



THE  
IRWIN WEINBERG  
INVENTORY



TREASURES OF PHILATELY  
UNITED STATES & POSSESSIONS

SALE 1139—NOVEMBER 9, 2016

*Robert A. Siegel*



THE  
IRWIN WEINBERG  
INVENTORY

# TREASURES OF PHILATELY

UNITED STATES & POSSESSIONS

SALE 1139

WEDNESDAY, NOVEMBER 9, 2016

AT 10:30 A.M. (LOTS 1-129)

AND 1:30 P.M. (LOTS 130-170)

Live auction to be held in New York City at  
60 East 56th Street (Park/Madison), 4th Floor

All lots sold subject to a 15% buyer's premium  
and applicable sales tax or customs duty

Please carefully read the Conditions of Sale

Presale exhibition: Monday-Tuesday, November 7-8  
10am-4pm each day and by appointment



*Robert A. Siegel*

AUCTION GALLERIES, INC.

60 EAST 56TH STREET, 4TH FLOOR, NEW YORK, N.Y. 10022

Phone (212) 753-6421 • Fax (212) 753-6429 • E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)

Catalogues, internet bidding, resources, archives and the Siegel Encyclopedia at  
[siegelauctions.com](http://siegelauctions.com)





*Robert A. Siegel*

AUCTION GALLERIES, INC.

60 EAST 56TH STREET, 4TH FLOOR, NEW YORK, N.Y. 10022

Phone (212) 753-6421 • Fax (212) 753-6429 • E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)  
[siegelauctions.com](http://siegelauctions.com)



Scott R. Trepel  
President  
strepel  
[@siegelauctions.com](mailto:strepel@siegelauctions.com)



John P. Zuckerman  
Senior Vice President  
jzuckerman  
[@siegelauctions.com](mailto:jzuckerman@siegelauctions.com)



Corey Long  
Senior Vice President  
clong  
[@siegelauctions.com](mailto:clong@siegelauctions.com)



Colleen Stellato  
Vice President—Accounts  
colleen  
[@siegelauctions.com](mailto:colleen@siegelauctions.com)



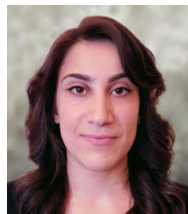
Charles F. Shreve  
Director, Siegel International  
charles  
[@siegelauctions.com](mailto:charles@siegelauctions.com)



Andrew Titley  
International Specialist  
andrew  
[@siegelauctions.com](mailto:andrew@siegelauctions.com)



Helen Stewart  
Bids and Inquiries  
helen  
[@siegelauctions.com](mailto:helen@siegelauctions.com)



Jocelyn Weibel  
Digital Production  
jocelyn  
[@siegelauctions.com](mailto:jocelyn@siegelauctions.com)



Chris Anderson  
Siegel International  
chris  
[@siegelauctions.com](mailto:chris@siegelauctions.com)

Scott R. Trepel Principal Auctioneer (licensed by NYC Dept. of Consumer Affairs, #795952)

## Information for Bidders

### Bidding

The following means are available for placing bids:

- 1) Attending the Live Auction in Person:** All bidders must register for a paddle, and new bidders must provide references at least three business days in advance of the sale.
- 2) Live Internet Bidding:** Instructions for participating as a Live Internet Bidder are provided on the page opposite.
- 3) Phone Bidding:** Bidders can be connected to the sale by phone and bid through a member of staff. Requests for phone bidding are subject to approval (please contact our office at least 24 hours before the sale). A signed Bid Form is required.
- 4) Absentee Bids.** All bids received in advance of the sale, either by mail, fax, phone, e-mail or internet, are Absentee Bids, which instruct the auctioneer to bid up to a specific amount on one or more lots in the sale. Absentee Bids sent by phone, fax or e-mail should arrive at least one hour prior to the start of the sale session. Bids entered through Live Internet Bidding will be visible to the auctioneer during the sale. Written bids should be entered legibly on the Bid Form in the sale catalogue. E-mail and internet bids should be carefully typed and double-checked. All new bidders must provide references. We recommend calling or e-mailing to confirm that Absentee Bids sent by mail, fax or e-mail have been received and entered.

### Pre-Sale Viewing

Subject to availability, certain lots (except group lots) can be sent to known clients for examination. Requests must be made no later than 7 days prior to the sale. Lots must be returned on the day received. Postage/insurance costs will be invoiced.

In addition to regular viewing, clients may view lots by appointment. Our staff will be pleased to answer questions or provide additional information about lots.

### Expert Certification

Individual items offered without a PF or PSE certificate dated within the past five years may be purchased subject to independent certification of genuineness and our description. **Please refer to the Conditions of Sale and Grading Terms for policies governing certification.**

### Shipping and Delivery

Procedures and charges for shipping lots are printed on the back of the Bid Form. **Bidders are responsible for all prescribed shipping charges and any applicable sales tax or customs duties.**

### Price Realized

Prices realized are sent with each invoice. Bidders with e-mail will receive a Bid Results report after the sale. Session results are posted immediately to [siegelauctions.com](http://siegelauctions.com)

# Live Internet Bidding at Siegel Auctions

## BIDDING FROM YOUR COMPUTER LETS YOU BE PART OF THE LIVE AUCTION FROM ANYWHERE IN THE WORLD!

There's **NO SUBSTITUTE** for following the auction in real time.  
Live Internet Bidding lets you bid and buy as though you were right there in the saleroom.  
And it's easy.

This step-by-step guide will instruct you how to register, set your browser and use the bidding interface.

Start by following the simple steps to become a registered Live Internet Bidder.  
Once you've been approved for bidding, you can listen to the auction and place bids with the click of a mouse.

### Registering with STAMP AUCTION NETWORK & SIEGEL AUCTION GALLERIES

Live Internet Bidding is managed by Stamp Auction Network (SAN).  
To bid, you must be registered and approved by *both* SAN and Siegel.  
To decide what you need to do, choose the description below that best fits you.



I've already registered with SAN and have been approved by Siegel for internet bidding.

Live Internet Bidding works by allowing registered bidders to observe and place bids.

Live Internet Bidding will work with any browser on both PC and Mac operating systems.

Before bidding by internet for the first time, we recommend finding a sale in progress and listening to the public broadcast or logging in as a registered bidder. This will help you develop a feel for the sale tempo and bidding interface.

I'm a Siegel client, but I'm not registered with SAN.

Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form, indicating you are a Siegel client. Once registered at SAN, you're ready for internet bidding.

### Log on to the auction at [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel).

You can also log on at [siegelauctions.com](http://siegelauctions.com)

When you're logged on as a Live Internet Bidder, the bidding interface shows a photo and description of the lot, the current bid (and your bidding status), options for placing competitive bids and buttons with bid increments.

- After you click on a bid amount, the auctioneer is immediately notified of your bid.
- Retracting a bid is usually not acceptable, so please bid carefully.
- If you bid and then decide to stop, the "Pass" button will tell the auctioneer you are no longer bidding.
- You can send messages to the auctioneer (for example, a request for extension).
- You can track prior realizations from the bidding screen.

I've bid through SAN before, but this is the first time I've bid in a Siegel sale.

Then you just need to be approved by Siegel. Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Update Registration" at the top. Your SAN account information will be sent to us for approval (you might be asked for other trade references). Once approved by Siegel for bidding, you're ready for internet bidding.

I've never bid with Siegel, nor registered with SAN.

Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form **with your trade references** (please, no family members or credit card companies as references). Once registered at SAN and approved by Siegel for bidding, you're ready for internet bidding.



**"System Down" or "Lost Connection"** events do occasionally happen.

If you have any problems with Live Internet Bidding please call **212-753-6421** for immediate assistance.

## Conditions of Sale (please read carefully before bidding)

**THE PROPERTY DESCRIBED IN THIS CATALOGUE WILL BE OFFERED AT PUBLIC AUCTION BY ROBERT A. SIEGEL AUCTION GALLERIES, INC. ("GALLERIES") ON BEHALF OF VARIOUS CONSIGNORS AND ITSELF OR AFFILIATED COMPANIES. BY BIDDING ON ANY LOT, WHETHER DIRECTLY OR BY OR THROUGH AN AGENT, IN PERSON, OR BY TELEPHONE, FACSIMILE OR ANY OTHER MEANS, THE BIDDER ACKNOWLEDGES AND AGREES TO ALL OF THE FOLLOWING CONDITIONS OF SALE.**

1. The highest bidder acknowledged by the auctioneer shall be the buyer. The term "final bid" means the last bid acknowledged by the auctioneer, which is normally the highest bid offered. **The purchase price payable by the buyer will be the sum of the final bid and a commission of 15% of the final bid ("buyer's premium"), together with any sales tax, use tax or customs duties due on the sale.**
2. The auctioneer has the right to reject any bid, to advance the bidding at his discretion and, in the event of a dispute, to determine the successful bidder, to continue the bidding or to reoffer and resell the lot in dispute. The Galleries' record of the final sale shall be conclusive.
3. All bids are per numbered lot in the catalogue unless otherwise announced by the auctioneer at the time of sale. The right is reserved to group two or more lots, to withdraw any lot or lots from the sale, or to act on behalf of the seller. The Galleries will execute bidding instructions on behalf of clients, but will not be responsible for the failure to execute such bids or for any errors in the execution of such bids.
4. **Lots with numbers followed by the symbol ° are offered subject to a confidential minimum bid ("reserve"), below which the lot will not be sold. The absence of the symbol ° means that the lot is offered without a reserve. If there is no reserve, the auctioneer has sole discretion to establish a minimum opening bid and may refuse an offer of less than half of the published estimate. Any lot that does not reach its reserve or opening bid requested by the auctioneer will be announced as "passed" and excluded from the prices realized lists after the sale. The Galleries may have a direct or indirect ownership interest in any or all lots in the sale resulting from an advance of monies or goods-in-trade or a guarantee of minimum net proceeds made by the Galleries to the seller.**
5. Subject to the exclusions listed in 5(A), the Galleries will accept the return of lots which have been misidentified or which have obvious faults that were present when the lot was in the Galleries' custody, but not so noted in the lot description. **All disputed lots must be received by the Galleries intact with the original packing material within 5 days of delivery to the buyer but no later than 30 days from the sale date.**  
**(5A) EXCLUSIONS: The following lots may not be returned for any reason, or may not be returned for the reasons stated: i) lots containing 10 or more items; ii) lots from buyers who registered for the pre-sale exhibition or received lots by postal viewing, thereby having had the opportunity to inspect them before the sale; iii) any lot described with "faults," "defects" or a specific fault may not be returned because of any secondary fault; iv) photographed lots may not be returned because of centering, margins, short/nibbed perforations or other factors shown in the illustrations; v) the color of the item does not match the color reproduction in the sale catalogue or website listing; vi) the description contains inaccurate information about the quantity known or reported; or vii) a certification service grades a stamp lower than the grade stated in the description.**
6. Successful bidders, unless they have established credit with the Galleries prior to the sale, must make payment in full before the lots will be delivered. Buyers not known to the Galleries must make payment in full within 3 days from the date of sale. **The Galleries retains the right to demand a cash deposit from anyone prior to bidder registration and/or to demand payment at the time the lot is knocked down to the highest bidder, for any reason whatsoever. In the event that any buyer refuses or fails to make payment in cash for any lot at the time it is knocked down to him, the auctioneer reserves the right to reoffer the lot immediately for sale to the highest bidder. Credit cards (Visa, Mastercard and Discover only) can be accepted as payment but will be subject to a 3% Convenience Fee, which will be added to the total of the entire invoice (including hammer price, buyer's premium, shipping**

**and transit insurance charges and any applicable taxes).**

7. If the purchase price has not been paid within the time limit specified above, nor lots taken up within 7 days from the date of sale, the lots will be resold by whatever means deemed appropriate by the Galleries, and any loss incurred from resale will be charged to the defaulting buyer. **Any account more than 30 days in arrears will be subject to a late payment charge of 1½% per month as long as the account remains in arrears. Any expenses incurred in securing payment from delinquent accounts will be charged to the defaulter. A fee of \$250.00 per check will be charged for each check returned for insufficient funds.**
8. All lots are sold as genuine. **Any lot accompanied by a certificate issued by The Philatelic Foundation or by Professional Stamp Experts within 5 years of the sale date is sold "as is" and in accordance with the description on the certificate. Such lots may not be returned for any reason, including but not limited to a contrary certificate of opinion.** Buyers who wish to obtain a certificate for any item that does not have a P.F. or P.S.E. certificate (dated as above) may do so, provided that the following conditions are met: (1) the purchase price must be paid in full, (2) the item must be submitted to an acceptable expertizing committee with a properly executed application form within 21 days of the sale, (3) a copy of the application form must be given to the Galleries, (4) in the event that an adverse opinion is received, the Galleries retain the right to resubmit the item on the buyer's behalf for reconsideration, without time limit or other restrictions, (5) unless written notification to the contrary is received, items submitted for certification will be considered cleared 90 days from the date of sale, and (6) in the event any item is determined to be "not as described", the buyer will be refunded the purchase price and the certification fee up to \$800.00 unless otherwise agreed to in writing.
9. Until paid for in full, all lots remain the property of the Galleries on behalf of the seller.
10. Agents executing bids on behalf of clients will be held responsible for all purchases made on behalf of clients unless otherwise arranged prior to the sale.
11. The buyer assumes all risk for delivery of purchased lots and agrees to pay for prescribed shipping costs. **Buyers who receive lots in the U.S. are obligated to pay whatever sales tax or compensating use tax might be due, and buyers outside the U.S. are responsible for all customs duties.**
12. **The bidder consents that any action or proceeding against it may be commenced and maintained in any court within the State of New York or in the United States District Court for the Southern District of New York, that the courts of the State of New York and United States District Court for the Southern District of New York shall have jurisdiction with respect to the subject matter hereof and the person of the bidder. The bidder agrees not to assert any defense to any action or proceeding initiated by Galleries based upon improper venue or inconvenient forum. The bidder agrees that any action brought by the bidder shall be commenced and maintained only in a Federal Court in the United States District Court for the Southern District of New York or the State Court in the county in which Galleries has its principal place of business in New York. The bidder agrees not to use a public conflict resolution service and not to use any form of social media to publish comments or information about the Galleries and its employees which might harm the Galleries' reputation or business. These Conditions of Sale shall be governed by and construed in accordance with the substantive laws of the State of New York, and shall constitute an agreement that shall be binding on the parties, and their respective heirs, administrators, distributees, successors and assignees.**

SCOTT R. TREPEL, Principal Auctioneer  
Auctioneer's License No. 795952  
N.Y.C. Department of Consumer Affairs  
80 Lafayette Street, New York, N.Y. 10013  
Telephone (212) 577-0111

*Revised 1/2016*



## Grades, Abbreviations and Values Used in Descriptions

### Grades and Centering

Our descriptions contain detailed information and observations about each item's condition. We have also assigned grades to stamps and covers, which reflect our subjective assessment. For stamps, the margin width, centering and gum are described and graded according to generally-accepted standards (an approximate correlation to numeric grades is provided at right). Although we believe our grades are accurate, they are not always exactly aligned with third-party grading terms or standards for all issues. **A lot may not be returned because a certification service grades a stamp lower than the grade stated in the description. Information from the P.S.E. Stamp Market Quarterly and P.S.E. Population Report<sup>SM</sup> is the most current available, but lots may not be returned due to errors or changes in statistics or data.**

**Extremely Fine Gem (90-100):** The term “Gem” describes condition that is the finest possible for the issue. This term is equivalent to “Superb” used by grading services.







**Extremely Fine (80-90):** Exceptionally large/wide margins or near perfect centering.

**Very Fine (70-85):** Normal-size margins for the issue and well-centered with the design a bit closer to one side. “Very Fine and choice” applies to stamps that have desirable traits such as rich color, sharp impression, freshness or clarity of cancel.

**Fine (60-70):** Smaller than usual margins or noticeably off center. Pre-1890 issues may have the design touched in places.

**Very Good (below 60):** Attractive appearance, but margins or perforations cut into the design.

### Guide to Gum Condition

Gum Categories:	MINT N.H.	ORIGINAL GUM (O.G.)				NO GUM
	 <b>Mint Never Hinged</b> <i>Free from any disturbance</i>	 <b>Lightly Hinged</b> <i>Faint impression of a removed hinge over a small area</i>	 <b>Hinge Mark or Remnant</b> <i>Prominent hinged spot with part or all of the hinge remaining</i>	 <b>Part o.g.</b> <i>Approximately half or more of the gum intact</i>	 <b>Small part o.g.</b> <i>Approximately less than half of the gum intact</i>	 <b>No gum</b> <i>Only if issued with gum</i>
Catalogue Symbol:	★ ★	★	★	★	★	(★)
PRE-1890 ISSUES	<i>Pre-1890 stamps in these categories trade at a premium over Scott value</i>			Scott Value for “O.G.”		Scott “No Gum” Values thru No. 218
1890-1935 ISSUES	Scott “Never Hinged” Values for Nos. 219-771	Scott Value for “O.G.” (Actual value will be affected by the degree of hinging)		<b>Disturbed Original Gum:</b> Gum showing noticeable effects of humidity, climate or hinging over more than half of the gum. The significance of gum disturbance in valuing a stamp in any of the Original Gum categories depends on the degree of disturbance, the rarity and normal gum condition of the issue and other variables affecting quality. For example, stamps issued in tropical climates are expected to have some gum disturbance due to humidity, and such condition is not considered a negative factor in pricing.		
1935 TO DATE	Scott Value for “Unused”					

### Covers

Minor nicks, short edge tears, flap tears and slight reduction at one side are normal conditions for 19th century envelopes. Folded letters should be expected to have at least one file fold. Light cleaning of covers and small mends along the edges are accepted forms of conservation. Unusual covers may have a common stamp with a slight crease or tiny tear. **These flaws exist in virtually all 19th century covers and are not always described. They are not grounds for return.**

### Catalogue Values and Estimates

Unless otherwise noted, the currently available *Scott Catalogue* values are quoted in dollars with a decimal point. Other catalogues are often used for foreign countries or specialized areas and are referred to by their common name: *Stanley Gibbons* (SG), *Dietz*, *American Air Mail Catalogue* (AAMC), *Michel*, *Zumstein*, *Facit*, etc. Estimates are indicated with an “E.” and reflect our conservative valuation in dollars. Reserves will never exceed the low end of the estimate range; they will sometimes exceed Scott Catalogue value for stamps in Extremely Fine condition.

Because of certain pricing inconsistencies in the *Scott Catalogue*—for example, blocks that have no gum, the absence of premiums for Mint N.H. items, etc.—we cannot guarantee the accuracy of values quoted for multiples, specialized items and collection lots. We generally try to be conservative, but buyers may not return a lot because of a discrepancy in catalogue value due to Scott pricing inconsistencies.

### Symbols and Abbreviations (see chart above for gum symbols)

⊞	Block	E	Essay	pmk.	Postmark	No.	Scott Catalogue Number
⊞	Cover	P	Proof	cds	Circular Datestamp	hs	Handstamp
FC	Fancy Cancel	TC	Trial Color Proof	var.	Variety	ms.	Manuscript

## IRWIN WEINBERG

The art world has its legendary dealers—Berggruen, Duveen, Castelli, Feigen, Gagosian and Wildenstein among them—and in the world of stamp collecting, Irwin Weinberg's name is on the short list of the most influential dealers of all time.

"I.W."—as he was known to all—lived from 1928 to 2016 and spent seventy of those years as a stamp dealer. Mr. Weinberg's achievements were noted in an official salutation by U.S. Representative Paul E. Kanjorski for contributions to liberal causes, published in the *The Congressional Record* (June 16, 1995).

Mr. Weinberg's most celebrated claim to fame was his acquisition and stewardship of the British Guiana One-Cent Magenta, philately's most valuable stamp. The photograph to the right appeared in LIFE magazine soon after the record-setting \$280,000 sale at the Siegel firm's 1970 Rarities of the World auction. It shows a confident Mr. Weinberg bidding for his consortium of investors. Ten years later, in another Siegel Rarities sale, the stamp was sold for \$935,000 to John E. du Pont.

During Mr. Weinberg's involvement with the British Guiana One-Cent Magenta, he ingeniously attracted public attention to the stamp by displaying it at various events around the world. On one occasion, the handcuffs securing the carrying case to Mr. Weinberg's wrist could not be unlocked, and the press was there to witness the spectacle. It landed Mr. Weinberg and the stamp in *People* magazine.

Apart from buying and selling major rarities and promoting philately, Mr. Weinberg was an "old school" dealer, who operated from his office in downtown Wilkes-Barre, Pennsylvania. His weekly price lists were always printed on a mimeograph machine and sent to his clients by mail. He attended stamp shows and thrived on greeting and talking with clients and colleagues. Of course, I.W. was a fixture in major stamp auctions, which included sales held by his friend, Bob Siegel.

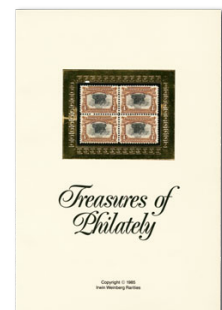
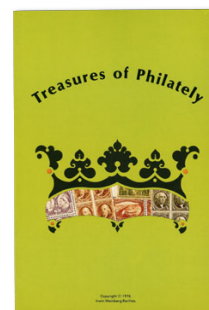
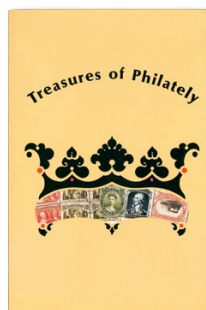
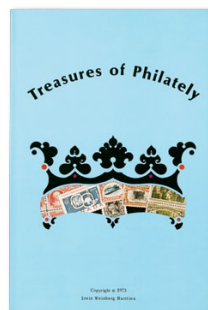
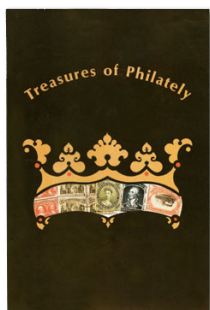
Mr. Weinberg was a member of the board of the Smithsonian National Postal Museum and was awarded an honorary Doctorate of Laws by the Dickinson School of Law. In 2009, he was inducted into the American Stamp Dealers Association's Hall of Fame. Mr. Weinberg was a devoted husband to his wife, Jean, who predeceased him. Their three children survive: his daughter, Jan, and two sons, John (Jack) and Robert.

The two Weinberg "Treasures of Philately" auctions—United States and Worldwide—will serve as a fitting tribute to I.W., a dealer who truly understood collectors and the collecting instinct.

—SCOTT R. TREPEL



"IW" bidding on the British Guiana One-Cent Magenta at the 1970 Rarities of the World auction—detail of a photograph that appeared in LIFE magazine, April 24, 1970



Irwin Weinberg's "Treasures of Philately" catalogues containing highlights of his inventory





THE  
IRWIN WEINBERG  
INVENTORY

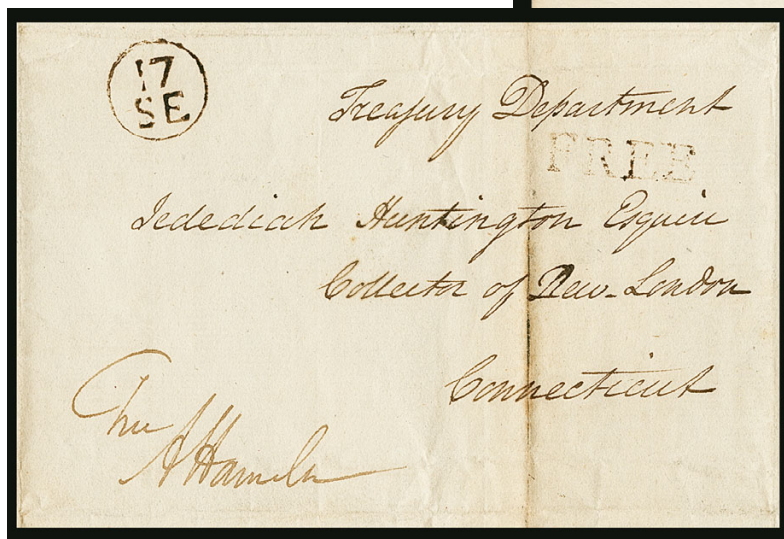
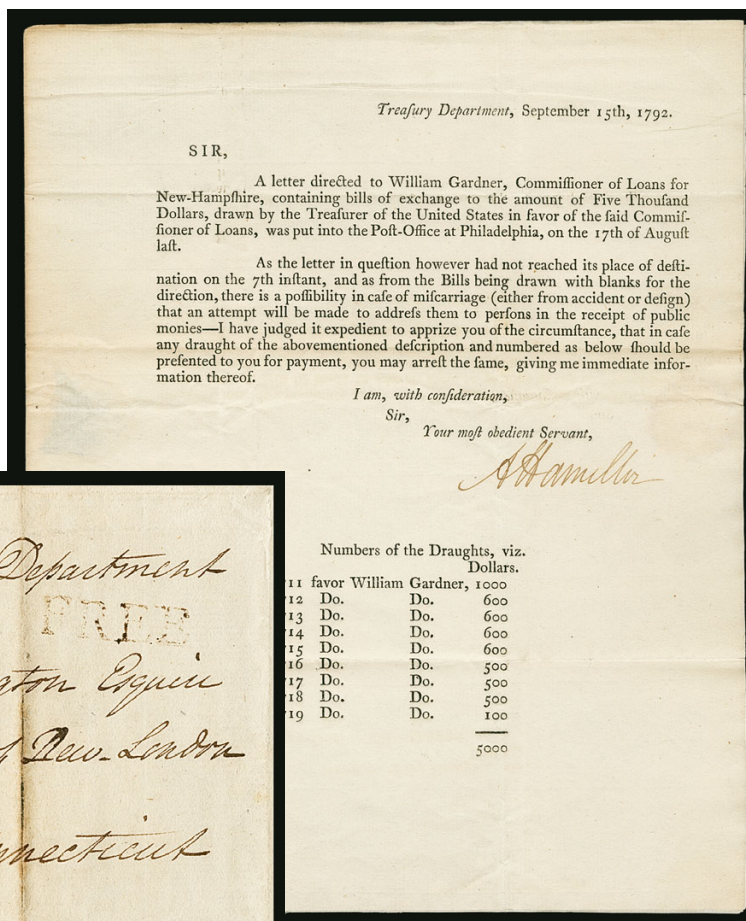
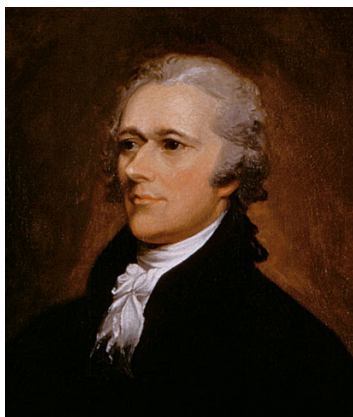
# TREASURES OF PHILATELY

## UNITED STATES & POSSESSIONS

SESSION ONE (LOTS 1-129)

WEDNESDAY, NOVEMBER 9, 2016, AT 10:30 A.M.

### AUTOGRAPHS AND FREE FRANKS



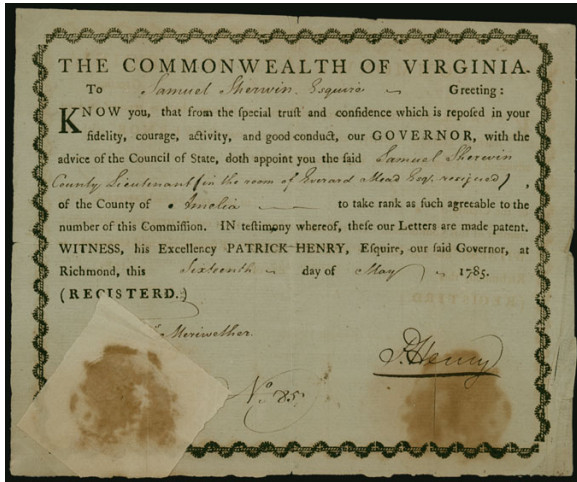
1

- 1 ✉ **Alexander Hamilton.** Free frank "Free A. Hamilton" as Secretary of the Treasury, "Free" straightline handstamp and clear strike of "17 SE" Franklin mark (Sep. 17), on folded printed 1792 Treasury Department notice to the U.S. Collector at New London, notice also **signed by Hamilton**, docketing on side panels, slight soiling along file fold

VERY FINE 1792 TREASURY DEPARTMENT NOTICE SIGNED AND FRANKED BY ALEXANDER HAMILTON AS WASHINGTON'S SECRETARY OF THE TREASURY.

The letter and free franked address leaf could be separated, producing a complete folded free franked cover and a document signed by Hamilton, each having significant value. ...

..... E. 3,000-4,000



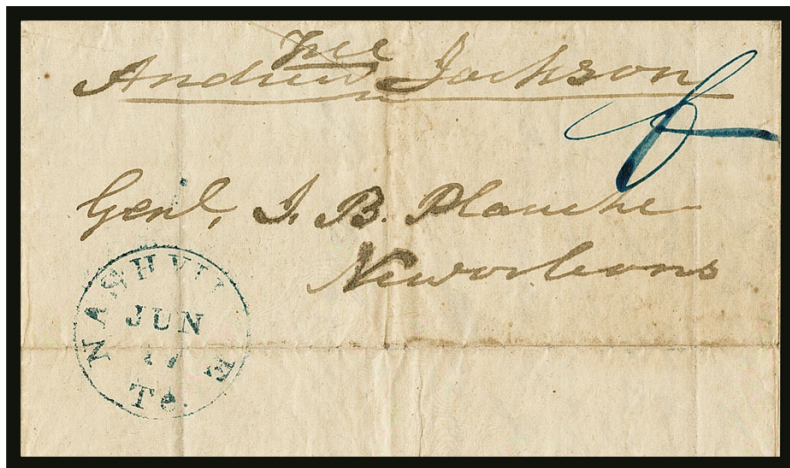
2

**Patrick Henry.** Bold signature “P. Henry” as Governor on Commonwealth of Virginia printed document appointing Samuel Sherwin county lieutenant in Amelia County, dated May 1, 1785, with paper seal at bottom left, toned at bottom right where previously folded over glued seal, split along fold barely affects signature, framed with an image of Henry

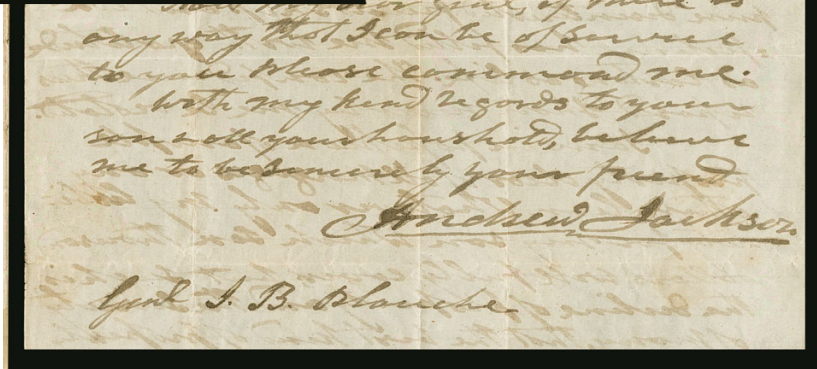
VERY FINE APPEARING AND SCARCE DOCUMENT SIGNED BY PATRICK HENRY AS GOVERNOR OF VIRGINIA.

Patrick Henry was a prominent Virginia planter and lawyer when he gained fame as an orator for the cause of American independence. While leading opposition to the Stamp Act of 1765, he delivered his famous “Give me liberty, or give me death!” speech, which was not actually published until 1815. Henry twice served as Governor of Virginia — this document was signed during his second term in office. .... E. 2,000-3,000

2



3



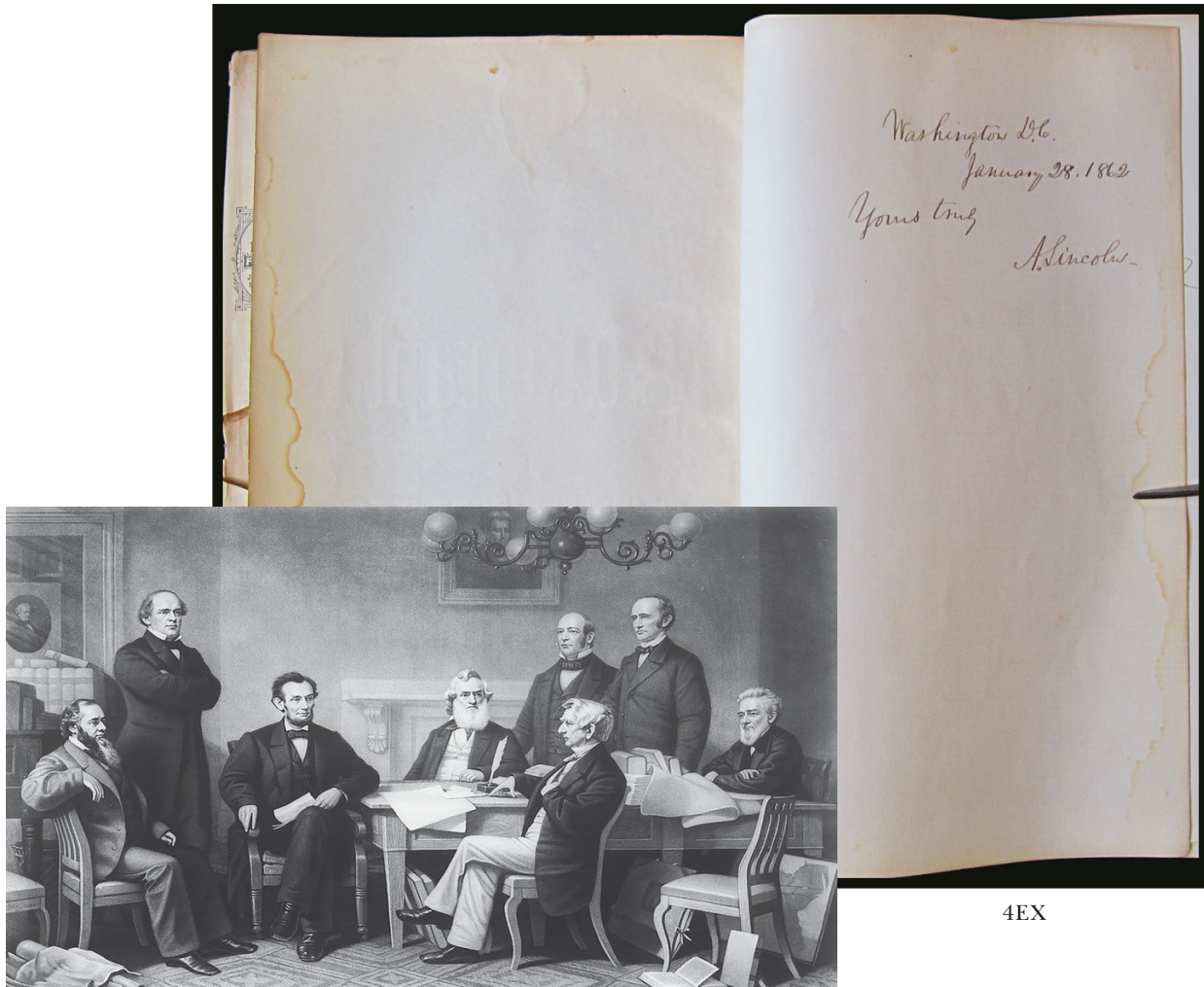
3 ✉ **Andrew Jackson.** 1½ page autograph letter signed “Andrew Jackson” as ex-President to General J. B. Plache at New Orleans, datelined “Hermitage June 15th 1841”, address leaf in Jackson’s hand with “Free Andrew Jackson” free frank, blue “Nashville Te. Jun. 17” circular datestamp and blue manuscript “F”, interesting letter in which Jackson, the former president, accepts a loan from General Plache and decries “the decline of property and the security of money”, lightly toned along file folds

VERY FINE. A DESIRABLE INTACT EXAMPLE OF ANDREW JACKSON’S FREE FRANK AND HOLOGRAPH LETTER.

Ex Kantor..... E. 3,000-4,000



# LINCOLN AND HIS CABINET

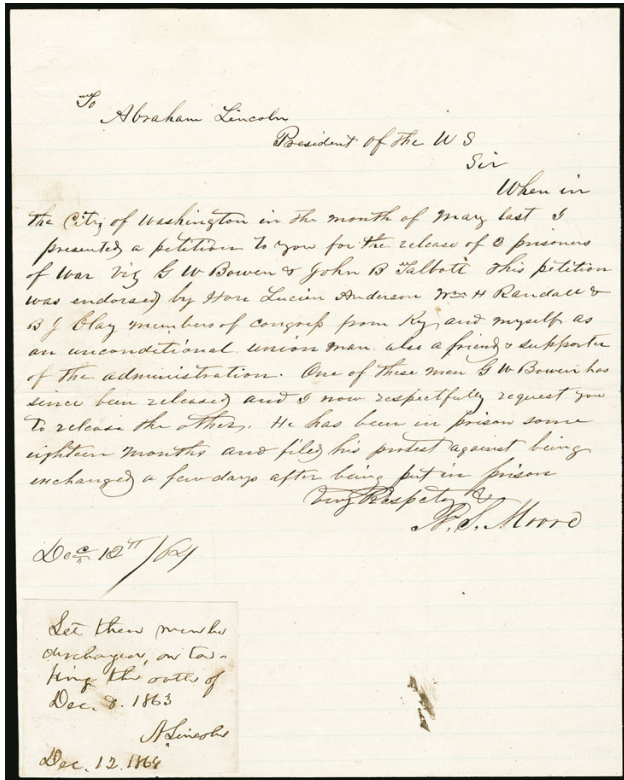


4EX

- 4 **Abraham Lincoln, His Cabinet and Contemporaries.** Leatherbound volume containing 102 pages with 224 autographs of all major Union government figures of the Civil War, first page starts with **Abraham Lincoln**, which is dated "Washington D.C. January 28, 1862", with "Yours truly" and date also in his hand, others include Hannibal Hamlin (on other side of Lincoln's, dated Jan. 29, 1862), Simon Cameron (Sec. of War), William Seward, Gideon Wells and other key members of the Cabinet, followed by Senators (42 out of 50) including Henry Wilson and Andrew Johnson, then 170 of the 180 members of the House of Representatives including William Wheeler and Schuyler Colfax, most of the signatures at the beginning are on individual pages, others are grouped with three to five per page, binding split and a few loose pages

A RARE AND DESIRABLE BOUND BOOK CONTAINING AUTOGRAPHS OF ALMOST ALL OF THE MAJOR UNION GOVERNMENT FIGURES IN THE EXECUTIVE AND LEGISLATIVE BRANCHES, INCLUDING ABRAHAM LINCOLN.

Based on the dates of office of the members of Congress, this book must have been assembled between December 1861 and February 1862. The date on Lincoln's autograph is the same date that General Order No. 1 was issued, authorizing the advance of Union forces. ....(Photo Ex) E. 10,000-15,000



5

- 5 ☒ **Abraham Lincoln.** Autograph notation signed, "Let these men be discharged, on taking the oath of Dec. 8, 1863, A. Lincoln Dec. 12, 1864", attached to letter from R.S. Moore to President Lincoln concerning a petition for the release of a prisoners-of-war, immaculate condition

VERY FINE ABRAHAM LINCOLN WAR-TIME ENDORSEMENT AND SIGNATURE ATTACHED TO A LETTER RECEIVED BY HIM REQUESTING THE RELEASE OF A PRISONER-OF-WAR.

With 2004 letter of authenticity from the Illinois Historic Preservation Agency .....  
..... E. 4,000-5,000



6

- 6 ☒ **Mary Todd Lincoln.** Widow of assassinated President Abraham Lincoln, free frank "Mary Lincoln" on mourning cover addressed in her hand to Mrs. Rhoda E. White in Suffern N.Y., neat "Chicago Ill. Aug. 29" circular datestamp, top flap with "ML" monogram (part of flap missing but monogram intact), some slight wear

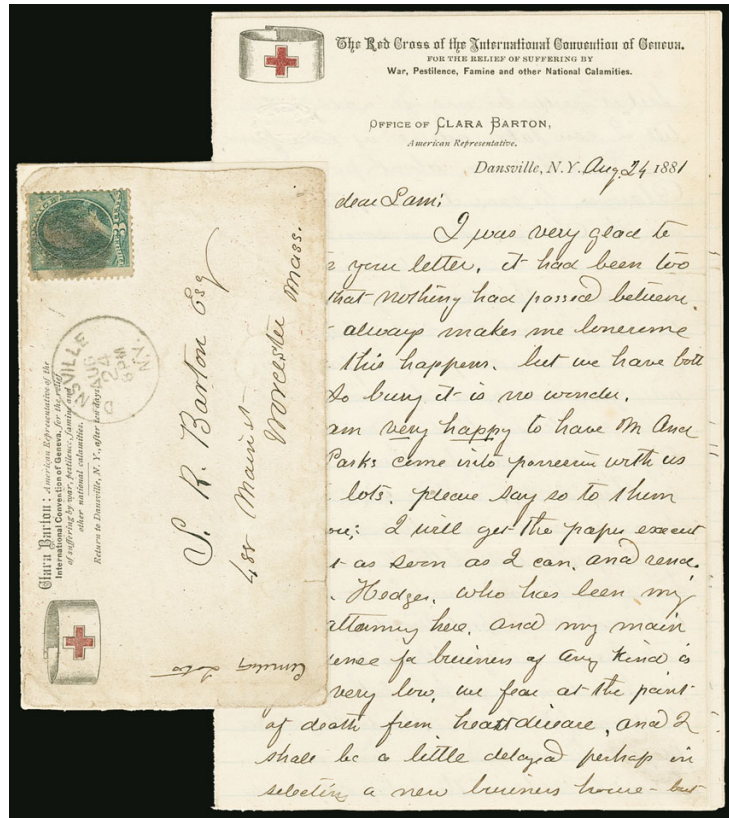
VERY FINE. A RARE FREE FRANK OF MARY TODD LINCOLN, WIDOW OF SLAIN PRESIDENT ABRAHAM LINCOLN, ON A BLACK-BORDERED MOURNING ENVELOPE.

In May 1865, Mary Todd Lincoln and her sons, Robert and Tad, left Washington D.C. for Chicago, where they resided until leaving for Europe in 1868. This cover is addressed to the wife of James W. White, a prominent jurist and newspaperman, who was a close friend of Mrs. Lincoln. .... E. 2,000-3,000






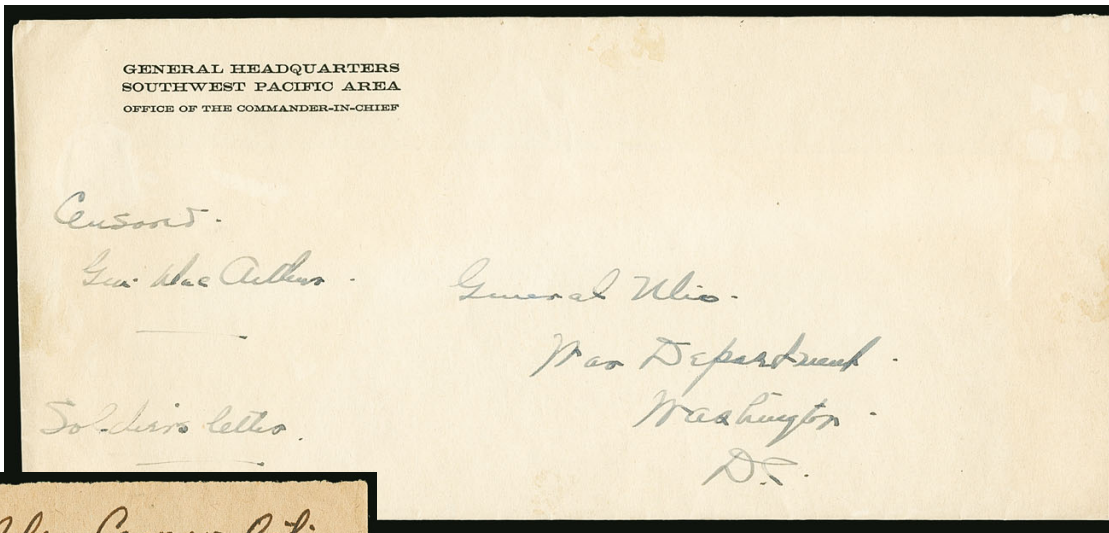
7



8EX

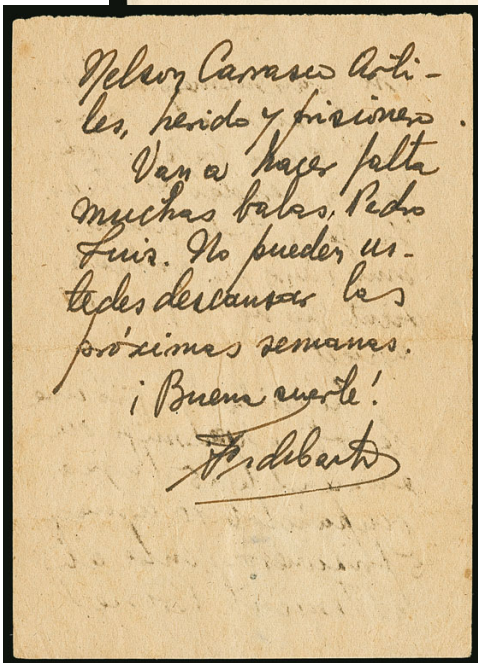
- 7  **3c War (O85).** Choice centering with well-balanced margins, tied by well-struck circle of V's cancel, "St. Louis Mo. Feb. 15" circular datestamp on "Headquarters, Army of the United States, Official Business" imprint cover to General Benjamin H. Grierson at his home in Jacksonville Ill., addressed in the hand of William Tecumseh Sherman and with original 3-page autograph letter signed, with similar printed letterhead datelined "St. Louis Mo. Feb. 15, 1875", military content discussing strategy for troop placements, some splitting along folds of contents sensibly reinforced VERY FINE. AN OUTSTANDING WAR DEPARTMENT COVER, SENT BY COMMANDING GENERAL WILLIAM TECUMSEH SHERMAN TO GENERAL GRIERSON.  
William T. Sherman, whose "March to the Sea" made him a Civil War hero in the North (and equally despised in the South), was appointed Commanding General of the U.S. Army after the war (1869-83). In November 1871 he embarked on a tour of Europe for the first time, returning to Washington D.C. in September 1872. In September 1874, at Sherman's request, the Headquarters of the U.S. Army was moved from Washington D.C. to St. Louis. The cover offered here dates from February 1875, after the Official stamps and envelopes were released (July 1873) and Sherman had relocated to St. Louis (September 1874). ..... E. 2,000-3,000
- 8 **Clara Barton.** Teacher, nurse, and humanitarian responsible for the organization of the American Branch of the International Red Cross, 8-page autograph letter signed and written at Dansville N.Y. on Aug. 24, 1881, to her brother in Worcester Mass., on "The Red Cross of the International Convention of Geneva, Office of Clara Barton, American Representative" letterhead, the letter mentions President Garfield's assassination, setting back ratification of the Geneva treaty for the Red Cross: "I went to Washington the last of July, and only left for home the day the President was shot, four months of very hard work, but successful, if it were not for the uncertainty of the changes which I suppose now, must come. The present Administration is fully pledged to my work, but it may require to be done over again, but if so, there is a prospect that it may be done in this state, as N.Y. will no doubt be the cornerstone of the government after the change — a dreadful thing! I could see some purpose in the wounding, but can see none in the death of Mr. Garfield, it is all dark beyond!", cover front accompanies (small faults), paper mounted (barely encroaching signature) on typed exhibition page, a Fine and fascinating letter, since her return from Geneva in 1873, Clara Barton had been trying to get Garfield to sign the treaty, in 1880 the American Red Cross was incorporated with the international organization, but it was not until 1882 that President Arthur signed the treaty .....(Photo Ex) E. 1,500-2,000





9

- 9 ✉ **Douglas MacArthur.** Autograph censor marking “Censored Gen. MacArthur” with “Soldier’s Letter” endorsement and address, all in his distinctive manuscript on “**General Headquarters Southwest Pacific Area Office of the Commander-in-Chief**” imprint cover to Major General James A. Ullo, Adjutant General in the War Department, Washington D.C., Very Fine, although examples of this five-star general’s autograph are abundant, actual military covers bearing any form of his signature are rare..... E. 750-1,000



10

- 10 **Fidel Castro.** Cuban revolutionary leader, six-page autograph letter signed (three sheets, 4 x 5½in., front and back) to Pedro Luis Diaz Lanz, dated Sierra Maestra Sept. 29, 1958, translated contents reads “*Pedro Luis: Zoilo sent the following message: We try operation Tuesday to Thursday. Arrival seven thirty to nine night. Airplane same destroy. Mark direction landing field entrance. The rest condition to exaggeration same agree for operation cancel. Confirm urgent this code. \_\_\_\_Zoilo. This arrived a little delayed where I am. They responded in the plant to come. I send you the paper right now at night, so you have time to prepare everything. Hopefully this time we have a little bit of luck. There is much need for your trips. There is a lot of fighting and the month of October will be of extraordinary activity. The combat at Cerro was heavy. The two 87 mortars work with extraordinary precision. The encampment: tents, the command post, were direct targets of our mortar shots. They defended themselves with cannons, machine guns 50, mortars and other weapons. The object of the attack was to impede the removal of troops from here to Camaguey and other parts. Although we could not make them surrender, the strategic purpose was accomplished and they were defeated - no great number of casualties. Our troop suffered five casualties. All were mortal wounds. The people all performed very well and were valiant. I am sorry you didn’t get to see that. Almeida inflicted a defeat to the enemy causing them 25 casualties, occupying 10 weapons and 55 prisoners, among them the Lieutenant Colonel Nelson Carrasco Artiles, wounded and prisoner. A lot of bullets are going to be needed, Pedro Luis. You all can not rest in the coming weeks. Good luck! Fidel Castro*”

VERY FINE. AN IMPORTANT AUTOGRAPH LETTER SIGNED BY FIDEL CASTRO DURING THE HEIGHT OF THE CUBAN REVOLUTION, WITH FANTASTIC WAR CONTENTS.

The recipient was a commercial airline pilot who smuggled arms from Costa Rica to support Castro. He would become the head of the Cuban air force and Castro’s personal pilot. He complained to Castro about the move towards communism and was relieved of his posts; he left for the U.S. right away, where he worked with the C.I.A.

Ex Laurence..... E. 2,000-3,000

STEAM SHIP *STELLA* SHIPWRECK

11

- 11 ☒ “Saved from the Wreck of the Steamship *Stella*, April 2 ‘65”. Red manuscript endorsement with postmaster’s signature on red and blue **George Washington and Flag Patriotic** cover with sender’s notation “(Co)me and be drafted...can’t see it” (probably a draft evader), **originated in Peru** and addressed to Union Me., red “Paid at Callao” crown-circle handstamp, “A Callao FE 27 65” British P.O. backstamp, “Forwarded by Crosby & Co. Ship Chandlers and Ship Agents, Callao, Peru” oval handstamp, Panama transit (Mar. 6), “Steamship 10” in circle applied at New York, red crayon “6”, waterstained and stamp floated off during wreck, still intact and highly exhibitable

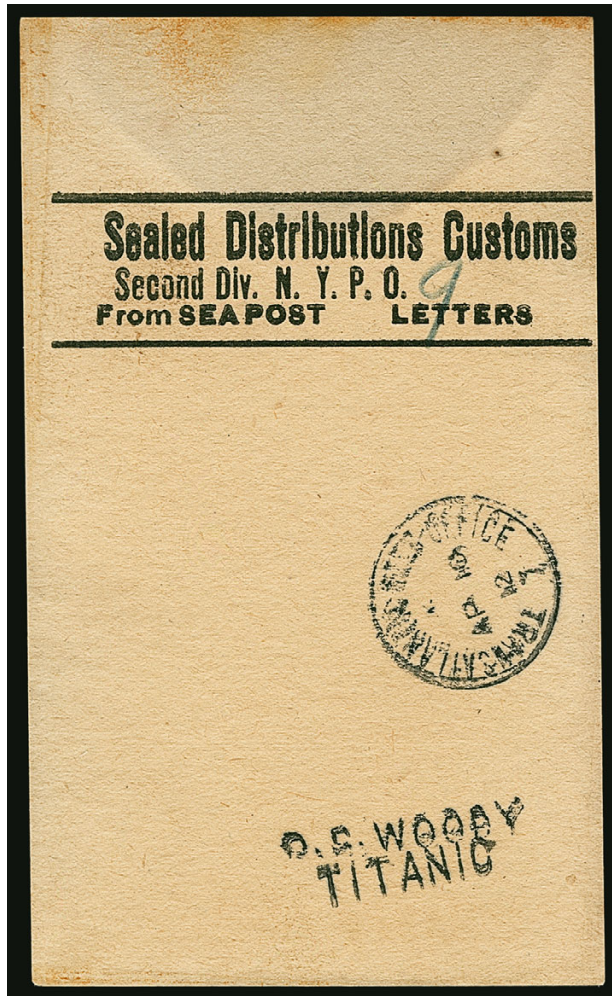
A REMARKABLE AND UNDOUBTEDLY UNIQUE EXAMPLE OF A CIVIL WAR PATRIOTIC COVER USED FROM OUTSIDE THE UNITED STATES AND SAVED FROM A MARITIME DISASTER.

Our search for information on the 1865 wreck of the *Stella* was unsuccessful, but clearly this is an extremely rare salvaged-mail cover and undoubtedly unique as a Civil War Patriotic use.

Ex Dr. LeBow ..... E. 2,000-3,000



R.M.S. TITANIC



Oscar Scott Woody

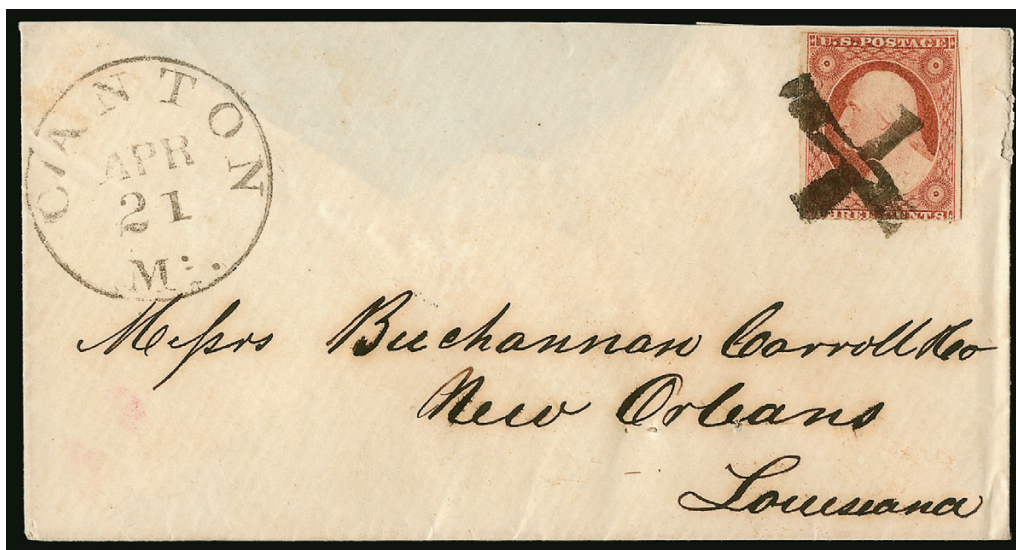
12

- 12 **R.M.S. Titanic, U.S. Mail Facing Slip.** Clear strike of “O.S. WOODY/TITANIC” two-line handstamp on U.S. Post Office form reading “Sealed Distributions Customs/ Second Div. N.Y.P.O./ From Sea Post 9 Letters”, “9” in blue crayon, with “Transatlantic Post Office 7 Ap. 10 ‘12” circular datestamp, faint staining at top from contact with sea water

VERY FINE. AN OUTSTANDING POSTAL HISTORY ARTIFACT FROM THE FAMED R.M.S. TITANIC.

Oscar Scott Woody, along with each of the other four postal clerks aboard the *Titanic*, perished at sea the night of the sinking on April 14-15, 1912. Among the personal effects recovered with Woody’s body were U.S. postal facing slips, used on top of mail bundles to indicate their destination. Woody struck the April 10, 1912 circular datestamp (the date of sailing from Southampton), the ship name and his name on each slip, to indicate who had handled each specific bundle. No actual mail from the 3,423 sacks aboard the ship was recovered. For an exhibition related to the *Titanic* mail clerks, see <http://postalmuseum.si.edu/fireandice/titanicmailclerks.html>..... E. 5,000-7,500

## FANCY CANCELLATIONS



13

- 13 ☒ **3c Dull Red, Ty. II (11A).** Large margins to in, tied by **Christian Cross fancy cancel**, "Canton Mi. Apr. 21" circular datestamp on cover to Buchanan Carroll & Co. in New Orleans, usual small filing holes, missing part of top flap, Very Fine strike, unlike typical "Cross" cancels with segments of equal length, this Canton Cross is clearly a representation of the Christian crucifix, ex "Artemis" ..... E. 1,000-1,500



14

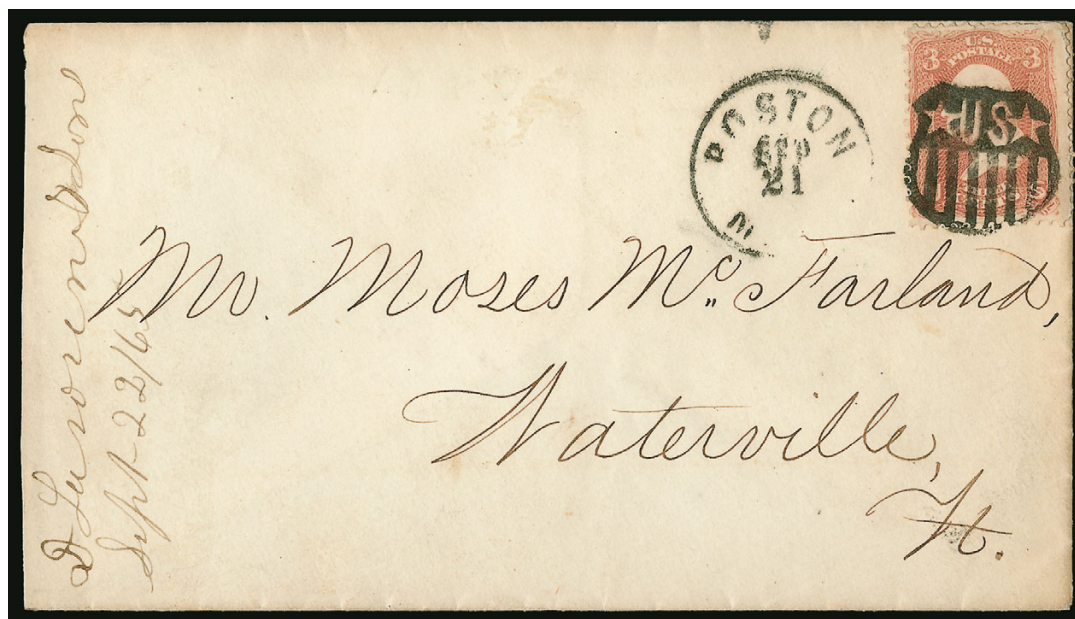
- 14 ☒ **3c Dull Red, Ty. I (11).** Full to clear margins, cancelled by bold strike of **negative "A.H." postmaster's initials cancel**, manuscript "West Charleston Ohio, Aug. 19" postmark on glazed cover to Springdale O., minor edge wear, Very Fine strike, scarce use of initialed cancel on 1851 Issue, the postmaster's name was Andrew Hoagland, ex "Artemis" ..... E. 1,000-1,500





15

- 15 ☒ **3c Rose (65).** Bright color, tied by **Eagle fancy cancel**, "Cambridge Mass. Dec. 12" circular datestamp on cover to Piqua O., stamp with tiny tear at top, Very Fine strike of this desirable fancy cancel, ex "Artemis" ..... E. 1,000-1,500



16

- 16 ☒ **3c Rose (65).** Bright color, tied by bold strike of **"U.S." and Stars in Shield fancy cancel**, "Boston Mass. Sep. 21" circular datestamp on cover to Waterville Vt., 1865 docketing at left, barely reduced at left, Extremely Fine strike of this pro-Union fancy cancel, ex "Artemis" ..... E. 1,000-1,500



- 17 FC **3c Ultramarine (114).** Radiant color, cancelled by perfect strike of **Large Bee fancy cancel of Waterbury Conn.** (Rohloff A-13), stamp with diagonal crease at top

EXTREMELY FINE STRIKE OF THE WATERBURY LARGE BEE FANCY CANCEL. A SCARCE AND DESIRABLE FANCY CANCEL.

The details of this carving are truly remarkable and clearly visible in this example; for example, the delicate lines of the bee's wings.

Ex Laehder. With 1981 P.F. certificate. . E. 5,000-7,500



17



18



19



20



21

- 18 FC **3c Ultramarine (114).** Rich color, cancelled by well-struck **Buttonless Shoe fancy cancel of Waterbury Conn.** (Rohloff O-12), pulled perf at bottom, small thin spot in grill, toned spot at bottom left corner, still a Very Fine strike of this scarce fancy cancel, according to Wikipedia, this style of buttonless shoe was invented for Queen Victoria in 1836, utilizing stretchable rubber (a new invention) at the sides in place of laces but still keeping the profile of lace-ups, its feminine image was soon lost and was adopted by male wearers, at which time it was dubbed the Congress Gaiter or Boston Boot in the United States, with 2011 P.F. and P.S.E. certificates ..... E. 500-750

- 19 FC **3c Ultramarine (114).** Cancelled by "**Shoo Fly**" fancy cancel of Kittrell N.C., also with part of red circular datestamp at bottom, small corner crease at top left

VERY FINE STRIKE OF THE KITTRELL N.C. "SHOO FLY" FANCY CANCEL.

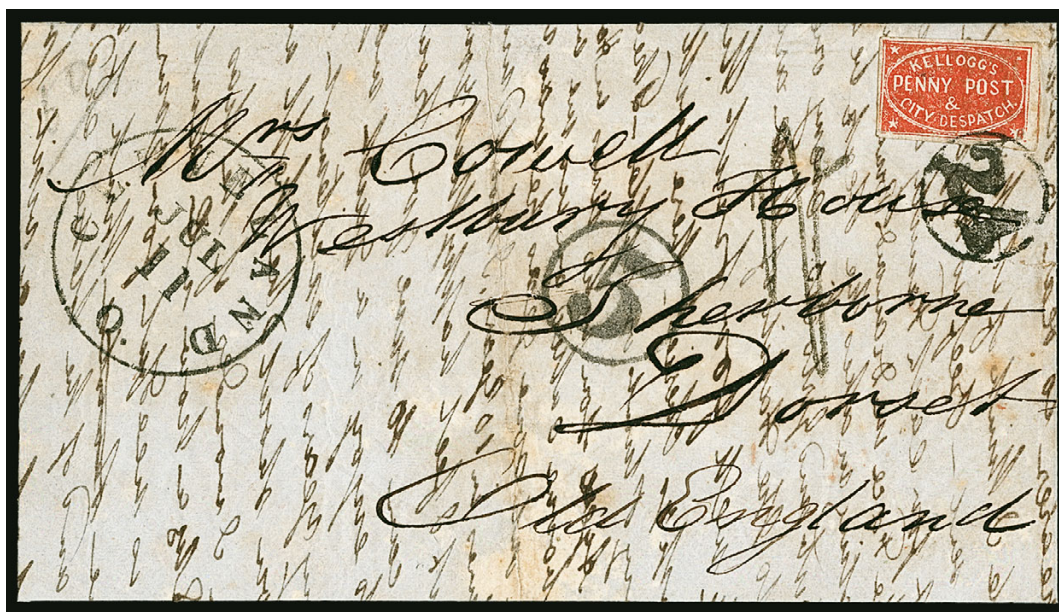
The children's song of the same name was written by Thomas Brigham Bishop (who also wrote "When Johnny Comes Marching Home" and other famous patriotic songs). The words were later changed to "I belong to somebody" from "I belong to Company G", a reference to a black detachment commanded by Bishop.

Ex Laehder. With 1995 P.F. certificate..... E. 2,000-3,000

- 20 FC **3c Ultramarine (114).** Rich color, bold strike of **Bee fancy cancel**, thin spot at lower left, still Very Fine strike, ex Laehder, with 1978 P.F. certificate..... E. 750-1,000

- 21 FC **3c Ultramarine (114).** Tied on small piece by **Bee fancy cancel of Adrian Mich.**, few small perf flaws not mentioned on accompanying certificate, Very Fine strike, ex Laehder, with 1981 P.F. certificate..... E. 500-750

## KELLOGG'S PENNY POST



22

- 22 ☒ **Kellogg's Penny Post & City Despatch, Cleveland O., (1c) Vermilion (92L1).** Four margins, light crease and small scuff at bottom right, vivid color, tied by "24" in circle debit handstamp, "Cleveland O. Jul. 11" circular datestamp and "5" in circle rate handstamp on folded letter with about half of back intact, to **Sherborne, England**, "1/-" Shilling due handstamp, backflap with green Liverpool transit datestamp of Jul. 24, 1853, edges refolded

VERY FINE APPEARANCE. ONE OF ONLY SIX RECORDED COVERS WITH THE KELLOGG'S PENNY POST STAMP, AND THE ONLY ONE ADDRESSED TO A FOREIGN DESTINATION.

Kellogg's Penny Post & City Despatch was a relatively short-lived local post in Cleveland. It is believed that the post existed in 1853 and 1854. A cover dated June 28 (1853) and a piece dated April 7 (1854) are the earliest and latest recorded dates of use for the 92L1 stamp. Carrier service in Cleveland began in December 1853, which probably forced Kellogg's out of business by mid-1854.

Our records contain the following six Kellogg's covers, arranged by date (including assumed year dates)

- 1) Jun. 28 (ca. 1853) Cleveland datestamp ties 3c 1851, 92L1 cancelled by pencil on New England Hotel corner card cover to West Fairlee Vt., ex Caspary, Schenck, Skove, Golden (sold after the auction)
- 2) Jul. 11 (1853) Cleveland datestamp with "24" in circle tying 92L1 on folded cover to Mrs. Cowell, Sherborne, England, offered here
- 3) Jul. 29 (1853 contents) Cleveland datestamp, tied by ms. cancel on folded letter originating in Cincinnati to New Orleans, carried to Cleveland and given to Kellogg's, ex Boker
- 4) Sep. 1 (ca. 1853) Cleveland datestamp on cover to Newark O., one 92L1 remains from strip of three (other two torn off), ms. "Charge Johnson House" hotel notation, ex Knapp, Middendorf
- 5) Sep. 27 (ca. 1853) Cleveland datestamp and grid tie 92L1 and 3c 1851 on Waverly House corner card cover to Canton O., discovered in 1997, Siegel 1997 Rarities sale
- 6) Jan. 21 (ca. 1854) Cleveland datestamp with black grid tying 92L1 to Painesville O., ex Hall, D.K. Collection and Geisler (Siegel Sale 965, lot 1219).

In addition to the six covers, there are at least six 92L1 stamps known off cover. All of the surviving Kellogg's covers were delivered to the post office (three from hotels); no city-delivery covers are known. We wonder if it is possible that Kellogg's post was incorporated into the Cleveland carrier department started by Henry S. Bishop on December 21, 1853. Bishop left the carrier department on July 1, 1854, to become an employee of the Cleveland post office (source: Elliott Perry). Bishop's move roughly coincides with the end of Kellogg's post; however, no official records are known to us that confirm Kellogg's involvement as a carrier. .... E. 5,000-7,500



PONY EXPRESS



23

- 23 ☒ **Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 17, ample margins to just touching, tied by blue “Wells, Fargo & Cos. Express. Sacramento. May 12” (1861) **double-circle datestamp** on 10c Green on Buff Nesbitt entire (U16) to New York City with Wells, Fargo & Co. red printed frank, green “St. Joseph Mo. May 24” circular datestamp, stains removed and top left corner restored, the stamp and tying datestamp are unaffected

VERY FINE APPEARANCE. THIS IS THE ONLY RECORDED EXAMPLE OF THE WELLS FARGO & CO. SACRAMENTO OFFICE'S LARGE DOUBLE-CIRCLE DATESTAMP USED TO CANCEL A PONY EXPRESS STAMP.

Sacramento was the original western terminus for the actual Pony ride. The mail was usually carried between Sacramento and San Francisco by river steamer. As the Sacramento Valley Railroad line was extended further east, the terminus was moved to Folsom (starting July 7, 1860). On July 1, 1861, it was moved to Placerville. Nonetheless, Sacramento remained an important gathering point for Pony Express mail.

Beginning with the Phase III period (April 1 to June 30, 1861), Wells Fargo & Co. served as agents for the Overland Mail Company and The Central Overland California & Pike's Peak Express Company in operating the Pony Express. It was during this period that Wells Fargo & Co. introduced stamps and envelopes for prepayment of Pony Express fees.

A special oval “Pony Express Sacramento” datestamp was typically used by Wells Fargo & Co. on Pony Express mail originating at their Sacramento office. However, in this case, the large double-circle datestamp that was usually applied to letters carried over Wells Fargo & Co.'s regular express routes was used on a Pony Express letter. This is the only recorded example of the double-circle datestamp on Pony Express mail.

FKW Census E78. Trip ET-99. Ex Twigg-Smith. With 1963 P.F. certificate (prior to restoration)..... E. 15,000-20,000



24

- 24 **Wells, Fargo & Co. Pony Express, \$1.00 Blue, Garter (143L6).** Position 18, huge margins including bottom sheet margin with full “G. F. Nesbitt & Co. N.Y.” imprint, manuscript cancel, small faint thin

EXTREMELY FINE APPEARANCE. THE DISCOVERY EXAMPLE OF A NESBITT IMPRINT ON THE FAMOUS \$1.00 PONY EXPRESS GARTER STAMP, THE PRODUCT OF GEORGE F. NESBITT & CO., THE PROMINENT NEW YORK PRINTER WHO PRODUCED THE NESBITT SERIES OF UNITED STATES POSTAL STATIONERY.

George F. Nesbitt & Company is best known for its extensive work in printing books, trade cards, advertising materials and the first U.S. government stamped envelopes. Although Nesbitt was identified as the maker of the franked envelopes and Garter issue in an 1867 article about the Pony Express stamps, subsequent writers mistakenly attributed the Garter printing to Britton & Rey, the San Francisco printers who produced the Horse & Rider issues. Around the year 2000 the Garter stamp offered here was found, bearing the imprint “G. F. Nesbitt & Co. N.Y.” and providing conclusive evidence of the printer.

Ex Gruys and Twigg-Smith ..... E. 10,000-15,000

WELLS, FARGO & CO. EXPRESS FROM BRITISH COLUMBIA



25

- 25 ☒ **Wells, Fargo & Co.** Printed frank on 10c Yellow Green on White entire (U40) **from Vancouver Island to Portland, Oregon**, with **British Columbia, 1869**, 5c on 3c **Bright Red (9)**, tied by blue "35" in barred oval cancel, blue "Wells, Fargo & Co. Victoria, Dec. 3" oval datestamp, expertly repaired tear at top not affecting indicia

VERY FINE. A BEAUTIFUL MIXED FRANKING COVER FROM BRITISH COLUMBIA TO OREGON.

Ex Wilkinson. .... E. 2,000-3,000



POSTMASTERS' PROVISIONALS



26

- 26 TC **Providence R.I., 5c-10c Brown Carmine, Trial Color Plate Proof on Card (10X1-10X2TC4).** Complete sheet of twelve on 196 x 171mm card, showing full plate sinkage area, fresh and bright color, Extremely Fine, scarce complete sheet..... 3,750.00



27

- 27 **St. Louis Mo., 5c Black on Greenish (11X1).** Type III, Position 5, large margins to just in at bottom left, cancelled solely by orange-red "St. Louis Mo. Feb. 23" circular datestamp and tied on small piece, deep impression on bright greenish paper, faint pressed file fold  
VERY FINE APPEARANCE. A DESIRABLE EXAMPLE OF THE 5-CENT ST. LOUIS POSTMASTER'S PROVISIONAL FIRST PRINTING ON GREENISH PAPER, CANCELLED EXCLUSIVELY BY THE RED DATESTAMP.  
There are approximately a half-dozen pieces known to us with the 5c stamp tied by the red St. Louis datestamp and without any pen cancellation.  
Scott Retail for normally pen-cancelled stamp off cover (footnote states: "Values for used off-cover stamps are for pen-cancelled copies. Handstamp cancelled copies sell for much more.")..... 8,000.00

## 1847 ISSUE



28

- 28 (★) **5c Dark Brown (1a).** Unused (no gum), large margins all around including **bottom sheet margin**, deep rich color, light vertical crease at left and some pink ink on back barely shows thru at bottom left, otherwise Extremely Fine, a beautiful and scarce unused 5c 1847 Issue, with 1973 P.F. certificate ..... 3,250.00



29

- 29 田 **5c Red Brown (1).** Block of four, large margins to just in, pen cancels expertly removed, two vertical creases, top stamps expertly repaired  
FINE APPEARANCE. A SCARCE BLOCK OF FOUR OF THE 5-CENT 1847 ISSUE.  
With 1973 P.F. certificate ..... 27,500.00



30

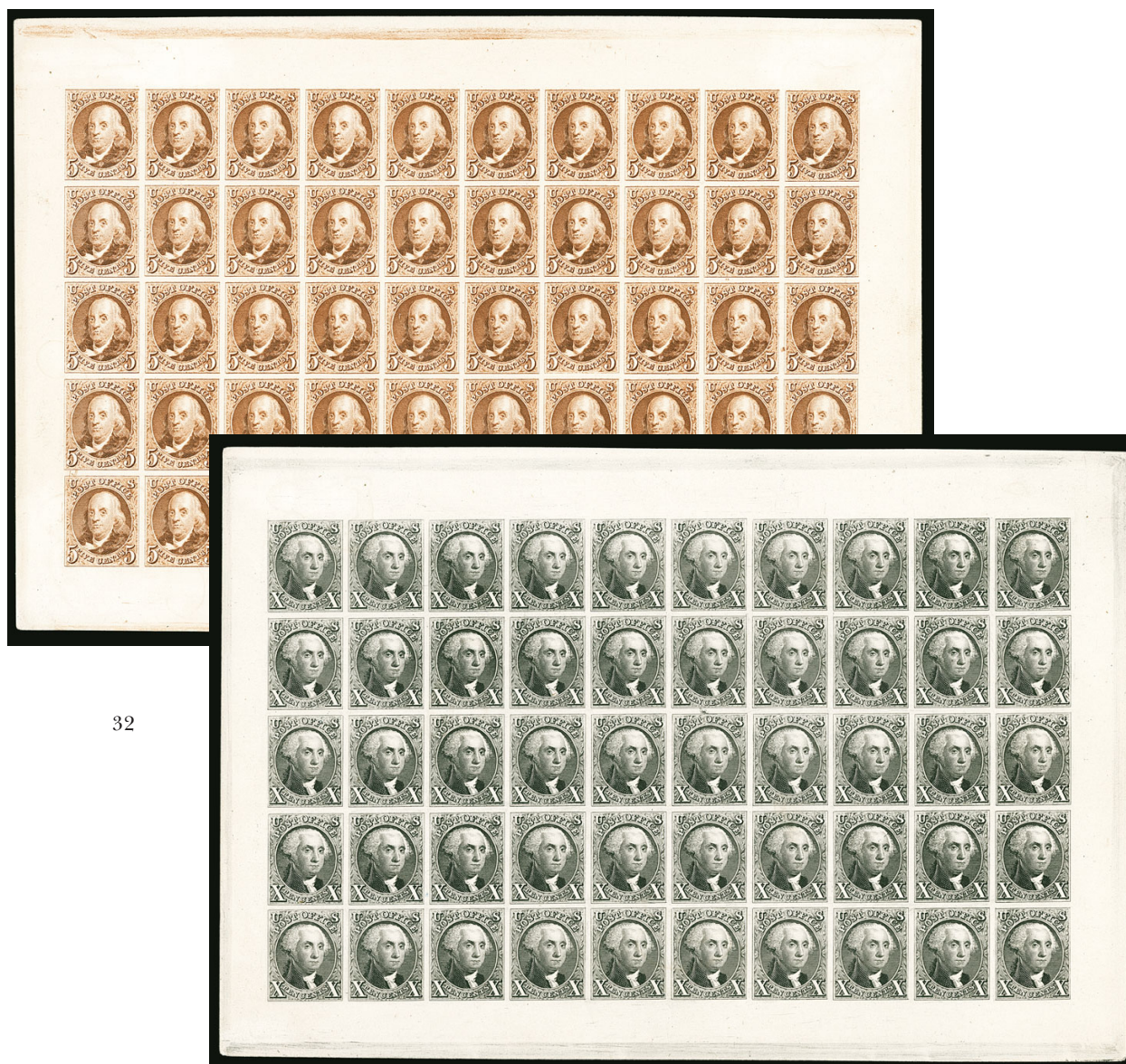
- 30 (★) **10c Black (2).** Unused (no gum), large margins to clear, detailed impression, two tiny tears less than one-millimeter each at bottom right  
 FINE APPEARANCE. A SCARCE UNUSED EXAMPLE OF THE 10-CENT 1847 ISSUE.  
 With 2009 P.S.E. certificate (G 30) ..... 15,000.00



31

- 31 **10c Black (2).** Large to huge margins, deep shade and strong impression on bright white paper, light **blue** grid cancel  
 EXTREMELY FINE GEM. A FRESH AND SUPERB EXAMPLE OF THE 10-CENT 1847 ISSUE WITH A BLUE CANCEL.  
 With 2012 P.S.E. certificate (XF-Superb 95; SMQ \$3,900.00)..... 900.00





32

- 32 田 **5c Red Brown, 10c Black, Reproduction, Plate Proofs on Card (3P4-4P4). Complete sheets of 50**, each with huge outer margins, showing edges of the plate, 10c lacking the plate scratches seen on the complete sheet on India paper offered in our 2013 William Gross sale, 5c shows plate scratches between Positions 31 and 41, which are also present on the India paper sheet, 5c back with some light waterstaining which faintly shows on the edges of a couple stamps, small corner bend at bottom right, 10c with two shallow mounting thins, not noticeable from the front

EXTREMELY FINE. AN EXCEEDINGLY RARE SET OF SHEETS OF 50 OF THE 5-CENT AND 10-CENT 1875 REPRODUCTION PLATE PROOFS ON CARD.

Clarence Brazer discussed the 1847 Issue essays and proofs in a 1947 *Essay-Proof Journal* article, which was reprinted as a monograph. The extensive plate scratches found on the 10c India sheet offered in our 2013 Gross sale (Siegel Sale 1041, lot 23, realized \$62,500 hammer) are not found on the stamps printed in 1875 nor on the cardboard proofs produced between 1879 and 1893.

Brazer estimated in his 1947 article that "probably five or six pairs of sheets of 50 plate proofs on cardboard are known." We do not know the basis for Brazer's estimate, but we have been able to locate only two other sets, offered in our 1983, 1987 and 2015 Rarities sales.

Scott Retail as blocks of four and singles without premium for the complete sheet format  
 ..... 27,000.00



## 1851-60 ISSUES



33

33

**1c Blue, Ty. Ib (5A).** Position 6R1E, large top sheet margin, large margin at right, just touching at upper left and slightly in at bottom, wonderful bright early shade and proof-like impression, grid cancel, tiny pinpoint punctures at bottom right

VERY FINE APPEARING EXAMPLE OF POSITION 6R1E, ONE OF THE TWO POSITIONS THAT FURNISHED THE BEST TYPE Ib EXAMPLES, SHOWING THE COMPLETE DESIGN AT TOP AND NEARLY COMPLETE DESIGN AT BOTTOM.

Ex Geisler. With Ashbrook note and 2007 P.S.E. certificate ..... 14,000.00

34

**1c Blue, Ty. III, Position 99R2 (8).** Large margin at bottom showing the large break, double transfer at right also clear, other margins to just in at top, light town cancel, diagonal creases

FINE APPEARING AND COLLECTIBLE EXAMPLE OF THE RARE 1851 IMPERFORATE ONE-CENT BLUE TYPE III FROM POSITION 99R2.

Type III is defined by breaks in the outer lines at both top and bottom. Many Type III stamps have breaks that were created or enlarged by plate wear. Since the wear occurred over a period of time, a majority of stamps of this type (both unused and used) has small breaks in at least one line. The most notable exception is Position 99R2. According to the Neinken book, "The 99R2 stamp is a fresh entry, that was short transferred both at top and bottom, over an original entry that had been erased... The reason that 99R2 is the finest example of Type III is because of its very short transfer at top and at bottom, giving us the wide breaks in these lines." (p. 184).

With 2001 A.P.S. certificate..... 12,500.00



34



35

35 ★田

**1c Blue, Ty. IV (9).** Block of four, slightly disturbed original gum, margins to just in, light crease partly between stamps, Very Fine appearance ..... 3,500.00



36EX

- 36 **3c Orange Brown, Ty. I-II, Complete Plate Reconstructions (10-10A).** 1,000 positions neatly arranged on quadrille pages, each page contains a reconstruction of one pane, including plate reconstructions for left and right panes of Plates 0, 1E, 1i, 2E and 5E, many with four margins and approximately 75 with portions of sheet margins, a number of multiples including strips of three, the vast majority showing handstamp cancels, some typical plating quality stamps to be found but many better as well  
A RARE COMPLETE SET OF FIVE PLATE RECONSTRUCTIONS FOR THE 1851 3-CENT ORANGE BROWN PRINTINGS.  
Plate reconstructions such as this are rarely offered, especially for the better 1851 Orange Brown printings. Scott Retail counting all stamps as No. 10A, without regard to shades, cancels or plate varieties \$160,000.00 .....(Photo Ex) E. 15,000-20,000
- 37 **3c Orange Brown, Ty. I-II (10-10A).** More than 440 stamps, representing partial reconstructions of all five plates used to print the 3c 1851 Orange Brown stamps, some on mapped sheets, others on stock pages, all identified as to position, typical plating quality but the majority have handstamp cancels and some attractive stamps present, Scott Retail as all No. 10A more than \$70,000.00 .....Not illustrated E. 5,000-7,500
- 38 **3c Dull Red, Ty. I-II, Plate Reconstructions (11-11A).** More than 1,425 stamps neatly arranged on quadrille pages in a deluxe oversized album, each page contains a reconstruction of a pane, 89% completion of all the plates used to print Nos. 11-11A including Plates 1L (194 positions), 2L (all 200 positions), 3 (all 200 positions), 4 (191 positions), 5L (180 positions), 6 (149 positions), 7 (178 positions) and 8 (133 positions), the vast majority with handstamp cancels, wide range of shades, some plating quality stamps but many are sound with four margins, overall Fine and scarce set of nearly complete reconstructions, Scott Retail more than \$21,000.00 ...Not illustrated E. 3,000-4,000





39

- 39 **5c Red Brown (12).** Vertical pair, ample to large margins including likely sheet margin at bottom, trace of adjoining stamp at top, light strikes of New Orleans town cancels, two tiny pinholes between stamps, one just touches the bottom stamp, Very Fine-Extremely Fine appearance..... 1,650.00



40

- 40 ★田 **24c Gray Lilac (37).** Block of four, original gum, h.r., bright color and clear impression FINE. AN ATTRACTIVE ORIGINAL-GUM BLOCK OF FOUR OF THE 24-CENT 1860 ISSUE.  
With 2006 P.S.E. certificate ..... 10,000.00

## 1861-68 ISSUES



41

- 41 P **1c-90c 1861 First Designs and Colors, Small Die Essays/Proofs on Wove (62BP2/72E7c, formerly 55P2/62P2).** Complete page from a Roosevelt presentation album, with label "FIRST 1861" at top and "1866" at bottom, 10c, 12c and 90c couple small toned spots, 30c bit oxidized, still Very Fine and rare, only 85 albums were produced and very few of these are intact on their entire original page, ex Finkelburg ..... 3,300.00



42

- 42 P **1c-90c 1861-66 Issue, Small Die Proofs on Wove (63P2/78P2).** Complete page from a Roosevelt presentation album, with label "LAST 1861" at center surrounded by complete set, bright colors, card with horizontal crease at top clear of proofs and faults on back, slightly reduced from full size, Extremely Fine and rare set, only 85 albums were produced and few of these are intact on their original page, ex Finkelburg ..... 2,550.00





43

43

**3c Scarlet (74).** Vibrant color, neat strike of New York Station D datestamp and duplex oval grid cancel, reperfed at left and bottom

FINE APPEARANCE. A RARE EXAMPLE OF THE 3-CENT SCARLET CANCELLED BY THE NEW YORK CITY OVAL DUPLEX CANCELLATION. ONLY A VERY SMALL NUMBER OF THIS ISSUE WERE ACTUALLY SENT THROUGH THE MAIL.

As documented by Jerome S. Wagshal in a series of *Chronicle* articles (Nos. 56, 60, 61 and 62), Carl F. Rothfuchs, a Washington D.C. stamp dealer, obtained a supply of the 3c Scarlet in 1893 — probably from the Post Office Department in exchange for his assistance with the Columbian Exposition — and sold them with pen marks and original gum. A small number were also used by J. W. Scott, who posted letters with some of his supply to validate his claim that these stamps were legitimate postage. Today, there are perhaps five or six copies cancelled in this manner.

With 2008 P.F. certificate..... 15,000.00

## 1869 PICTORIAL ISSUE



44

44

**3c Ultramarine (114).** Used in a spectacular combination franking with **2c Black, F. Grill, 3c Rose, E. and F. Grills, and 1870 2c Red Brown (88, 93, 94, 146)** on front only of registered 3c Green entire (U84) to Boston, all stamps tied by fancy cloverleaf cancels, "Las Cruces, N. Mex. Apr. 12" double-circle datestamp, faint Boston registry office receiving datestamp, neatly docketed with 1871 year date, one 2c has s.e. and the other has nick at bottom, a few other minor stamp flaws, still Very Fine, a unique and amazing franking representing three stamp issues, two types of grills and postal stationery, ex Wolf and Coulter, with 1983 P.F. certificate..... E. 1,500-2,000





45

- 45 ☒ **10c Yellow (116).** Bright shade, manuscript cancel and "No. Colebrook Ct. May 15" manuscript postmark, tied by red "N. York U.S. Pkt. 8 May 23" 8-cents credit datestamp on cover to naval officer on board U.S. Flag Ship *Lancaster* at **Montevideo, Uruguay**, docketed by another naval officer at Montevideo, Very Fine, the rate to Uruguay was 18c by American and British Packets, although underpaid, the New York exchange office credited the British P.O. with 8c for their normal share of postage (this credit marking is extremely rare), ex Juhring and Coulter, with 1978 P.F. certificate ..... E. 1,500-2,000



46

- 46 ☒ **10c Yellow (116).** Bright color, tied by quartered cork and light strike of May 4 (1870) Rochester N.Y. circular datestamp on yellow cover to **Santo Domingo, Dominican Republic**, addressed to Capt. Samuel Pierce "*Care Steamer Tybee*" (the *Tybee* was one of the Santo Domingo Steam Line vessels), red "New York Jun. 4" transit circular datestamp, Santo Domingo Jun. 15 receiving datestamp on face of cover more clearly struck than other examples from this correspondence, Very Fine, colorful cover and very rare 1869 use to the Dominican Republic, Michael Laurence records only five 10c 1869 covers carried on the Santo Domingo Steam Line, ex Coulter ..... E. 1,500-2,000



47

- 47 ☒ **3c Ultramarine, 10c Yellow (114, 116).** 10c vertical pair, tiny margin tear at upper right, tied by Starburst cancel and duplex "San Francisco Cal. Apr. 1" (1870) circular datestamp on yellow cover **to Sydney, New South Wales**, red crayon "12" credit, red London transit (Aug. 20) ties stamps, Sydney receiving backstamp (Jul. 9), diagonal crease, small part of backflap missing, otherwise Very Fine, prepaid at the old 22c rate, which was reduced to 16c on Jan. 1, 1870, colorful and rare 1869 Pictorial use to New South Wales, ex Juhring and Coulter, with 1978 P.F. certificate ..... E. 1,500-2,000



48

- 48 ☒ **10c Yellow (116).** Horizontal pair, deep shade, cancelled by segmented cork cancel, "San Francisco Cal. Jun. 10" (1870) circular datestamp on cover **from Boston to Melbourne, Australia, via San Francisco forwarder**, stamps applied over "Forwarded by Macondray & Co. San Francisco" double-line blue oval handstamp, sender's oval backstamp confirms Boston origin, Melbourne receiving backstamp (Jul. 25), clear strike of "1s More to Pay" oval handstamp uprated to "2/", opening tear at right, some stamp oxidation and toning around perfs

FINE AND RARE 1869 PICTORIAL ISSUE COVER TO AUSTRALIA. THE USE OF MACONDRA & CO. TO FORWARD THIS COVER IS MOST UNUSUAL.

Although the U.S. rate to Melbourne, Victoria, would have been 10c per half-ounce whether mailed at Boston or San Francisco, for some reason this letter was forwarded outside the regular mails to Macondray & Co. in San Francisco and posted there. It was carried on the first sailing under the new direct service to Australia by American Packet and should have been delivered without any additional charges. However, on arrival it was treated as partially prepaid with two shillings (48c) due from addressee.

Ex Coulter ..... E. 2,000-3,000





49

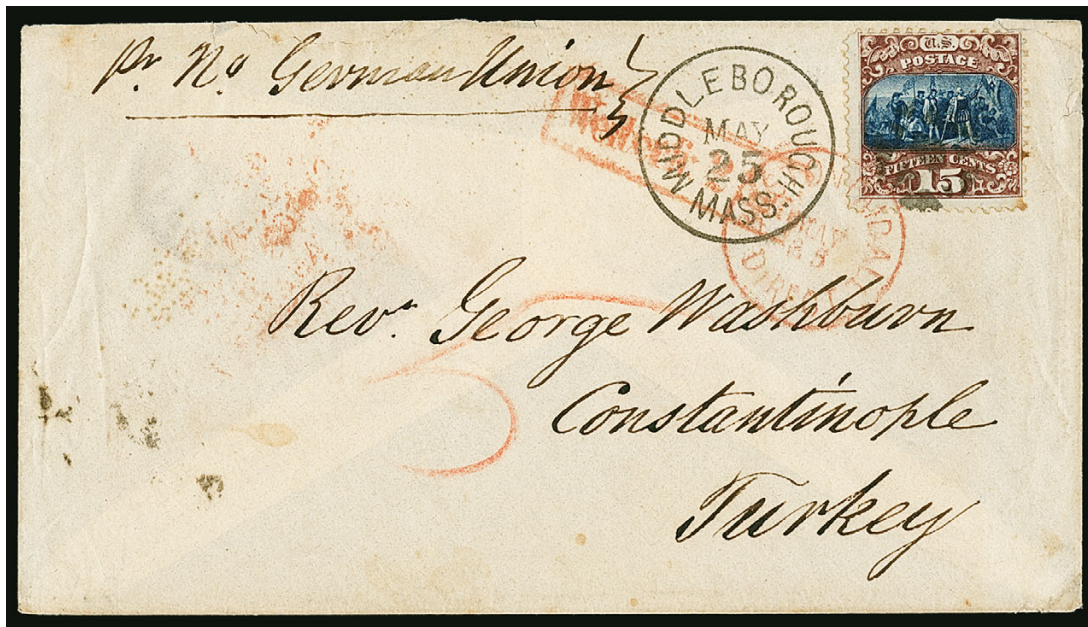
- 49 ☒ **10c Yellow (116).** Two, used with **2c Red Brown (146)**, tied by segmented cork cancels and partly readable "East Greenwich Conn. Apr. 7" (1871) duplex datestamp on cover to **Bombay, India**, red "New York Paid All Apr. 8" transit and matching "18" credit handstamp, red London transit and "1d" colonial rate handstamp, Sea Post Office oval on back, reduced at right slightly into 10c, same stamp has long tear, 2c tiny tear, still Very Fine and exceptionally nice condition for the Carstein correspondence (the envelopes are made of thin paper and are prone to faults), a beautiful mixed-issue franking for the 22c British Mail rate to India via Southampton, ex Krug and Coulter ..... E. 2,000-3,000



50

- 50 ☒ **3c Ultramarine, 12c Green (114, 117).** 12c pair and two 3c — despite certificate, in our opinion one 3c did not originate — three stamps tied by circular cork cancels, faint red New York backstamp on cover to British soldier in **Meerul, India**, red "18" credit handstamp, red London transit (Jun. 2, 1869), red crayon "1" British colonial rate, Sea Post Office oval and various Indian transit datestamps on back, "Missent to Meeanmeer" framed handstamp, manuscript forwarding notations, appears Fine, ex Coulter, with 1980 P.F. certificate ..... E. 2,000-3,000





51

- 51 ☒ **15c Brown & Blue, Ty. II (119).** Rich colors, proof-like impressions, couple tiny toned spots, tied by segmented cork with clear strike of "Middleborough Mass. May 25" circular datestamp, stamp also tied by red "Boston Paid All Direct" transit datestamp on cover to **Constantinople, Turkey**, red crayon "5" credit, German red framed "Weiterfr. 2 Sgr" accounting handstamp restating credit in silbergroschen, red Bremen transit backstamp (Jun. 9, 1870), receiving backstamp, trivial opening tears along top (clear of stamp)

VERY FINE. ONE OF ONLY SIX RECORDED 15-CENT 1869 COVERS TO TURKEY. AN OUTSTANDING FOREIGN MAIL USE.

Ex Kuphal ..... E. 2,000-3,000



52

- 52 **15c Brown & Blue, Ty. II, Center Inverted (119b).** Neat cork cancel leaves frame and inverted vignette clearly visible, trace of red cancel at bottom left, few flaws including creases and tiny thins

VERY FINE CENTERING. AN ATTRACTIVE USED EXAMPLE OF THE 15-CENT 1869 PICTORIAL INVERT.

Our recently-updated census of Scott 119b, available at our website at <http://www.siegel-auctions.com/dynamic/census/119b/119b.pdf>, records three unused and 100 used copies of Scott 119b (there are an additional three used examples of Scott 119c). Two of the used copies are in institutions — the Tapling Collection at the British Library and the Miller Collection at The New York Public Library.

Census No. 119b-CAN-79. P.S.E. encapsulated (G 30) ..... 22,500.00



53

- 53 田 **30c Ultramarine & Carmine (121).** Block of eight, rich colors, cancelled by neat strikes of segmented cork, few faults including light creases and perf separations, one with pinhole, still Fine, a scarce large used multiple of the 30c 1869 Pictorial, this was no doubt on a heavy parcel and virtually all large multiples of this issue are faulty to some extent, Scott Retail as two blocks of four ..... 7,500.00



54

- 54 (★) **90c Carmine & Black, Re-Issue (132).** Unused (no gum), deep rich colors and proof-like impressions, well-centered with balanced margins, Very Fine and choice..... 1,500.00



## 1870-88 BANK NOTE ISSUES



55

- 55 ☒ **12c Dull Violet, H. Grill (140).** Well-centered, beautiful pastel shade, several clearly defined grill points, two small manuscript "X" cancels, used with pair of 3c Green (158), matching pen cancels on orange-buff registered cover to the Justice of the Peace at Weiss Port Pa., manuscript "Paryville (Pa.) Dec 15/73" postmark, with enclosure; the address, postmark and letter are all in the hand of the postmaster, Jacob Peters; few short perfs at top from placement near edge of cover, still Very Fine, discovered in the early 1990's and one of only four or five confirmed 12c 1870 Grill covers, with 1993 P.F. certificate..... 6,750.00



56

- 56 (★) **15c Orange, H. Grill (141).** Horizontal pair, noticeable vertical rows of grill points on both, apparently regummed though accompanying certificate states "no gum", reinforced perf separations, diagonal crease on left stamp, perf thin on right stamp, otherwise Fine, with 1980 P.F. certificate, Scott Retail as original-gum pair \$16,000.00, as two no-gum singles ..... 5,000.00



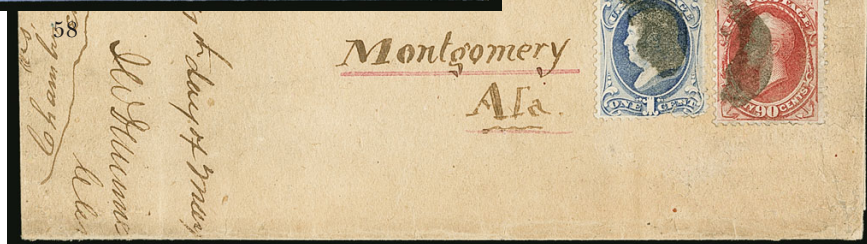
- 57 ★田 **7c Orange Vermilion (160)**. Block of four, original gum, brilliant color

FRESH AND FINE. A RARE SOUND, ORIGINAL-GUM BLOCK OF THE 1873 7-CENT CONTINENTAL BANK NOTE ISSUE.

We have offered only three other blocks of this issue in over 15 years and two had faults. The last sound example we offered was in our 2003 Rarities sale ..... 6,500.00



57



59

- 58 **90c Carmine (191)**. Used with 5c Yellow Brown (205) and tied by well-struck "New York Reg." oval handstamp on large part of blue refolded cover front only to **Berlin, Germany**, neat "New York Reg'y. Div. 11-16 1887" oval datestamp, New York registry label at left, folded for display

FRESH AND FINE. A SCARCE USE OF THE 90-CENT 1879 AMERICAN BANK NOTE COMPANY ISSUE. HIGHLY SUITABLE FOR DISPLAY.

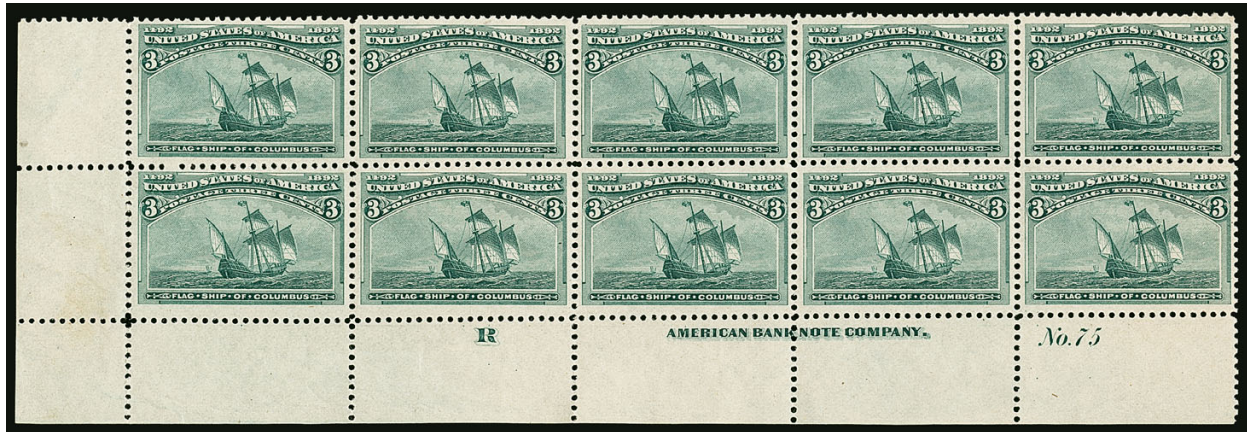
Covers bearing the 90c stamps are scarce, particularly after the U.P.U. came into effect. We have only offered two full covers since keeping computerized records. Full covers tend to be very large and unwieldy. This front is very desirable, as it will actually fit on an exhibition or album page.

Scott Retail as on cover \$5,000.00 ..... E. 1,500-2,000

- 59 **90c Carmine (191)**. Used with **1c Dark Ultramarine (182)** and **two 10c Brown (188)**, cork cancels and "New York May 8" circular datestamp on large part of refolded courthouse wrapper to **Montgomery Ala.**, receipt docketing on back, tying cancellations slightly enhanced and wrapper repaired, still Fine appearing and striking domestic use of the 90c 1879 American Bank Note Co. printing, with 1992 P.F. certificate ..... E. 1,500-2,000



## COLUMBIAN ISSUE



60

60 ★★田 3c **Columbian** (232). Mint N.H. bottom left corner imprint, plate no. 75 and letter “R” block of ten, unusually choice centering, deep rich color and proof-like impression  
EXTREMELY FINE. A BEAUTIFUL MINT NEVER-HINGED PLATE BLOCK OF THE 3-CENT COLUMBIAN.

Scott Retail as plate block of eight and two singles ..... 2,310.00



61

61 ★田 4c **Columbian** (233). Mint N.H. bottom right corner imprint, plate no. 17 and letter “D” block of ten, bright color, trivial corner crease in bottom right selvage only well away from plate block, one stamp tiny toned spot  
FINE-VERY FINE. AN ATTRACTIVE AND SCARCE MINT NEVER-HINGED PLATE BLOCK OF TEN OF THE 4-CENT COLUMBIAN ISSUE.

Ex Schwartz. Scott Retail as plate block of eight and two Mint N.H. singles ..... 3,670.00





62

62 ★★田 5c **Columbian (234)**. Mint N.H. top imprint, plate no. 6 and letter "B" block of eight, bright color and detailed impression, usual light natural gum bends

FINE-VERY FINE. AN ATTRACTIVE MINT NEVER-HINGED PLATE BLOCK OF EIGHT OF THE 5-CENT COLUMBIAN ISSUE.

Ex "Saddleback" ..... 4,500.00



63

63 ☒ 8c **Columbian (236)**. Tied by "San Francisco Cal. 2" oval registry cancel and **used with Samoa, horizontal pair of ½p, 1½p and 3d surcharge stamps**, tied by blue "Apia, Samoa Apr. 18, 1895" double-circle datestamp on registered cover to W.A. Cooper in San Francisco, red "Registered May 9, 1895 San Francisco Cal." three-line handstamp with registry nos. 4983 and 7410, back of cover with manuscript "PM Apia Samoa"

VERY FINE. A REMARKABLE SAMOA-U.S. MIXED FRANKING WITH THE 8-CENT COLUMBIAN ISSUE.

The Odenweller book lists the two registry numbers before the one offered here, which was sent on the same date as the others. .... E. 2,000-3,000





64

64 ★★ **\$1.00 Columbian (241).** Mint N.H. with left selvage, deep rich color and proof-like impression, beautifully fresh

VERY FINE MINT NEVER-HINGED EXAMPLE OF THE \$1.00 COLUMBIAN ISSUE.

With 2004 P.F. certificate for strip of five....  
..... 3,750.00



65

65 ★田 **\$1.00 Columbian (241).** Block of four with **left imprint selvage**, original gum, small h.r. in selvage, bottom left stamp natural perf disc inclusion and natural inclusion, Fine and attractive block of the \$1.00 Columbian ..... 5,000.00



66

66 ★田 **\$1.00 Columbian (241).** Block of eight with **top left corner selvage, imprint and letter "W"**, original gum, lightly hinged, brilliant color, few minor perf separations, small tear in selvage only above position 3

FINE-VERY FINE. AN IMPRESSIVE TOP LEFT CORNER SELVAGE AND IMPRINT BLOCK OF EIGHT OF THE \$1.00 COLUMBIAN ISSUE.

This is an attractive and reasonable alternative to the rare plate block of eight, which catalogues \$85,000.00. Scott Retail as two blocks of four without premium for the imprint position..... 10,000.00



- 67 ★ **\$2.00 Columbian (242).** Original gum, single hinge mark, vivid color, wide margins, Very Fine and choice, with 2001 P.F. certificate..... 1,150.00



67



68

- 68 ★ **\$3.00 Olive Green, Columbian (243a).** Original gum, lightly hinged, beautifully centered, deep rich color and sharp impression, Extremely Fine, with 1985 and 2006 P.F. certificates (XF 90)..... 1,500.00

## 1894-98 BUREAU ISSUE

- 69 (★)田 **5c Chocolate, Imperforate Horizontally (255c).** Bottom left corner selva block of six, unused (no gum), bright color, couple of light creases

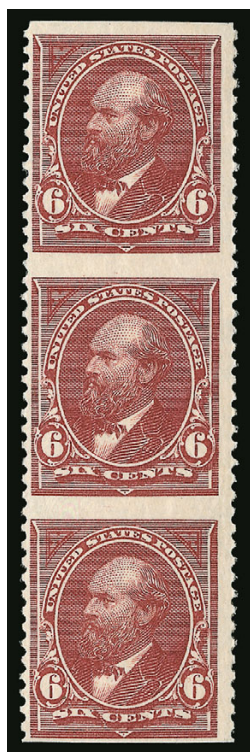
VERY FINE APPEARANCE. A RARE CORNER-MARGIN MULTIPLE OF THE 1894 5-CENT UNWATERMARKED BUREAU ISSUE IMPERFORATE HORIZONTALLY.

It is believed that most examples of this error originate from a part sheet purchased by a collector at the Richmond Va. post office. Most tend to be off center.

Ex "Whitpain". Scott Retail as two pairs with gum without premium for the two extra stamps..... 8,000.00



69



70

- 70 ★ **6c Dull Brown, Imperforate Horizontally (256a).** Vertical strip of three, original gum, lightly hinged, brilliant color

VERY FINE. A RARE STRIP OF THE 1894 6-CENT UNWATERMARKED BUREAU ISSUE IMPERFORATE HORIZONTALLY.

Brookman notes that the source of this error is likely a Western post office.

Ex "Whitpain". With 1974 P.F. certificate for a block of six. Scott Retail as a pair without premium for the extra stamp ..... 3,000.00



71

- 71 **\$1.00 Black (261).** Astonishing Jumbo margins, deep shade and impression on bright paper, unobtrusive cancel, Extremely Fine Gem, a huge stamp, ex Bowman, with 1994 P.F. and 2008 P.S.E. certificates (XF 90 Jumbo; SMQ \$1,850.00), we are surprised this did not grade 95J ..... 375.00



72

- 72 ★田 **\$2.00 Bright Blue (262).** Left arrow block of four, original gum, few h.r. where perfs sensibly reinforced, radiant color, perfs just in at left, natural gum creases

VERY GOOD. A SCARCE LEFT ARROW POSITION BLOCK OF THE 1894 \$2.00 UNWATERMARKED BUREAU ISSUE.

Ex "Whitpain". ..... 13,000.00





73

- 73 田 **\$5.00 Dark Green, Plate Proof on Card (263P4).** Top imprint and plate no. 85 block of six, large margins other sides, deep rich color on bright card, faint crease at top left in sheet margin only (well above imprint)

VERY FINE AND CHOICE. A RARE PLATE BLOCK CARD PROOF OF THE 1894 \$5.00 BUREAU ISSUE.

Ex Warm-Griffiths..... 6,500.00



74

- 74 ★ **8c Violet Brown, USIR Watermark (272a).** Horizontal pair, left stamp the variety with clear "R" of watermark, disturbed original gum, rich color, few trivial perf separations, tiny ink mark at bottom left of the variety, otherwise Very Fine, small backstamps, ex "Whitpain"..... 6,000.00

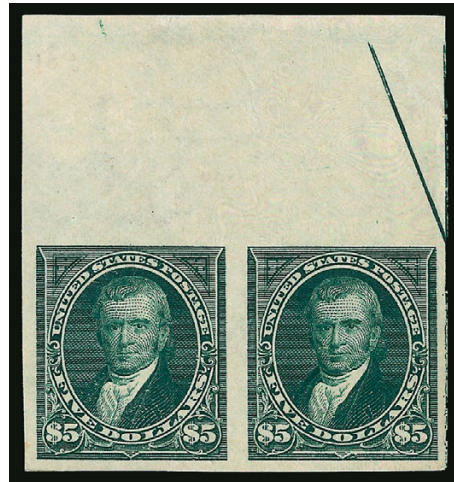


75

- 75 ★田 **\$2.00 Bright Blue (277).** Block of four, original gum, rich color on bright paper, bottom stamps light horizontal crease visible only in fluid

VERY FINE APPEARANCE. A SCARCE ORIGINAL-GUM BLOCK OF THE 1895 \$2.00 WATER-MARKED BUREAU ISSUE.

Ex "Whitpain" ..... 4,000.00



76

- 76 ★ **\$5.00 Dark Green, Imperforate (278a).** Horizontal pair with **wide top part arrow sheet margin**, large margins other sides, original gum, left stamp h.r., few light natural paper wrinkles, Very Fine, a scarce and desirable sheet-margin pair of the \$5.00 1895 imperforate Bureau issue, ex "Whitpain" ..... 3,250.00



## TRANS-MISSISSIPPI ISSUE



77

- 77 **\$1.00 Trans-Mississippi (292).** Wide and balanced margins, detailed impression, neat oval registry cancel

EXTREMELY FINE GEM. A MAGNIFICENT WIDE-MARGINED AND LIGHTLY-CANCELLED EXAMPLE OF THE \$1.00 TRANS-MISSISSIPPI, REGARDED BY MANY TO BE THE MOST BEAUTIFUL STAMP EVER ISSUED BY THE UNITED STATES.

Ex Bowman. With 1988, 1998 P.F. and 2008 P.S.E. certificates (the latter graded XF 90; SMQ \$1,500.00). We continue to be astonished that this did not receive a grade higher than 90 or at least the "Jumbo" appellation. In our opinion, this stamp rivals the 100J we sold for \$20,000 (Sale 1025, lot 204) — we'll let the bidders judge ..... 725.00



78

- 78 ★田 **\$2.00 Trans-Mississippi (293).** Block of four, original gum, deep rich color and proof-like impression, magnificent centering, few perf separations at right expertly reinforced  
VERY FINE-EXTREMELY FINE. A SCARCE ORIGINAL-GUM BLOCK OF FOUR OF THE \$2.00 TRANS-MISSISSIPPI ISSUE.

Scott Catalogue assigns only a paltry \$400.00 premium for a block of four versus four singles. .... 8,000.00

PAN-AMERICAN ISSUE



79EX

- 79 P **1c-10c Pan-American, Large Die Proofs on India (294P1-299P1).** Each approximately 62 x 50mm die sunk on 8 x 6 in. card, blue control nos. on back (15758, 16255, 16480, 16791, 17031, 17096), 4c usual slight oxidation in frame, 10c toned on back of card, a few minor bends or creases at corners, otherwise Very Fine set, ex "Saddleback" .....  
 .....(Photo Ex) 3,450.00



80

- 80 (★) **1c Pan-American, Center Inverted (294a).** Unused (no gum), rich colors, well-centered, thin spot and closed tear at bottom  
 VERY FINE APPEARING UNUSED EXAMPLE OF THE ONE-CENT PAN-AMERICAN INVERT.  
 According to Johl, the 1c Pan-American Inverts were found in at least four different post offices around the country soon after release of the issue in May 1901, including Bessemer Ala., Richmond Va., Utica N.Y. and Connecticut.  
 With 1989 A.P.S. certificate. Scott Retail as original gum ..... 12,500.00



## 1902-08 ISSUE

- 81 ★田 \$2.00 Dark Blue (312). Block of four, h.r., deep rich color, few minor perf separations, Very Fine ..... 3,650.00



81



82

- 82 **5c Blue, Imperforate (315).** Horizontal pair, large to huge margins all around, gorgeous rich color and proof-like impression, both stamps with oval registry cancels

EXTREMELY FINE. THE 1908 5-CENT IMPERFORATE IS EXTREMELY RARE IN USED CONDITION, ESPECIALLY AS A MULTIPLE.

According to Johl, only 29 sheets of 400 of the 5c imperforate were issued. Most were sent to Indianapolis and the majority was used by manufacturers of private coils. Some unused were no doubt kept by collectors — 825 copies were distributed to members of the Detroit Philatelic Society. It is possible that most of the used copies originate from this supply.

We have offered only four other used pairs since 1999. Ex Twigg-Smith and Bowman. With 1988 and 2002 P.F. certificates..... 11,500.00



83

- 83 ★ **5c Blue, Imperforate, U.S. Automatic Vending Co. Ty. II (315).** Guide line pair, left stamp small h.r. and small pencil notations on gum, rich color and choice centering, Very Fine and rare guide line pair ..... 2,500.00

- 84 ★ **2c Carmine, Coil (322).** Lightly hinged, brilliant color, attractive margins

FINE. A DESIRABLE SOUND, LIGHTLY-HINGED EXAMPLE OF THE 1908 2-CENT HORIZONTAL COIL, SCOTT 322.

Issued on July 31, 1908, and intended only to be used by private vending machine companies, Scott 322 is only known with the Die II widened line at lower left.

With copy of 2005 P.S.E. certificate for a pair..... 7,000.00



84

## WASHINGTON-FRANKLIN AND LATER ISSUES



85

- 85 ★ **10c Yellow, Coil (356).** Slightly disturbed original gum at top, brilliant color, wide margins, minor perf separations at bottom

VERY FINE AND SCARCE PAIR OF THE 10-CENT PERF 12 COIL.

According to Johl (Volume 1, page 181), only 10,000 of the 10c Washington coil stamp were issued. They were made especially for a New York firm to send out advertising samples, similar to the 3c Orangeburg coil. Only a few rolls were sold to the firm, and the remaining rolls were distributed to some of the large post offices across the country. Dealers acquired several rolls, but because most contemporary collectors did not collect coils, many were used and destroyed.

With 2016 P.F. certificate..... 7,000.00





86

- 86 ★ **5c Blue, Bluish (361).** With plate no. 4930 in left selvage, partially hinge reinforced, bright color

VERY FINE. A RARE PLATE NUMBER SINGLE OF THE 5-CENT BLuish PAPER.

The 5c is third rarest of the set and the rarest of the regularly issued Bluish Paper stamps. The 4c and 8c were released by postal officials and not sold through the post office.

With 1972 P.F. certificate..... 5,750.00



87

- 87 ★ **8c Olive Green, Bluish (363).** Lightly hinged, rich color on deeply blued paper

FINE EXAMPLE OF THE RARE 8-CENT ON BLuish PAPER.

According to Johl (Vol. 1, page 175), the only source of the 4c and 8c Bluish stamps was the archives of the Post Office Department. Approximately 80 of each were traded for rare stamps missing from the archives.

With 1957 (for a block of four) and 2001 P.F. certificates..... 30,000.00



88

88 ★ **2c Carmine, Coil (388).** Guide line pair, small h.r., brilliant color

A FINE AND RARE GUIDE LINE PAIR OF THE 1910 2-CENT PERF 12 COIL WITH SINGLE-LINE WATERMARK, SCOTT 388.

With 1970 P.F. and 2008 P.S.E. certificates ..... 8,250.00

89 ★田 **1c-10c Panama-Pacific (397-404).** Blocks of four, 1c perf 12 with some separations, 2c perf 10 with plate no. top selvage, a number of the 1c-2c stamps Mint N.H., others hinged, some lightly and a couple with h.r., fresh colors, Fine-Very Fine, the key values are quite nice.....(Photo Ex) 6,680.00



89EX



90

90 ★田 **10c Panama-Pacific, Perf 10 (404).** Bottom plate no. 6143 block of six, lightly hinged, brilliant color, attractive margins

FINE-VERY FINE LIGHTLY-HINGED PLATE NUMBER BLOCK OF SIX OF THE 10-CENT PERF 10 PANAMA-PACIFIC ISSUE.

A desirable lightly-hinged bottom plate block ..... 12,000.00



- 91 ★ **2c Red, Ty. I, Coil (449).** Pair, top stamp **Mint N.H.**, bottom stamp slight gum disturbance and pencil type notation, deep rich color

FINE PAIR OF THE 1915 2-CENT TYPE I VERTICAL COIL WITH THE TOP STAMP MINT NEVER-HINGED.

The 2c Type I rotary plate was used very briefly to make vertical coils issued in late 1915. It was briefly used because the Type I plate was not very deeply engraved and the curvature of the rotary press yielded impressions lacking in some of the details. The Bureau noticed this immediately, and quickly replaced it with the Type III plate (according to Scott, the EDU for No. 449 is Oct. 29, 1915, and the EDU for Type III is Dec. 10, 1915).

With 1977 P.F. certificate. Scott Retail as singles .....  
 ..... 8,000.00



91



92

- 92 ★ **2c Red, Ty. I, Coil (449).** Pair, bottom stamp **Mint N.H.**, top stamp h.r. and with joint line at top, deep rich color, few perf separations

FINE PAIR OF THE 1915 2-CENT TYPE I VERTICAL COIL WITH THE BOTTOM STAMP MINT NEVER-HINGED.

With 1977 P.F. certificate. Scott Retail as singles .....  
 ..... 8,000.00





93

- 93 ★★田 5c Carmine, Error (467). Mint N.H. double error in **pane of 100**, with typed "In remembrance of your PRESIDENTIAL CAMPAIGN VISIT to CHEYENNE, WYOMING on September 16th, 1932. Best wishes for your success. Sincerely Yours, A.P.S. #1905" and signed "P. Jacob Gauff", centering varies from Fine-Extremely Fine with the error block Fine-Very Fine, unusual dedication to F.D.R. .... E. 2,000-3,000





94

- 94 **2c Deep Rose, Ty. Ia, Imperforate, Schermack Ty. III Private Perforation (482A).** Schermack perfs visible at left, neat wavy-line machine cancel, characteristic rich color, centered to bottom right, light diagonal crease

FINE APPEARANCE. ONE OF THE RAREST 20TH CENTURY STAMPS, WITH ONLY 40 EXAMPLES RECORDED (ALL BUT ONE CANCELLED).

Scott 482A, like its slightly more famous predecessor, Scott 314A, was issued imperforate by the Bureau of Engraving and Printing and sold to the Schermack Company for use in its patented stamp-affixing machines. The Schermack "Sealer and Stamper" machine typically applied stamps one at a time, and, in most cases, the hyphen-hole perfs on one side would be cut off. Unlike Scott 314A, the release of imperforate sheets printed from the experimental Type Ia plates escaped the notice of contemporary collectors, and, therefore, has a very small survival rate.

Our census of Scott 482A (available at [www.siegelauctions.com/dynamic/census/482A/482A.pdf](http://www.siegelauctions.com/dynamic/census/482A/482A.pdf)) records one pair (ex Zoellner), three covers, one unused single and 34 used singles for a total of 40 stamps.

Census No. 482A-CAN-19. Ex "Bayou". With 1996 P.F. certificate ..... 65,000.00



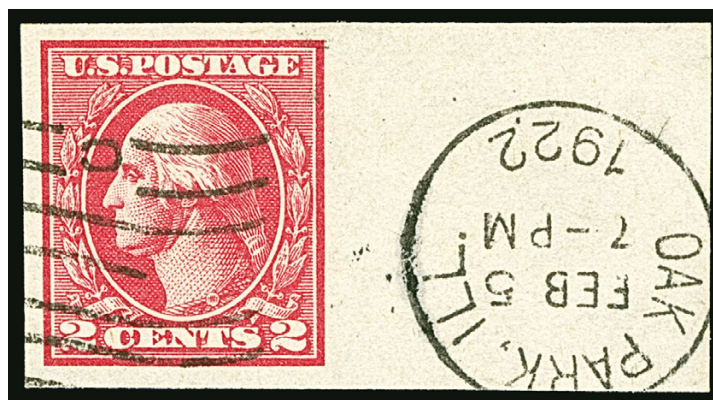
95

- 95 ★★ **2c Deep Rose, Ty. I-Ia (499-500).** Mint N.H. pair from Positions 94-95 with bottom plate no. 10208 selvage, left stamp Ty. Ia, choice centering, right stamp small gum skip

EXTREMELY FINE MINT NEVER-HINGED SCOTT 499-500 COMBINATION PAIR.

Type Ia was created in 1919, when the Bureau of Engraving & Printing created an experimental 10-subject transfer roll, and used it to enter two new plates (Nos. 10208 and 10209). The two Type I positions from the bottom row of plate 10208 were the result of re-entries using the normal Type I transfer roll (the 10-subject roll would have been too large to accomplish single position re-entries).

This is one of the choicest examples of this combination we have encountered and it is unpriced in Scott as Mint N.H.. Scott Retail as hinged ..... 1,500.00



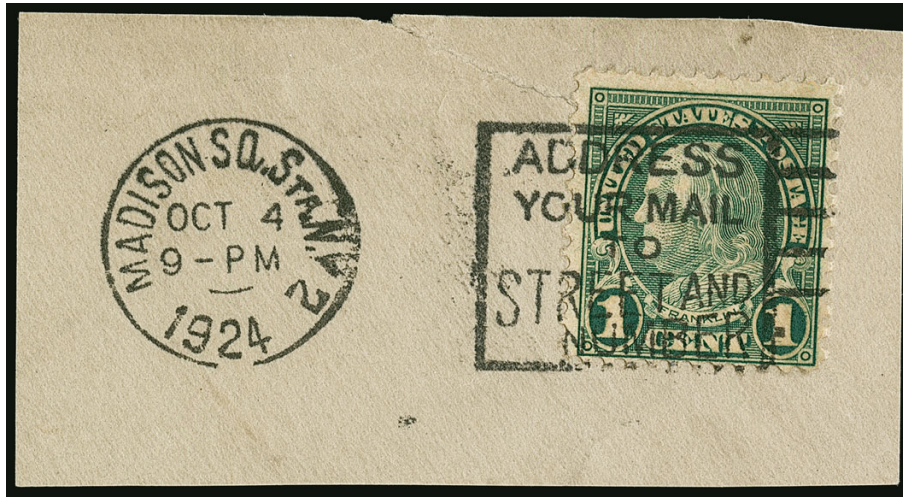
96

- 96 **2c Carmine, Ty. VII, Imperforate (534B).** Huge margins all around including **wide right sheet margin**, cancelled by neat strike of "Oak Park Ill. Feb. 5 7-PM 1922" machine cancel

EXTREMELY FINE. A SUPERB USED SHEET-MARGIN EXAMPLE OF THE 2-CENT TYPE VII IMPERFORATE, SCOTT 534B.

Ex Bowman. With 1998 P.S.E. and 2002 P.F. certificates ..... 1,400.00





97

- 97 **1c Green, Rotary, Perf 11 (594).** Tied by "Madison Sq. Sta. N.Y. Oct. 4, 1924" machine slogan cancel on piece, originally a pair with second stamp at right removed, rich color, centered to bottom right, tear in piece does not affect stamp

FINE. A RARE USED EXAMPLE OF THE ONE-CENT ROTARY PRESS COIL WASTE STAMP, SCOTT 594.

The 1c Green, Scott 594, is waste from a horizontal rotary printing used to make coils. At the beginning or end of a coil-stamp print run from the 170-subject rotary plates, some leading or trailing paper was produced that was too short for rolling into 500-stamp rolls. In 1919 the Bureau devised a plan to salvage this waste by perforating and cutting the sheets into panes. They were put through the 11-gauge flat-plate perforator in use at the time, giving the sheets full perforations on all sides. The existence of Scott 594 was not reported until four months after the final sheets were delivered, and the 1c Rotary Perf 11 was soon recognized as one of the rarest United States stamps.

Our census of Scott 594, available at our website at: <http://www.siegel-auctions.com/dynamic/census/594/594.pdf>, contains 88 used singles, four used pairs and five covers (including one with a pair) for a total of 102 used stamps. Many have perforations either in on one or more sides, or have faults. Very few are known on piece.

Census No. 594-PCE-77. With 1955 P.F. certificate ..... 11,000.00





1923 2-CENT HARDING MEMORIAL ISSUE  
 ROTARY PRINTING, PERFORATED 11  
 THE LARGEST RECORDED MULTIPLE

98 **2c Harding, Rotary, Perf 11 (613). Horizontal strip of three** comprising Positions 56-58 from the upper right pane of 100 of Plate 14867, choice centering with perforations completely clear of all three designs, deep shade, neat duplex cancel leaves outer stamps barely cancelled, lightly cleaned (shows only under ultraviolet light), single short perf at top of Position 58 mentioned on accompanying P.S.E. certificate, but not on P.F. certificate

VERY FINE APPEARANCE. THIS IS THE UNIQUE STRIP OF THREE OF THE 2-CENT HARDING ROTARY PERF 11, WHICH IS THE LARGEST KNOWN MULTIPLE. ONE OF THE MOST IMPORTANT 20TH CENTURY MULTIPLES EXTANT, WHICH WAS DISCOVERED APPROXIMATELY TEN YEARS AGO.

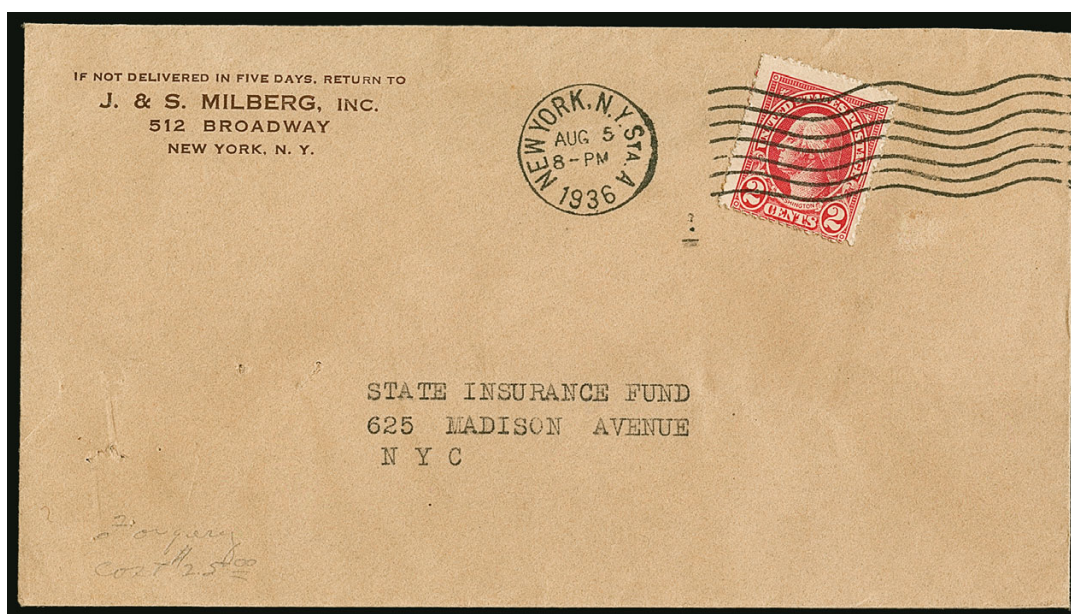
Warren G. Harding, the 29th President, died in San Francisco on August 2, 1923, during a cross-country "Voyage of Understanding". Several people suggested a Harding memorial stamp, printed in black, and it was rushed into production. The first flat plate Perf 11 stamps (Scott 610) were issued on September 1, 1923, in his home town of Marion, Ohio, followed less than two weeks later by the rotary press Perf 10 stamps (Scott 612) on September 12.

The 2c Harding Rotary Perf 11 stamp — combining the rotary press printing with the perforation gauge used for the flat plate printing — was discovered in 1938 by Leslie Lewis of the New York firm, Stanley Gibbons Inc. Gary Griffith presents his hypothesis in *United States Stamps 1922-26* that rotary-printed sheets of 400 were first reduced to panes of 100 and then fed through the 11-gauge perforating machine normally used for flat plate sheets. This method explains the existence of a straight-edge on Scott 613. Production quality and quantity was very low, due to the rotary press stamps' natural tendency to curl, and the use of the flat plate perforator for the slightly different-sized rotary printing.

For the first approximately 70 years that this issue was known, the largest multiples recorded were two pairs, one of which has been broken into two singles. The discovery of this strip by a Harding specialist created a sensation in the philatelic press before it was first auctioned by Matthew Bennett in 2007. In the process of expertizing the strip, the discoverer went to the National Postal Museum to study the eight proof sheets (3,200 stamps) pulled from the plates that were used for the rotary press printings. On the fifth sheet, the matching plating marks were discovered, proving that this multiple came from Positions 56-58 in the upper right pane of Plate 14867 — a plate that was used only for rotary press printings.

Our updated census of the 2c Harding Rotary Perf 11, available at our website at <http://www.siegelauctions.com/dynamic/census/613/613.pdf>, records 45 used singles (one faintly cancelled, if at all), one used pair and this unique used strip of three.

Census No. 613-CAN-STR-01. With 2007 P.F. and P.S.E. certificates (the latter transposing two digits of the plate number)..... 130,000.00



99EX

- 99 ☒ **2c Carmine, Postal Counterfeit of No. 634 (CF2).** Tied by "New York N.Y. Sta. A. Aug. 5, 1936" machine cancel on brown J. & S. Milberg Inc. corner card cover to local address, Very Fine, a fascinating on-cover use of this contemporary postal counterfeit, accompanied by a margin block of 16 of the same counterfeit.....(Photo Ex) 1,900.00



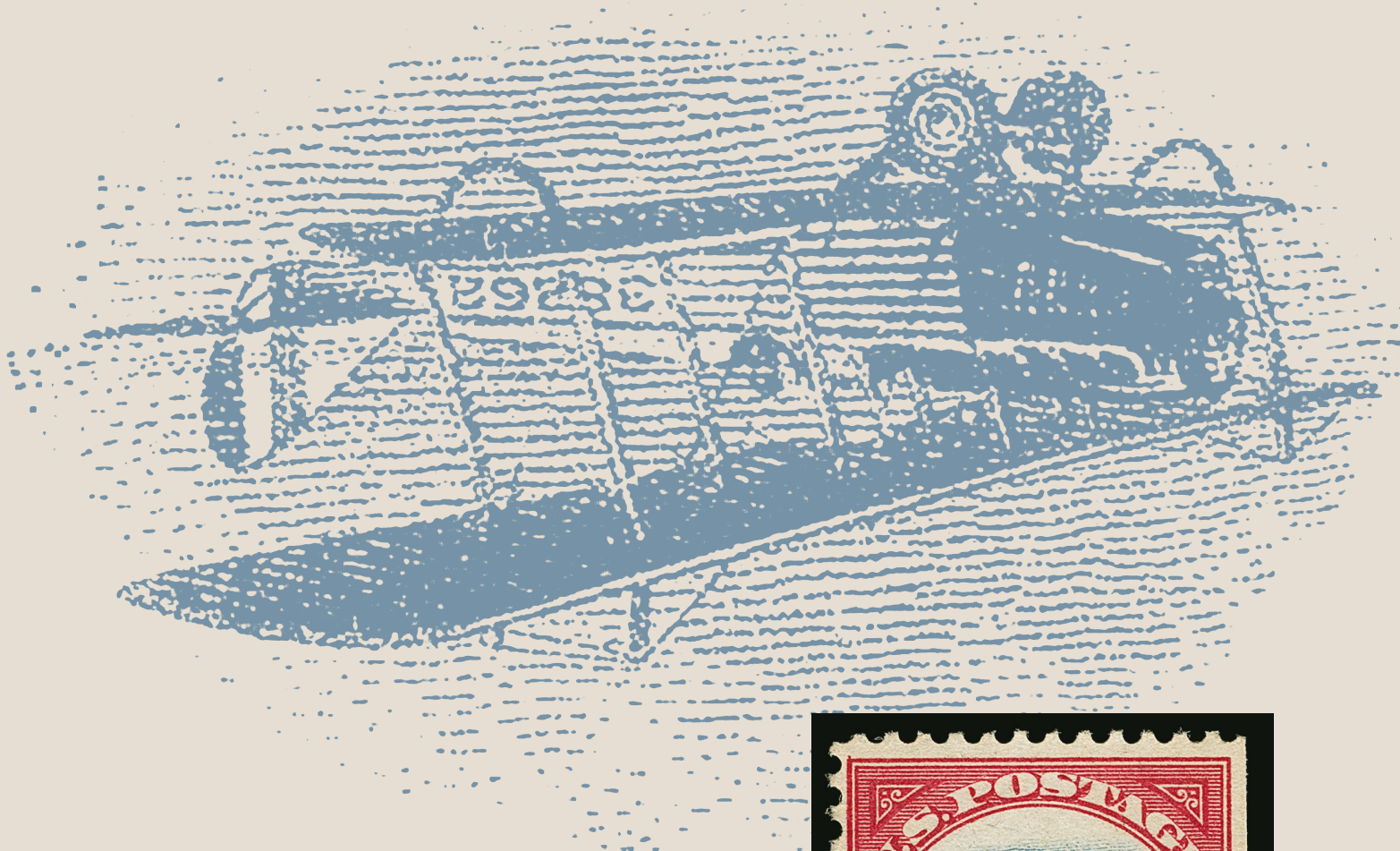
100

- 100 P **2c Sullivan Expedition, Large Die Proof on India (657P1).** Die sunk on 153 x 203mm card, brilliant color, blue Bureau control no. 333154 on back, Extremely Fine and rare, we have not encountered another example, ex President Roosevelt with 1946 H.R. Harmer back-stamp..... 1,500.00



# THE INVERTED JENNY

POSITION 100—THE BOTTOM RIGHT CORNER  
STAMP FROM ROBEY'S DISCOVERY SHEET

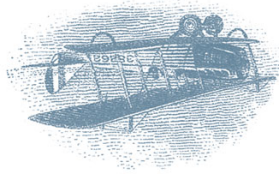


With 1999 certificate from  
The Philatelic Foundation  
stating  
“Genuine Previously Hinged”









## THE INVERTED JENNY

### POSITION 100—THE BOTTOM RIGHT CORNER STAMP FROM ROBEY'S DISCOVERY SHEET

#### Lot 101

**24c Carmine Rose & Blue, Center Inverted (C3a).** Position 100, the bottom right corner position in the sheet of 100 purchased by William T. Robey on May 14, 1918, with natural straight edge at right and sheet selvage at bottom, original gum, lightly hinged, fresh and bright colors

VERY FINE. A SOUND AND DISTINCTIVE EXAMPLE OF THE 1918 24-CENT INVERTED JENNY FROM THE BOTTOM RIGHT CORNER OF ROBEY'S DISCOVERY SHEET OF ONE HUNDRED.

The original sheet of one hundred Inverted Jenny errors was purchased by William T. Robey on 14 May 1918, the first day the stamps went on sale in all three principal airmail route cities: Washington, D.C., New York and Philadelphia. Robey bought the sheet for its \$24 face value at the New York Avenue Post Office window in the District of Columbia. Soon after, the sheet was sold to Colonel Edward H. R. Green through Eugene Klein, a Philadelphia stamp dealer. Green paid \$20,000 for Robey's sheet, then instructed Klein to divide it into singles and blocks, and to sell all but a few key position blocks. It is possible to reconstruct the Inverted Jenny sheet with photographs of the singles and blocks (see the reconstruction at <https://invertedjenny.com/salerecords>).

Despite the great rarity and value of Inverted Jenny stamps, many of the original hundred have been mistreated by collectors over the years. Colonel Green himself allowed moisture to affect some of the stamps he retained. Eight straight-edge copies that Klein was unable to sell and returned to Colonel Green were found in Green's estate stuck together in an envelope (they were soaked and lost their gum). Other examples have become slightly toned from improper storage and climatic conditions. Hinge removal has caused thins and creases in numerous stamps, and one was physically Scotch-taped to an exhibit page. Another was nearly lost to philately forever when it was swept up in a vacuum cleaner. Finally, with the discovery of a third stamp from the stolen McCoy block—recognized by The Philatelic Foundation's expert staff when it was submitted by an auction firm—only one purloined Inverted Jenny remains at large.

The stamp offered here — Position 100 — was first offered in auction at the October 1945 sale of the Colonel Green collection, when it was still part of a pair with the stamp above, Position 90. A stipulation of the offering was that the pair would be broken only if bids for singles exceeded those for the pair. It was separated from Position 90 shortly after the auction. It next appeared at auction in the 1961 Kessler auction of the Rafael Oriol Collection, who had brought his stamp collection with him when fleeing Cuban nationalization in 1959. Position 100 next appeared in the 1982 Siegel auction of the Martin L. Butzel Collection of Worldwide Air Post, where it sold to Irwin Weinberg, who later traded it to Kenneth Wenger for a stamp collection and cash. It was offered in the Bennett auctions of the Michael D. Rubin and Ron L. Scott collections, and purchased again by Mr. Weinberg.

With 1999 P.F. certificate which states "Genuine, Previously Hinged."

**2016 Scott U.S. Specialized Catalogue Value \$350,000.00**

*A historical overview of the Inverted Jenny stamp follows. For the complete history and detailed records of every Inverted Jenny and owners' biographies, go to **Inverted Jenny.com***



## MAY 1918 UNITED STATES AIRMAIL SERVICE THE WORLD'S FIRST GOVERNMENT AIRMAIL SERVICE

The world's first regularly scheduled mail service using airplanes was inaugurated in the United States on Wednesday, 15 May 1918. The flights on this day marked the first attempt to fly civilian mail using winged aircraft on a regular schedule, which distinguishes this service from earlier official airmail carried on balloons or on airplanes used for short-term or restricted flights; for example, aviators carried souvenir letters at special flying events from 1910 to 1916, and the U.S. Army First Aero Squadron carried some mail by airplane between Mexico and New Mexico during the 1916 Punitive Expedition against "Pancho" Villa.

On Monday, 12 August 1918, after three months of experimental airmail service under U.S. Army supervision, the U.S. Post Office Department (USPOD) took control of the planes and pilots, and airmail service became a permanent civilian operation, the first of its kind. The last Army-operated airmail flight was on Saturday, 10 August 1918.

With its regular flight times, specific routes and public utility, the 1918 airmail service is regarded by historians as the starting point of commercial aviation.

### *Pioneer Flight Mail—1910-1916*

The Wright brothers, Orville and Wilbur, achieved success with the first controllable, sustainable heavier-than-air flying machine at Kitty Hawk, N.C., on 17 December 1903. After obtaining a patent on the wing-control mechanism and securing sale contracts with the U.S. and French governments, the Wrights made their first public demonstration flights in 1908. Wilbur flew first in Europe, beginning on 8 August 1908, near Le Mans in France. Orville started his contract acceptance flights for U.S. military officials at Fort Myer, Va., on 3 September 1908. After observing additional acceptance flights in July 1909, the U.S. Army completed its first purchase of an airplane. At the 1909 Hudson-Fulton celebration in New York, Wilbur flew up the Hudson River and back in one of the first flights witnessed by the American public.



Historic photograph of Orville and Wilbur Wright's first flight at Kitty Hawk, N.C., on 17 December 1903

In 1910 the first legislative bill contemplating airmail service was submitted to Congress, but was never reported by the House committee. In response to this legislative measure and with the encouragement of postal officials, pioneer aviators who conducted display flights at carnivals, fairs and other special events began carrying small quantities of mail as souvenirs, known as official Pioneer Flight mail.

The first aviator to carry mail as a USPOD-appointed carrier was Earle L. Ovington. His first official flight took place on 23 September 1911, the opening day of an international aviation meet held on Long Island by the Nassau Aviation Corporation. Ovington carried 640 letters and 1,280 postcards on the 23 September first flight between Garden City and Mineola in a French-manufactured Bleriot "Dragonfly" monoplane. He continued to carry mail during the event, as weather permitted.

### *Legislative Efforts to Fund Airmail—1910-1918*

The USPOD was funded each fiscal year (1 July–30 June) by a Post Office Appropriation Act of Congress. Each appropriation bill was named for the year in which its applicable fiscal period came to an end; for example, the Post Office Appropriation Bill for 1918 covered the fiscal period from 1 July 1917 through 30 June 1918.



Legislation concerning airmail service was first introduced in 1910, but without success. After several more attempts to obtain funding for airmail or to implement service, the Post Office Appropriation Bill for 1918 and a follow-up Act of Congress in 1918 (authorizing the 24¢ airmail rate) resulted in the first regular airmail service.

As the year 1916 came to an end, Postmaster Albert S. General Burleson and his new Second Assistant Postmaster General, Otto Praeger, renewed their request to Congress for an appropriation for 1918, raising it to \$100,000 and including the use of dirigibles in the experiments.

The Post Office Appropriation Bill for 1918 (H.R. 19410), reported by the House Committee on the Post Office and Post Roads on 2 January 1917, had the following authorization for airmail service:

**For inland transportation by steamboat or other power-boat or by aeroplanes, \$1,224,000; Provided, That out of this appropriation the Postmaster General is authorized to expend not exceeding \$100,000 for the purchase, operation, and maintenance of aeroplanes for an experimental aeroplane mail service between such points as he may determine.**

When H.R. 19410 was discussed in the House, opponents voiced concerns over Postmaster General Burleson's earlier suggestion that dirigibles might be used to carry mail. The objection resulted in the entire airmail appropriation being deleted by the House, but the Senate committee restored the original language and reported the bill to the Senate for discussion on 9 February 1917.

H.R. 19410 with the airmail service provision was eventually passed by the House and Senate, and it was signed into law by President Woodrow Wilson on 3 March 1917. One month later the U.S. entered the war against Germany.

In February 1918 Postmaster General Burleson solicited bids for building five airplanes to be used in a "permanent" airmail service, and the route suggested was between Washington, D.C., Philadelphia and New York City. The service was to commence on 15 April 1918.

The 1918 appropriation specifically authorized the USPOD to purchase, operate and maintain equipment for airmail service, rather than enter into contracts with private operators. Congress and postal officials had decided it would be better to own the operation, instead of outsourcing it, perhaps as a result of the poor results of the previous year's efforts to obtain bids from the private sector. As it turned out, the USPOD turned to the U.S. Army for planes, pilots and assistance.

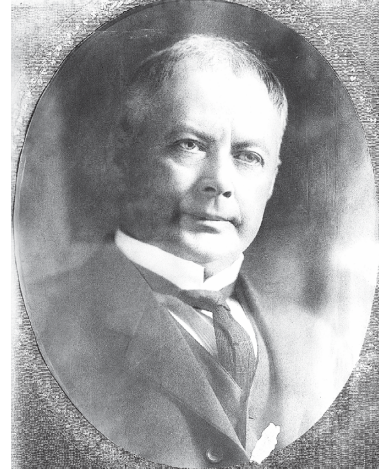
On 1 March 1918 Second Assistant Postmaster General Praeger reached an agreement with the U.S. Army Signal Corps to use Army pilots and planes for the first year. This arrangement was deemed mutually beneficial. The USPOD would have immediate access to experienced pilots and planes, and the daily flights would provide Army pilots with additional training and experience. The commencement date was moved to 15 May 1918.

On 3 May 1918 the Secretary of War, Newton D. Baker, passed along executive orders to organize the airmail service to Henry H. "Hap" Arnold, who was then a colonel and assistant director of the

Division of Military Aeronautics, just as it was separating from the Signal Corps. The responsibility to equip and man the airmail service was given to Maj. Reuben H. Fleet, chief of U.S. Army pilot training, and Col. Edward A. Deeds and Capt. Benjamin B. Lipsner, both assigned to Air Service Production.

With the arrangements and start-up date in place, Postmaster General Burleson realized that he did not have authority to establish a special airmail postage rate, a power reserved for Congress. On 28 March 1918 Senator John Morris Sheppard (D-TX) introduced a bill (S. 4208) authorizing the postmaster general to charge 24¢ per ounce for mail carried by airplane.

When S. 4208 was reported to the full Senate on 6 May 1918 and debated on the floor, a few senators expressed lingering doubts about the feasibility or demand for airmail. One senator predicted that airmail would be a "two-days' wonder, not a seven-days' wonder." Nevertheless, the bill passed and was signed by President Wilson on 10 May 1918, just five days before the first flights were set to take off from Washington, D.C., and New York City.



PMG Albert S. Burleson



Second Asst. PMG Otto Praeger



### ***First U.S. Airmail Route and Schedule—May 1918***

The first regular airmail route between Washington and New York was measured at a distance of approximately 225 miles, with an intermediate stop at Philadelphia. The reported distances varied, but the USPOD official reports calculated the Washington-Philadelphia leg at 135 miles and the Philadelphia-New York leg at 90 miles. Four intermediate emergency landing locations were established at Baltimore and Havre de Grace, Md., Wilmington, Del., and New Brunswick, N.J.

Postal officials and Maj. Reuben H. Fleet, the U.S. Army officer in charge of the actual flight logistics, selected airfields near each of the three principal cities.

**Washington, D.C.**—For the airfield in Washington, D.C., postal officials chose the Potomac Park Polo Field, a grassy area between the Tidal Basin and the Potomac River, near the Lincoln Memorial. The Polo Field's proximity to the main post office suited postal officials. However, the field was small and surrounded by trees, making it problematic for takeoffs and landings. Maj. Fleet objected and recommended using the Army airfield at College Park, Md., but he was overruled by postal officials.

Before the first flight from the Potomac Park Polo Field, Maj. Fleet requested park authorities to cut down an obstructive tree. When he was told it would take weeks or months to obtain approval for tree removal, he ordered his men to cut it down. When protests reached up the chain of command and Maj. Fleet was confronted over his decision, he said he did what he had to and did not care about procedure. Satisfied with that answer, his superior let the matter drop.

**New York**—At the New York end of the route, Maj. August Belmont Jr. offered the government use of the open field at Belmont Park Race Track on Long Island. Belmont, at the age of 64, had received a commission as quartermaster in the American Expeditionary Force. Since the airmail service was a military operation, not civilian, he felt duty-bound to make his race track a free contribution to the war effort. Belmont Race Track was far from the New York City main post office, but trucks and a special Long Island Railroad train link to Pennsylvania Station would be used to shuttle the mail back and forth.

Concerned about his age and duties abroad, Maj. Belmont also auctioned off a large number of his prized yearlings, including one he had held in high regard—a handsome red thoroughbred his wife had named to reflect the times, the legendary Man o' War.

**Philadelphia**—Bustleton Field, located near the railroad station in a suburb of Philadelphia, about fifteen miles northeast of Center City, was chosen as the intermediate airfield where the relay flights would operate between Washington and New York. Surrounding telephone and telegraph wires presented dangerous obstacles, but the 130 acres of flat open field were ideal for takeoffs and landings.

**Schedule**—Flights were scheduled to run six days a week, Monday through Saturday, leaving simultaneously at 11:30 a.m. from Washington and New York. The announced flight time from start to finish, including a few minutes to transfer the mail between planes at Philadelphia, was three hours. The airmail arrival times were coordinated with train departures from the main post offices, so that letters sent by airmail would be hours ahead of the regular mail.

The scheduled flying time was one hour and fifty minutes between Washington and Philadelphia (128-135 miles) and one hour between Philadelphia and New York (85-90 miles). According to the plan, the northbound plane would depart from Washington-Potomac Park at 11:30 a.m. and arrive at Philadelphia-Bustleton at 1:20 p.m. The northbound "through" mail to New York would be transferred to the relay plane, while mail addressed to Philadelphia and other places served by that city's distribution office would be carried by truck to the post office. The plane from Philadelphia was expected to reach New York by 2:30 p.m.

Simultaneously, the southbound plane would depart from New York-Belmont at 11:30 a.m. and arrive at Philadelphia-Bustleton at 12:30 p.m. The southbound "through" mail to Washington would be transferred to the relay plane, and the Philadelphia mail would be trucked to the post office. The plane from Philadelphia was expected to reach Washington by 2:30 p.m.

The flight times reliably reported on the first day were 1hr22m for the northbound Philadelphia-to-New York flight (Lieut. Culver's report) and 1h36m for the southbound Philadelphia-to-Washington flight (Lieut. Edgerton's report).

The speed for the period from 15 May to 31 December 1918 averaged 72 mph (depending on which flight statistics are used), which is about 3h3m flying time plus six to nine minutes (as reported) mailbag transfer time at Philadelphia. Therefore, the actual overall flying performance in 1918 averaged only slightly longer than anticipated.

### ***Curtiss "Jenny" Airplanes Used for Aerial Mail Service—1918***

In 1915, the Curtiss Aeroplane and Motor Company began production of a new plane that combined features of the earlier "J" and "N" models used by the Army and Navy. The JN series' initials gave rise to the plane's popular nickname "Jenny."

The JN models began with limited production of the JN-1 and JN-2. After two fatal accidents involving the JN-2, the JN-3 was developed to correct the JN-2's shortcomings and used during the U.S. Army's Punitive Expedition against "Pancho" Villa in Mexico in 1916. The further improved JN-4 model was widely





Curtiss JN-4HM mail planes on the field—38274 (left) and 38262 (right)—number 38262 was used on the 24¢ stamp

Image: Smithsonian National Postal Museum, Benjamin Lipsner Collection

used to train military pilots. The “H” in the JN-4H indicated the plane was equipped with an 8-cylinder, 150-horsepower Hispano-Suiza motor, which was more powerful and reliable than the OX-5 motor used in the standard JN-4. The “Hisso” engine gave a Jenny enough power to fly 93 mph at sea level and climb to nearly 13,000 feet.

The Jenny’s frame was made of spruce and covered with a fabric that was doped with a waterproofing material. At approximately 43 feet, the upper wing of the biplane was wider than the lower, and the length from propeller to tail was approximately 27 feet. The narrow width of the Jenny’s landing wheels had caused planes to tilt and hit the ground during landing. To fix this problem, wing skids were added to maintain balance and prevent breakage. The JN-4HT training model had twin seats and dual controls for the student in front and instructor behind.

On 1 March 1918 the Army placed an order with Curtiss for 12 new airplanes to be used for airmail service. The order was divided equally between the Curtiss JN-4HM and R-4LM models. The “M” in each instance indicates the basic plane was modified to carry mail. The six special-order JN-4HM planes—a modified version of the JN-4HT—were produced exclusively for the airmail service. The JN-4HM planes had the forward pilot’s seat and control mechanism removed and replaced with a covered compartment, in which the mail could be placed. The Army’s request for double fuel and oil capacity was met by simply attaching and linking extra 19-gallon gasoline and 2.5-gallon oil tanks.

Only the JN-4HM planes were used for the first airmail flights. The model that appears on the 24¢ stamp is an unmodified trainer with two seats. The photograph provided by the War Department to the Bureau of Engraving and Printing for use in designing the stamp was made from one of the regular Jennys, not a modified mail plane.

#### ***Historic Flights and Failure—15 May 1918***

As the commencement date approached, there had been great anticipation of the new airmail service among government officials and the public. Newspapers ran stories. People who received admission tickets to the airfields cleared their schedules. Stamp collectors put money aside to buy the new 24¢ airmail stamp when it went on sale on 14 May, in time to be used on First Trip mail.

By May 1918, only a decade had passed since the Wrights had revealed the capability of their flying machine in public display flights. During those ten years, amateur aviators had flown planes in many places throughout the world. Nations’ armies were using planes to great effect in World War I. Aeronautic societies and the government’s new aviation commission were advocating and analyzing the use of airplanes in all aspects of civilian and military life.

Now, after years spent pleading for money to create an airmail service, postal officials gathered with others on the airmail fields in Washington, Philadelphia and New York. In Washington, among those in attendance were the postmaster general and his subordinates, legislators who supported the concept, dignitaries who wished to witness the spectacle, and even President Woodrow Wilson and the First Lady. All of them, together with curious spectators, eagerly awaited the opening ceremony and hand-waving when the first plane departed north with the country’s first airmail bags.



USPOD truck with airmail service sign

officials posed for still and motion cameras. The video footage can be viewed at <https://www.youtube.com/watch?v=nhzmNvKY-i4>.

With all eyes on the Jenny, Sgt. E. F. Waters yanked on the propeller blade to start the engine. Nothing. He tried again... nothing. Several more attempts were made without success. The engine would not turn over. They checked the fuel gauge. It read full. A mechanic cleaned the spark plugs, but still there was no ignition.

Eyewitness reports depict President Wilson as irritated. Someone said they overheard him tell the First Lady, "We're losing a lot of valuable time here." Whether or not these accounts are reliable is uncertain, but as the minutes passed beyond the 11:30 a.m. scheduled departure time, postal and military officials responsible for the new airmail service must have been embarrassed in front of President Wilson and the large crowd assembled on the Polo Field.

Capt. Lipsner or Maj. Fleet (or someone else) soon realized that the plane's fuel gauge was designed to provide an in-flight reading when the plane was level. With the plane in a tilted starting position, the gauge inaccurately showed full. The crew was ordered to refill the tank. After siphoning gas from other planes on the field and refilling 38262's tank, Sgt. Waters pulled on the propeller, and the engine came to life.

The pilot was Lieut. George L. Boyle, a novice aviator chosen because he was engaged to the daughter of a powerful government official. After taking off from the Polo Field, Lieut. Boyle turned and flew south instead of north. Minutes later, he landed once in a field to



Lieut. George L. Boyle

After a frantic effort to assemble the Jennys in time for the inaugural flights, one of the planes was flown by Maj. Fleet from Philadelphia to Washington early in the morning of 15 May. The crowd gathered at Potomac Park Polo Field could hear the Jenny approaching in the distant sky. At 10:35 a.m., nearly two hours after taking off from Bustleton, Maj. Fleet landed Jenny 38262.

The northbound flight was scheduled for 11:30 a.m. Mail was accepted for the flight up to 10:30 or 11:00 a.m. and postmarked with a special "First Trip" marking. A special mail truck marked carried the mailbags to the airfield. While waiting for the plane to take off, President Wilson and postal



President Wilson and the First Lady at the inaugural flight ceremony in Washington, D.C., 15 May 1918

Image: Smithsonian National Postal Museum

get his location, then took off. When he grew concerned that his bearings were still off, Lieut. Boyle tried to land again, but the field he chose was too soft, and his Jenny nosed over upon landing, causing the propeller to snap and damaging the cabane struts on the wings.

Lieut. Boyle, the upside-down Jenny and 140 lbs of mail he was carrying were stranded about 20 to 25 miles south of the Potomac Park Polo Field, near Waldorf, Md. By coincidence, the field Lieut. Boyle crashed in was near the home of Second Assistant Postmaster General Praeger.

Shortly after crashing, Lieut. Boyle called Maj. Fleet by phone to notify him of the problem, and then found someone to drive him back to the airfield. Lieut. Boyle and the mailbags returned to Potomac Park, and mechanics were sent to repair the plane. It was flown back to Washington that night and arrived at 8:05 p.m. Newspapers reported the mishap the next day. Under the headline "FIRST AIR MAIL IN WASHINGTON IN 200 MINUTES", *The New York Times* ran a smaller headline, "Flier Bound from Washington Lands in Maryland."

The southbound flight that left from New York was the first to complete the inaugural 15 May airmail service. The combined New York and Philadelphia southbound mail—136 lbs. in total—was transferred to Jenny 38274, piloted by Lieut. James C. Edgerton. He reached the Polo Field in Washington at 2:50 p.m. and was greeted by a cheering crowd.



## PRODUCTION OF THE 24¢ 1918 AIR POST ISSUE

With the arrangements and start-up date for the new airmail service in place, Postmaster General Burleson realized that he did not have authority to establish a special airmail postage rate, a power reserved for Congress. On 28 March 1918 Senator Sheppard introduced a bill (S. 4208) authorizing the postmaster general to charge 24¢ per ounce for mail carried by airplane.

The bill passed and was signed by President Wilson on 10 May 1918, just five days before the first flights were set to take off from Washington, D.C., and New York City. Nearly one week earlier, on 4 May 1918, engravers at the Bureau of Engraving and Printing (BEP) had already started working on the new stamp.

The story of the first airmail stamp's design and production is also the story of the Inverted Jenny. While many facts are known, there remain several missing elements and uncertain answers to questions that were asked as soon as the Inverted Jenny was discovered on 14 May 1918.

***Design, Dies and Plates—4-10 May 1918***

The new 24¢ airmail stamp was valid for regular postage, and regular stamps were valid for the special airmail service. Accordingly, the new airmail stamp was labeled "U.S. Postage" without any reference to its purpose other than the symbolic image of an airplane. It was printed in two colors, red and blue, which together with the white paper background created a patriotic color theme during World War I. As late as 9 May 1918, just a few days before the stamps were to go on sale, postal officials had still not decided whether the frame would be in red and plane in blue, or vice versa.

All of the work on the new airmail stamp was performed by the BEP. In 1894, over the protests of the American Bank Note Co., the BEP had been given the responsibility to manufacture postage stamps for the USPOD. The BEP also had responsibility for producing tax stamps and other forms of government securities, including currency and war bonds.

In 1918 the chief postage stamp designer for the BEP was Clair Aubrey Huston (1858-1938), whose portfolio consisted of numerous iconic designs, beginning with the 1903 2¢ Washington "Shield" stamp and including the long-running 1908-1922 Washington-Franklin (Third Bureau) series. Huston had also been responsible for designing the 20¢ Parcel Post stamp with an airplane vignette; it was created in 1912 and issued on 1 January 1913, at a time when the USPOD was lobbying Congress to allocate funds for the development of airmail service.

The BEP official die production records provide details of the work performed to complete the two separate dies for the 24¢ stamp (numbers 663 and 664): the dates and times of the work performed, a general description of the work, the name of each contributing engraver, and the amount charged to the USPOD for the BEP's work (listed below). Images of the original cards are shown on the following page (provided by Joe R. Kirker).



The normal 24¢ 1918 Air Post Issue

**Die 663 "24¢ Aeroplane Stamp Border 1918"**

<i>Date</i>	<i>Engraver</i>	<i>Time</i>	<i>Cost</i>
4 May 1918	Hall, Edward M. "(No credit)"	6h15m	\$9.61
4 May	"Cleaning"—Schuyler	0h30m	.42
7 May	Weeks, Edward	16h15m	
8 May	ditto	14h30m	{ 47.29
	Weeks—Frame		
	Weeks—Lettering		
	Steel		.89
9 May	Clair A. Huston, Designer		.50
	Total		\$58.71

**Die 664 "Center for 24¢ Aeroplane Stamp, Vignette—Aeroplane"  
"(From photo. taken by the Bureau of Engraving & Printing)"**

<i>Date</i>	<i>Engraver</i>	<i>Time</i>	<i>Cost</i>
8 May 1918	Baldwin, Marcus W.	18h45m	\$45.72
9 May	Weeks, Edward	2h15m	4.46
	Baldwin—Vignette		
	Steel		.89
10 May	Clair A. Huston, Designer		.50
	Total		\$51.57

There is no official record of the date Huston began designing the 24¢ airmail stamp. He might have started before 4 May 1918, when Edward M. Hall (1862-1939) began preparing the frame die (the earliest entry on the card for Die 663). It was definitely before 7 May 1918, when a reduced stamp-size photograph of Huston's design was submitted by James L. Wilmeth, the BEP director, to A. M. Dockery, the Third



663 (A.C. Die) 24¢ Airplane Stamp Border 1918 2 x 3 1/4			
DATE	TIME	COST	
May 7 1918	Steel C. M. 4 1/2 (No credit)	6 15	9 61
May 7 1918	Edwards 1/2	30	42
May 7 1918	Hicks 7 1/2 7	16 15	49 29
May 8 1918	" 7 5/8	14 30	
Weeks - Frame			
Hicks - Lettering and numerals			
MAY 9 - 1918	Steel		89
Clair G. Huston, Designer			50
Total			58 71

664 (A.C. Die) Center for 24¢ Airplane Stamp, Vignette Airplane 2 x 3 1/4			
DATE	TIME	COST	
May 8 1918	(From photo. taken by the Bureau of Engraving & Printing) Baldwin 1 1/2 6 1/2 8 1/2 7 1/2	18	45 45 72
May 9 1918	Hicks 1 1/2	9	15 44 46
Baldwin - Vignette			
MAY 10 1918	Steel		89
Clair G. Huston, Designer			50
Total			51 57

BEP die production records for the 24¢ 1918 Air Post Issue (images provided by Joe R. Kirker)

Assistant Postmaster General (the artist's model for approval has never been located). The rapid pace of production required an informal expedited approval process, and the USPOD immediately green-lighted the BEP's design.

Edward Weeks (1866-1960) began engraving the frame and lettering on the day the design was submitted for approval, 7 May 1918. Weeks finished the following day, 8 May 1918, the same day that work on the vignette die was started by Marcus W. Baldwin (1853-1925). Baldwin finished on 9 May 1918, and, as will be shown, Weeks made a small but significant contribution to the vignette after Baldwin engraved the plane.

Baldwin, Hall and Weeks are pictured in the group photograph of BEP engravers shown below. Another photograph of Baldwin at work is shown on the opposite page. Baldwin was one of the BEP's most accomplished engravers. His iconic engraving, the "Western Cattle in Storm" vignette on the 1898 \$1 Trans-Mississippi (shown opposite), is considered to be one of the greatest masterpieces of American stamp art. Baldwin was 65 years old when he engraved the Jenny vignette for the new 24¢ airmail stamp. Hall was 56, and Weeks was 52.



Clair Aubrey Huston, senior designer at BEP, who created the 24¢



BEP engravers: Edward Hall (left), Marcus Baldwin (center), Edward Weeks (right)

The signatures or initials of Huston, Baldwin and Weeks appear on a cover mailed by W. B. Wells in Washington, D.C., to William H. Maple in New York City (shown opposite). Since Hall was never credited by the BEP for his work on the 24¢ stamp, his signature was not sought.

**Chronology**—The BEP records state that the War Department furnished a photograph of the plane for use in designing and engraving the stamp. That photograph has never been located or identified.

The plane pictured on the stamp is not one of the modified JN-4HM mail planes, which had the forward student pilot's seat replaced by the mail compartment. With magnification, it is obvious that the plane has two seats: the forward cockpit is empty, and the pilot sits in the rear cockpit (see enlarged photo opposite). Therefore, the photograph furnished by the War Department to the BEP was made from

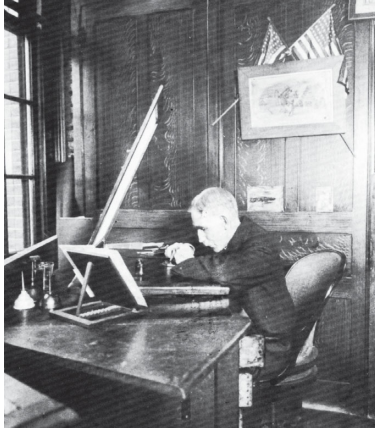
a standard JN-4 trainer, not one of the six planes specially manufactured for the airmail service.

One detail of the plane engraving that has intrigued philatelists is the serial number on the fuselage. Number 38262 is the actual number assigned to one of the six mail planes purchased from the Curtiss company. In fact, it is the number of the first plane flown out of Washington, D.C., on 15 May 1918.

The question raised by this detail is how could the BEP designer and engravers incorporate number 38262 into the Jenny vignette before the planes were delivered to the U.S. Army's airmail service on 13 May



Marcus Baldwin at work—his finest stamp engraving was the vignette on the \$1 Trans-Mississippi Issue



24¢ airmail stamp on cover signed or initialed by Huston, Baldwin and Weeks

1918? How could they know the serial number of any of the six planes, let alone the first one to depart from Washington, D.C.?

Based on the BEP record of die production and the facts known about the manufacture and delivery of the mail planes, a plausible sequence of events can be reconstructed. A quick review of the facts will be helpful before presenting a timeline.

On 30 April 1918 Maj. Reuben H. Fleet reported that the planes ordered from Curtiss had been built and would be shipped to the U.S. Army's Hazelhurst aviation field near Mineola. A memorandum dated 8 May 1918 from Lieut. Col. R. M. Jones of the U.S. Army Equipment Division reported that the planes would be shipped on Sunday, 12 May 1918. The six unassembled Jennys were delivered in crates on Monday, 13 May 1918. The planes were numbered 37944, 38262, 38274, 38275, 38276 and 38278.

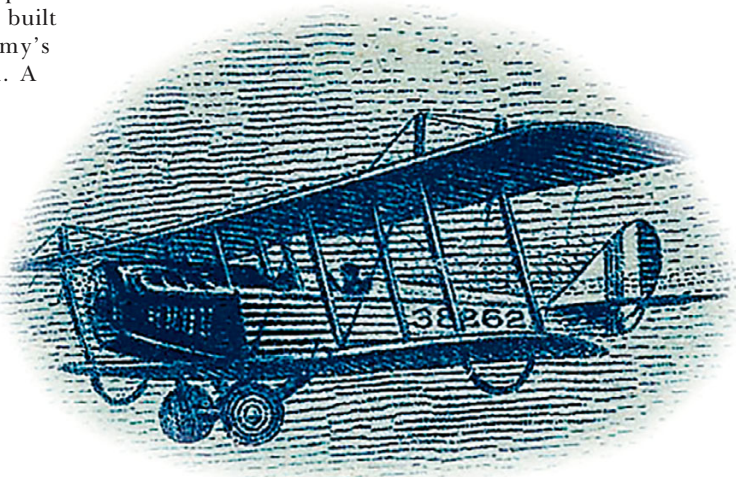
Assuming the stamp design submitted for approval on 7 May 1918 showed an airplane—any airplane—then Huston must have been given the photograph of a plane prior to that date. That is a safe assumption.

The plane in the engraving based on Huston's model was an unmodified U.S. Army JN-4 trainer, not one of the six airmail planes, so the photograph could have been taken at any of the locations where Jenny trainers were used.

The serial number 38262 would not have appeared on the unmodified trainer with two seats. Therefore, the BEP must have been informed of the number before the die was completed. That could have taken place after 30 April 1918, the date Maj. Fleet reported the planes had been built, and before the vignette die was finished. Huston's design model has never been reported or photographed, so we cannot know what number, if any, was on the plane in his original design.

However, it is possible to pinpoint the exact day the number was engraved on the plane, and identify the engraver responsible for doing it. That information might indicate when the BEP was informed that number 38262 was one of the airmail plane serial numbers.

According to the BEP records (the two cards shown previously), work preparing the frame die (Die 663) started on 4 May 1918. A total of 6 hours 45 minutes work was performed that day. The first entry (6h15m) records Edward M. Hall as the engraver, but he has never been given credit for the frame, and the words "No credit" actually appear in the record. The second entry on 4 May 1918 (30m) is for "cleaning" by another employee named Schuyler.



The Jenny has two seats and "38262"



Hall was an accomplished engraver, who started working for the BEP in 1878 at the age of 16. Apparently, his only contribution to the creation of the 24¢ airmail stamp was to prepare the soft-metal die for the work that would be performed by Edward Weeks. Perhaps Hall started the engraving, using a frame design drawn by Huston.

The more important work in engraving the frame details and lettering was performed by Weeks on 7 and 8 May 1918. He worked 16h15m on the first day and 14h30m on the second day, for a total of 30h45m.

Marcus Baldwin started his work on the vignette (Die 664) on 8 May 1918. The BEP record shows just this date and a total of 18h45min. Baldwin's diary states that he worked from 12:00 noon until 10:00 p.m. on 8 May 1918 and "all day" on 9 May 1918. For a 65-year old man hunched over a block of steel, these were extraordinarily long work days.

A significant but heretofore overlooked entry in the BEP record is dated 9 May 1918, the day that Baldwin finished his work on the Jenny vignette. This entry identifies Weeks as the engraver, spending 2h15m on the vignette die.

Baldwin's diary entry for 9 May 1918 states "Mr. Weeks did the lettering." This note has previously been misinterpreted by philatelists. Baldwin was not referring to the frame lettering; he was referring to the plane.

Baldwin has always been given full credit for the vignette engraving, and Weeks for the frame. However, the BEP entry for Weeks' 2h15m work on the vignette and Baldwin's diary notation, "Mr. Weeks did the lettering" are evidence that **the serial number was engraved by Weeks, not Baldwin, on 9 May 1918, after Baldwin finished his engraving of the plane.** This date might be the actual day a serial number from one of the six mail planes was reported to the BEP, immediately following Lieut. Col. Jones' 8 May 1918 memorandum that the planes were ready to be shipped.

Before Weeks engraved the number on the plane, the BEP did something significant to document the progress of the die engraving. When Baldwin finished engraving the vignette on 9 May 1918, three die proof impressions of the frame and vignette together were made. One of these, in blue and black, is shown at right. Significantly, this progressive die proof shows the Jenny without the serial number engraved on the fuselage.

A letter dated 9 May 1918 from BEP director Wilmeth to Third Assistant Postmaster General Dockery enclosed "two proof impressions," one with "blue background and red machine" and the other with "red background and blue machine." The blue-and-black proof shown above was undoubtedly a third proof made at the same time, but not submitted for approval. This letter and the trial color proofs prove that the USPOD had still not chosen the final color scheme for the stamp on 9 May 1918, just days before the stamp's issue date.

On 16 May 1918 the BEP sent two additional die proofs in the issued color combination to the Third Assistant Postmaster General's office. Accompanying these proofs was a letter from Wilmeth to Dockery asking the USPOD to approve the final proof "as of date of May 11" (retroactively) and return it to the BEP. One of the proofs signed by Postmaster General Burleson and dated 11 May 1918 is shown at left. This proof has the serial number on the plane, unlike the blue-and-black proof made on 9 May 1918, before Weeks engraved the number.

The choice of 38262 for the stamp was most likely random and coincidental, since no one—not even the U.S. Army officials in charge of the mail service—ever said that 38262 was intended to be the plane to fly ceremoniously from Washington on the first day.

The two separate dies, once completed, had to be hardened for further use in manufacturing the plates. The frame die was the first to be hardened, on 9 May 1918, and the vignette die followed on 10 May 1918.



Blue and black die proof made on 9 May 1918, showing the plane without the number 38262



Die proof in issued colors approved by PMG Burleson  
Image: Smithsonian National Postal Museum



**Making the Plates**—In intaglio printing, the ink is held in recessed lines in the surface of the plate, and the printed image is transferred when the paper is forced against the plate under great pressure. This method of printing creates the slightly raised or embossed feel of the image or letters.

To produce a right-reading image on paper, a printing plate must have a mirror-image design. Therefore, if one were to examine the original 24¢ Jenny plates (vignette and frame), all of the designs would appear in mirror image. The plane would be flying to the right, and the letters and numbers would be reversed.

To create a plate of uniform subjects, an essential characteristic of high-quality security printing, a transfer roll is used to convey the original die design to each subject on the plate. The transfer roll is a cylindrical piece of steel, upon which a raised right-reading image of the design has been created from the mirror-image engraving on the die. When the transfer roll is rocked onto the plate under enormous pressure, it incises the design into the flat surface of the plate.

In simple terms, a hardened steel die produces the relief image on a softened steel transfer roll. The transfer roll is then hardened and applied to a softened steel plate. Finally, the plate is hardened to make it suitable for printing. The illustration above shows the fundamental relationship between the transfer roll and plate subjects.

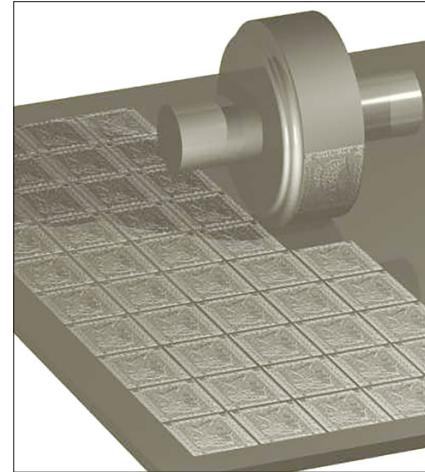
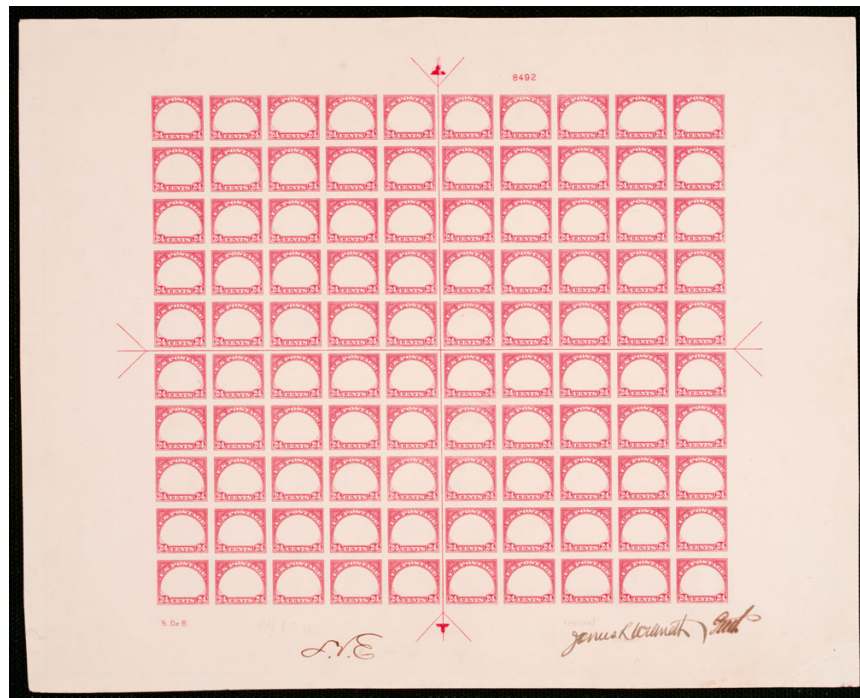


Illustration of transfer roll and plate

Two plates of 100 subjects (10 by 10) were used to print the 24¢ airmail stamp. Each plate number was engraved above one position in the top row. On a normal printed sheet with the top selvage intact, they are Position 4 (blue 8493—vignette) and Position 7 (red 8492—frame). On the Inverted Jenny sheet, the blue vignette plate number 8493 was printed in the margin below Position 97 in the bottom row.

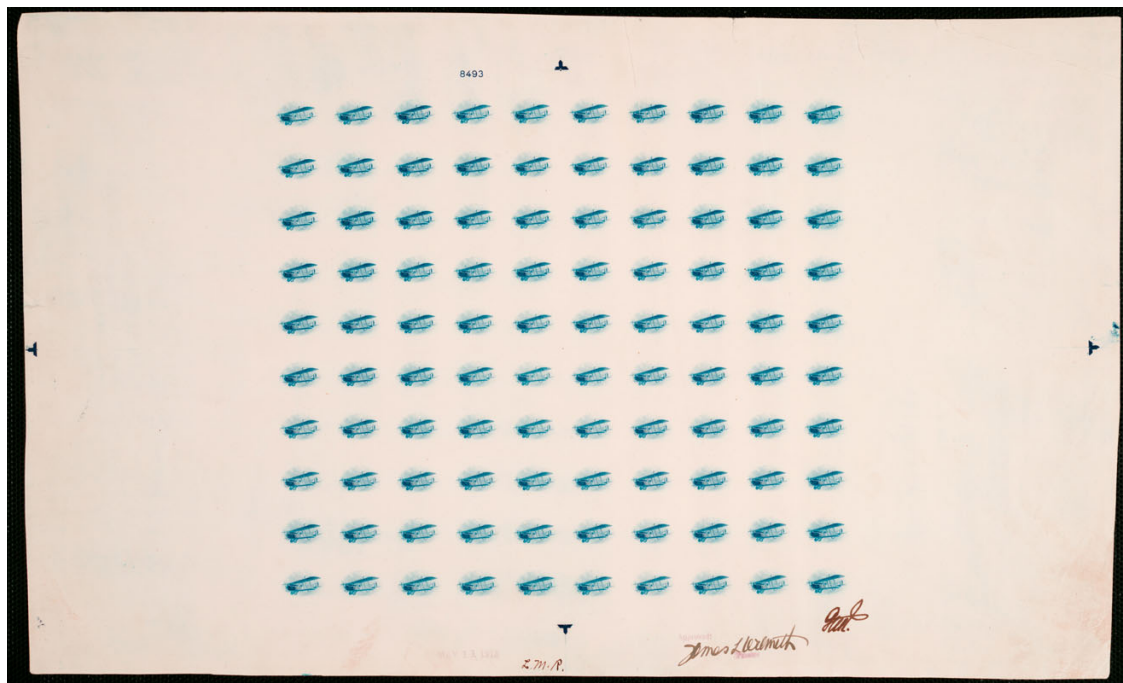
The BEP craftsman responsible for transferring the design from the die to the plate via the transfer roll is known as a siderographer. The siderographer who made the 24¢ plates was Samuel De Binder, whose initials “S De B.” appear in red in the lower left corner of sheets produced before the BEP started trimming off the bottom margin. De Binder did not put his initials on the vignette plate.

Samuel De Binder, born in 1864, was 54 years old when he made the two plates for the first U.S. airmail stamp. He started working for the BEP in 1908 and made a total of 149 plates before retiring in 1929. His son Clyde also worked for the BEP as a plate finisher and siderographer. (Source: “Samuel and Clyde De Binder,”



Proofs made from plates 8492 (red frame—above) and 8493 (blue vignette—on following page)

Image: Smithsonian National Postal Museum



Proofs made from plates 8492 (red frame—previous page) and 8493 (blue vignette—above)

Image: Smithsonian National Postal Museum

Rodney A. Juell and Doug D'Avino, *United States Specialist*, April 2005, digital version available at <http://www.usstamps.org>). According to an article by Clifford C. Cole (*The American Philatelist*, February 1982), De Binder used two separate three-subject transfer rolls—one with the vignette and the other with the frame—to make the two plates. The BEP records state that one transfer roll was made from the frame die and three rolls from the vignette die.

The process of applying pressure with levers and rocking the transfer roll over the plate with a hand wheel required considerable skill to achieve accuracy. The need for precision was even greater in making the two plates for bicolored printing, because the subjects on each plate had to be exactly aligned with each other, or the printed designs would be misaligned. To obtain proper alignment, De Binder made tiny dots on the vignette plate to space his entries at even intervals. The minute dots appear faintly on most of the stamps in a sheet. Another common practice was to use a plate subject as a guide for other relief entries by aligning one of the reliefs on the transfer roll with the recessed entry on the plate, then rocking the other two reliefs in their positions.

Despite De Binder's skill and best efforts, there was still a slight variation that caused a shift in the alignment between the frames and the vignettes. On a perfectly aligned printed sheet, if the planes in the top row are centered within the frames, they begin to drift progressively downward toward the bottom of the sheet. The proof impressions from the frame and die plates, located at the Smithsonian National Postal Museum and shown here, confirm that the spacing was not precisely aligned between the two plates. This observation made from the proofs on card rules out the possibility that the misregistration found on printed sheets was caused by paper shrinkage during the printing process.

De Binder engraved his initials "S. De B." at the lower right corner of the steel frame plate, which produced printed initials in the lower left corner of the sheet. The margin with De Binder's initials was left intact on sheets from the first few days of printing, but after the word "Top" was added to the plate(s) and the sheet-trimming process was modified, his initials no longer appeared on sheets. Since the Inverted Jenny sheet comes from the early production and original trimming format, the "S De B." initials are present on the unique Inverted Jenny corner-margin block of four.

In addition to plate numbers and his initials, De Binder created guide lines on the frame plate. These vertical and horizontal guide lines divide the sheet into quarters and have arrow-shaped ends that appear in the selvage. The frame plate also has small registration markers at the top and bottom. The same markers were put on the vignette plate at top and bottom, and they were used to check the alignment of the impressions (the alignment is correct when they precisely overlap).

On the vignette plate there are additional registration markers at the sides, a few inches from the stamp subjects. These were not meant to be printed, but were used by the printer's assistant to align a sheet of paper with the printed frame impression with the vignette plate for the second impression.



**Printing—10-12 May 1918**

Despite the Inverted Jenny stamp's fame and the attention paid to it at the time of issue, right from the beginning there has been misinformation, misunderstanding and disagreement about how the error occurred.

The potential for a printing error was anticipated as soon as the USPOD announced that the first airmail stamp would be bicolored. The Inverted Jenny's discoverer, William T. Robey, was familiar with the inverts that occurred during production of the bicolored 1901 Pan-American Issue. Before 14 May 1918, Robey wrote to a fellow collector, expressing hope that he might find inverts at the post office when he bought the new airmail stamp.

To determine the most plausible scenario for how the Inverted Jenny occurred, a quick overview of the printing process will be helpful.

**Printing Method**—Intaglio printing on a hand-operated press is extremely labor intensive. Printing each sheet involves multiple steps, enumerated below, and these steps must be repeated for bicolored printing, with extra attention required to ensure precise alignment of the two impressions.

Because the BEP was under enormous pressure to print large quantities of wartime tax stamps, bonds and other securities, the bicolored airmail stamps were printed on an old Spider Press, so named because the hand-operated turning wheel has long handles that resemble the legs of a spider. A photograph of a Spider Press is shown here, and additional information about its operation may be found on the Smithsonian National Postal Museum website (<http://postalmuseum.si.edu/collections/object-spotlight/spider-press.html>).

The steps involved in printing one sheet are as follows:

- Remove the plate from the press bed and warm it to allow the ink to spread more evenly
- Apply ink to the plate and wipe the non-printing surface clean
- Return the plate to the press bed
- Dampen the paper and carefully position the sheet on the press (this is done by the printer's assistant, whose hands are kept clean)
- Apply mechanical pressure to create the impression
- After the impression is made, remove the sheet from the press and stack it for inspection and additional production steps.

**Trimming**—At this point it will be helpful to repeat that the printed sheets of the 24¢ airmail stamp were originally trimmed at the top and right, cutting off the plate numbers at the top and the guide arrow at the right (as shown in the photograph on opposite page). This was done to make the sheets fit into post office drawers. It was accomplished by substituting a cutting knife for one of the perforating wheels on the



Positions 63 and 64 with blind perforation

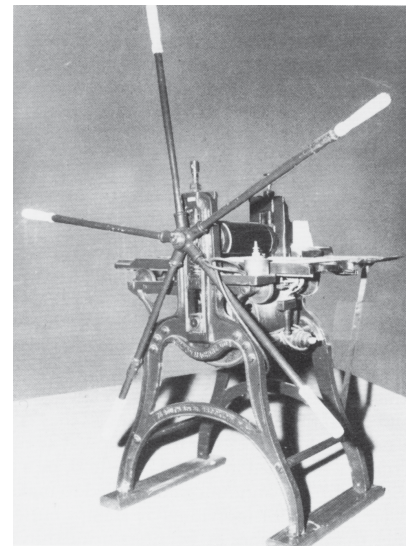
perforating machine. As the sheet was perforated, the cutting wheel trimmed off the excess margin.

A tiny telltale characteristic of the perforating mechanism used to perforate and trim the 24¢ sheets is a single missing pin in the fourth vertical line of perforations. This defect appears as a “blind” (missing) perforation between the third and fourth columns of stamps (its position from top to bottom varies). It is found on Positions 63 and 64 from the Inverted Jenny sheet (shown at left). On some sheets, it is transposed and appears between the seventh and

eighth columns, indicating a 180-degree change in orientation of the printed sheet and perforating wheels. The missing perforation was apparently repaired at a later point, since it is not present on some sheets.

The intact sheet selvage on early-production sheets has the guide arrows at the left and bottom, and the siderographer's initials at the bottom left, but no plate numbers. This trimming characteristic of early-production sheets is a factor in determining how the error might have occurred.

The straight edges at the top and right of early-production sheets are typical of panes of 100 stamps from 400-stamp sheets. For this reason, when the Inverted Jenny error was discovered, it was assumed that the sheet came from a 400-subject plate on one of the BEP's regular presses. Philatelists at the time widely



BEP Spider Press



Trimming format of early sheets—straight edge at top and right, selvage at bottom (note blind perforation in 5th row)

assumed that three other panes of Inverted Jenny errors, cut from the same sheet, were lurking in post offices.

**Inversion Error**—Given the steps and handling necessary to print a sheet of bicolored stamps on the hand-operated Spider Press, is it possible to determine who made the mistake and how it happened? Unfortunately, not with certainty.

The order of printing was frame first, then vignette. Therefore, sheets with freshly-printed frames would be stacked by the printer's assistant, checked for defects, counted and returned to the press for the second run of vignette impressions.

Because the frames were printed first, there has never been any doubt that the Inverted Jenny stamps are "center inverted" errors, not "frame inverted." However, did the inversion occur because the sheet of paper was turned around 180 degrees? Or, after the vignette plate was removed, warmed and inked, did the plate printer put it back in a 180-degree rotated position?

Official reports and philatelists in general have leaned toward the inverted paper theory, but certain aspects of production actually tip the scale in favor of the inverted plate theory.

Since the sheets were checked after the first pass on the frame plate, the stack of sheets with frame impressions should have been in order and consistently orientated. The printer's assistant had to remove each sheet, dampen it for printing, and carefully position it on the plate, using the two wide-set guides for visual alignment. After the printer made the impression, the sheet would be removed and stacked for drying, pressing and gumming.

In the inverted sheet scenario, the printer's assistant—the only one with clean hands who handled the actual paper—would have to rotate the sheet 180 degrees before it was placed on the plate. Then, the same sheet would have to be rotated 180 degrees again before perforating and trimming. Unless the invert sheet was rotated a second time, the straight edges would be at the bottom and left, rather than the top and right (looking at the sheet with the red frame upright).

The missing perforation found between the third and fourth columns (Positions 63 and 64) of the Inverted Jenny sheet is further evidence that the sheet's orientation was consistent with others with the straight edges at top and right.



Therefore, if one accepts the inverted sheet theory, then the Inverted Jenny sheet sold to Robey was rotated 180 degrees *twice*: once before the blue vignette printing, and again before the perforating and trimming process (gum was applied between printing/drying/pressing and perforating/trimming).

On the other hand, the inverted plate theory eliminates the need for a double-rotation of the paper. In this scenario, after the vignette plate had been removed from the press, warmed, inked and wiped, the plate printer put it back on the press rotated 180 degrees from its normal orientation. While this seems an unlikely mistake for a skilled BEP printer to make, there are a few factors that weigh in favor of a plate rotation error.

First, the design of the plane vignette does not have a clearly defined top and bottom in its shape and appearance. In fact, in 1918 very few people had even seen an actual airplane, so its appearance was unfamiliar. Obviously, the printed Inverted Jenny sheet escaped detection during the handling and inspection steps that followed the printing error. Therefore, it is conceivable that a plate printer, looking at a steel printing plate on the press bed, would not instinctively notice the inverted orientation of the planes.

Second, the plate itself did not have any distinguishing marks to indicate top or bottom, other than the small plate number at the top. Due to their symmetry, the registration markers at top and bottom and wide-set markers at the sides would not provide a visual cue. As far as anyone knows or has reported, the plate did not have notches or another structural feature that would prevent placement on the press bed with a 180-degree rotation.

If, in fact, the sheet of paper remained correctly orientated throughout the entire process, then the invert sheet Robey purchased was the result of the plate printer's mistake, and it escaped detection during the inspection process and handling further down the production line.

**Printings**—Another technical matter that generates some controversy among philatelic specialists is the division of 1918 24¢ airmail stamp production into first, second and third printings. The three-printings concept evolved from the plate alterations, but no records have been found to support the division of production into three separate printings. Some argue that the three-printings concept distorts the events as they actually unfolded. Therefore, rather than dwell on how *many* printings there were, an explanation of what makes the stamps produced *different* is more helpful.

There is no argument over the dates and characteristics of the earliest sheets printed and issued. According to BEP records, the frame plate 8492 was put on the press on Friday, 10 May 1918. At this point, the frame plate had only a plate number at the top (above Position 7 on the printed sheet) and the "S De B." initials at bottom left.

A supply of sheets with red frame impressions—the exact number is not known—was ready for the second run on Saturday, 11 May 1918, at 4:00 p.m., when the vignette plate 8493 was put on the press (source: Amick, *JENNY!*, page 28). The vignette plate had only the plate number (above Position 4).

It is not known if BEP employees worked on Sunday, 12 May 1918, but by Monday, 13 May 1918, a supply of fully gummed and perforated sheets is reported to have reached the main post office in Washington, D.C.

[Even on this point, philatelists disagree. Some claim that no stamps were available on Monday, 13 May 1918, and that the true first day of sale was Tuesday, 14 May 1918, when the stamps went on sale in the three principal airmail route cities: Washington, Philadelphia and New York. That is the day Robey bought the Inverted Jenny sheet at the New York Avenue office in Washington, D.C.]

The discovery of the invert error on 14 May 1918 was immediately reported to postal officials on the same day. The next day, 15 May 1918, as the inaugural flights were taking off, the BEP took its first step toward preventing the same mistake from reoccurring. To facilitate inspection and make it easier to spot a sheet with the vignette printed upside down, the word "Top" was added to the vignette plate 8493 above Position 3. The trimming procedure was also changed to leave the top selvage and plate imprints intact.

Sheets printed from the modified vignette plate in combination with impressions from the unmodified frame plate have just the blue "Top" and are known to collectors as "Blue Top Only" plate imprints. A Blue

Top Only imprint is shown below.



Printed from frame plate without "Top" and vignette plate with "Top"—this type of imprint is known as Blue Top Only



Printed from vignette and frame plates with “Top”—this is a Double Top imprint

All of the Blue Top Only sheets have the top selvage intact and a straight edge at bottom. The majority of Blue Top Only sheets or multiples have a straight edge at the left and arrow margin at the right, and the blind perforation is between the seventh and eighth columns, which is the opposite of the first trimming format. This indicates a 180-degree change in orientation between the sheet and the perforations.

However, sometime during production of the Blue Top Only sheets, another 180-degree change in orientation must have occurred. On some Blue Top Only sheets and plate blocks, the straight edge at the side is not on the left, but on the right as it was on the first sheets produced. The missing perforation also moves from the seventh/eighth columns to the third/fourth columns (again, as it was on the first sheet produced). The Double Top sheets always have the arrow on the left and straight edge on the right.

The next plate alteration was the addition of the word “Top” to the frame plate 8492 above Position 8. Interestingly, the fonts used for the frame and vignette plates are not the same, which suggests they were done at different times by different BEP employees.

When sheets printed from the modified frame plate were placed on the press with the modified vignette plate, the “Double Top” sheets were produced. The vast majority of 24¢ sheets were the Double Top imprint variety. They are consistently trimmed with the straight edge at right and arrow at left. Some have the blind perforation hole, and some do not.

Returning to the debate about multiple printings, some specialists classify the three types of sheets as first, second and third printings. This classification implies that the supply of sheets without the “Top” came from a printing that had a beginning and end. Then, the vignette plate was modified by adding the word “Top,” and a second printing occurred with a start and finish. Finally, the frame plate was modified by adding “Top,” and a third printing took place. Three versions, three printings.

Other specialists have challenged this classification and chronology. They say the more likely scenario is that a supply of frame sheets was printed on the first two days of production, 10 May and the morning of 11 May. At 350 sheets per day, the total number of frame sheets without the “Top” imprint would be less than 700. Then, on 11 May at 4:00 p.m., the BEP started printing sheets from the vignette plate. By 12 or 13 May, a small supply of bicolored sheets printed from the unmodified plates—no more than a few hundred—was gummed, perforated and packed for distribution, reaching all three cities for sale on 14 May (and possibly one day earlier at the Washington, D.C., main post office). Included among these early-production sheets was the Inverted Jenny sheet Robey purchased on 14 May 1918.

In this scenario, when the BEP halted production, a stack of sheets with frame impressions only, without the red “Top,” was still awaiting the second stage of printing. Once the vignette plate was modified on 15 May 1918 with the addition of the word “Top,” the frame sheets without the word “Top” were put on the press.

It seems logical that the BEP, rather than discard valuable and needed product, simply used up the existing supply of frame sheets. Even if they knew the word “Top” would be added to the frame plate before more sheets were printed, they would still use the previously-printed sheets.

Finally, when the supply of frame sheets (without “Top”) was exhausted, the modified frame plate with “Top” was put back on the press, and the next group of sheets produced had the Double Top imprint.

The 24¢ Air Post stamp was current for only two months before the airmail rate was lowered to 16¢ and a new stamp was issued in July 1918. In total, 2,198,600 stamps were printed, and 2,134,988 were distributed. A director of the BEP reported to Philip H. Ward, a Philadelphia stamp dealer, that eight other invert error sheets were detected and destroyed. Only one out of approximately 22,000 sheets ever reached the public.



*Sale Days—13-14 May 1918*

The philosophical thought experiment — *If a tree falls in the forest, and no one is around to hear it, does it make noise?* — has a philatelic corollary.

If the 24¢ airmail stamps went on sale at the main post office in Washington, D.C., on Monday, 13 May 1918, but no one knew about it in advance or bought them, is that day the true first day of sale?

Specialists have engaged in vigorous debates over which day the stamps actually went on sale — 13 or 14 May 1918 — and in the absence of a preponderance of evidence to support one position or the other, it becomes a matter of interpretation and conjecture. The irony of the “first day” debate is that once the 13 May 1918 date was introduced into the historical record, the total absence of 24¢ Air Post covers postmarked on that day was remedied by forgers who produced covers and cards with the coveted 13 May 1918 postal markings. (To simplify the narrative, any general reference to the covers and cards will identify them as “covers.”)

Some of these fake First Day covers were accepted into the collecting community, and a few even received certificates attesting to their genuineness from well-respected expert committees. At least one major collection still contains a 13 May 1918 card, along with the 6¢ and 16¢ first day covers. These items have excellent provenance (ex Philip Silver) and certificates from The Philatelic Foundation, but unfortunately they have been denounced as fakes by the leading researchers in the field (Joe R. Kirker and Ken Lawrence). It seems unlikely they will be authenticated again.

In fact, not one genuine 13 May 1918 cover with the 24¢ Air Post stamp is known. Further, some specialists question whether any of the stamps were actually sold on that day. If any of the stamps were sold on Monday, they could only have been bought at the main post office in Washington, D.C. It was not until Tuesday, 14 May, that the stamps went on sale at other post offices in the District of Columbia and in the two other principal airmail route cities, Philadelphia and New York.

The USPOD put the stamps on sale one day ahead of the scheduled first flights, so that the public could buy them and prepare covers for mailing on 15 May 1918. Most of the covers carried on the 1918 airmail flights only have the special datestamp and bars cancellation, which was struck from a single “duplex” device. This marking was made for use in the three cities by customizing the devices with the names of Washington, D.C., Philadelphia and New York. An example of this special airmail datestamp with the “First Trip” designation is shown below on a cover that was first postmarked at the Philadelphia Station C post office on 14 May 1918. This is a First Day of Sale cover—the first day the stamps went on sale in Philadelphia—and it is probably the earliest date that will ever be found.



24¢ used on the first day of sale in Philadelphia, 14 May 1918, and carried on first flight the next day

Image: Don David Price



## DISCOVERY OF THE INVERTED JENNY

### *Robey's Fate and Fortune—14 May 1918*

On 10 May 1918, just days before the new airmail stamps were put on sale, William T. Robey (circa 1889-1949), a stamp collector and employee of the Washington, D.C., brokerage firm W. B. Hibbs and Company, wrote to his friend and fellow collector, Malcolm H. Ganser. Robey had read the USPOD announcement of the new airmail issue and presciently gave Ganser the heads up: "It might interest you to know that there are two parts to the design, one an insert into the other, like the Pan-American issues. I think it would pay to be on the lookout for inverts on account of this."

On 14 May, Ganser bought some of the new airmail stamps in Philadelphia, but they were all correctly printed. He used one on a cover addressed to Robey, which was postmarked early in the morning on 15 May at the Ganser's hometown post office in Norristown, Pa., then carried on the inaugural southbound flight from Philadelphia. (By the time the plane took off in the afternoon of 15 May, Ganser already knew of his friend Robey's great discovery.

While Robey sat in his office on Friday, 10 May, dreaming about the possibility of finding an invert at the post office, the vignette plate was already on the press several blocks south at the Bureau of Engraving & Printing. Over the weekend and on Monday, 13 May, sheets were being printed, gummed, perforated and trimmed. Among those sheets from the first few of days of production was the object of Robey's dreams, the Inverted Jenny.

Robey's employer, the brokerage firm of Hibbs and Company, was located at 725 15th Street N.W. in downtown Washington, D.C. (now called the Folger Building). The New York Avenue branch post office was located just a few minutes away on foot, at 1317 New York Avenue. Early in the morning of Tuesday, 14 May, Robey walked to the post office with \$30 he had withdrawn from his account. There are conflicting accounts from Robey about what happened that day, but the most plausible recollection is that he was dissatisfied with

the centering of the few sheets the clerk had available in the morning, and, after being told a fresh supply was expected, he returned at noon.

As Robey recounted in 1938 in an article he wrote for the *Weekly Philatelic Gossip*, the same clerk was on duty when Robey returned at noon. When asked if new sheets had arrived, the clerk reached down under the counter and offered a full sheet. Robey immediately recognized that the planes were flying upside down. He described his feelings at that moment: "my heart stood still... it was the thrill that comes once in a lifetime."

Robey promptly paid \$24 for the sheet without disclosing the error. He asked if the clerk had any more and was shown three other sheets, all normal. At that point Robey revealed the upside-down airplane errors to the clerk, who urgently left his window to make a telephone call. Concerned that his sheet might be confiscated, Robey left and walked to the Eleventh Street branch office to see if any other errors might be there. He found none and then returned to the Hibbs office to tell his co-workers and notify collector friends and dealers of his discovery.

Robey sent telegrams to a few collectors and dealers in New York and Philadelphia, alerting them that he had discovered an invert error and, for whatever reason, giving them the plate number that was visible on the bottom of the sheet (the top was trimmed).

By 4:00 p.m. on 14 May, sales of the airmail stamps were stopped by postal officials. For the next two hours, clerks inspected the supply for additional error sheets. Sales resumed at 6:00 p.m.



William T. Robey, discoverer of the Inverted Jenny, in a family photograph taken in 1940 at his daughter's wedding



Contemporary photograph of the New York Avenue branch post office in Washington DC, where Robey purchased the Inverted Jenny sheet—from *Ward's Philatelic News*, March 1931, with a note by Philip H. Ward that Robey himself took the photo "at our request."



Although Robey had never disclosed his name or address to any of the postal clerks, a co-worker at Hibbs revealed it that afternoon while searching for more errors at one of the branch post offices. According to Robey, on the day he bought the sheet he was visited at his office by two postal inspectors, who attempted to confiscate it. Their efforts were rebuffed by Robey, who stated that he had purchased the sheet for face value at the post office and had as much right to ownership as anyone who had ever purchased other stamp errors over the counter. Frustrated and indignant at Robey's refusal to comply with their demands, the two inspectors left.

***Dealer to Dealer—14-19 May 1918***

Robey was in his 20s when he bought the Inverted Jenny sheet. He and his wife of five years, Caroline, had an infant daughter and lived in a modest apartment. Although Hibbs and Company paid him a decent salary for his position as an auditing clerk, the prospect of making thousands of dollars on the resale of his Inverted Jenny sheet had life-changing implications. The day Robey bought the sheet, he began soliciting offers from the dealers he knew.

His first call was to Hamilton F. Colman, a Washington, D.C., dealer of some renown. Colman was not in the office when Robey called, and his assistant, Catherine L. Manning, listened incredulously as Robey described his new find. Manning went on to become the first woman outside the sciences to achieve the position of Assistant Curator at the Smithsonian and helped care for the national stamp collection for nearly 30 years, from 1922 to 1951. After learning about the discovery, Colman stopped by Robey's office later in the day, examined the sheet, and made a token \$500 offer for it, which was briskly rejected. After work, Robey met Colman at his office, where a small group had gathered, including Mrs. Manning. Among those present was Joseph B. Leavy, who had been a stamp dealer in New York City before the turn of the century and was, at the time of the meeting, the first "Government Philatelist" in charge of the national stamp collection. Leavy was intimately familiar with the USPOD and BEP operations, and he published frequent reports about new issues and production methods.

The first airmail issue was produced so quickly that Leavy never had time to learn about the production details in advance. Unaware that the stamps had been printed on the Spider Press from a plate of 100 subjects, Leavy observed the straight edges at the top and right of the Inverted Jenny sheet and assumed they were just like those on the quarter-section panes from sheets of 400. Leavy told the group that three other panes of 100 from a sheet of 400 had to be in circulation. Robey recollected this comment in his 1938 account, and it must have concerned him at the time.

Once Robey notified others about his discovery, dealers and collectors went on the hunt for more invert sheets. The two-hour stoppage of sales from 4:00 p.m. to 6:00 p.m. on 14 May meant that no one in the three cities where the stamps were available could buy them until postal clerks had time to check for errors. By the time sales resumed, the chances of finding an invert sheet were almost nil. The next day, 15 May, the BEP implemented the "Top" imprint strategy to prevent more errors from evading detection. If Robey had known that the small supply of 24¢ sheets in post offices had been thoroughly examined and that more errors were unlikely after the BEP changed the imprints, he might have been more confident that he possessed the only errors. However, most collectors were familiar with market decline that occurred after the 5c Red error (Scott 467 and 505) was discovered a year earlier. As more sheets containing the 5¢ error were found, the price dropped drastically. Leavy's comment that 300 more Inverted Jenny stamps were waiting to be discovered must have given Robey a greater sense of urgency to sell while the selling was good.

The night of 14 May, Robey nervously walked the streets with his paper fortune in his briefcase. Concerned by the postal inspectors' aggressive posturing, Robey's employer refused to allow him to use the company safe to store the stamps overnight. When he finally returned home late in the evening, he and his wife fretted over keeping the stamps in their apartment.

On Wednesday, 15 May, the day of the first airmail flights, Robey mailed a letter to Elliott Perry, a prominent dealer who represented several major collectors in buying and selling. The letter was sent by regular mail early in the morning, and, in an era when a letter could actually travel from Washington, D.C., to Westfield, N.J., in one day, the mail carrier delivered Robey's letter to Perry at 6:00 p.m. Later in the evening, after attending a dinner party, Perry called Robey and tried to secure the right of first refusal. Whether Robey actually agreed or not is uncertain, but Perry's letter to Robey with a dollar silver certificate to confirm the agreement was promptly returned.

At the same time Robey reached out to Perry, he contacted Percy Mann, the Philadelphia dealer who used the "Special Aero Mail" labels found on early flight covers. Mann responded on Wednesday, 15 May, asking if he could meet with Robey and examine the sheet. After seeing the intact sheet, Mann offered \$10,000, but Robey turned him down, explaining that he still wished to go to New York to obtain offers. Mann asked for the opportunity to bid higher if his offer was equaled or topped, and Robey agreed. On Friday afternoon, after a day's work, Robey boarded the northbound train and arrived in New York around 9:00 p.m. He was greeted at the Hotel McAlpin by Percy Doane and Elliott Perry, who had arranged to meet Robey and examine the sheet. The two dealers asked Robey if he had received any offers, and Robey informed them that he had turned down \$10,000. Robey went to sleep that night with a plan to find a buyer the next day.



On Saturday morning, 18 May, Robey walked down to 111 Broadway to pay a visit on Colonel Edward H. R. Green at the colonel's office. The receptionist informed Robey that the colonel was away for a few days, so Robey left, not realizing that the person he had hoped to see would be the ultimate buyer in two days.

Robey's next stop was the office of Stanley Gibbons Inc., the American company run by Eustace B. Power. After receiving a \$250 offer and a warning from Power that he was negotiating for the purchase of three other sheets, Robey left to visit the office of Scott Stamp & Coin Company. He was told that they did not wish to make an offer, but would sell the sheet for a commission.

Feeling "rather low and disgusted" by his morning of failed efforts, Robey returned to his hotel to find one of the Klemanns of Nassau Stamp Company waiting for him. After examining the sheet, Klemann offered Robey \$2,500. Upon hearing from Robey that someone had already offered four times that amount, Klemann lashed out, saying that Robey was crazy, and anyone offering \$10,000 was also crazy, and off he went.

Robey called Mann on Saturday night to say that he had not received an equivalent or better offer while in New York, but had decided to keep the sheet rather than sell it for \$10,000. Mann asked if Robey would stop in Philadelphia on the Sunday return trip, and Robey agreed to do so. At Philadelphia, Robey was met by Mann, and the two visited the home of Eugene Klein, one of the country's leading dealers. Days earlier, on 14 May, Klein had prepared envelopes with the new 24¢ airmail stamp and addressed them to colleagues in the U.S. and overseas. They were carried on the 15 May inaugural flight from Philadelphia. The typewritten letter Klein inserted into each cover states that sales of the new airmail stamp started in Philadelphia on 14 May at 12:00 noon, but were stopped at 4:00 p.m.

#### ***Sold!—19-21 May 1918***

The meeting between Eugene Klein and William T. Robey, with Percy Mann as matchmaker, was to have profound effects on the future of philately.

Klein was a seasoned negotiator. No doubt he had been informed by Mann that Robey had turned down a \$10,000 offer, but also that no equivalent or higher offers had been made in New York. Klein asked Robey to set the price, and in response Robey said he would take no less than \$15,000. After consulting with Mann, Klein asked Robey for an option at \$15,000, which would expire at 3:00 p.m. the next day (Monday, 20 May). Robey agreed.

In a curious twist on the story told by Robey and repeated by others, the *Washington Evening Star* published an article on 19 May (shown below), stating that they had received a wire from Robey "yesterday" (Saturday, 18 May), informing them that he had received an offer of \$15,000 for the sheet and was "considering it." Who made that offer, and when? Robey never mentioned another \$15,000 offer, and the timing of the newspaper article and reference to a wire from the previous day make it impossible for that offer to be the one made by Klein on Sunday. Did Robey deliberately feed the newspaper misinformation on Saturday to generate higher offers?

**UPSIDEDOWN AIRPLANE STAMPS  
TO NET PURCHASER THOUSANDS**

W. T. Robey, one of the bright young men who assist W. B. Hibbs & Co. in the conduct of their business, is being congratulated by his friends on a bit of good luck that will unquestionably net him several thousand dollars.

Mr. Robey is something of a philatelist, although having little time to devote to this hobby; but he has learned that first sheets off the press frequently contain errors that are not permitted to go any further.

Consequently when the first aeroplane postage stamps were on sale he was at the window of a New York avenue branch post office, seeking, and, strange to say, he found.

He purchased one sheet of 100 stamps and two companions each did the same, paying \$24 each for the sheets. After taking his purchase back to the office of W. B. Hibbs & Co., Robey examined the sheet and found that the aeroplane that forms the center design of the stamps, was upside down. His companions failed to discover anything out of the normal with their sheets.

Collectors heard of the story and bids for the stamps began to come in, for single stamps and for the hundred. The postal authorities heard of it and endeavored to recover the stamps.

Finally the bid price rose to \$10,000 and still Robey refused to dispose of his prize. Understanding that New York is the world's greatest market, he packed his grip Friday and took his find to the metropolis.

Robey wired yesterday that he had been offered \$25,000 for his prize and was considering it. A New York stamp company wired W. B. Hibbs & Co. an offer of \$100 for each stamp, canceled or otherwise.

In the meantime young Mrs. Robey is hoping that her husband's lucky find will bring the top price.

**Swift & Company's Sales of Fresh Beef in Washington, D. C., for the week ending Saturday, May 11, 1918, averaged 22.68 cents per pound.—Advertisement.**

If so, perhaps it worked. On Monday morning, Robey received a telephone call from H. F. Colman, the dealer who had offered \$500 for the sheet six days earlier. He was now ready to pay \$18,000! Colman was apparently inspired by something or someone to increase his offer by a multiple of 36. Robey could not accept the offer until Klein's option expired later in the day. Whether it expired at 3:00 p.m., as Robey recollected, or 4:30 p.m., as indicated in Klein's confirmation letter to Robey (shown opposite), is unclear and not very important. By the end of 20 May, the sheet was sold to Klein for \$15,000, subject to delivery and payment the following day.

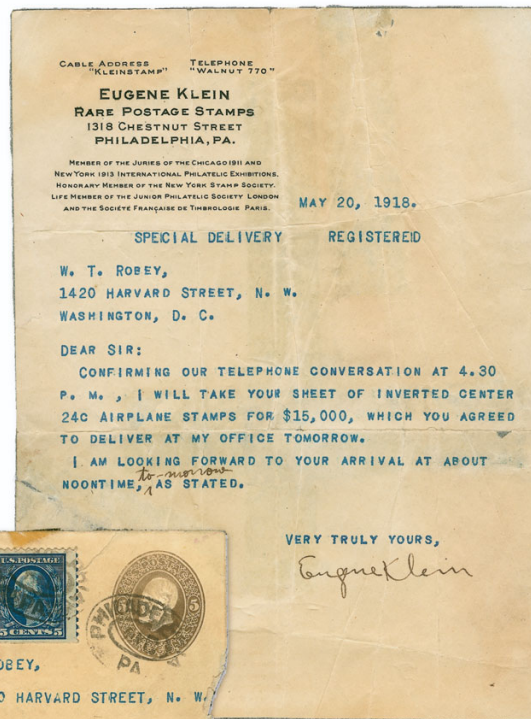
Robey and his father-in-law traveled to Philadelphia on Tuesday, 21 May, and delivered the sheet to Klein at noon. Robey was handed a certified check for \$15,000, which gave him a \$14,976 profit on his \$24 post office purchase. One wonders what Robey and Caroline's father discussed on the return trip home, with Klein's \$15,000 check in hand.

19 May 1918 *Washington Evening Star* article reporting Robey's "Upsidedown Airplane Stamps" and a \$15,000 offer





Eugene Klein (1878-1944)



Klein's registered letter to Robey confirming the purchase of the Inverted Jenny sheet for \$15,000  
Image: Don David Price

### The Colonel's Inverts—1918

The accounts of the sale from Robey to Klein and then to Colonel Green have conflicting details (the Amick book goes into depth on the differing accounts). One aspect of the transactions is definite: Colonel Green bought the sheet no later than Monday, 20 May, the day Klein exercised his option to buy it from Robey. On 21 May 1918, the *New York Times* morning newspaper ran a story announcing that Colonel Green purchased the sheet for \$20,000 (shown at right). The newspaper must have been informed of the purchase on 20 May by someone other than Robey, who could not have known about the resale. It is remarkable that a news story about the \$20,000 resale to Colonel Green was published Tuesday morning, *before* Robey reached Philadelphia to deliver the sheet and collect payment from Klein.

The price represented a \$5,000 profit for Klein, who kept half and shared the rest with Percy Mann and Joseph A. Steinmetz, who had formed a "combine" with Klein for the negotiations.

Edward Howland Robinson Green (1868-1936) was the son of Hetty Green (1834-1916), one of the wealthiest and most astute investors in American history. Hetty's extreme frugality was exploited by her adversaries and made for good copy in the press, but in reality she was a woman in a man's world, during the era of robber barons and deals done in dark oak rooms with thick blue cigar smoke. Her reputation as the "Witch of Wall Street" was undeserved, and in fact she despised many of the titans of industry and finance for their predatory ways and profligate spending. She sympathized with the average hardworking citizen who had to pay more for basics, because of trusts and monopolies that fixed the costs of goods and services.

## \$20,000 BY COL. GREEN FOR AIR MAIL STAMPS

Sheet with Plane Inverted  
Sold Over Post Office  
Counter for \$24.

OTHERS WERE CANCELED

Buyer Will Keep Some of His Purchase for His Collection and  
Give Rest to Friends.

*New York Times* 21 May 1918 headline announcing the sale of the Inverted Jenny sheet to Col. Green

Image: © The New York Times



Hetty's son "Ned" was obese and had a prosthetic leg, the result of a childhood injury that was improperly treated with homeopathic medicine. Nonetheless, he was a skilled manager of the family's business affairs and earned Hetty's trust, as opposed to her husband and Ned's father, Edward Green, whose bad investments and excessive borrowing forced Hetty to bail him out when the bank foreclosed.

When Hetty died in 1916, she left an estate variously estimated to be worth \$100 million to \$200 million, the equivalent of \$2 billion to \$4 billion in 2016. Her two children, Ned and his sister Sylvia, shared the estate equally. One year later Ned was free to marry his long-time girlfriend, Mabel E. Harlow, whom Hetty had accepted as her son's companion as long as he did not risk the family fortune by marrying her. Mabel, a voluptuous, red-headed stage performer from Texas, went along with the informal arrangement while Hetty was alive.

With his newly-inherited wealth and freedom from his mother's disapproving view of conspicuous consumption, the 300-pound six-foot-four Colonel Green embarked on a buying spree of unbridled extravagance. By some estimates he spent more than \$3 million on everything from stamps and coins to jewelry and erotic literature. At one point he owned all five 1913 Liberty Head nickels. Of course, on 20 May 1918 he became the new owner of the Inverted Jenny sheet through the deal arranged by Eugene Klein.

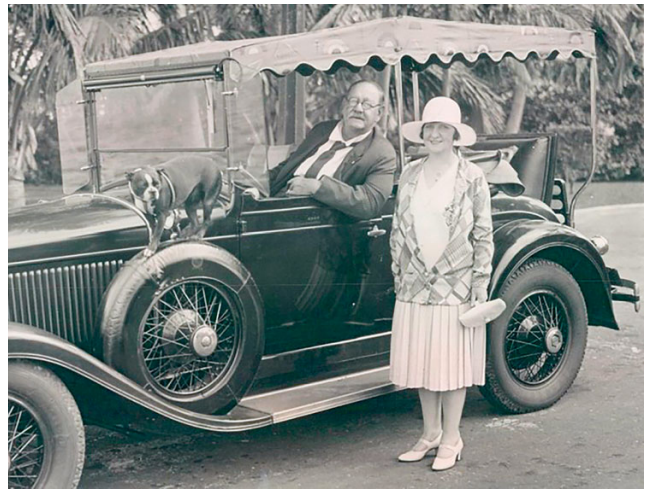
Colonel Green authorized Klein to divide the sheet into singles and blocks, and to sell what the colonel did not retain for his own collection. Before doing so, Klein lightly penciled the position number on the gum side of each stamp, enabling future philatelists to cite every stamp by its exact location in the sheet. Klein initially advertised fully perforated singles from the sheet for \$250 and straight-edge positions (top or right) for \$175. He then withdrew the offering, giving the disingenuous explanation that he had placed the sheet privately, and asked prospective buyers to apply for a price. As the facts show, the sheet had been sold to Green before Klein even took possession of it. Klein and Green discussed pricing and changed the prices over the next three months. As Klein reported, by the end of July most of the singles without straight edges had been sold for prices ranging from \$250 to \$325.

In the series of 28 auctions held from 1942 to 1946 to disperse Colonel Green's stamp collection after his death in 1936, 38 different Inverted Jenny stamps were offered. Included in this total were the block of eight from the bottom with the plate number selva, three blocks of four, five fully perforated stamps and 13 of the original straight-edge stamps. The 18 extra singles were presumably unsold and returned by Klein to the colonel. Eight of the straight-edge copies were found after the colonel's death, stuck together in an envelope. They were soaked apart and lost their gum before being offered in the Green sales.

Colonel Green was regarded as a somewhat careless custodian of his vast stamp collection. Some accounts report that he had his young female "wards" dismantle collections that had been meticulously written up by leading philatelic scholars. Another story about some Inverted Jenny stamps going down with his yacht is apocryphal. However, the colonel did, in fact, have a locket made for his wife Mabel, which contained Position 9 and, on the flip side, a normal 24¢ stamp. The famous "Locket Copy" was left by Mabel to a female friend in 1950, and after the friend's death it appeared for the first time in a Siegel auction in 2002.

While Klein was pulling apart the Inverted Jenny sheet, and Robey and his wife were making plans for what to do with their windfall, poor H. F. Colman—the dealer who raised his offer from \$500 to \$18,000—was trying to find more of the errors. Through an intermediary, Captain A. C. Townsend, he convinced Thomas G. Patten, the New York City postmaster who mailed a first flight cover and letter to President Wilson, to let Joseph Leavy search the supply of sheets contained in the post office vault. Packages of full sheets were opened and inspected, but the all of the planes were flying rightside up. One wonders what would have happened if Colman, Townsend and Leavy had actually found another sheet. Letting a few individuals profit from the special privilege of accessing the post office vault hardly seems like proper civil servant policy.

As for Robey, although he continued to enjoy stamp collecting for another 31 years, he never owned another Inverted Jenny after selling the sheet to Klein. He continued to report other philatelic "discoveries," but none were even remotely comparable to the Inverted Jenny. After witnessing the complete dispersal of Colonel Green's holding of Inverted Jenny stamps, Robey passed away in February 1949.



Colonel Edward H. R. Green with his wife, Mabel (Harlow), and their Boston terrier on the front wheel well





102EX

- 102 ☒ **8c-24c 1923 Air Post (C4-C6).** Three covers, franked with **Nos. C4 and C5 top plate no. blocks of six and No. C6 top plate no. block of ten**, each tied by "San Francisco Jul. 1, 1924" duplex cancels to individual large-size flight covers (AAMC 167) addressed to Worden, magenta "US Night Air Mail" and "Via Air Mail" boxed cachets, Nos. C4 and C5 with bold "Special Delivery" at bottom and Registered handstamp crossed out in blue with violet handstamp "Not in Registered Mail", No. C6 cover reduced at left, Very Fine and rare set, ex Mack .....(Photo Ex) E. 3,000-4,000







## BUFFALO BALLOON AIR POST

- 105 ★ **1877, 5c Deep Blue, Buffalo Balloon Air Post Semi-Official, Tête-Bêche Pair (CL1a).** Both Schoendorf Type II, large margins all around, full original gum, one stamp lightly hinged (small ink spot on face), other has h.r. and thin spot

EXTREMELY FINE APPEARANCE. AN ATTRACTIVE AND FRESH TÊTE-BÊCHE PAIR OF THE *BUFFALO BALLOON* POST ISSUE.

The *Buffalo Balloon* stamp, designed by John B. Lillard and engraved by John H. Snively, was printed by Wheeler Brothers Printers in Nashville, Tennessee. Only 300 were printed in tête-bêche arrangement from a single die. The stamps were intended for use on a balloon flight from Nashville to Gallatin, Tennessee, which took place on June 18, 1877. Of the 300 that were printed, Lillard wrote that only 23 were used.

Based on previous examples we have handled, at least some of the *Buffalo Balloon* stamps were exposed to moisture around the time they were printed. This accounts for the fact that only two of the tête-bêche pairs certified by the Philatelic Foundation are potentially sound. The others are mostly thinned or scuffed in one corner where they were stuck together.

Ex Rudy. Sanabria backstamps ..... 22,500.00



105



106

- 106 (★) **5c Deep Blue, Buffalo Balloon, Tête-Bêche Pair (CL1a).** Schoendorf Types I and II, unused (no gum), large margins to full, wide spacing between stamps (8½mm), accompanying certificate notes "slight defects" which are primarily thin spots and some wrinkling between stamps

FINE APPEARANCE. THIS IS ONE OF ONLY TWO RECORDED TÊTE-BÊCHE PAIRS OF THE *BUFFALO BALLOON* STAMP WITH TYPES I AND II. THIS ALSO HAS ONE OF THE WIDEST SPACING BETWEEN STAMPS OF ANY TÊTE-BÊCHE PAIR.

The *Buffalo Balloon* stamp, designed by John F. B. Lillard and engraved by John H. Snively, was printed by Wheeler Brothers Printers in Nashville, Tenn., The stamps were intended for use on a balloon flight from Nashville to Gallatin Tenn., which took place on June 18, 1877. Of the 300 that were printed, only 23 were used.

Approximately a dozen tête-bêche pairs have been certified as genuine by the Philatelic Foundation. The Schoendorf pamphlet lists nine, which are mostly a combination of Types II and III. Type I is the earliest state, with no discernible printing flaws.

Ex Ridings. Illustrated in Schoendorf pamphlet (figure 18). With 1978 P.F. certificate..... 22,500.00

## BACK-OF-BOOK ISSUES

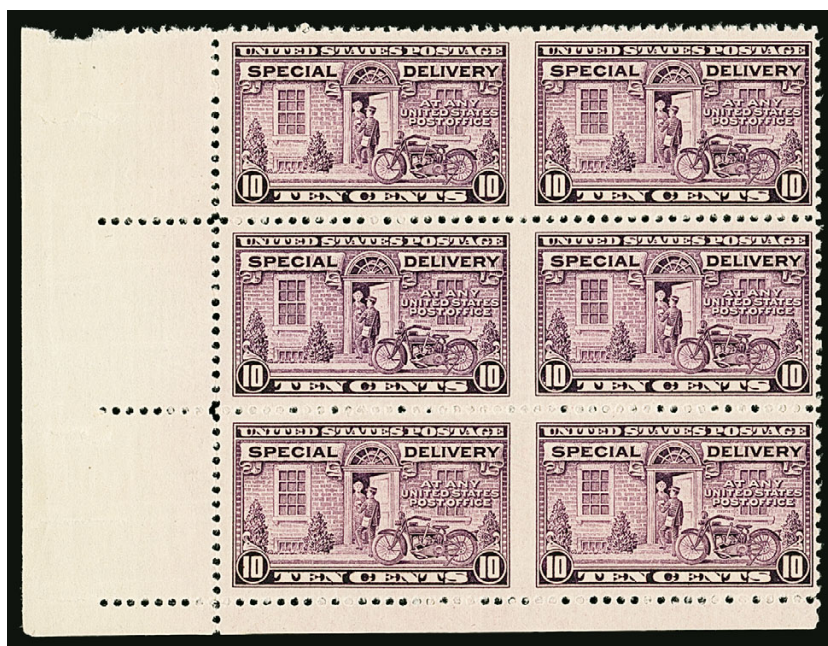


107

107 ★★田 10c Orange, Special Delivery (E3). Mint N.H. wide top imprint and plate no. 552 strip of four, brilliant color, nice margins and centering

VERY FINE. A BEAUTIFUL AND FRESH MINT NEVER-HINGED WIDE TOP IMPRINT AND PLATE NUMBER STRIP OF THE 10-CENT 1893 SPECIAL DELIVERY ISSUE.

Unlisted as Mint N.H. Scott Retail as hinged..... 4,750.00



108

108 ★★田 10c Gray Violet, Special Delivery, Horizontal Pair, Imperforate Between (E15c). Mint N.H. bottom left corner margin block of six containing three error pairs, bright color, top error pair with some red ink on gum, Very Fine, surprisingly rare in a multiple any larger than a block of four, Power Search does not list another in this size or larger since our 1975 Rarities sale, Scott Retail as three Mint N.H. pairs ..... 1,500.00



- 109 (★) **30c Deep Brown, Special Printing (J13).** Unused (no gum), proof-like impression, classic special printing cameo on reverse, couple thin spots, Fine appearance, only approximately 179 examples reached the public, ex Clifford Cole ..... 8,000.00



109



110

- 110 ★田 **\$2.00 on \$1.00 Offices in China (K16).** Top imprint, plate no. 5782 and letter "A" block of sixteen, Mint N.H. except position 8 small mark on gum, deep rich color, centered to top left, positions 10 and 14 small natural inclusions

FINE. AN EXCEEDINGLY RARE LARGE MULTIPLE OF THE \$2.00 ON \$1.00 OFFICES IN CHINA ISSUE, CONTAINING A MINT NEVER-HINGED PLATE BLOCK. THIS IS THE FIRST MINT NEVER-HINGED PLATE BLOCK WE HAVE OFFERED SINCE OUR 1999 RARITIES SALE.

The \$2.00 Offices in China plate block is exceeded in rarity only by the \$1.00 value. We have offered only one other since 2010. The last example in Mint N.H. condition was offered in our 1999 Rarities sale.

Scott Retail as plate block of six and singles ..... 20,450.00



111

- 111 田 **30c Navy (O44).** Used **block of four**, nicely centered, cork cancels, light creases or wrinkles, top right short perf, otherwise Fine, very rare, possibly one of only two known used blocks of this value, ex Ward and Mainberger ..... 3,000.00

- 112 ★ **1c Agriculture, Soft Paper (O94).** Without gum as issued, vivid color, single unpunched perf at top, accompanying certificate states small closed tear at top which is all but impossible to detect, Fine appearing example of this rare stamp, with 1986 P.F. certificate..... 6,000.00



112



113

- 113 ★ **24c Interior, Soft Paper (O103).** Original gum, lightly hinged, **top right corner sheet margins**, Fine example of this scarce stamp, with 1977 P.F. certificate 4,500.00



- 114 S **1c-90c War, Plate Proofs on Card, Diagonal Blue Handstamp "Specimen" Ovpts (O83P4S-O93P4S).** Complete set with Plett Ty. 3 serif ovpts., 3c with inverted handstamp, virtually all large to huge margins, pretty pastel colors

VERY FINE-EXTREMELY FINE. AN EXTREMELY RARE COMPLETE SET OF WAR DEPARTMENT CARD PROOFS WITH BLUE TYPE 3 "SPECIMEN" OVERPRINTS. ONLY ONE SET OF THIS TYPE IS RECORDED.

These handstamped "Specimen" overprints were the subject of an outstanding study by Michael Plett, presented in *Chronicle* 227 (Aug. 2010). These overprints are distinct from the Scott listed "Specimen" overprints on perforated stamps, and are believed to originate from the archives of foreign governments. War Department card proofs exist with each of the four different types of "Specimen" overprint (as described and named by Plett), but only one set of each type is recorded.

Ex Markovits and "Lake Shore". (Photo Ex) E. 2,000-3,000



114EX

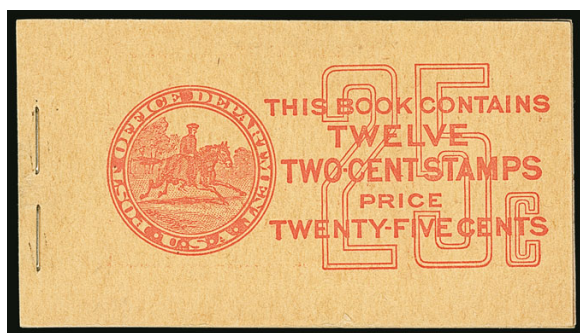


115EX

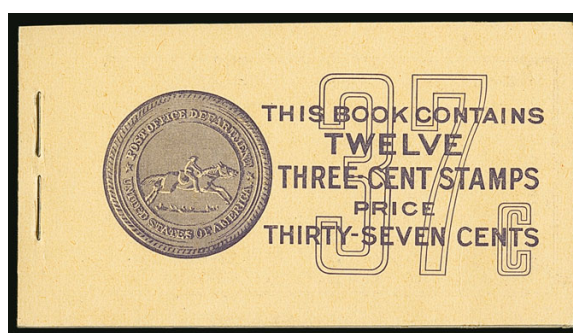
- 115 S **1c-90c War, Specimen Ovpt. (O83S-O93S).** Without gum as issued, bright colors, 1c natural s.e. at right, a few minor flaws

FINE-VERY FINE. AN ATTRACTIVE AND SCARCE COMPLETE SET OF THE WAR DEPARTMENT SPECIAL PRINTING.

Other than the 1c, 2c and 7c values, between 104 and 119 copies of the War Department Special Printings were sold (the 30c has the smallest sale quantity). It ranks fifth in rarity, just after the Navy Department set. .... (Photo Ex) 11,585.00



116



117

- 116 ★★ **2c Carmine, Complete 25c Booklet With Experimental Cellophane Interleaving (BK80a).** Comprising two panes of six No. 634d, BIA Cover Type IV-c.3-4, wonderfully fresh and Fine-Very Fine, this is one of 56,000 booklets made in the spring of 1928, despite a fairly substantial quantity made this is extremely rare and only the second we have encountered (the other ex Beutel) ..... 2,500.00
- 117 ★★ **3c Deep Violet, Complete 37c Booklet With Experimental Cellophane Interleaving (BK84a).** Comprising two panes of six of No. 720b, Very Fine, 30,000 of these booklets were issued in July of 1936, and as is the case with the BK80a Experimental Interleaving Booklet offered in the previous lot this is extremely rare, only the second we have encountered (the other ex Beutel) ..... 2,500.00



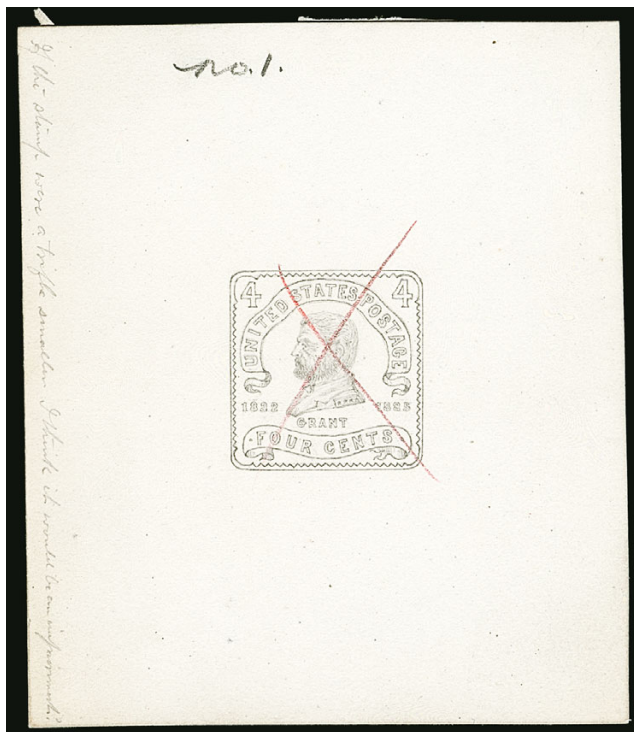
118

- 118 ☒ **Naco, Arizona, Registry Exchange Label, Handstamped Name (FX-NA2).** Magenta office name handstamp and blue "6367" registry number on label, small part of selvage wrapped around edge of 2c entire **to Sonora, Mexico, with set of 1c-5c Jamestown (328-330)**, extra 2c for total of 12c, tied by "Westfield Mass Sep. 13" (1907) duplex datestamp, purple "R Naco., Son." backstamp numbered "825", "Nogales, Ariz. Registered Sep. 24, 1907" double-circle backstamp

VERY FINE. AN EXTREMELY RARE EXAMPLE OF THE NACO, ARIZONA, REGISTRY EXCHANGE LABEL ON COVER WITH A FULL SET OF THE JAMESTOWN ISSUE.

The Scott U.S. Specialized Catalogue recently began listing the various U.S. registry exchange labels. The labels from Naco, Arizona, are among the rarest. Scott lists just two examples of the handstamped variety and one other with the manuscript name, but this is not one of the counted examples, since it was part of a lot purchased by Irwin Weinberg in a Siegel sale decades ago and was unrecognized for its rarity at that time....

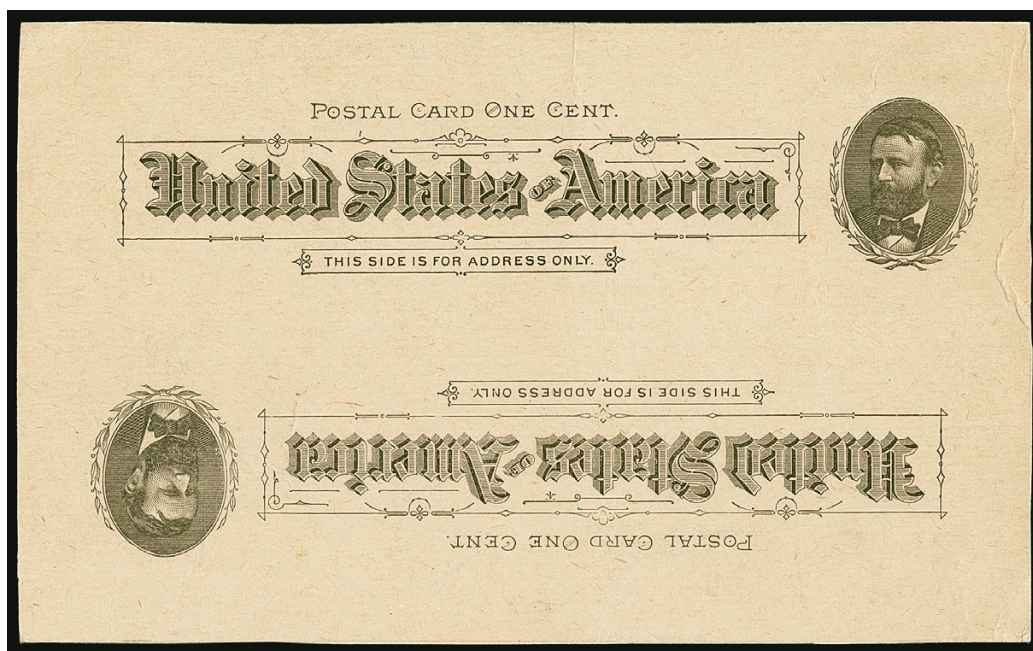
4,500.00



119

- 119 E **4c Grant, Artist's Drawing for 1903 Hartford Manufacturing Co. Entire (U390-E; Undersander E108B var).** Pencil drawing on 85 x 97mm card, pencil "No. 1" at top and "If the stamp were a trifle smaller I think it would be an improvement" at left, red manuscript "X" thru design, with tissue overleaf with pencil note "The name 'Grant' a little more prominent & the stamp smaller. JHR", Very Fine, unique, unlisted in Undersander book ..... E. 750-1,000





120

- 120 ☒ **1c Black on Buff, Postal Card, Double Impression, One Inverted (UX10a; USPCC S10a).** Mint card, nicely balanced and displaced impressions, offset of another on back, minor edge wrinkles at right

VERY FINE. A RARE EXAMPLE OF THIS ERROR CARD.

Ex Cunliffe..... 3,500.00

## REVENUES

- 121 **\$1.90 Foreign Exchange, Imperforate (R80a).** Large to ample margins, fresh and bright color of the true imperforate, pen cancel (half of "X" — this probably had another stamp overlapping it on document), two light strikes of embossed cancel visible only in cross-lighting, one strike caused a tiny edge tear at upper right which has been expertly sealed

VERY FINE APPEARING EXAMPLE OF THE RARE \$1.90 IMPERFORATE FOREIGN EXCHANGE FIRST ISSUE REVENUE.

It is believed that of the 9,000 examples originally issued imperforate, 312 were returned for perforating. It is not known how many were used. A review using Power Search found a dozen or so unduplicated copies. No multiples are known..... 12,500.00

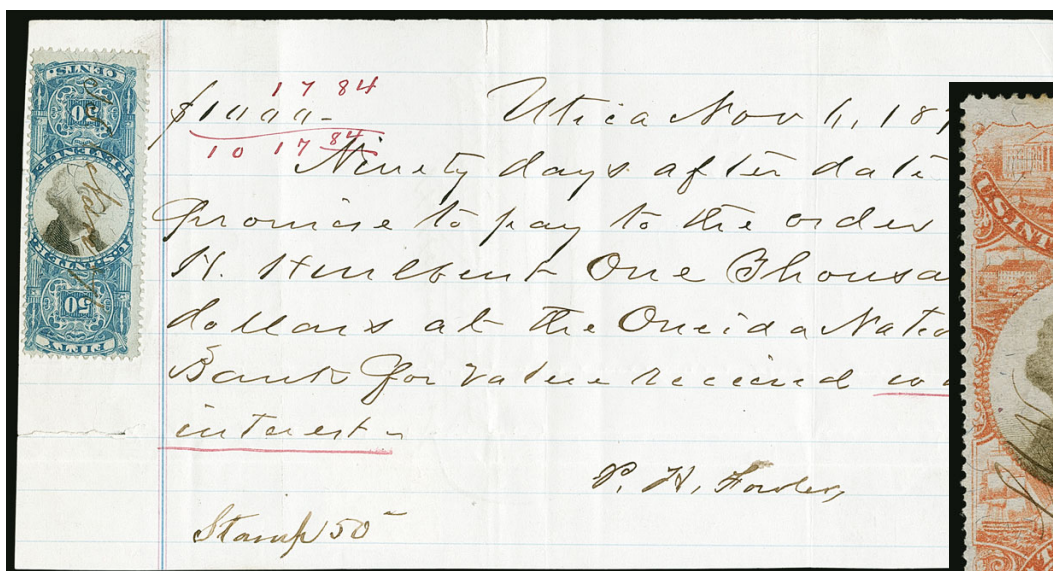


121



122

- 122      **10c Blue & Black, Second Issue, Center Inverted (R109a).** Vibrant colors, beautifully complemented by blue Sep. 1872 circular datestamp cancels, fresh and Fine, a lovely example of this Second Issue invert, ex Cunliffe ..... 2,000.00



123

- 123      **50c Blue & Black, Inverted Center (R115b).** Fresh colors, light manuscript cancel, trivial corner crease, used on Nov. 1, 1871 promissory note, **turned use** with second promissory note dated Jan. 1872 on reverse, with **2c Second Issue (R104)**, note with small edge tear not affecting either stamp or any writing

FINE AND RARE USE OF THE 50-CENT SECOND ISSUE INVERT ON A TURNED PROMISSORY NOTE, WHICH WAS USED A SECOND TIME THE FOLLOWING YEAR.

Any use of Revenue inverts on original documents is desirable. This example, which was turned and used a second time with a normal stamp is particularly fascinating.

Ex Cunliffe ..... E. 2,000-3,000

- 124      **\$20.00 Orange & Black, Third Issue (R150).** Vertical pair, bright colors, May 9, 1872 manuscript cancels, fresh and Fine, scarce in sound condition ..... 1,800.00



124





125

- 125 ★ **\$500.00 Carmine & Lake (R180).** Without gum as issued, Serial no. 434, ample to large margins, bright colors, Very Fine, a very scarce stamp in unused condition, the only other two examples listed in Power Search realized \$3,000 and \$3,500 hammer..... 2,100.00

- 126 **\$500.00 Carmine & Lake (R180).** Complete vertical strip of four, Serial nos. 701-704, rich colors, signed in manuscript with neat blue handstamp cancels, light creases affect bottom two stamps, still Very Fine, a rare multiple — especially without a cut cancel, ex Zoellner, the only other example we have encountered as a complete strip had cut cancels (ex Tolman and Curtis) .. 3,500.00



126



127

- 127 **1c Green & Black on Violet Paper, Inverted Center (RB1ad).** Deep rich colors and proof-like impressions, light handstamp cancel, small margin tear at bottom
- FINE APPEARING EXAMPLE OF THE SCARCE ONE-CENT PROPRIETARY INVERT ON VIOLET PAPER. ONLY 24 EXAMPLES ARE RECORDED, MOST OF WHICH ARE FAULTY.
- In his privately published census, Larry Lyons records 23 examples of this invert error, most of which have thins or creases, or are off center. We offered one additional copy in our 2006 Tolman sale, bringing the total to 24. Of these, at least sixteen have faults.
- Ex Cunliffe. With 1984 P.F. certificate ..... 5,250.00



128

128

**\$5.00 Green & Black on Violet Paper, Proprietary (RB10a).** Rich color, wide margins with all design elements well clear of perfs, neat 1878 manuscript cancel, typical small flaws including small thin spots and tiny pinhole

VERY FINE APPEARING EXAMPLE OF THE SCARCE \$5.00 PROPRIETARY ON VIOLET PAPER.

Examples of the \$5.00 Proprietary Issue almost invariably have faults, due to the stamp's large size and the nature of its use. This example is better than many. The Kingsley book contains a table showing 2,109 stamps ordered and he records only 119 copies extant ..... 11,000.00

129

**\$5.00 Green & Black on Violet Paper, Proprietary (RB10a).** Rich color, centered to left but design elements intact, light manuscript cancel, typical small flaws including creases and small thin spots, Fine appearance, examples of the \$5.00 Proprietary Issue almost invariably have faults, due to the stamp's large size and the nature of its use, the Kingsley book contains a table showing 2,109 stamps ordered and he records only 119 copies extant ..... 11,000.00



129

END OF SESSION ONE



SESSION TWO (LOTS 130-170)  
WEDNESDAY, NOVEMBER 9, 2016, AT 1:30 P.M.

## CANAL ZONE

- 130 ★田 **1927, 1c Green, Vertical Pair, One Without Ovpt. (100a).** Block of four containing two error pairs, selvage at bottom, original gum, top stamps h.r., bottom error stamps tiny trace of hinging at top, fresh and bright color

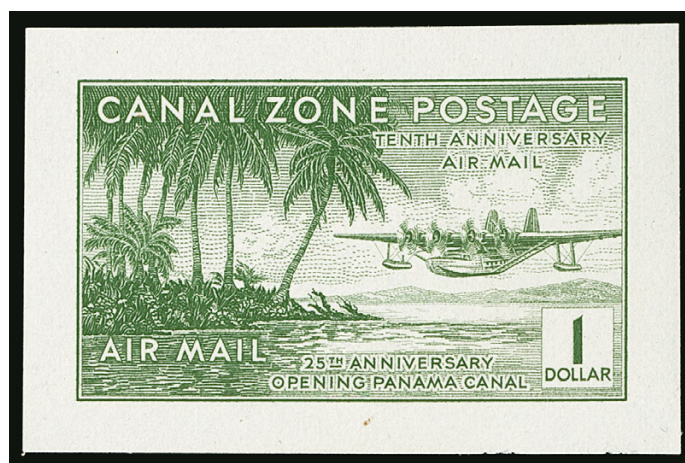
VERY FINE. A RARE BLOCK CONTAINING THE "CANAL ZONE" OMITTED ERROR. ONLY TEN STAMPS WERE PRINTED IN TOTAL.

According to *Canal Zone Stamps*, the error was caused when the sheet was misfed into the press. The overprint was omitted from the bottom row of the plate.

Ex Salz..... 7,500.00



130



131EX

- 131 P **1939, 5c-\$1.00 Air Post, Small Die Proofs on Wove (C15P2-C20P2).** Brilliant colors, \$1.00 tiny natural inclusion

EXTREMELY FINE AND RARE SET OF CANAL ZONE AIR POST SMALL DIE PROOFS.

There are reportedly only two examples of each value in existence. Ex Salz.....  
.....(Photo Ex) 5,218.00

## HAWAII

## 1851 5-CENT BLUE MISSIONARY



132

132 **1851, 5c Blue (2).** Type II—the righthand position in the setting of two with the distinctive small “n” in “Cents” (found only on the 5c Type II)—full margins to barely in along frameline at right, 7-bar grid cancel struck twice in criss-cross fashion, trace of red cancel, light horizontal crease and tiny thin at top

A FINE AND CHOICE APPEARING EXAMPLE OF THE HAWAIIAN 5-CENT MISSIONARY. CONSIDERING THE TYPICAL CONDITION OF THE FRAGILE MISSIONARY STAMPS, THIS IS ESSENTIALLY A SOUND USED EXAMPLE OF THIS MAJOR PHILATELIC RARITY.

Our census of Hawaii No. 2, published in Part 1 of the Honolulu Advertiser catalogue, is available at our website at <http://www.siegelauctions.com/dynamic/census/HI2/HI2.pdf>. The example offered here, neatly cancelled with no major repairs, is a great condition rarity. Our census records only eleven 5c Missionaries off cover that are sound or have only minor faults, such as this example

Siegel Census No. 2-II-CAN-59 (as sound). Ex Atherton and Fekete. With 1995 P.F. certificate ..... 35,000.00



## 1851 13-CENT BLUE “HAWAIIAN POSTAGE” MISSIONARY



133

- 133 ★ **1851, 13c Blue, “Hawaiian Postage” (3).** Type I—the lefthand position in the setting of two—unused, a beautiful stamp with large to huge margins, bright shade on fresh paper, an internal tear extends vertically between “a” and “w” of “Hawaiian”, this has been sealed but the stamp is free of any paper addition or painting in

A VERY FINE UNUSED EXAMPLE OF THE 13-CENT “HAWAIIAN POSTAGE” MISSIONARY.

There are seven unused examples of the 13c “Hawaiian Postage” Missionary recorded in our census, which is available at <http://siegelauctions.com/dynamic/census/HI3/HI3.pdf>, including four that have repairs. Although we count this stamp among the repaired examples, the sealed tear is very minor and does not involve any paper restoration or painting in of the design — the other three repaired copies have paper addition and repainting.

Ex Bowers, Hind, Lichtenstein, Ostheimer III, Honolulu Advertiser and Fekete. Siegel Census No. 3-I-UNC-78. With 1967 and 1995 P.F. certificates (former no longer accompanies). Scott value for an unused example with minor repair..... 37,000.00

## 1852 13-CENT BLUE “H.I. AND U.S. POSTAGE” MISSIONARY



134

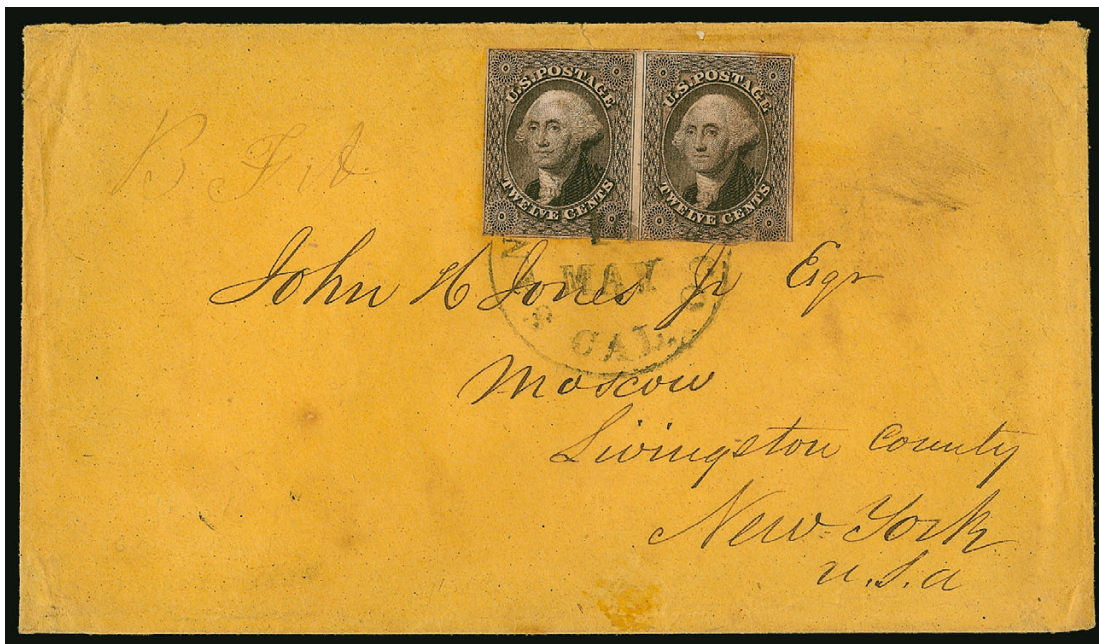
- 134 **1852, 13c Blue, “H.I. & U.S. Postage” (4).** Type II—the righthand position in the setting of two—indistinct cancel leaves entire design clearly visible (certificate states cancelled in red), repaired at top adding portions of the inner and outer framelines, repaired above “13”, certificate states discolored from oxidation but this is probably traces of staining from mucilage used to affix the stamp

FINE APPEARANCE. AN ATTRACTIVE EXAMPLE OF THE 1852 13-CENT “H.I. & U.S. POSTAGE” MISSIONARY.

Our census of Hawaii No. 4, published in Part 1 of the Honolulu Advertiser catalogue and available at our website at <http://www.siegelauctions.com/dynamic/census/HI4/HI4.pdf>, contains 35 used stamps off cover or on piece plus nine covers.

Siegel Census No. 4-II-CAN-155. Ex “Isleham” and Schwenk. With 2001 P.F. certificate.  
 ..... 35,000.00





135

- 135 ☒ **12c Black (17).** Horizontal pair, margins to just in, tied by "San Francisco Cal. 16 May" (1854) circular datestamp on orange-buff cover **originating in Hawaii**, with original enclosure datelined "Honolulu Feby. 22, 1854" and written by U.S. Consul Benjamin Franklin Angell, to Moscow N.Y., back of cover with "Forwarded by G.B. Post & Co., San Francisco" octagonal forwarder's marking, interesting content including "In my judgement these Pacific Islands will be made a Territory of the United States in less than a year; a treaty of cession is now in progress of negotiation and I am hurrying it forward with all my power", other fascinating commentary including comparison of Hawaiian indigenous population to American Indians, stamps with some toning from gum, right stamp pre-use crease, some edgewear

VERY FINE. A FASCINATING COVER AND ENCLOSURE SENT FROM THE UNITED STATES CONSUL IN HAWAII, WITH FANTASTIC HISTORICAL CONTENT.

This cover was carried outside of the mails on the American schooner *Sovereign* (formerly known as the *Ka Moi*), which carried the largest despatch of mail from Hawaii with over 3,200 letters sent (source: Gregory book). The *Sovereign* departed Honolulu on April 23, 1854, and arrived in San Francisco on May 6. In San Francisco this was handed over to G. B. Post, who put it into the mails on the next available ship.

Ex Rust and "Champion" ..... E. 3,000-4,000

- 136 (★) **1857, 5c on 13c Dark Red (7).** Type I (Clark) numeral, unused (no gum), large margins to clear, deep rich color, small toned spot at left

VERY FINE APPEARING UNUSED EXAMPLE OF THE 1857 5-CENT ON 13-CENT PROVISIONAL SURCHARGE.

The 5c provisional surcharge was necessary due to a shortage of 5c stamps just after the transition from Postmaster Whitney to Jackson. Most were made by Jackson's clerk, Alvah Clark, around the start of 1857. New supplies of the 5c stamp (Scott No. 8) were received at the end of June 1857.

Ex Schwenk. With 2003 P.F. certificate ..... 7,000.00

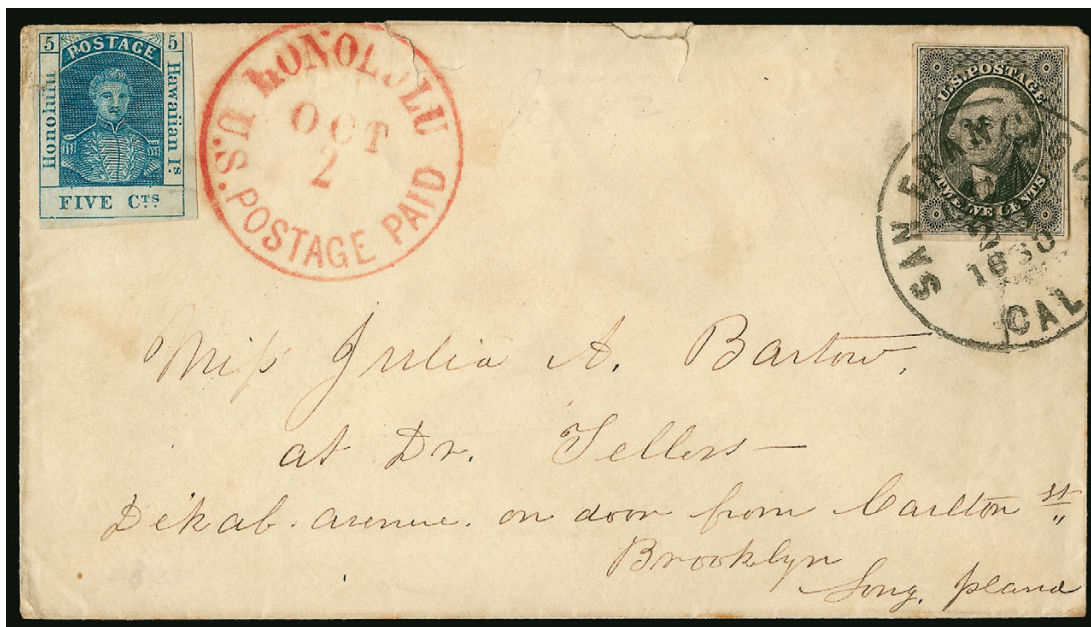


136



137

- 137 ☒ **1857, 5c Blue, Thin White Wove (8).** Huge margins to just in, used with **United States 12c Black (17)**, tied together by "San Francisco Cal. Jul. 16, 1860" circular datestamp, red "Honolulu U.S. Postage Paid Jun. 23" (1860) circular datestamp on buff cover to Fall River Mass., slightly reduced at left, fresh and Very Fine, an attractive use, carried on American bark *Comet* (departed June 23, 1860, arrived San Francisco Jul. 13), then carried on the overland route to St. Louis (via Los Angeles and El Paso) by Butterfield stagecoach, ex Rose ..... E. 2,000-3,000



138

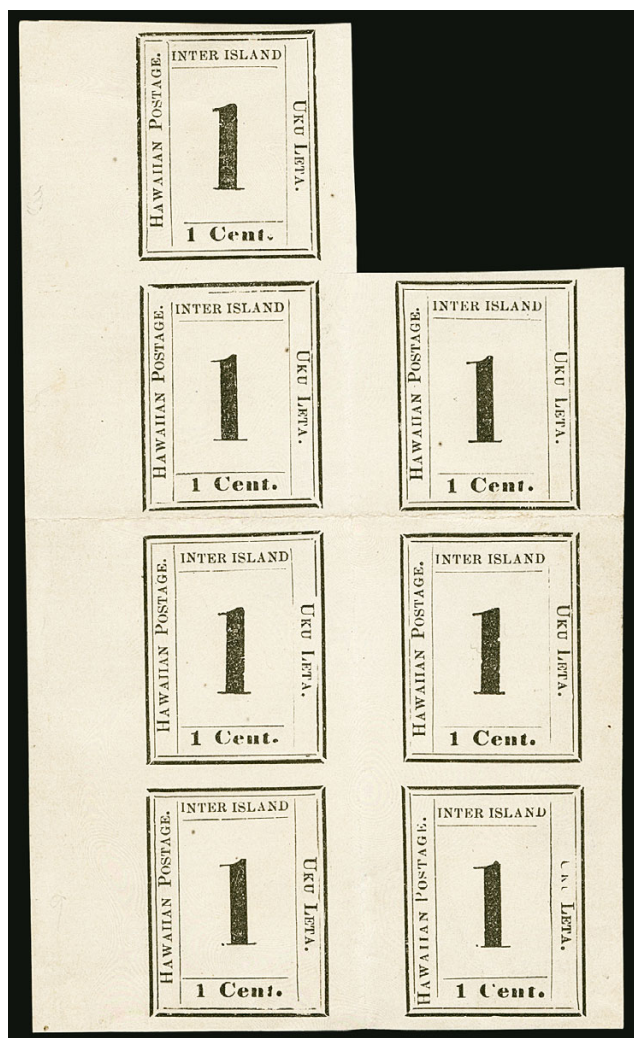
- 138 ☒ **1857, 5c Blue, Thin White Wove (8).** Large margins to just in at upper right, few faults, uncanceled, red "Honolulu U.S. Postage Paid Oct. 2" circular datestamp, used with **United States 12c Black (17)**, large margins to clear, tied by "San Francisco Cal. Oct. 29, 1860" circular datestamp on cover to Miss Julia A. Bartow at Dr. Teller's in Brooklyn N.Y., missing most of top flap, small edge tears, likely carried on the British Brig *Gazelle*, which cleared Honolulu Oct. 3 and arrived in San Francisco on Oct. 29, Very Fine appearance, ex Nettles, with 1989 P.F. certificate ..... E. 1,500-2,000



- 139 ★田 1865, 5c Blue on Blue, "Interisland" (22). Plate 12-A, Types VII-IV/X-II/VII-III/V-I (Westerberg Positions 3-10), vertical block of eight, original gum, h.r., large margins to clear, bright color, few creases

VERY FINE APPEARANCE. A SCARCE ORIGINAL-GUM BLOCK OF EIGHT OF THE 1865 5-CENT "INTERISLAND" NUMERAL ISSUE.

Ex Golden. Scott Retail as two blocks of four ..... 5,200.00



140



139

- 140 (★)田 1864, 1c Black, Laid (23). Plate 8-A, Types IV-VI-V/VIII-VII/X-IX (Westerberg Positions 3/5-6/7-8/9-10), block of seven, unused (no gum), large margins, vertical crease between stamps, horizontal crease between second and third rows, Extremely Fine appearance, attractive multiple, ex Taylor and Golden, Scott Retail as singles ..... 2,100.00



141

- 141 (★) **1864, 2c Black, Tête-Bêche (24c).** Plate 7-A, Types I-IX (Westerberg Positions 1-9), unused (no gum), large margins to full, minor toned spots, light corner crease entirely in margin at upper right as oriented in the photo

VERY FINE APPEARANCE. A RARE UNUSED TÊTE-BÊCHE PAIR OF THE 1864 2-CENT NUMERAL ISSUE ON LAID PAPER. THIS IS ONE OF THE RAREST OF THE VARIOUS TÊTE-BÊCHE MULTIPLES.

Using our Power Search, we were only able to locate two other pairs, a block containing two pairs and a pane of ten.

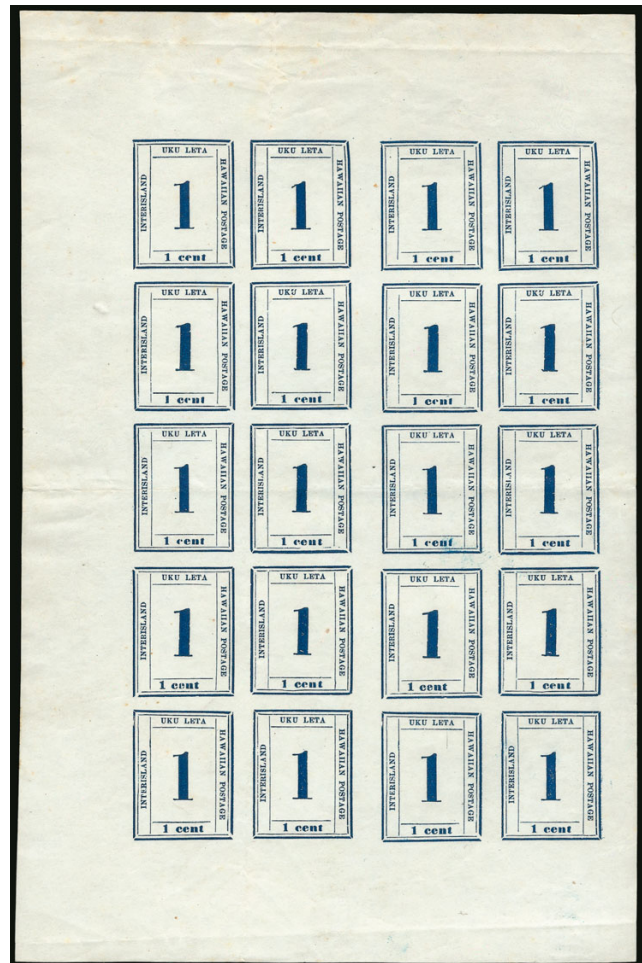
Ex Ishikawa and Golden..... 7,000.00

- 142 (★) 田 **1865, 1c Dark Blue (25).** Plate 11-A, Types I-X (Westerberg Positions 1-10), **two complete panes in an unused block of 20**, unused (no gum), large margins, few creases, small indentation in margin at left

EXTREMELY FINE APPEARANCE. A BLOCK OF 20 IS THE LARGEST RECORDED MULTIPLE OF THE 1865 2-CENT DARK BLUE NUMERAL ON WOVE PAPER. ONLY FIVE ARE KNOWN TO US, THREE OF WHICH WERE IN THE GOLDEN COLLECTION.

In addition to the three ex Golden blocks of 20, we know of two other blocks of the same size (one ex Honolulu Advertiser and the other ex Pietsch).

Ex Golden. Scott Retail as four blocks of four and four singles ..... 7,200.00







143

- 143 ☒ **1864, 2c Rose Vermilion, Diagonal Half Used as 1c (31b).** Bottom right half used with **1866 5c Blue (32)** and tied together by cork cancels on cover to Sallie B. Small in York Pa., no Honolulu postmark, "San Francisco Paid All Jan. 8" (1871) circular datestamp, light corner crease on 5c

FINE AND RARE BISECT OF THE 1864 2-CENT KAMEHAMEHA IV ISSUE USED ON COVER WITH THE 5-CENT KAMEHAMEHA V ISSUE.

In July 1870 the 6c single-letter rate to the United States was established. The 6c stamps were not available until late Spring 1871, and so the rate was made up using three 2c stamps. As the supply of 2c stamps dwindled, the post office permitted some bisects to be used with 5c stamps for the 6c rate.

Ex Golden. With 1937 letter of authenticity from Bertram W.H. Poole ..... 8,500.00



- 144 ★ **1893, 5c Ultramarine, Category II Double Red Ovpt. (59e).** Original gum, second overprint split vertically with parts of four different overprints in corners, light pastel color, margins wide to just clear at right

FINE. A RARE UNUSED EXAMPLE OF THE CATEGORY II DOUBLE RED OVERPRINT ON THE 1893 5-CENT ULTRAMARINE PROVISIONAL GOVERNMENT ISSUE.

Although not as strong or rare as the Category I double overprint, this Category II error is quite striking and very scarce.

Ex Golden ..... 4,000.00

144

- 145 **1893, 5c Ultramarine, Category II Double Red Ovpt. (59e).** Well-centered, tied by nearly complete "Honolulu, H.I. Nov. 14, 1895" duplex on small piece

VERY FINE. A RARE SOUND AND WELL-CENTERED USED EXAMPLE OF THE CATEGORY II DOUBLE RED OVERPRINT ON THE 1893 5-CENT ULTRAMARINE PROVISIONAL GOVERNMENT ISSUE.

The Category I double overprint on the 5c Ultramarine does not exist in used condition, so this Category II error is the closest one can come to a used double overprint, and this is probably the closest thing to a cover that exists.

Ex Honolulu Advertiser and Golden..... 4,000.00



145





146

- 146 ★田 1893, 6c Green, Split Red Ovpt. (60 var). Horizontal block of 15, left three stamps with part-printed "Provisional", other stamps show vertically split overprint, **with imprint selvage at both sides**, original gum, center row and four stamps at bottom Mint N.H., some perf separations, small crease at edge of selvage at left, overall Fine, an extremely rare multiple, ex Golden ..... E. 1,500-2,000



147

- 147 ★田 1893, 12c Black, Category I Double Red Ovpt. (62e). Horizontal block of six with **wide part imprint selvage at left**, original gum, few h.r., deep shade, centered to bottom with perfs just touching on bottom right stamp only, strong overprints, light gum toning at bottom of block

VERY FINE. AN EXCEPTIONALLY RARE BLOCK OF SIX OF THE 1893 12-CENT DOUBLE RED OVERPRINT. THIS IS THE LARGEST KNOWN MULTIPLE.

Only two sheets of the 12c were doubly overprinted in red. A review of Power Search and important name sales going back 60 years failed to find another multiple larger than a block of four.

Ex Golden. Scott Retail as singles with no premium for the position ..... 12,000.00





148

- 148 ★田 1893, 12c Red Lilac, Black Ovpt. (69). Block of 20, original gum, several stamps Mint N.H., few others h.r., some sensibly reinforced perf separations, generally Fine, a seldom-seen large multiple, ex Golden, Scott Retail as hinged blocks and singles with no premium for the Mint N.H. .... 7,800.00



149

- 149 ★★田 1894, 20c Red, Imperforate (R9a). Mint N.H. block of eight, huge margins including bottom sheet margin, few trivial natural inclusions  
 VERY FINE AND CHOICE. A RARE MINT NEVER-HINGED BLOCK OF EIGHT OF THE IMPERFORATE 20-CENT RED 1894 REVENUE ISSUE.  
 Scott Retail as pairs ..... 10,800.00



## PHILIPPINES



150

- 150 ★田 **1907, 1c-\$5.00 Philippines Overprints, Bureau of Insular Affairs Special Printing (226SP, 228SP-240SP, J1SP-J7SP).** Blocks of four, lightly hinged, deep rich colors on bright paper, few minor imperfections to be expected including few minor perf separations or toned spots, \$5.00 separated along horizontal perfs and rejoined

FINE-VERY FINE APPEARANCE. A REMARKABLE SET OF BLOCKS OF THE 1907 BUREAU OF INSULAR AFFAIRS SPECIAL PRINTING. ONE OF THE GREATEST RARITIES OF PHILIPPINES PHILATELY.

Little is known about these special printings. An article in a 1938 edition of *The Philatelic Gazette* reproduces a letter from the War Department's Bureau of Insular Affairs regarding an inquiry into these special printings. The letter notes that "In May 1907, the bureau had printed one hundred sets of each denomination of stamps formerly used in the Philippines — that is United States stamps surcharged across their face with the word 'Philippines'. These stamps were printed at the suggestion of the United States Post Office Department for the purpose of supplying requests, which were then frequent, for specimen Philippine stamps. Of the one hundred sets printed, seventy-five were delivered to the Post Office Department for distribution, and I am unable to say whether that department now has any of them". According to the article, the 75 sets received by the Post Office department were turned over, intact, to the National Postal Museum.

Scott Retail as singles..... 85,400.00



CONFEDERATE STATES



151

- 151 ☒ **Jefferson Davis.** Free frank "Jeffers. Davis, Sec. of War" as **Secretary of War** on legal-size cover to Rev. J. W. French at West Point N.Y., neat "Washington Cy. D.C. Dec. 22" circular datestamp, accompanied by 18-page letter from recipient and small booklets made by French, and by copy of Davis's reply, some edgewear, still Very Fine ..... E. 1,500-2,000



152

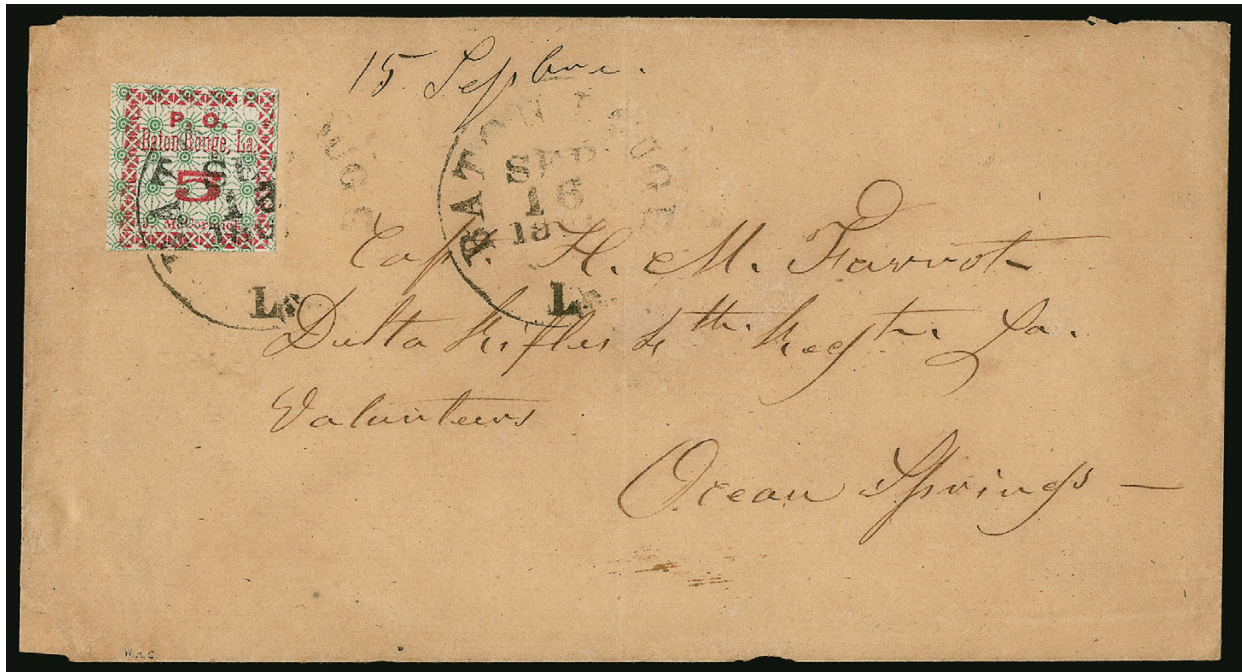
- 152 ☒ **Atlanta Ga., 10c on 5c Black entire (6XU2a).** Boldly struck provisional handstamp and "Atlanta Ga. Jul. 18, 1861" circular datestamp on yellowish-buff cover to Confederate Vice President Alexander H. Stephens in Richmond Va., **Atlanta & West Point Railroad Co. embossed cameo design with locomotive** on backflap, flap is removed as usual for Stephens covers but the central portion with the design is preserved and neatly hinged over the front

EXTREMELY FINE. A SPECTACULAR USE OF THE ATLANTA 10-CENT ON 5-CENT HAND-STAMPED PROVISIONAL ON A RAILROAD CAMEO DESIGN COVER. BEAUTIFUL IN EVERY RESPECT.

The docketing on back indicates the letter was from Richard Owens, Atlanta, July 18, soliciting the influence of Mr. Stephens to have the writer receive a military appointment. Only four examples of the 10c on 5c revalued Atlanta provisional are recorded in the Crown Survey.

Ex Muzzy and Dr. Brandon ..... E. 3,000-4,000





153

- 153 ☒ **Baton Rouge La., 5c Green & Carmine, Maltese Cross Border (11X2).** Position 6, Type B, full to large margins all around, tied by "Baton Rouge La. Sep. 16, 1861" circular datestamp, second strike to right on brown cover to Capt. H. M. Favrot, Delta Rifles, Ocean Springs Miss., some edgewear and sealed backflap tear, very fresh stamp

VERY FINE. AN ATTRACTIVE COVER WITH A FOUR-MARGIN EXAMPLE OF THE BATON ROUGE 5-CENT PROVISIONAL WITH MALTESE CROSS BORDER.

The addressee, Capt. Henry M. Favrot, was born in West Baton Rouge parish in 1826 and died there in 1887. He served as a member of the Louisiana legislature in the 1850's and was opposed to secession. However, with the outbreak of the Civil War he joined the Confederate Army and became captain of the "Delta Rifles," 4th Louisiana Infantry, and served throughout the entire war. Capt. Favrot participated in the Battle of Shiloh, was stricken with typhoid fever at Corinth and later returned to New Orleans. After his recovery he was sent to northern Virginia with rank of colonel to gather all the records of the Army of Northern Virginia. He remained on active duty until the close of the war, when he returned home on mule-back, bringing with him the army records he was sent to compile.

Ex Dr. Brandon..... 5,000.00



154

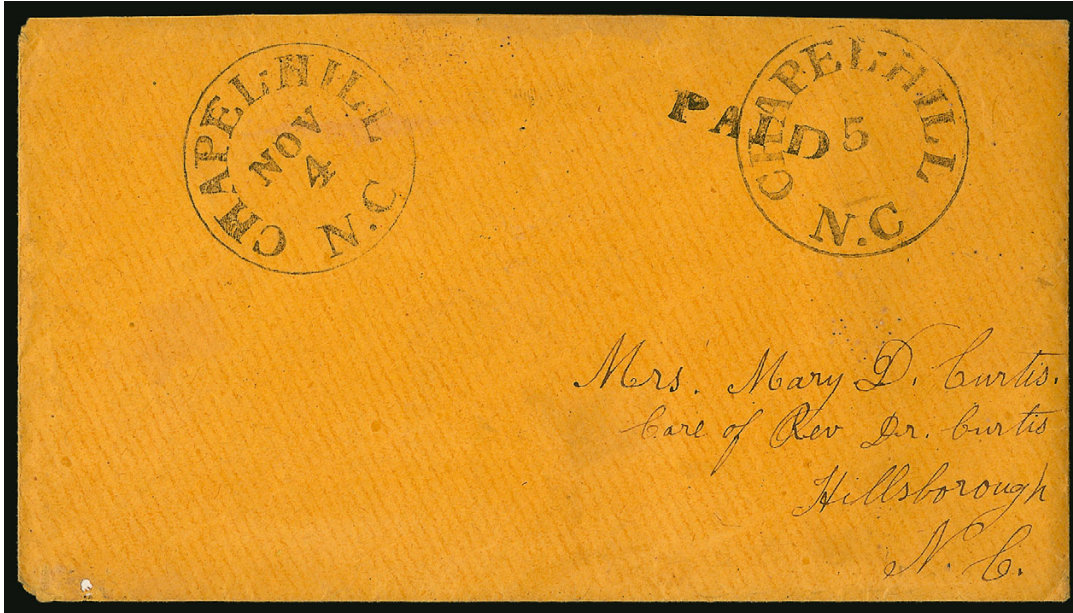
- 154 ☒ **Bluffton S.C., 5c Black entire (124XU1).** Clear strike of provisional handstamp with "Bluffton S.C. Oct. 8" (1861) circular datestamp on yellow cover to Col. E. M. Seabrook in Charleston S.C., manuscript "To the care of George Bryan" at bottom, cover tears into both handstamps

VERY FINE APPEARANCE. THIS IS THE UNIQUE EXAMPLE OF THE BLUFFTON S.C. POSTMASTER'S PROVISIONAL ENTIRE.

The Crown survey, C.S.A. and Scott catalogs all state that this is the only recorded example of the Bluffton Postmaster's Provisional.

Ex Mueller, Bogg and Dr. Brandon. Accompanied by a handstamped "Paid" rebaked cover front from Bluffton to Charleston dated Nov. 2 with "5" rate handstamp. Both covers with 1995 C.S.A. certificates ..... 4,250.00





155

- 155 ☒ **Chapel Hill N.C., 5c Black entire (15XU1).** Bold strikes of provisional handstamp, "Paid" and "Chapel-Hill N.C. Nov. 4" (1861) circular datestamp on buff cover to Hillsborough N.C., with original enclosure, slightly reduced at top

VERY FINE. ONLY SIX EXAMPLES OF THE CHAPEL HILL POSTMASTER'S 5-CENT PROVISIONAL ENTIRE ARE RECORDED — A MUCH UNDERRATED RARITY.

Our records contain only six examples of Scott 15XU1, including three on patriotic covers.

Ex Dr. Howard Green and Dr. Brandon..... 4,000.00



156

- 156 ☒ **Charleston S.C., 5c Blue on Orange entire (16XU3).** "Charleston S.C. Sep. 5, 1861" double-circle datestamp, addressed to Camden S.C., half of bottom flap removed, tiny erosion holes in address, still Very Fine, ex Dr. Brandon ..... 2,250.00





157

- 157 ☒ **Columbia S.C., 5c Blue entire (18XU1).** Clear strike on small buff cover to Charleston S.C., **used in combination with 5c Green, Stone 1-2 (1)**, full margins to barely touched, tied by blue "Columbia S.C. 1 Jan." (1862) circular datestamp, some restoration at lower and top right corners just outside the provisional handstamp, sealed flap tear, staining removed from bottom

VERY FINE APPEARANCE. ONE OF THREE RECORDED COVERS WITH CONJUNCTIVE USE OF A COLUMBIA S.C. PROVISIONAL ENTIRE AND A GENERAL ISSUE STAMP.

Another cover from a different correspondence, dated Jan. 4, 1862, exists with the 5c Green Lithograph used in combination with the provisional oval. While an argument can be made that the adhesive paid the entire postage (accompanying C.S.A. certificate states this is the case) they could also have been uprated for weight, prior to the 1862 rate change. A third combination cover, offered in our Sale 810, shows a combination of the provisional and 5c Richmond Local Print to make the new 10c rate. A fourth cover exists with the 5c Green Lithograph affixed *over* the provisional handstamp — more clearly a 5c rate, using an old provisional entire. In addition to the three mentioned above, we record only six other conjunctive uses of a Confederate provisional and adhesive on cover.

Illustrated in Crown Survey on p. 80. Ex. Dr. Brandon. With 2009 C.S.A. certificate stating the opinion that it is not a conjunctive use..... E. 2,000-3,000



158

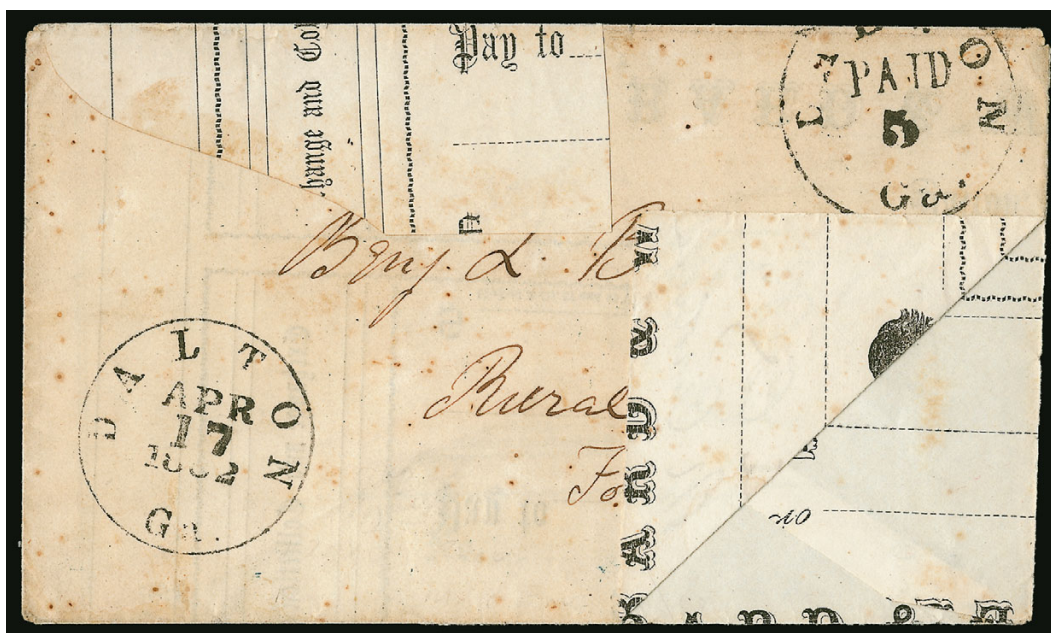
- 158 ☒ **Columbia S.C., 5c Blue entire, Seal on Front (18XU4).** Clear strike of oval provisional seal at upper right corner of orange-buff cover, provisional overstruck by "5" numeral handstamp and "Paid" in circle, "Columbia S.C. 5 cts. 10 Aug. 28" pre-war integral-rate circular datestamp, all markings in blue, addressed to "Mr. Robert Beaty, Santuc, Sou. R.Rd., S.C.," missing backflap and slightly reduced at top

VERY FINE AND RARE. ONLY EIGHT EXAMPLES OF THE COLUMBIA S.C. 5-CENT PROVISIONAL ENVELOPE WITH THE OVAL SEAL STRUCK ON FRONT ARE RECORDED.

Harry L. McDowell records eight Columbia provisional entires with the oval seal struck on front and not on the flaps, all dated in August and September 1861 with the pre-war integral-rate datestamp. The oval and "5" were applied to the empty envelope (provisional), and the Columbia circular datestamp and "Paid" were applied after mailing.

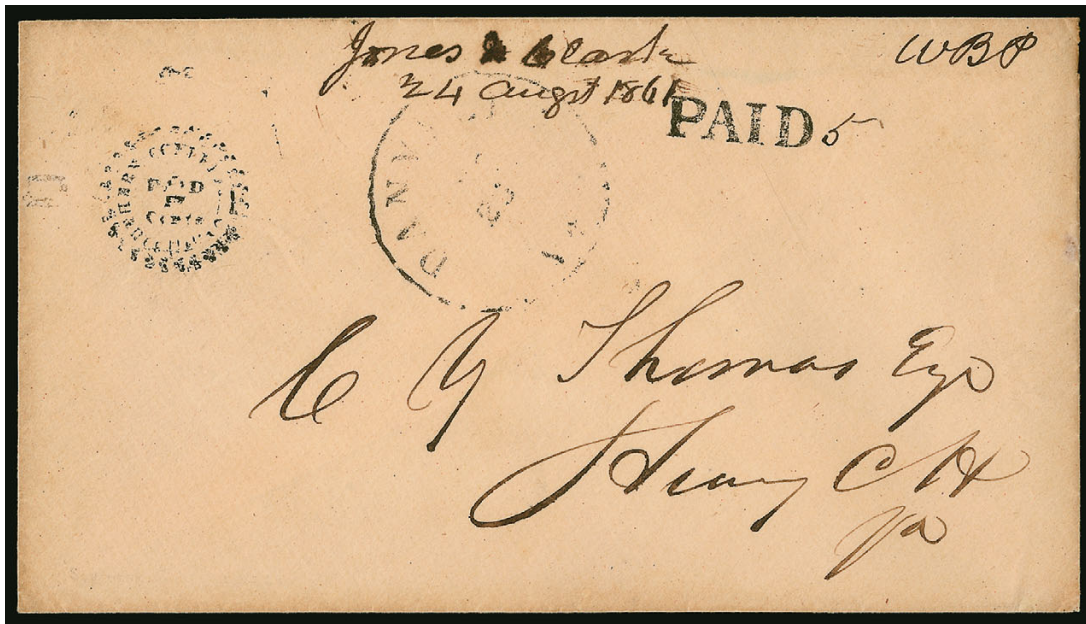
Ex Hessel and Dr. Brandon ..... 7,500.00





159

- 159 ✉ **Dalton Ga., 5c Black Entire (20XU1).** Clear strike with Apr. 17, 1862 circular datestamp on **adversity** cover made from bank checks with tiny **illustration of dog's head**, to Rural Hall, N.C., age speckles, still Very Fine and attractive use, ex Dr. Brandon E. 750-1,000



160

- 160 ☒ **Danville Va., 5c Black entire (21XU var).** Clear strike of “Southern Confederacy Paid 5 Cents” handstamp with type set in 19.5 mm circle of ornaments, light strike of “Danville Va. Aug. 23” (1861) circular datestamp, “Paid” straightline with manuscript “5”, “WBP” initials for Postmaster William B. Payne, addressed to Henry C.H. Va., docketed “Jones & Clarke, 24 August 1861” at top

VERY FINE. THIS IS THE ONLY RECORDED EXAMPLE OF THE DANVILLE “SOUTHERN CONFEDERACY PAID 5 CENTS” CIRCULAR HANDSTAMP POSTMASTER’S PROVISIONAL. AN OUTSTANDING RARITY.

Ex Caspary and Dr. Brandon. With 2014 P.F. certificate. Unlisted in Scott, but listed in C.S.A. Catalog ..... E. 7,500-10,000





161

- 161 ☒ **Danville Va., 5c Black on Yellow entire (21XU1 var).** Press-printed illustrated design on **right side** of envelope with **Flippen, Redd & Co. Tobacco Manufacturers, Danville Va. corner card**, addressed to Mrs. Jno. H. Redd in Talcott (West) Virginia, docketing at left erased but “1861” still visible, no other postmarks, backflap tears from opening

VERY FINE. A RARE EXAMPLE OF THE DANVILLE TYPOGRAPHED POSTMASTER'S PROVISIONAL ON YELLOW ENTIRE.

The Danville post office issued provisional adhesive and press-printed envelopes in close proximity. William D. Coleman, editor of the *Democratic Appeal* newspaper, had been Danville's postmaster from September 14, 1860, to March 12, 1861. William B. Payne was appointed by the U.S. Post Office on March 12, 1861, but he served a very short term (Richard L. Calhoun, *The Confederate Postmaster Provisionals of Virginia*). Coleman enlisted in the army, but served only a few months before he was asked to replace Payne as Danville's Confederate postmaster. Coleman was officially appointed on August 2, 1861, but his recollection was that he took over in October 1861 (Crown book, pages 85-87).

The press-printed provisional envelopes bear Payne's name, and the adhesive bears Coleman's name. Coleman stated that his stamps were printed at the offices of the *Democratic Appeal*. Philatelic authors have reported that the envelopes were also printed at the newspaper offices, but no proof of that claim has been offered. Postmaster Payne also sold handstamped envelopes with his initials.

The Danville press-printed envelopes are among the most unusual of all Postmasters' Provisionals. A stock typographic engraving was used with loose type set inside the blank oval. The illustration depicts a shoe fitting for an Antebellum lady. She is seated, while another woman kneels before her with shoe in hand, and a gentleman stands over her, also holding a shoe. It is reported that this engraving was used in advertisements for ladies' shoes and boots. Another unusual feature of this provisional is the use of the slogan “Southern Confederacy” in addition to the post office and postmaster names, and the denomination. The word “Southern” is set in either a nearly straight line or slightly curved line.

The envelopes were printed with two different denominations: the 5c in Black, and the 10c in Red. The 5c envelopes properly used as provisionals are datestamped in July, August and early September. None of the 10c press-printed envelopes has been found properly used in that period. Both the 5c and 10c envelopes are found with later dates, sometimes with General Issue stamps affixed for postage (or removed), but these envelopes were used as stationery and not as provisional postage.

The Calhoun census lists 24 envelopes, but nearly half are not proper provisional uses (either lacking a Danville postmark or used with adhesive postage). While this cover lacks the postmark, the docketing clearly indicates an 1861 use and there is no indication that a General Issue stamp has been removed. The classification of envelope colors, including Buff versus Amber, is also questionable. We think it is quite probable that all of the other genuine July-September envelopes are more or less the same shade of Dark Buff (21XU3). While clearly not Buff, this envelope is closer to Lemon than Amber (which is listed as 21XU2 in Scott, but questioned by the editors in a footnote). We classify it here as Yellow (21XU1 var). It is the same shade as another example we offered, mailed in 1862 with a General Issue stamp applied to pay the postage (Siegel Sale 787, lot 3212).

Ex Dr. Brandon. With 2014 P.F. certificate ..... 9,000.00



162

- 162 ☒ **Danville Va., 10c Black entire (21XU4).** Bold strikes of provisional handstamps at right, “Danville Va. Jan. 12” (1862) circular datestamp on homemade cover to Hugh Hamilton in Union Mills Va., some minor staining and backflap tear, otherwise Very Fine and extremely rare, the Calhoun census records only three examples (one with a General Issue stamp), only two are recorded in Crown which illustrates this example on p. 420, the other example in Crown has the provisional handstamp struck partly off the cover, ex Mueller and Dr. Brandon ..... 2,500.00





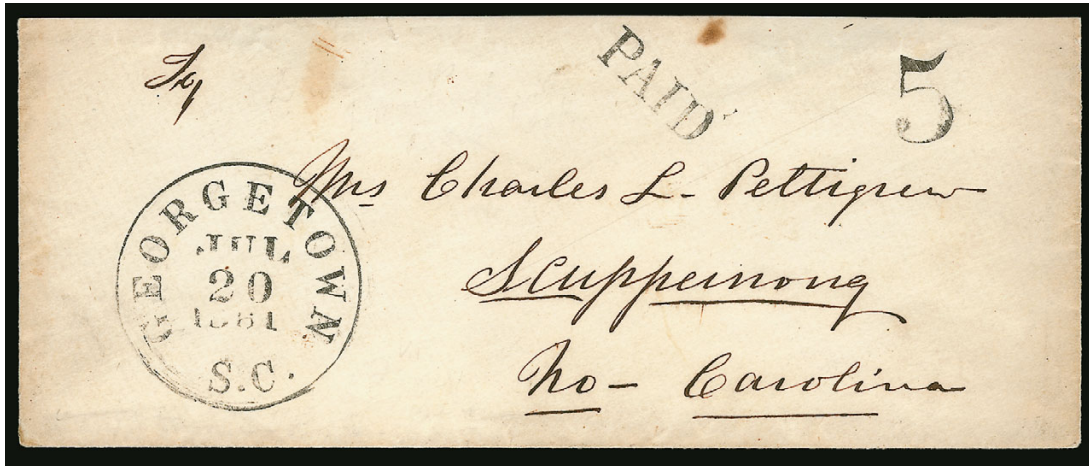
163

- 163 ☒ **Demopolis Ala., 5c Black entire, "Jno. Y. Hall" (22XU1).** Clear strikes of "Paid" and "5" in circle provisional handstamps with postmaster's signature, bold "Demopolis Ala. Jan. 28" (1862) circular datestamp on entire to Cadet James Whitfield in Tuscaloosa Ala., backflap tears including one that extends just into postmaster signature on front, light toning

VERY FINE APPEARANCE. ONE OF FOUR RECORDED EXAMPLES OF THE DEMOPOLIS, ALABAMA, POSTMASTER'S PROVISIONAL ENTIRE OF ANY VARIETY. THIS IS THE ONLY EXAMPLE WITH THE "JNO. Y. HALL" SIGNATURE (SCOTT 22XU1).

The complete story of the discovery of the three Demopolis entires is told in the Crown book (p. 94). Three entires were discovered in 1899 by Robert S. Nelson among Dr. Whitfield's papers. Two have the handstamped "5" marking and the postmaster's signature "J. Y. Hall" (Scott 22XU2). One is ex Ferrary, Knapp and Hall (Siegel Sale 823, lot 403, Hall purchased from Knapp in 1925). The other is ex Ferrary, Knapp, Hall and Dr. Agre (Siegel Sale 850, lot 5692). The third has the "Jno. Y. Hall" spelling and is the example offered here. A fourth entire was later discovered (pictured in Crown, p. 665) and listed in Scott as 22XU3; it is a third variety with "5 cts" in manuscript and signed "J. Y. Hall".

Ex Walcott and Dr. Brandon. Pictured in Crown on p. 95 ..... 3,500.00



164 with detail of back

- 164 ☒ **Georgetown S.C., 5c Black entire (28XU2).** Clear strikes of "PAID" straightline and "5" handstamps with control mark on back as usual, "Georgetown S.C. Jul. 20, 1861" circular datestamp on narrow cover to Scuppernon N.C., couple minor toned spots and sides of backflap removed, still Very Fine and much rarer than the Georgetown "Paid 5" in circle (28XU1), the Crown Survey contains no examples of this type nor does Power Search, our Levi records contain only two others, ex Matz and Dr. Brandon..... 2,000.00





165

- 165 ☒ **Greensboro Ala., 10c on 5c Black entire (31XU4).** Provisional handstamp with "Greensboro" spelling and "Ala." upper/lower case in a single circle, "Paid 5" boldly overstruck by "10" handstamp, "Greensborough Ala. Dec. 18" (1861) circular datestamp on cover to Vice President Stephens in Richmond Va., summary on back states letter related to sender Jabez Curry's views on the present state of the country and Confederate policy, backflap removed as usual, small tear at top and top right corner mended slightly into the provisional handstamp

VERY FINE APPEARANCE. THIS IS THE UNIQUE EXAMPLE OF THE GREENSBORO 10-CENT ON 5-CENT BLACK PROVISIONAL.

Illustrated in Crown on p. 678, in *Confederate Bulletin* (Feb. 1951) and the listing illustration in Scott. Ex Kimmel and Dr. Brandon ..... 3,000.00



166

- 166 ☒ **Laurens Court House S.C., 5c Black entire (116XU1).** Clear strikes of framed “Paid”, and “5” handstamps, “Laurens C.H. S.C.” control handstamp on backflap, bold “Laurens C.H. S.C. Jul. 4” (1861) circular datestamp on yellow cover to Cassville Ga., minor wear VERY FINE. THIS IS ONE OF ONLY TWO RECORDED EXAMPLES OF THE LAURENS COURT HOUSE 5-CENT POSTMASTER’S PROVISIONAL WITH THE FRAMED “PAID”, SCOTT 116XU1.

The Federal and re-appointed Confederate postmaster at Laurens C.H. was Edward Anderson. Only a small number of his provisional covers are known and this is one of only two examples recorded with the framed “Paid”.

Ex Judd and Dr. Brandon. Illustrated in Crown on p. 671. With 1975 C.S.A. certificate .....  
 ..... 2,250.00





167

- 167 **New Orleans La., 5c Brown on White (62X3).** Position 6, full to huge margins with sheet margin at top with **inverted “New Orlea(ns)” part imprint**, tied by light “New Orleans La. 15 Nov.” (1861) circular datestamp on small piece

EXTREMELY FINE. THIS IS THE UNIQUE EXAMPLE OF A NEW ORLEANS POSTMASTER'S PROVISIONAL STAMP WITH THE INVERTED IMPRINT.

Ex Brown, Knapp, Caspary, Skinner and Cunliffe ..... E. 1,500-2,000



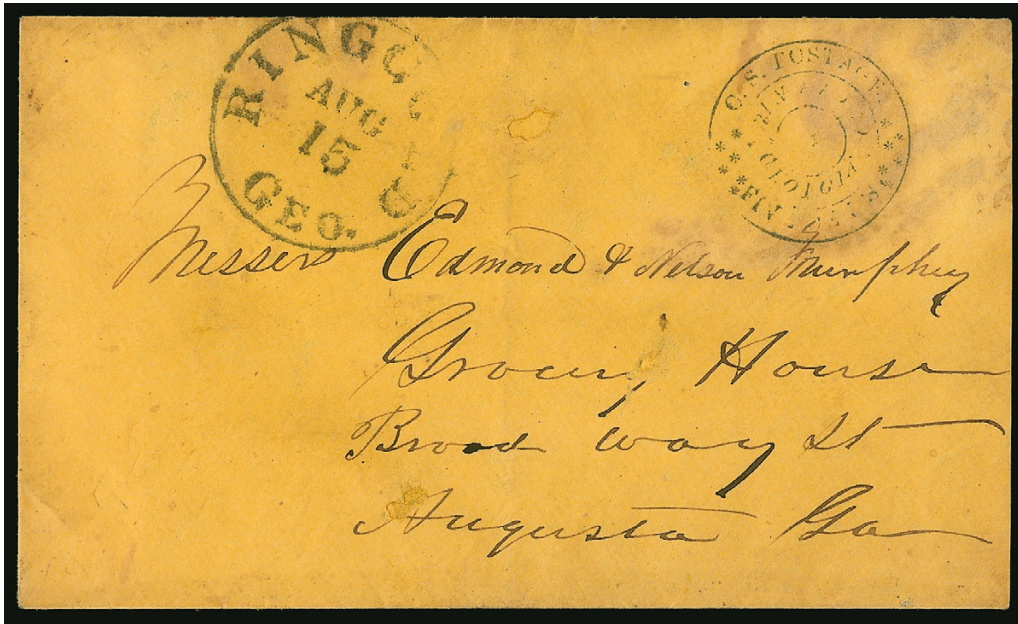
168

- 168 ☒ **Petersburg Va., 5c Deep Red (65X1).** Two singles, Positions 1 and 4, left stamp with enormous top left corner margins, ample to full other sides, right stamp with large top sheet margin, ample to clear other sides, tied by blue “**Petersburg Va. Sep. 24**” (1861) circular datestamp on yellow cover to New Orleans with “**P. H. Booth Commission Merchant**” red embossed cameo corner card, Carroll, Hoy & Co. correspondence, some slight gum staining and the typical filing holes found on covers from this correspondence VERY FINE. THIS IS THE FINER OF ONLY TWO SEPTEMBER 24, 1861, EARLIEST RECORDED USES OF THE PETERSBURG 5-CENT POSTMASTER'S PROVISIONAL. A BEAUTIFUL CORNER CARD COVER.

The census compiled by Richard L. Calhoun in *The Confederate Postmaster Provisionals of Virginia* records two September 24, 1861 covers, which are the earliest known uses. The other is addressed to Jackson Miss. and bears a single stamp. This cover is in far better condition.

Ex Caspary and Dr. Brandon..... E. 4,000-5,000





169

- 169 ✉ **Ringgold Ga., 5c Blue Black entire (71XU1).** Clear strike of triple-ring provisional handstamp with “Ringgold Geo. Aug. 15” (1861) circular datestamp on buff cover to Augusta Ga., with original enclosure datelined Aug. 14th, 1861, mended erosion spots and some waterstaining

FINE APPEARING EXAMPLE OF THE RARE RINGGOLD, GEORGIA, PROVISIONAL ENTIRE. ONLY FIVE OR SIX ARE KNOWN.

The Crown survey and our own records of the Ringgold provisional contain five full entires, one of which is a late use with 5c Local Prints paying postage. A piece is also recorded and there may be a sixth entire.

Ex Meroni, Kimmel and Dr. Brandon. Illustrated in Crown Survey on p. 313 .. 9,000.00



170

170 (★) 5c Green, Stone 1 (1). Positions 22-26/32-36/42-46, block of fifteen with bottom sheet margin, unused (no gum), large margins to ample, few faults including toning and light creases, a scarce large block of the first Confederate Issue, Scott Retail as two blocks of four, three pairs and one single..... 5,875.00

END OF SALE — THANK YOU





# BIDS

Use this form to submit absentee bids  
or to confirm telephone bids

# Sale 1139

November 9, 2016

PADDLE #

# 1

Please provide the following information:

NAME .....

ADDRESS .....

CITY/STATE/ZIP .....

PHONE ..... MOBILE .....

EMAIL .....

# 2

Have you purchased from us in the past 5 years? ☐ Yes (please go to Section 3)  
☐ No (references required below)

STAMP FIRM ..... PHONE .....

STAMP FIRM ..... PHONE .....

Please submit references at least **2 business days** before the sale. Bids from new clients will not be executed if satisfactory references are not received in time to be contacted.

# 3

- Enter the lot number and your corresponding maximum bid in the space below
- Use whole dollar amounts and bid according to the increments (see back of form)
- Bids do not include the 15% Buyer's Premium, taxes, duty or shipping charges
- Absentee bids will advance at one increment over the next highest competing bid
- "Plus", "Break Tie" or "Buy" bids will not be executed
- Indicate any "Or" bids between lot number/bid entries and bracket your choices
- If you wish to limit the total amount of your bids, follow the instructions below

Lot #	Bid \$	Lot #	Bid \$	Lot #	Bid \$

☐ **Limit Bids:** Check this box if you wish to limit the total hammer price of your bids (excluding 15% Buyer's Premium, taxes, duty and shipping costs). Your bids will be executed until your bidding limit has been reached. The total amount you wish to bid is \$ .....

# 4

By signing this form, you agree to all of the Conditions of Sale printed in the sale catalogue (printed and digital), including but not limited to a) payment in the manner demanded by the Siegel firm, and b) payment of the 15% Buyer's Premium, any sales tax or customs duty, shipping costs, late charges and

other prescribed charges. You agree that your bids will be executed as a courtesy by Siegel, but you waive the right to make any claim against Siegel or its employees arising from these bids or your participation in the sale. You agree to honor all bids as submitted, regardless of any errors or omissions.

SIGNED ..... DATE .....

Mail the signed form to Siegel Bid Department, 60 East 56th St., New York, NY 10022  
or email to [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)  
or fax to 212-753-6429



# Additional Bids

## Sale 1139

November 9, 2016

PADDLE #

Lot #	Bid \$	Lot #	Bid \$	Lot #	Bid \$

## Shipping & Insurance

We will be pleased to arrange for shipping and transit insurance for purchases in this sale, except for lots marked or announced as "floor sale only." To expedite billing and delivery to hundreds of buyers in each sale, we use standard charges for postage and insurance under our policy. These charges are based on the package weight and mailing requirements, according to the schedule shown here. Our standard charges do not include a fee for our services, and they may be slightly more or less than the actual postage or Fedex fee. We ask all buyers to remit the invoiced amount for shipping and insurance.

Transit insurance is provided in all cases, except when the buyer has furnished us with documentation that insurance is effective under the buyer's own policy.

There will be no added insurance charge for shipments of less than \$75,000 value. Shipments valued in excess of \$75,000 may require supplemental insurance and/or special courier service, the estimated cost of which will be furnished to the buyer prior to shipment. If the buyer refuses to pay the estimated charges or furnish proof of self-insured coverage, the buyer will be responsible for picking up the lots at our office and any resulting sales tax.

### Standard Shipping Charges

Weight Class	Shipping Method	Charge
Up to 2 lbs.	Fedex Envelope	\$20
Over 2 lbs.	Fedex Box	\$35 - \$50*
Outside US	Fedex	\$50 - \$100**
Bulky Lots	Fedex Ground or Express	By weight

\* Up to \$75,000 value and up to 5 lbs; additional charge may apply to packages exceeding limits

\*\* Buyers outside United States are liable for any applicable customs duty and clearance charges. An accurate declaration of contents and value will be made on all packages and import/export documents. **Siegel may refuse to ship lots to certain countries with a high risk factor.**

2/2015

## Bidding Increments

The auctioneer may regulate the bidding at his discretion. However, to assist absentee bidders in establishing their maximum bids, the increments shown here will be used in most cases. We recommend that written bids conform to these increments—bids that do not will be reduced accordingly.

Bid	Increment	Bid	Increment
Up to \$200	\$10	\$7,000-20,000	\$500
\$200-500	\$25	\$20,000-30,000	\$1,000
\$500-1,000	\$50	\$30,000-75,000	\$2,500
\$1,000-3,000	\$100	\$75,000-140,000	\$5,000
\$3,000-7,000	\$250	\$140,000-300,000	\$10,000



## Robert A. Siegel Auction Galleries, Inc.

## Sale 1139 11/9/2016 U.S. Treasures of Philately from The Weinberg Inventory

Lot#	Sold	Cat No	Lot#	Sold	Cat No	Lot#	Sold	Cat No	Lot#	Sold	Cat No
1	6500	Alexan	68	2000	243a	115	2600	O83S-	169	2500	71XU1
5	4250	Lincol	69	4000	255c	116	1900	BK80a	170	800	1
6	4500	Mary L	70	1600	256a	117	2300	BK84a			
9	500	Dougla	71	2200	261	118	2900	FX-NA			
10	2100	Fidel	72	1100	262	119	1300	Unders			
11	2100	Steams	73	3500	263P4	120	1100	UX10a			
12	8500	Titani	74	900	272a	121	2600	R80a			
13	2200	11A	75	900	277	122	2000	R109a			
14	750	11	76	900	278a	123	1800	R115b			
15	1300	65	77	1800	292	124	650	R150			
16	3500	65	78	5250	293	126	2100	R180			
17	6250	114	79	1600	294P1-	127	1700	RB1ad			
18	600	114	80	4000	294a	128	1600	RB10a			
19	1600	114	81	1900	312	129	1300	RB10a			
20	500	114	82	11500	315	130	2500	100a			
21	800	114	83	1200	315	131	1600	C15P2-			
22	10000	92L1	84	3000	322	132	20000	2			
23	12500	143L1	85	3750	356	133	30000	3			
28	1200	1a	87	11000	363	134	21500	4			
31	1700	2	88	4500	388	135	2100	17			
32	22000	3P4-4P	89	2200	397-40	136	1900	7			
35	1500	9	90	4750	404	137	2300	8			
36	18000	10-10A	91	3500	449	138	1000	8			
37	5000	10-10A	92	2000	449	139	2200	22			
38	4000	11-11A	94	13000	482A	140	850	23			
39	750	12	95	3000	499-50	142	3500	25			
41	3000	55P2/6	96	1800	534B	144	900	59e			
42	3000	63P2/7	97	3250	594	145	1600	59e			
43	5750	74	98	32500	613	146	1800	60			
44	1300	114	99	500	634 Fo	148	1200	69			
45	1500	116	100	3250	657P1	149	2300	R9a			
47	800	116	101	260000	C3a	150	22000	226SP/			
48	2000	116	102	2900	C4-C6	151	850	Jeffer			
49	2100	116	103	1200	C14	152	2600	6XU2a			
50	1700	117	104	1200	C13-C	153	2700	11X2			
51	1800	119	105	7500	CL1	155	2300	15XU1			
53	700	121	106	5750	CL1a	157	1400	18XU1			
54	1600	132	107	2500	E3	160	7500	21XU			
55	2000	140	108	450	E15c	163	1600	22XU1			
56	800	141	109	1300	J13	164	650	28XU2			
60	1800	232	111	1900	O44	165	1900	31XU3			
65	1100	241	112	1600	O94	166	1600	116XU			
66	5500	241	113	1100	O103	167	2000	62X3			
67	1000	242	114	4500	O83P4	168	3250	65X1			