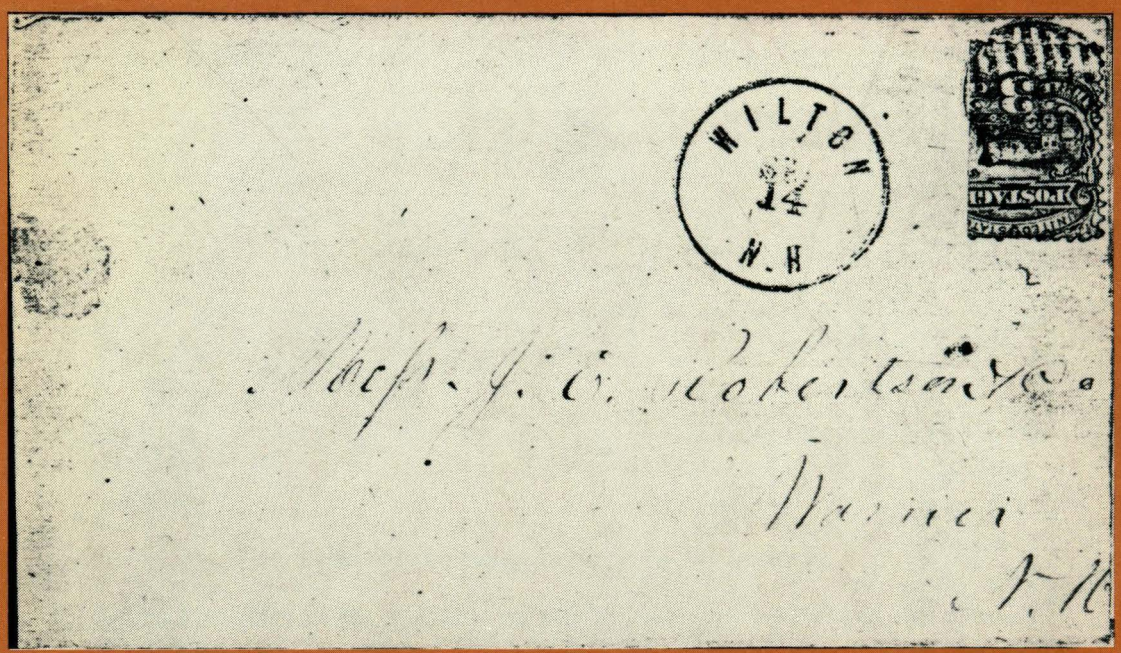
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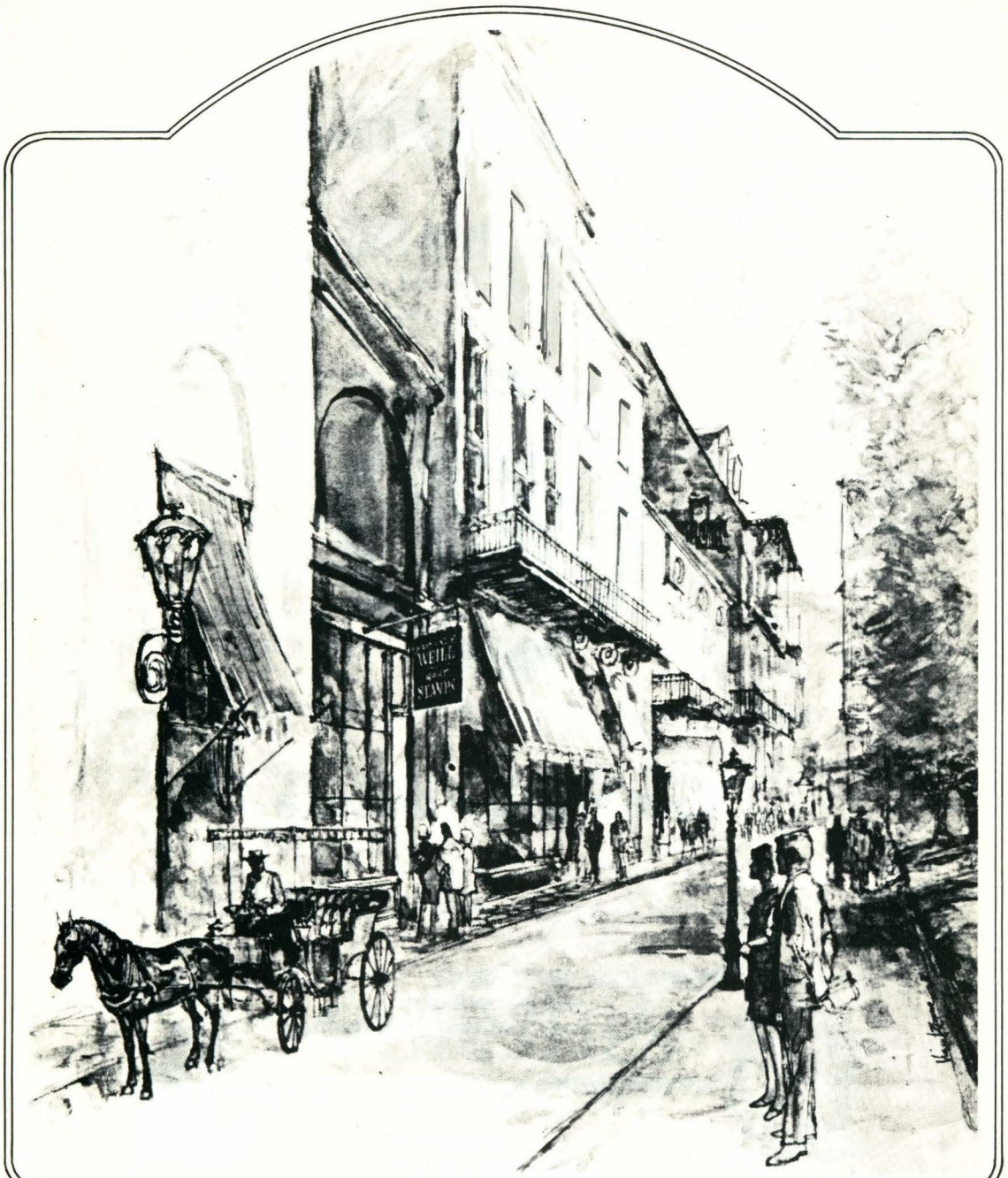
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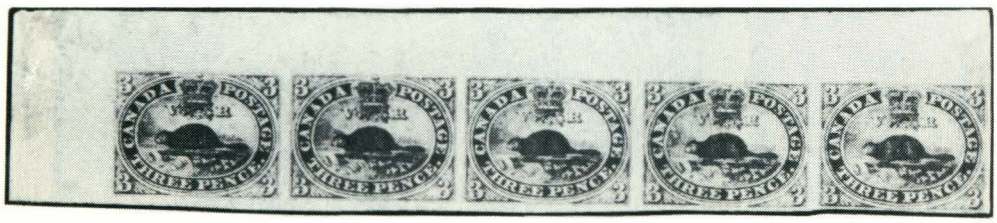
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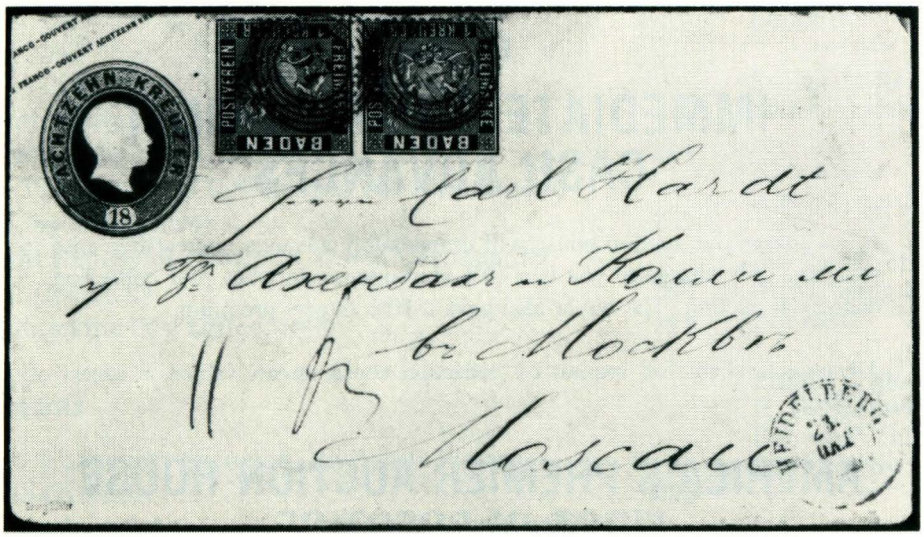
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The Collectors Club
Philatelist

Volume 64, Number 4 **July-August 1985**

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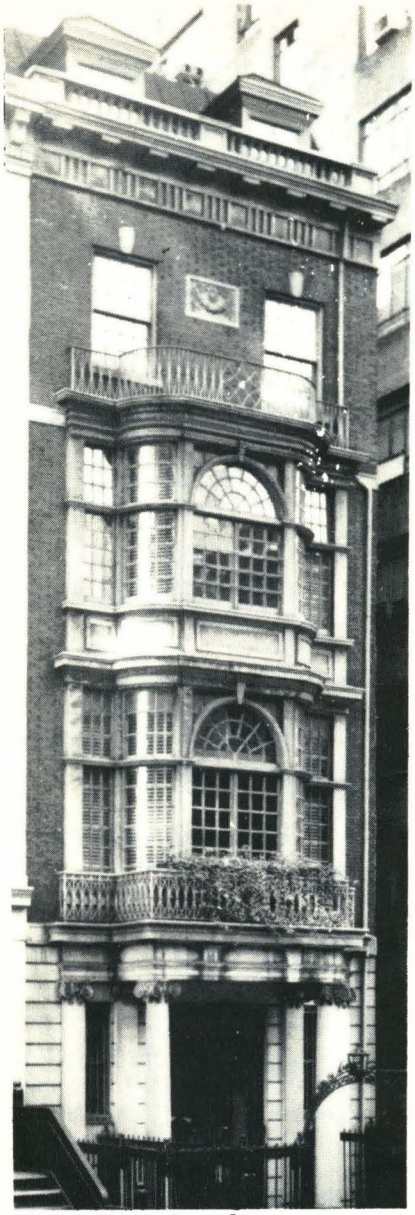
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Nineteenth Century United States Bisects Used to Pay Postage

by Henry Stollnitz

Soon after the appearance of stamps, their users in almost every stamp-issuing country found reasons to cut them in pieces. Usually, it was in order to make postage rates that were not easily paid by existing stamp denominations. Such bisected, trisected, or quadrisected portions of stamps were generally accepted in payment of postage because they served an obvious purpose.

Certain areas where suitable denominations were not available and where the use of bisects became an accepted practice include British North America and Central and South America, among others.

The subject of this article, however, is the use of bisects in the United States. Their first use here coincided with the first issue of 1847, which consisted of just two stamps, five cents and ten cents. The first was intended to pay the rate for a letter of one sheet (one half ounce) for a distance of less than three hundred miles, while the second was to pay for one half ounce for over three hundred miles. Inevitably, a few people who had bought the ten cent stamp found that they were writing to an address less than three hundred miles distant, so they simply cut the ten cent stamp in half. The postmaster accepted this as proper payment. Or, perhaps the postmaster had run out of five cent stamps and he appropriately bisected the ten cent stamp. One of the earliest U.S. bisects known, dated May 13, 1848, was formerly in the Waterhouse collection. Another was in the Ferrari collection (Fig. 1).

Nowhere in the postal regulations was there a provision permitting bisect usage. In fact, as the practice grew, the prohibition against it was repeated time after time in instructions to postmasters. That did not stop it. It has continued to the present with only occasional voiding of the attempted payment by bisect and a demand for full stamp postage by the postmaster. Only with the rise of philatelic interest in and creation of bisects by collectors and dealers was the regulation against them somewhat more frequently enforced.

This article is based on a program presented last Fall to the New York chapters of the Postal History Society and the U.S. Philatelic Classics Society at the Club.



Fig. 1. Vertical half of ten cent 1847 stamp used to pay five cent rate from Portsmouth, NH (*ex Ferrari*). Not provided for in postal regulations but accepted.

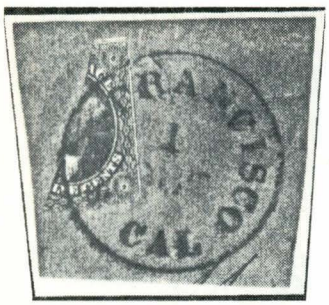


Fig. 2. Right diagonal bisect twelve cent from San Francisco.



Fig. 3. Left diagonal bisect STEAM/SHIP arrival in New York.

All of the potential options for bisecting exist in examples of the 1847 ten cent stamp. Diagonals (in either direction) are the most frequent. In the 1984 *Scott Catalogue*, they are valued on cover at $18,500.00. Vertical half on cover is valued at $21,000.00, and horizontal half on cover is $25,000.00. It is hardly necessary to mention that a bisect usage of the 1847 ten cent stamp should be certified by the Expert Committee of the Philatelic Foundation. All known examples have been recorded including a number of fraudulent attempts to create these rarities.

Most of the existing examples in current collections stem from two remarkable finds made early in the century.

The first group was in a hoard of correspondence found in a shed in New England which contained a series of letters between two sisters, each letter franked by a bisect. The distance between their homes was well under three hundred miles.

The second group of ten cent bisects was found in a commercial correspondence file in Philadelphia. Individual examples have also been found.

Because collectors have treasured these first issue bisects so highly, they have lent an aura of philatelic desirability to all subsequent bisects. Some deserve it. Some do not.

The next occurrence provided at least a semi-official sanction to bisects. In the tumultuous times of the gold rush, postage rates to and from California were changed several times; at first, forty cents (prepaid or collect), then, in 1851, six cents prepaid and ten cents collect, and in 1855, ten cents prepayment compulsory. But in 1851, the San Francisco post office had the new twelve cent stamps but had no six cent stamps. So, the postmaster bisected the twelve cent. A fair volume of mail carried these bisects by all of the varied routes then used between the West and East coasts. They were accepted as legitimate at both ends, as indicated by Figs. 2 and 3. Complete covers with these bisected twelve cent stamps are valued by Scott at $6,500.00 diagonal, $8,500.00 vertical. The perforated version of the twelve cent stamp (1857) is also recorded as a diagonal bisect. It is extremely rare.

The three cent stamp of 1851 is known bisected both vertically and diagonally—both very scarce. The halves were used in 1853 as one cent, cited by John N. Luff in his *Postage Stamps of the United States*, page 70. Luff adds as an addendum, "To the bisected stamps of 1851-55, another variety must be added, Mr. H.B. Phillips has found a cover bearing three copies of the three cent stamp and one third of another used as ten cents. The cover is postmarked Wrentham, Massachusetts, June 4th, but year date is missing. It is addressed to a gentleman in San Francisco from whose correspondence Mr. Phillips obtained it."

Dr. Carroll Chase, in his 1929 volume on *The Three Cent Stamp of 1851-57*, describes all covers known to him with three cent bisects, including those cited by Luff, and concludes (Chapter XXXII Bisected Stamps), "To sum up: A certain very limited number of

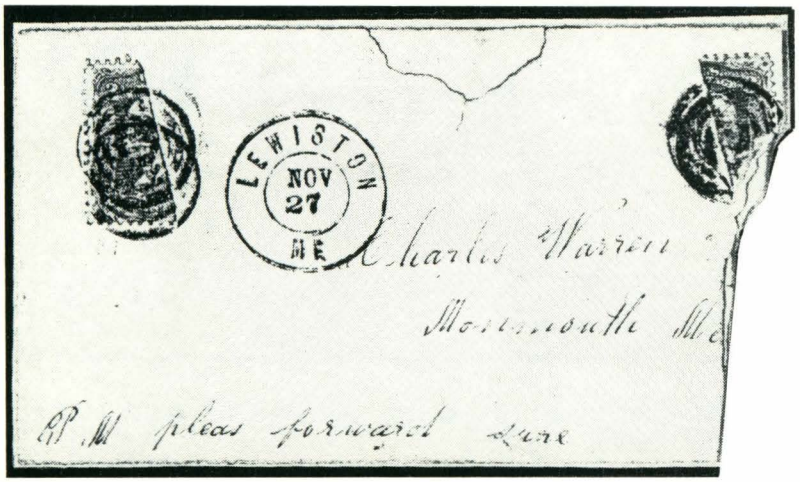


Fig. 3a. The odd 1861 cover from Lewiston, Maine with two vertical halves of the three cent accepted for postage.

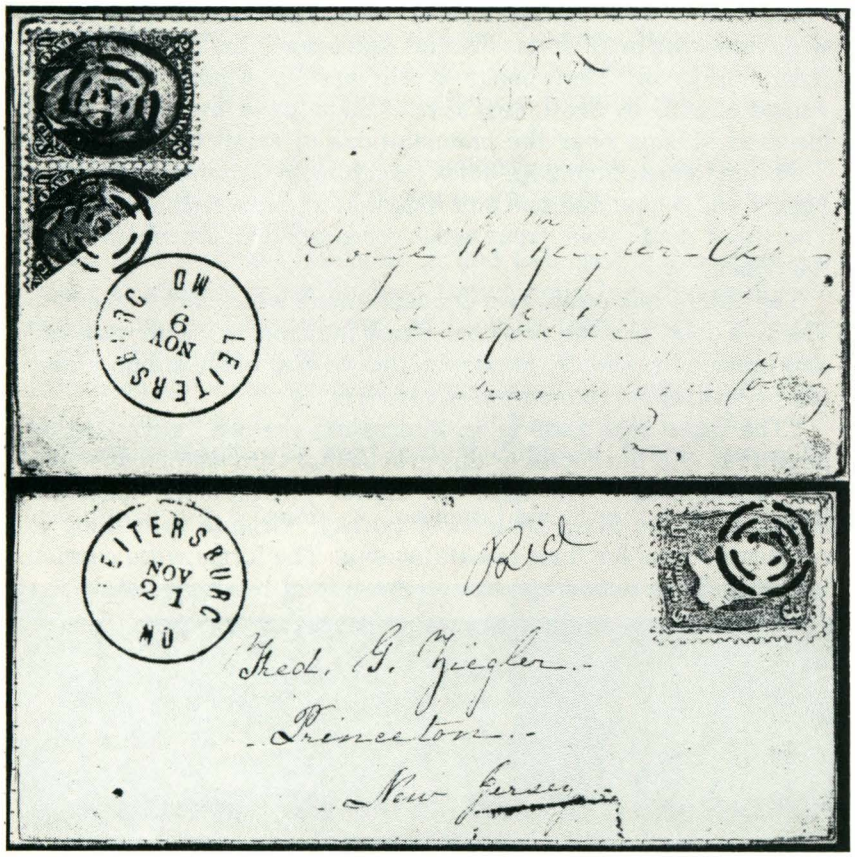


Fig. 4. Unsevered single and diagonal bisect for three cent rate and used at Leitersburg, Maryland November 9 (1864). *P.F. no. 9919.* The other cover from the same correspondence authenticates the bisect.

authentic bisected three cent 1851 stamps are known. As far as my personal experience goes in searching for them over a period of some twenty years, they do not exceed eight or ten in number. They are therefore among the rarest of the bisected United States stamps, being rarer than the ten cent 1847 or the twelve cent 1851." An oddity is an 1861 cover from Lewiston, Maine to Mon-

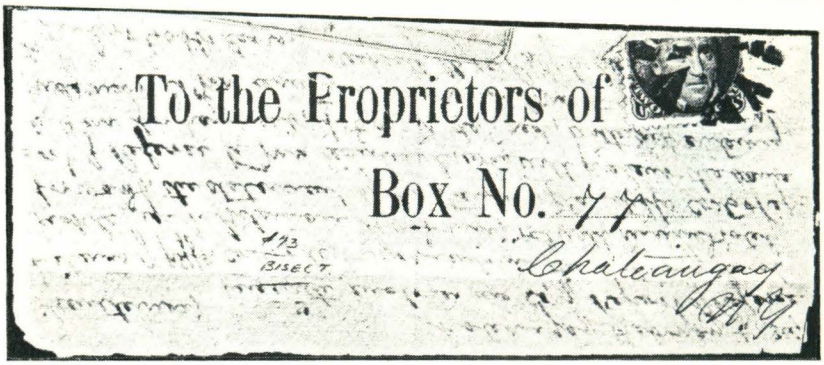


Fig. 5. Bisected two cent of 1861.

mouth, Maryland with two vertical halves of the three cent accepted for postage (Fig. 3A).

Probably the most popular of bisects with collectors are the "Black Jack" two cent stamps of 1863. The basic stamp has a wide following in all of its varieties and usage. The bisects benefit from this favor. They occur in all three positions, which are valued equally by Scott. Luff says of them (page 90), "Most of the bisected stamps bear the cancellations of small towns in New York and Connecticut with dates from June to October, 1864." See Figs. 4 and 5 (one and one half diagonal and one half horizontal). The three cent cover from same correspondence authenticates the bisect.

The 1869 issue offers two denominations which were bisected. The two cent, like the two cent Black Jack, occurs with diagonal and other cuts, usually in conjunction with a whole stamp to pay the prevailing three cent letter rate (Fig. 6).

"The three cent 1869 is an interesting variety," says Luff on page 114. "All the copies of this provisional with which collectors are acquainted were used by Frank J. Bramhall, Assistant Assessor of the Sixth District of Lurray, Virginia in mailing to residents forms for their tax statements. The forms were carried in the mails as printed matter at the rate of two cents each. Ap-



Fig. 6. Bisected two cent of 1869 used in conjunction with a whole stamp to pay the prevailing three cent letter rate.

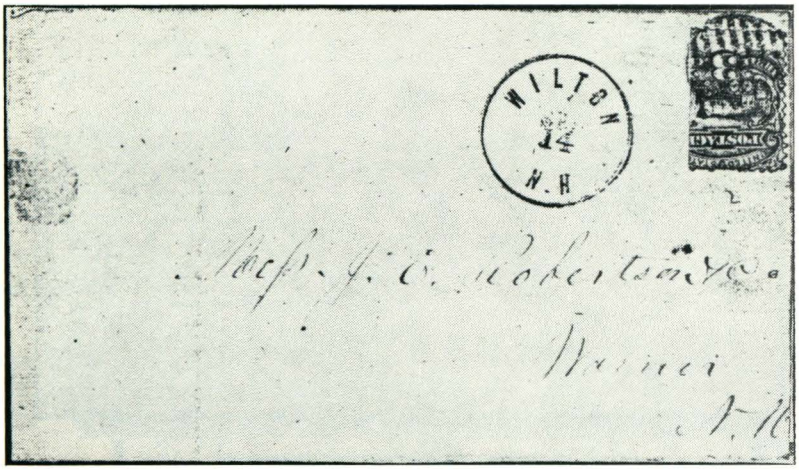


Fig. 7. Postal usage of two thirds bisect of the three cent 1869 to pay the two cent rate.

parently, there was a scarcity of two cent stamps, to overcome which three cent stamps were bisected. On some documents, two thirds of one stamp were used, and on others, a third from two different stamps. The only copy available at this writing (1902) is dated April 2, 1870."

One of these documents with bisect was sold in a recent Robert A. Siegel auction. And Fig. 7 shows postal usage of a two thirds bisect used as two cents.

The 1870 National Banknote grilled two cent is described by Lester Brookman in the Stephen Brown collection diagonally bisected and used as one cent on a cover from Montclair, New Jersey. The same stamp without grill but a vertical bisect was used from the same town. Diagonals were also used from Tremont, Pennsylvania. A vertical half of the 1873 two cent brown Continental stamp was used from Mifflintown, Pennsylvania. In 1875, a two cent Continental vertical bisect was used on a cover from Culpepper, Virginia. A horizontal bisect of the same stamp

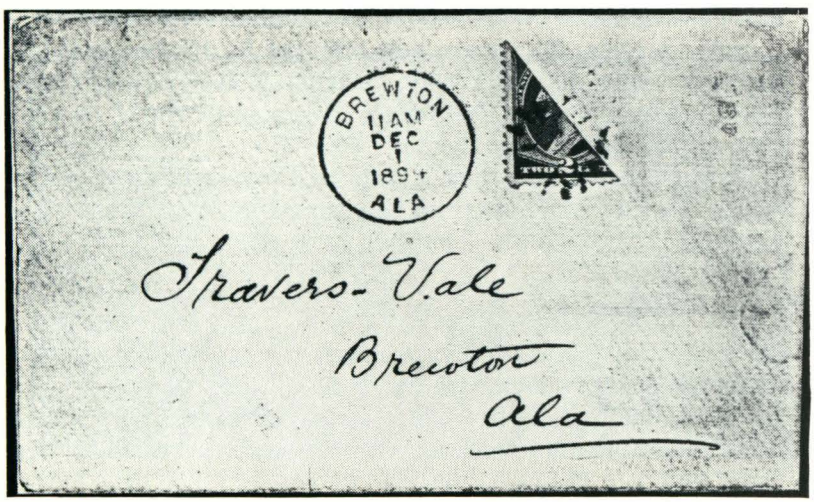


Fig. 8. Bisect of 1887 two cent green Banknote for drop letter rate.



Fig. 9. Bottom half bisect on drop letter, Germantown, North Carolina.

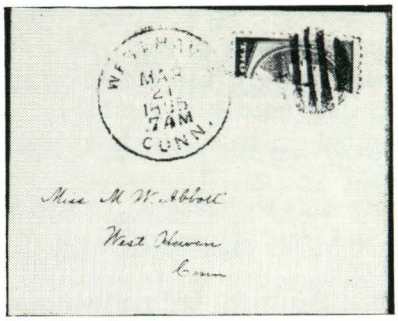


Fig. 10. Vertical left half bisect for drop letter, West Haven, Connecticut.

was used as one cent on a drop letter in Buffalo, New York dated February 18, 1876. All of these examples are listed by Brookman.

American Banknote two cent 1879 bisected and used as one cent on cover is "known but very rare."

1887 two cent green diagonal used at Ithaca, New York, another on drop letter, Brewton, Alabama (Fig. 8), bottom half on drop letter, Germantown, North Carolina (Fig. 9), vertical half on drop letter, West Haven, Connecticut (Fig. 10).

1888 four cent blue green was bisected for the two cent letter rate. 1888 diagonal, New Orleans, Louisiana and New York, 1889 diagonal Baltimore, Maryland, 1888 vertical Boston, Massachusetts (Fig. 11).

Continental six cent bisect used as three cent on cover in New York City. Another from Lawrenceville, New York. Very rare (Fig. 12).

The Small Banknotes

1890 two cent diagonal bisect attached to complete two cent stamp used with a separate two cent, all tied "New York October 14, '90" paying five cent rate to Germany. There was a difference of opinion between two leading experts about this cover (Fig. 13). The same two cent diagonal half on drop letter,

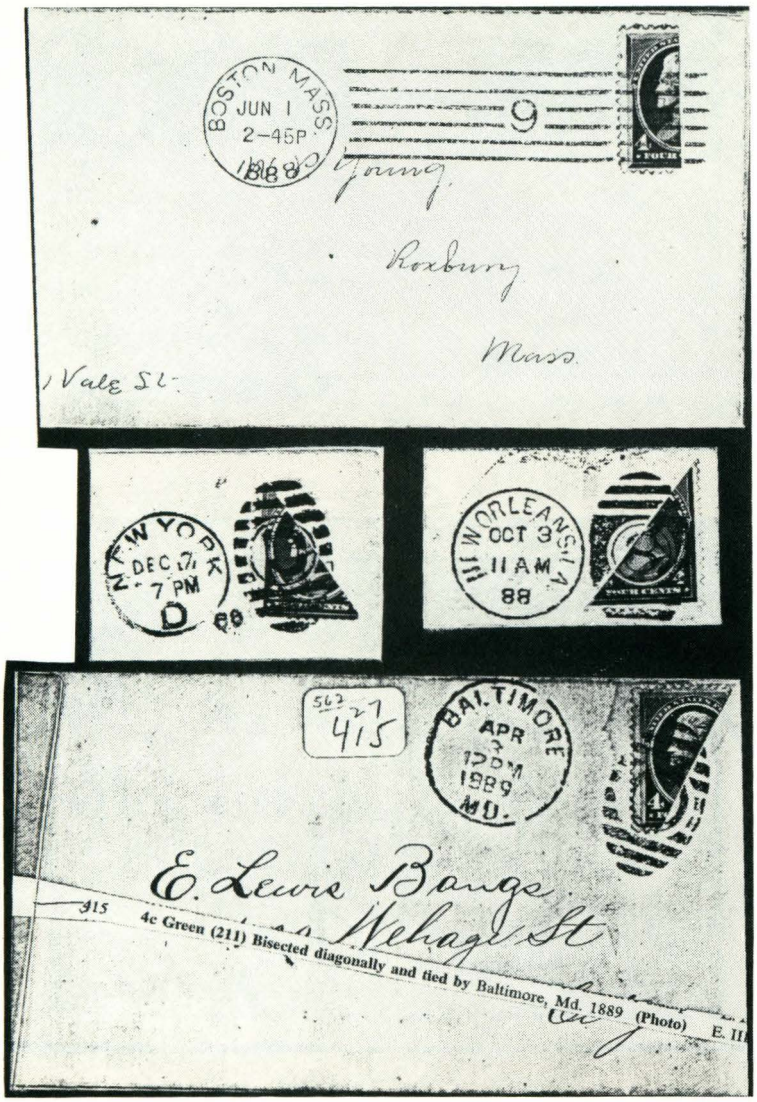


Fig. 11. Bisects of the 1888 four cent blue green Banknote for two cent letter rate.

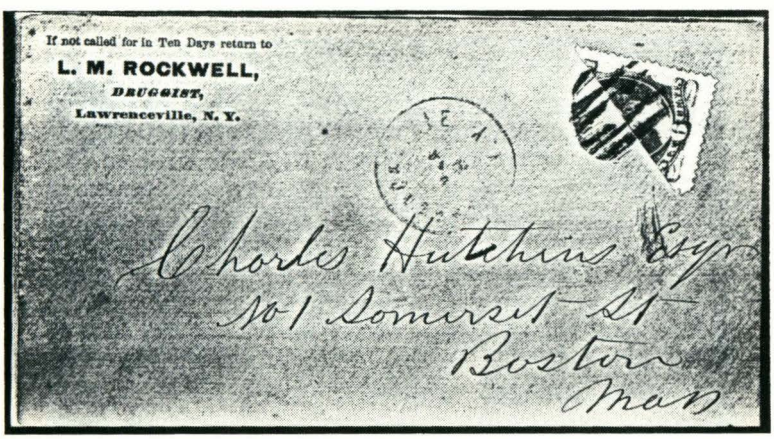


Fig. 12. Continental six cent bisect from Lawrenceville, New York.

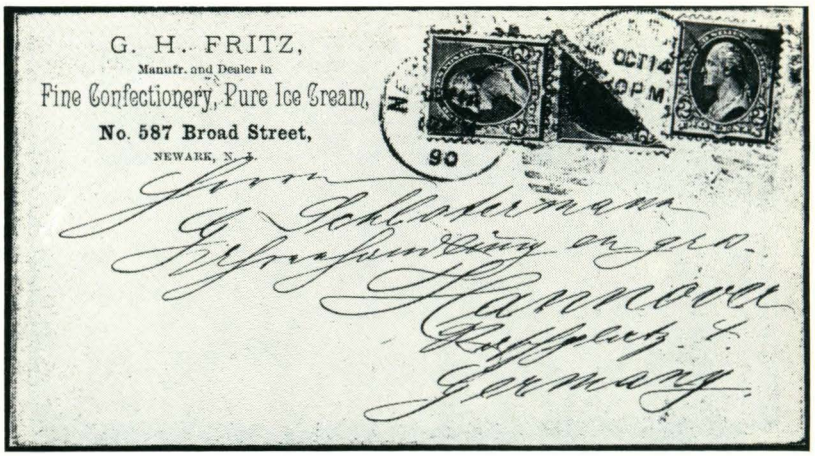


Fig. 13. Small Banknote 1890 two cent diagonal bisect paying five cent rate to Germany.

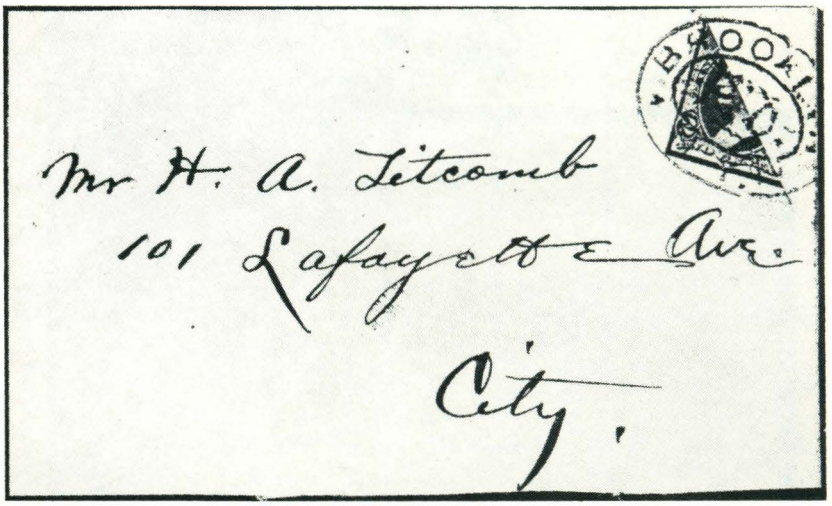


Fig. 14. Small Banknote 1890 diagonal bisect for drop letter rate, Brooklyn, New York.



Fig. 15. Four cent diagonal bisect to pay letter rate.

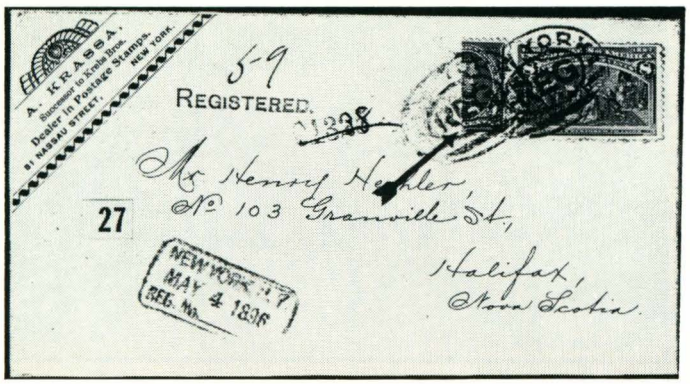


Fig. 16. Four cent diagonal bisect with eight cent Columbian paid registry rate to Halifax.

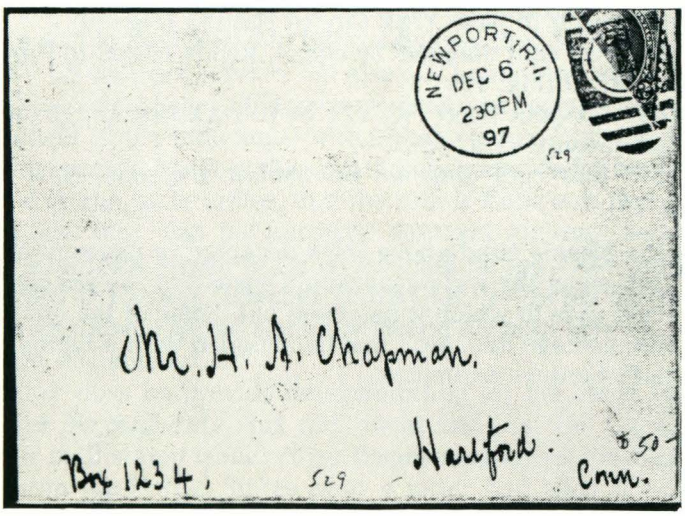


Fig. 17. Two cent diagonal bisect Newport, Rhode Island, to Hartford.

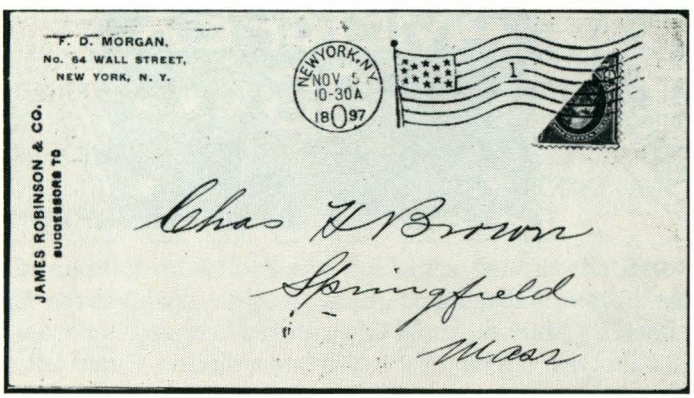


Fig. 18. Six cent diagonal bisect New York to Springfield, Massachusetts.



Fig. 19. Four cent diagonal Columbian bisect to pay letter rate.

Brooklyn, New York is shown in Fig. 14.

In 1895, Scott No. 269 four cent diagonal half New Haven, Connecticut (Fig. 15).

In 1898, four cent diagonal with eight cent Columbian paid registry rate in New York City to Halifax (Fig. 16).

1897 two cent diagonal Newport, Rhode Island to Hartford, Connecticut (Fig. 17).

1897 six cent Scott No. 271 New York City to Springfield, Massachusetts (Fig. 18).

1897 four cent diagonal Columbian, Bayonne, New Jersey (Fig. 19).

All of the bisects cited above were accepted in payment of postage. They show the wide geographic spread of the practice and the varied uses to which it has been put. Some of the other uses (revenue, postage due, etc.) will be included with a listing of the Twentieth Century examples.





Another Visit With the U.S. Beacon Air Mail Stamp of 1928

Part II of an article by Philip Silver

Beecher disputes the necessity of double franking; he states that "since March 21, 1929, 5¢ per half ounce had paid for air service within the US and to Cuba. I believe this postage covered not only US-contract service, but also any available Cuban domestic service; *and I believe the arrangement was reciprocal* for matter prepaid 5¢ per half ounce with Cuban stamps" (my emphasis).

Unfortunately, Beecher does not supply a source for his beliefs. While it is true, as he states, that the rate to Cuba was five cents a half-ounce, that was for domestic contract air mail service to Miami and from Miami to Cuba. Air mail on the FAM routes for Cuba flew to Havana. Beecher states that the United States five-cent stamp also covered Cuban domestic air mail service, but he gives no documentation.

Neither does he provide documentation for his belief that the five-cent air mail rate was reciprocal and that the Cuban five-cent air mail stamp would cover domestic contract air mail service within the United States after a letter had been flown from Havana to Miami. For this belief, he relies on the provisions adopted September 10, 1927 at the International Air Mail Conference of The Hague.

With reference to that conference, the following is found on page 13 of the January 1928 Supplement to the Postal Guide:

> PROVISIONS CONCERNING THE TRANSPORTATION BY UNITED STATES AIR MAIL SERVICE OF ARTICLES IN THE REGULAR MAILS FOR FOREIGN COUNTRIES, EFFECTIVE JANUARY 1, 1928, UNDER THE PROVISIONS ADOPTED SEPTEMBER 10, 1927, BY THE INTERNATIONAL AIR MAIL CONFERENCE OF THE HAGUE
>
> In addition to *letters and packages paid at the letter rate,* post cards (single or reply-paid), commercial papers, samples of merchandise, and prints of all kinds (including raised prints for the blind), ordinary and registered, *which are mailed in this country to foreign countries or which are received from foreign*

countries for delivery in this country or for dispatch through this country to countries beyond, *may be transmitted by the United States Air Mail Service.*

Regardless of its classification, each article must be prepaid for such transmission at the postage rate or fee applicable to letters, as set forth in sections 2 and 3 on page 174 (emphasis added).

Because the effective date, as noted above, was January 1, 1928, and because Goodkind's Figure 40 cover was postmarked at Havana on October 2, 1929, it would appear that that cover, at least, was overpaid with the Beacon stamp if, indeed, the five-cent Cuban air mail stamp prepaid the half-ounce rate for air mail service in Cuba and the United States. No conclusion can be drawn for the Figure 41 cover because the postmark date is not clear. However, because it is franked with the Beacon air mail stamp issued on July 25, 1928, then, in all likelihood, the January 1, 1928 provisions of the Hague Air Mail Conference would apply and the Beacon stamp would be superfluous. Certainly, even if those provisions did not apply, only one Beacon stamp would have been required for the first letter rate, and even then it would have been overpaid one cent because the air mail surcharge for that first letter rate was only four cents.

I cannot dispute Beecher's statement that since March 21, 1929 a five-cent Cuban air mail stamp would pay all the air mail charges on a half-ounce letter for service in Cuba and within the United States. As noted previously, he did not supply documentation for his belief. However, let us backtrack a little.

In the July 1927 United States Official Postal Guide, the following appears on page 174 (this is the reference page noted previously in the quotation about the provisions of the International Air Mail Conference of The Hague):

3 AIR MAIL FEES, etc.

The air mail fee applicable to letters from foreign countries for transmission by the United States Air Mail Service, regardless of distance or character of the air mail route or routes over which said letters are carried, is 10 cents for each half ounce or fraction thereof in addition to regular postage.

Only German postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in Germany.

Only Netherlands postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in the Netherlands.

Only British postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in Great Britain and Northern Ireland.

Granted, this is prior to the January 1, 1928 effective date of the provisions set by the International Air Mail Conference of The Hague. But it points up the fact that the United States had agreements with only three countries for the carriage by the United States air mail service of air mail matter mailed in those countries, and franked, presumably, with the necessary postage to pay the current United States air mail rate. Presumably, too, if persons in other countries wanted air mail service within the United States, they had to prepay the United States air mail fee in some fashion. Many did it with United States air mail stamps they must have received from their correspondents; I have seen many such covers over the years.

The July 1928 Postal Guide, on page 170, repeats the rate information, except that instead of ten cents for each half-ounce as in 1927, the air mail surcharge has been reduced to four cents for the first ounce plus eight cents for each additional ounce in addition to regular postage. Also, on the same page, the following statement appears:

> Only German, Netherlands, British and Irish Free State postage stamps are recognized in prepayment of the fees required for onward transmission by the United States air mail service of letters mailed in those countries.

Now, this is in July of 1928, six months after the January 1, 1928 effective date of the provisions of the International Air Mail Conference of The Hague. If those provisions were being applied uniformly to all foreign air mail for onward transmission by the United States air mail service, then there would be no reason to single out the individual countries: Germany, the Netherlands, Great Britain, and the Irish Free State.

Beecher suggests "the fact that the July 1928 Guide still mentioned payment by US stamps—that would not represent the only case in which some material in a Guide was obsolete."

So, let us see what is found on page 180 of the July 1929 Postal Guide. In that volume, the air mail surcharge remains at four cents for the first ounce and eight cents for each additional ounce for air service in the United States "in addition to the postage applicable to such articles in the ordinary mails for the country of destination." These rates apply to all countries except Canada and Mexico. For those two neighbors on the borders of the continental United States, the rate is five cents for the first ounce plus ten cents for each additional ounce. That is for delivery in Canada and Mexico and vice versa. Air mail originating in Canada and Mexico for delivery by the United States air mail service required franking with the stamps of those countries equivalent in value to five cents for the first ounce plus ten cents for each additional ounce.

What may be even more telling is the fact that the Postal Guides do not provide a table of equivalencies of air mail fees from

foreign countries to the United States. It is surprising, in view of that omission, that the Postal guides do provide a table of equivalencies for all other classes of mail. Thus, the rate for an ordinary letter of the first weight unit (one ounce) from Great Britain was one and one-half pence in 1927, 1928 and 1929, the periods with which we are concerned. From France, the rate for a letter of the first weight unit (20 grams, equivalent to three-quarters of an ounce) was one franc, fifty centimes. In view of the fact that rates for first-class letters and other matter are stated in the Postal Guides, why are there no similar equivalent rates for air mail letters? Especially so because of the provisions of the International Air Mail Conference of The Hague cited earlier.

It would appear, therefore, that as late as July 1929, provisions of the International Air Mail Conference of The Hague to the contrary, air mail letters originating in foreign countries, other than Canada and Mexico, required payment with United States stamps in order to be given onward transmission by the United States air mail service. Cuba may be a special case, but Beecher must be able to provide the necessary documentation. I have checked all the monthly supplements to the Postal Guides, however, and have found nothing to support his thesis.

I think it is high time to pass on to another subject. I can almost hear an impatient reader saying, "Goodkind devoted only nine short sentences to his Cuban connection, but you have occupied yourself with it for several pages, ENOUGH!" In justification, I can only plead that it is sometimes easy to make a possibly incorrect statement, but it takes a little longer to disprove it with reasonable documentation.

Apparently, at least with reference to air mail from Cuba, commercial firms believe it was necessary to affix five cents in United States postage in order to receive onward transmission by the air mail service in the United States. Both of the covers illustrated by Goodkind appear to be commercial in origin. One would think that commercial firms, if for no other reason than economy, would not want to overpay on correspondence with parties in the United States.

Yet they continued to do so as evidenced on a similar commercial cover in my own collection shown here as Figure 9. That cover is postmarked February 1, 1930 at Havana. Now, this is two years after the effective date of The Hague air mail conference, and still the possible overpayment on Cuban mails continued. It is hoped that Beecher or another philatelist will provide us with the required documentation, but until then we will have to abide the event. It is important not only for the air mail from Cuba but for every other foreign country affected by the International Air Mail Conference of The Hague.

HMG-33/34. In describing his Figure 42 cover, Goodkind states that it was underpaid for air mail service, and hence received the boxed Australian INSUFFICIENTLY PREPAID/FOR AIR MAIL

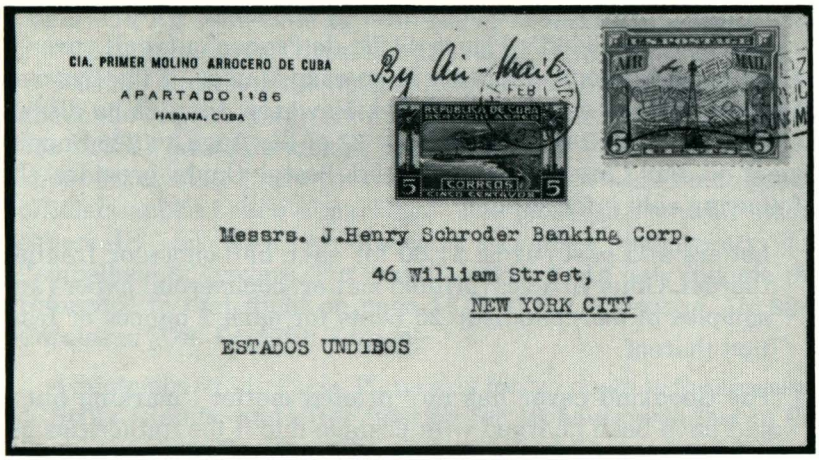


Fig. 9. Commercial cover postmarked February 1, 1930 at Havana, Cuba franked with a five-centavo Cuban air mail stamp in addition to the Beacon stamp.

SERVICE handstamped marking, because in his collection he notes that "Papua-Australia air post covers in 1930 required 7 pence postage, not 3 pence as Roessler figured."

Beecher comments about that cover, in part, as follows:

> For air carriage by the Australian/Papuan service, I believe the surcharge was 3d per half ounce. The ordinary letter rate from Papua to the US was then 4d for the first ounce, so the cover was even shortpaid for that rate. However, as it was probably unsealed, with only a plain or printed stuffer, it qualified for the printed matter rate of 1d for two ounces, hence no 'T' (postage due) mark was called for. The Sydney post office should not have cancelled the US stamp, but should have drawn a line around it and marked 'O' by it to indicate invalid postage.

Goodkind's Figure 42 cover is postmarked March 11, 1930 at Port Moresby, Papua. The ordinary letter rate from Australia and/or Papua (British New Guinea) to the United States at that time was three pence for the first ounce plus one and one-half pence for each additional ounce, as noted in the July 1929 Postal Guide. I can vouch for the fact that the Figure 42 cover did not weigh more than one ounce because I have an identical cover in my own collection. Contrary to Beecher's belief, it is sealed and has no stuffer.

My own reasoning about that cover is that the three-pence Papua stamp overprinted AIR MAIL was sufficient to pay only for the ordinary one-ounce letter rate to the United States. Thus, no air mail service was given from Port Moresby to Sydney, Australia. The boxed marking was applied to show lack of payment for that air mail service. And, on the premise that United States postage was required for onward transmission by the United States air mail service in this country, then the cover is properly franked with the Beacon stamp. However, because the air mail surcharge for the first ounce was only four cents, that Beacon air

mail stamp overpaid the surcharge by one cent.

HMG-35. Goodkind's Figure 44 *Ile de France* catapult cover is franked with twenty-six cents in postage stamps, if the five-cent Beacon air mail stamp is included. However, there is no discussion of the rate. Reference to page 22 of the August 1928 Supplement to the United States Official Postal Guide provides the following rate information:

> Letters and post cards: $1.00 for each half-ounce or fraction thereof. Other articles (printed matter, commercial papers and samples of merchandise): 25 cents for each 2 ounces or fraction thereof.

The Goodkind cover has no "printed matter" marking but it would have been charged with postage due if the authorities believed it to be a letter. I have a similar cover in my own collection. It bears a typewritten legend "PRINTED MATTER," and the franking is also twenty-six cents. The additional one-cent above the twenty-five-cent air mail surcharge noted in the Supplement to the Postal Guide is for the fee for printed matter: one cent for two ounces.

HMG-35/36. On page 35 of his monograph, Goodkind discusses the cover illustrated on page 36 as Figure 45. Again, he fails to discuss the rate on the cover, which bears a September 7, 1928 postmark.

Beecher questions whether the fourteen-cent franking shown on the face of the cover could have prepaid the full rate. In this he is correct. The letter rate had been reduced to sixty cents for each half-ounce or fraction thereof pursuant to Postal Bulletin No. 14782 of September 1, 1928, citing a notice dated August 31, 1928 by the Second Assistant Postmaster General. Even if the Figure 45 cover was "printed matter"—but, again, the cover does not bear that legend—the rate would have been more than fourteen cents. The September 1928 Supplement to the Postal Guide indicates that the air mail surcharge for printed matter remained at twenty-five cents for each half-ounce. Also, for printed matter, the rate still was one cent for each two ounces.

I can only conjecture that the balance of the fee was placed on the back of the cover, because I have seen many examples of such usage. Obviously, too, if the required prepayment had not been made, either the cover would have been charged with postage due or it would not have been taken on the voyage of the steamship. Goodkind does note that his cover is backstamped on September 13, 1928 at Paris, Gare du Nord Station. A similar cover in my collection bears the same backstamp. It would appear, therefore, that the additional franking must have been included on the back of the Figure 45 cover.

Goodkind's statement that the "September 11, 1928 [catapult] experiment marked the last flight from the *Ile de France* needs some clarification. It was, indeed, the last such flight in 1928. The

American Air Mail Catalog (Vol. IV, Fifth Edition) on pages 1611 and 1612 notes seven flights in 1929 and eight flights in 1930.

Beecher questions the authenticity of the handstamped cachet above the Beacon stamp on the Figure 45 cover: "Mail Rescued at Sea From Plane/Abandoned 400 Miles from Paris." He reasons about the cachet, "Surely it would be in French had French postal officials applied such a marking." The point may be well taken, especially in view of Roessler's known propensity for "embellishing" covers. For amplification, I can only include the reference to that flight on page 1611 of the *American Air Mail Catalogue* (Vol. IV, Fifth Edition):

> 4 September 13 to Paris. Plane was forced down to the sea near Scilly Islands, and after floating for 10 hours was lost in the choppy sea after the pilot and mail had been rescued. Some covers have a small blue cachet, 'Mail rescued at sea from plane abandoned 400 miles from Paris.' Backstamped Paris, September 13.

HMG-35/37. Goodkind states on page 35, "The S.S. Leviathan of the United States Lines also tried some catapult flights in the summer of 1929 (Fig. 47)." Without getting into too much detail about the different attempts, it is sufficient to state that Goodkind was incorrect about the label "catapult flights" that he assigned to the mail attempts made from the SS. Leviathan. The Lytle S. Adams invention actually was a pick-up system similar to the one used on land attempts in 1928. For a complete description of Adams' pick-up invention and the story of its first use at Roosevelt Field on December 14, 1928 and the subsequent pick-ups to and from the Leviathan, readers are referred to the March, June, July, August and September issues of the "Airpost Journal" published by the American Air Mail Society.

It might be germane to mention that, although Goodkind's Figure 47 cover is from a failed pick-up attempt, there was a successful delivery to and from the S.S. Leviathan on June 12, 1929. A cover flown to the ship is shown in Figure 10. It will be noted that the postmark reads U.S. German S.P.O. June 12, 7-PM, 1929.

Beecher feels "there was no legitimate mail involved in the Leviathan experiments." And Willis B. Adams, writing in the July 1983 "Airpost Journal," sites on page 385, "These and other envelopes originating on board the Leviathan. . . . were not considered official mail until they were turned over to the post office in New York."

In that case, one may question the need for the five-cent Beacon air mail stamp. If the only service given by the Post Office Department was to deliver the letters to the recipients, it would seem since most such letters were addressed to New York City that only two cents in first-class postage would have been required. Obviously, if covers were addressed to other parts of the country as in Figure 10, necessitating transmission by the United States air



Fig. 10. Successful pick up flight from Newark, N.J. to the *S.S. Leviathan* on June 12, 1929. The postmark was applied aboard ship after the pick up mail was received there. The Beacon air mail stamp paid only for air mail service to Washington, D.C.

mail service, then the Beacon air mail stamp or five cents in postage stamps would have been required.

HMG-38. Goodkind illustrates two catapult covers from the *Bremen* and the *Europa* in Figures 50 and 51. The Figure 50 cover is properly franked: fifteen cents for the catapult service plus five cents for the surface rate to Germany. However, the Figure 51 cover is overpaid one cent, the combination twenty-cent rate still being in effect.

Also, on the same page, Goodkind's Figure 53 cover shows seven cents postage due. This is an unusual postage due situation because the requirement for air mail dispatch was payment of at least the first full air mail surcharge. Delf Norona in "Cyclopedia of United States Postmarks," on page 250 of the Quarterman reprint, states that the Post Office Department granted permission to transmit these first flight covers postage due for the first time in United States air mail history (citing the *Air Mail Collector*, Feb. 1929, p. 5).

HMG-39. In discussing his Figure 56 cover, Goodkind refers to the odd, diagonal cancellations that obliterate the two Beacon stamps. He wonders whether they were applied in New York, on board the *S.S. Aquitania* or in Germany.

I have an almost identical cover in my own collection. It is sealed without contents. Thus, it must have been sent at the first weight unit of one ounce as noted on page 155 of my May 1983 *Collectors Club Philatelist* article. On my cover, four diagonal bars obliterate each Beacon stamp rather than three such bars on the Goodkind Figure 56 cover.

If one may hazard a guess, it would be that these bars were meant to indicate that the cover was not meant to receive air mail service. For that purpose, moreover, Post Office Department regulations required two transverse marks, usually applied in the normal post office red ink, to obliterate any reference to air mail service. In the instant case, however, the fee for air mail service from London to Germany was paid (see my analysis on page 155);

thus, that Post Office Department marking was not required.

In all probability, the six diagonal bars on Goodkind's cover and the eight bars on mine were applied simply as cancellations of the stamps. I would guess that the cancellation was made in the Varick Street exchange post office.

HMG-42/43. Beecher correctly points out that Goodkind's Figure 61 cover on page 43 is overpaid one cent. The proper rate was nine cents:

Boat service to Europe	5 cents
Air mail surcharge in U.S.	4 cents
Total fee	9 cents

HMG-47/48. Goodkind states on page 48 that "the United States Post Office forbade their [fancy cancellations] use on August 27, 1934." Goodkind merely copied that date from page 16 of the Loso-De Windt book on *20th Century United States Fancy Cancellations*. Actually, that was not the first, last or only time that the practice of using fancy cancellations had been prohibited. The matter had been dealt with in the Postal Laws and Regulations and in Postmaster General orders on a number of occasions. Fourth-class postmasters ignored the orders because the fancy cancellations they applied to covers for collectors brought revenue to their offices, and their pay was based on that revenue.

But because these fancy cancellations were applied mostly to registered mail, thus violating the orders of the Post Office Department, I believe it would have been better to illustrate their use on cover. That way the violation of postal orders and regulations would have been shown in more dramatic fashion. Two such usages on cover are shown in Figures 11 and 12.

HMG-49/50. On page 49 of his book, Goodkind states, "Obviously, the R.P.O. cancellations seen on C11 are from the smaller, feeder lines." Beecher disputes that statement as follows:

> Contrary to his suppositions, mail matter, whether air or ordinary, received from regular post offices was not postmarked

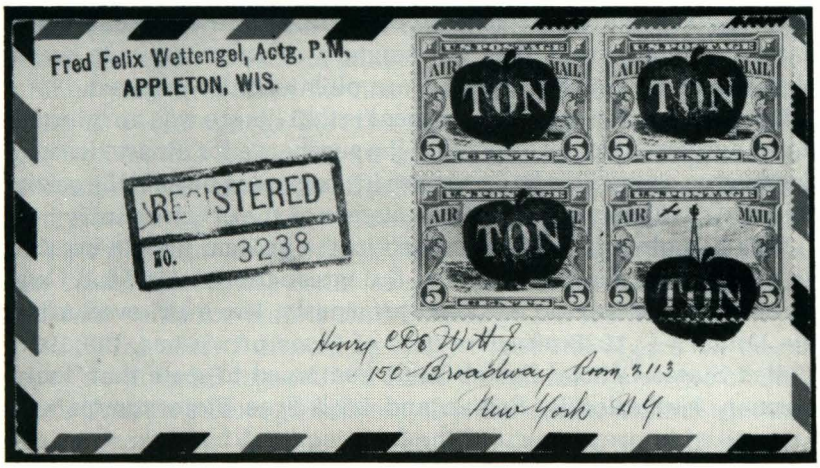


Fig. 11. Fancy cancel registered cover from Appleton, Wisconsin, November 10, 1928.



Fig. 12. Fancy cancel registered cover from Sharon Pa., September 27, 1928.

and canceled in Railway Post Offices as a normal thing. Matter with R.P.O. postmarks was that which was either handed in to the R.P.O. or deposited in a railway station collection box. The Fig. 67 block of four does not have the postmark of the 'Antonia and Santa Fe R.R.,' but of the Antonito and Santa Fe R.P.O., which operated between those two points on the Denver and Rio Grande Western trains. (Antonito is due north of Santa Fe, just over the border in Colorado.) Likewise, the postmark on the single stamp is not that of the 'Portland and Boston R.R.,' but of the R.P.O. operating between those two points on the Boston and Maine Railway.

PS-151-152. Illustrated on page 152 of my May 1983 *Collectors Club Philatelist* article were three covers from Canada, Great Britain and France. My discussion about these covers centered on the fact that, in every instance, the Beacon stamp was cancelled in the transmitting country. The captions for each cover indicate that they are commercial.

Beecher does not believe that these covers are commercial. Certainly, they do not bear the usual accoutrements of philatelic covers, and I fail to see how he could dispute their commercial nature without proof that the senders or the recipients were philatelists, or that the covers were philatelically inspired.

But the main thrust of his argument is that "there was an international agreement to the effect that the surcharge for air service in a destination country (or by an air service beginning beyond the origin country) could only be prepaid by stamps of the origin country."

This has already been discussed in the present article insofar as it relates to the provisions of the International Air Mail Conference of The Hague. As noted previously, however, even after the January 1, 1928 effective date of those provisions, the 1928 United States Official Postal Guide continued to state that "only German, Netherlands, British and Irish Free State stamps are recognized in prepayment of the fees required for onward trans-

mission by the United States air mail service of letters mailed in those countries." And the 1929 Postal Guide mentioned only Canada and Mexico as the two countries whose stamps were valid for such mail.

I have already discussed the Canadian cover (Figure 17, page 152) in an earlier part of the present article. With reference to the Figure 18 cover shown on page 152 of the May 1983 *Collectors Club Philatelist* article, it will be noted that it is franked with a one and one-half pence British stamp in addition to the Beacon air mail stamp. That cover bears a British postmark dated January 20, 1929. On that date, per the July 1928 Postal Guide, the rate for an ordinary letter of the first weight unit from Great Britain to the United States—in this case one ounce—was one and one-half pence. The gold franc equivalent of one and one-half pence was fifteen centimes. Since five centimes in that currency was the equivalent of one cent in United States currency, it follows that the British stamp had a United States equivalency of three cents.

But the cover has an air mail notation. The one and one-half pence British stamp paid only for boat service from Great Britain to the United States. For air mail service from New York City to Carthage, Illinois there was a surcharge of four cents for the first ounce. Thus, if the Beacon air mail stamp was required for the air mail service, it represents a one-cent overpayment.

Similar reasoning applies to the Figure 19 cover shown of page 152 of my May 1983 article. It will be noted that the cover is franked with a one-franc, fifty centimes French postage stamp in addition to the Beacon air mail stamp. That cover bears a Paris postmark of September 24, 1929. On that date, the July 1929 Official Postal Guide indicates that the rate for a letter of the first weight unit from France to the United States—in the instant case 20 grams or approximately ¾ of an ounce—was one franc, fifty centimes, with a gold currency equivalency of twenty-five centimes. Five gold centimes are equivalent to one cent in United States currency. Thus, those twenty-five gold centimes are equivalent to five cents in United States currency. This is what it cost, incidentally, to send a one-ounce, first-class letter from the United States to France in 1929.

Since only first-class service was paid for on the Figure 19 cover, it would appear that the Beacon stamp, or that part of it representing the four cents air mail surcharge, was required for air mail service from New York City to Chicago. Thus, for that cover to receive onward transmission by the United States air mail service after its arrival in New York City, the total rate was nine cents. That is five cents for surface mail on the *S.S. Majestic* plus four cents for the air mail surcharge for the first ounce.

In all fairness, it should be stated that the Figure 19 cover bears no air mail legend. We have to assume, by virtue of Professor Schmitt's Chicago address, that the sender desired air mail service from New York to Chicago. If, in fact, no air mail service

was given for lack of air mail indicia, then the Beacon stamp represents a full five-cent overpayment.

PS-153/154. In Figure 23 on page 154 of my May 1983 article, I showed a cover from the United States to Great Britain franked only with the Beacon air mail stamp. Because it was underpaid by one cent, it was rated postage due and a double deficiency was assessed. I noted that that cover originally had been illustrated in my article in the May 1982 issue of the *American Philatelist*. That reference is incorrect; it should be changed to May 1981 instead. Several mistakes were made in that article. They were corrected in the October 1981 issue of the *American Philatelist*.

In discussing that Figure 23 cover on page 154, I stated that the rate was six cents an ounce. That is correct but it should be clarified. The surface rate for a one-ounce letter from the United States to Great Britain was two cents. Great Britain was one of the countries to which the two-cent convention applied. The agreement which established lower than normal rates for letters between the United States and the United Kingdom of Great Britain and Ireland had been signed in Washington, D.C. on July 18, 1908. The effective date was October 1, 1908; from information available, it was terminated around September 1, 1931. The air mail surcharge for the flight from Los Angeles to New York City for that cover was four cents for the first ounce. Thus, the total rate was six cents as shown in the May 1983 article.

Again, as at the conclusion of the section on the stamps, I would like to illustrate several additional covers not covered in Goodkind's or my own article.

In the thirty or more years during which I have been active in United States air mail collecting, I have handled hundreds of covers sent by persons who believed that first-class postage had to be paid in addition to the air mail fees. From the very beginning of the air mail service in 1918, the air mail stamp paid for ordinary, first-class service in addition to the air service. But the May 11, 1918 announcement by Second Assistant Postmaster General Otto Prager did not state specifically that the twenty-four-cent fee paid for air mail service included first-class service as well.

When air mail rates were reduced effective as of July 15 and December 16, 1918, again there was no mention of the fact that the air mail stamp paid for first-class service, too. The only clue—if, indeed, one may call it a clue—is that the announcements for each of the above-mentioned rate reductions included a statement that the air mail service was limited to "matter of the first class, including sealed parcels not exceeding 30 inches in length and girth combined."

It was not until six years later that Postmaster General's Order No. 713, June 30, 1924 stated specifically that the fee paid for air mail service included "transportation to and from the air mail route as well as transportation by plane."

Regardless of that order and an order of January 19, 1926

referring to contract air mail, many postal patrons continued to frank their air mail letters with first-class postage in addition to the air mail stamp in current use. This kind of overfranking, however, was relatively minimal during the Beacon air mail period. An example of the use of the Beacon air mail stamp for air mail service and a two-cent postage stamp to pay the then current first-class fee is shown in Figure 13.

From the time that the first United States air mail stamp was issued on May 13, 1918, such stamps and later ones were valid for all purposes for which regular postage stamps could be used. However, when the twenty-cent air mail stamp of 1927, Scott No. C9, was issued, the order of the Third Assistant Postmaster General stated, "This stamp and other air mail stamps are lawfully valid for postage on any mail matter but their use should be restricted, as far as practicable, to matter to be dispatched by air mail, for which they are specifically intended." It will be noted that this order did not actually prohibit the use of air mail stamps for other-than-air mail purposes.

Just prior to the issuance of the Beacon air mail stamp, however, the use of air mail stamps was restricted by Postmaster General's Order No. 7773 of June 7, 1928 amending section 385 of the Postal Laws and Regulations:

> 4. Special air-mail stamps are issued for the payment of postage on air mail, but ordinary postage stamps may be used. Air-mail stamps should not be used on other than air mail.

An announcement in the June 1928 Supplement to the Official United States Postal Guide contained even stronger language: "The use of air mail stamps on other than air mail *is prohibited*" (emphasis added).

Shown in Figure 14 is a cover franked with a Beacon air mail stamp used to pay the first-class fee. The postmark on the cover is February 12, 1929 from the Grand Central Station in New York City. That station is located at Lexington Avenue and East 45th Street, and the recipient's address is just eight blocks away on

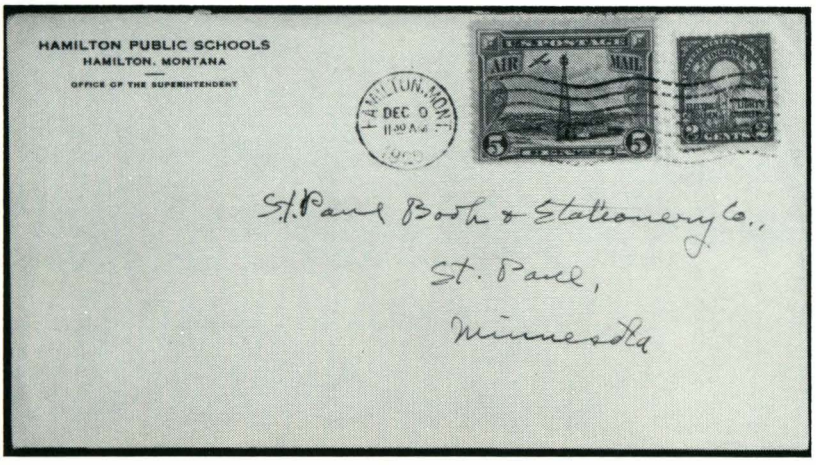


Fig. 13. Cover postmarked at Hamilton, Montana, December 9, 1929. The two-cent Edison commemorative stamp to pay for first-class service is superfluous.

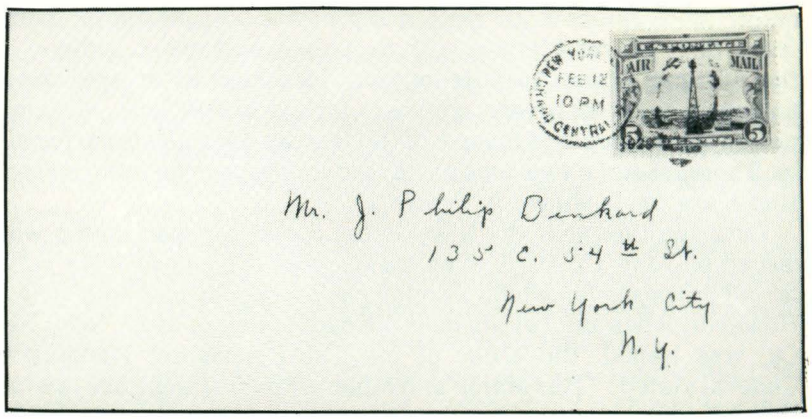


Fig. 14. First-class letter postmarked February 12, 1929 at New York City Grand Central Station. The address of the recipient also is in New York City. For such first-class service, the use of air mail stamps had been prohibited since August 1, 1928.

East 54th Street. One may argue that, by using the five-cent Beacon stamp, the sender overpaid the two-cent, first-class fee by three cents. However, because of the prohibition against the use of air mail stamps for other-than-air mail purposes, the cover may be held to be underpaid by two cents, and should have been rated postage due in accordance with a strict interpretation of the order of June 1928.

It might be pointed out that subsequent to the June 7, 1928 amendment to the Postal Laws and Regulations cited above, the Post Office Department announced that air mail stamps could be used to pay for special delivery and registration services on air mail letters if such services were in addition to the air mail service on such letters.

In addressing the use of special delivery stamps on page 153 of my May 1983 article in the *Collectors Club Philatelist,* I was content to merely correct Goodkind's statement about the scarcity of Beacon covers used in conjunction with those stamps. An unusual Beacon special delivery usage is shown in Figure 15. The cover is handstamped special delivery on its face and it bears the special delivery control number of the Highland Park, Detroit post office.

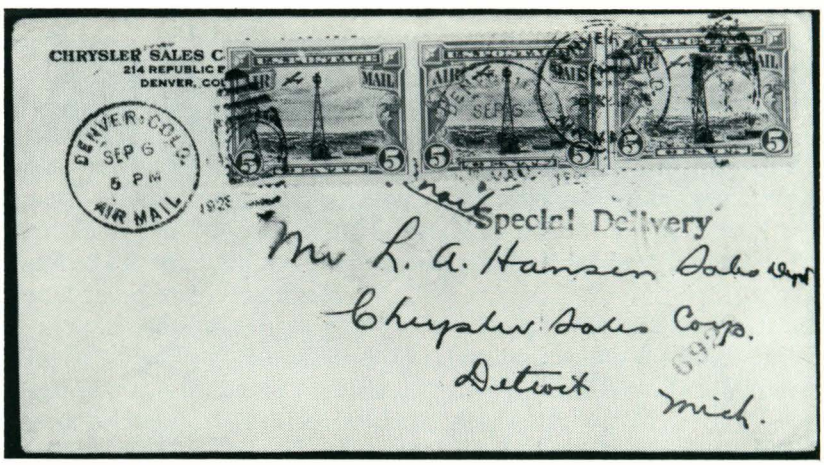


Fig. 15. Cover postmarked September 6, 1928 at Denver Colorado franked with fifteen cents in Beacon stamps. Ten cents of the fee is for special delivery service.



Fig. 16. Special delivery cover from Los Angeles, September 9, 1929 with handstamp "Special Delivery/Duties Performed."

The franking is unusual in that two of the three Beacon stamps were used to pay the ten-cent special delivery fee.

Another cover with the Beacon air mail stamp used in conjunction with a ten-cent special delivery stamp is shown in Figure 16. It will be noted that the control number of the office of first address, Alameda, California, is missing. But to show that the special delivery stamp supplied the necessary service, a most unusual handstamp was applied "Special Delivery/Duties Performed."

An interesting facet of Beacon cover collecting is Hotel covers. I find this most appealing, especially when the covers are embellished with a printed engraving of the hotel itself. Several examples are shown in Figures 17 and 18.

Re ERRATA

Several printing errors were found after the March/May 1983 article was published in the *Collectors Club Philatelist*. Corrections for these printing errors are shown on page 287 of the September-October 1983 issue. However, the printer did not

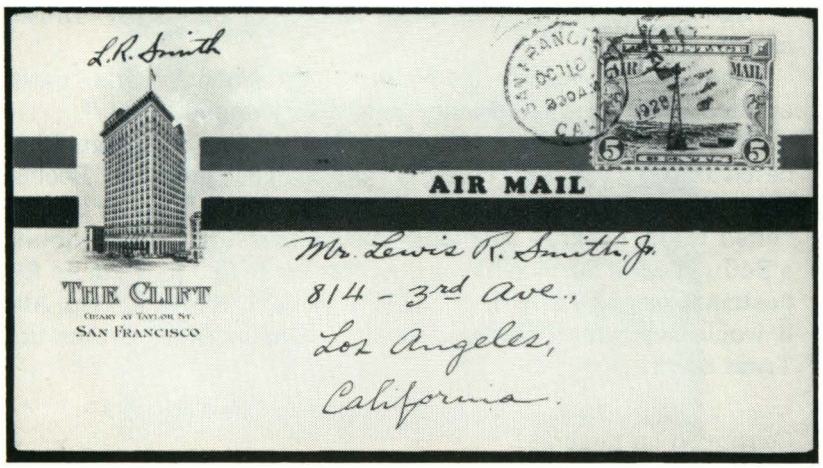


Fig. 17. "Hotel" cover from San Francisco, October 18, 1928.



Fig. 18. "Hotel" cover from San Francisco, February 23, 1930.

follow my correcting instructions properly and, as a result, compounded the original errors for several of the items. For that reason, and because for better reference it is preferable to print the errata in conjunction with this Beacon update, they are listed as follows:

Page 132(a). The top line of this page reads "Air Post Society." This should be corrected to "American Air Mail Society."

Page 132(b). On the sixth line of paragraph 2, the printer added the word "his." In the context of that paragraph, one could interpret "his" to refer to a statement made by Johl. That is incorrect. Change "his" to "Goodkind."

Page 132 (c). On the seventh line of paragraph 3, change "October 28" to "October 10."

Page 132(d). On the eighth line of paragraph 3, change the word "on" to "only."

Page 132(e). On the next to the last line on page 132, change "Table II" to "Table III."

Page 134. On line 14 of this page, next to plate number 19642, add the words "not used."

Page 139. On line 2 of this page, change "Table II" to "Tables I and II."

Page 143. The eighth line of the Jennings quote reads "mostly applied first." Change this to "most likely applied first."

Page 148. On the third line from the bottom of this page, I indicated that TR1 meant Train 1. Both Calvet Hahn and Beecher believe that TR stand for Trip rather than Train. Beecher has consulted Frank Sheer, a specialist in such markings, who maintains a Railway Mail Service library. According to Sheer, TR in an RPO postmark means Train. If in a HPO postmark, it means Trip. Also, it would seem that TR.CLK., means Transfer Clerk rather than Train Clerk.

Continued on page 281.

The Postal History of Charlotte, North Carolina

by Tony L. Crumbley

Charlotte, the state's most popular city and the center of the nation's fifth largest urban region, has not long had this foremost position. Early explorers such as Englishman John Lederer first passed the indian trails of Mecklenburg County in June 1670. One such trail would later become Tryon Street, and after many years of growth and development became the center of commerce and industry of the Carolinas.

The date of the first white settler to come into the county and exactly where he settled may never be known. Tradition says that Thomas Spratt, in coming with his family from Pennsylvania, was

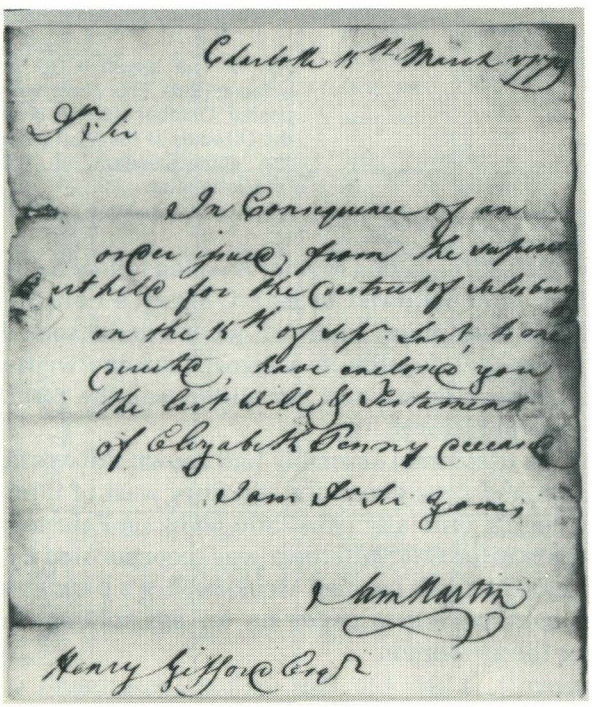


Fig. 1. This March 15, 1779 letter was written 15 years prior to establishment of the Charlotte post office and was carried to Salisbury 15 miles away. No postal markings are apparent.



Fig. 2. Type C-1 handstamp in red. This cover, dated November 11, 1828, was franked by William Smith, postmaster from 1820 to 1832.



Fig. 3. Mailed from the office of the Charlotte & SC Railroad with a blue Columbia, SC marking, this cover was forwarded from Charlotte with a black type C-2a cancel and a manuscript "Ford. Due 10." ca. 1863.



Fig. 4. Dated June 6, 1834, this is the earliest reported example of the C-2 red marking.



Fig. 5. The negative 10 in octagon (R-6). This cover was posted October 15, 1848 to the Director of the Mint from the superintendent of the Charlotte mint.

the first white settler in this region. A young fellow by the name of Thomas Polk later followed to marry Spratt's daughter, Susan, and settled a few miles south of what would soon be called Charlottetown. It is feasible to suggest that any written correspondence between Susan and her suitor was the birth of Mecklenburg's postal history.

By 1762 the provincial assembly had drawn the western boundary of Anson and proclaimed the territory west of it as Mecklenburg. The county officially came into being on February 1, 1763, and five years later Charlottetown was incorporated by the King. In 1774, Charlottetown became Mecklenburg's permanent county seat, and continued to prosper as an agricultural community throughout the revolution.

By October 1, 1794, the Post Office Department considered



Fig. 6. The type C-2 with a red grid on the 10 cent 1847. Charlotte received only one shipment of 200 of this value on August 10, 1848.

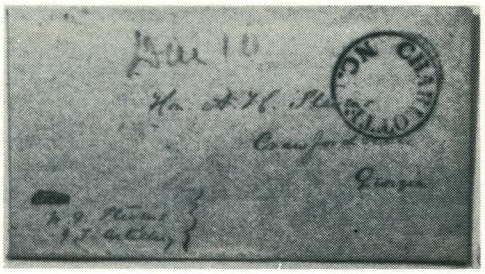


Fig. 7. For a short time during the Civil War, the postmaster used a red crayon to mark postage due soldiers' letters; type C-2a in black.

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA
C - CANCELLATIONS

TYPE	MARKINGS	SIZE	COLOR	DATES OF USAGE	REMARKS
C-1	CHARLES FEB 13 N.C.	32 mm	Red	Nov. 11, 1828 Nov. 27, 1829	Reported elsewhere as early as 1818. Letters 5 mm high.
C-2	CHARLOTTE 15 OCT N.C.	30 mm	Red Blue	June 6, 1834 Dec. 23, 1852 Feb. 23, 1837 March 1, 1855	Letters 4 mm Later strikes measure up to 31 mm due to wear.
C-2a	CHARLOTTE N.C.	30 mm	Blue Black	1861 - 1865 No date used in cancel. Several very early usages shown partial dates.	Same cancel as C-2. Brought back into use in Civil War. Blue used on stampless covers. Blue & Black used with stamps.
C-3	CHARLOTTE AU 22 N.C.	33 mm	Blue	April 22, 1854 July 31, 1861	Letters 4 mm Reported elsewhere as late as 1855 pre-war.
C-3a	CHARLOTTE N.C.	33 mm	Blue	1861 - 1865 No dates used in cancel.	Same cancel as C-3 Re-used in Civil War.

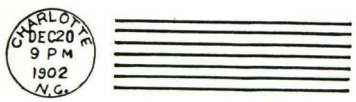
POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA C - CANCELLATIONS					
TYPE	MARKINGS	SIZE	COLOR	DATES OF USAGE	REMARKS
C-4		23 mm	Black	Aug. 26, 1867 Dec. 11, 1875	4 mm Letters
C-5		25 mm	Black	March 22, 1874 April 19, 1875	2 mm Letters
C-6		25 mm	Black	April 9, 1875 Aug. 10, 1881	3 mm Letters
C-7		26 mm	Black	Aug. 15, 1881 Sept. 19, 1883	3 mm Letters
C-8		26 mm	Black	May 11, 1884	3 mm Letters First use of time in CDS
C-9		31 mm Outer 17 mm Inner	Black	Feb. 21, 1883	4 mm Letters

Charlotte, with 325 people, large enough to open a post office. Mail was dispatched by passenger stage coach as early as 1794 when the route of Salisbury to Concord to Charlotte to Statesville and return was covered bi-weekly. By 1830 mail arrived in Charlotte every other day.

In 1852 the first railroads were completed through Charlotte allowing for faster and more efficient handling of the mail. As railroads branched out in every direction from Charlotte during the latter half of the century, the need for stage coaches disappeared.

The last stage route, between Wadesboro and Charlotte, ceased operation on December 15, 1874. Nearly all mail was carried by rail for many years. Speed became the critical factor. This was climaxed when Southern Railroad inaugurated through mail from New York to New Orleans known as Number 97. This train traveled at a speed faster than most trains today. The service was discontinued in 1903 following one of the most famous disasters in railroad history.

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA
C - CANCELLATIONS

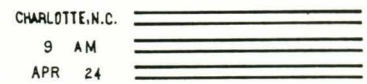
TYPE	MARKINGS	SIZE	COLOR	DATES OF USAGE	REMARKS
C-10		27 mm	Black	June 12, 1888 May 14, 1889	4 mm Letters
C-11		25 mm	Black	April 5, 1889 April 12, 1899	3 mm Letters
C-11a		25 mm	Black	March 29, 1895	3 mm Letters No year date variety of C-11
C-13				CA. 1897	68 X 17 mm Black Locally made cancel.
C-14				Nov. 20, 1899 Aug. 15, 1901	Hampden Type 3 Machine Cancel
C-15				Nov. 13, 1901 Dec. 20, 1902	Columbia Type 2 Machine Cancel

After the wreck of the "Old 97", the Charlotte post office quickly took advantage of motorized transportation. By the mid-20th century, near total abandonment of rail mail service had taken place. Most mail was being carried by intercity truck routes and postal buses.

The increased volume of mail handled through Mecklenburg brought about the need for more efficient handling of the mails. Automation was first brought here with the purchase of a Hampden Type Automatic Canceling machine in late 1899. This machine was used through late 1901 when a more efficient Columbia canceling machine was put into service.

On April 1, 1930, airmail service was begun from the old Cannon Airport. Contract air mail route Number 19 from New York to Atlanta was expanded, effective this date, to include Charlotte. Northbound service was received by night planes and southbound service by day planes. On the inaugural flight, 138 north bound covers were flown by C.E. Potts and 148 southbound covers were flown by Eugene Brown. Postmarks and cachets

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA
C- CANCELLATION

TYPE	MARKINGS	DATES OF USAGE	REMARKS
C-16		Nov. 13, 1903 June 22, 1906	Columbia Type G (Tall) machine cancel reported elsewhere as late as 1908.
C17		Aug. 7, 1907 Aug. 1, 1908	Columbia Type G (Standard) machine cancel reported elsewhere as early as 1906.
C-18		March 18, 1907 July 19, 1910	Columbia Type K-6 machine cancel.
C-18a		Aug. 24, 1909	Sub-variety of C-18 without year date.
C-19		Nov. 21, 1910 April 7, 1911 Aug. 21, 1914	Universal Machine Cancel
C-20		Dec. 13, 1914 Jan. 5, 1917	Universal Machine Cancel

were applied at 7:00 p.m. on both groups.

From that early air service the Charlotte facility has expanded to where more than 75,000 pounds of mail is flown out daily.

Edward Wayne was appointed the first Postmaster of Charlotte on January 1, 1795. Wayne served for four years. From that time 'til present, Charlotte has seen 35 Postmasters and one Postmistress.

The unimportance of the community in early days can be measured in its postal receipts. Until 1833 total annual receipts never exceeded $1,000. In 1949 total receipts were $6.5 million. In 1983, receipts totaled $69 million. Money orders were first placed on sale in Charlotte on September 1, and rural free delivery began on July 16, 1900.

Until 1881 the Charlotte post office was located in various rented spaces. On October 15, 1880, a contract was awarded to erect a prominent facility on the corner of Trade and Mint Street. The post office operated here until 1915 when it again moved to rented space so the old building could be demolished to build an

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA
S - SUPPLEMENTARY MARKINGS

TYPE	MARKINGS	COLOR	DATES OF USAGE	MARKINGS USED WITH	REMARKS
S-1	PAID	Black Blue	CA. 1862 June 1861 CA. 1862	C-2a, R-7 C-2a, C-3, C-3a R-2, R-5, R-7	20 X 6 mm
S-2	PAID	Blue Red	Feb. 23, 1837 CA. 1861 Dec. 27, 1840 June 5, 1850	C-2, C-2a, C-3, R-7 C-3, R-8	22 X 4 mm
S-3	FREE	Red	Jan. 10, 1839 Jan. 27, 1854	C-3	20 X 4 mm
S-4	REGISTERED. SEP 7 1889 Charlotte, N. C.		Sept. 7, 1889		40 X 24 mm Cancellation used on early registered covers. Violet
	K - KILLER MARKINGS				
K-1		Red	May 1, 1850	C-2	
K-2		Black	June 1, 1873 Nov. 30, 1887	C-4, C-5, C-9	19 mm Pie Killer
K-3		Black	June 19, 1878	C-6	21 mm Pie Killer
K-4		Black	Sept. 22, 1875 March 13, 1880	C-6	22 mm Bulls Eye Killer Variety of this with inner two circles exists.

even larger court house and post office. This facility was occupied in 1918. In 1934 a large addition was built on the adjoining property where the branch U.S. Mint had been located. It was dedicated on November 21, 1934 by Postmaster General James A. Farley, and operated as the main postal facility until 1982 when a new structure was built at the corner of Sixth and McDowell Streets.

Emphasis in this article has been placed on the Charlotte postal facility. Today, with its 25 retail outlets and the processing of more than 2.7 million pieces of mail daily, it is the primary postal facility for the region. One, however, cannot overlook the more than 120 other named post offices that have operated in Mecklenburg County. Today only Charlotte, Davidson, Cornelius, Huntersville, Mint Hill, Matthews, Pineville and Newell are in operation.

Shown here are examples of the known postal markings from Charlotte through the early machine cancels.

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA K - KILLER MARKINGS					
TYPE	MARKINGS	COLOR	DATES OF USAGE	MARKINGS USED WITH	REMARKS
K-5		Black	March 4, 1876	C-4, C-6	16 X 18 mm Segmented Killer
K-6		Black	April 6, 1876 Aug. 16, 1876	C-6	17 X 16 mm Crown Fancy cancel used Briefly during centennial celebration.
K-7		Black		C-8	20 mm Pie Killer
K-8		Black	March 9, 1877	C-6	17 mm Open Circle
K-9		Black	Oct. 26, 1875 Oct. 26, 1881	C-6	20 mm Circle
K-10		Black	Nov. 25, 1875 May 29, 1877	C-6	18 mm Circle
K-11		Black	July 17, 1877	C-6	14 mm Circle
K-12		Black	July 9, 1877	C-6	12 mm Circle
K-13		Black	Oct. 15, 1877	C-6	9 mm Circle

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA ADDENDUM				
Type	Marking	Dates of Usage	Marking Used With	Remarks
S-6	REGISTERED DEC 29 1886 CHARLOTTE, N. C.	Dec. 29, 1886		50 X 16 mm 3 1/2 mm letters Magenta
K-15		Nov. 30, 1875	C-6	12 mm Waffle Black

POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA R - RATE MARKINGS					
TYPE	MARKINGS	COLOR	DATES OF USAGE	MARKINGS USED WITH	REMARKS
R-1		Red	June 30, 1851	C-2	10 mm 3 in mm Circle
R-2		Blue	June 21, 1861	C-3, S-1	8 mm 3 over 11 mm 5
R-3	5	Red	Oct. 23, 1850	C-2	7 mm 5
R-4	5	Red	Sept. 29, 1848	C-2	18 mm 5
R-5		Blue Red	July 1, 1861	C-3a, S-1, 5-2 C-2	11 mm 5 in 15 mm Circle
R-6		Red	Oct. 15, 1848	C-3	17 X 14 mm Octagon Box
R-7	10	Black Blue	CA. 1862 CA. 1862 March 1863	C-2a C-2, C-2a, C-3a	8 mm 10
R-8	10	Red	June 5, 1850 Aug. 18, 1850	C-3, S-2	4 mm 10
R-9	20	Red	CA. 1848	C-2	4 mm 20

Baedeker On The Post Office, 1909

The regulations of the American postal service are essentially similar to those of Great Britain, though the practice of delivering letters to the houses of the addressees has not been uniformly extended to the rural districts. The service is, perhaps, not quite so prompt and accurate. The supply of letter-boxes is generally abundant, but the number of fully equipped post-offices is much lower (proportionately) than in England. Stamps are sold at all drug-stores and hotels, and often by letters carriers.

All 'mailable' matter for transmission within the United States and to Canada, Cuba, Porto Rico, and Mexico is divided into four classes: 1st. Letters and all Sealed Packets (rate of postage 2c. per oz. or fraction thereof); 2nd. Newspapers and Periodicals (1c. per 4 oz.); 3rd. Books, etc. (1c. per 2 oz.); 4th Merchandise and Samples (1 c. per oz.). Postal cards 1c.; reply postal cards 2 c. A 'special delivery stamp' (10 c.) affixed to a letter, in addition to the

ordinary postage, entitles it to immediate delivery by special messenger within certain limits. For this purpose ordinary stamps to the same value may also be used, with the words 'Special Delivery' added. Letters to countries in the Postal Union cost 5 c. for the first oz. and 3 c. for each additional oz., postal cards 2 c., reply postal cards 4 c., books and newspapers 1 c. per 2 oz. Letters to Great Britain and Germany, however, are sent at the domestic rate (2 c. per oz.). Reply coupons are now issued, exchangeable for stamps in the country of destination. The *Registration Fee* is 8c.; the stamp must be affixed to the letter before presentation for registration, and the name and address of the sender must be written on the envelope. Undeliverable letters will be returned free to the sender, if a request to that effect be written or printed on the envelope.

Domestic Money Orders are issued by money-order post-offices for any amount up to $100, at the following rates: for sums not exceeding $2½, 3c.; $2½-5, 5 c.; $5-10, 8 c.; $10-20, 10 c.; $20-30, 12 c.; $30-40, 15 c.; $40-50, 18 c.; $50-60, 20 c.; $60-75, 25 c.; $75-100, 30 c. For strangers these are not so convenient as the money-orders of the *Express Companies,* as identification of the payee is demanded. — *Foreign Money Orders* cost from 5 c. to 10 c. for each $10 (for Great Britain and its Colonies 10 c.).

NEW YORK.

The *General Post Office,* City Hall Park, is open day and night. The *Money Order Office,* on the second floor, rooms 40-42, is open daily, except Sun. and holidays, 9-5. The General Delivery windows (for 'Poste Restante' letters) are on the ground-floor, Park Row side. The Registered Letter Office is on the mezzanine floor. Besides the G.P.O. district, the city is divided into about forty postal districts, each served by a branch post-office or *Station,* generally designated by letters of the alphabet (Station A, etc.; open 7-8, Sun. 9-11 a.m.), and there are also about 235 *Sub-Stations,* in druggists' shops, where all the ordinary postal services are rendered, including the issue of domestic or inland money orders. Letters within New York are delivered more expeditiously if the 'station letter' is affixed to the address. Letters are also expedited in delivery if posted on the same side of Fifth Ave. (E. or W.) as their destination. Stamps are also sold in many other shops (chiefly druggists') throughout the city; and letters may be posted in about 3260 *Letter Boxes,* affixed to lamp-posts, or in any hotel. From 12 to 32 collections, and from 3 to 9 deliveries are made daily according to the district. Letters are collected on Sun. (at less frequent intervals), but, unless they are 'Special Delivery' letters, are not delivered; mail matter may, however, be obtained on Sun., 9-11 a.m., on the Mezzanine Floor, G.P.O., and at the district-offices. The time of closing of foreign mails is advertised in the daily papers; the chief European mails are despatched on Tues., Wed., Thurs., and Saturday.

From The Clubhouse

Sarawak, Its Postal History

by William Smith
Account of the Meeting
of January 2, 1985

The first meeting of 1985 was on January 2nd, as early a date as we have had in some time; or will have for that matter! At that meeting member William G. Smith displayed sections of his Sarawak collection to illustrate his talk on the postal history of that fascinating State. Bill divided his display into six periods: The Raj, Japanese Occupation, British Military Administration, Interlude—The Raj Restored, Crown Colony, and Malaysia.

The period of the Raj, which covered 105 years, can only be described as unique. The dynasty of the Brookes, white rajahs of Sarawak who ruled—not reigned—for a century, has few parallels in history. Since during that period the likenesses of the Brooke Rajahs were the only designs to appear on the stamps of Sarawak, and since they made or approved all major and most minor decisions in the country, philatelic or otherwise, their personal histories closely relate to the philatelic history of Sarawak.

James Brooke, first rajah, was born in Benares, India, on April 29, 1803, the son of Thomas Brooke, a high court judge with the Honourable East India Company. James was educated in England, returned to India as an officer in the Company's army, and was severely wounded in the First Burma War. He was invalided home, but the Far East was in his blood and upon the death of his father in 1835, James used his inheritance to buy a schooner, the "Royalist", with the plan to sail it to the East and trade. After a Mediterranean cruise to train his crew, he set sail for the Orient in December 1838. He stopped over in Singapore, met officials of the colony, and with letters of introduction to the Sultan of Brunei, set sail for Borneo. At that time Borneo was under the absolute rule of the Sultan but was in a tempestuous and unruly state. It was under these circumstances that James Brooke dropped anchor off Kuching on August 15, 1839. He met the Sultan's uncle, the Rajah Muda Hassim, who was not very successfully attempting to restore order to the disturbed area.

The Rajah Muda saw in this small group of Britons with their muskets, a few pistols, light cannon, and above all discipline, a possible solution to his problem. He offered Brooke the reward of

the province of Sarawak if Brooke could help him bring peace to the area. It was thus, after two years of incredible risk and adventure with much intrigue thrown in, on September 24, 1841, that the Rajah Muda summoned the inhabitants of Kuching and read out to them the terms of the cession of Sarawak, telling them that henceforth in the name of the Sultan, Brooke would be their ruler.

There is not a large store of information available covering the earliest stages of Sarawak's postal services. Much, if not all of what may have existed was destroyed during the Chinese insurrection in 1857. At that time, incidentally, Rajah Brooke narrowly escaped with his life by crossing the Sarawak River at night, thus enabling him to rally his royal Dyak and Malay subjects to put down the one dangerous threat to his regime during his lifetime.

A considerable part of what we do know of the postal history of Sarawak prior to 1869 (the year the first adhesive was issued) has been derived from a study of the few surviving covers, many of which come from the famous correspondence between the rajah and the Baroness Angela Burdett Coutts. She was the granddaughter of Thomas Coutts, the banker, and the possessor of a considerable fortune. Over the years she maintained a close friendship with the rajah, and was of great help, financially and in other ways on many occasions. Brooke never married and with no son and heir, he was succeeded by his nephew, Charles.

Charles Anthony Johnson (he later took the name of Brooke) was the second son of the Reverend Francis Johnson and Emma Brooke, sister of the first rajah. He joined the Royal Navy at the tender (but not unusual for those days) age of 13 and served for ten years, reaching the rank of lieutenant. Immediately after his discharge, he joined the Sarawak Service and for the next 17 years served his uncle well. He was proclaimed rajah on August 3, 1868 and was notable for his long and extremely active reign which ended only with his death in 1917 at the age of 87! He was succeeded by his son Charles Vyner Brooke, third and last rajah. More of him later.

It was not until the beginning of the second rajah's reign, on March 1, 1869, that the first Sarawak stamp was issued. It was of three cents denomination, and bore a portrait bust of the first rajah, James Brooke, who had died some nine months earlier.

Prior to the issuance of this stamp, from about 1858, all mail from Sarawak destined for places overseas went via Singapore franked with stamps then in use in Singapore. Less than 30 such covers are known at present. The earliest known surviving cover to illustrate this is dated January 19, 1859. It is franked with an Indian stamp, canceled with the Singapore B.172 obliterator, and the Sarawak handstruck stamp applied as a dispatch mark. Even after that period this practice continued in similar fashion until Sarawak joined the Universal Postal Union on July 1, 1897. Straits Settlements stamps were used for most of the time until 1897 in

combination with Sarawak stamps.

The first Sarawak stamp was produced by the firm of Maclure, Macdonald and Macgregor, and designed by William Ridgeway. It bears in each corner the letters J B R S—being the initials for 'James Brook Rajah of Sarawak'. Early in 1871 a new stamp with the head of second rajah was issued. Like no. 1, this stamp bears initials in the corners, this time C B R S for Rajah Charles. This was a much larger issue than the 1869 and three stones were prepared. About 250,000 were printed, the greater number from stone one. Printings from stone two are much less common and from stone three are quite rare. A fairly large number of the remainders of this issue were utilized more than 20 years later for the production of the provisional stamps in 1892 and 1899.

Charles Brooke died on May 17, 1917 and was succeeded by his son Charles Vyner Brooke. Here again is a story worth telling of fate and human interest. Sir Charles Brooke, the second rajah, was married to Margaret de Windt in 1869, making her the first ranee. A daughter and twin sons were born during the first two years of the marriage. After the birth of a stillborn son in 1873 the rajah and ranee with their three young children left Sarawak for the U.K. They boarded ship in Singapore for England at a time when a severe cholera epidemic was raging in Singapore, and in the Red Sea the three children were stricken and all died within a few days. The grieving parents arrived in England alone. There they remained for a year, and on September 30, 1874 a new son was born, Charles Vyner, who was to become the third rajah, 43 years later.

There are many stories to tell about the stamps issues under the third rajah—errors, stamp issues enroute from London lost at sea during enemy actions, and the like, but one famous error, or comedy of errors might be worth recounting here. Late in 1922 the stocks of 1 and 2 cent stamps were running low and it was decided to order additional supplies from London. Meanwhile the 10 and 12 cent values of the 1918 series were selected for overprinting as they had become obsolete due to recent color changes. The fifth stamp of the ninth row of this provisional issue (the 1 cent value) shows the error "CNET" instead of CENT. A short while later, a second printing was made (probably to satisfy demand from stamp dealers). In resetting the type for the second printing the error was detected and corrected. However, the local compositor had been instructed to make the second printing exactly like the first. On noting the fifth stamp of the ninth row reading CENT he altered the type to read CNET. In the words of Forrester Wood, this well-known example of Asiatic zeal is perhaps without parallel in philately.

However, we are approaching the final years of the Brooke Raj. The last stamps to be issued before the shock of World War II was the Bradbury Wilkinson issue of 1934/41. This design was destined to lead an eventful and not always happy life. It saw

service during the final years of Brooke rule prior to the outbreak of war in the Pacific. In December 1941 came the most traumatic event in the history of Sarawak (not to mention elsewhere in the Pacific!)—the Japanese Occupation. The stamps of Bradbury Wilkinson were overprinted with the Japanese characters across the portrait of the Rajah "IMPERIAL JAPANESE GOVERNMENT". After four cruel and devastating years of occupation came victory, and Australian troops moved into the territory of Borneo, followed shortly thereafter by British Military Administration. Again the issue was called into service—this time by the victors. It appeared with the overprint B M A and was to serve throughout Borneo during the period of the Military Administration. On May 18, 1946, five years late for the Centenary of the Raj, the well known issue showing the three Brooke rajahs was released, but in that same year Sir Charles Vyner Brooke, third rajah, ceded his country to the crown. Once again the Bradbury Wilkinsons were called into play—this time bearing the Royal Cypher "G VI R".

It is interesting that a new printing of stamps was made for the purpose on paper watermarked with the multiple script CA. Interesting in that a new printing of stamps was made for the express purpose of being overprinted.

The crown colony period ended on September 16, 1963 when Malaysia came into being. The peoples of Sarawak and British North Borneo having voted in favor of joining the Federation, both colonies became states of Malaysia, British North Borneo taking the name of Sabah. Indonesia, under Sukarno, was actively hostile to the entire Malaysian concept and engaged in direct "confrontation" as they called it, with the new nation. This actually took the form of infiltration and direct attacks, and savage fighting took place along the northern borders of Sarawak. Only strong intervention by British Commonwealth troops, among them Gurkhas and Maoris, together with regular British forces, put an end to Sukarno's efforts to frustrate and even take over the new nation. During this time field post offices were established throughout Sarawak for the Army and the Royal Air Force and this FPO material is yet another fascinating part of Sarawak's eventful history.

If we look for a moment at the first three issues of Sarawak as a State of Malaysia, we note that the first two bear the original crest of the Brooke Raj, while the third set, of the same design as the second, shows the new State Crest designed for the purpose. Going back to the early issues of the Straits Settlements, on through the Federation of Malaya to the present day, there have always been individual issues for each state, usually the lower values. The national issues have been the higher values. This custom can in part at least be attributed to the continued inherent power and influence of the ruling State sultans. Even today, with a strong and stable freely elected parliamentary government, the hereditary rulers of the States can not be discounted totally, nor

ignored. Malaysia is unique in the sense that unlike other parliamentary democratic kingdoms, ITS king is elected!! Every five years the State Rulers convene to elect from one of themselves a new Yang de Pertuan Agong, supreme ruler or king, for the next five years. While he holds no direct ruling powers, the Yang de Pertuan Agong, during his five years at the Istana or Palace in Kuala Lumpur, demands great respect from the entire country and even reverence from the country folk. Business men and politicians vie for the Malaysian equivalent of honors and knighthoods which are bestowed by His Royal Highness in much the same manner as does the British queen or any other reigning sovereign.

Thus, we have but another phase in the eventful and colorful history of Sarawak—now part of a free and independent country, but maintaining its own political and philatelic identity for all of us who collect its stamps.

Revenue Stamped Paper In Review
The 1865-1883 United States Period

by Kimber A. Wald
Account of the Meeting on December 5, 1984

Everyone is familiar with the adhesive postage stamp and its application. In fact, I would probably continue to bat 1,000 by suggesting further that all of you are also familiar with postal stationery.

These two share a common task: they serve as badges of the prepayment of an amount of postage. However, one is printed separately for affixing to letters, while the other is directly printed upon the container of the communication—the envelope, postcard, airletter, etc.

Several years ago Kenneth A. Wood attempted to distinguish postage and revenue stamps from each other.[1] He did so as follows: " . . . a revenue stamp represents a receipt for a tax paid and a postage stamp represents payment for a service rendered."

While different in their mission, revenues and postal material

1 . Wood, Kenneth A. "Revenues, Cinderellas, and Such." *Stamp Collecting*, February 25, 1978, p. 4.



Fig. 1. An 1866 statement by Philadelphia Alderman John White certified a $67.00 debt for 30 pairs of boots. The five cent tax was noted by the use of a Certificate stamp from the first adhesive issue of United States revenues.

share a parallel experience. Revenues are also found in adhesive form (Fig. 1) and, less commonly, in stamped paper format printed directly upon documents (Fig. 2).

Civil War Stimulus

Eighteen sixty-two saw the United States plunged into a costly civil war and scrambling to raise revenue to pay for it. President Abraham Lincoln signed into law the Act of July 1, 1862 which levied a broad variety of taxes upon the life of the country.

This comprehensive legislation provided the basis for the first three adhesive revenue issues: stamped paper, private die proprietaries, and tax paids. Section 102 of the Act noted that the taxes could be paid by "... adhesive stamps or stamped paper...."

Eighty-four documentary taxes were authorized by the Act of 1862. Seven legislative amendments followed, including the final repeal, which was effective July 1, 1883.

Only six documentary tax rates were supported by stamped paper. They were 0.02, 0.05, 0.10, 0.25, 0.50 and $1.00.

Not all document types have been reported thus far for these rates. The major ones noted include checks, drafts, receipts, scrip, bills of exchange, certificates of deposit, bonds, agreements, insurance policies, insurance renewal certificates, bills of lading, customs bonds, and stock certificates.

Production and Tax Collection

All stamped paper designs had to receive the approval of the Commissioner of Internal Revenue. The L and W types were approved by the Acting Commissioner or Deputy Commissioner in his absence.

Colors, shades, and position were not subject to regulation.



Fig. 2. A stock certificate of the Chicago & South Western Railway Company with the 25 cents Type U stamped paper design printed in the center.

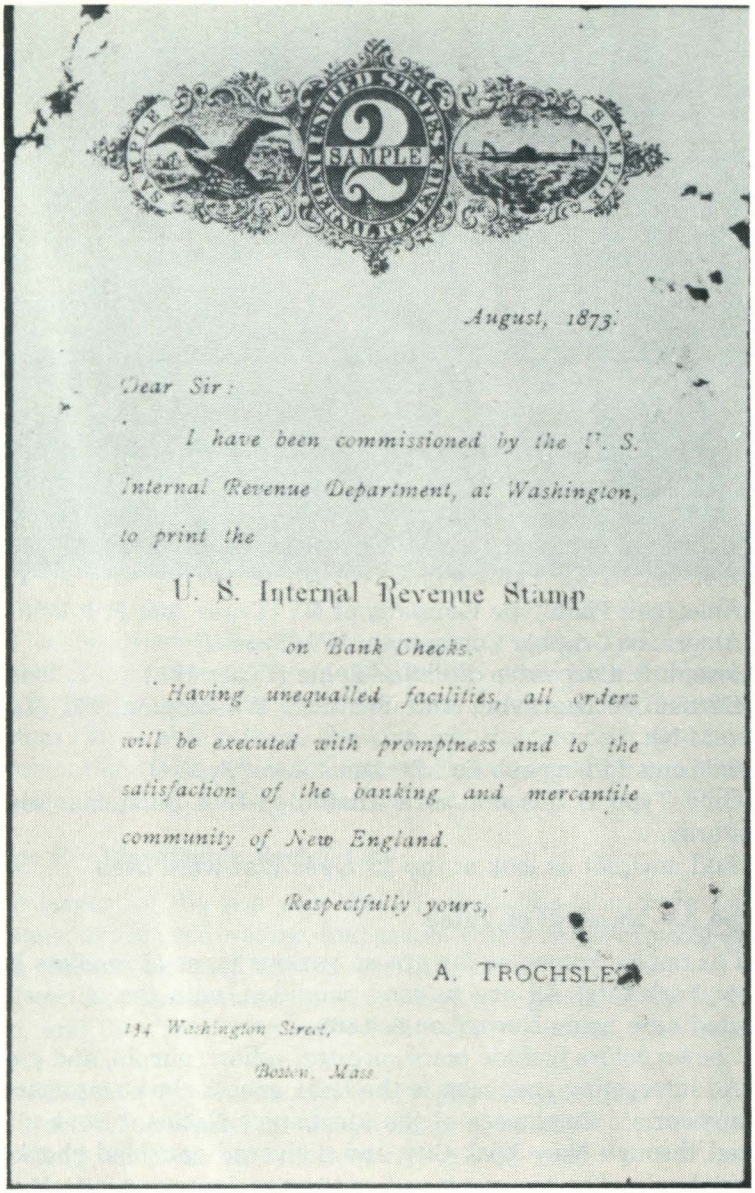


Fig. 3. A. Trochsler announced in 1873 that he was authorized to print documents with stamped paper imprints upon them. Obviously Type N was one of his specialties.

This lack of uniformity is one facet that makes stamped paper such an interesting field to collect.

Stamped paper imprints were lithographed or engraved. The dies or stones were made available to interested printers and these firms produced the stamped paper documents while Treasury agents were present on the premises (Fig. 3).

At the end of the production day, the sum of all stamps printed was collected and remitted to the Treasury. A discount was permitted for the printer.

The stamped paper designs were provided by these five sources:

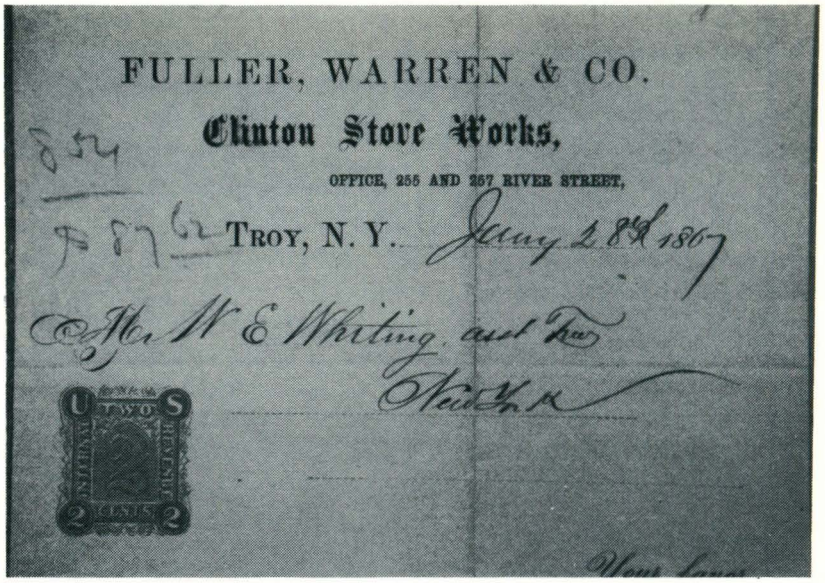


Fig. 4. Type A printed on an 1867 receipt from Troy, New York. The tax on receipts was discontinued in 1870.

American Phototype Company of NY (Types A-F, P, R-W);
American Graphic Company of NY (Type G);
Joseph R. Carpenter of Philadelphia (Types H-L);
Bureau of Engraving and Printing, Washington, DC (Types M-N);
St. Louis Lithograph Co., St. Louis, Mo. (Type O).

Only Type Q has not been attributed to a particular manufacturer.

And now, let us look at the 23 types that were used.

Type A — Numeral of Value

All examples known so far are on various types of receipts from New York City. All are in used condition, with the earliest reported date being November 2, 1865.

Known colors include black, orange, yellow, purple, and green.

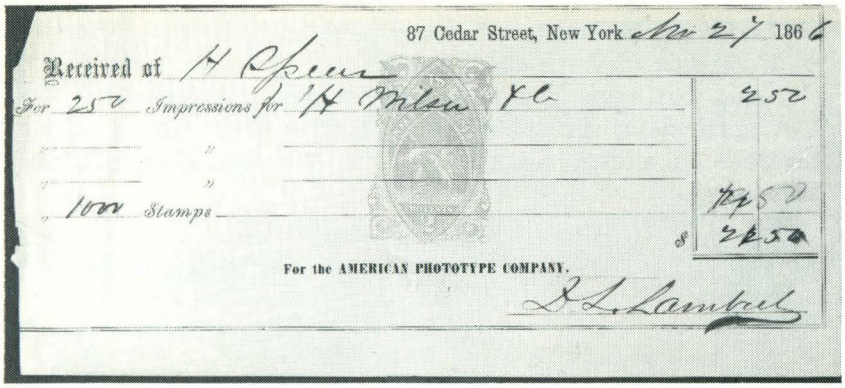
An interesting specimen is the bank specie clerk statement or "tapeworm". Employees of the Mechanics National Bank circulated through New York City and delivered canceled checks to other banks. The recipients tallied their reciepts and initialed the statement on the assigned line. Any changes were noted.

Tapeworms had one complete and 53, 54, 56, or 57 partial stamps. They are quite rare.

Type B — Eagle Facing Left

With a date of January 3, 1865 this is the earliest of the stamped paper types. It is known in ten major colors and a number of shades, with usage across the country.

Restrictive legends make their debut with Type B. These are inscriptions incorporated into the stamp design or appearing elsewhere on the document. Three legends are found on Type B:


87 Cedar Street, New York Nov 2/ 1866

Received of H Spencer

For 252 Impressions for H Miles &c 2.52

" " "

" 100 Stamps 1.00

$ 3.52

For the AMERICAN PHOTOTYPE COMPANY.

D L Lambert

Fig. 5. Apparently Type B was a favorite of its designer, the American Phototype Company. This receipt, as well as a number of other American Phototype documents contain the Type B imprint.

"Good only for checks and drafts payable at sight."

"Good when issued for the payment of money."

"Good when the amount does not exceed $100."

The first two are found with and without tablets, with rectangular and octagonal tablets, and in combination with Nevada documentary stamped papers. Two rare types are Scott RN-B17a with the first text tablet inverted, and RN-B23, the second legend, without a tablet.

The final item was used on promissory notes. The rate, until repeal of the tax in 1870, was two cents on any note with a value under $100.00, and five cents for notes in excess of $100.00. Collectors like to obtain these showing just the two cent rate and in combinations with either an adhesive revenue stamp or adhesive postage stamp to make up the five cent rate.

Type C — Washington Facing Left

The largest of the two cent dies, Type C, has been reported in orange, brown, red, yellow, and green, with a range of subshades. The earliest reported date is April 20, 1970.

Type C comes with the most restrictive legends, seven in number, and they subdivide into 16 different varieties. The legends are:

"Good only for checks and drafts payable at sight."

"Good when issued for the payment of money."

"Good when the amount does not exceed $100."

"Good only for sight draft."

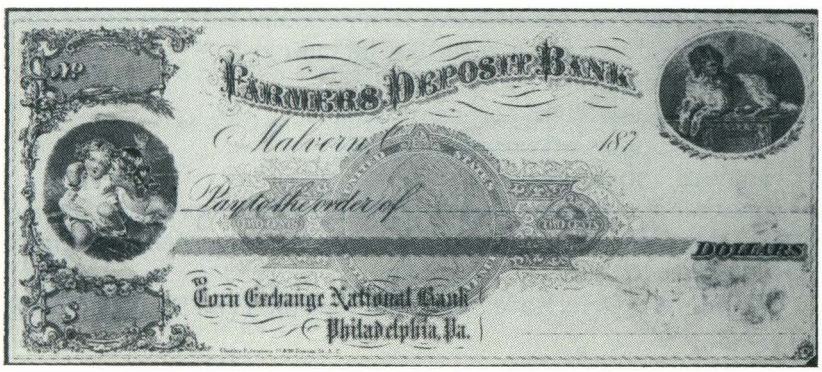


Fig. 6. An 1870s Ohio draft drawn on a Philadelphia bank with Type C.

"Good only for receipt of money paid."
"Good only for bank check."
"Good only when used as receipt for payment of money."

A particularly desirable variety is RN-C21a, with the stamp inverted on a dividend check of the Webster Manufacturing Company.

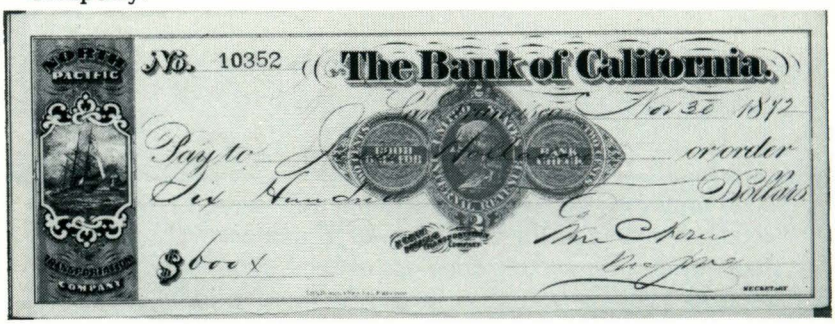


Fig. 7. This Bank of California check, dating from 1872, presents Type D with the "Good/only for/ bank/ check" restrictive legend.

Type D—Franklin Facing Left

With an earliest reported date of March 18, 1872, this is the first of three American Phototype productions to present Ben Franklin.

Colors are somewhat limited, they being orange, yellow, brown, and red. Incidentally, a number of serious stamped paper collectors and dealers tend to deny the existence of yellow for many types.

Only two restrictive legends are known:
"Good for bank check."
"Good only for sight draft."



Fig. 8. Type E on an 1872 patriotic Washington, DC check.

Type E—Franklin Facing Left

With Type E, whose earliest reported date is December 7, 1871, a different range of possibilities is encountered. There are a number of collectable plate varieties, including:

notched lower left corner of frame;
notched lower right corner of frame;
notched upper left corner of frame;
notched bottom frame in center.

Another interesting variety is the double impression imprint (RN-E4a). Colors are dull, with shades of orange being recorded by Scott.

The same restrictive legends reported for Type D are known for Type E.



Fig. 9. Type F, the dull one.

Type F — Franklin Facing Left

The third and last American Phototype Franklin is very dull. It has only two colors, orange and yellow. There are no legends or varieties. The earliest date is July 9, 1875.



Fig. 10. Type G on an ornate check of The National Broadway Bank. Type G is the most common of all stamped paper designs.

Type G — Liberty Facing Right

The only contribution by American Graphic, Type G, enjoyed the greatest popularity, with hundreds of thousands, if not millions, being printed. By the end of the stamped paper period it appears nearly everyone was using this two cent item. March 28, 1874 is the earliest reported date so far.

Only orange and yellow are known.

While Type G comes without restrictive legends, it is known

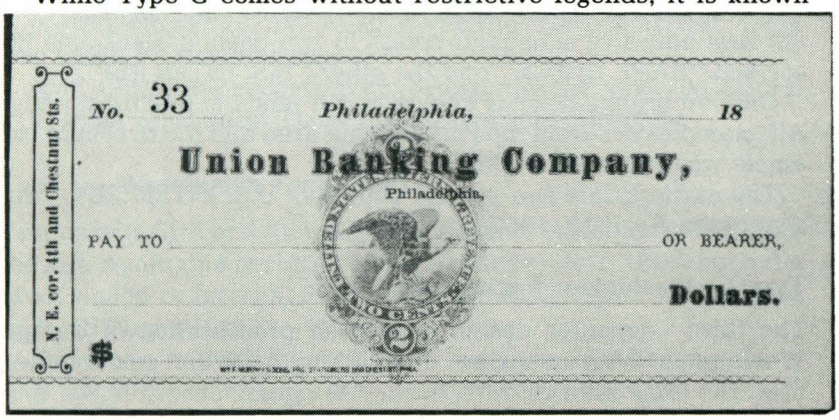


Fig. 11. Type H on a mint Philadelphia check.

with a small inscription below the bottom frame: "Graphic Co./ New York."

Another interesting variety is with the stamp printed on the reverse of checks. In some cases, most notably checks drawn on the Chemical National Bank of New York City, the imprints are upside down (tops and bottoms of checks and the stamps are at opposite ends).

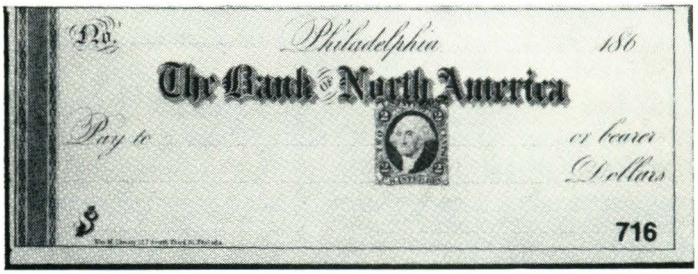


Fig. 12. The only known mint example of Type I. (*Courtesy, Michael E. Aldrich Auctions.*)

Type H—Eagle Facing Right

The designs of Joseph R. Carpenter began with Type H. Only two colors, orange and yellow, are recorded. November 19, 1867 is the earliest reported date.

Two errors are reported: with the stamp inverted and a double impression.

Restrictive legends are an interesting feature of Type H. Three legends are known:

"Good for check and sight draft only."

"Good for bank check or sight draft only."

"Good when used as a receipt for the payment of money."

The last named legend comes with three varieties:

inscription at base in two lines (1869);

inscription at lower right in single black line (1868);

inscription at lower left in a single black line with "the" omitted (1869);

inscription at lower left with "the" included (1870).

The last named item was recorded for the first time in 1983.

Type I—George Washington

Type I is the very same design used by Butler and Carpenter for the first adhesive stamps. It comes in two basic designs, one inscribed "BANK CHECK" and the other "U.S. INTER REV."

Only an orange color is known and it tends to oxidize readily. All examples are from the Philadelphia area and the first mint example was reported in 1984.

The earliest date is a receipt with the "U.S. INTER. REV." design dated April 12, 1867.

Type J—Washington Facing Left

The third Carpenter design is a fresh presentation of George Washington. With an earliest date of May 7, 1872, it comes in two dies. Die I has solid coloring around the president while Die II, a



Fig. 13. Type J showing the Die I variety, a solid center around George Washington's head.

possible reworking of the other, has light shading below and to the left of the bust. Some examples of Type J also show wear at the outer edges of the design.

One copy has been reported with a double impression. Two basic colors are reported, orange and red, with the latter not found on Die II.

There are two known restrictive legends:

"Good for check or sight draft only."

"Good only for bank check or sight draft."

The second legend was reported for the first time in 1983 (Fig. 14).



Fig. 14. The recently discovered "Good only for bank check or sight draft" restrictive legend. The legend is printed in red at the left. (*Courtesy, Michael E. Aldrich Auctions.*).

Type K — Washington Facing Left

This is one of two Carpenter designs over which there is an unresolved dating controversy. The earliest reported date for Type K is October 10, 1872. However, a proof is inscribed as being approved August 23, 1873. It may be that Carpenter was using dies without prior approval.

Scott Catalogue reports gray, brown, orange, and red colors, with some subshades. There are no restrictive legends.

Type L — Washington Facing Left

Carpenter's fifth and final die also presents Washington facing to the left. Again, the earliest reported date is July 3, 1873, but a die proof signed by Internal Revenue Commissioner John W. Douglass is dated May 15, 1874.

There are no restrictive legends for Type L, which comes in blue, gray, green, orange, olive, red, and brown colors.

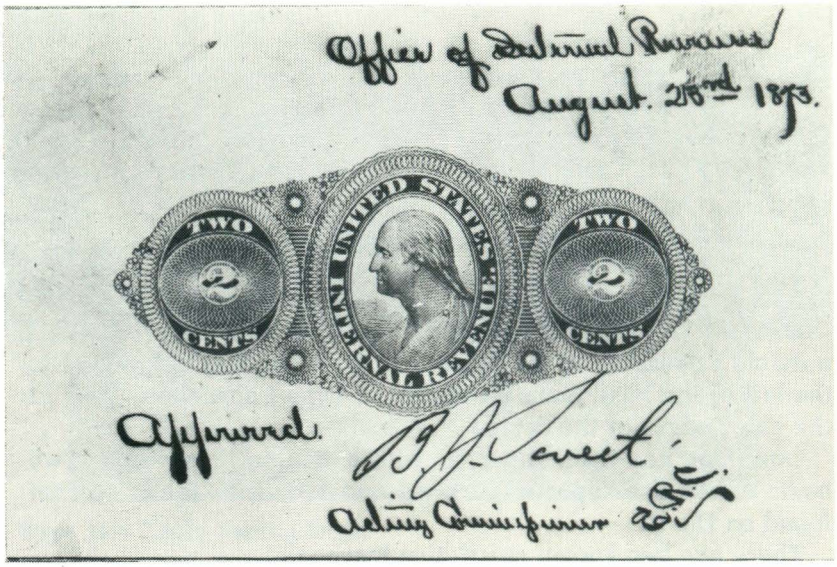


Fig. 15. The dated proof of Type K.

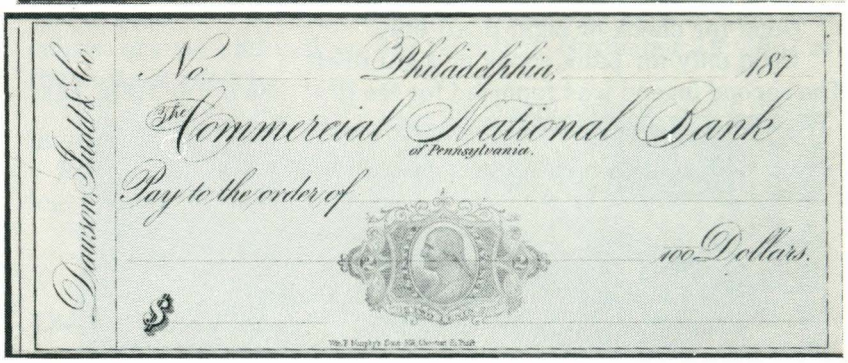


Fig. 16. Type L.

Type M — Washington Facing Left

The first of two designs attributed to the Bureau of Engraving and Printing, this type is rather dull. It comes in orange, yellow, green and gray colors. There is one variety where the stamp is printed on the back of a document, inverted.

January 14, 1874 is the earliest reported date and there are no restrictive legends.

To finance the Spanish American War, the United States introduced a range of stamped paper designs which bear a strong resemblance to Type M (Scott #RN X1-7).



Fig. 17. Proof of Type M.

Type N — Eagle, Numeral, and Monitor

The Bureau's second effort is a very ornate design, with a presentation of a flying eagle with shield at the left, a numeral "2" in the center, and the Civil War ship "Monitor" at the right.

Again, there are no known restrictive legends and reported colors are orange and light brown. The orange example is also known printed on the reverse.

The earliest reported date is July 23, 1872.

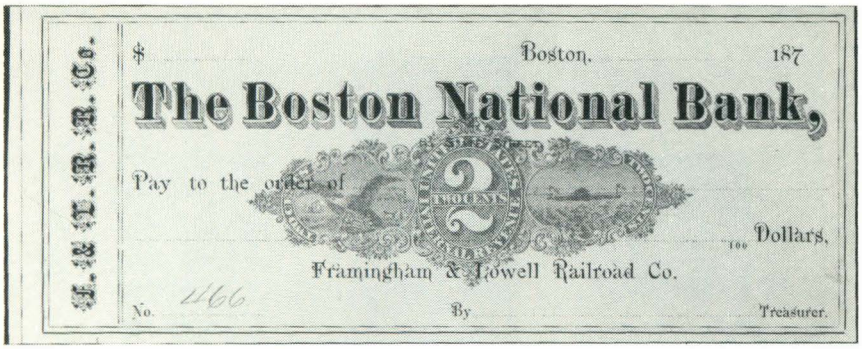


Fig. 18. Type N, the ornate two cent design. Most are from New England.

Type O—Liberty and Two Cent Piece

The most rare of all two cent dies with twelve entires and one cut square is Type O. Prepared by the St. Louis Lithograph Company, the only used example is dated December 18, 1875. Orange is the only color.

The two cent piece is dated 1874. Interestingly, this coin was discontinued in 1873!



Fig. 19. Proof of Type O.

Type P—Lincoln Five Cents

Prepared by American Phototype, it is similar to Type B except for a substitution of Lincoln for the eagle. The earliest date is May 31, 1865.

This type is usually found on certificates of deposit, inland exchange certificates, railroad scrip, agreements, bonds, stock certificates, and insurance policy renewal certificates. It is frequently found in combination with other types. For example, Type P may appear with the $1.00 Type W on a bond. In this case Type W represents the specific tax on the bond and Type P the five cent tax on agreements.

There are no Type P restrictive legends and known colors are green, brown, yellow, orange, and red.

Type Q—Madison Five Cents

James Madison is the final president honored with a stamped paper issue. Type Q is the only one whose source has not been attributed. The earliest reported date is April 2, 1868, a $500.00 bond of the South Carolina Railroad Company, where it appears with a twenty-five cent Type U.

Orange and brown are the only reported colors. There are no restrictive legends.

Type R—Lincoln Ten Cents

Similar to Type P and a product of American Phototype, the earliest date is April 24, 1867.

Type R is known on sales agreements, insurance policies, and insurance renewal certificates. There is one restrictive legend, "Good when the premium does not exceed $10." Known colors are red and orange.

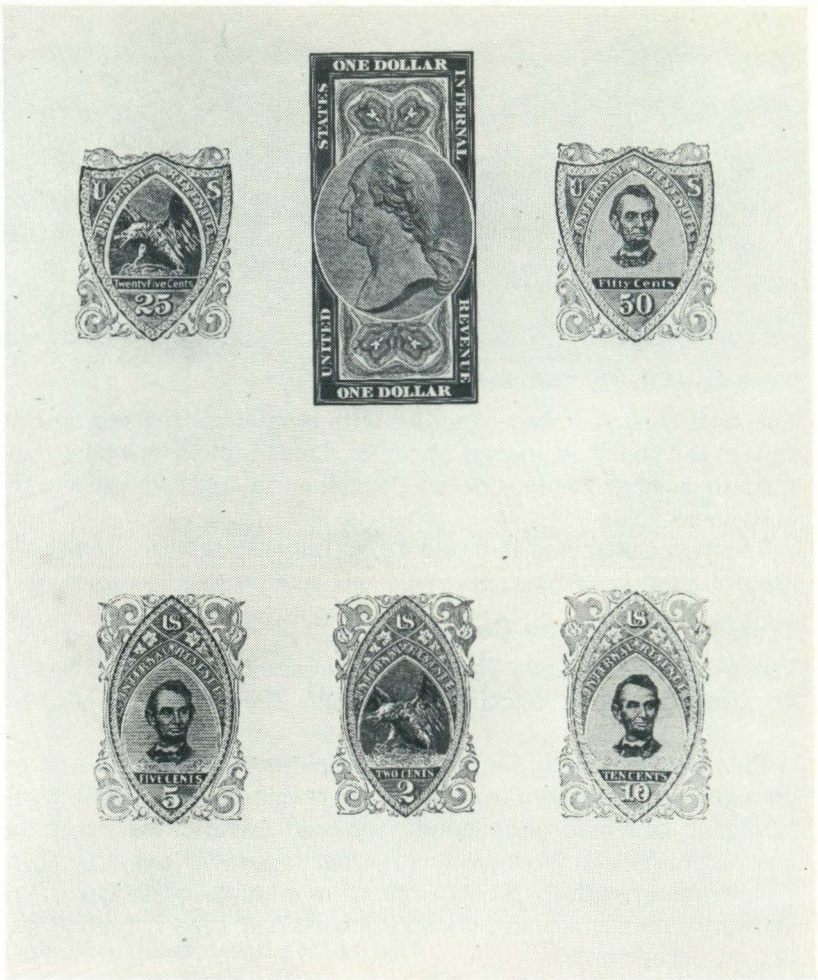


Fig. 20. The composite essay showing, in order, types T, W, V, P, B, and R.

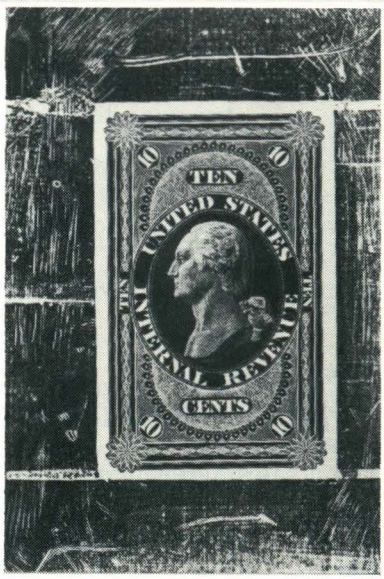


Fig. 21. Proof of Type S.



Fig. 22. Essay of Type Q sample die annotated "Invalid for use."



Fig. 23. Proof of Type U.

Type S — Washington Ten Cents

With orange as its only color, Type S comes in three forms:

without a restrictive legend;

with the legend "Good when the premium does not exceed $10." on a tablet;

same legend, but no tablet.

The rarest of all types, only four copies without a legend are known. Orange is the sole color and the earliest date is January 2, 1871.

Type S is found on bonds and insurance policies.

Type T — Eagle Twenty-five Cents

The design is a trimmed down two cent Type B by American Photo-type. The earliest date is April 2, 1866. Type T is found on bonds and stock certificates. It is known in black, green, red, and orange.

These are the restrictive legends:

"Good when the premium does not exceed $50."

"Good when the amount insured shall not exceed $1000."

Type U — Franklin Twenty-five Cents

This is the largest of all stamped paper types and it comes in two colors, brown and orange.

April 2, 1866 is the earliest reported date. It is found on stock certificates, insurance policies, and insurance renewal certificates.

There is one restrictive legend which is found to the left, right and below the stamp.

"Good when the premium does not exceed $50."

Type V — Lincoln Fifty Cents

April 2, 1866 is the earliest date for this trimmed down Type P/R. Green, brown, orange, and red are the only colors. The green is only found in combination on $1000.00 bonds of the Dubuque & Sioux City Railroad Company.

Two insurance-related restrictive legends are known to exist:

"Good when the premium does not exceed $50."

"Good when the amount insured does not exceed $1000."

Type W — Washington One Dollar

There are no restrictive legends for this final high denomination stamped paper design prepared by American Phototype. The earliest date is July 15, 1868.

Type W is found on bonds, insurance policies, and custom house bonds.

Repeal of Taxes

The taxes underlying stamped paper issues were repealed in two steps. It should be noted that there were some minor changes in 1864, 1865, 1866, 1867, and 1870.

The first major change was effective October 1, 1872, when all existing rates except the two cent tax on "bank checks, drafts, or orders" were repealed.

Following agitation by the business community, the Act of February 8, 1875 provided that all unused stamps could be forwarded to the Commissioner of Internal Revenue for a full refund. They had to be submitted by October 1, 1875 and were overprinted by typeset: "Stamp returned to the Commissioner of Internal Revenue for redemption, October 1, 1872." This imprint is known only on types T, U, V, and W.

Effective July 1, 1883 the remaining two cent taxes were repealed. Eventually, after some flip-flops, policy was set that the tax would be refunded if documents were dispatched to the Commissioner of Internal Revenue, who would have them handstamped "STAMP REDEEMED." reading up in red. It has only been reported on Type G among the two cent designs. Occasionally the overprint is found reading down, across, or inverted.

The handstamp has also been reported on P, Q, U (see Fig. 23, where it appears in blue), and W.

Unfortunately, Congress failed to appropriate funds to cover the costs of processing the documents. Therefore, everything received after July 31, 1883 was refunded but destroyed instead of returned.

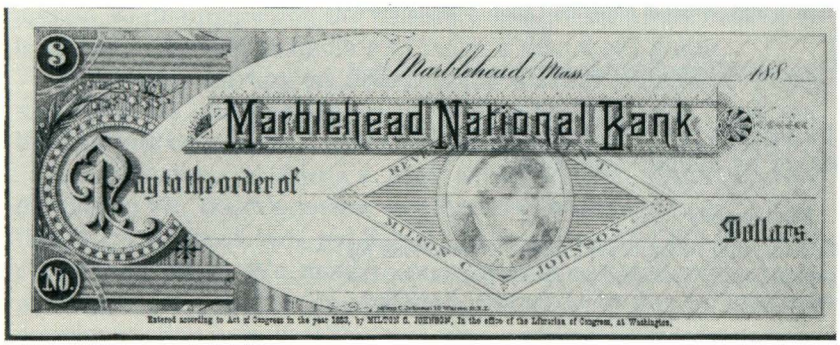


Fig. 24. A typical facsimile which meets the criteria of similar shape, size, and color.

Facsimiles

Many institutions liked the colorful stamps on their instruments. Therefore, similar designs, called facsimiles, began to appear immediately after the 1883 repeal. For a design to be considered a facsimile it must have three features paralleling stamped paper:

similar color;
similar size;
design comparably shaped.

Thus far 16 types of facsimiles have been found. They make a fine collateral material addition to any stamped paper collection.

Sales Samples

Checks and drafts were widely marketed by printing firms. Some revenue stamped paper specialists attempt to gain copies of these rare items as a sideline. The products of ten vendors have been reported so far.

Naturally the documents had to be properly defaced before being distributed to prospects. Often the word "Sample" appeared in the stamp design. Additionally, three different methods were used to void the samples:

holes were punched above the signature line;

the word "Sample" or "Invalid for actual use" with the printer's name stamped over the signature line;

the word "CANCELLED" was printed above the line.

Conclusion

For the person seeking a new challenge and still wishing to enjoy the features of traditional philately, United States revenue stamped paper will fulfill the requirement and at a relatively modest cost.

Do you like essays and proofs? The Civil War stamped paper

series offers them, with many being available—after a diligent search—for just about every type.

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Bibliography

Einstein, Joseph S., Thomas C. Kingsley, and Richard W. DeKay. *A Handbook for United States Revenue Stamped Paper.* Chicago: privately printed by the American Revenue Association, 1979, as updated by Revenue Specialists, Inc., 1983.

Wald, Kimber A. "A Centennial Survey of United States Civil War Revenue Stamped Paper Issues, 1865-1883." *The Congress Book, 1983.* American Philatelic Congress, 1983, pp. 35-159.

Wood, Kenneth A. "Revenues, Cinderellas, and Such." *Stamp Collector,* February 25, 1978, p. 4.

Letters to the Editor

To the Editor:

As the publisher of Lowell Cooper's "The Fresno and San Francisco Bicycle Mail of 1894" I feel a few errors and misconceptions in Mr. Calvet M. Hahn's review in the January-February, 1985 issue of *The Collectors Club Philatelist* must be corrected.

First, there are two editions of this book, a regular edition in a printing of 500 copies was published at $35.00, a deluxe edition on rag paper, etc. in a printing of 28 copies at $300.00, both prices being post paid. There is no $27.50 edition and there is no $35.00 boxed edition.

The philatelic aspects of Banta's post are well brought out in the book. It is the dual nature, a legitimate mail service and philatelic fun and games, that makes this story so interesting. Had there not been various levels of philatelic manipulation it would be rather dull.

The book quotes more favorable contemporary accounts than unfavorable ones. These quotes are used in an attempt to bring out the full story of the post. It is unfortunate but all unfavorable contemporary accounts known to us, as with those quoted by Mr. Hahn, do not say anything beyond the post and stamps are a philatelic exploitation. One such account quoted by Mr. Hahn mentions Banta's advertising flyer, an original is reproduced in the book. The 1890's were a period of great philatelic sensitivity, the Society for the Suppression of Speculative Stamps, our Columbian Exposition series was considered a blatant exploitation of collectors, etc.

In several places in the book Banta's register of the covers carried is mentioned and it is probably these notes from which Mr. Hahn learned of its existence. The author and collaborators on this book have known of this register for nearly 50 years but the owners have never permitted a transcription. It is one of the missing links in the story and would no doubt supply much information on distinguishing the commercial and philatelic covers. It is an owner's right to decline to make a document public.

Mr. Hahn's affront on Sellschopp's journal, "Filatelic Facts and Fallacies", in preference to "Philatelic California" will not be dignified by a further reply, the journals stand for themselves.

The full story of Banta's post is not known. Unfortunately nothing in Mr. Hahn's review or otherwise has come to our attention since the book was published in the spring of 1983 that will clarify the story. We need to see Banta's register, more commercial covers, and original documents and not one paragraph articles stating only that the post was a philatelic manipulation.

Leonard H. Hartmann

To the Editor:

While I regret any misleading as to what editions are available, my data came directly from Mr. Hartmann's review sheet dated 2/28/83 "$35 hard boxed and post paid".

I share Mr. Hartmann's dismay that the owner of the Banta register refuses to permit a transcription. He is right it is a key link, and when released will probably cause a revision of our information on the service.

I was not attempting to downplay the information in Sellschopp's journal as much as I was pointing out Mr. Sellschopp had a financial interest in the covers and their sale whereas all the so-called independent journals were strongly negative in approach. Hartmann is quite correct to note the era was one of heightened philatelic sensitivity to exploitation and readers should know this in evaluating the contemporary reports. I was remiss in not stating it.

While I am disappointed that Mr. Hartmann did not find some of the technical analysis of dates etc. useful, it is his privilege not to find my reasoning fruitful in determining which covers are philatelic and which are less so. I made no claim to original research in the field so had no documents to add. I would welcome some that showed which, if any, part of the service was non-philatelic.

Happily, it is my understanding that the book has practically sold out so that the review had no effect upon sales.

As I like and respect Mr. Hartmann and his publishing policies, I am pleased not to have caused him any financial penalty by my review which, admittedly, cited the negative contemporary opinions about Banta.

Calvet M. Hahn

Publications Received

Werner Elias

Argentina — Revenues

Dr. Jose Marco Del Pont, Ed., *Catalogo General Illustrado de las Estampillas Fiscales emitada en la Republica Argentina.* 1898, Revista de la Sociedad Filatelica Argentina, Buenos Aires, 152 pp., illustrations, softbound. Ex Ricket Collection.

Austria-Hungary — Revenues

Gilbert & Koehler, *Catalogue illustré de Timbres Fiscaux-Autriche-Hongrie.* 1906(?) Gilbert & Koehler, Paris, France, 52 pp., illustrations, hardbound. Gift of Anon.

British Commonwealth

Michael Ensor, Ed., *The Gold Coast: Stamps, Postal Stationery and Postal Rates of King Edward VII's Reign.* 1985, The West Africa Study Circle, Great Britain, 31 pp., softbound. Price £2.50. Purchased with library funds.

British Commonwealth — Catalogues

Stanley Gibbons Elizabethan Catalogue of Modern Commonwealth Stamps 1985, 21st edition. 1985, Stanley Gibbons Publications Ltd., 603 pp., illustrations, stiffbound. Price £12.95 plus £2.25 postage. Gift of the publishers.

British Commonwealth — Postal History

Hal Hoyte, *North of the Zambesi — The Postmarks and Postal History of Northern Rhodesia and Zambia,* 2nd edition. 1983, The Rhodesian Study Circle, Great Britain, 187 + 3 pp., illustrations, spiral binding. Purchased with library funds.

Canada

Douglas C. Irwin and Murray H. Freedman, Eds., *Canada: The 1967-73 Definitive Issue,* 2nd edition. 1984, George S. Wegg Ltd., Toronto, Ont., 112 pp., illustrations, softbound. Purchased with library funds.

Canada — Provinces

J.J. MacDonald, *The Nova Scotia Post — Its Offices, Masters and Marks, 1700-1867.* 1985, The Unitrade Press, 127 Cartwright Avenue, Toronto, Ont. M6A 1V4, 295 pp., illustrations, hardbound. Price, Can. $29.95 plus $1.50 postage. Gift of the publishers.

Catalogues — General

Stanley Gibbons Stamp Catalogue in Parts No. 22 United States, 2nd edition. 1985, Stanley Gibbons Publications Ltd., 213 pp., illustrations, softbound. Price £7.50 plus £2.25 postage. Gift of the publishers.

China

Ed Bohannon, *Seals and Labels of China.* 1985, The China Stamp Society, Inc. (Supplement 11 with March 1985 issue), 24 pp., illustrations, softbound. Price not indicated. Gift of the publishers.

China — Revenues

Chi-Wen Yen, *An Illustration of Revenue Stamps of China, Part 5.* No date, pub. by author, no pagination, illustrations, softbound. Gift of Henry Stollnitz.

China-Taiwan

Anon: *Stamps Tell the Story of the Republic of China.* 1977, Director General of Posts, Taiwan, 68 pp., illustrations, softbound. Gift of Henry Stollnitz.

Denmark

AFA Danmark Fireblokke 1985-86. 1985, AFA Forlaget, Bruunsgade 42, 8000

Aarhus C, Denmark, 32 pp., illustrations, stiffbound. Price, Dkr. 32.00. Gift of the publishers.

Denmark — Catalogues

AFA Frimaerkekatalog Danmark 1985-86. 1985, AFA Forlaget, Bruunsgade 42, 8000 Aarhus C, Denmark, 224 pp., illustrations, stiffbound. Price, Dkr. 80.00. Gift of the publisher.

Dictionaries — Gazetteers

Ritter's Geographisch-Statistisches Lexicon, 6th edition. 1983 reprint of 1874 edition, Pomp & Sobkowiak, Postfach 250113, 4300 Essen 11, West Germany, 1733 pp., hardbound. Price, DM 125.00. Purchased with library funds.

Directories

1985 BPF Yearbook and Directory. 1985, The British Philatelic Federation, 314 Vauxhall Bridge Road, London SW1V 1AA, 144 pp., softbound. Price £4.00 ppd. surface £6.00 airmail. Gift of the publishers.

Estonia — Serials

The Estonian Philatelist Vol. 30. 1984, Eesti Filatelist, Goteborg, Sweden. 288 pp., illustrations, softbound. Purchased with library funds.

Great Britain — Channel Islands

Stanley Gibbons, *Collect Channel Islands and Isle of Man Stamps,* 2nd edition. 1985, Stanley Gibbons Publications, Ltd., Unit 5 Parkside, Christchurch Road, Ringwood, Hants. BH24 3SH, Great Britain, 104 pp., illustrations, softbound. Price £2.75 plus 65p postage. Gift of the publishers.

Great Britain — Post Office

Forty-sixth Report of The Postmaster General on the Post Office. 1900, Her Majesty's Stationery Office, London (Cd. 333), 82 pp., softbound. Gift of Anonymous.

Silver (continued)

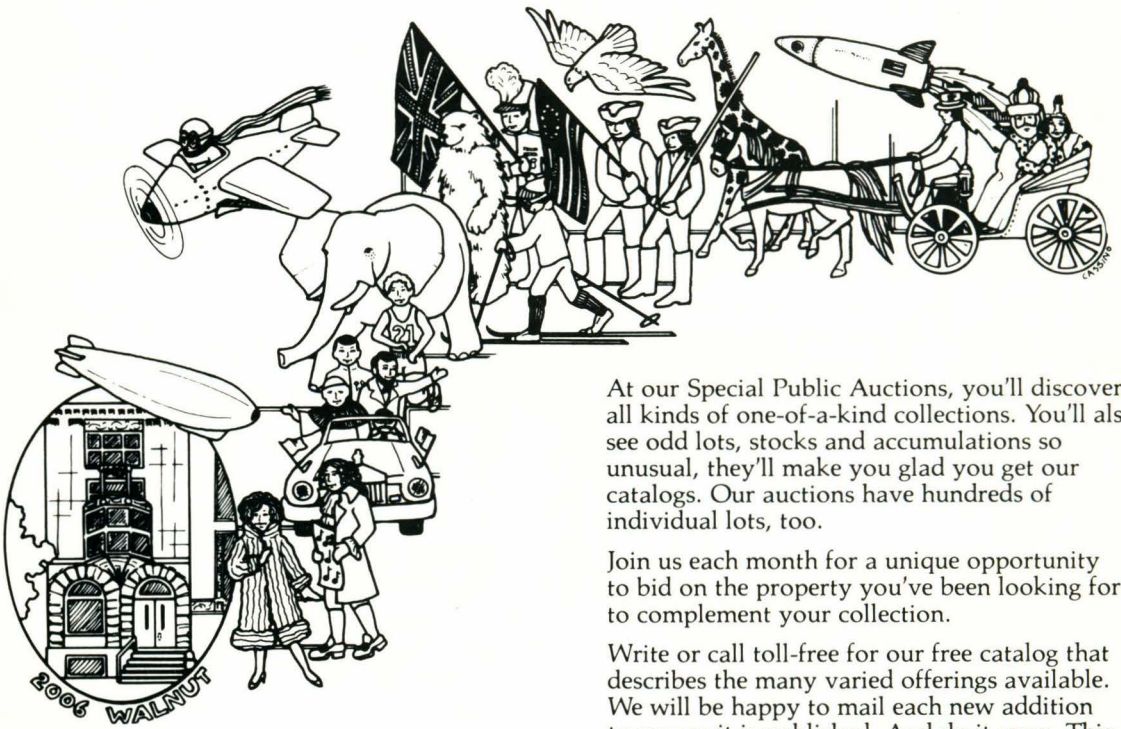
Page 149. On the fourth line of the first paragraph on this page, I indicated that TR meant Train. Hahn and Beecher feel it should be changed to TRIP. I refer again to Sheer who thinks that TR in an RPO marking means Train.

I am reasonably certain that this additional visit with the Beacon air mail stamp will not write finis to the information about this popular stamp. As the number of collector enthusiasts grows, it is inevitable that some will provide information in this and other publications.

Acknowledgements

This addendum itself could not have been completed without the most welcome help from the philatelists mentioned at the beginning of the article. As the readers will probably guess, because of the frequent use of his name throughout these pages, most of the information and suggestions came from Henry W. Beecher, a persistent critic, but a thoroughly grounded postal historian. His help is sincerely appreciated.

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The Ten Cents Stamps of 1855-59, by Neinken (1960) (only 30 copies in stock)	$30.00
A Census of United States Classic Plate Blocks 1851-1882, by John C. Chapin (1983). Contains May supplement printed in CCP	Paper $12.50 Cloth $19.50

Overseas

Afghanistan: Its Twentieth Century Postal Issues, by F.E. Patterson III (1964)	18.00
Central America: Its Postal History & Prephilatelic Postmarks (1985)	40.00
Ecuador: Postal History & Prephilatelic Postmarks — English Paper	25.00
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French Morocco: The 1943-44 Tour Hassan Issues, by C. Neidorf (1953)	3.75
Honduras: The Black Air Mail, by I.I. Green (1962)	3.75
The Stamps of Jammu and Kashmir, by Frits Staal (1984) (16 color plates)	125.00
Philatelic Handbook for Korea 1884-1905, by Korea Stamp Society	18.00
The New Hebrides: Postal Stamps and Their History, by N. Hals and P. Collas (1968)	12.50
New Zealand: 1898-99, Great Barrier Island Pigeon Post Stamps, by J.R. Walker, H.L. Chisholm, and H.M. Goodkind (1969)	12.50
Postal Stamps of Lithuania, by Lithuania Philatelic Societies of New York and Toronto (1979)	18.00
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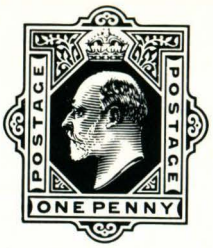
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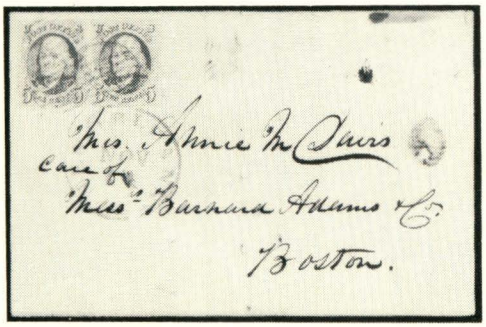
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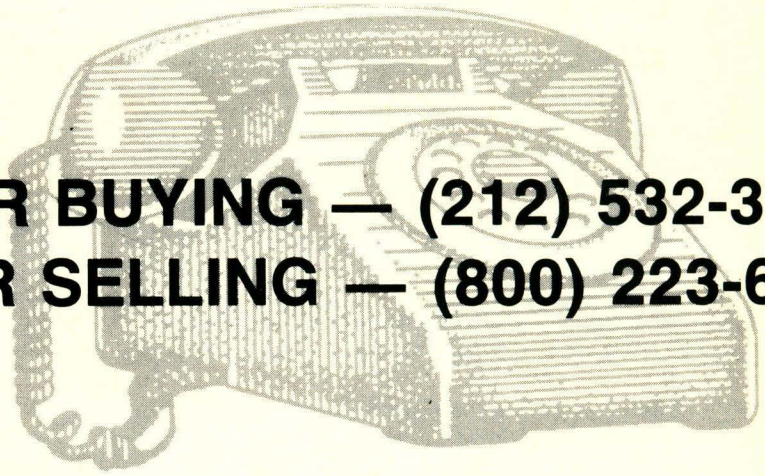


1847 10c black pair on 'U.S. Express Mail' cover to Philadelphia. Scott 2. Philatelic Foundation certificate, $12,000.

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