illustrated—exact size, on the plate, Figure 50 D, at center left with the "Free." To the right of this tracing is an illustration of the same marking on a stampless cover to Cuba on January 9th, 1852, with the "blue 1" and black "Not Paid" on the same cover.

In "*Pat Paragraphs*," No. 27, page 703, this scarce postmark was illustrated with a date of "Oct. 9," and the notation, "New York City—Red—not a common type with 1847 stamps but known used as canceller." In an early issue of "*Postal Markings*" this marking was also illustrated with a date of "Oct. 13" with mention made that a second use had turned up on a cover from New York to San Francisco of "June 28, 1851," a stampless double rate unpaid, with the rate stamp "80" in a circle, both markings in black.

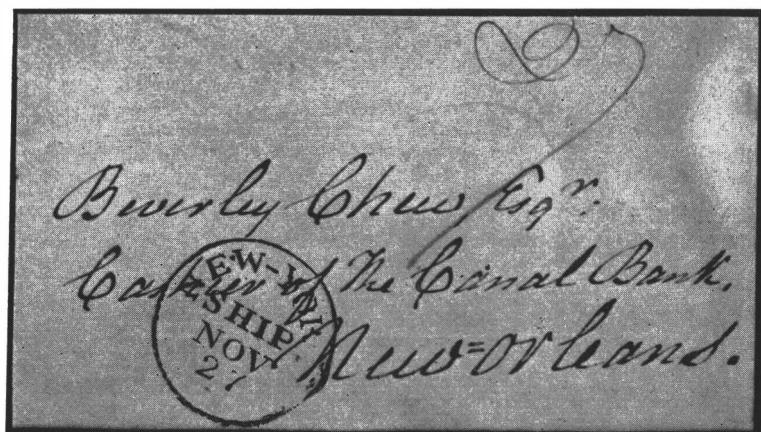


Figure 50 G. New York "SHIP"

Figure 50 G illustrates a cover showing an old "Ship" postmark used at New York back in the forties. It is possible the "Ship" was removed from this handstamp and it was the one used on the three covers described above.

THE N. Y. OCEAN MAIL POSTMARK

At the top of the plate, Figure 50 D, are illustrated various examples of the well known "N. Y. Ocean Mail Postmark." In the past, this is the marking that has been called the "Clipper cancellation." In the first place, no Clipper ships carried any mail bearing this postmark, as the Post Office never forwarded any mail to California by Clipper ships after 1848. In the second place it is not a cancellation but a postmark, though it was frequently used to cancel stamps. In the past it has also been called the "Around the Horn cancellation" but this term is so foolish, no further comment is necessary. At one time I was of the opinion that in all probability this postmark dated back to the period prior to July 1st, 1851, because I was shown the marking on a 10c 1847 stamp, *off the cover*.

Later I surmised it was used as early as perhaps 1852, but more recent study leads me to believe the marking was never used prior to the middle of 1854.

Covers showing a use of this marking prior to 1855 are extremely scarce and my record of uses in late 1854 is very incomplete. I will greatly appreciate descriptions of covers showing a use of this "Ocean Mail" postmark prior to Jan. 1855.*

Figure 50 H illustrates a cover that presents quite an interesting little study in markings. The year of use was 1855. In the lower right corner is a manuscript notation, "pr Star of the West." This ship was not a U. S. Mail Steamship but belonged to the Independent Company operating the route across Nicaragua. The person who wrote this letter did not wish to wait for the regular mail leaving New York on January 20th, 1855, so he intended, when he addressed the envelope to send it "Via Nicaragua." The "Star of the West," sailed for Nicaragua on January 9th, 1855, so evidently this letter was too late for this ship. This letter was then deposited in the New York Post Office. It



Figure 50 H

shows the mailing date of January 11th, 1855, and the Ocean Mail postmark of January 20th, 1855, the sailing date of the regular mail. The January 11th marking was applied thru error, as postmarks were intended to show departure dates, but I have seen several such examples of this ocean mail marking.

Figure 50 J illustrates a similar example, a ten-cent rate to California in 1856. This letter was deposited in the New York Post Office on January 22nd, 1856 and thru error was postmarked with a regular postmark. The "Ocean Mail" marking is rather poorly applied but it shows the sailing date of February 5th, 1856.

Figure 50 K illustrates a cover with the "New York Free" postmark and the "Ocean Mail," both "June 20," the former in red, the latter in black.

In Chapter 20, Figure 20 KK illustrates a cover used from New York in 1857, with the "Ocean Mail" postmark of August 5. In manuscript is the notation "Rec'd per J. L. Stephens, August 30, 1857." The Steamship John L. Stephens was the Pacific Mail S. S. Co.'s Mail Steamer pictured at the beginning of this chapter, Figure 50 A. It was named after John L. Stephens, President of The Panama Railroad Co. The ship, John L. Stephens was a famous mail liner in the Pacific Line. See Figure 50 KA.

* The Ashbrook Special Service gives the earliest use as Feb. 25, 1854.



Figure 50 J

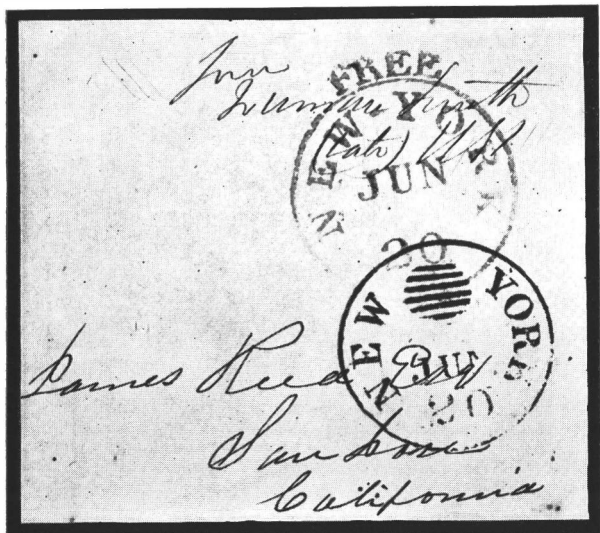


Figure 50 K

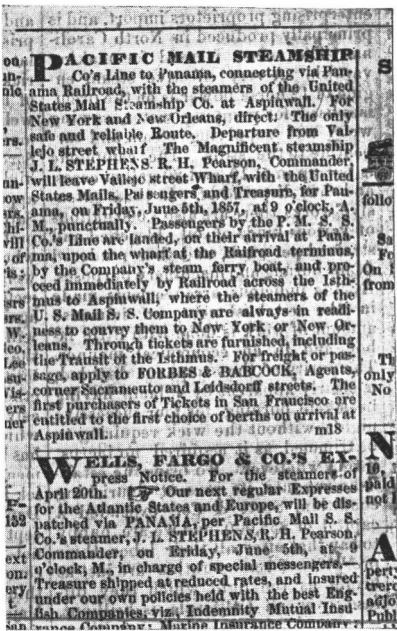


Figure 50 KA

SEMI-MONTHLY SAILING DATES OF THE OCEAN MAIL

From New York—Prior to March 1851, the ocean mail contract provided for only a monthly service, but in that month, Congress authorized an increase of 75% in the compensation, and semi-monthly mail service to the Pacific was instituted. However prior to that time the Steamship Co. dispatched a number of extra ships to Panama, which carried the U. S. Mail.

During 1851, the semi-monthly dates of the sailing of the U. S. Mail ships for Panama were the 11th and 26th. Due to the heavy travel to California, via Panama, the U. S. Mail Steamship Co. dispatched several extra ships each

month to Panama in between these dates and of course these extra ships carried U. S. Mail.

In February of 1852 a temporary change was made to regular sailing dates of the 5th and 20th, but in March, April and May regular sailings of the mail occurred on the 5th, 9th, 20th and 24th of these three months.

Commencing with June 20th, 1852, the sailing dates of the mail were established as the 5th and 20th of each month.

During 1853 and 1854 the sailing dates varied from the fixed schedule to some extent, but by 1855 they became very regular, and in the years to follow scarcely ever varied.

The contract for the Ocean Mail via Panama expired on September 30th, 1859, whereupon the Postmaster General contracted for nine months' service with Cornelius Vanderbilt. When this short contract expired a new one was signed with Vanderbilt and starting the 1st of July 1860, the service was placed on a tri-monthly basis.

The sailing dates from New York of the 5th and 20th were never changed between 1855 and July 1st, 1860, but after the latter date, the mail left New York on the 1st, 11th and 21st of each month. If any of these dates fell on Sunday the ships delayed sailing until Monday.

From San Francisco. During the latter part of 1851, the Mail Ships as a general rule departed for Panama on the 1st and the 16th of each month but no regular schedule was maintained. In 1852 they varied from various dates around the first of the month and various dates around the middle of the month. For example the S. S. "Northerner" sailed on April 18, 1852, and the S. S. "Columbia" on May 3, 1852. In July, the sailing dates were the 1st, 15th and 31st. In the fall of that year a fairly regular schedule of the 1st and 16th was maintained. During 1853 an effort was made by the Company to maintain sailing dates of the 1st and 16th but due to various causes this schedule was not always followed. During 1854, steamers sailed quite regularly on the 1st of each month, but the middle of the month departures varied between the 15th and 16th. These sailing dates (approximately the 1st and 16th) were maintained until the latter part of August 1855 when they were changed to conform with the regular New York sailing dates.

The S. S. Oregon was the first mail steamer to sail from San Francisco on the new semi-monthly dates of the 5th and 20th. The departure was September 5th, 1855. From that date until July 1, 1860, there was very little variation in the dates of sailing unless the regular dates fell on Sunday.

When the tri-monthly contract went into effect, the mail steamers from both New York and San Francisco sailed on the same dates, viz., the 1st, 11th and 21st, except as mentioned when these dates fell on Sunday.

July 1st, 1860 fell on a Sunday, but instead of the ship departing on Monday, July 2, 1860, it departed on Saturday, June 30, 1860. This is the only exception I know of.

During the period the New York Ocean Mail postmark was in use at least three and perhaps more, slightly different handstamps were in use. One type measures slightly over 29 M.M., another 30 M.M. and a third about 30½ M.M. The size of the small grid varies between 9 M.M. and 10 M.M., one type has seven bars, another eight bars.

The postmark is known on all the 1851 imperforate stamps, the 1c, 3c, 5c, 10c and 12c. All known examples are in black. It is also known on the 1857-1860 perforated stamps as follows: the 1c, 3c, 5c, 10c, 12c, 30c and 90c. I have no record of a 24c 1860 showing the marking.

Regarding known examples on the 1c 1851-1857. I have never seen this postmark on a cover bearing a 1c 1851 showing use while the 6c rate was in effect, that is, prior to April 1, 1855. I have never seen the use on a pair or

strip of three. All examples I have seen that were off cover have been singles that were no doubt used after April 1, 1855, to make up the 10c rate, viz., three 3c plus one 1c. All singles off cover, of which I have a record, are Type IV. I have no record of the use of this marking on a 1c 1851, Type II from Plate Two. The marking is extremely scarce on the 1c 1857, and the great majority of known copies are the Type V.

The marking is far from common on the 3c 1851 and very much scarcer on the 3c 1857. It is known tying two 5c 1856 to a piece of a cover, and this is the only record I have of its use on the 5c imperforate. It is likewise quite scarce on the 5c 1857. Very few single copies of the 12c 1851 or the 12c 1857 are included in my record, but I have a photograph of a block of 18 of the 12c 1851 showing the marking.

Its use on the 10c 1857, Type V is more common than on any of the 1851-1857 stamps.

Several unusual uses are known. Mr. S. W. Richey has a cover used to Nova Scotia with a 10c 1855 Type II tied in black and used December 20th, 1856. This shows the Steamer sailing date, and its use on this cover was no doubt an error. Mr. H. W. Carhart has a cover to Cuba with a 10c 1857 Type V, tied by the marking in black.

I have seen only two examples of the marking in red. Both were 10c 1857, Type V, off cover. As the New York Post Office used red ink to postmark mail to Cuba, no doubt these two singles were not used to California, but to Cuba.

I have only seen one example of the use of the marking on the 1861 stamps. This was a block of four of the 5c Buff of 1861. It was Lot 578 in the sale of the Waterhouse collection, November 1924. The use was "Nov 1," no doubt 1861, a tri-monthly sailing date.

In 1858, July 4th fell on Sunday, hence Monday was celebrated, which delayed the departure of the mail until Tuesday, the 6th. I recently saw a 10c 1857, Type II, cover with this sailing date.

A copy of the 10c 1847 is known with the "N. Y. Ocean Mail" but I am certain this marking was not in use prior to July 1, 1851.

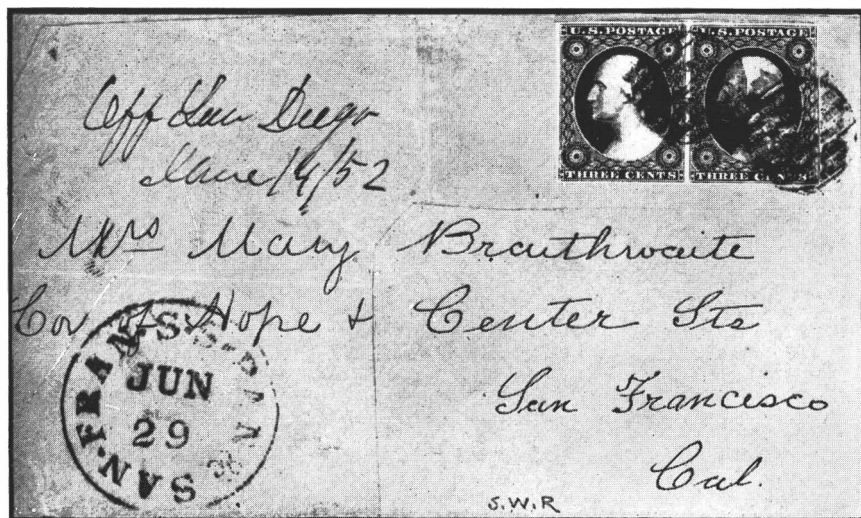


Figure 50 L. Panama & San Francisco Steamship

"PAN. & SAN FRAN. S. S."

Figure 50 L illustrates a cover with quite a rare marking. In my search for covers with this postmark, I have only been able to locate about half a dozen items. All of these, with the exception of the one illustrated are stampless. No doubt the marking meant, "*Panama & San Francisco Steam Ship.*" All the evidence I have been able to gather indicates this marking was used on board the ships of the Pacific Mail Steamship Co. plying between Panama and San Francisco, and carrying the U. S. Mail. It appears to have been used from the middle of January 1851 until about July or August of 1852.

My earliest record of use is January 15, 1851 and my latest is June 29, 1852. It is always found in a brownish-red color. The following is a partial list of those I have examined:

(A) Figure 50 L—The manuscript notation reads, "Off San Diego June 4, 52" (see tracing on plate, Figure 53 B—Chapter No. 53). The writing appears to read June 14 but the writer put a line between June and "4" and between "4" and 52. The letter was probably written at sea, enroute to Panama on the Mail Ship "Tennessee" which sailed from San Francisco on June 1st, 1852. It is addressed to San Francisco and it probably traveled down to Panama and back to San Francisco on the same ship. The gridirons were probably also applied on board the ship by the Agent or officer in charge of the mail, but they are in black. This was evidently regarded as an official marking as the Post Office at San Francisco applied no further markings when the letter was returned to that office. It probably was placed with the mail from the East, hence the prepaid 6c rate. (Collection S. W. Richey).

(B) Figure 50 M illustrates a stampless cover—unpaid—to New York. This is no doubt a "Dock Letter," that is, mailed at the San Francisco wharf

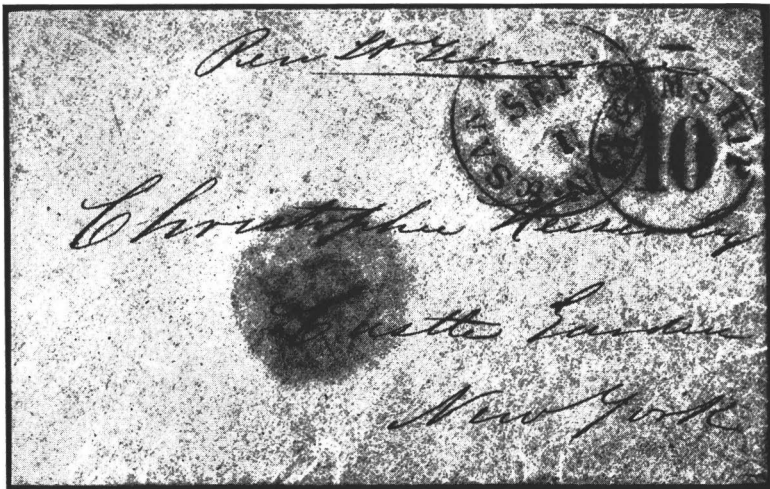


Figure 50 M

before the ship sailed. It is marked "Per St. Tennessee," which was a regular U. S. Mail Steamer of the P. M. S. S. Co. Line. The date, "Sep 1" (1851) is the date this ship departed from San Francisco. Postmarked on board ship but unrated, it was marked "Steamship 10" in black, the unpaid rate, when it arrived at the New York Post Office. (Collection L. B. Mason).

(C) Stampless cover—addressed to New York—The "Pan. & San. Fran. S. S." is dated "Jan. 15." This has the N. Y. rate stamp "40" in a circle, see

the left illustration on Figure 50P on page 197. This tracing is an exact copy of the one on this cover. New York recognized the postmark as official and hence only rated the letter, 40 cents, the California rate then in effect (1851). There is no date on this cover but the "Jan 15" is in all probability 1851 because I do not believe this handstamp was in use in 1850. This cover is the earliest use known. (Collection Edward S. Knapp).

(D) Stampless cover with the marking and date "Oct 22" addressed to "Ravenna Ohio." It has a manuscript "10" in upper right corner. No year of use indicated and no other marking. Probably rated on board ship and markings recognized as official by receiving post offices. This was probably brought to New Orleans and sent by Steamboat Mail to Ohio. (Collection of Eugene Klein).

(E) Stampless cover with the marking and date "Apr 5." Addressed to Athens, Ga. It has the New Orleans "Steamship 20" in a circle. (Double California unpaid rate). Pencil memorandum on face is "1852"—no other marking. The cover shows the marking was recognized as official at New Orleans. (Collection of W. R. Parker).

(F) Stampless cover with the marking and date "Sep 1." Addressed to New York City. It has the New York "Steamship 10" in a circle. The letter inside is dated "San Francisco Aug. 28, 1851." (Collection of Jack Hughes).

Several additional covers bear similar markings. I will greatly appreciate descriptions of any other covers bearing this scarce postmark.

THE TEHUANTEPEC ROUTE

In February of 1853, Postmaster General Hubbard signed a conditional contract for a semi-monthly mail service through Mexico by way of the Isthmus of Tehuantepec. The route was from New Orleans to San Francisco. Hubbard was succeeded by Postmaster General Campbell who did not approve of the route, hence it was not placed in operation. The original contract was made on condition that Congress would appropriate \$424,000 per year for the service. The contractors, Carmick & Ramsey went to great expense in equipping the route and were not only greatly disappointed but financially involved when the contract did not materialize. They presented their case to Congress and a law was passed in 1856 requiring the comptroller of the Treasury to adjust the damages due them, but the Attorney General advised that their contract had not been abrogated, had never gone into effect, and therefore there was nothing due them.

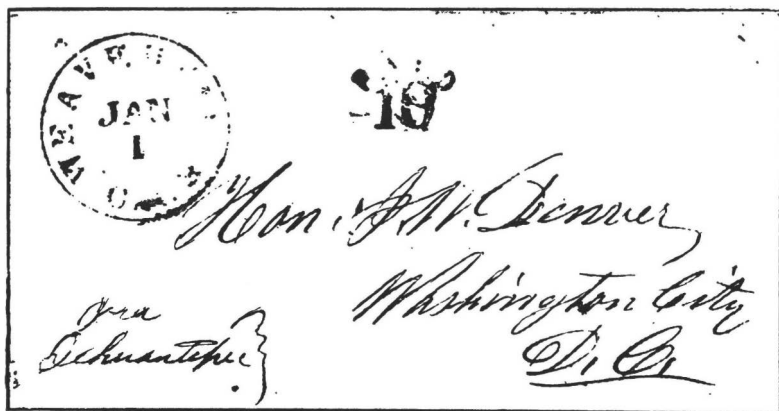


Figure 50 N. "Via Tehuantepec."

This route was much shorter than the Panama route, but it required a longer land carriage. Even though the United States had been given rights over the Isthmus of Tehuantepec by the Gadsden Treaty of December 30th, 1853, the shorter mail route was not put into operation until 1858, when Postmaster General Brown, on June 8, 1858 made a one year contract with the Louisiana Tehuantepec Company.

The Company agreed to convey mails from New Orleans to Minititlan; thence by river steamers to Suchil, half way across the Isthmus and thence by post coaches to the Pacific, and by steamships to San Francisco. The contract price was \$286,000, and the trip was to be made in fifteen days. The first mail left New Orleans on October 27th, 1858, and arrived in San Francisco on November 14th, requiring only eighteen days. Throughout the winter and the following spring the mail traveled with regularity, with the trip usually being made in fifteen days, thus bringing news from the East much quicker to San Francisco than by the Panama or Overland Routes.

When the one year contract expired in 1859 it was not renewed by Postmaster General Holt. The Tehuantepec Company did not own their own Pacific steamships but made connections with the ships of the Pacific Mail S. S. Co. Early in 1859, the Company advertised as follows in California:

"For New Orleans Via **The Isthmus of Tehuantepec**, through in fifteen days, carrying the United States Mails. Arrangements having been made with the Pacific Mail Steamship Company, for the transportation of freight and passengers from San Francisco to Ventosa, conveyance will hereafter leave Ventosa regularly on the arrival of said Company's vessels, on or about the 15th and 30th of each month, for Suchil, connecting there with the Company's new and beautiful light-draught iron steamer 'Suchil' down the Coatzacoalcos River to Minititlan, and the fast side-wheel steamship 'Quaker City,' R. W. Shufeldt, Commander, will leave Minititlan for New Orleans, with the California mails and passengers, on or about the 2nd and 17th of each month."

Mail was carried over this Route for twelve months but I have only seen a few covers with notations indicating this Route was specified by the writers. Figure 50 N illustrates a prepaid stampless cover, "PAID 10," from Weaverville, Calif. on Jan. 1st, 1859, addressed to the Hon. J. W. Denver, Washington, D. C. Weaverville was evidently short of stamps at this period as it was contrary to the Regulations of the P. O. Dept. to forward domestic letters without stamps. General Denver was a former Congressman from California, and was Territorial Governor of Kansas when the City of Denver (Colo.) was given his name. I have been informed covers are known showing a handstamp "Via Tehuantepec" but I have never seen such an item.

Thru the kindness of Mr. A. R. Powell, I am concluding this chapter with an interesting news item which appeared in the San Francisco "*Alta*" of November 15th, 1858:

"VIA TEHUANTEPEC ROUTE"

"Editor *Alta*: As a matter of public information and general interest, will you please announce in your paper that hereafter I shall dispatch from this office on the 5th and 20th of each month a mail via Tehuantepec to New Orleans. I am directed by the Postmaster General to request writers of letters destined to places in the Atlantic States, to indorse thereon the route by which they wish them sent, or to wit:

'Via Los Angeles Overland'
'Via Salt Lake Overland'
'Via Tehuantepec'

"Letters with no such indorsement upon them, and all newspapers will be sent 'Via Panama.' Three cents will pay the postage on a single letter 'Via Overland'

as far as Chicago, Ills., and Cincinnati, Ohio. Beyond these points the postage will be ten cents. Newspapers throughout the state will do the public a favor by inserting this in their columns.

C. L. WELLER, P. M.
San Francisco
Nov. 15, 1858."

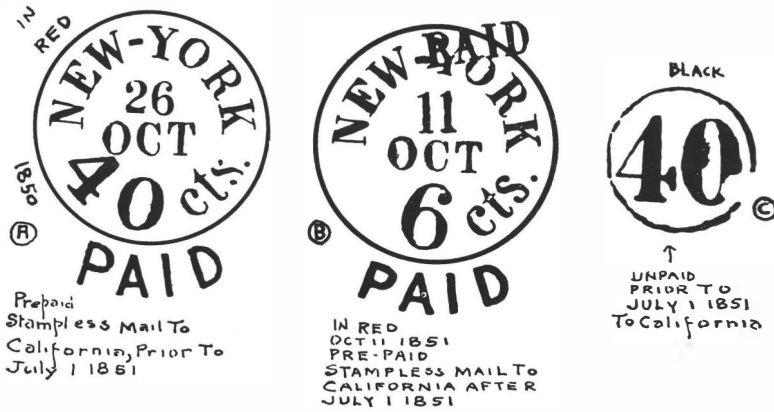


Figure 50 P. (See Page 183)

Chapter LI.

SHIP AND STEAMSHIP MARKINGS

"Via Nicaragua—Ahead of the Mails"

As a general rule, "Ship" and "Steamship" markings refer to two different classes of mail, as follows:

"Ship." Such markings are usually found on letters originating outside of the United States, brought to a U. S. port and deposited in the U. S. Mail with the postage unpaid *from* the post office of the port of entry. Such mail was subject to "Ship Letter" rate.

Exceptions are letters which were *prepaid at the time* they were deposited in the post office of the U. S. port of entry. As a rule "Ship" markings referred to letters or packets carried to the post office of entry "Outside of the mail."

Steamship—Such markings so far as the period, 1851-1861, is concerned, in general, were applied to mail carried on waters deemed post roads either by *Mail Contract Ships*, or *Non-contract Mail Ships*, and subject to *regular rates of postage*. Such mail could be picked up en-route, and deposited in the post office of the port of entry, where they were marked "Steamship" or "Steam," the marking indicating the *origin* the letter was carried to the first U. S. Post Office.

The following Regulation, (P. L. & R.—1855) covers mail with such markings,

"Sec. 114—Upon letters and packets received from the masters, clerks, or other employees of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland, although not conveyed under an arrangement with the Department."



Figure 51.

Figure 51, illustrates a tracing of the New York "Steamship" marking with the rate stamp "12½," the rate to Havana, Cuba, in 1850.

Figure 51 A illustrates a cover addressed to New York, with a strip of three One Cent 1851, tied to the cover by the familiar, "N. York Steamship" marking. (See tracing Chapter No. 50, Figure 50 D, center of second row).

This letter originated in the United States, for example at Charleston, S. C. The regular U. S. postage was paid. The letter was not deposited in the post-office of origin but was placed on board a Mail Ship bound for New York. Deposited in the post office, its source of origin was postmarked on the face, that is, the source from which it was turned over to the New York Post Office. Such markings were not applied on board the ship, but at the receiving post office at the port of entry. In this case the "source" or "Origin" marking "N. York Steamship" was used to cancel the stamps. Covers, such as the one illustrated, showing a 3c rate, prepaid by 1c stamps, and cancelled by this marking are very rare, in fact more so than similar items with "Mississippi Packet" markings.

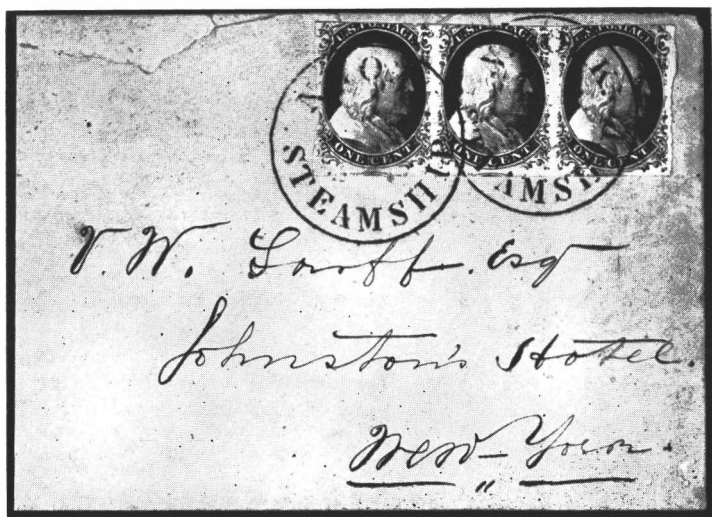


Figure 51 A. N. York Steamship

This marking was generally used on incoming mail carried by *contract-mail* carrying ships but it was also used on mail originating from non-contract mail ships. For example, we occasionally find it on letters from California, carried to New York by the independent Vanderbilt Steamers "Via Nicaragua."

"SHIP"

The Act of March 3rd, 1825, Section 15, provided:

"That every letter or packet, brought into the United States, or carried from one port therein to another, in any **private ship** or vessel, shall be charged with six cents, if delivered at the post office where the same shall arrive; and if destined to be conveyed, by post, to any place, with two cents added to the ordinary rates of postage."

The above rates remained in effect, until amended by the Act of February 27, 1861—Section 9, which provided:

"That upon every letter or packet brought into the United States, or carried from one port therein to another in any private ship or vessel, 5 cents if delivered at the post office where the same shall arrive, and if destined to be conveyed by post, 2 cents shall be added to the ordinary postage: **Provided**, that upon all letters or packets conveyed in whole or in part by steamers over any route upon which the mail is regularly conveyed in vessels under contract with the Post Office Department, the same charge shall be levied, with the addition of 2 cents a letter or packet on the domestic rate."

Regarding the above Act, the period from February 1861 until the end of the period 1851-1861, was so short we will not discuss covers showing the above amended rates, but will discuss only the rates in effect to the effective date of the above Act.

During the 1847-1851 period, the most common markings of the "Ship rate" were as follows:

- (A) Ship 6
- (B) Ship 7
- (C) Ship 12

"Ship 6"—The first was applied to a letter addressed to the town of entry and indicated 6c was due on delivery. This was in effect nothing more than a

Drop rate, so far as the service performed by the post office of entry. The letter was not delivered to the street address but only at the post office. Of course the service performed was to some extent more than on ordinary Drop letters, as agents of the post office collected such mail from the ship, and captains were required to make affidavits regarding all mail carried into a port.

"*Ship 7*"—Letters destined to be conveyed by post beyond the port of entry were charged the ship fee of 2c in addition to the regular rate of postage. Thus on a "Ship letter" from New York to Philadelphia, the amount due on delivery was 5c plus 2c.

"*Ship 12*"—Was applied to letters requiring a regular rate of 10c (over 300 miles) plus the 2c Ship fee. As an example New York to St. Louis.

Unpaid Ship Letters — 1851-1855

As the postage on "Ship" letters was seldom prepaid, we find the same rates as above were applicable between July 1st, 1851 and April 1st, 1855, as follows, (Distances of less than 3000 miles):

"*Ship 6*"—same as above, Local Delivery.

"*Ship 7*"—the "regular rate" plus the ship fee, or the *unpaid* single rate of 5c plus 2c on letters to be conveyed beyond the port of entry.

"*Ship 12*"—applied to double rate letters conveyed beyond the port of entry. For distances within the U. S. over 3000 miles *Ship 12*, being the regular unpaid 10c rate plus 2c ship fee.

Prepaid Ship Letters — 1851-1855

Ship 6—Same as above—Local delivery.

For Points beyond the port of entry
Distances less than 3000 miles.

Ship 5—The regular rate of 3c plus 2c (Single rate)

Ship 8—The regular rate of 6c plus 2c (Double rate)

Distances beyond 3000 miles.

Ship 8—The regular 6c rate plus 2c (Single rate)

Ship 14—The regular rate of 12c plus 2c (Double rate)

Period April 1, 1855-February 1861
Prepaid or Unpaid

Ship 6—Local Delivery.



Figure 51 B. San Francisco "SHIP 6"



Figure 51 C.

Ship 5—Distances less than 3000 miles, regular rate of 3c plus 2c. Single weight letter.

Ship 8—Same—but double weight, 6c plus 2c.

Ship 12—Distances over 3000 miles, regular rate of 10c plus 2c.

Ship 22—Same, but double weight, 20c plus 2c.

Figure 51 B, illustrates a "Ship 6" rate, a letter brought to San Francisco by a private ship and deposited in the San Francisco Post Office for local delivery with 6c postage due. Mr. Ernest A. Wiltsee calls this neat little marking the real "Clipper Ship," because such private ships entering the Port of San Francisco at that time, were as a general rule, Clipper ships. This marking is illustrated on the plate, Figure 51 C. The use was in 1851, and the marking is known in red and black. (Collection E. A. Wiltsee).

Readers are referred to a fine article by Mr. Wiltsee entitled, "SHIP 6" in the American Philatelist—August 1937.



Figure 51 D. San Francisco "PAID SHIP 8"

Figure 51 D illustrates a prepaid Ship rate with a very scarce San Francisco ship marking of "PAID—8—SHIP." This letter originated in the Sandwich Islands, was brought to San Francisco by Clipper ship and forwarded by the regular U. S. Mail via Panama to New England. The rate is an indication the use was prior to April 1, 1855, in all probability May 16th, 1854 (prepaid rate of 6c plus 2c ship). On May 16th, 1854, the S. S. "Golden Gate" departed from S. F. for Panama with the U. S. Mails (Collection S. W. Richey).

Tracings of the Honolulu and ship markings from this cover are illustrated in the upper left corner of the plate, Figure 51 C.

HAWAIIAN MAIL

We frequently see covers from Honolulu addressed to eastern points prepaid by the 12c, 1851, the 12c 1857 or a 10c 1857 plus a pair of the 1c 1857, etc., etc. Such items are frequently referred to as "Hawaiian rates," when in fact the prepayment of 12c was no more or less than the "ship letter rate" of 10c plus 2c, from San Francisco to eastern points. The 12c did not pay the postage from Honolulu to its destination but merely the California 10c rate, plus the 2c paid the captain of the ship bringing the letter to San Francisco. All such 12c *prepaid* "Ship letters" are of the period subsequent to April 1st, 1855.

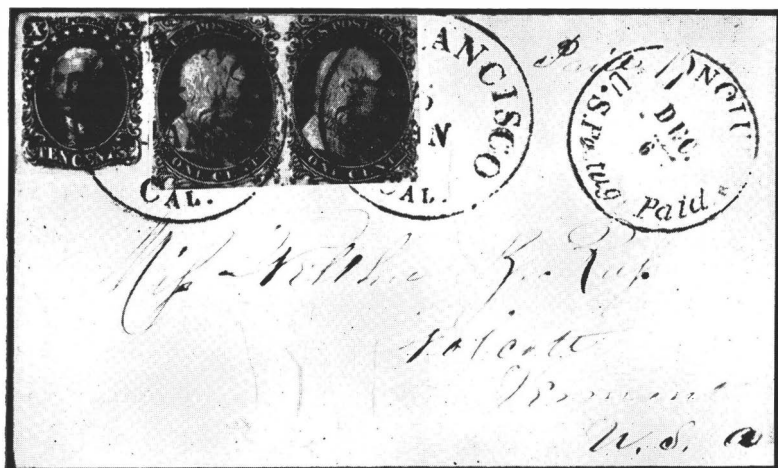


Fig. 51 E



Fig. 51 F



Fig. 51 G

Figure 51 E illustrates a cover from Honolulu to Vermont, with the "Ship letter" prepaid by a 10c 1855 and a pair of the 1c 1851, postmarked San Francisco, "Jan 5" (1857). The Hawaiian postage was paid in cash, the latter postmark applied in red.

Figure 51 G illustrates a similar cover, a use in 1857 with an Hawaiian stamp. This letter went to Natchez, Miss., via Panama, but a similar cover,



Figure 51 H

Figure 51 H, traveled to Brooklyn, N. Y. in October 1859 over the Butterfield Overland Mail Route.

In the lower right corner of the plate, Figure 50 B (Chapter 50) is a tracing of the straight line Honolulu marking of "Jan. 29, 1851." The cover bearing this marking is the earliest use I have seen of this handstamp. In the Edw. S. Knapp collection is a stampless cover with this marking and the date, "June 4, 1851." It is addressed to New Jersey, circular postmarked "San Francisco—1 July—Cal," also the S. F. handstamps 'PAID' and "12." This cover was not rated as a "Ship" letter, as the "Paid" and "12" represented a *double prepaid* 6c rate to the east on the first day this new rate went into effect. I will appreciate advice of similar covers with this straight line marking as they are quite rare.

The first stamps issued in Hawaii were the famous "Missionary stamps," which made their appearance in October of 1851. Scott's No. 3 and No. 4 were of a denomination of 13c, the No. 4 having at top "H. I. & U. S. POSTAGE." This value represented the local Hawaii 5c rate plus the 8c "Ship letter" rate from San Francisco (6c plus 2c). Scott's No. 6, a 13c value issued in 1853, had at the left "Hawaiian—5cts," at the right "United States 8cts." At this period, a correspondent in Hawaii could prepay a letter to the Atlantic Seaboard by affixing one of these 13c stamps, but the Honolulu postmaster had to provide the Captain of the Clipper Ship carrying the letter to San Francisco, with 8c in cash to pay the 6c postage, plus the 2c ship fee at San Francisco.

For example, Lot 144. Emerson Sale, May 18, 1938 (Doane) was described as follows: "1852—13c Missionary—'H. I. & U. S.' (4) Type II, tied to cover by red, 'Honolulu, U. S. Postage, Paid, Jul 24' in circle twice. 'San Fran-

cisco, Cal., 1 Sep' in circle and also "Paid 8" in black on cover which went to Marlboro, Mass." Thus we note the S. F. 'Paid 8,' was the "Ship 8" rate of 6c prepaid plus 2c. Lot 145 in this same sale had a most unusual marking, "SHIP 22."

SHIP 5

The cover 51 J illustrates a letter originating in Mexico. The use is subsequent to April 1, 1855. The writer probably intended it to travel to West Chester, Pa., via Vera Cruz and New Orleans but it went by *Private ship* to

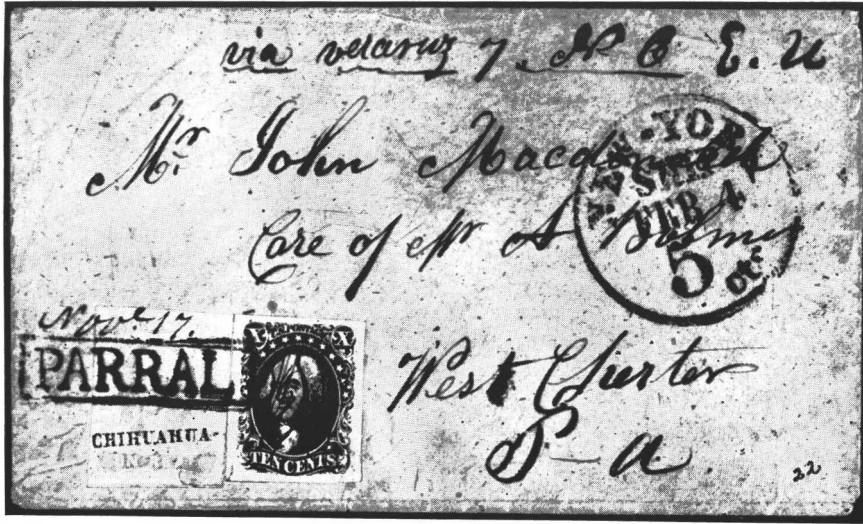


Figure 51 J. New York "SHIP 5cts."

New York where it was postmarked with the "New York—Ship—5cts" in black, indicating 5c was due on delivery. The 10c 1855 on this cover was not recognized when the letter reached the New York Post Office, as it was applied and cancelled outside of the U. S. and before it had reached New York.

The number of persons arriving at the Port of San Francisco from 1849 to 1852 were as follows:

1849—	91,405
1850—	36,462
1851—	27,182
1852—	66,988

These figures are given because they reflect the strong competition that sprang up between various independent steamship lines in the east for the lucrative business of transporting passengers, freight and express to California.

Among these independent lines the most prominent one was the company which operated the "Transit Line" across Nicaragua.

VIA NICARAGUA AHEAD OF THE MAILS

Cornelius Vanderbilt and associates obtained concessions from Nicaragua in 1849-1850, and established a transit company which operated their own steamships from New York to Nicaragua on the Atlantic side, and from Nicaragua to San Francisco on the Pacific side.



Figure 51 K



Figure 51 K-A

The company was called the "Accessory Transit Co.", and the Line was opened in June and July of 1851. See Figure 51 K-A, a corner card of this company.

This Company had no Government subsidy in the shape of a mail contract, and though Vanderbilt made an offer to carry the U. S. Mail between New York and San Francisco in 1853 for \$300,000 per year, the Company was primarily organized as a passenger and freight line. As stated, they had no mail contract and in the absence of same they were little interested in the transportation of mail. Their slogan was, "Through ahead of the Mails," and the use of this term in their advertisements was not to induce the public to send mail by their route, but rather to let the world know they could land passengers and freight in San Francisco, "Ahead of the U. S. Mails."

In the years 1851, 1852, 1853 and 1854, the Nicaragua Route was a great favorite, inasmuch as the railroad was not completed across Panama. The scenery was better, the climate more delightful, and the route only had twelve miles of land carriage across Nicaragua, over a good macadamized road. The Company advertised the Route to be 700 miles shorter than any other and that the trip was generally made in less than 21 days. The U. S. Mail Route, Via Panama, was costing the Government a sum greatly in excess of Vanderbilt's offer, but powerful and influential as he was, he was not able to obtain a Government contract for his Nicaragua Route.

In January 1855, the Panama Railroad was completed and from that time forward the business of the Vanderbilt Line declined.

The disturbed condition in Nicaragua caused by William Walker, the American filibuster, in late 1855 and 1856 caused Vanderbilt to order in March of 1856, that none of the ships of the Transit Co. were to land at the Nicaragua Ports but to proceed to Panama. At the end of June 1856, Walker was elected President of Nicaragua and the Transit Line was closed for some months. In 1858 Vanderbilt abandoned the Line and sold some of his ships to the Pacific Mail S. S. Co.

The Route was by steamer from New York to Realejo, later San Juan del Norte, Nicaragua, on the Atlantic side. From the coast, a fleet of steam vessels traveled up the San Juan River, and across Lake Nicaragua to a small place on Virgin Bay where the Company erected a large wharf, storehouses, etc. From this point, the passage was made by land to San Juan del Sur on the Pacific, thence by steamship to San Francisco.

The earliest advertisement I have seen of a line from New York to California, by way of Lake Nicaragua, was a notice in the *New York Herald* of February 7th, 1849, as follows:

"To California, by Lake Nicaragua. Gordon's Passenger Line. Brig *Mary* and the light draught Steamboat *Plutus*. Take this pleasant and healthy route. This is 1000 miles nearer than Chagres and with less land transit. Sails 12th of Feb. (1849). Apply on board the '*Mary*' foot of Wall St., or to W. Goodrich & Co., 116 Market St."

The *New York Herald* of July 8th, 1850, had the following notice:

"For San Juan De Nicaragua"—The fast sailing coppered and copper fastened schooner 'Enterprise' will sail July 13th, F. & D. Fowler, 86 West St."

The following is from the *New York Herald* of Dec. 17, 1850:

"For Havana, San Juan and Chagres. The new double engine 'S. S. Prometheus,' E. L. Pinklepaugh, Cmd., will leave New York for the above ports, from Pier 2 N. R., on Dec. 25th, 4 P. M. Apply to D. B. Allen, 9 Battery Place." (The sailing date was later changed to the following day.)

The following is from the *New York Herald* of April 20th, 1851:

"For Chagres Direct"—The S. S. Prometheus will make one more trip to Chagres before taking her place on the Nicaragua Route, and will leave New York for Chagres direct from Pier 4 N. R., on Monday, 28th April, at 3 o'clock P. M.

D. B. ALLEN
9 Battery Place."

The following is from the *New York Herald* of May 28th, 1851:

"For Chagres and San Juan de Nicaragua. The S. S. Prometheus will leave New York for the above ports on Friday, June 13th, at 3 P. M.

Apply to Office—9 Battery Place."

The following news item (in part) appeared in the *New York Herald*, July 4, 1851:

"LATER NEWS FROM CALIFORNIA. The New Line to the Pacific. By the arrival of the 'S. S. Prometheus' at this port yesterday morning, we received fifteen days later news from California, **Via Nicaragua, the new route of Captain Vanderbilt, connecting the two oceans.** This is the first time we have received news direct in this way. * * * This is the first arrival by the new Nicaragua Route since it went into operation * * * Hereafter, we presume, communications between New York and California by the way of Nicaragua will be regular, although not so frequent as it will be when all the steamships which the Company contemplate, shall have been put upon the route. It is calculated now that this route is in operation, that, making liberal allowances for delays, etc., passengers, letters, and newspapers will reach San Francisco from New York in twenty days, whereas, it takes thirty and upwards by other routes, etc."

The following advertisement is from the *New York Herald* of July 6, 1851:

"THE NEW & INDEPENDENT LINE FOR CALIFORNIA—VIA NICARAGUA. The Steamship 'Prometheus' will leave Pier #2 North River on Monday, July 14, at 3 o'clock P. M. for San Juan direct, connecting with the new and elegant Steamship 'Pacific,' Captain Bailey, to leave San Juan del Sur, on the 25th. Passengers will take a new iron steamer at San Juan, sent there for the purpose, and pass up the river and across Lake Nicaragua to Virgin Bay, and pass over a good road twelve miles distant to the Pacific, where the beautiful Steamship 'Pacific' will be in readiness to receive them. Passengers may secure through tickets at #9 Battery Place."

The next sailings by the "Vanderbilt Line" were, July 28th, 1851, the "S. S. Brother Jonathan," August 13th, the "S. S. Prometheus," and August 28th, "S. S. Brother Jonathan."

THE "VIA NICARAGUA" MARKINGS

These "Via Nicaragua—Ahead of the Mails" are not cancellations, and second, they are entirely *unofficial*, being nothing more or less than handstamped advertisements of the fact the public could travel the Route in less time than that consumed by the *U. S. Mails via Panama*.

These various types of rectangular markings were privately applied in San Francisco and had no connection whatsoever with the Post Office of that



Figure 51 K-B

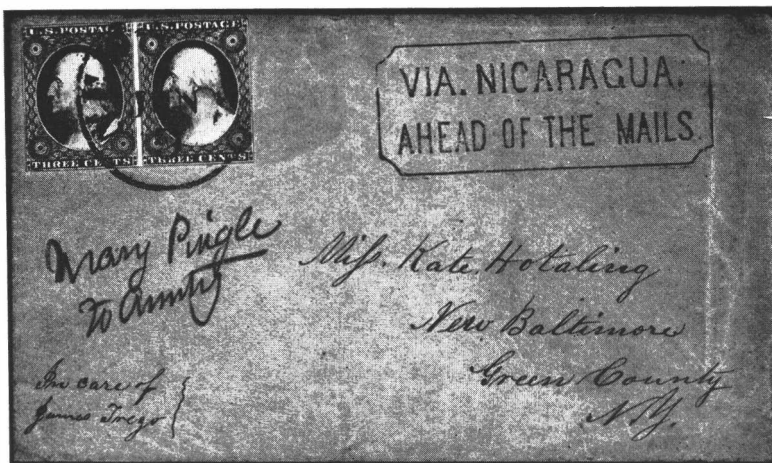


Figure 51 L

City. Figure 51 L illustrates a typical example. Letters originating in California which traveled this Route, were not deposited in a California post office, because if they had, they would have been sent in the regular U. S. Mail by the contract route via Panama. On the other hand, they were privately carried and first reached a post office when they arrived at New York. This accounts for the fact, all such covers, from California show New York postal markings. Such items were not letters originating in New York and routed to California "via the Nicaragua route." Mail was not forwarded by a post office "Outside of the Mail" when there was a contract route over which it could travel. In fact it had to be forwarded the Contract Route.

In the majority of cases we find "Via Nicaragua" covers with the postage prepaid at the regular rate, that is, prior to April 1st, 1855, with 6c postage, after that date with 10c postage. Inasmuch as the Line was in active operation for a much longer period prior to April 1, 1855, than subsequent to that date, we naturally find more of these covers with the 6c prepaid rate than with the 10c

rate. In fact the latter are scarce and decidedly so. In addition I have never seen any covers used after the year 1854 that had one of these rectangular markings, which means also I have never seen a cover with the prepaid 10c 1855 rate with this particular handstamp.

Regarding the "N. York Steamship" marking, Figure 50 D, Chapter No. 50, the middle tracing in the second row. Chase stated this was used as early as 1856, but I think it probably came into use in 1855. Before the Transit Line was closed, it was used on letters prepaid with the 10c 1855 rate.

Figure 51 K B illustrates a "Free" cover showing the "N. York Steamship" marking. It is addressed to the "Hon. J. W. Denver, Ho. of Rep's., Washington, D. C." This use must have been late 1855 or after, as General Denver was elected a Congressman from California in 1855 and took his seat in December of that year. He was a close friend of Wm. M. Gwin, who was one of the two first U. S. Senators sent to Washington from California.

Gwin was a U. S. Senator from 1850 until 1861. This letter was evidently from Senator Gwin to Congressman Denver, and went "Via Nicaragua." The markings on this cover are illustrated in the lower left corner of the plate, Figure 51 C.

Nicaragua markings can be divided into two different classes (a) east-bound mail—from California to eastern points—(b) west-bound mail—from eastern points to California.

Regarding *east-bound mail*. Comparatively few covers are known to me that traveled the Nicaragua Route after the year 1854, and in consequence the markings used during the period of the 6c prepaid California rate, will be principally described.

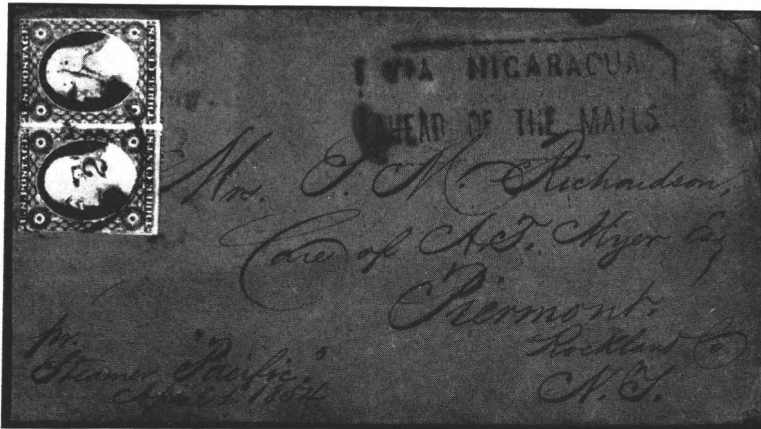


Figure 51 M

The following is a list showing different combinations of markings that are known on covers that went from San Francisco:

(A) Covers showing 6c in stamps—Also a regular New York postmark—and a rectangular "Via Nicaragua." See Figures 51 L and 51 M. The latter in black, green or red; the former in black.

(B) Covers showing 6c in stamps—The New York two line marking "STEAM—SHIP" and a rectangular "Via Nicaragua"—See Figure 51 N. The latter in black, green or red; the former in black.

(C) Covers showing 6c or 10c in stamps—The New York postmark reading for example, "NEW YORK—SHIP—Dec. 7" (see tracing, plate, Figure 50 D, Chapter No. 50, center right).

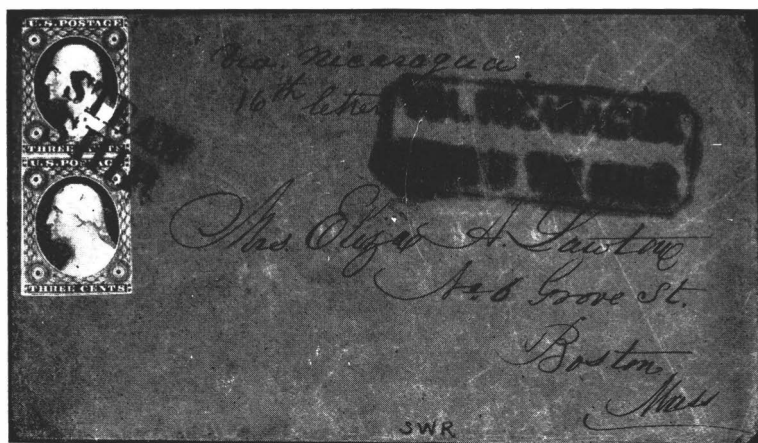


Figure 51 N

(D) Covers—Unpaid—The New York postmark (black) reading, “NEW—YORK—SHIP—SEP 25—7cts.” Also the rectangular “Via Nicaragua.” See Figure 51 P. The tracing of the N. Y. postmark is illustrated on the plate, Figure 50 D, Chapter No. 50, lower center.

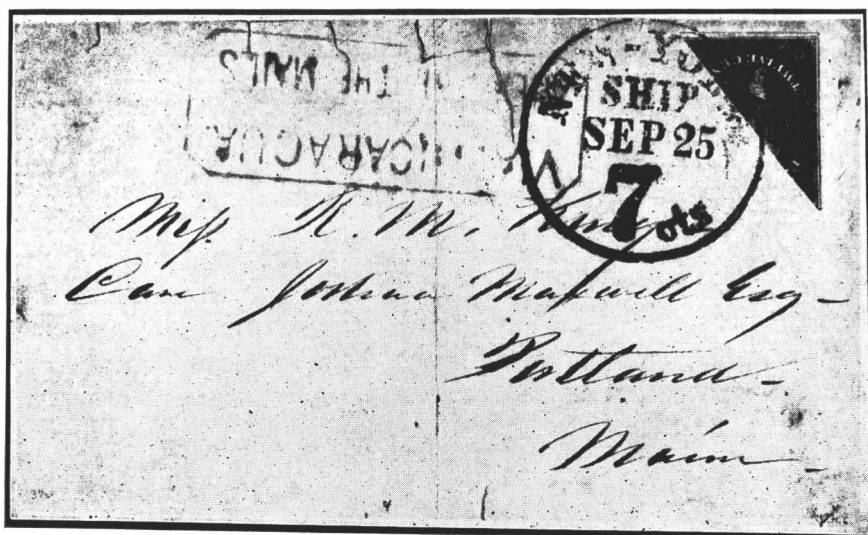


Figure 51 P. New York “SHIP 7 cts.”

(E) Covers—showing 10c in stamps. The circular “N. YORK Steamship” marking—An oval “Via Nicaragua—IN ADVANCE OF THE MAILS.” For this type, see Figure 51 C—lower left corner of plate, traced from the cover with these two markings and franked “Free,” as per Figure 51 K B.

(F) Covers with 10c in stamps—No “Via Nicaragua” markings. Origin known to be California, carried outside of the mails, and postmarked at New York with the circular “N. YORK Steamship.” See Figure 51 Q. This cover shows a California origin but no California Postmark, showing it was carried “outside of the Mail” to New York, where it was marked “N. York Steamship.” This cover may have gone by an Independent Line “via Panama” but it is more than probable it went the Nicaragua Route.



Figure 51 Q

(G) Covers showing 6c in stamps. A regular New York Postmark—an oval “via Nicaragua—In Advance of the Mails—Sullivan.” These are quite scarce and no examples are illustrated herewith.

(H) Covers showing either a 6c or a 10c rate paid by stamps—A regular New York Postmark—An oval marking reading, “Stmr Sierra Nevada—via Nicaragua—Advance of the Mails” (blue). Tracings of these two markings are illustrated in the lower right corner of the plate, Figure 51 C. Uses of this marking are known in 1854. See illustration of cover Figure 51 Q-A, a use probably in January of 1855.



Figure 51 Q-A



Figure 51 Q-C

(I) Covers showing 6c in stamps—A regular New York Postmark—A rectangular framed—curved top reading, “Forwarded via Nicaragua from Noisy Carriers Publishing Hall—San Francisco” (blue). See Figure 51 Q-D.

(J) covers—*Unpaid*—With only a “6” in black on the face of the cover and the rectangular “via Nicaragua.” Such covers have *no postmarks*, nor “Ship” markings. The “6” (see tracing “C,” Figure 51 Q D) is the New York Ship “6” handstamp.

Although it was contrary to the “Regulations” to mark a “Ship letter” without “Ship” or “Steamship” etc., and only with a rate handstamp this was frequently done at the New York Post Office, especially on “Ship letters” from Cuba.

In addition to the above list there are perhaps other scarce “Via Nicaragua” markings, also covers which perhaps show variations of the above combinations.

It has been suggested that the rectangular markings were applied on board the Vanderbilt ships, but it is my opinion, letters were handstamped with these markings in San Francisco. Some four or five different types of these rectangular markings are known, perhaps more. Mail could be deposited for mailing to go by this route at a number of different places in that city, such as news

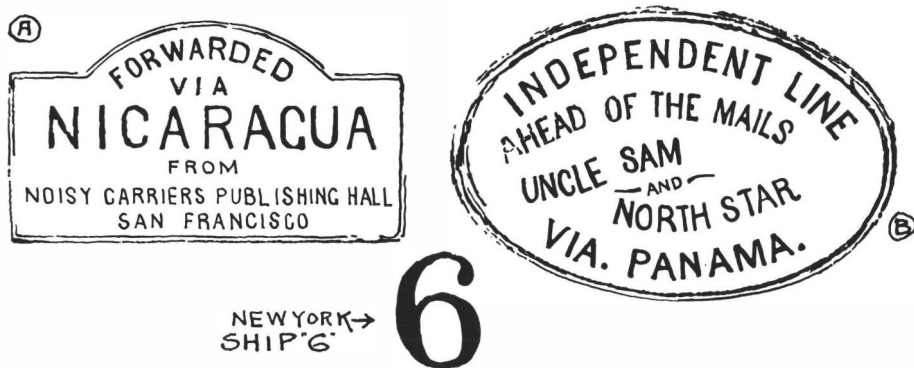


Figure 51 Q-D

stands etc. If a person wanted a letter to go east via the Vanderbilt ships, he prepaid it, deposited it with one of the agencies and here it was probably handstamped "via Nicaragua." I have seen envelopes with the letters enclosed which traveled the Route but the envelopes bore none of the rectangular markings. Such mail went east at the same time as covers bearing the various markings.

Reference in one letter stated, "I must hurry as the Nicaragua steamer leaves shortly." No doubt the letter was taken to the wharf and handed to the officer in charge of mail to be conveyed to New York. It would appear that if the markings were applied on board the ships, practically all mail, especially in the year 1854, would have been so marked (rectangular markings).

Such was not the case because a number of covers are known from one particular correspondence, that surely went to this Route, but were not marked "via Nicaragua."

As mentioned above, I have never seen a cover used after 1854, that went "via Nicaragua" that had any of the rectangular markings. These were used solely, so far as I know, in the years 1853 and 1854. I have never seen a cover with these rectangular markings that showed an 1852 or earlier use.

WEST-BOUND MAIL

Covers showing "via Nicaragua" markings that travelled from the east to the west are extremely rare. No doubt quite a lot of west-bound mail travelled the route, but if so, perhaps no one took the trouble to handstamp many of the letters, "via Nicaragua."

Perhaps the reason for this was because the passenger traffic was much greater from east to west, hence letters from the east to the west did not require advertising that this was the fastest route to the east. The only marking of one other which I have any record that was used on west-bound mail is the one shown on covers illustrated by Figures 51 Q-C and one other. On the plate, Figure 51 C, the tracings "J" are from cover Figure 51 Q-C and the tracings "k" are from the other.

I have seen only four covers showing this particular "via Nicaragua" marking and three of the four had no postmark. The two covers mentioned were

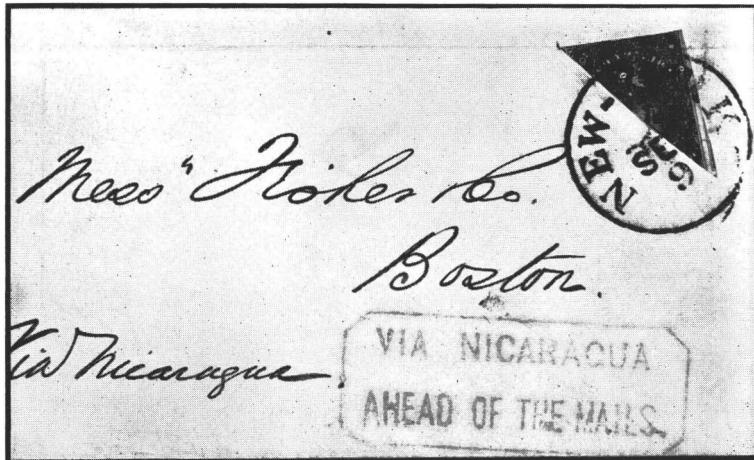


Figure 51 R

carried entirely out of the mail. The cover 51 QC is addressed to Stockton, Calif. When it reached San Francisco it was not deposited in the post office there, but was turned over to Adams & Co. (whose messenger probably carried it west) and by this private express delivered to the addressee. Though bearing U. S. stamps it never went thru the U. S. Mails.

A third cover shows only a black "10" in pen. with the "Via N" marking and no San Francisco postmark. It is addressed to San Francisco and may have been deposited in that Post Office. Date of use unknown.

The fourth cover with this marking is an east-bound letter, addressed to Vermont and has a pair of 3c 1851 tied to cover by a regular New York postmark. This cover is illustrated in the Chase book, page 350.

"12c BISECTS USED VIA NICARAGUA"

Figure 51 R illustrates a cover with a bisected 12c 1851 tied to the cover with a New York postmark in black, also the rectangular "Via Nicaragua" marking. It is quite evident the New York Post Office recognized this split stamp and permitted it to pay the 6c postage, but this was not always done.

Figure 51 P illustrates a similar cover where the New York Post Office refused to recognize the use of the half stamp, and rated it as a "Ship letter" at the ship rate, viz., from New York to Portland, Maine—regular rate (unpaid 5c) plus the 2c ship fee, or due on delivery the sum of 7c.

In the Emerson sale—October 19, 1937—Lot No. 79 was a similar item. Two other covers are known showing the "N. Y. Ship 7cts" and nonrecognition of the use of bisected 12c stamps on each one.

A bisected stamp that actually paid the rate of postage for which its provisional use was intended is a postage stamp, but if the use was not recognized as a prepayment of the rate it ceased to be a postage stamp. Thus bisects may be "tied to a cover," the same as labels of any sort, but failed to pay the rate intended. Covers 51 P and 51 R are two excellent examples.

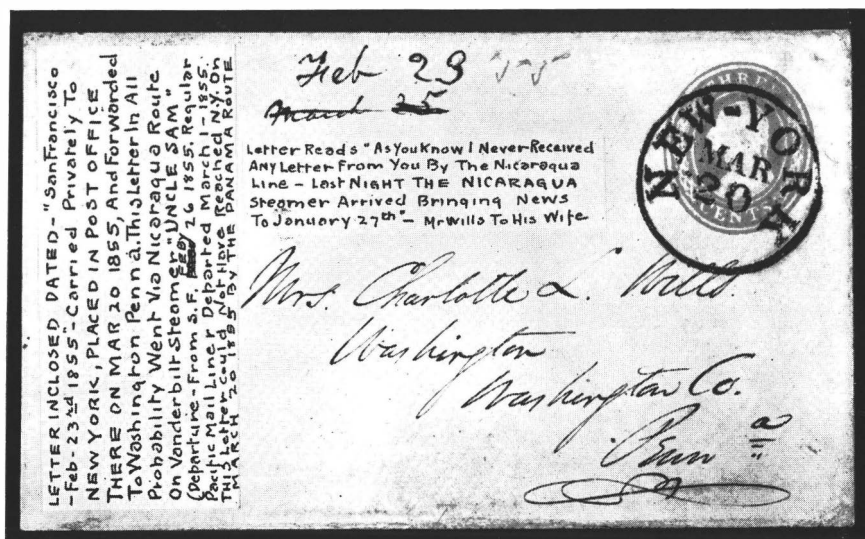


Figure 51 R-A

COVERS FROM CALIFORNIA WITH 3c RATE

Figure 51 R-A, illustrates what I call a "bootleg cover." The letter enclosed in this envelope was dated "San Francisco—Feby 23, 1855." It was carried privately to New York, and most certainly over the Nicaragua Route, and mailed there to Washington, Pa., with only 3c postage paid. The letter was dated Feby 23rd, 1855, and the Nicaragua Steamer "Uncle Sam" departed from San Francisco on Feby 26th. The regular U. S. Mail Ship did not depart from Panama until March 1st, hence it would have been impossible for this letter to have gone by this mail and reached New York on the postmarked date of "Mar 20." (Collection Fred G. Floyd).

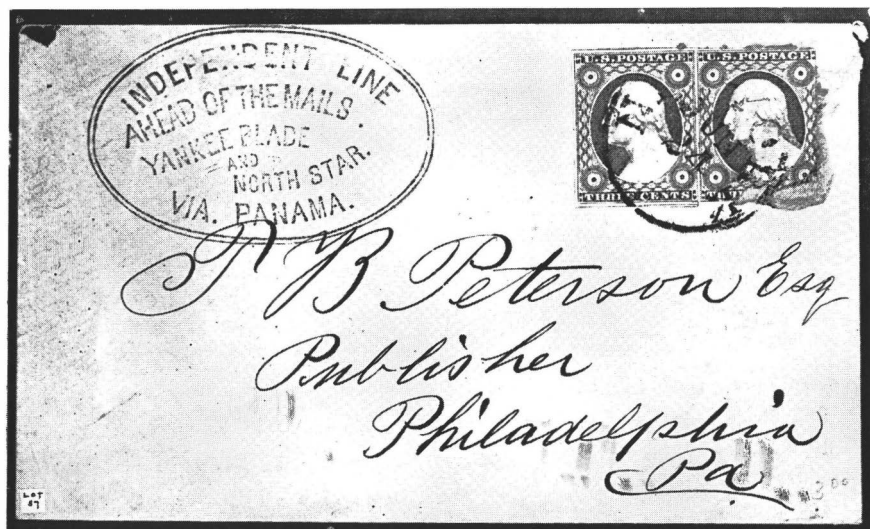


Figure 51 S

INDEPENDENT LINES OPERATING "VIA PANAMA"

Figure 51 S illustrates a cover that was carried by an Independent Line operating Via Panama. A very fine article by Mr. A. R. Rowell entitled "Ahead of the Mails—Via Panama" was published in "Stamps" September 4th, 1937, regarding this particular Company and I am indebted to Mr. Rowell for much of the following data taken from his article.

Two varieties of this handstamp are known. One reads, "Yankee Blade and North Star," the other "Uncle Sam and North Star." (See tracing "B," Figure 51 Q-D).

This Line was established in 1853 to compete with other ships for the passenger and freight traffic to and from California *Via Panama*. The Company never had a mail contract and operated over a period of less than two years. Vanderbilt was financially interested in the Company. The ships were advertised under the name of Cross & Mills, the former being a son-in-law of Vanderbilt. The Line was at first referred to as the "Edward Mills' Opposition Line." Mills was an eastern ship builder and operator. In the beginning, the "Yankee Blade and North Star" operated on the Atlantic side, and the "Uncle Sam" on the Pacific. Later the "Yankee Blade" was sent to operate on the Pacific, being replaced on the Atlantic side by the "America." The "Yankee Blade" was wrecked and lost on the Pacific on October 1, 1854.

Of the two types of handstamps above mentioned no doubt the one reading "Uncle Sam and North Star" was the first one used and referred to the "Uncle Sam" on the Pacific connecting at Panama with the "North Star" on the Atlantic. Later when the "Yankee Blade" was transferred to the Pacific a handstamp was used "Yankee Blade and North Star" and no doubt referred to the "Yankee Blade" from San Francisco connecting at Panama with the "North Star," for New York.

Evidently the Line passed out of existence soon after the loss of the "Yankee Blade." The "Uncle Sam" passed into the hands of the Vanderbilt Nicaragua Line and operated on the Nicaragua Route. The "North Star," formerly Vanderbilt's yacht, passed back into his hands and was sold in 1858 to the Pacific Mail S. S. Co., when the Nicaragua Line was abandoned in that year. The "America" was later brought to the Pacific and was employed in local coastwise commerce on the Pacific.

Perhaps other handstamps of this line were used for example "Uncle Sam and America."

Covers showing these two markings are exceedingly rare. We have no evidence of where the handstamps were applied, but it appears probable they were handstamped at the Company's office in San Francisco, where mail was no doubt deposited for private carriage to the east.

The Line borrowed the Vanderbilt slogan "Ahead of the Mails." When the "Uncle Sam" was brought to the Pacific she was advertised as the "fastest steamer on these waters," hence perhaps the owners expected to transport passengers to and from Panama and San Francisco in less time than rival ships, and so borrowed the Vanderbilt slogan.

This slogan must have been a popular one for we find a third company using it in 1860, "The Peoples Line," who advertised "Through in Advance of the Mail." See Figure 51 T.

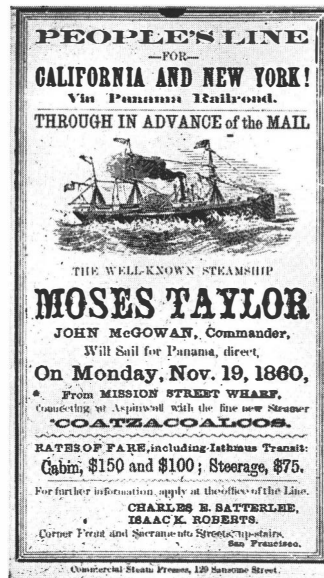


Figure 51 T

MISCELLANEOUS MARKINGS

Referring to the plate, Figure 51 C. The "Ship 12" was traced from a stampless cover. On the plate the year is marked in error as "1857," but the use was 1856. This cover originated in Honolulu, Dec. 28th (1855), the postmark is in red. On face is the regular San Francisco "Jan 21." In 1856, the regular sailing date of the 20th of January fell on a Sunday, hence departure of the mail was delayed until Monday, the 21st.

The large "Ship 5" is also a San Francisco marking. This letter originated in Hong Kong, China, and was addressed to Nevada, Calif. It was probably brought to San Francisco by a Clipper ship and rated to its destination at regular postage of 3c plus the 2c ship fee.

In the center of the plate, Figure 51 C, are tracings of a Honolulu postmark of "May 7," and one of "San Francisco—June—6—1859—12 Paid." Both are in red. The cover from which these were traced originated in Honolulu, and was addressed to a town in New England. It shows a prepaid ship rate from San Francisco of 10c plus 2c.

The map, Figure 51 U, shows the three ocean routes, the Panama, the Nicaragua, and the Tehuantepec; also the Overland and Pony Express Routes.

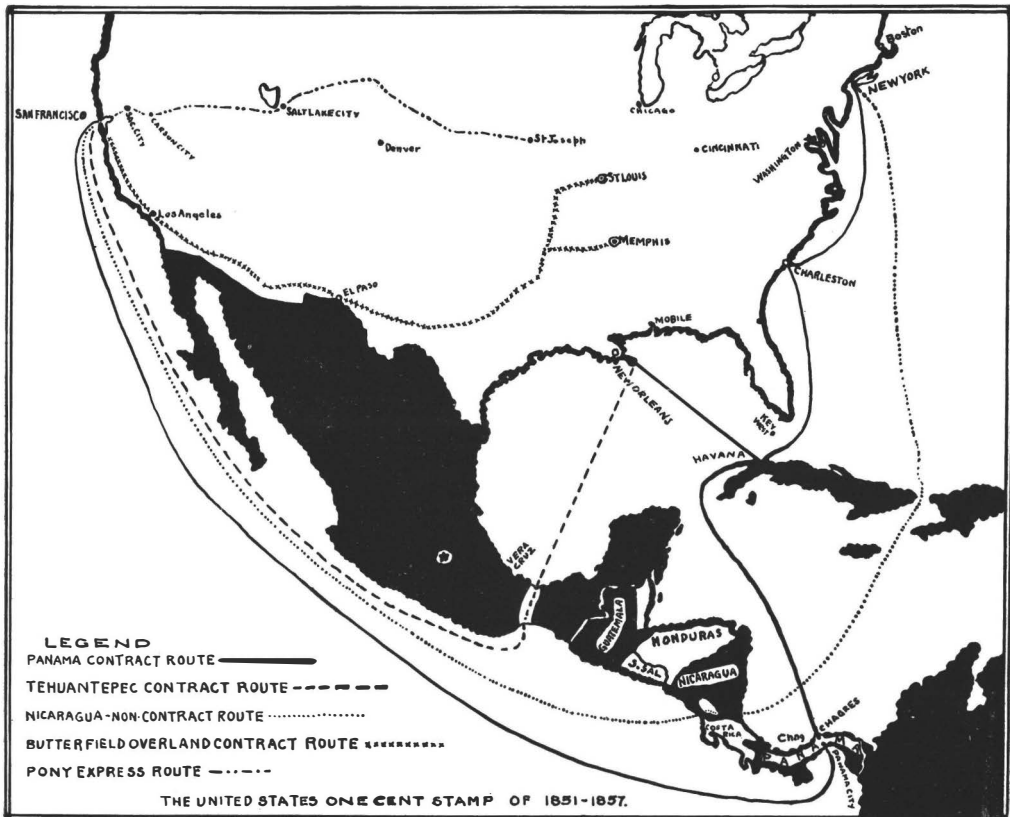


Figure 51 U

Chapter LII.

THE GREAT OVERLAND MAIL AND THE PONY EXPRESS

OVERLAND—via—LOS ANGELES



OVERLAND—via—LOS ANGELES.

Figure 52

THE Great Overland Mail Route from St. Louis and Memphis to San Francisco was opened in September of 1858.

Since 1849, all through mail to and from California had been forwarded by the Ocean Route, via Panama, and the annual cost of almost three quarters of a million dollars, was approximately two and one-half times the receipts. It is interesting therefore, to briefly survey the causes that led up to the establishment of the Overland Route.

Since the early days of the fifties there had been a strong demand for a transcontinental railroad to the Pacific Coast. In January of 1855 Senator Douglas, more ambitious than his colleagues, introduced a bill providing for the construction of three railroad lines to the Pacific and strange to state, it passed the Senate, but by a close vote, and was defeated in the House.

The people of the Pacific Coast were very much dissatisfied with the mail service that only brought them mail from the Eastern States twice a month, and the agitation for a daily Overland Mail started as early as 1854.

In April 1856, a monster petition was sent to Congress bearing the signatures of 75,000 Californians, and taking heed Congress commenced making appropriations for the building of roads in the far west. In 1856 and in February 1857 the sum of \$600,000 was appropriated for various road building projects.

Back in 1855 Senator Weller of California, tried to get an Overland Mail Bill through Congress but failed. During the early part of 1856, four separate Overland Mail Bills were introduced.

In the meantime the advocates of a railroad to the Pacific had become hopelessly dead-locked. Southern members of Congress wanted a railroad in the south, northern members wanted it in the north, and due to the sectional feeling which was running high at that period, the building of a Pacific Railroad was shelved.

In August of 1856, Senator Weller introduced an amendment to the Annual Post Office Appropriation Bill, providing for a semi-weekly mail service, to be carried in four-horse coaches between the Missouri River and San Francisco, with the compensation not to exceed half a million dollars per annum. The Bill passed the Senate but was rejected by the House. Having come so near to success, the advocates of the measure lost no time in presenting a new bill at the short session beginning in December 1856. The new bill offered a higher compensation and extended the time for making the trip. Profiting from the experience with the Pacific Railroad Bills which had been defeated through

sectional conflicts, the framers of the new measure left undetermined the location of the Route and the eastern terminus. When the bill came up in the Senate in February 1857, it caused heated debate. Senator Crittenden, of Kentucky, a strong opponent, stated on the floor of the Senate:

"Wait until your line can go a little further towards supporting itself * * * It is out of season, out of time, inappropriate, extravagant, exaggerated in the highest degree. Here is one route established by sea (to California) at a cost of nearly one million dollars, and then there is a land communication to Salt Lake City to Sacramento. * * * You have then, perhaps, \$1,300,000 now of annual expense in carrying the mail to California. * * * The question is whether you will add to it \$600,000 or \$300,000 more."

Supporters of the bill denounced the Ocean Mail Service and the Panama Railroad as gigantic monopolies that could only be broken by the establishment of a competitive route. Senator Gwin asked "How can we ever supersede the steamships unless we have a mail across the continent?" and added, "We are entirely at the mercy of a steamship company—a gigantic monopoly."

Senator Risk said:

"We have a simple proposition before us—it is whether you will continue a contract for a mail, twice a month, across the Isthmus of Panama at \$900,000 a year, or whether you will make an experiment to see whether you can get the mail service performed twice a week through your own territory for \$600,000 a year."

Senator Risk was of course winking at the fact the bill provided for a *letter mail only*, and that the Ocean Service would still continue.

Senator Weller said:

"I confess that I not only desire to have this mail route, but what I regard as equally important, I desire to have a good emigrant route. I believe, by the establishment of a mail route with little posts every ten miles you will have in fact military posts all along that road. In this way you will give protection to your emigrants. That is what I am after. * * * This I regard as vastly important to the future interest of your possession on the Pacific."

Other senators also argued that rapid communication with the Pacific Coast would bind that region to the Union and prevent the possibility of the future establishment of a separate nation beyond the Sierras.

The above will give the reader some of the arguments advanced for the establishment of an Overland Mail Service.

On March 3, 1857, the Post Office Appropriation Bill became law. The amendments relating to the Overland Mail provided in part as follows:

(1) The Postmaster General authorized to contract for the conveyance of the entire letter mail from "such point on the Mississippi River as **the contractors may select**, to San Francisco, for **six years** at a cost not exceeding \$300,000 per annum for semi-monthly, \$450,000 for weekly, or \$600,000 for semi-weekly, at the option of the Postmaster General."

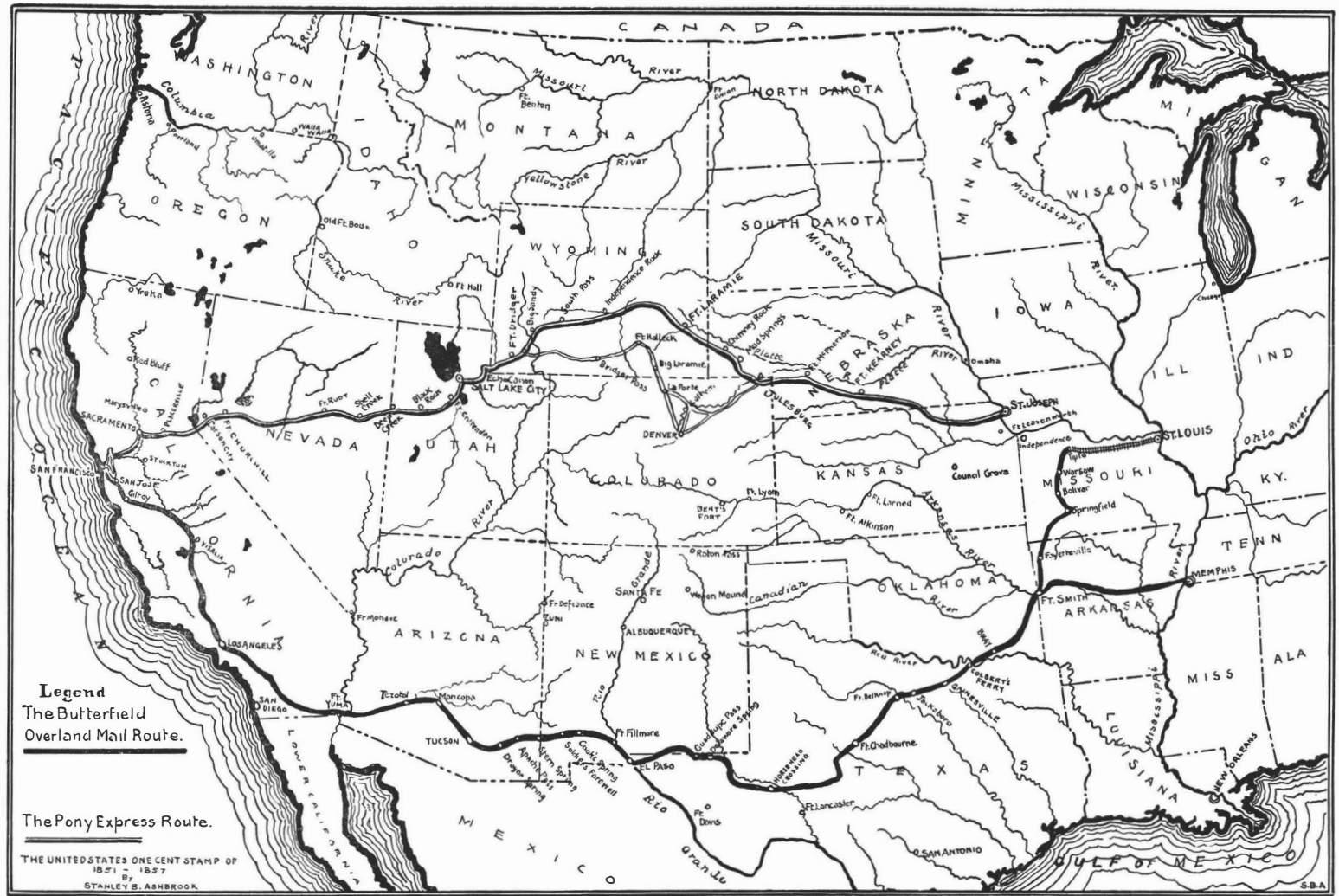
(2) "Service to be performed with good four-horse coaches or spring wagons, suitable for the conveyance of passengers, as well as the safety and security of the mails."

(3) "Service shall be performed within twenty-five days for each trip."

(4) "Service to commence within twelve months after signing of the contract."

The law clearly stated that the contractors should select the route, but the Postmaster General's power to select the contractors gave him in reality the choice of route. Postmaster General Brown was from Tennessee and was strong in his southern sympathies. He consulted with southern leaders and soon it was rumored that a southern route was to be chosen. Against such a possibility strong protests were made during the spring and summer of 1857, but despite these and in violation of the stipulation in the law Brown proceeded to select the following route:

Figure 52 A



"From St. Louis, Mo. and from Memphis, Tenn., converging in Arkansas, thence through Texas to Fort Fillmore, thence along the new road being opened, to Fort Yuma, California, thence to San Francisco."

The big express companies of the east and west saw a chance to strengthen their power in the fields of communication and transportation. With expressable matter carried in their own coaches or perhaps special express wagons across plain and mountain, they too would to a certain extent be independent of the steamship companies. Seven men representing The Adams Express Co., The American Express Co., Wells, Fargo & Co., and The National Express Co., put in a bid as "Butterfield & Co." to handle the Overland Mail contract. These men were John Butterfield, Wm. B. Dinsmore, Wm. G. Fargo, James V. P. Gardner, Marcus I. Kinyon, Hamilton Spencer and Alex. Holland.

No bid had been received for this particular route but all the bidders agreed that their respective bids might be held and considered as applying to it.

The Postmaster General ordered that the bid of John Butterfield and associates be accepted. This bid provided for a semi-weekly mail at \$600,000 per year, and on September 16th, 1857, the contract was signed, with service to begin on or before September 15, 1858.

James E. Birch, the young California stage magnate was a bidder and was equally as well fitted to carry out the terms of the contract as the Butterfield group. His bid was \$600,000 for a semi-weekly mail over the route selected by the Postmaster General, but the contractors were not selected by figures but by what they promised to do in the opinion of the Postmaster General. Butterfield was a close friend of President Buchanan, and though he knew a route farther north was more practicable he had to please the southern Postmaster General, who insisted his home town of Memphis be the eastern terminal.

The map, Figure 52 A, shows the route selected. The total distance was nearly 2800 miles. The route from St. Louis was by railroad, due west to Tipton, Mo., 160 miles. Here the stage line started on almost a direct southern course, going by way of Springfield, over the Ozark Mountains to Fayetteville, and thence to Fort Smith in Arkansas, where the stage line from Memphis joined the main route. Southwest from this junction point, the route ran through the Choctaw Country to the crossing of the Red River at Colbert's Ferry, and thence southwest across the almost uninhabited region of northern

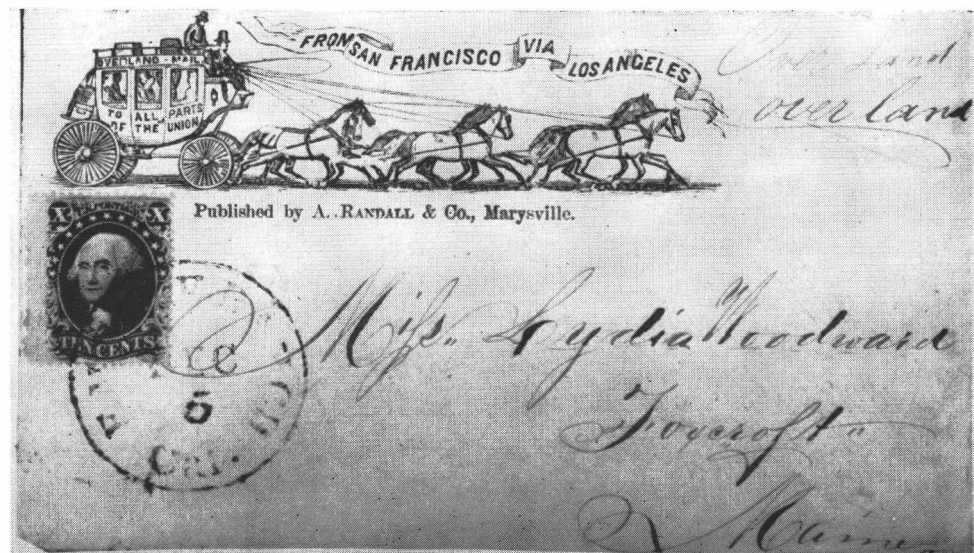


Figure 52 B. Overland Mail

Texas through Fort Belknap to Fort Chadbourne, thence to El Paso. From here to Tucson, a distance of 360 miles, the route ran through a rough broken country without water except at the stations. From the Maricopa Wells it traversed a forty-mile desert, and striking the Gila River, it followed it to Fort Yuma. From the Fort to Carrizo Creek, about one hundred miles, there was no water in the dry season, and the route was heavy with sand. Here a branch led to San Diego, but the main route turned north, and crossed the mountains at Warner's Pass, thence northwest to Los Angeles. From here the route ran north to Gilroy, San Jose and to San Francisco.

It was a route that offered many obstacles, but the contractors went about their work with energy, wells were sunk, reservoirs made, equipment provided, and stations built and at the end of twelve months the route was opened.

On September 15th, 1858 the first "Great Overland Mail" left San Francisco and St. Louis simultaneously. The westward-bound mail took an hour less than 24 days, the east-bound mail reached St. Louis in 23 days and four hours.

On the first trip from San Francisco to St. Louis, a special agent of the Post Office Department was one of the passengers, and the following is taken from his report, showing distances and time consumed:

	Miles	Hours
San Francisco to Los Angeles	462	80
Los Angeles to Fort Yuma	282	72.20
Fort Yuma to Tucson	280	71.45
Tucson to Franklin	360	82
Franklin to Ft. Chadbourne	458	126.30
Ft. Chadbourne to Colbert's Ferry	282½	65.25
Colbert's Ferry to Fort Smith	192	38
Fort Smith to Tipton	318	48.55
Tipton to St. Louis (by railroad)	160	11.40
Total	2794½	596.35

The Overland Mail Line gradually gained in favor until by 1860 more letters were sent by the route than by the ocean steamers. Even in England, sealed letter-bags were made up regularly for San Francisco and the British Pacific Coast possessions to go "overland" in the times intervening between the dates of departure of the Panama line of steamers.

The average time made during the six months from October 1859 to April 1860 was 21 days, 15 hours. There was never serious complaint of the conduct of the service upon this line, but the selection of a Southern Route was ever the subject of criticism. Efforts were made, time and again to get the contract cancelled, or the line moved farther north, and follow the route of emigration to the west which was then quite heavy along the Central Route.

It was not until the outbreak of the Civil War, however, that this line was removed from the route over which it had operated so regularly and so efficiently.

THE OVERLAND MAIL, DATES OF FIRST TRIP

The west-bound mails left Memphis and St. Louis during September, October, November and part of December 1858 on the following dates:

September 16—20—23—27—30—1858
 October 4— 7—11—14—18—21—25—28—1858
 November 1— 4— 8—11—15—18—22—25—29—1858
 December 2— 6—1858

The east-bound mails left San Francisco:

September 16—20—24—27—1858
 October 1— 4— 8—11—15—18—22—25—29—1858
 November 1— 5— 8—12—15—19—22—26—29—1858
 December 3— 6—1858



Figure 52 C.

Figures 52 B and 52 C illustrate two covers carried over the Butterfield Overland Mail Route, one with the 10c rate, the other a "Free" letter from the Postmaster at San Luis Obispo, Calif., to Washington, D. C. Envelopes such as these were prepared and sold in California for the purpose of routing letters via the Overland Route.

Figure 52 D illustrates a cover from San Francisco, June 5, 1860, to New York marked "via Panama."

Figure 52 E illustrates a cover routed over the Overland Route, the directions on which are very explicit, "Via Visalia, Fort Tejon, Los Angeles, Fort Yuma, El Paso, and Fort Smith."

As mentioned above, the postage between San Francisco and the eastern terminals of the route was only 3c. Announcements were made in newspapers thruout the state to this effect. Covers showing the 3c rate are quite scarce. The following news item which appeared in the "Tulare Record" of Visalia,

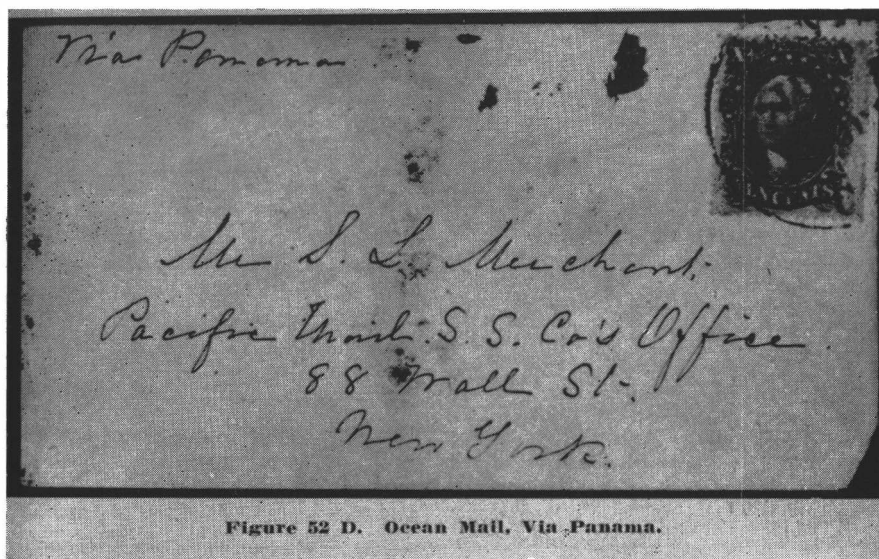


Figure 52 D. Ocean Mail, Via Panama.

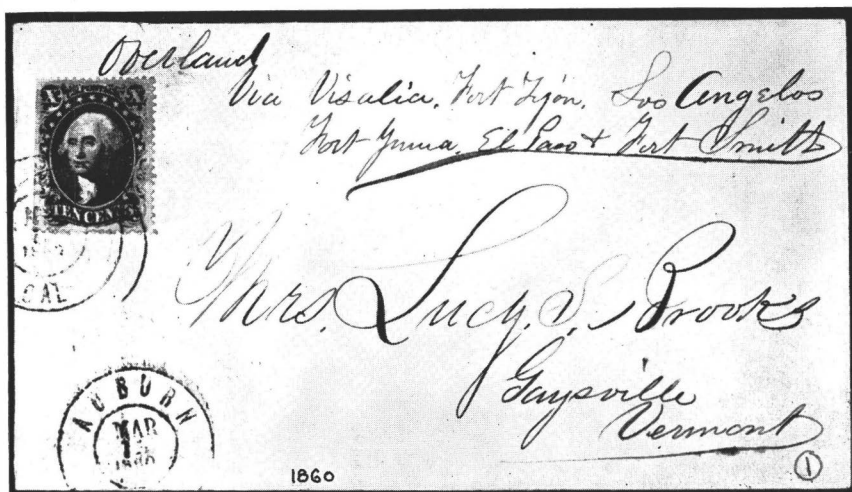


Figure 52 E

Calif., June 30, 1859 is a typical example, "Overland Mail—Postage 3 cents— $\frac{1}{2}$ ounce—San Francisco to St. Louis, Arkansas and Texas—all other places east—10 cents."

THE MAIL SERVICE TO CALIFORNIA IN THE EARLY PART OF 1859

Postmaster General Brown died March 8th, 1859, and was replaced by Judge Joseph Holt of Kentucky.

Upon assuming office the new Postmaster General found the following lines to the Pacific Coast in operation :

Main Contract Routes		Annual Cost	Annual Receipts
(A) Semi-monthly			
From New York, and New Orleans	Via Panama to San Francisco (See Figure 52 D)	\$738,250.	\$299,972.69
(B) Semi-weekly			
From New Orleans, Via Tehuantepec	to San Francisco (See Figure 50 N)	250,000.	5,276.68
(C) Semi-weekly			
From St. Louis and Memphis, Via El Paso	to San Francisco (Butterfield or Southern Route) (See Figure 52 B)	600,000.	27,229.94
(D) Weekly			
From St. Joseph, Mo., Via Utah City, (Salt Lake City)	to Placerville, Calif. (Central Route) (See Figure 52 EE)	320,000.	5,412.03
Minor Contract Routes			
(E) Semi-monthly			
From San Antonio, Texas Via El Paso	to San Diego, Calif. (Weekly from San Antonio to El Paso and Fort Yuma)	196,448.	601.
(F) Monthly			
From Kansas City, Mo., to Stockton, Calif. Via Santa Fe Trail		79,999.	1,255.

The gross disbursements for these six routes were thus \$2,184,697 and the receipts from them only \$339,747.34, showing a loss to the Post Office Department of \$1,844,949.66.

Judge Holt looked upon the post office business as a concern that should be conducted upon business principles, and be made self-supporting if possible.

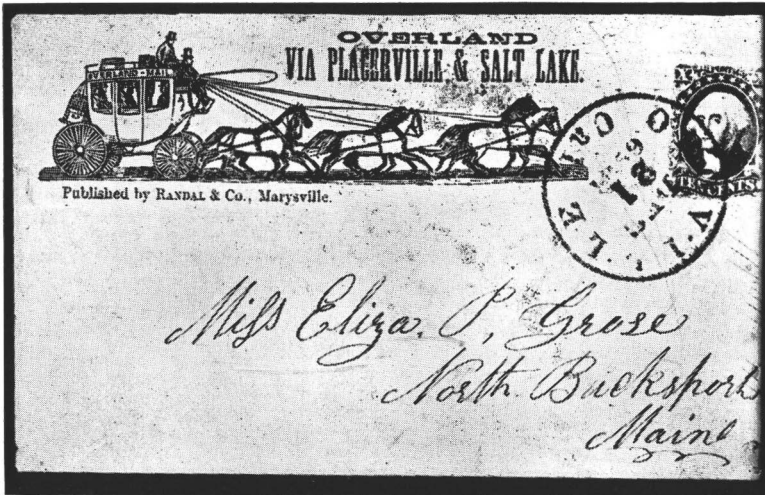


Figure 52 EE

He immediately proceeded to correct what he considered unnecessary expenditures.

The San Antonio mail contract was reduced from \$196,000 to \$120,000 and the service made semi-monthly instead of weekly. The Central Route was reduced to a semi-monthly basis with a saving of \$115,000. The Kansas City-Stockton, Calif. Route was discontinued and he refused to renew the Tehuantepec contract when it expired after a year's trial. He made an effort to curtail the service on the Butterfield Route but the contract was so drawn he found it impossible.

The ten-year Ocean Mail contract expired September 30, 1859, and he contracted for a nine months service over the same Panama route with Cornelius Vanderbilt at the rate of \$351,000 per year. The cost of the Pacific mail service was reduced by a saving of \$908,000.

Thus during the summer of 1859, while congress was not in session, momentous changes had taken place in the postal affairs, for the Postmaster General not only slashed expenditures on the California routes but on various others thruout the country. Localities affected protested, and when Congress met in January 1860, the Post Office Appropriation Bill was reported carrying a provision that the Postmaster General be directed to restore the inland service on all routes under contract on the 4th of March 1859. The Bill failed to pass with this provision and so wholesale restoration was not ordered.

In the meantime the clouds of Civil War were gathering and with the impending struggle in the offing, a strong demand was made in the fall of 1859 that the Southern Route be abandoned and the mail be transported daily over the Central Route. Perhaps no better picture of this demand, and the arguments advanced can be presented than in an editorial which appeared in the *San Francisco Bulletin* of January 31st, 1860:

"The route of the great Overland Mail (Butterfield) certainly ought to be shortened. It is now several hundreds of miles longer than the Salt Lake route, and for that reason can never become an immigrant road; nor will it ever be availed of in time of war for the passage of troops between the two oceans. The energy and enterprise which have brought us the mails overland from St. Louis to San Francisco from 18 to 24 days, if expended upon as short and available route as can be found, would give us the mails regularly in sixteen days. It was a stupid blunder if nothing worse, on the part of the Administration, which compelled the contractors to take the circuitous route from St. Louis via Memphis and El Paso

to San Francisco. Butterfield and Company from the beginning, like shrewd business men, would have much preferred to take the most direct, available route between the great centers of population on the Pacific and in the Mississippi Valley. But sectional purposes prevailed over right and reason. The Administration was desirous of carrying the route in such direction as should benefit southern interests, in the idea that the future Pacific Railroad would be sure to follow the track of the mail coaches. * * * For ourselves, we believe that a route which should traverse or connect with the Pike's Peak and Salt Lake regions would prove itself on all accounts the most advantageous. The Salt Lake route is the one almost always chosen by overland immigrants, because of its shortness and its abundance of feed and water for stock. * * * Let the Salt Lake route be as well stocked as the Memphis now is, supplied as liberally with stations, and no difficulty would be experienced in making good time over it at all seasons. Indeed we doubt much whether the snows there would prove as serious a barrier to the mail coach as the mud of southwestern Missouri and Arkansas is during the winter, and the overpowering heat of the southern desert during the summer. We see that the Department has advertised for new proposals to carry the mails between Placerville and Salt Lake, the former contractor having failed. We hope that the service will not be re-let. The time is auspicious for the consolidation, of the Salt Lake and Butterfield interests. Let Congress provide for such a result."

There was but little alteration in the Overland Mail Service during 1860, and the Butterfield Route remained unchanged. Numerous bills were introduced in Congress but no action was taken.

THE GREAT MILLION DOLLAR OVERLAND MAIL

The annual post route bill was taken up in the Senate February 2, 1861, and was argued for a month with the result that the Post Office Appropriation Bill became law on March 2, 1861. The sections providing for the daily Overland Mail were in part as follows:

(A) The Postmaster General ordered to discontinue the mail service on route number 12,578 from St. Louis and Memphis to San Francisco, on or before July 1, 1861.

(B) The contractors on the Butterfield Route required to transport the entire letter mail six times a week on the Central Route—to be carried through in 20 days—for eight months and in 23 days for four months.

(C) From some point on the Missouri River to Placerville, Calif.

(D) Also to deliver tri-weekly mails to Denver and Salt Lake City.

(E) Contractors required to carry the residue of all the mail matter in a period not exceeding thirty-five days, with the privilege of sending the latter semi-monthly from New York to San Francisco in twenty-five days by sea, and public documents in thirty-five days.

(F) Contractors required to run a Pony Express until the completion of the Overland Telegraph, semi-weekly at a schedule time of 10 days for eight months and twelve days for four months, carrying for the Government free of charge five pounds of mail matter with the liberty of charging the public for transportation of letters a sum not exceeding one dollar per half ounce.

(G) For the above service said contractors shall receive one million dollars per year, with the old contract to be modified before March 25, 1861 and expire July 1st, 1864.

The Butterfield Company accepted the terms embodied in the new law, and the Postmaster General on March 12, 1861, ordered a modification in its original contract of 1857 in compliance with this Act of March 2, 1861.

The first coach of the daily Overland Mail left Saint Joseph, Mo., on July 1st, 1861, and reached San Francisco upon the evening of July 18th. As a news carrier it was being anticipated by the Pony Express that was running semi-weekly over the same route. Fear was entertained as to the treatment the Indians would give the daily mail, especially in view of the fact so many of the regular troops had been withdrawn from service on the plains, but as early as July 25, 1861, the War Department issued orders for troops to protect the Route.

And thus the Great Overland Mail over the Central Route had its beginning, but from its inception it had been considered but a temporary expe-

dient. The fond hope had ever been for a railroad with its band of steel to unite the east with the west.

The earliest of the Pacific railways were chartered in 1862, and in 1864 active organization was begun. By the summer of 1866 building had progressed sufficiently to effect overland communication.

On August 15th of that year the eastern terminus of the stage line was moved from Atchison to Manhattan, Kansas, the railroad having reached that point, and 168 miles of the stage line was cut down. By the close of 1867 the Union Pacific R. R. had reached Cheyenne, Wyoming, and the Central Pacific had extended to Cisco, 94 miles east of Sacramento.

During 1868 the transcontinental railroad building proceeded more rapidly than ever before. The Central Pacific was now over its hardest grades and in the late summer was able to make rapid progress across Nevada. The railroad followed the Humboldt River and hence was a hundred miles or more north of the overland stage route which ran via Austin, Nevada. West of Cheyenne the Union Pacific pushed forward, adding 425 miles during the year. But at the end of the year there still remained a gap of about 400 miles that had to be served by the Overland Stage Coaches.

The golden spike was driven at Promontory Point on May 10th, 1869 and the farewell note to the Overland Mail Service by stage coaches was struck.

The continent was now spanned with steel and the old Overland stage coach was replaced forever.

The old order was succeeded by the new, a colorful era was dead, a new one was born.



Figure 52 F

The Pony Express

The famed Pony Express was started in April 1860 as a private enterprise, and without a Government contract or subsidy.

The main purpose of its origin was to demonstrate the advantages of the Central Route, from the Missouri River, via Salt Lake City to California, and thereby secure for its originators a valuable Government mail contract over this route both by stage coaches and Pony Express.

For over a year its founders operated it, but it was a very expensive venture, and while no doubt it centered attention to the advantages of the Central

Route thru the advertising it received, in the end it brought no Government contract or subsidy to its backers, but only financial embarrassment.

From April 1860 until July 1, 1861 the service was operated by the freighting firm of Russell, Majors & Waddell, under the name of the "Central Overland California and Pike's Peak Express Co."

In 1861 when the Butterfield Mail contract was transferred to the Central Route, the operation of the Pony Express was continued under the supervision of the Butterfield Company, as their new mail contract provided for a semi-weekly service by Pony Express in addition to their daily service by stage coaches.

The service was continued until a short time after the trans-continental telegraph line was completed on October 24, 1861, and soon after this the Pony Express came to an end.

The following records the last trip of the Pony Express:

From the *San Francisco Bulletin* of November 18th, 1861:

"The Last Pony Express. The steamer 'Eclipse,' left Sacramento this morning at 8 o'clock for San Francisco, and would arrive here at 4 P. M., bringing the last collection of letters by Pony Express, which are addressed to the following parties in this city * * * a total of 78."

The story of the Pony Express has been told many times, so no attempt will be made here to repeat it in detail. Instead we will give a brief resume of how mail was carried during the comparatively short period it was in existence. The period can be divided into two parts, viz.:

First. From April 3, 1860 to June 30, 1861, during which time it was operated privately without a Government Mail Contract. This might be amplified by stating that from April 3, 1860 to April 1861 it was operated entirely by the original company but due to financial difficulties in the early part of 1861, Wells Fargo & Co. took a hand in the management, after the million dollar mail contract had been awarded to the Butterfield Company in March of 1861. In April of 1861, Wm. H. Russell, the founder of the Pony Express, resigned as President of the company and was succeeded by Mr. Bela M. Hughes.

Second. From July 1, 1861 to November 1861, during which time it was operated under a Government contract.

Regarding the first period. Mail could not be forwarded during this time over the route by Pony Express from cities distant from the terminals, thru the U. S. Mail. For example if a person in San Francisco wished to send a letter by Pony Express to any eastern point, he could not route the letter "Via Pony Express" and deposit it in the San Francisco Post Office. But rather, he had to prepay the U. S. Postage in full to destination and deliver his letter to the office of the Pony Express Co., where he was charged a sum for transporting the letter to the U. S. Post Office at the eastern terminal at St. Joseph, Mo. Here the Express Co. for the first time enroute placed the letter in the U. S. Mail.

For the forwarding of letters from the east to California by "Pony Express," agents were appointed in Washington and New York City to "receive them" and convey them to the "Couriers" departing from St. Joseph, Mo.

Regarding the second period. (July 1, 1861 to November 1861). In order to maintain the Mail Service on the Southern Route, the original Butterfield interests had been forced to make large and unanticipated expenditures, resulting in a strained financial condition for the Company. To assist them in living up to the terms of their contract, Wells, Fargo & Co. had loaned them large sums of money. When the 1861 contract on the Central Route was awarded to them, changes in management were in order. Mr. Butterfield resigned as President and was succeeded by Mr. W. B. Dinsmore of the Adams & Co. Express, but

the direct management of the affairs of the company from that time forward, was largely in the hands of Wells Fargo & Co.

THE CENTRAL OVERLAND CALIFORNIA & PIKE'S PEAK EXPRESS CO.

The discovery of gold in Colorado in the summer of 1858 was the signal for the usual stampede. The advance guard of the Pike's Peakers reached the new diggings in the fall of 1858, but the main army did not arrive until the next spring. The mail facilities were very meagre.

At this period the great western freighting firm of Russell, Majors, and Waddell were at the height of their fortunes. Russell and Majors had formed a partnership in 1855 and procured a Government contract to carry all Government material from Fort Leavenworth to the plains and mountain posts. Early in 1858, a third man, Waddell was taken into the partnership. To handle their business in that year, they increased their fleet from some 350 wagons and teams to 3500 wagons and 40,000 oxen, and employed 4000 men and 1000 mules.

During the winter of 1858-1859, Majors and Russell were in Washington where they fell in with Russell's fellow Missourian and fellow-optimist, one John S. Jones. The Pike's Peak gold excitement was boiling, and it was proposed to establish a stage coach and express line from Leavenworth to Denver. The conservative Majors refused to join the enterprise so a company was formed by Jones and Russell, called the "Leavenworth & Pikes Peak Express Co."

Service was established and the first trip occupied nineteen days but was later reduced to seven.

Jones and Russell were hopeful that when the Overland Mail Service was abandoned on the Southern Route they would be in an excellent position to obtain the new contract. Their optimism led Majors and Waddell into taking over the Hockaday and Liggett Line to Salt Lake City from St. Joseph, Mo., which had been practically ruined when Postmaster General Holt cut its compensation to the bone.

A reorganization took place under the name of "The Central Overland California and Pike's Peak Express Company" with Wm. H. Russell as President, and chartered by the Kansas Legislature in February of 1860. Shortly afterwards it assumed the mail contract from Salt Lake City to Placerville, Calif., which the Postmaster General had declared forfeited because of poor service.

The C. O. C. & P. P. E. Co. now controlled the passenger, mail and express business from St. Joseph, Mo., to Placerville, Calif. and were in an excellent position to compete for a daily Overland Mail contract over their Central Route.

This was the company which opened and operated the famed Pony Express.

THE FIRST TRIP OF THE PONY EXPRESS

In announcing the inauguration of the service, the Company advertised in the San Francisco papers in March 1860, as follows:

"Pony Express
Nine Days

"From San Francisco to New York The Central Overland Pony Express Co. will start their letter express from San Francisco to New York and intermediate points on Tuesday, the 3rd of April next. And upon every Tuesday thereafter at 4 o'clock P. M.

"Letters will be received at Sacramento until 12 o'clock every Tuesday night. Office, Alta Telegraph Office, Second Street.

"Telegraph dispatches will be received at Carson City until 6 o'clock P. M. every Wednesday.

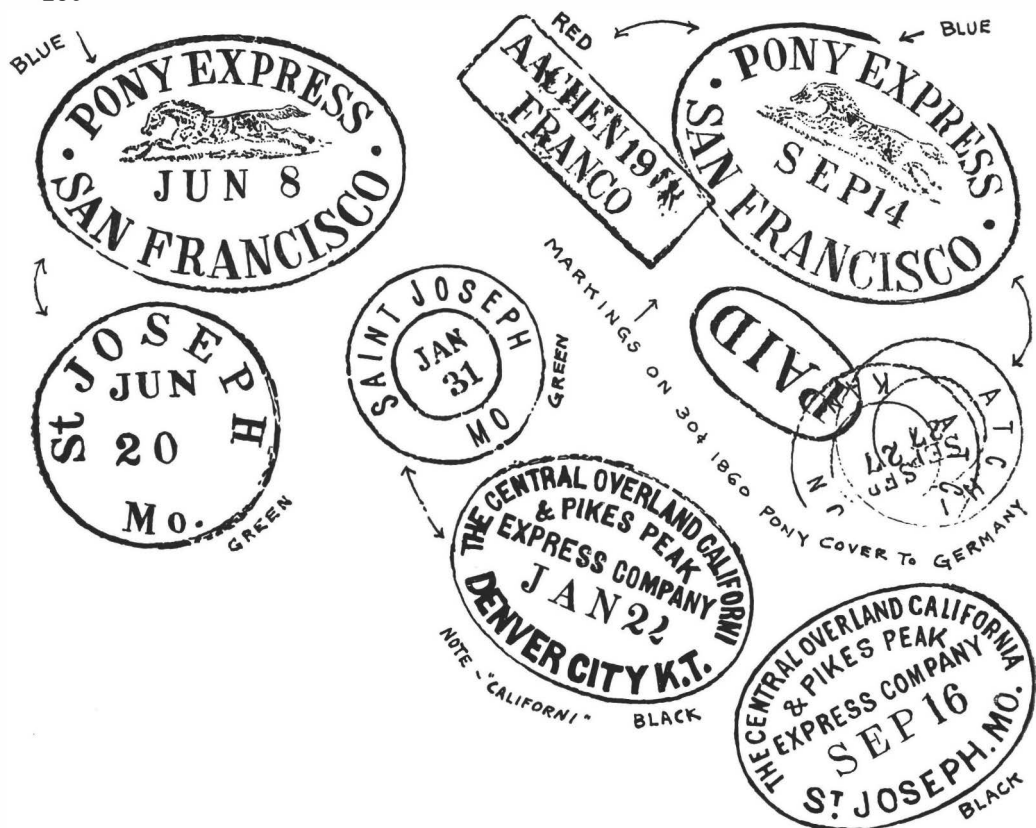


Figure 52 G

"Schedule time from San Francisco to New York.

For telegraphic dispatchesNine days.

For lettersThirteen days.

"Letters will be charged, between San Francisco and Salt Lake City, \$3.00 per half ounce and under, and at that rate according to weight. To all points beyond Salt Lake City, \$5.00 per half ounce and under, and at that rate according to weight. Telegraphic dispatches will be subject to the same charges as letters. All letters must be enclosed in stamped envelopes.

WM. W. FINNEY

Agent—C. O. P. E. Company."

It will be noted from the above that the Company charged \$3.00 for a half ounce letter from San Francisco to Salt Lake City, but to points beyond the rate was \$5.00 per half ounce and under. These rates were soon changed, as the Company advertised in the San Francisco papers on April 16, 1860 as follows:

"The charges on every letter sent per Pony Express to any point whatever will hereafter be \$5.00 per half ounce and under, and at that rate according to weight."

The plate, Figure 52 G, illustrates in the lower right corner one of the early private markings used by this Company at St. Joseph on their letter mail, and Figure 52 H a cover with a similar marking used at Denver (Note spelling of "Californi") and one of Hinckley & Co.'s Express, which operated in the gold region west of Denver. This particular letter was brought to Denver by

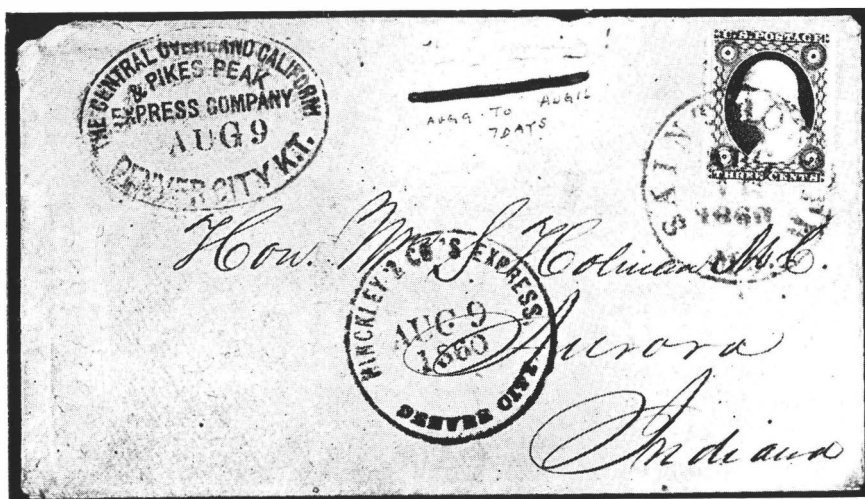


Figure 52 H

the latter company who in turn transferred it to the C. O. C. & P. P. E. Co. to carry by stage line to St. Joseph where it was placed in the U. S. Post Office. This letter, though it bears the marking of the Pony Company was not carried by the Pony Express but by the stage coach mail.

Figure 52 J illustrates a very rare Pony Express cover with this same marking. This letter left San Francisco on November 7th, 1860 and reached St. Joseph on the 19th, a trip made in 12 days. It was placed in the Post Office at St. Joseph, Mo., on the following day, and went on its way to New York City. The cover is most unusual because it bears a 12c 1857 stamp. So far as I know only three such items are known showing uses of the 12c 1857.

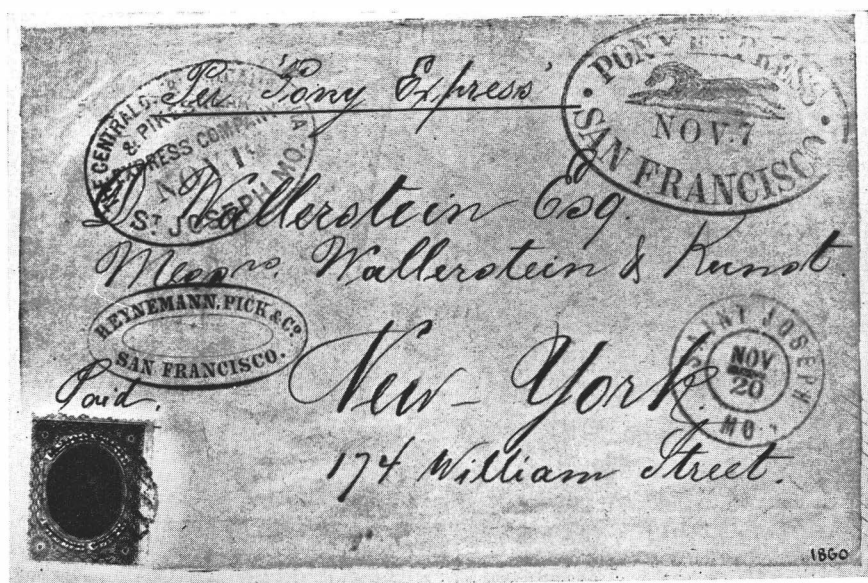


Figure 52 J

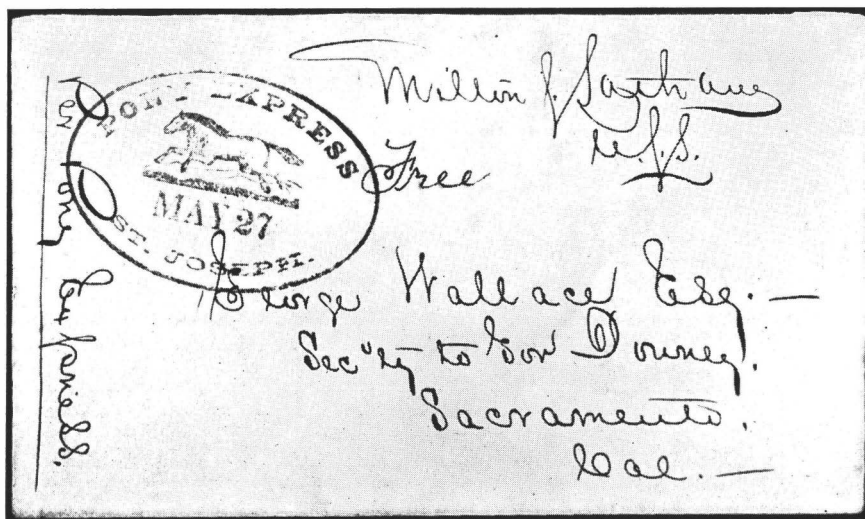


Figure 52 K. Free "Pony Express" Cover

The one illustrated was originally in the Carroll Chase collection and passed to Mr. A. W. Filstrup at the Chase sale in 1925. The catalogue failed to state why the cover bore a 12c stamp. In the Emerson sale, October 1937, lot No. 109 described a similar item, as follows:

"12c black (1857) on cover from San Francisco to New York, beautifully tied with the San Francisco Pony Express cancellation dated Nov. 10th and picture of a running horse in a large oval. To right of stamp appears the postmark 'Saint Joseph, Mo. Nov. 24' and on reverse the Pony Express cancellation of St. Joseph, Mo. dated Nov. 23 and picture of a running horse in large black oval."

No mention was made why a 12c stamp was on this cover.

It is quite possible all three of these covers originated outside of the United States, perhaps at Honolulu, and the 12c stamps prepaid the "Ship" letter rate letters."

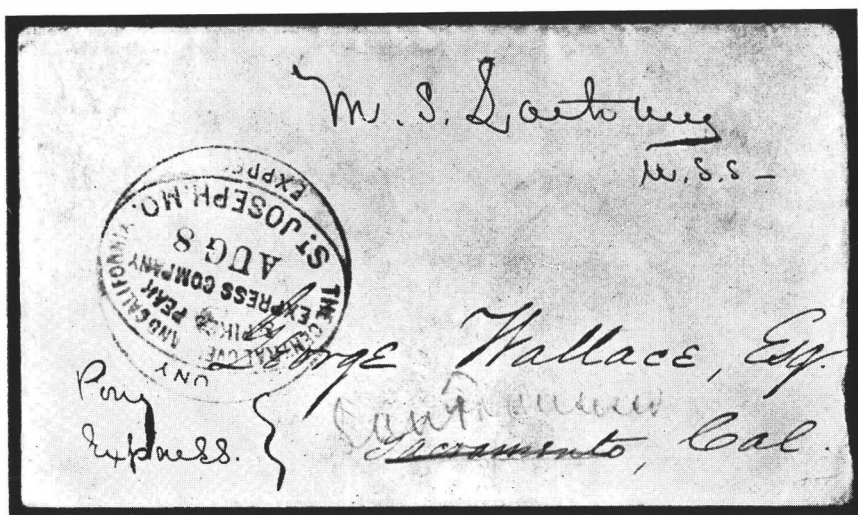


Figure 52 L

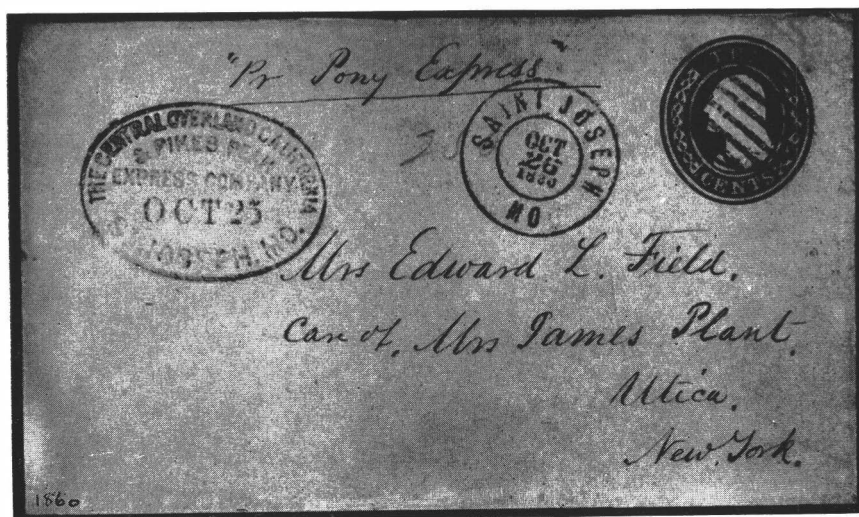


Figure 52 M

The forwarding handstamp on the cover, Figure 52 J of "Heynemann Pick & Co.—San Francisco" indicates a foreign origin.

Although it was absolutely against the regulations of the Company to carry any "Free" letters by Pony, I have seen five different covers of this class.

Figure 52 K illustrates one addressed to Sacramento, franked by U. S. Senator Milton S. Latham, and marked "Free" by the Pony Express Co.

Figure 52 L illustrates a cover franked by Senator Latham with a different Pony marking used at St. Joseph.

Referring to the plate, Figure 52 G, the "Denver K. T." marking illustrated, was on a cover with a 3c 1857 addressed to New York State. The St. Joseph is in green and the use was in all probability January of 1861. This cover went by stage coach and not by Pony. Note the spelling "Californi."

In August of 1860, the Pony Express Company reduced their charges for conveying letters, from \$5.00 per half ounce *or under*, to \$2.50 per quarter ounce *and under*, and at that rate for each additional quarter ounce.

Figure 52 M illustrates a Pony Express cover of October 1860, which shows no origin. It was evidently picked up enroute east and placed in the mail at St. Joseph, Mo.

This cover shows a pencil mark of "2.50," so evidently the letter weighed only $\frac{1}{4}$ ounce.

Figure 52 N illustrates a cover which also shows no origin, with the "Paid" frank of the Pony Express Co.

These U. S. 10c stamped envelopes were prepared by the Company and sold, and their use was evidence that the Pony carriage as well as the U. S. Postage had been paid in full. These Pony Express franks are quite rare.

It had been repeatedly stated in various philatelic articles of the past, relating to the Pony Express, that Wells Fargo & Co. took over the operation of the Pony Express Co. in April 1861. Such statements are not correct because the original company continued to own and operate the line until July 1, 1861, after which time they operated only part of it.

The facts are as follows:

As stated above the Pony Express was begun as an individual undertaking without Government subsidy, but with the expectation of subsequent favorable consideration at the hands of Congress. In the first half of 1860 the conflict

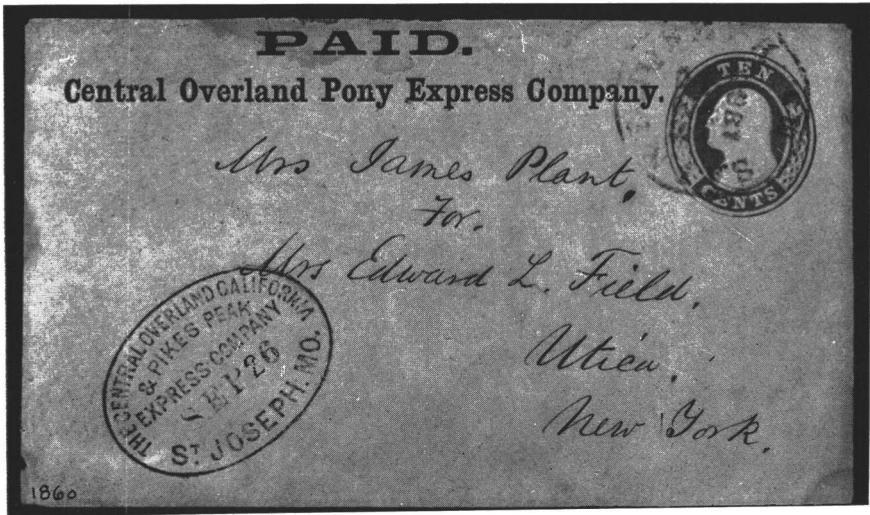


Figure 52 N

of competing interests prevented final passage of any congressional laws that would render aid to the Pony Company. Senator Latham introduced a bill into the Senate on June 1st, 1860 directing the Postmaster General to make a contract with the company for carrying mail for the Government, but no action was taken.

Notwithstanding the repeated failures in Congress, the operators of the losing venture did not discontinue the service but kept the line in operation during the summer and fall of 1860, and the winter of 1860-1861. As late as February 6, 1861, the California Legislature implored Congress to aid the company with a subsidy.

All hope vanished with the passage of the Act of March 2, 1861, when the original projectors failed to receive the mail contract. The new law provided not only stage coach competition for the company on the Central Route, but also a Pony Express service. The only practical thing left for the originators of the Line to do was to make a deal with the Butterfield Company and get out of it what they could. This was not extremely hard to do for the Butterfield concern was not prospering. A working arrangement was made commencing on July 1st, 1861, whereby the Central Overland California & Pike's Peak Express Co. operated the Pony Express and the daily mail coach service from the Missouri River to Salt Lake City, and the Overland Mail Company, holders of the Government contract, operated that portion of the line west of Salt Lake City to Placerville, Calif.

From Placerville, Calif., to San Francisco, the Pony Route was operated by Wells Fargo & Co.

When the above arrangement was made the Russell, Majors and Waddell Company was in financial difficulties and had previously borrowed large sums of money from Ben Holladay, giving him as security a mortgage on the Line and equipment.

A reorganization of the Company occurred late in April of 1861 resulting in Wm. H. Russell resigning as President, and the election of General Bela M. Hughes to succeed him on April 26th, 1861.

Holladay continued his advances to the Company as its revenue was inadequate to meet necessary outlays. Finally the Line was forced to the wall and Holladay purchased it at public sale for \$100,000 on March 21, 1862. The

Company at that time owed him \$208,000. General Hughes continued in control of the Company at Holladay's request for another year or until the spring of 1863, when he became attorney for Holladay.

Hughes in later years made the statement that when he was elected President of the Company he did not know it was so heavily involved in debt.

Instead of the Pony Express Company being taken over by Wells Fargo & Co. in April 1861, they merely were appointed the San Francisco agents of the Line.

After the Butterfield Company abandoned the Southern Route and moved their equipment north to the Central Route on July 1st, 1861, the Pony Express Line was operated by three separate managements.

The old Russell, Majors, Waddell Company operated the service under the new arrangement starting July 1st, 1861 from St. Joseph, Mo., to Salt Lake City. The Overland Mail Co. operated the line from Salt Lake City to Placerville, Calif., and Wells Fargo & Co. operated the service from Placerville to San Francisco.

In April 1861 letter charges were reduced to \$2.00 per half ounce, and Wells Fargo & Co. issued adhesive stamps that were valid over the entire route. On July 1, 1861, in conformity with the new law, $\frac{1}{2}$ ounce letters were reduced to \$1.00.

On April 15th, 1861 the following notice appeared in San Francisco newspapers:

"Pony Express Notice

"Orders having been received from W. H. Russell, President Pony Express Company, I hereby transfer the office and everything appertaining thereto, to Messrs. Wells, Fargo & Co. All letters to be forwarded by Pony Express must be delivered at their office, corner California and Montgomery Streets.

J. W. BROWN,
Agent Pony Express Co."

On the same date the following notice appeared:

"Pony Express Notice

Reduced Rates

"The rates for letters, per Pony Express, until **First July next**, will be, For half ounce and under \$2.00. For each additional half ounce or fraction thereof, \$2.00.

"Letters must be enclosed in **Ten Cent** Government envelopes, and **Pony Postage prepaid**.

"The Express will be dispatched from our office on, **Wednesday and Saturday**, of each week.

Wells, Fargo & Co.
Agents."

The Scott Catalogue states, page 260:

"About April 1, 1861, Wells, Fargo & Company acquired the Central Overland, California and Pikes Peak Express Company and issued \$2.00 and \$4.00 green stamps."

The fact is Wells Fargo & Co. did not acquire the C. O. C. & P. P. E. Co. in April 1861, as the Company at that time was heavily mortgaged to Ben Holladay, and Bela Hughes who was elected President on April 26, 1861 did not represent the Wells Fargo interests but Holladay.

It will be noted that the original Butterfield contract of 1857 provided for an overland mail service between the eastern terminals of St. Louis and Memphis with San Francisco, but the new modified contract of March 1861 provided for

a mail, six times a week "*from some point on the Missouri River connected with the east, to Placerville, California.*"

San Francisco was not named as the western terminal. The law also provided for a Pony Express between the same points, *but not to San Francisco.*

When the arrangements were made between the Butterfield and Russell Companies in April 1861, the latter company at that time turned over to Wells Fargo & Co. their Pony Express Route only from San Francisco to Placerville.

On June 26, 1861 the following notice appeared in the San Francisco newspapers:

"Pony Express Notice

For the
service commencing July 1, 1861

Messrs. Wells Fargo & Co.
will run a
Pony Express

Between San Francisco and Placerville, regularly on Wednesday and Saturday, of each week, leaving their office at 3.45 P. M. on these days and connecting with the '**Overland Mail Company's Pony Express**' at Placerville.

"Letters must be enclosed in our twenty-cent Government franked envelopes, and charges from Placerville prepaid at the rate of one dollar for each half-ounce, or any fraction thereof.

All letters not enclosed as above will be charged at the rate of 25 cents each.

Wells Fargo & Co."

It is well to note in the above, "And charges from Placerville prepaid etc." On the same date the following notice appeared in the San Francisco papers:

"Pony Express Notice,

for the
service commencing July 1, 1861.

Placerville to St. Joseph

The Overland Mail Company's '**Pony Express**' will be dispatched regularly from the office of their agency, at Placerville,

on the arrival of the

Express leaving San Francisco
Wednesday & Saturday of each week.

"All letters must be enclosed in ten cent Government stamped envelopes and prepaid at the rate of one dollar for each half-ounce or any fraction thereof.

"Messrs. Wells Fargo & Co. have been appointed Agents, and letters will be received and delivered at their office.

WILLIAM BUCKLEY
Superintendent O. M. Co."

Comparing these two advertisements, the Wells Fargo read:

"Letters must be enclosed in **our** twenty cent Government franked envelopes," meaning a 10c U. S. stamped envelope with the Wells Fargo frank, for which they charged ten cents. And further:

"All letters not enclosed as above will be charged at the rate of 25 cents," meaning 10c for a U. S. stamp and 15c for Wells Fargo for the forwarding of the letter to Placerville, Calif.

The other advertisement read:

"All letters must be enclosed in ten cent Government stamped envelopes and prepaid etc."

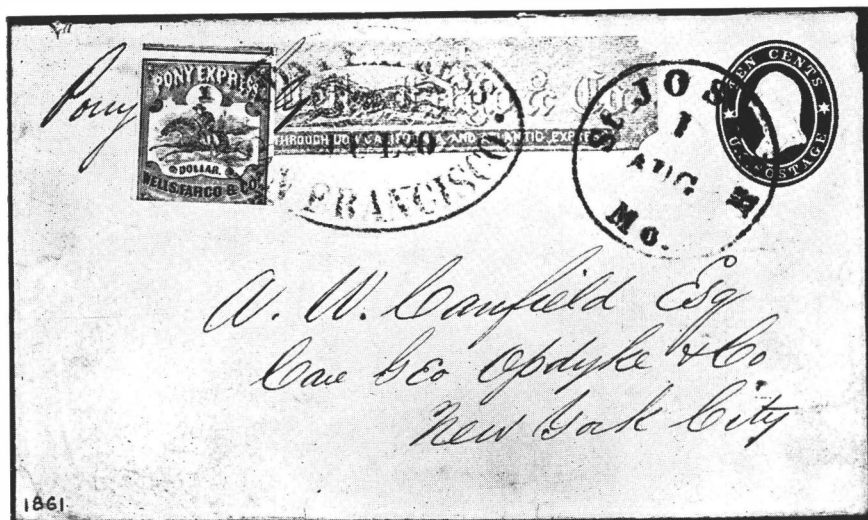


Figure 52 P

After the Russell-Majors Company saw that all hope of their chances of receiving a mail contract had vanished with the passage of the Act of March 2nd, 1861, they held on to their Pony route from St. Joseph to Placerville, soon to be the western terminal of the Government Contract Pony Route, but they disposed of their interest in the Placerville-San Francisco Route to Wells Fargo & Co., who were better equipped to gather up mail to be forwarded by Pony.

Wells Fargo & Co. proceeded to issue \$2.00 and \$4.00 stamps to be sold to prepay the Pony charges to St. Joseph for the period to July 1st, 1861. It is quite doubtful if any of these stamps were issued in April of 1861.

Extremely few covers are known showing use of these stamps for the several months preceding July 1, 1861.

It was evidently their intention to sell these stamps in the east as well as the west, but so far as I am aware no covers are known bearing them, or the lower values issued for the \$1.00 rate, on letters that went from the east to the west.

I do not refer to the W. F. & Co. "Garter" types which of course are known on west-bound letters.

Figure 52 P illustrates the type of U. S. 10c stamped envelope with the Wells Fargo frank which they sold for 20c. This letter left San Francisco on July 20th (Saturday) 1861, and was mailed from St. Joseph on August 1, 1861.

Before the Pony Express was in operation two months, there was grave danger it would have to be abandoned because of the Washoe Indian War in Nevada in May of 1860, but the difficulties were cleared up by the middle of June 1860, and from that time forward the service was placed on a semi-weekly basis instead of weekly as heretofore.

The service was patronized principally by the newspapers and without them it is doubtful if the Pony would have survived after the first three or four months. Money was free and easy in California and the people took to the five dollar Pony charge more readily than people of the east.

During its existence the building of the transcontinental telegraph line was being pushed with much vigor, and as the eastern end was extended westward and the western end eastward, the Pony was utilized to transmit the news



Figure 52 Q

of the day between the terminals of the line. With great interest the people of California awaited the result of the elections of November 1860. At this time the telegraph line ran east from San Francisco to Fort Churchill, with the eastern end at Fort Kearny. (See Map).

The news of Lincoln's election was telegraphed to Fort Kearny on Nov. 8, 1860, was immediately transferred to Pony and reached Fort Churchill on the 14th, in exactly six days. Up to this time this was the quickest transmission of news from the east to California.

During the following winter months news from the east was relayed in the same fashion and during December occupied from eleven to sixteen days, but as spring and summer of 1861 came on the Pony made decided improvement, and by April and May news was relayed in about nine days.

During the summer of 1861 great progress was made in the building of the telegraph line, and as this new method of transmission came into general use, interest in the spectacular Pony Express as a carrier of the news of the day, waned.

The terminals of the telegraph line on various dates were as follows:

Eastern Terminal	Date	Western Terminal
Fort Kearney	July 15, 1861.. 50 miles	East of Fort Churchill
	Aug. 2, 1861.. 100 miles	East of Fort Churchill
50 miles West of Fort Kearny..	Aug. 9, 1861.. 150 miles	East of Fort Churchill
	Aug. 19, 1861.. 190 miles	East of Fort Churchill
110 miles West of Fort Kearny..	Aug. 27, 1861	
	Sept. 6, 1861.. 225 miles	East of Fort Churchill
165 miles West of Fort Kearny..	Sept. 14, 1861	
	Sept. 27, 1861.. 250 miles	East of Fort Churchill
533 miles West of Fort Kearny..	Oct. 8, 1861..	This station, located at Ruby Valley continued as the easternmost transmitting station until the line was completed.

The line was completed on Oct. 24, 1861, and San Francisco was joined to New York by telegraph. The Pony had served its purpose, and its days were numbered on the Central Overland Mail Route.

Figure 52 Q illustrates a unique cover, showing the only known use of a 30c 1860 on a Pony Express letter. The use is Sep. 1861, a letter originating in San Francisco and addressed to Germany. At this time the eastern terminus of the Route was at Atchison, Ks. The letter left San Francisco on Sep. 14, 1861, and was mailed east at Atchison on September 27th, and from New York on October 5th, 1861. The spirit of the period is emphasized in the use of a Patriotic envelope. Here we have (1st) a Patriotic (2nd) a Pony Express (3rd) the 30c rate to Germany and (4th) a 30c 1860 to prepay the rate. A unique and very rare item. The markings on this cover are illustrated on the plate, Figure 52 G. (L. L. Shenfield.)

THE GREAT GAMBLE FOR THE OVERLAND MAIL CONTRACT IN 1861

Little doubt exists that the founding of the Pony Express was a spectacular gamble to secure for its founders the valuable Government mail contract on the Central Route, but strange to relate the financial loss resulting from its establishment and operation was the direct cause that prevented any chance of the contract being awarded to Russell, Majors & Waddell. In other words, the Pony Express, put into operation to secure the contract was the principal cause of the failure to do so.

Its founding has been referred to as a foolhardy venture, doomed to failure and financial loss from the moment of its inception. However the facts may be somewhat to the contrary, because in the latter part of 1859 and the beginning of 1860 the firm of Russell, Majors & Waddell were in an excellent position, both financially and politically to secure a major mail contract on their Central Route from St. Joseph, Mo., to California.

Wm. H. Russell, was referred to as the "Napoleon of the West," he was in high favor in Washington, where he spent money lavishly. He was a close friend of Secretary of War Floyd, and his staunch friend and ally in the Senate was Senator Gwin of California, who frequently has been referred to as the one who originally suggested the idea of a Pony Express across the plains to California.

Russell was well known and very popular in Colorado and California and his efforts to secure better mail facilities to both localities were greatly appreciated. Congress had refused to grant the service desired, so when the firm of Russell, Majors & Waddell, at their own expense, established the fast Pony service it appeared they were in a better position to secure the contract than the Butterfield Company which was owned by various powerful express companies.

With the rich plum almost within their grasp, the holiday week of 1860 was marked by a sensation which shook official Washington to its foundations. On Christmas day the Secretary of the Interior called at the White House to inform the President that there had occurred "a large robbery in his Department."

It developed later that large amounts of commercial paper of Russell, Majors & Waddell had gone to protest in the fall of 1860, and to save the firm from ruin, Russell persuaded one Goddard Bailey, a trusted Custodian of Trust Bonds in the Interior Department, to loan Russell a total of \$870,000 of these Trust Bonds for a short time in order to save Secretary of War Floyd from disgrace and expulsion from the Cabinet. Bailey was a relative of Floyd and owed his position to him.

Russell obtained these bonds from Bailey in various amounts from July to December 1860, took them to New York and hypothecated them to raise funds to meet maturing paper. Russell was arrested and indicted and a Congressional Committee was appointed to investigate the ramifications of the scandal.

Russell's disgrace eliminated any chance of his firm securing the mail contract when it came before Congress in the following February. Russell was called before the Congressional Committee on January 18th, 1861, to give his version of the affair, and Harlow states in his book, "Old Waybills," that "it is a curious fact that no record of his testimony can be found." However I have it before me, and the fact is Russell had no excuse to offer for his conduct except a desperate effort to keep his firm from bankruptcy, no doubt hoping that the new contract would restore their financial prosperity.

Floyd told the Committee that his action in the matter of issuing acceptances to the financially embarrassed firm was "absolutely necessary to assist the contractors in forwarding supplies," but the truth of the matter was that the firm needed no help with their freighting contracts, as they were lucrative. It was the expense of founding and operating the Pony Express together with their express and passenger business which ruined them.

Together with Russell, Floyd and Bailey were also indicted. Floyd later fled to Virginia and became a General in the Confederate Army.

Bancroft, the historian, suggested that perhaps Russell was the victim of a conspiracy by friends of the Butterfield Company, and fell into a trap they set for him to disgrace him. I can find no evidence of this as the testimony before the Congressional Committee clearly showed that Russell himself sought out Bailey and by some means induced him to loan him the Trust Bonds for "ninety days."

THE ORIGINAL CENTRAL ROUTE

The Original Central Route, most of which was later used for the Pony Express, was divided into two Contract Routes, viz.:

- (A) From Independence, Mo., to Salt Lake City.
- (B) From Salt Lake City to Placerville, Calif.

With the termination of the Mormon troubles, the "Utah War," the contract on the eastern end was awarded to S. B. Miles. This contract was in effect in 1858, and provided a monthly mail to be carried in four-horse coaches from April 1st to December 1st and upon pack mules the balance of the year. West of Salt Lake City, the mail was being carried to Los Angeles, and from there by water to San Francisco.

Improvements on this Route from Independence to San Francisco were demanded and accordingly the Postmaster General made new contracts.

John M. Hockaday and associates were awarded the contract between Independence and Salt Lake City for a weekly service in four mule wagons or carriages, at \$190,000 per year, on a twenty-two day schedule. Thus this part of the line became known as the "Hockaday Route."

George Chorpennig, who had held the previous contract, (Salt Lake City, via Los Angeles to San Francisco) was awarded the contract for the service west of Salt Lake City to Placerville. This provided for a semi-monthly service, through in twenty days with the compensation \$34,400 per annum. Prior to July 1858, this contract was amended, and a weekly service ordered at a cost of \$130,000 per year.

Thus by July 1858, there was in operation a through Overland Mail Service from Independence via Salt Lake City to Placerville operating on a thirty-eight day schedule. At first, the Chorpennig Route followed the original route

of 1851, circling to the north of the Great Salt Lake, following the Humboldt River across northern Nevada, and crossed the Sierras via Carson City.

Late in 1858 a new route was placed in operation, and mail was being carried over the new road, known as the Egan Trail.

Figure 52 EE illustrates a very unusual cover in the collection of Wm. West. Undoubtedly this cover traveled the "Chorpenning Route" from Placerville to Salt Lake City, thence by the Hockaday Route to Independence and eastward to its destination in Maine. Its origin was "Oroville, Calif.", Dec. 21, 1859, the stamp a 10c 1857, Type V.

This is a "Randall" cover published at Marysville and shows an overland stage coach with six horses. It is the only cover I have ever seen that shows evidence it was carried Overland on the Central Route at the time the mail was under contract to Chorpenning and Hockaday. If anyone can show a duplicate will they kindly advise me.

On May 11, 1860, Postmaster General Holt cancelled the Chorpenning contract, and a new one was awarded to William H. Russell.

In May 1859, the Russell firm of Jones, Russell & Co. purchased from Hockaday the mail contract from Salt Lake City to Independence. Thus with the award of the "Chorpenning Route" westward, Jones, Russell & Co. gained control over the entire mail service over the Central Route.

Figure 52R illustrates a pictorial cover with "Via Overland Mail via Placerville and Salt Lake," but this was a local use, Strawberry Valley, to Oroville, Calif.

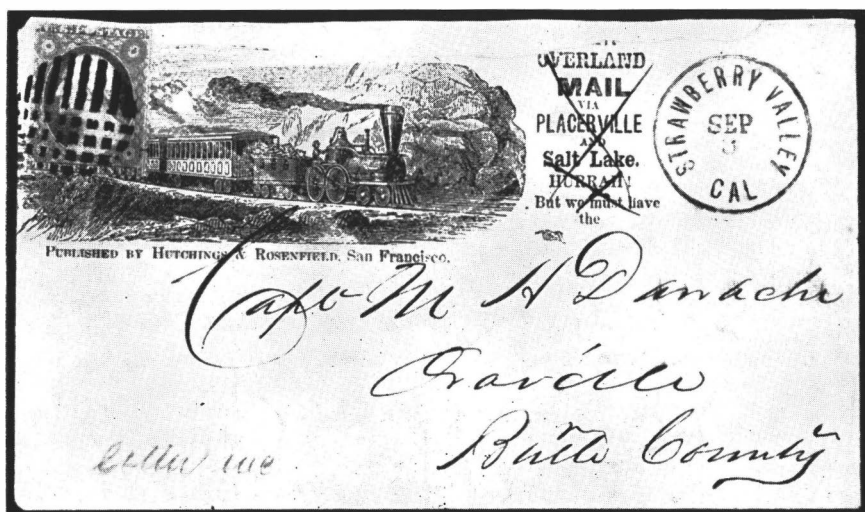


Figure 52 R

Chapter LIII.

CALIFORNIA AND THE PACIFIC COAST POSTAL RATES AND MARKINGS

PERIOD JULY 1, 1847 - JULY 1, 1851

IN considering this period, let us recall the dates of several very important events. On the 30th of January 1847, the name of the small settlement of "Yerba Buena" was changed to San Francisco.

In March of 1847, Congress established rates of postage to the Oregon Country.

On February 2nd, 1848, the Treaty of Guadalupe Hidalgo was signed and brought to a close the war with Mexico.

In January of 1848, James W. Marshall made his famous discovery of gold at Sutter's Mill.

On February 28th, 1849, the pioneer mail steamer "California" arrived at San Francisco. On this ship was Wm. Van Voorhees, U. S. Mail Agent, sent to California to establish the first U. S. Post Offices.

California was created a state on September 9th, 1850.

POSTAL RATES

Section 6, of the Act of March 3, 1847, read in part as follows:

"That the Postmaster General be, and he is hereby authorized to contract for transporting a mail from Charleston South Carolina, to Chagres, touching at St. Augustine and Key West, and also at Havana, in the Island of Cuba, if deemed expedient, and across the Isthmus to Panama, and from thence to Astoria, or the mouth of the Columbia River, touching at Monterey, **St. Francisco**, and such other places on the coast as the Postmaster General may direct." (Note the "St. Francisco.")

Section 7 of the same Act provided "And letters to or from Astoria, or any other place on the Pacific Coast, within the territory of the United States, shall pay forty cents postage."

After California became United States territory, Congress provided the following rates by the Act of August 14, 1848:

"Letters conveyed to or from places on the Pacific in California from or to any place on the Atlantic Coast, shall be charged with 40 cents postage; and letters conveyed from one to any other place in California, 12½ cents."

Covers showing the local rate are very rare. See tracing "D" on Figure 53 AB, the local rate handstamp of Stockton, Calif.

EARLIEST KNOWN COVERS FROM SAN FRANCISCO

In the August 1932 number of the American Philatelist, Mr. Clarence W. Brazer, published a very interesting article entitled, "California to Massachusetts 1845-47." In this article, Mr. Brazer described a cover he owned, addressed to Hanover, Mass., and dated "*St. Francisco, California, October 16th, 1845.*" In the lower left corner, "Politeness of the mate of whale ship Sarah," with the "Whale Ship Sarah" crossed out and "Ship Admittance" added. This is the earliest cover known to me from San Francisco. While the name was not officially changed from "Yerba Buena" to San Francisco until January 30th, 1847, (see "Annals of San Francisco"—Page 179) it was evidently known to American voyagers as "St. Francisco" several years earlier. Mr. Brazer also described similar covers from the same correspondence, dated "*St. Francisco, Oct. 19th, 1845,*" "*San Francisco, California, Oct. 21st, 1846,*" and one addressed to Boston, "San Francisco, April 30th, 1847."

The earliest cover that I have seen from San Francisco that went "Overland" is owned by Mr. C. Corwith Wagner, of St. Louis. It is dated, "St. Francisco, 23rd of March 1847." On the face in red is "St. Louis Aug. 26" and in upper right is the St. Louis "Steam 10" in red with the "10" crossed out by pen. It is addressed to "Col. Henry Stanton, Asst. Qr. Mr. General, New York City." This cover was fully described in an article by Mr. A. R. Rowell in *STAMPS*, issue of November 20th, 1937. In connection with this early "Overland Mail" cover, it is interesting to note a similar one described by Mr. Brazer in his article quoted above, (Page 527), "Letter written 'San Francisco, April 30th, /47' addressed to Boston, Mass., has upon the face the circular red postmark, 'St. Louis—Aug. 26—10' and in the upper right hand corner—'Steam 10,' apparently the first letter in this correspondence to have gone overland." Mr. Brazer quoted from this letter, of which the following is a part:

"The U. S. Mail which will convey this to its destination, leaves here the 3rd of May." In all probability both of these letters went by the same express to St. Louis. Mr. Rowell in his article was of the opinion the Wagner letter went east with General Kearny's party which left Monterey on May 31st, 1847. General Fremont accompanied General Kearny and there is a letter of record written by Fremont at St. Louis, August 30th, 1847.

Stampless covers (by regular U. S. Mail) to the east, showing uses in 1849, from California are quite scarce, but unfortunately my record is quite incomplete:

EARLIEST KNOWN USES VIA REGULAR U. S. MAIL FROM SAN FRANCISCO TO THE EAST.

April 9—1849—Manuscript, "San Francisco. April 9—40," To Stamford, Conn. This letter left San Francisco on April 12th, 1849 by the P. M. S. S. "Oregon" which carried the first U. S. Mail to Panama under the new mail contract. (See *American Philatelist*, August, 1932, page 546 for illustration). (Collection of Delf Norona).

May 1—1849—Manuscript, "San Francisco. May 1—40"—(All in black ink)—Addressed to Boston—Letter dated April 27, 1849—This letter was carried to Panama by the S. S. California on her first trip, San Francisco to Panama. (Collection of Edgar B. Jessup).

June 20—1849—Straight Line "San Francisco" (Black) (See Figure 53 P). Manuscript in pale red ink "JUNE 20" and "80." Same correspondence as above (Jessup).

June 20—1849—Straight Line "San Francisco" (Black) Manuscript in pale red ink "JUNE 20" and "40." Addressed to Oswego, N. Y. (Ezra D. Cole).

June 20—1849—Straight Line "San Francisco" (Black) Manuscript in pale red ink "JUNE 20" and "40." (Edw. S. Knapp).

July 2—1849—Straight Line "San Francisco" (Black) Manuscript in red ink "JULY 2" and "40." Addressed to Painted Post, N. Y. (Laurence B. Mason).

August 1—1849—Straight Line "San Francisco" (Black) Manuscript in red ink "AUG 1" and "40." Addressed to New York City. "Per Steamer." (Edgar B. Jessup).

August 1—1849—Circular (33½ MM) "San Francisco"—"AUG 1—Cal" (Black). Manuscript in red ink, "Paid 40." (A. R. Baker).

The above letter is dated "July 29, 1849." It is interesting to follow the route and dates of this early item. The S. S. "California" sailed for Panama with the U. S. Mail on August 2, 1849 and arrived at Panama City on August 24th. Due to poor service at this period, the mail laid over at Chagres for a month and was carried to New Orleans by the S. S. Falcon which left Chagres

on September 27th, arriving at New Orleans on October 6th. From here the letter was dispatched to New York and thence to its destination.

The plate, Figure 50 B (Chapter 50) illustrates in the lower left corner, a San Francisco postmark of "Oct. 1" (1849) with the rectangular rate stamp "40." This cover is an unpaid rate to New York State, and is the earliest use I have noted of this "40." Both are in black. To the right is a similar tracing on a prepaid cover, with the "PAID" stamped below the rate, the use January 31, 1850.

As previously stated, the Department at Washington did not send any supplies of the 1847 stamps to California Post Offices, hence all covers that are known, of the period to July 1, 1851, are, with few exceptions, prepaid, or unpaid stampless items.

The few exceptions are covers from California bearing 1847 stamps, which were carried out there privately and used on mail, or covers showing the use of these stamps during the middle fifties after the stamps had been demonetized, but were thru error, recognized for postal service.

Perhaps the finest cover that is known showing the use of 1847 stamps from California, is a folded letter mailed from San Francisco on January 1st, 1851, to New York. This cover bears a fine horizontal strip of four of the 10c 1847 stamps and is addressed to "Messrs Howland & Aspinwall, New York." The strip is tied to the cover by the small reddish-orange "PAID" of the San Francisco office.



Figure 53 A

On the face is the postmark of "1 Jan," a "Paid" and the rate handstamp "40," all in the well known reddish-orange ink. In manuscript is "Per Carolina." This Pacific Mail S. S. Co. mail ship sailed with the U. S. Mail for Panama on January 1st, 1851.

Figure 53 AA illustrates the markings on this cover.



Figure 53 AA

The firm of Howland & Aspinwall were the original owners of the mail steamship "California." I consider this superb item most unusual and rank it among the rarest covers known showing use of United States stamps.

After the passage of the Act of March 3rd, 1851, and the issuance of the new stamps on July 1st, 1851, no great effort was made to send early supplies of these stamps to California, and no post offices were supplied with the new stamps before the latter part of September 1851.

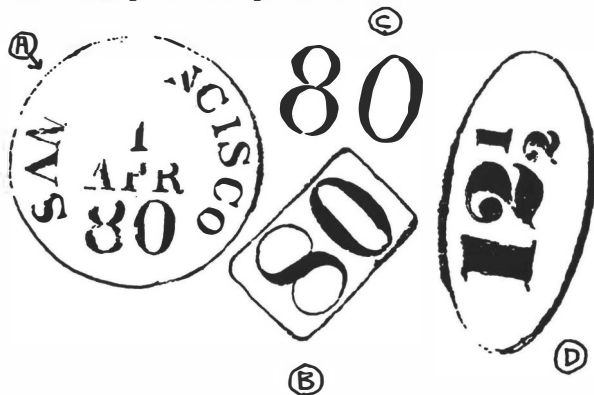


Figure 53 AB

Figure 53 AB illustrates three San Francisco double rate handstamps of the pre-July 1, 1851 period. The framed "80" was used in the latter part of 1849, the "80" without frame in 1850 and the postmark with "80" late in 1850. I have never seen the framed "80" in any other color than black.

PERIOD—JULY 1, 1851—APRIL 1, 1855

The earliest record I have of the use of the 1851 stamps in California is a cover in the collection of Mr. L. B. Mason. This item contains a pair of the 3c 1851 orange-browns, addressed to New York City and is postmarked "San Francisco, Oct. 1" (1851) "Per S. S. Oregon." At this period the semi-monthly mail for the east was leaving San Francisco for Panama on the 1st and 15th of each month. Mr. Mason has a cover from the same correspondence showing the previous sailing date of September 15th (1851) but this cover is stampless. We assume therefore that the first supplies of the 1851 stamps reached San Francisco about a week prior to October 1st, 1851.

Mr. W. R. Parker has kindly furnished me with a copy of the following notice which appeared in the *Sacramento Union* of September 26, 1851:

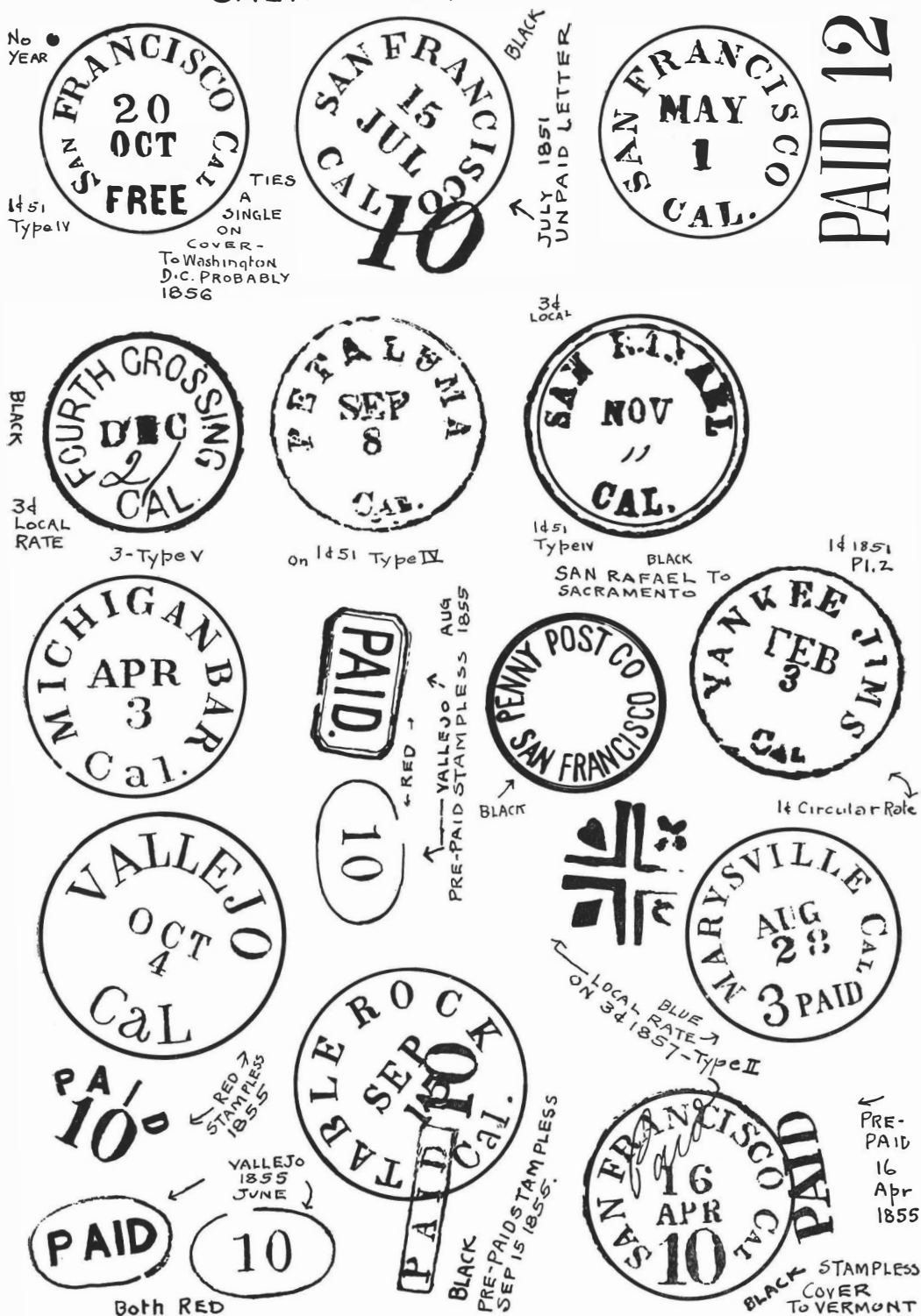
"Postage Stamps—Stamps for the prepayment of postage can be obtained upon application at the Post Office—Richard A. Edes, P. M."

I have no record of 1851 uses of the 1c 1851 in California, and will greatly appreciate descriptions of any such covers.* My earliest record of a California use of the 12c 1851 is a cover in the collection of Mr. F. A. Hollowbush, showing a double 6c rate from San Francisco on December 1st, 1851.

The plate, Figure 50 B, illustrates a tracing of a San Francisco postmark that is not common. It is shown at right, the second from bottom. This is in blue on a stampless cover from San Francisco on November 1st, 1852, addressed to New York City. The U. S. Mail departed from San Francisco on this date by the "S. S. California."

* Edgar B. Jessup owns a cover from San Francisco October 1, 1851 with a strip of six 1c stamps. (M. L. N.)

CALIFORNIA



On this same plate is shown a tracing of "Sonora, California—Dec. 27, 1851—Paid 6," at left, third from top. This marking is on a horizontal pair of the 3c 1851 orange-browns, see Figure 53 A. This pair is quite unusual as it shows the earliest known *year dated* postmark, and the earliest known straight line marking on a 3c 1851.

Referring to the plate, Figure 53 B, the "Via Nicaragua" marking is in blue on a cover with a horizontal pair of the 3c 1851, postmarked "New York, Apr 26" (1854). In manuscript is "pr steamer Pacific" (S. W. Richey collection).

The tracing to right "Weaverville, Cal", a use on a stampless cover of 1854 is in black.

In the second row, to left, is shown the scarce marking of the "Pan. & San. Fran. S. S." marking described in Chapter 50, (see Figure 50 L).

In the third row to left, the tracing "Nevada City, Jan 22, 3 PAID" is in black on a stampless cover, addressed to Ohio. The rate was changed by the rate handstamp "6."

The "Auburn Jan 12" is in black on a stampless cover, showing an unpaid local rate of the period 1851-1855.

The "Foster's Bar" is in blue and ties a horizontal pair of the 3c 1851 to a cover addressed to New England. (Collection Robt. F. Chambers).

Below this is a tracing "Cherokee Mar 8 Cal." This is from a stampless cover addressed to New Hampshire. (S. W. Richey collection).

In the lower left corner is a quaint early marking in black of "Downieville." This ties two 3c 1851 orange-browns to a cover addressed to Connecticut. This cover shows no year but the use was undoubtedly Oct. 10, 1852. This marking is known used in July and August of 1852. (Collection Geo. Moffatt).

The "Grass Valley" is from a cover which shows no year—an unpaid stampless cover to Connecticut, of the period 1851-1855.

In the lower right, the "Benicia" is from a cover showing an early use of the 1851 rate, July 14, 1851. (A. R. Rowell collection).

Referring to the plate, Figure 53 C, the tracing in center top "San Francisco 15 Jul" is from an unpaid stampless cover to Georgia in 1851, showing an early use of the new 1851 rate. (W. R. Parker collection).

The tracing to right is from a stampless Paid cover to Vermont, showing a double rate, the use "May 1, 1854." This rate stamp is rather scarce. All markings are in black (W. R. Parker collection).

Covers showing the local California rate of the period July 1, 1851 to April 1st, 1855, and bearing the 3c 1851 are by no means common, covers showing the rate paid by three 1c stamps are decidedly scarce.

PERIOD APRIL 1, 1855 TO JANUARY 1, 1862

On April 1st, 1855, the new 10c rate on letters to and from California and eastern points went into effect, and on and after this date domestic mail could not be forwarded unpaid. After January 1st, 1856, postmasters were required to use stamps to prepay such mail.

The period April 1st, 1855, to January 1st, 1862 can be divided into two parts, as follows:

(First Part)—April 1st 1855, to and including December 31st, 1855. During this period, domestic mail had to be prepaid, but stamps were not required. Many stampless covers of this period are decidedly scarce because a few post offices in California had special handstamps made that were used during this period and discarded after January 1st, 1856.

As an example, note the tracing on Figure 53 B, third from bottom at right, the "San Francisco—20 Sep 1855" in red. This is on a stampless cover

addressed to the east. After January 1st, 1856, when stamps were required, such a postmark with the wording "10 PAID" was no longer needed. Covers showing this marking are quite rare, and I have only seen four examples. Nevada City used a handstamp of the same type and several covers are known showing uses in 1855, one in particular tying a 10c 1855 stamp to cover. (Dec. 18, 1855).

This Nevada City marking was also used on covers with stamps in the early part of 1856, the latest use known to me being May 17, 1856, (Wm. J. Aull collection).

Mr. W. R. Parker informed me the Post Office of this town burned to the ground in July 1856 and all contents were supposed to have been destroyed. See tracing "Q" on plate, Figure 50 B, (Carl W. Hurst collection).

(Second Part)—January 1st, 1856 until the fall of 1861, or until the 1851-1857 stamps were demonetized in California.

Further referring to the first part of this period. On the plate, Figure 50 B is illustrated a tracing, "M" of Marysville, showing a use, in red, of Sep. 4, 1855, on a stampless cover addressed to Vermont. This postmark (without the paid) was used in black, prior to April 1st, 1855, on unpaid mail to the East. In the upper right corner of this same plate is illustrated a tracing from an unusual cover, a stampless item of "June 19, 1860," with the "Paid 10" in a circle. The Nevada City Post Office was evidently out of stamps at this particular time. This cover is addressed to Maine and has in pen "Via Panama" (H. C. Brooks collection).

Referring to the plate, Figure 53 B the tracing in lower right of Crescent City is from a stampless cover showing no year of use but from the markings shown, the date was probably Dec. 12, 1855.

Referring to the plate, Figure 53 C, the large "VALLEJO" is from a cover showing a use in this first part of the above period, both markings in bright red, the date "Oct. 4, 1855" (W. R. Parker collection).

An interesting companion cover (stampless) has a manuscript "Vallejo Cal."—August 17th, 1855" with a red "Paid" and "10," the tracings of these two shown to the right of the large circular Vallejo. A third stampless cover has the same "10" but a different "Paid," see tracings in lower left corner. This also has a manuscript "Vallejo June 29th, 1855." To the right of these illustrations are tracings from a stampless cover that in all probability was used from "Table Rock, Cal." on "Sep. 15" 1855.

In the lower right corner are illustrated the markings from a very interesting stampless cover. The use is from San Francisco on April 16, 1855 and the cover is addressed to Vermont. This is quite an early use of the new 10c rate from San Francisco. The "S. S. Golden Age" was due to depart with the east-bound mail on Monday April 16th, 1855, but the sailing was delayed until April 17th, 1855.

SAN FRANCISCO.

June 20
SS

Figure 53 P



MARYSVILLE - CAL.
BLUE 1852

Figure 53 Q

THE SAN FRANCISCO POST OFFICE IN 1850

Mr. A. R. Powell, very kindly furnished me the following interesting data, concerning the early San Francisco post office and list of California post offices, in 1851:

"From Charles P. Kimball's 'San Francisco City Directory'—September 1, 1850.

San Francisco

POST OFFICE. Corner Clay and Dupont Streets.

Jacob B. Moore, Post-Master.

C. C. Moore, Cashier.

Frank Moore, E. DeWolf, General Clerks.

L. H. Robie, J. B. Brown, Box Delivery Clerks.

E. Higgins, Gen. Delivery Clerk, A. to Z.*

Chas. H. Melcher, Gen. Delivery Clerk, K to Z.

Timothy Page, Foreign & Ladies' Deliv. Clerk.

F. B. de las Casas, Jr., Mailing Clerk.

F. B. Henderson, Night Clerk.

John Short, Newspaper Delivery Clerk.

Office hours from 8 A. M. to 6 P. M.

Mails for Sacramento and Towns above on the Sacramento river and branches, close daily, Sundays excepted, at 3 o'clock P. M.

Mails for Benicia, Sonoma, Nappa, Junction & Stockton, Mondays, Thursdays and Saturdays, at 2 o'clock P. M.

Mails for San Jose, Mission of San Jose, and Santa Clara close Mondays, Wednesdays and Fridays at 7 o'clock A. M.

Mail for Monterey and Santa Cruz, Wednesdays at 7 o'clock A. M.



Figure 53 R

Postage on letters for all parts of the United States and Oregon, 40 cents.

All parts of California, 12 ½ cents.

Drop letters, 2 cents.

Postage on Newspapers to the United States and Oregon, 3 cents, inland postage, 1 ½ cts. to be added; and in all cases, unless sent from the office of Publication, must be paid in advance.**

California Post Offices—July 30, 1851

From "Daily Alta"—July 30, 1851.

* Probably intended to be "A to J."

** Probably means 4½c in all cases except where carriage was solely by steamer.

Offices—Counties.

Antioch*, Contra Costa,
 Auburn**, Placer,
 Benicia**, Solano,
 Bidwell's Bar, Butte,
 Big Bar, Trinity,
 Chico, Butte,
 Colusi, Colusi,
 Columa**, El Dorado,
 Dobbins' Ranch, Yuba,
 Double Springs, Calaveras,
 Downieville, Yuba,
 Foster's Bar, Yuba,
 Fremont**, Yolo,
 Georgetown, El Dorado,
 Goodyear's Bar, Yuba,
 Hamilton**, Butte,
 How's Ranch, San Joaquin,
 Jackson**, Calaveras,
 Knight's Ferry, San Joaquin,
 Lassens, Butte,
 Los Angeles**, Los Angeles,
 Louisville, El Dorado,
 Mariposa, Mariposa,
 Martinez**, Contra Costa,
 Marysville**, Yuba,
 Mission San Jose, Santa Clara,
 Mokelumne Hill, Calaveras,
 Monroeville**, Colusi,
 Monterey**, Monterey,
 Mormon Island, Sacramento,
 Moon's Ranch, Colusi,
 Napa**, Napa,
 Nevada**, Nevada,
 Nicolaus, Sutter,
 Oak Spring, Tuolumne,
 Park's Bar, Yuba,
 Placerville, El Dorado,
 Quartzburg, Mariposa,
 Rough and Ready, Nevada,
 San Francisco**, San Francisco,
 Sacramento**, Sacramento,
 Salmon Falls, Nevada,
 Santa Clara, Santa Clara,
 San Jose**, Santa Clara,
 Santa Cruz**, Santa Cruz,
 San Juan, Monterey,
 San Luis Obispo**, San Luis Obispo,
 Santa Barbara**, Santa Barbara,
 San Diego**, San Diego,
 Shasta**, Shasta,
 Sonora**, Tuolumne,
 Sonoma**, Sonoma,
 Staples' Ranch, Calaveras,
 Stockton**, San Joaquin,
 Trinidad, Trinity,
 Vallejo, Solano,
 Vernon**, Sutter,
 Volcano, Calaveras,
 Weaverville**, Trinity,
 Wood's Diggings, Tuolumne,
 Yuba City, Yuba.

* Removed from junction (New York of the Pacific).

** County seats.

NEW INFORMATION

Continuous research by students results in new information being made available about the early U. S. stamps. For example, while this book was being prepared for publication, four changes had to be made in the text because of new information. Undoubtedly after this volume is distributed, collectors will furnish data of which the writer was not aware. As this is received, it will be forwarded to the editor of "the U. S. 1851-60 Chronicle" with a request that it be published in an early issue. In addition, when a sufficient amount of such material has been accumulated, it will be forwarded for publication in one of our leading philatelic magazines, such as "The Collectors Club Philatelist."

CONCLUSION

This work would never have been possible had not my good friend and advisor, the late *Mr. Stanley B. Ashbrook*, written his book on the "United States Ten Cent Stamp of 1855-1857." Also if *Mr. P. L. ("Bud") Shumaker* had not loaned me a very large amount of Ten Cent Type V material, the reconstruction work never would have been accomplished.

The comments especially prepared by *Mr. Elliott Perry* on the printing of the stamps from Plate V, and his continual encouragement to the author to find a solution to the problems involved, are most gratefully appreciated.

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