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2018

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RARITIES OF THE WORLD

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MMXVIII
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SALE 1185

WEDNESDAY, JUNE 27, 2018

AT 1:30 P.M. (LOTS 1-127)

Live auction at
6 West 48th Street (off Fifth Avenue), 9th Floor
New York City

All lots sold subject to an 18% buyer's premium
and applicable sales tax or customs duty

Please carefully read the Conditions of Sale
before bidding

Presale Viewing:
Monday and Tuesday, June 25-26, 10am-4pm
and by appointment—please call 212-753-6421



Including Inverted Jenny Positions 6 and 15
Property of the late Dr. Kenneth E. Daugherty

Robert A. Siegel
AUCTION GALLERIES, INC.

6 WEST 48TH STREET, 9TH FLOOR, NEW YORK, N.Y. 10036
Phone (212) 753-6421 • Fax (212) 753-6429 • E-mail: stamps@siegelauctions.com

Catalogues, internet bidding, resources, archives and the Siegel Encyclopedia at
siegelauctions.com



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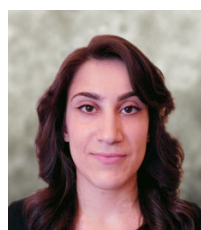
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Information for Bidders

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 email 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. Email 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 email 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 email will receive a Bid Results report after the sale. Session results are posted immediately to 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 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

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 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 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 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 THROUGH A THIRD PARTY, IN PERSON, BY TELEPHONE, FACSIMILE, INTERNET OR BY 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 18% 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, subject to the Galleries' sole judgment, 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 5 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 photos; (v) the color of the item does not match the color photo 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 or on an accompanying certificate.

6. Successful bidders, unless they have established credit with the Galleries prior to the sale, must make full payment in cleared funds 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, 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% non-refundable 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). The buyer waives the right to dispute all credit card charges.**

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 may be resold by whatever means deemed appropriate by the Galleries, and any loss incurred from resale will be charged to the defaulting buyer, and/or the Galleries may seek any other remedy prescribed by law to enforce payment. **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 will be charged for a 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 or change in grade.** Buyers may request a certificate for a lot containing not more than one item, which does not have a P.F. or P.S.E. certificate (dated as above), provided that the following conditions are met: (i) the purchase price must be paid in full, (ii) if submitted by the buyer, the lot must be submitted to an acceptable expertizing service with a properly executed application form within 21 days of the sale, (iii) a copy of the application form must be given to the Galleries, (iv) the Galleries retains the right to resubmit the item for reconsideration, without time limit or other restrictions, for the purpose of obtaining a satisfactory opinion, (v) lots submitted for certification will be considered cleared 90 days from the date of sale, whether or not a certificate has been issued, unless the Galleries issues written approval of a further extension of return privileges, and (vi) in the event the lot is determined to be misidentified or misdescribed, pursuant to 5 and 5(A) of these Conditions, the Galleries will issue a refund to the buyer for the full purchase price and actual certification fees, but the reimbursement for certificate fees (and related costs) shall not exceed 10% of the hammer price of the lot. **Changes to a grade by the same certification service or a different grade from another certification service are not grounds for returning a lot.**

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 may also 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 (NYC License No. 795952)
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80 Lafayette Street, New York, N.Y. 10013
Telephone (212) 577-0111

Revised 1/2018

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 ReportSM 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
	 Mint Never Hinged <i>Free from any disturbance</i>	 Lightly Hinged <i>Faint impression of a removed hinge over a small area</i>	 Hinge Mark or Remnant <i>Prominent hinged spot with part or all of the hinge remaining</i>	 Part o.g. <i>Approximately half or more of the gum intact</i>	 Small part o.g. <i>Approximately less than half of the gum intact</i>	 No gum <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)		Disturbed Original Gum: 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		
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



Provenience, Provenance

I learned a new word recently. Provenience. At first I thought it was a spelling error in a European publication by someone who meant to write provenance. Then I looked it up. While provenance describes the chain of ownership—ex Ferrary Caspary and Lilly, for example—the term *provenience*, ending in “ience,” is the origin point of discovery. It is often used in archaeology as a term for the location where an artifact was found. Applying it to philately, one would say the *provenience* of the Inverted Jenny is Robey’s purchase of the complete sheet of 100 at a Washington D.C. post office on May 14, 1918. The *provenance* continues with Eugene Klein and Colonel Green’s purchase of the sheet, and from that point it follows the ownership for each stamp or block removed from the sheet.

Provenience—what a great word.

In philately, as in archaeology, when significant finds are made, we are really just rediscovering something that was tossed aside or hidden for a long time. We even allude to the archaeological dig by saying such-and-such item was “buried” in a collection or family papers for years.

The *provenience* of the famous Dawson Hawaiian Missionary cover was a factory in New Jersey, where it was plucked from a partly charred bundle of papers. The *provenience* of the largest unused block of the 10¢ 1847 Issue, which we will offer in the Gross U.S. Stamp Treasures auction in October, was the Rives family bible, where it was hiding from the time of issue until shortly before 1912. The *provenience* of the Upright Jenny sheet in this year’s Rarities sale is the post office that sold it to the consignor, one of the 33 or so lucky winners of the great “Post Office Scratch-Off Ticket” lottery, in which 100 Upright Jenny sheet errors were randomly distributed in sealed packages.

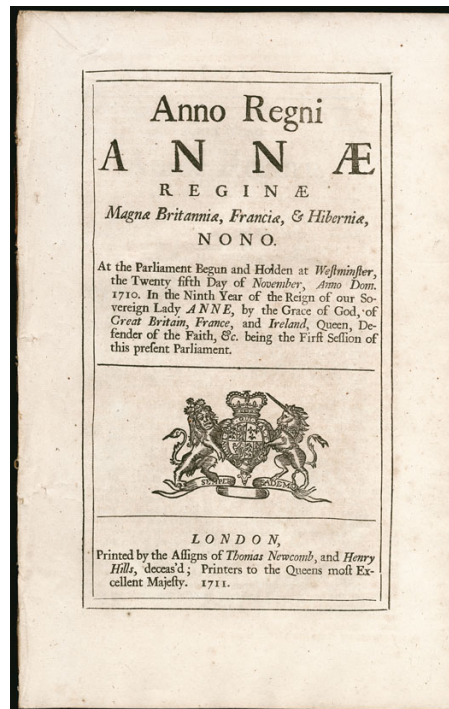
A personal favorite in this year’s sale is also a discovery—lot 4, the folded letter to Germany with the rare Northern Liberties News Room Sub Post Office marking. This letter is the only known Northern Liberties cover to a foreign country. It was recently found in a pile of correspondence from a 19th century ship captain’s family. A great item with great *provenience*.

Discovery is the great dream of collectors. And now I know a word to describe it.

— SCOTT R. TREPEL

2018 RARITIES OF THE WORLD

AFTERNOON SESSION (LOTS 1-127)
WEDNESDAY, JUNE 27, 2018, AT 1:30 P.M.



1

- 1 **Great Britain, Act of Queen Anne, 1710 — “An Act for Establishing a General Post-Office for all Her Majesties Dominions, and for Settling a Weekly Sum out of the Revenues thereof, for the Service of the War, and other Her Majesties Occasions.”** Title page “Anno Regni ANNAE REGINAE, Magnae Britanniae, Franciae, & Hiberniae, NONO. At the Parliament Begun and Holden at Westminster, the Twenty fifth Day of November, Anno Dom. 1710. In the Ninth Year of the Reign of our Sovereign Lady ANNE, by the Grace of God, of Great Britain, France, and Ireland, Queen, Defender of the Faith, &c. being the First Session of this present Parliament.” Below the text is a royal coat of arms. At the bottom, it states “Printed by the Assigns of Thomas Newcomb, and Henry Hills, decess’d; Printers to the Queens most Excellent Majesty. 1711.”; 14 pages numbered 287-311, folio, in excellent condition with minor age spotting

THIS EXTREMELY RARE PUBLICATION IS THE FIRST AUTHORIZED EDITION OF THE QUEEN ANNE POST OFFICE (REVENUES) ACT OF 1710, WHICH ESTABLISHED GREAT BRITAIN'S POST OFFICES IN THE AMERICAN COLONIES AND INTRODUCED STANDARD RATES FOR CALCULATING POSTAGE IN THE BRITISH ISLES AND COLONIES.

From the 1660s until 1692, various efforts were made by individuals and colonial governments to establish posts in the American Colonies. In April 1692 the first British Parliamentary Act establishing a post office in North America gave the 21-year postal patent to Thomas Neale (1641-1699), a member of Parliament and Master of the Mint and the Transfer Office. Neale remained in England and assigned responsibility for establishing the postal system to Andrew Hamilton, who traveled to America and worked with various colonial governments to develop posts under the Neale Patent. After Neale's death in 1699, the patent passed to Hamilton and another financial backer, Robert West. The posts in America were never profitable, and the Crown refused to support the enterprise. It effectively ended in 1707. [Source: “Neale Patent Mail, 1693-1707,” Timothy P. O'Connor, M.D., *Chronicle* 237, February 2013].

Parliament's interest in postal patents as a means to raise revenue grew from the need to finance the War of Spanish Succession, which lasted for virtually all of Queen Anne's reign. The Post Office (Revenues) Act of November 25, 1710 — the Act of Queen Anne — was designed to raise revenue for the Treasury and extended the General Post Office's authority to all of the colonies under British rule. Significantly, the new law established standard postage rates, prohibited private express carriers from transporting letters not related to goods they were carrying, and completely forbade stagecoach drivers from carrying mail. The full text of the law can be found at http://www.gbpa.org.uk/information/sources/acts/1710-11-25_Act-9-Anne-cap-10.php..... E. 2,000-3,000



- 2 ☒ **Buenos Aires to Portsmouth N.H., 1835, Philadelphia Full-Rigged Ship Handstamp.** Crisp and clear strike of this wonderful handstamp in red with matching "PHILA 20 MAY" octagonal double-line datestamp on 1835 folded letter with accounting of sundries for ship *Marion*, datelined "Buenos Ayres 26th Feby. 1835" at bottom, red "26 $\frac{3}{4}$ " manuscript rate, light vertical file fold does not affect marking, Very Fine strike of this scarce marking E. 1,500-2,000



- 3 ☒ **WINDSOR LOCKS CT.** Type II with different font and other design differences, detailed strike of red pictorial handstamp with Mar. 12 date in manuscript on folded letter datelined "Windsor Locks March 12, 1844" to Bath N.H., neat "18 $\frac{3}{4}$ " cents rate for distance between 151 and 400 miles

VERY FINE EXAMPLE OF THE PICTORIAL WINDSOR LOCKS HANDSTAMP. A WONDERFUL EXAMPLE OF 19TH CENTURY AMERICAN POSTAL ART.

Windsor Locks is named for a set of canal locks that opened in 1829. It is situated just south of the first large falls in the Connecticut River, the Enfield Falls, which is the northernmost point that seagoing vessels can reach on the Connecticut River before transferring to smaller ships. The post office used two different pictorial handstamps showing a steamer in locks. The example offered here is the second type, which is much scarcer than the first (more than 2:1 ratio, according to Duffney census at http://www.ctpostalhistory.com/CtPP/Postal_Markings_files/W-L2013LR.pdf). Richard B. Graham wrote that the Windsor Locks "Boat-in-Canal" pictorial postmark is "possibly the most distinctive early handstamp of them all." E. 1,500-2,000

- 4 ☒ **Northern Liberties News Rooms, Sub Post Office.** Type I circular mark impressed at bottom left on folded letter datelined "Philada. Feb. 21st 1836", faint illegible strike of red Philadelphia octagonal framed datestamp (Feb. 21?), addressed to Mrs. Paul A. Oliver in New York and forwarded to Hamburg, Germany, clear strike of "FORWARDED THROUGH HUDSON'S NEWS ROOM & FOREIGN SHIP LETTER OFFICE NEW-YORK" oval handstamp on back, neat "Schiffs Brief-Post, Hamburg, 28 Mar 1836" rimless circular datestamp on back, red crayon "4" rate, letter describes how much sender's family misses the recipient after a recent visit, unusual circular stain which could be from a glass of Madeira



VERY FINE. A REMARKABLE EXAMPLE OF THE NORTHERN LIBERTIES NEWS ROOM MARKING ON A LETTER TO HAMBURG, GERMANY, FORWARDED BY HUDSON'S NEWS ROOM IN NEW YORK CITY. A TRULY SPECTACULAR COVER HANDLED BY THE NORTHERN LIBERTIES SUB POST OFFICE AND AGAIN BY THE HUDSON'S NEWS ROOM SUB POST OFFICE. THIS IS THE ONLY RECORDED USE OF THE NORTHERN LIBERTIES MARKING ON MAIL TO A FOREIGN COUNTRY.

Prior to 1854, the Northern Liberties area (north of Vine Street) was outside Philadelphia's city limits. Carriers were used to transport mail between outlying areas and the main post office in Philadelphia. The term *Sub Post Office* refers to a location where letters could be deposited for delivery to the main post office. The Northern Liberties News Rooms, which advertised its services as early as 1833, established a Sub Post Office in 1835. The proprietor at this time was Andrew McMakin. A news item appearing in the October 10, 1835, edition of the Philadelphia *Saturday Courier* states: "The enterprising, attentive and indefatigable proprietor of that

4

popular establishment, the Northern Liberties Free Admission News Room, has found the business of his Sub Post Office so much on the increase, as to induce him to prepare a new and appropriate stamp, which we perceive is now imprinted upon all letters deposited at his office." (from research by Elliott Perry and J. William Middendorf).

The folded letter offered here is addressed to Mrs. Paul A. Oliver, the wife of the captain of the *Tiber*. Based on the contents of this letter, she was traveling with her husband and had just stayed with the sender in Philadelphia. The *Tiber* had just sailed from New York when this reached the "care of" addressee in New York City — it is crossed out, but probably reads John McBrain (North American Insurance Co.) at 58 Wall Street. It was left at the Hudson's News Room, on the corner of Wall and Water Streets, which served as letter forwarders and prepared bags of mail for each departing ship based on destination. Hudson's New Room was started in late 1835 by the Hudson brothers, and by the beginning of 1836 advertised themselves as a Sub Post Office with frequent delivery to the main post office. By 1837 James Hale was an employee, and he took over the operation on March 9, 1838.

This letter was most likely put on the *Franklin*, which was advertised as the next vessel departing for Hamburg in the February 24, 1836, edition of the *Shipping and Commercial List*. This letter received the "Schiffs Brief-Post" (Ship's Letter Post) marking on arrival in Hamburg.

This is a new discovery and offered to the market for the first time. It has been added to the Frajola census at <http://www.rfrajola.com/NLNR.htm> (we are grateful to Mr. Frajola for his assistance with this description). E. 10,000-15,000



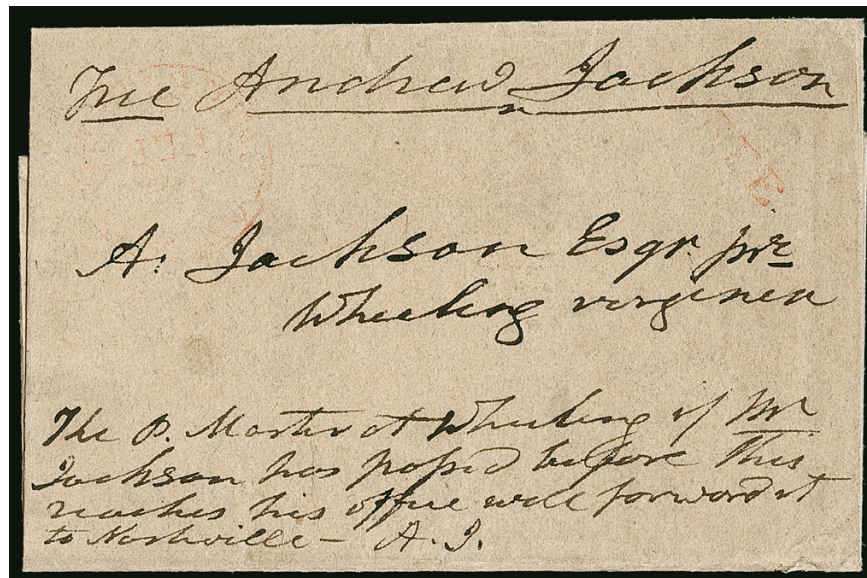
5

- 5 ☒ **Clipperton Island-San Francisco, 5(c) Violet Brown, 10(c) Dark Orange (Unlisted in Scott).** Two 5c, with **Panama, 1895, 20c Violet (19)** affixed over the 5c stamps, all tied by "Agencia Postal Nacional, Panama, 5 Mar. 1903" circular datestamp with dotted oval grid duplex cancel on cover to San Francisco, two different March 18 receiving backstamps, minor edgewear

VERY FINE. AN EXTREMELY RARE COVER WITH TWO DIFFERENT CLIPPERTON ISLAND STAMPS, USED FROM PANAMA TO SAN FRANCISCO. THIS IS THE ONLY SUCH USE RECORDED.

A fascinating article on Clipperton Island was written by Wolfgang Baldus in the Oct. 2009 issue of *The Postal Gazette*. Clipperton Island lies 670 miles southwest of Mexico in the eastern Pacific Ocean. It is named for the English mutineer and pirate, John Clipperton, who made it his hide-out in 1705. The island is a ring of dead coral surrounding a lagoon, and was rich in guano. From 1892 to 1897 the Oceanic Phosphate Company had operations on the island, which was estimated to contain one million tons of fertilizing material. Plans called for 150-200 miners, but the population never exceeded 25 people. Plans were made to use the stamps on mail to and from the island, and ten denominations were created. Very few covers are known.

Accompanied by 1918 note from London stamp dealer Fred Melville..... E. 3,000-4,000



6

- 6 ☒ **Andrew Jackson.** Free frank "Free Andrew Jackson" as ex-President on folded cover addressed in his hand to **Andrew Jackson Jr.** at Wheeling Va., red "Washington City Jun. 31" and "Free" handstamps, **additional note in Jackson's hand** reads "The P. Master of Wheeling if Mr. Jackson has passed before this reaches his office will forward this to Nashville" and initialed "A.J.", fresh and Very Fine, a fascinating Jackson free frank, ex Dr. LeBow..... E. 1,500-2,000

ST. LOUIS, MISSOURI, POSTMASTER'S PROVISIONAL



7

- 7 (★) **St. Louis, Missouri, 5c Black on Greenish (11X1).** Type III, Position 3, **unused** (no gum), large margins to clear at left, bit of faint toning at top right called “minor stains” on accompanying certificate (barely noticeable)

VERY FINE APPEARANCE. A RARE FULL-MARGIN UNUSED EXAMPLE OF THE 5-CENT ST. LOUIS POSTMASTER'S PROVISIONAL ON GREENISH PAPER.

The St. Louis “Bears” provisionals are rare in unused (or uncanceled) condition. Only a few of the 5c value are known unused and almost all are on Greenish paper. This is only the second with four margins we have offered since 2010.

With 1985 P.F. certificate 50,000.00



8

- 8 (★) **St. Louis Missouri, 10c Black on Greenish (11X2).** Type III, Position 6, **unused** (no gum), full to large margins all around, some non-obvious faults including small thin in margin, couple toned spots removed at left and not visible, small corner crease at bottom left entirely in margin

VERY FINE APPEARANCE. AN EXCEEDINGLY RARE UNUSED EXAMPLE OF THE 10-CENT ST. LOUIS PROVISIONAL ON GREENISH PAPER WITH FULL TO LARGE MARGINS. THIS IS ONLY THE FIFTH UNUSED EXAMPLE WE HAVE OFFERED AND THE FIRST SINCE 2014.

We have offered four unused examples of the 10c on Greenish paper in our sales since 1993 and in our Rarities sales since 1964, including the incomparable original-gum corner-margin copy from the Frelinghuysen collection; a no-gum copy with top sheet margin in our 2012 Rarities sale (pre-printing creases); a no-gum copy with a large repair and margin tear in our 2014 Rarities sale; and a no-gum copy with margins into the frameline at top right and small sealed tear in our 2014 sale of the Fekete collection.

Ex Hind and traced by us to a 1957 Greg Mozian sale. With 2018 P.F. certificate.. 50,000.00

1847 ISSUE



9

- 9° ★ **5c Red Brown (1).** Original gum, large to huge margins all around, rich color on fresh paper

EXTREMELY FINE GEM. A RARE ORIGINAL-GUM EXAMPLE OF THE 5-CENT 1847 ISSUE IN SUPERB CONDITION.

Ex Weill Brothers. With 1994 P.F. certificate for a pair. With 2018 P.F. certificate as this single (OG, XF-Superb 95 XQ). The "XQ" denotes "Extraordinary Quality". By way of comparison, the highest P.S.E. grade for Scott 1 (Red Brown or Brown) is a single example at 98 for OGph, and three at 95 for NG/RG/POG categories..... 6,500.00



10

- 10° ★ **5c Red Brown, Crack in "T" Variety (1 var).** Plate crack from "T" of "Post" to top of design clearly visible, original gum, full margins to ample at top and bottom, attractive shade and impression

VERY FINE ORIGINAL-GUM EXAMPLE OF THE 5-CENT 1847 ISSUE WITH THE CRACK IN "T" PLATE FLAW.

The Crack in "T" plate flaw was first reported by Wade Saadi in the May 1994 Chronicle, where he identifies eleven copies.

Ex Weill Brothers. With copy of 1994 P.F. certificate for a pair..... 6,500.00



11

- 11 ★ **5c Red Brown (1).** Horizontal pair, original gum with characteristic crackly texture, large to huge margins including part of adjoining stamps at top, bright color, right stamp small toned spot at bottom left of little consequence

EXTREMELY FINE. A RARE AND DESIRABLE ORIGINAL-GUM PAIR OF THE 5-CENT 1847 ISSUE.

With 2005 P.S.E. certificate 15,500.00

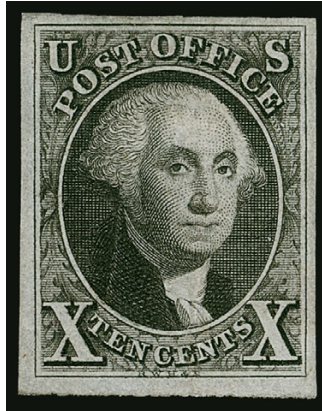


12

- 12 (★) **5c Dark Brown (1a).** Horizontal pair, unused (no gum), large to full margins, gorgeous rich color and sharp early impression

VERY FINE AND CHOICE. A BEAUTIFUL UNUSED PAIR OF THE 5-CENT 1847 ISSUE IN THE EARLY DARK BROWN SHADE.

Ex Mirsky. With 1989 and 2012 P.F. certificates. Scott Retail as no gum singles ... 6,500.00



13

- 13° ★ **10c Black (2).** Large part original gum, large to huge margins all around, intense shade and impression, P.S.E. capsule notes “light gum crease” which is natural and typical of 1847’s with original gum

EXTREMELY FINE. A RARE SOUND, LARGE-MARGIN ORIGINAL-GUM EXAMPLE OF THE 10-CENT 1847 ISSUE. A STAMP WITH FANTASTIC VISUAL APPEAL.

1969 and 1994 P.F. certificates no longer accompany (latter states previously hinged with large part o.g. and a light vertical crease). P.S.E. encapsulated (OGh, VF-XF 85; SMQ \$75,000.00). It is important to note that this stamp still graded very highly despite the light natural gum crease and received an “OGh” designation from P.S.E. Based on centering the base numerical grade on this was probably XF 90. Only one has graded higher (at XF 90) and none share this grade. 35,000.00



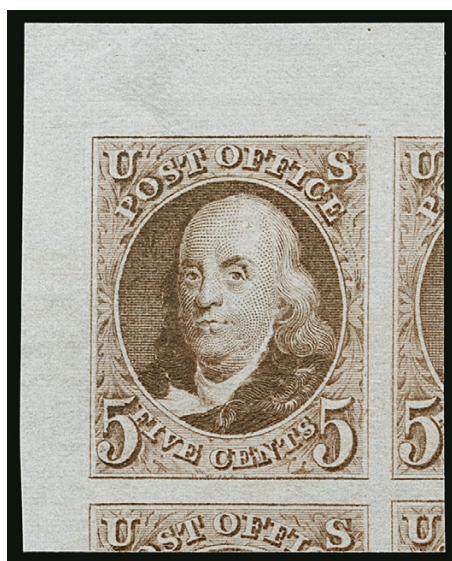
14

14° (★) **10c Black (2).** Unused (no gum), large and even margins all around, crisp impression, unusual plate scratches in right margin

EXTREMELY FINE. A RARE AND VERY ATTRACTIVE UNUSED EXAMPLE OF THE 10-CENT 1847 ISSUE.

P.S.E. Encapsulated (VF-XF 85; SMQ \$17,000.00)..... 15,000.00

1875 REPRODUCTION OF 1847 ISSUE



15

15° ★ **5c Red Brown, Reproduction (3).** Without gum as issued, enormous margins all around including **top left corner margins** and significant parts of all three adjoining stamps, rich color

EXTREMELY FINE GEM. A PHENOMENAL EXAMPLE OF THE 5-CENT 1875 REPRODUCTION OF THE 1847 ISSUE. THIS IS WITHOUT QUESTION THE FINEST SINGLE WE HAVE EVER OFFERED.

This stamp is an extraordinary example of the “Jumbo” category. By way of comparison, P.S.E. has graded one at 100J and two at 98J. We have offered both of the 98J’s (in our Whitman and Kirke auctions), and this has far larger margins. 850.00



16

- 16°★ **5c Red Brown, 10c Black Reproductions (3, 4).** Without gum as issued, each with **wide corner margins**, large margins other sides, rich colors

EXTREMELY FINE GEMS. A MAGNIFICENT MATCHED PAIR OF CORNER SHEET MARGIN 5-CENT AND 10-CENT 1875 REPRODUCTIONS OF THE 1847 ISSUE.

These remarkable matching corner-margin stamps were cut from a set of sheets of 50 broken up years ago. They are the perfect pair of 5c and 10c 1847 Reproductions.
 1,900.00



17

- 17°★田 **5c Red Brown, 10c Black, Reproductions (3, 4).** Without gum as issued, **blocks of four**, each from Positions 3-4/13-14 in the sheets of 50 (pencil numbers on back), large even margins, rich colors

VERY FINE. A RARE SET OF BLOCKS OF FOUR OF THE 1875 REPRODUCTIONS OF THE 1847 ISSUE.

These were printed in sheets of 50. Multiples (especially blocks) are rare..... 16,000.00

1851-60 ISSUES

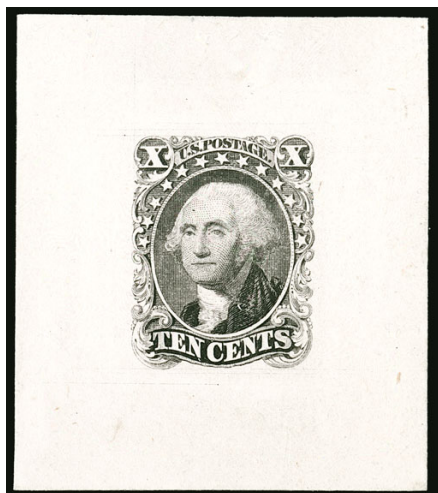


18

- 18 ☒ **3c Orange Brown, Ty. II (10A).** Horizontal pair, large margins to barely touched, rich color, tied by grid cancels, "Newport R.I. Aug. 9" (1851) circular datestamp on narrow cover to **Canton, China**, red "**RETURNED FOR POSTAGE**" two-line handstamp crossed out as is manuscript "*Due 39*", manuscript "*Paid*" at top left with "*70*" rate, completely lacking any additional postal markings, minor edgewear

VERY FINE. AN EXTREMELY RARE EXAMPLE OF THE 3-CENT ORANGE BROWN ON A COVER TO CHINA. THIS IS THE FIRST WE HAVE OFFERED SINCE KEEPING COMPUTERIZED RECORDS.

The 6c postage must have been intended to pay the 3c domestic postage plus 2c shore to ship fee. It was first marked "Due 39" to make up the 45c rate via Southampton (technically it should have been treated as completely unpaid). It was then sent from Newport but returned after receiving the "Returned for Postage" handstamp. This marking matches one used in New York (See Bernard Faust collection, Siegel Sale 1181, lot 1603). Both the handstamp and the 39c payment notation were crossed out at the same time as the "70" notation was made. However, there is no indication this was actually mailed — it lacks any New York or Boston exchange office or other markings. The cover may have been put into another envelope to avoid confusion, or the contents could have been shifted to another envelope..... E. 3,000-4,000



19

- 19 TC **10c Black, Ty. I, Large Die Trial Color Proof on India (13TC1).** On 42 x 48mm card, bright shade, showing layout lines from the die

EXTREMELY FINE AND FLAWLESS EXAMPLE OF THIS RARE TRIAL COLOR PROOF FOR THE 10-CENT 1855 ISSUE.

Neinken notes in his book on the 10c stamp that it is likely that design and production of the 10c 1855 was rushed. The new 10c rate went into effect on April 1, 1855, and the new stamps were not placed into use until May. The die proof shows slips of the engraver's tool, and the overall layout is slightly skewed.

The only die proof trial color is Black, and our sale records contain four different full-size Black die proofs: 1) 46 x 58mm, ex Finkelburg (Sale 816, lot 1093); 2) 62 x 77mm, ex Finkelburg (Sale 816, lot 1092); 3) 42 x 49mm, Sale 909, lot 1052; and 42 x 48mm, the proof offered here. We also record one cut-to-shape Black die proof..... 5,000.00



20

- 20 ☒ **3c Dull Red, Ty. I (25).** Tied by two strikes of "New-York Feb. 28, 1857" circular datestamp with clear yeardate on small cover to New Milford Conn., stamp with minor vertical wrinkle and short perfs at top mentioned only in anticipation of a certificate

VERY FINE APPEARANCE. THIS IS THE EARLIEST DOCUMENTED USE OF A GOVERNMENT PERFORATED STAMP IN THE UNITED STATES. ONLY THREE ARE RECORDED FROM FEBRUARY 28, 1857, AND THIS IS THE MOST DESIRABLE OF THE THREE, AS IT IS THE ONLY COVER TO SHOW THE YEAR IN THE DATESTAMP.

The first experimentally perforated stamps were delivered to the U.S. government on February 24, 1857. Seven cities were chosen for distribution. According to the *North American and United States Gazette* of February 27, "...Ninety thousand were ordered for the cities of Philadelphia and New York, and thirty thousand for New Orleans and other cities of the South and West." The earliest documented use of a perforated stamp is Saturday, February 28, 1857, based on one cover from Philadelphia and two from New York. The experimental period continued until June 10, 1857, when the original six-year contract with Toppan, Carpenter expired. It was renewed on April 8, 1857, effective June 10, from which point all stamps were perforated as mandated by the new contract terms.

We record three February 28, 1857 uses as follows: 1) Philadelphia Feb. 28, 1857, ex Hulme, Siegel Sale 964 (lot 223) and 2013 Rarities Sale (lot 245); 2) New York Feb. 28, 1857, ex Hahn and Hulme, 1976 Rarities Sale (lot 63) and Siegel Sale 964 (lot 222); 3) New York Feb. 28, 1857 with year date in circular datestamp, the cover offered here. E. 4,000-5,000

1858 5-CENT BRICK RED WITH ORIGINAL GUM



21

21° ★ **5c Brick Red (27).** Original gum, vivid Brick Red color, attractive margins and centering, completely sound

VERY FINE. AN EXTREMELY RARE SOUND, ORIGINAL-GUM EXAMPLE OF THE 1858 5-CENT BRICK RED.

Many collectors know this issue by type and shade, but few are aware of the order of production (or release). This state of confusion is partly due to the Scott Catalogue. The distinctive Brick Red shade of the 5c 1857 Issue comes first in the series of Scott-listed perforated 5c issues, but its true release date comes later in the sequence.

Based on dated covers, the 5c Type I shades were released in the following order: 1) Red Brown, Scott 28, EDU 8/23/1857; 2) Indian Red, Scott 28A, EDU 3/31/1858; 3) Brick Red, Scott 27, EDU 10/6/1858; and 4) Brown, Scott 29, EDU 3/21/1859, almost certainly the last printing from the first 5c plate. The second 5c plate was made from a new six-relief transfer roll with the design projections cut away at top and bottom, to varying degrees. The Type II Brown was issued first (Scott 30A, EDU 5/4/1860), and the Orange Brown printing from the same plate followed about one year later (Scott 30, EDU 5/8/1861).

After surveying dozens of classic United States sale catalogues, we found approximately twenty examples of Scott 27 with original gum, allowing for duplicate offerings and excluding the one known original-gum block. Of the stamps we counted, about half had perfs touching on two sides or were deeply cut into on one side. Almost two-thirds had stains or small faults. This sound example is a rarity among rarities.

With 1958 A.P.S. certificate. With 1974 and 2015 P.F. certificates 80,000.00



22

- 22 ☒ **5c Brick Red (27).** Used with vertical pair of **1c Blue, Ty. V (24)**, also single **3c Dull Red, Ty. III (26)** and block of five of **10c Green, Ty. V (35)**, cancelled or tied by "Tolono Ill. Dec. 13" circular datestamp mostly on back of cover to **Duisburg, Prussia, Germany**, red "N. York Am. Pkt. Paid 14 Dec. 17" credit datestamp, red boxed "Aachen Franco" datestamp, flap opened causing tear in 1c, 5c and top right 10c stamps, opened for display

VERY FINE APPEARANCE. AN IMPRESSIVE FRANKING INCLUDING THE 5-CENT BRICK RED TO PAY THE DOUBLE 30-CENT PRUSSIAN CLOSED MAIL RATE TO PRUSSIA.

With 2014 P.F. certificate E. 2,000-3,000



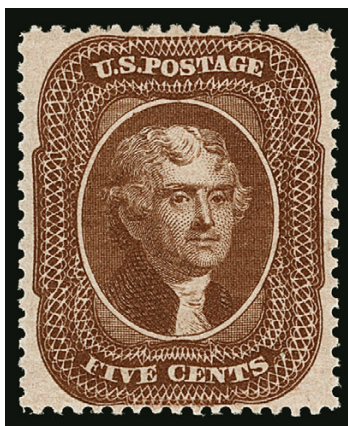
23

23° ☒ **5c Indian Red (28A).** Vertical strip of three, radiant color in the intense Indian Red shade, tied by two strikes of "New Orleans La. Aug. 18" (1858) circular datestamp on blue folded letter **to Nantes, France**, bold strike of red "Boston Paid 12 25 Aug." credit datestamp, red boxed "P.D." handstamp, French transit and receiving backstamps

FRESH AND VERY FINE. A BEAUTIFUL SOUND VERTICAL STRIP OF THREE OF THE 1858 5-CENT INDIAN RED ON COVER TO FRANCE. RARE IN THIS CHOICE CONDITION.

This cover from the Garnier correspondence was carried on the Cunarder *Niagara* from Boston on August 25, 1858, arriving Liverpool September 4.

With 2017 P.F. certificate..... E. 7,500-10,000



24

- 24° ★ **5c Brown, Ty. II (30A).** Original gum, barest trace of hinging, rich color, crisp impression, almost perfect centering with design well clear of perforations on all sides

EXTREMELY FINE GEM. A SUPERB LIGHTLY-HINGED EXAMPLE OF THE 5-CENT TYPE II 1860 ISSUE.

Unlike its Orange Brown counterpart, the 5c Type II in Brown was not on hand in post offices when the 1861 demonetization order took effect. Therefore, original-gum examples of Scott 30A are far scarcer than Scott 30. The narrow spacing between subjects on the plate, as well as Toppan Carpenter's imprecise perforating, leaves collectors with very few well-centered original-gum examples.

Ex Drucker and "Scarsdale". With 1985, 2002 P.F. and 2018 P.S.E. certificates (XF-Superb 95; SMQ \$11,500.00). Only one unused stamp in any gum condition has been graded higher — a single original gum example at 95J 2,200.00



25

- 25 ☒ **5c Brown, Ty. II (30A).** Used with **10c Green, Ty. V (35)** and **1c Blue, Ty. V (24)**, slightly overlapping and tied by red grid cancels, "N. York Hamb. Pkt. Paid 10 Aug. 15" (1860) circular datestamp on buff cover **to Fambach, Germany**, sender's directive "*Per Hamburg Steamer*", transit and receiving backstamps, barely reduced at right, some slight wear, Very Fine and colorful, a scarce franking paying the 15c Hamburg Direct rate **plus 1c carrier fee**, with 1984 Jakubek certificate E. 1,500-2,000

26° **10c Green, Ty. IV (34).** Position 55L1, recut at bottom, stitch watermark, choice centering and rich color, bold strike of circular datestamp cancel

EXTREMELY FINE USED EXAMPLE OF THE 1857 10-CENT TYPE IV.

Ex Senchuk. With 2016 P.F. certificate (VF-XF 85).....
..... 2,100.00



26



27

27° E **Toppan, Carpenter, Casilier & Co., 24c Black, Frame Only and Complete Design, Progressive Die Essay on India (37-E2).** On 45 x 101mm card, complete design as issued at top (37TC), frame-only progressive die essay at bottom, lacking outer frame line and lathework not retouched, clear impression of the detailed lathework and with die layout lines, pencil "From Jos. E. Ralph, J. M. Bartels" on back

VERY FINE. THIS IS THE UNIQUE PROGRESSIVE DIE ESSAY OF AN EARLY STATE OF THE FRAME USED FOR THE 24-CENT DENOMINATION OF THE 1857 ISSUE, WITH A COMPLETE DESIGN STRUCK ALONGSIDE AT TOP.

We have encountered two other examples of the frame-only progressive die essay (from our "Lake Shore" and Hulme sales), but neither had the complete design in a trial color as this example does. Joseph E. Ralph of the Bureau of Engraving and Printing is known to have distributed similar die proofs and essays of varying denominations in 1910.

With 2015 P.F. certificate. Listed in Scott with a footnote about the dual essay, but unpriced.....
..... E. 5,000-7,500



28

- 28 (★) **24c Gray Lilac, 30c Orange, 90c Blue, Imperforate (37c, 38a, 39a).** Complete set, huge margins to clear including 24c with **sheet margin** at bottom, unused (no gum), rich colors

VERY FINE. A SCARCE COMPLETE SET OF THE 1860 IMPERFORATE ISSUE. THIS IS A RARE OPPORTUNITY TO ACQUIRE ALL THREE VALUES OF THIS IMPERFORATE VARIETY AT ONCE.

According to Brookman, the 24c, 30c and 90c 1860 Imperforates come from a trial printing of the finished designs submitted to the Postmaster General for final opinion. The designs and colors match the regular issues (unlike essays and trial color proofs). For many years these were listed in the front of Scott Catalogue. A complete set of three is rare as there exist only a handful of the 90c. Only one set of pairs is known to exist as the 90c is unique as a pair. That set realized \$70,000 hammer in our Sale 1000.

30c with 1952 P.F. and 90c with 1972 P.F. certificates 7,500.00



29

- 29 ☒ **24c Gray Lilac (37).** Rich color, used with **1c Blue, Ty. V (24)** and tied by grid cancels, "Greenwood Cal. Dec. 10" (1860) circular datestamp on cover **to Schleswig, Germany**, red New York transit datestamp, 1c also tied by "Franco" handstamp, various credits, 1861 receiving backstamps, some slight overall wear including few toned perfs

VERY FINE. A SCARCE USE OF THE 24-CENT 1860 ISSUE AND THE ONE-CENT 1857 ISSUE, PAYING THE 25-CENT RATE VIA BREMEN-HAMBURG MAIL TO GERMANY.

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

30° E **30c Black, Large Die Essay on India (38-E1 var).** 55 x 66mm and mounted on card, intense shade, incomplete design showing scrolls at each side of "30" with only one outer shading line

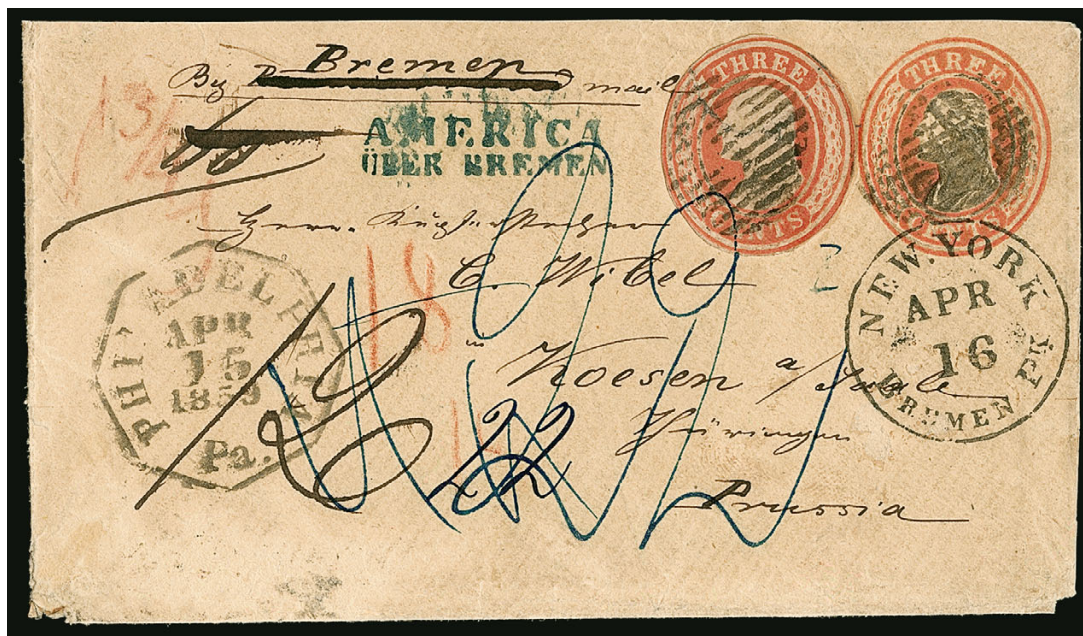
VERY FINE AND EXTREMELY RARE ESSAY OF THE 30-CENT 1860 ISSUE.

Scott Catalogue lists this essay as cut to stamp size. This essay, with generous borders, is very desirable.

Ex "Lake Shore". With 2005 P.F. certificate E. 2,000-3,000



30



31

31 ☒ **3c Red on Buff Nesbitt entire (U10).** With additional 3c Red Nesbitt cutout used as postage, cancelled and tied by grids, "Philadelphia Pa. Apr. 15, 1859" octagonal datestamp and addressed to **Prussia, Germany**, "New York Bremen Pkt. Apr. 16" circular datestamp, blue "America/uber Bremen" two-line handstamp, various rate markings but apparently treated as part paid (1c overpayment of 3c domestic plus 2c shore to ship fee), cutout with tear across top

VERY FINE. A RARE AND UNUSUAL USE OF A CUTOUT 3-CENT POSTAL STATIONERY ENTIRE ON A PART-PAID ENTIRE TO PRUSSIA.

Carried on the NGL Steamer *New York* which arrived in Bremen May 3. Ex Jarrett. With 1990 P.F. certificate E. 2,000-3,000

1861-66 ISSUE

PANAMA-PACIFIC SMALL DIE PROOFS
COMPLETE FOR DENOMINATIONS AS ORIGINALLY ISSUED



32

32 P **1c-90c 1861 Issue, Panama-Pacific Small Die Proofs on Wove (63P2a/72P2a).** Complete for the eight denominations that were available in 1861, including Nos. 63P2a, 56P2a, 57P2a, 68P2a, 59P2a, 78P2a, 71P2a and 72P2a, **three are First Designs** (the 3c, 5c and 12c), large margins, characteristic toning as always seen on these issues, most have tiny pinholes as often seen, 12c small translucency, 30c small toned spot at bottom

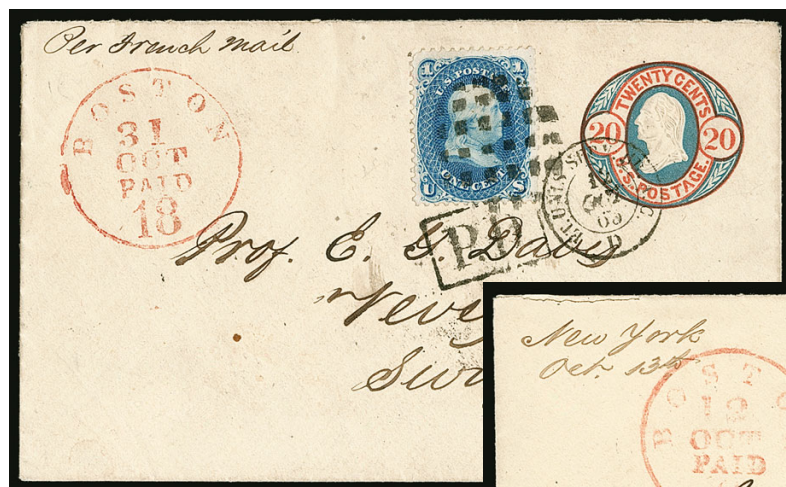
VERY FINE. A RARE SET OF PANAMA-PACIFIC SMALL DIE PROOFS COMPLETE FOR THE ORIGINAL EIGHT DENOMINATIONS OF THE 1861 ISSUE. ESPECIALLY DESIRABLE WITH THE 3-CENT, 5-CENT AND 12-CENT AS FIRST DESIGNS.

From February 20 to December 4, 1915, the Panama-Pacific Exposition was held in San Francisco, to commemorate Balboa's discovery of the Pacific Ocean and to celebrate the opening of one of mankind's greatest engineering achievements, the Panama Canal.

The Post Office Department decided to prepare a limited number of proof sets showing every United States stamp printed up to the time of the exposition. A total of 413 different designs were made. Only two sets were officially prepared, but it is widely recognized that between three and five of each were made. These included Officials, Newspapers and Periodicals, Philippines and other special use stamps.

The current owner acquired this set in a 1977 Kelleher sale, where they were incorrectly described as a set of First Design small die proofs. The First Designs are incredibly rare — we have offered only one 3c (ex Sapperstein) in all of our computerized records, and we could not locate any others in our extensive digital library. We are unsure why the First Designs have catalogue values of \$1,000.00 *less* than their Second Design counterparts — this is likely due to a lack of examples trading hands. The Second Designs are also rare. We have not offered a 5c since keeping computerized records, and we have generally offered between one and three of the others since 1994.

A rare opportunity to acquire a set of Panama-Pacific small die proofs of the original eight denominations of the 1861 Issue..... 18,500.00



33



34

These covers were described in an article by Chip Gliedman ("Cut Down Postal Stationery from the 1861 Era", *Chronicle* 230). There are a total of three known, all from one Boston writer to correspondents in France (Marcou) and Switzerland (Daves), including a 12c 1861 on 30c entire (ex Vogel and Gliedman) and lots 33 and 34 in this sale. All were originally large envelopes, skillfully refolded before mailing by someone whose preference for small-size covers nicely anticipated modern collecting tastes.

- 33 ☒ **1c Blue (63)**. Rich color, tied by segmented cork cancel on **20c Red & Blue on Buff entire (U43) to Vevey, Switzerland**, refolded from legal to letter size by the sender prior to use, red "Boston Paid 18 Oct. 31" credit datestamp, sender's directive "*Per French Mail*" at upper left, 1865 French transit, boxed "P.D." also ties stamp, receiving backstamp, sender's note on top flap reads "*photos \$5.00 per doz! I mail today 4 Nos. Chris-Witness*"

VERY FINE. A SPECTACULAR COMBINATION OF THE ONE-CENT 1861 ISSUE AND THE 20-CENT "PUMPKIN" POSTAL ENTIRE PAYING THE 21-CENT RATE TO SWITZERLAND VIA FRENCH MAILS.

Regarding the addressee on this cover (and the 12c on 30c entire), Gliedman wrote: "Both these covers are addressed to the same recipient, who, upon closer examination, is actually E. G. Daves, rather than Davis. Edward Graham Daves (1833-1894) was a North Carolina-born, Harvard-trained lawyer who taught Greek at Trinity College in Connecticut until 1861 when he went to Europe and 'for ten years remained abroad giving instruction to English youth on the shores of Lake Geneva, or traveling with his pupils.' As Vevey is on the north shore of Lake Geneva, there is little doubt that Professor Daves was the recipient of these two covers."

Ex Ishikawa..... E. 4,000-5,000

- 34 ☒ **3c Rose (65)**. Rich color, tied by bold strike of circle of wedges cancel on **12c Red and Brown on Buff entire (U42) to Paris, France**, refolded from legal to letter size by the sender prior to use, red "Boston Paid 6 Oct. 12" circular datestamp, red 1866 Calais transit ties 3c and cancels entire, receiving backstamp

VERY FINE. A PHENOMENAL COMBINATION OF THE 3-CENT 1861 ISSUE AND 12-CENT "PUMPKIN" POSTAL ENTIRE FOR THE 15-CENT RATE TO PARIS VIA FRENCH MAILS.

Gliedman wrote: "The addressee of this cover, Jules Marcou (1824-1898), was an eminent Swiss-American geologist. Marcou spent two years studying the geology of the United States and Canada, and returned to Europe for a short time in 1850. In 1853 he published a *Geological Map of the United States, and the British Provinces of North America*. Traveling with the Pacific Railroad Survey, Marcou made the first geologic observations of the Grand Canyon and surrounding area in 1856. Marcou also had connections with the Boston region. In 1861, he returned to the United States, where he assisted Louis Agassiz in founding the Museum of Comparative Zoology at Harvard University."

From our 1995 Rarities sale. E. 4,000-5,000

ONE OF THE FINEST STRIKES OF
THE HOCKANUM FOX FANCY CANCEL



35

35° 3c Rose (65). Tied by perfect strike of **Fox Running to the Right fancy cancel**, "Hockanum Con. Oct. 29" circular datestamp on cover to Andover Conn., few small age spots not mentioned on accompanying certificate

EXTREMELY FINE STRIKE OF THE RARE HOCKANUM FOX FANCY CANCEL. THIS IS WITHOUT QUESTION ONE OF THE FINEST WE HAVE EVER ENCOUNTERED.

A history of the fascinating Hockanum Running Fox cancel, written by Connecticut postal historian William J. Duffney, can be downloaded as a PDF file at http://ctpostal-history.com/CtPP/Postal_Markings_files/Dudley%27sFoxStory2015LR.pdf. The Running Fox cancel was carved by postmaster Dudley Fox, who was also a silversmith, giving him the skills to carve an intricate fancy cancel. The author records seven covers and ten off-cover in total with four different border types. Four others were recently found and are added to that count.

With 1985 P.F. certificate E. 10,000-15,000



36

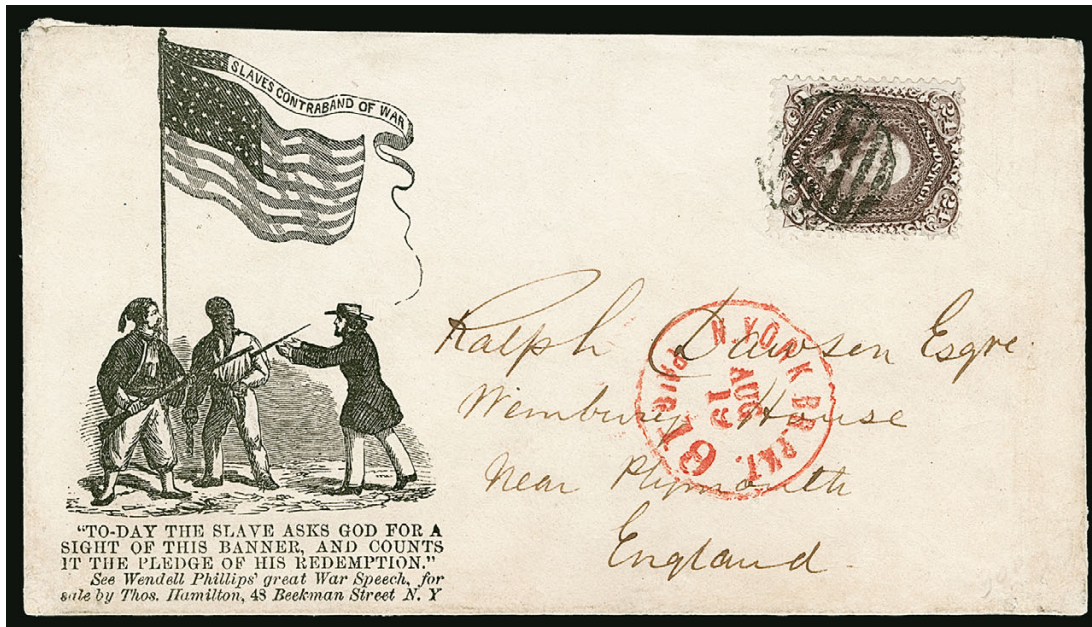


38



37

- 36 ☒ **3c Rose (65).** Rich color, tied by bold strike of **6-Bar Shield fancy cancel** (Rohloff Q-10), second clear strike below, matching "Waterbury Con. Jul. 22, '67" double-circle datestamp on tissue-paper cover to New York, slightly reduced at left, stamp with two small tears at top, few small erosion spots, still Very Fine strikes of this rare Waterbury fancy cancel, this is the first of this type we have offered since 1994, with 1999 P.F. certificate..... E. 2,000-3,000
- 37 ☒ **3c Rose (65).** Tied by target cancel and "Washington D.C. Mar. 17 67" double-circle datestamp on cover to Weymouth Landing Mass. with **"Britain, From Thee the World Expects an Ocean Penny Postage" illustrated propaganda design**, State 5a of James Valentine's design with "25 adhesive or 30 plain sent free for 12 penny post stamps" imprint at bottom, expertly repaired, still Very Fine, a rare use of this propaganda design which was published in England, this state of the design is especially rare with only a handful known used in England, this style of propaganda cover is also rare used in the United States, the last we offered was in our 1988 Rarities sale..... E. 1,500-2,000
- 38 ☒ **3c Pink on Buff entire (U59).** Tied by extremely clear strike of **negative "Oct" fancy cancel** with "Putnam Ct. Oct. 21" circular datestamp, addressed to Mystic Bridge Conn., entire with small tears at top and top left, small mounting stain at bottom left, an Extremely Fine strike of this fancy cancel, ex Fay, with 2010 P.F. certificate..... E. 1,000-1,500



39

- 39 ☒ **24c Brown Lilac (70a).** Deep rich color, tied by grid, red "N. York Br. Pkt. Paid 19 Aug. 19" (1862) credit datestamp on "Slaves Contraband of War" Anti-Slavery Patriotic cover to Plymouth, England, fascinating cartoon design depicting a Zouave protecting a slave from a Southerner under an American flag with quote by Wendell Phillips and "See Wendell Phillips great War Speech, For sale by Thos. Hamilton", receiving backstamp, barely reduced at top, minor cosmetic improvements along edges (not mentioned on certificate)

VERY FINE APPEARANCE. AN EXTREMELY RARE CIVIL WAR ANTI-SLAVERY DESIGN IN ANY TYPE OF USE, AND ESPECIALLY DESIRABLE AND PROBABLY UNIQUE AS A TRANSATLANTIC COVER.

With 1988 P.F. certificate E. 2,000-3,000



40

- 40 ☒ **30c Orange (71).** Used with 5c Brown (76) and 10c Green (68), cancelled or tied by grids, red "N. York Br. Pkt. Paid Mar. 2" circular datestamp on cover to Rio de Janeiro, Brazil, red "London Paid MR 16 1863" transit datestamp ties two stamps, magenta manuscript "40" credit, slightly reduced at right

VERY FINE. A COLORFUL THREE-COLOR FRANKING PAYING THE 45-CENT RATE TO BRAZIL VIA BRITISH MAIL.

From the Monroe correspondence. Ex Gallagher. E. 3,000-4,000

90-CENT BLUE 1861 ISSUE ON COVER TO CHINA



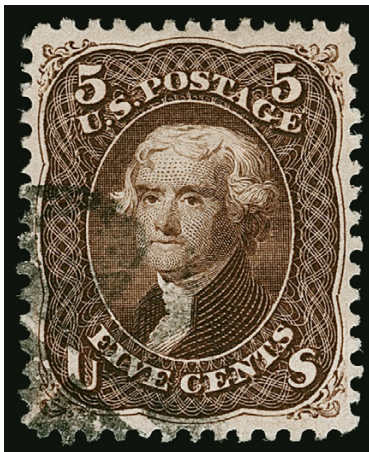
41

- 41 ☒ **90c Blue (72).** Bright color, choice centering with wide margins, tied by target cancel, "Baltimore Md. Jul. 20" (1866) circular datestamp on folded printed business notice **to Shanghai, China**, sender's directive "*Via Marseilles*" at top, magenta manuscript "68" credit crossed out and re-rated "48", on arrival in London the "48" was crossed out and corrected to "96" cents for double-rate credit (via Marseilles route), the same red crayon was used to state "2" pence British Colonial credit — despite the underpayment, the British post office was determined to get the correct 96c credit — red "London Paid 1 AU 66" transit datestamp, blue Shanghai backstamp (Sep. 26), stamp with slightly short perf at upper right not mentioned on accompanying certificates

VERY FINE. ONLY FOUR 90-CENT 1861 ISSUE COVERS TO CHINA ARE RECORDED WITH A SINGLE FRANKING. A SPECTACULAR COVER FROM THE AUGUSTINE HEARD & COMPANY CORRESPONDENCE.

The North German Lloyd *America* departed New York and arrived at Southampton on August 31, 1866, fitting the dates on this cover. The rate by British Mail via Marseilles during this time was 53c per half ounce, meaning this double-rate cover with 90c postage was underpaid by 16c if carried via Marseilles. The crossed-out 68c corresponds to the double rate via Marseilles if carried by American Packet. The 48c re-stated credit corresponds to the 53c rate via British Packet. The London exchange office determined that it should have been credited 96c for the double 53c British Mail rate via Marseilles, despite the underpaid U.S. postage, and they used red crayon to cross out the "48", re-rate the credit to "96" and apply the "2" pence British Colonial credit.

Ex Newbury, Baker and Wunderlich. Illustrated in Brookman on p. 66. With 1983 and 2012 P.F. certificates..... E. 40,000-50,000



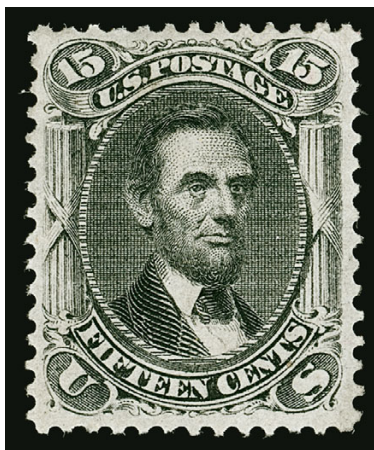
42

- 42 **5c Brown (76).** Mathematically perfect centering with wide and balanced margins, long and full perforations all around, deep rich color, neat strike of quartered cork cancel is basically face free

EXTREMELY FINE GEM. THIS STUNNING USED STAMP IS GRADED GEM 100 BY P.S.E. — THIS IS BY FAR THE HIGHEST GRADE RECORDED IN ANY CATEGORY.

Due to narrow spacing on the 5c plate used for the regular issues from 1861 through 1868, it is very difficult to find centered copies with the perforations clear of the design on all sides. The stamp offered here, with its perfect centering and perforations well clear of the design on all sides, is the first to achieve the exalted grade of Gem 100.

With 2001 P.F. and 2016 P.S.E. certificates (Gem 100; SMQ \$7,500.00). This is the highest grade recorded and the only example to achieve it. The next highest grade is one at 95J. The highest grade for an example with original gum is 95. 120.00



43

- 43° ★ **15c Black (77).** Original gum, intense shade and detailed impression, well-centered

VERY FINE. A FRESH AND CHOICE ORIGINAL-GUM EXAMPLE OF THE 1866 15-CENT LINCOLN.

The 1866 15c Lincoln, which is regarded by many as the first U.S. commemorative stamp — issued exactly one year after Lincoln's death — is an exceedingly difficult issue to find in sound condition with original gum and choice centering. The statistics bear this out as only one original-gum example has been graded higher than F-VF 75 by P.S.E. — a single hinged stamp graded XF 90.

With 2014 P.S.E. certificate 4,750.00

1867-68 GRILLED ISSUE



44

- 44 ★ **3c Rose, C. Grill (83).** Original gum, lightly hinged, clearly-defined grill, brilliant color on bright paper, beautiful centering with well-balanced margins

EXTREMELY FINE. A SUPERB ORIGINAL-GUM EXAMPLE OF THE 1867 3-CENT C GRILL.

The 3c is the only denomination that comes with the distinctive C Grill, with the grill points facing up instead of down. The few high-grade original-gum examples owe their existence to the division of blocks of four over the years.

With 1993 and 2006 P.F. certificates 6,500.00

1875 RE-ISSUE OF 1861-66 ISSUE



45

- 45 ★ **3c Brown Red, Re-Issue (104).** Original gum, lightly hinged, deep rich color and proof-like impression

VERY FINE AND CHOICE ORIGINAL-GUM EXAMPLE OF THE 3-CENT 1861 RE-ISSUE.

The 3c Re-Issue was printed from the original plate, which contained 200 subjects in two panes. 10,000 stamps were printed (50 impressions). Only 465 of the 3c were sold; the remaining 9,535 were destroyed on July 16, 1884. The 3c is one of the three most difficult stamps in the set to obtain in choice original-gum condition (the others are the 24c and 30c). It is rarely found well-centered, and those in Very Fine or Extremely Fine grade usually have either disturbed gum or no gum at all.

Ex Hoffman. With 1985 and 2008 P.F. certificates 3,750.00



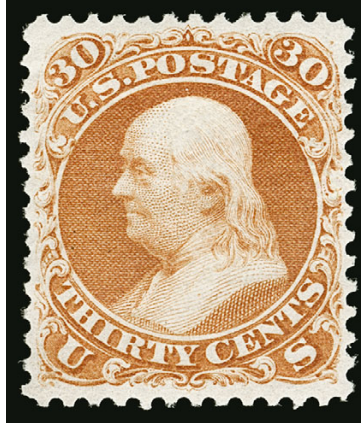
46

- 46 ★ **10c Green, Re-Issue (106).** Original gum, lightly hinged, wide margins and beautifully centered, deep rich color

VERY FINE AND CHOICE. A VERY DESIRABLE EXAMPLE OF THE 10-CENT 1861 RE-ISSUE, ESPECIALLY WITH ITS LIGHTLY-HINGED ORIGINAL GUM.

The 10c Re-Issue was printed from a new plate of 100 subjects, compared to the original plate of 200 in two panes. 10,000 stamps were printed (100 impressions). Only 451 of the 10c were sold; the remaining 9,549 were destroyed on July 16, 1884.

Ex Sheriff. With 1971 and 2007 P.F. certificates 2,900.00



47

47° ★ **30c Brownish Orange, Re-Issue (110).** Original gum, narrow h.r. at top, intense color on bright paper, perfectly centered with well-balanced margins

EXTREMELY FINE GEM. A SUPERB ORIGINAL-GUM EXAMPLE OF THE 30-CENT 1861 RE-ISSUE, WHICH IS ARGUABLY THE MOST CHALLENGING OF THE 1861-66 RE-ISSUES TO OBTAIN IN THIS GRADE.

The 30c Re-Issue was printed from the original plate of 200 subjects. 10,000 stamps were printed (50 impressions). Only 346 of the 30c were sold; the remaining 9,654 were destroyed on July 16, 1884.

Little space was left on the 30c 1861 plate for vertical rows of perforations between stamps, and the same plate was used for the 1875 Re-Issue. Therefore, well-centered copies with perforations clear at the sides are rare. When one takes into consideration the limited number sold (346) and other condition factors, such as gum and freshness of paper, the rarity of the stamp offered here can be truly appreciated.

Ex John H. Hall Jr. (acquired in the Stephen Brown sale held in 1939). With 2001 and 2015 P.F. certificates, both as "previously hinged" 5,750.00

1869 PICTORIAL ISSUE AND RE-ISSUE



49

- 49 ☒ **3c Ultramarine (114).** Tied by well-struck **Small Bee fancy cancel of Waterbury Conn.** (Rohloff A-14) "Waterbury Ct. Feb. 2" (1870) circular datestamp on small cover to Winsted Conn., slightly reduced at left and small flap fault, stamp with sealed tear and small faults

VERY FINE STRIKE OF THE WATERBURY SMALL BEE FANCY CANCEL ON A 3-CENT 1869 PICTORIAL COVER.

The Waterbury Small Bee is one of the more available of Postmaster John W. Hill's pictorial designs, but covers with clear strikes are rare. With 2008 P.F. certificate..... E. 5,000-7,500

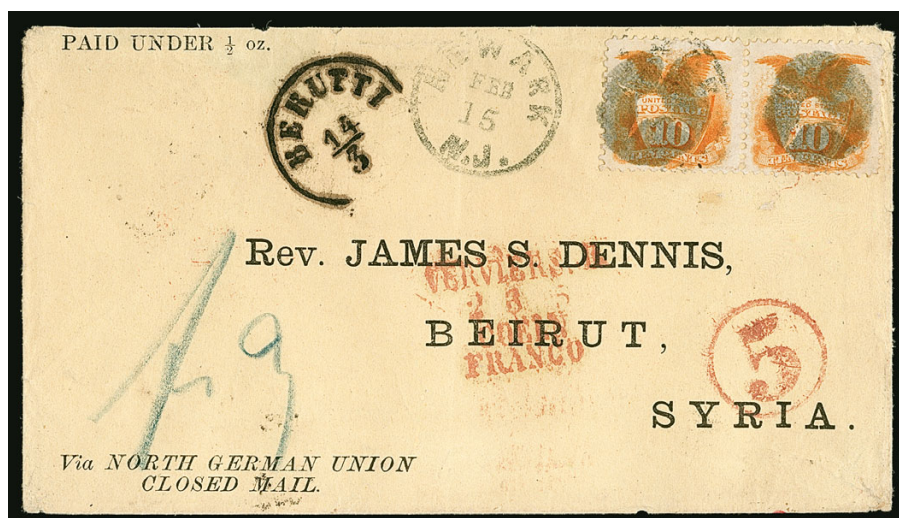


50

- 50 ☒ **3c Ultramarine (114).** Tied by bold strike of **Skull & Crossbones fancy cancel of Waterbury Conn.** (Rohloff R-3) on cover to Washington Conn., from the Chase correspondence, bold "Waterbury Ct. Jan. 23" (1870) circular datestamp also ties stamp, receipt docketing, barely reduced at right, trivial perf tip toning not mentioned on accompanying certificate

EXTREMELY FINE STRIKE OF THIS RARE WATERBURY SKULL & CROSSBONES FANCY CANCELLATION.

Ex Dr. LeBow and Walske. With 1986 P.F. certificate E. 4,000-5,000



51

- 51 ☒ **10c Yellow (116).** Pair, vivid color, few toned perfs, tied by quartered cork cancels and "Newark N.J. Feb. 15" duplex datestamp on yellow cover with printed address **to Beirut, Syria**, printed route instructions "Via North German Union Closed Mail", red "5" in circle credit handstamp, matching New York transit backstamp, red "Verviers Coeln Franco" transit datestamp, blue crayon "f 3" (sgr.) for credit beyond North German Union, bold Beirut receiving datestamp on front of cover, small part of backflap removed, slight edgewear

VERY FINE. A COLORFUL AND RARE USE OF THE 10-CENT 1869 PICTORIAL ISSUE ON A NORTH GERMAN UNION MAIL COVER TO BEIRUT, SYRIA.

The Laurence 10c 1869 book notes that the addressee was a Christian evangelist who for many years was part of the American Presbyterian Mission in Beirut, where the American University was founded. Dennis served as librarian for the mission and corresponded with other missionaries around the world. There are ten recorded 10c 1869 covers to Syria, including eight sent via NGU Mail. Five of the eight bear two singles to pay the 20c NGU rate.

Ex Mack and Dr. Heimbürger E. 2,000-3,000



52



53

- 52 E **[15c] Dark Blue, Vignette Only, Hybrid Die Proof on India (118-E1a).** Mounted on India and die sunk on 70 x 71mm card, showing full die sinkage area, faint toned spots, small thin at bottom left from mount removal

VERY FINE. A RARE PROOF IMPRESSION OF THE 15-CENT 1869 PICTORIAL VIGNETTE.

This vignette proof shows the frame around the vignette, which indicates it was cut from a plate proof and mounted as a die proof. The border was entered on the plate, not on the die.

Ex Earl of Crawford, Finkelburg and Price 3,500.00

- 53 E **15c Red Brown, Ty. II Frame Only, Die Proof on India (119-E1a).** On 57 x 46mm card, bright color, small surface scrape at left

VERY FINE APPEARANCE. AN EXTREMELY RARE PROOF OF THE 15-CENT 1869 PICTORIAL FRAME FROM THE DIE WITH TYPE II CHARACTERISTICS.

Ex Mason, Walske, "Lake Shore", Dr. Heimbürger and Price 3,000.00



54

- 54 ★田 **15c Brown & Blue, Ty. II (119).** Block of nine, part disturbed original gum, rich colors, choice centering, few gum soaks, few flaws including bottom right stamp piece out and repaired

VERY FINE APPEARANCE. A SCARCE AND IMPRESSIVE UNUSED BLOCK OF NINE OF THE 15-CENT TYPE II 1869 PICTORIAL ISSUE.

Ex Price. Scott Retail as block of four, two pairs and a single \$34,000.00 E. 5,000-7,500



55

- 55 ☒ **15c Dark Brown & Blue, Ty. II (119).** Vertical pair and two singles, deep rich colors and sharp proof-like impressions, tied by strikes of quartered cork cancel, red "Providence R.I. Nov. 26" double-circle datestamp with matching "Paid" in circle handstamp on 1869 cover to **Menton, France**, red "New York Paid 48 Nov. 27" credit datestamp, red "Etats-Unis Paq. Fr. H No. 2 27 Nov. 69" octagonal datestamp applied aboard the French ship on the day it left New York, Paris, "Lyon a Marseilles" and receiving backstamps, minor edgewear and right stamp with inconsequential faint margin crease.

VERY FINE. A BEAUTIFUL AND RARE QUADRUPLE-RATE FRANKING OF THE 15-CENT TYPE II 1869 PICTORIAL ISSUE, CARRIED DIRECTLY BY FRENCH PACKET FROM NEW YORK.

Carried aboard the French Ligne H steamer *Lafayette*, which departed New York on Nov. 27, 1869, and arrived at Brest on Dec. 8.

Ex Eubanks. With 2011 P.F. certificate E. 4,000-5,000

- 56 ☐ **24c Green & Violet (120).** Block of four, deep rich colors on bright paper, cork cancels, centered to right, few expertly rejoined perf separations



56

FINE. A RARE SOUND USED BLOCK OF FOUR OF THE 24-CENT 1869 PICTORIAL ISSUE. ONLY SIX USED BLOCKS ARE RECORDED.

The six recorded used blocks of the 24c 1869, excluding the unique Invert block, are listed here (identified by last known pedigree): 1) ex Rose, VF centering, fancy circle of V's cancel neatly struck on each stamp, minor wrinkling causing light creasing, top right stamp small margin tear, offered in Siegel Sale 794; 2) ex Bechtel and Heimbürger (Siegel Sale 1054, lot 444), EF centering, circular cork cancels over each vignette; 3) ex Ishikawa, Eubanks and Curtis (Siegel Sale 1084, lot 3339), VF centering, circle of wedges cancel, left stamps few small tears; 4) ex Anderson, Fine centering to top right, circle of wedges cancel; 5) ex Klein, Fine centering to left, quartered cork cancels, light corner crease at bottom right and several rejoined perfs; and 6) ex Lopez and our 1965, 1992 and 2001 Rarities sales, perfs cutting in at right, cork cancels, the block offered here.

Ex Lopez and Price. With 1990 P.F. certificate 20,000.00

24-CENT 1869 PICTORIAL ISSUE ON COVER TO SPAIN



57

- 57 ☒ **24c Green & Violet (120).** Rich colors and proof-like impressions, centered to top right with perfs slightly in, used with vertical pair of **2c Red Brown (146)**, cancelled by cork on 1872 cover to **Barcelona, Spain**, "New Orleans La. May 2" circular datestamp, red "New York 24 May 8" credit datestamp, red London Paid transit and "PD" in oval, large red "2" handstamp, receiving backstamp, 24c light corner crease from placement near edge of cover, minor edgewear

VERY FINE AND FRESH. A COLORFUL MIXED-ISSUE 1869 FRANKING FOR THE 28-CENT RATE TO SPAIN — ONE OF FOUR RECORDED WITH THIS FRANKING.

Ten 24c 1869 covers to Spain are recorded in the 1869 PRA census, but one of these (with 1c and 3c stamps, ex Ishikawa) has been declared a forgery, leaving nine genuine covers. Four covers are prepaid with a combination of the 24c and two 2c Bank Note stamps.

Ex Hart, Walske and Dr. Heimburger. With 1968 P.F. certificate E. 15,000-20,000

30-CENT 1869 PICTORIAL ISSUE DOUBLE PAPER WITHOUT GRILL



58

- 58 (★)田 30c Ultramarine & Carmine, Double Paper, Without Grill (121 var). Top sheet-margin block of eight with “NATIONAL BANK NOTE CO. NEW YORK” imprint in Ultramarine, deep rich colors characteristic of this printing without grill on double paper (which is evident along the top edge of sheet selvage), neat hinge reinforcements, natural pre-printing paper creases visible when held to light, centered to top right

ONE OF TWO RECORDED TOP SHEET-MARGIN BLOCKS OF THE 30-CENT 1869 PICTORIAL WITHOUT GRILL ON DOUBLE PAPER (SCOTT 121 VARIETY), PRINTED FROM A FLAGS PLATE (ULTRAMARINE COLOR) THAT WAS MISSING THE PLATE NUMBER “21” AT TOP.

The 30c 1869 Pictorial Issue was printed from separate plates: the Eagle and Shield plate with imprint at bottom (in Carmine), and the Draped Flags plate with imprint at top (in Ultramarine). The 30c 1869 Double Paper/Without Grill variety exists in top and bottom imprint multiples, which show that the Flags plate did not have a plate number at one point (as evident in this block); however, plate proofs exist with the “No. 21” present, so it is possible that issued stamps exist with the plate number at top in Ultramarine. No top-margin examples of the normal 30c 1869 are known, with or without imprint or plate number. Therefore, it is impossible to say with certainty that the regular 30c stamps were printed from a Flags plate with plate numbers or without.

This block, three other sheet-margin blocks and a number of singles and interior blocks originate from a large multiple spanning the right and left panes, which is printed on experimental double paper without grill. The 30c 1869 Without Grill/Double Paper block was described by John N. Luff in his book, but over the years, stamps from this multiple have been offered and certified as the Scott 121a on ordinary single-layer paper (without grill). The ex-Zoellner left-pane plate number block of six was originally joined with the ex-Ishikawa block of fifteen from the adjacent right pane. They are both the Without Grill/Double Paper variety. Those two bottom sheet-margin multiples and the Scott 121 multiple in Sale 1118, lot 98, are the only extant 30c 1869 Pictorial blocks, other than proof impressions, that show the imprint and plate number 21. The two top sheet-margin multiples, including the block offered here, come from the same Without Grill/Double Paper sheet (left and right panes), proving that this experimental printing was made from a Flags plate lacking the plate number. See *Chronicle* 217 for an article by Scott R. Trepel on this subject.

With 2003 P.F. certificate identifying this as “Scott 121E, Essay on Double Paper” before there was a Scott listing for this variety (now listed under Scott 121). Ex Walske, “Lake Shore” and Price. Scott value for eight singles \$56,000.00 E. 7,500-10,000



59

59 P **15c-90c 1869 Pictorial Inverts, Plate Proofs on Card (120aP4, 121aP4, 122aP4, 129aP4).**
Large margins, rich colors on bright cards

EXTREMELY FINE. A BEAUTIFUL SET OF 1869 PICTORIAL ISSUE INVERT PLATE PROOFS. ONLY ONE SHEET OF 100 OF EACH WAS PRODUCED.

The card proof sheets of 100 of the four inverted high values of the 1869 Pictorial issue were prepared for and displayed at the Atlanta International Cotton Exposition in 1881. They were printed in response to the publicity surrounding the actual inverted stamps that began to appear in the 1870's. The sheets were somehow acquired by James A. Petrie of Phillipsburg, New Jersey, at the close of the exposition. Petrie claimed that he rescued the inverts along with the trial color card proof sheets (the "Atlanta" trial color proofs) just before they were to be burned. For some years he tried to sell his find and in 1895 he began to advertise them in the philatelic press, finding no takers. In 1903 he sold them to James Ludovic Lindsay, the 26th Earl of Crawford, one of the great collectors of stamps, essays, proofs and philatelic literature at the turn of the 20th Century. In November 1915 the Earl of Crawford's collection was purchased by John A. Klemann of the Nassau Stamp Company in New York. It was Klemann who eventually cut up the sheets. 11,000.00

- 60 **90c Carmine & Black, Re-Issue (132).** Rich colors, bold strike of New York registry oval cancel

FRESH AND VERY FINE. A SCARCE USED EXAMPLE OF THE 90-CENT 1869 PICTORIAL RE-ISSUE.

With 1998 and 2011 P.F. certificates..... 6,000.00



60

1870-88 BANK NOTE ISSUES



61

- 61 ☒ **7c Vermilion, Grill (138).** Natural s.e. at left, easily discernible grill at center, tied by bold quartered cork cancel on cover to **Dresden, Germany, and forwarded to Paris, France**, forwarding postage paid by **Germany, 1870, 1gr Rose (17) and 2gr Ultramarine (18) Eagle Issue**, all three stamps tied by "Dresden 27 11 73 3 AM" framed datestamp, red "New York Paid All Br. Transit Nov. 12" circular datestamp, blue Paris receiving postmark, small boxed "PD" handstamp, cover with some expertly repaired opening tears along top edge not affecting stamps and not mentioned on accompanying certificate, appears Very Fine, with 2000 P.F. certificate E. 1,500-2,000

A RARE SOUND AND CENTERED UNUSED EXAMPLE OF
THE 1870 12-CENT H GRILL



62

62°(★) **12c Dull Violet, H. Grill (140).** Unused (no gum), pretty shade on crisp paper, easily discernible grill points

VERY FINE. A RARE UNUSED EXAMPLE OF THE 12-CENT 1870 NATIONAL GRILLED ISSUE. THIS IS THE MOST DIFFICULT DENOMINATION OF THE SET TO OBTAIN IN UNUSED CONDITION.

Aside from the 24c, which does not exist unused, the 12c is the most difficult to obtain unused, in *any* condition. Probably less than ten exist with original gum, and many of those have faults or are off-center. The stamp here, with clear grill points, rich color, choice centering and in sound condition, is a true condition rarity.

Ex "Laila". With 1991 and 2009 P.F. certificates 14,000.00



63

63° **6c Carmine, I. Grill (137A).** Outstanding centering, rich color, neat strike of **5-Point Star fancy cancel**, bright and fresh

EXTREMELY FINE. AN OUTSTANDING COMBINATION OF A SCARCE 1870 6-CENT I GRILL, WITH CHOICE CENTERING AND A FANCY CANCEL.

This stamp is rarely encountered with the combination of choice centering and a fancy cancel. With 2015 P.S.E. certificate (XF 90; SMQ \$2,750.00 for normal cancel). This is the highest grade awarded to a Scott 137A in the P.S.E. Population Report (shared by two others) 950.00



64

64° ★ **90c Carmine (155).** Original gum, lightly hinged, rich color and detailed impression, choice centering with wide margins

VERY FINE AND CHOICE ORIGINAL-GUM EXAMPLE OF THE 90-CENT NATIONAL BANK NOTE ISSUE. SCARCE WITH SUCH WIDE MARGINS AND IN SOUND CONDITION.

The 1870 90c National Ungrilled Issue, Scott 155, is somewhat overshadowed by its grilled counterpart, Scott 144. Collectors are also misled by the availability of Scott 166, the 90c 1873 Continental. Although the difference in shades is distinct, collectors have a tendency to confuse the two and under-rate the 1870 National printing.

Ex "Vineyard". With 1995, 2004 and 2011 P.F. certificates 5,000.00

THE FINEST 1875 24-CENT CONTINENTAL SPECIAL PRINTING



65

65° ★ **24c Dull Purple, Special Printing (175).** Without gum as issued, with **wide bottom selvage**, deep rich color and detailed impression on bright paper, long and full perforations, perfectly centered with Jumbo margins

EXTREMELY FINE GEM. THIS IS WIDELY REGARDED AS THE FINEST EXAMPLE OF THE 24-CENT 1875 CONTINENTAL BANK NOTE COMPANY SPECIAL PRINTING. APPROXIMATELY 100 EXIST, AND THIS IS BY FAR THE FINEST. IT IS ALSO ONE OF THE GREAT CONDITION RARITIES OF ANY DENOMINATION OF BANK NOTE SPECIAL PRINTINGS — THIS IS THE ONLY CONTINENTAL SPECIAL PRINTING TO ACHIEVE THE GRADE OF XF-SUPERB 95 JUMBO.

Stamps from previous issues were printed for the 1875 Centennial Exposition in Philadelphia, and were intended both for sale and also to showcase examples of every U.S. stamp printed to date. Stamps which were no longer valid for postage were called Reprints (those with original issue dates prior to demonetization — Scott Nos. 3, 4 and 40-47). Those still valid for postage were called Re-Issues. Those printed concurrently with contemporary designs were called Special Printings. The Post Office Department tried to get the original printing company to make them where possible; the Continental Bank Note Company printed Scott Nos. 40-47 and also Scott Nos. 167-177 and 180 and 181, while National Bank Note Company printed Nos. 102-111 and Nos. 123-132.

The ungummed Special Printing stamps were only available from the office of the Third Assistant Postmaster General. The Bank Note regular issue, with the same design and gummed, could be obtained from any post office, so few were sold.

One of the characteristics of Scott 167-177 Continental Special Printings is that the stamps were scissor-separated. In *Chronicle* No. 183, William E. Mooz examines how the stamps may have been separated prior to sale, and theorizes sheets were stacked and cut apart in a time saving measure when making sets. Faster for the postal clerk, but surely unsatisfying to collectors who sent away for these special printings.

A review using Power Search shows how rare any of the denominations from Scott 167-177 are in better condition. Select all Special Printings and sort by price realized, and the first three from the set to appear are on the eighth page of results — all are scissors-separated but with perfs intact. As another indicator, only five stamps of the entire set have graded above a 90.

A notable exception to the scissors-separating are the imprint and plate number strips of four (some say five) from the Earl of Crawford collection, which now exist as singles. These were spared scissors-separation, but unfortunately most are significantly off-center. The stamp offered here has far better centering than the others in the strip. One adjoining stamp has perfs almost touching at left, as is the part imprint copy. The plate number example, which is to the left of this stamp, is centered strongly to right.

Ex Earl of Crawford and Floyd. With 1993 and 2001 P.F. certificates. With 2017 P.S.E. certificate (XF-Superb 95 Jumbo; unpriced in SMQ above the grade of 95, SMQ \$25,000.00 as 95). This is the highest grade awarded and it is shared by no others..... 3,400.00

1890-93 ISSUE



66

66°★★ **30c Black (228).** Mint N.H., almost perfectly centered with well-balanced margins, sharp proof-like impression

EXTREMELY FINE GEM. A SUPERB MINT NEVER-HINGED EXAMPLE OF THE 30-CENT 1890 SMALL BANK NOTE ISSUE.

Ex Drucker and "Scarsdale". With 1976, 2002 P.F. and 2004 P.S.E. certificates (XF-Superb 95; SMQ \$7,500.00). Only three have graded higher (highest is a 98) 850.00

COLUMBIAN ISSUE



67

67° **4c Columbian, Error of Color (233a).** Deep rich color, bold duplex cancel, small horizontal crease at right and tiny picked out inclusion at left

FINE APPEARANCE. ONLY 15 USED EXAMPLES OF THE ONE-CENT COLUMBIAN ERROR OF COLOR ARE LISTED IN OUR CENSUS. ONE OF THE GREAT RARITIES OF USED UNITED STATES PHILATELY AND OF THE POPULAR COLUMBIAN ISSUE.

The 4c Columbian color error was caused by the use of a wrong batch of ink, and spectrographic analysis has shown that the blue inks of the 4c error and 1c Columbian have the same components. Stamps from at least three panes reached collectors, and the few cancelled examples indicate that stamps used by the public came from at least one additional pane. It is likely that a number of full sheets were printed using the wrong ink, and most of the stamps have simply been lost to philately.

Our census of used Scott 233a, available at <https://siegelauctions.com/census/us/scott/233a>, contains 15 stamps. One additional stamp was previously certified as the error, but received a recent certificate as the Dark Ultramarine sub-shade. Only two stamps listed in our census are confirmed as sound.

Census No. 233a-CAN-08. With 1993 P.F. certificate. Scott Retail value is for an example with small faults 16,500.00

4-CENT COLUMBIAN ERROR OF COLOR
A RARE BLOCK OF FOUR



68

68° ★田 **4c Columbian, Error of Color (233a).** Block of four, original gum with hinge marks, piece of hinge sensibly reinforcing some perf separations at right, deep rich color and proof-like impression, top right stamp has a small tear extending from a stain spot, other three stamps have small shallow thin spots where hinges were removed

FINE APPEARANCE. A RARE ORIGINAL-GUM BLOCK OF FOUR OF THE 4-CENT COLUMBIAN ERROR OF COLOR.

The 4c Columbian color error was caused by the use of a wrong batch of ink, and spectrographic analysis has shown that the blue inks of the 4c error and 1c Columbian have the same components.

Stamps from at least two panes reached collectors, and the few cancelled examples indicate that stamps used by the public came from additional panes. It is likely that a number of full sheets were printed using the wrong ink, and most of the stamps have simply been lost to philately.

Ex Hall. 90,000.00



69

- 69 ★ **\$2.00 Columbian (242).** Original gum, mathematically precise centering with wide and balanced margins, deep luxurious color

EXTREMELY FINE GEM. A PHENOMENAL ORIGINAL-GUM EXAMPLE OF THE \$2.00 COLUMBIAN ISSUE, GRADED GEM 100 BY P.S.E. THIS IS THE ONLY ORIGINAL-GUM DOLLAR VALUE COLUMBIAN TO ACHIEVE THIS PERFECT GRADE.

The \$2.00 Columbian is notorious as one of the most difficult denominations to obtain in original gum condition with choice centering and wide margins. Remarkably, of the entire P.S.E. graded population of original-gum dollar-value Columbians (241-245), this is the only example to achieve this perfect grade. Only one other dollar value has been graded Gem 100 in any condition — a no-gum \$3.00.

With 2010 P.S.E. certificate (OGph, Gem 100; SMQ \$19,000.00) 1,050.00



70

- 70°★★ **\$3.00 Columbian (243).** Mint N.H., deep rich color and proof-like impression on bright paper, unusually well-centered with wide margins

VERY FINE AND CHOICE. A BEAUTIFUL AND SCARCE WELL-CENTERED, MINT NEVER-HINGED EXAMPLE OF THE \$3.00 COLUMBIAN.

With 2018 P.S.E. certificate 4,250.00

THE UNIQUE WATERCOLOR COMPOSITE MODEL
FOR THE \$4.00 COLUMBIAN ISSUE



71

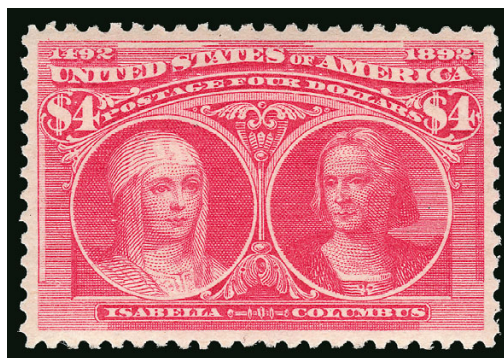
71°E

\$4.00 Gray Black, Original Artist's Composite Model for Complete Design (244-E6). On 50 x 39mm thick artist's card with beveled edges, from second state of the die showing partially engraved vignette and lettering only, with black watercolor of all additional elements including space between portraits and shading on frame elements surrounding portraits and at edges, frame slightly taller than adopted size

VERY FINE. THE UNIQUE WATERCOLOR ESSAY FOR THE \$4.00 COLUMBIAN ISSUE. THIS IS THE ONLY WATERCOLOR ESSAY FOR ANY OF THE DOLLAR-VALUE COLUMBIANS. A REMARKABLE ESSAY.

Other dollar-value Columbians are known with pencil sketches or with elements mounted into place. The watercolor offered here was painstakingly produced to be faithful to the finished design, and must have been a very early essay for the design of the frame. It is faithful to the design as accepted — the triangles at corners below the portraits, the light and dark shading areas at sides, the small unengraved areas at top and the darker engraved area below the bottom label and other elements of the finished design are all shown here in watercolor.

Ex Brazer, Rosenthal and Fekete. 32,000.00



*Issued stamp (not included)
Showing similarity to hand colored areas*



72

72 **\$5.00 Columbian (245).** Exceptional centering with wide and balanced margins, intense shade and razor-sharp impression, light face-free target cancel

EXTREMELY FINE GEM. A SUPERB USED EXAMPLE OF THE \$5.00 COLUMBIAN, WHICH IS GRADED XF-SUPERB 95 BY P.S.E.

The dollar-value Columbians are extremely difficult to obtain in superb used condition. None of the denominations were issued to pay any actual postage rate, and collectors protested the high cost. Only 21,844 of the \$5.00 were sold, and a small percentage of those were used, either on philatelic covers or on heavy registered parcels. The stamps on parcels or registered mail were frequently heavily cancelled, and the large package wrappers were susceptible to damage. The stamp offered here is a notable exception. It is lightly cancelled and has balanced margins.

With 2010 and 2013 P.S.E. certificates (XF-Superb 95; SMQ \$6,750.00). Only two examples have graded higher (both 98, one ex "Natalee Grace" and the other offered in Siegel Sale 1140, Lot 638). 1,150.00

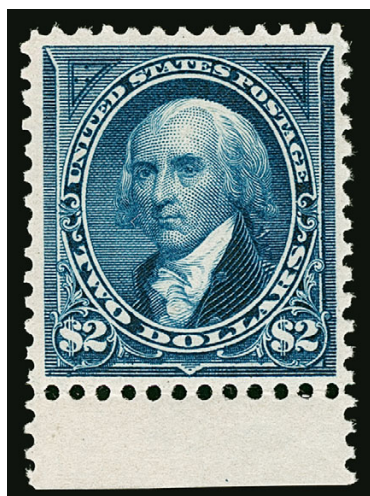


73

73° **\$5.00 Columbian (245).** Wide margins and particularly well-centered, bold color and sharp impression, neat New Bedford Mass. circular datestamp cancel

EXTREMELY FINE. A BEAUTIFUL USED EXAMPLE OF THE \$5.00 COLUMBIAN ISSUE.

With 2018 P.S.E. certificate (XF 90; SMQ \$2,850.00) 1,150.00



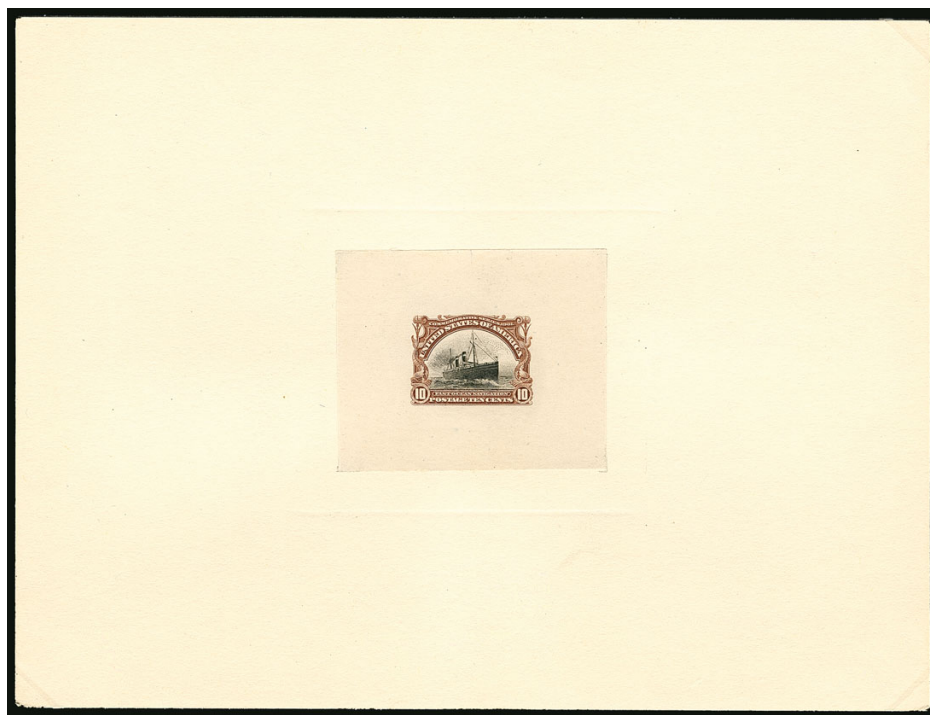
74

74°★★ **\$2.00 Bright Blue (277).** Mint N.H. with bottom selvage, deep rich color on bright paper

VERY FINE AND CHOICE MINT NEVER-HINGED
EXAMPLE OF THE \$2.00 WATERMARKED BUREAU
ISSUE.

With 2017 P.S.E. certificates (VF 80; SMQ
\$3,100.00) 2,900.00

PAN-AMERICAN ISSUE



75

75 P **1c-10c Pan-American, Large Die Proofs on Wove (294P1 var-299P1 var).** Block sunk on approximately 203 x 152mm cards, pencil control numbers on back

VERY FINE. THE UNIQUE SET OF LARGE DIE PROOFS ON WOVE PAPER OF THE PAN-AMERICAN ISSUE, WHICH WERE PRESENTED TO PRESIDENT FRANKLIN DELANO ROOSEVELT.

According to an article by Clarence Brazer, three sets were printed. One set — each off card and with a blue control number on the face side — is the so-called “Southgate” set, which was sold in our Sale 1040 (realized \$24,000 hammer). Brazer notes that the other two sets — including issues up to the 1933 Century of Progress — were trimmed to small die proof size (about -3/16-inch margins) and mounted on loose leaf pages. One of these two sets was arranged in four albums and given to Franklin D. Roosevelt (the source of this Pan-American set). The other is said to have been presented to a friend and has not become available to philatelists. The margins on the set offered here are larger than noted by Brazer, who may have been mistaken as to the margin size.

Ex President Franklin D. Roosevelt and Price. Each with purple “Ex Roosevelt, Gimbels” backstamp. Unlisted in Scott E. 7,500-10,000

COMPLETE SET OF PAN-AMERICAN ISSUE ON FIRST DAY COVER



76

- 76 ☒ **1c-10c Pan-American (294-299).** Complete set, deep rich colors, well-struck purple “Sub-Sta. No. 37, Wash. D.C., Registered, May 1, 1901” double-circle datestamp ties 10c, others (and 10c) tied by light strikes of “New York Reg. Div. 5-2” oval datestamps, on **registered First Day cover to Abo, Finland**, New York registry label (No. 19465), New York transit and Finnish receiving backstamps, trivial edgewear

VERY FINE AND CHOICE. ONLY FIFTEEN FIRST DAY COVERS ARE KNOWN BEARING A COMPLETE SET OF THE PAN-AMERICAN ISSUE. THIS IS THE ONLY RECORDED COVER TO FINLAND.

In an article in the June 1999 issue of *First Days*, Alan Berkun records eleven covers bearing complete sets of the Pan-American Issue, including four from the District of Columbia, four from Massachusetts, two from New York and one from Seattle, Washington (sold in our 2001 Rarities sale). An additional four covers, including this one, have been added to the census. A total of six are used from Washington D.C., including four to Germany and one to Switzerland; this is the only one addressed to Finland. The others have stamps arranged in the same configuration and New York registry numbers in the same range (19447, 19452, 19458, 19468 and 19474).

Ex Price. Scott Retail \$30,000.00..... E. 10,000-15,000



77



78

- 77 ☒ **1c Pan-American (294).** Choice centering, tied by “New York, May 1, 7:30 PM, 1901” duplex datestamp and oval grid cancel on **First Day** souvenir card to Austria with “Pan American Exposition, Buffalo, N.Y. - Temple of Music” multicolored design, 2c UPU card rate underpaid by 1c, **Austrian 10kr Postage Due tied at Vienna**, sender’s ship-name directive “Per S. S. Columbia”, few small thins at lower right of card

A VERY FINE AND REMARKABLE FIRST DAY USE OF THE ONE-CENT PAN-AMERICAN ISSUE ON A SOUVENIR MAILING CARD WITH MULTICOLORED EXPOSITION-THEME DESIGN, USED TO A FOREIGN DESTINATION WITH ANOTHER COUNTRY’S POSTAGE DUE STAMP.

Apart from the complete set covers, only fourteen First Days are documented for the 1c Pan-American Issue, of which eight are on cover and six are on card. Of these, only two are to foreign destinations (the other to France).

Ex Dr. Martin and Price E. 5,000-7,500

- 78 ☒ **2c Pan-American (295).** Vignette shifted upward, tied by “Buffalo N.Y. May 1, 1901” **Pan-American Exposition First Day** machine cancel on magnificent multicolored Exposition cover addressed to Prof. M. Loewy in Hoboken N. J., **three different exposition labels applied to cover** (one tied), neat “Hoboken N. J. May 2, 1901 Rec’d” backstamp, minor toning and edge flaws

A VERY FINE AND SPECTACULAR FIRST DAY COVER OF THE 2-CENT PAN-AMERICAN ISSUE, CANCELLED AT THE PAN-AMERICAN EXPOSITION IN BUFFALO AND BEAUTIFULLY ADORNED WITH EXPOSITION LABELS.

Of the 61 recorded First Day covers for this issue, only thirteen are on Exposition stationery. Of these, only four have tied Exposition labels. This is certainly one of the finest recorded examples of this issue.

Ex Dr. Martin and Price. With 1981 P.F. certificate E. 4,000-5,000



79

79° ★ **1c Pan-American, Center Inverted (294a).** Original gum, h.r., unusually choice centering and wide margins for this popular invert error, deep rich colors on post-office fresh paper

VERY FINE AND CHOICE. AN OUTSTANDING ORIGINAL GUM EXAMPLE OF THE ONE-CENT PAN-AMERICAN INVERT. VERY RARE IN THIS CONDITION.

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. Most examples are off-center and/or have disturbed gum. The example offered here is remarkably fresh

Ex "Laila" and "Hampshire". With 1993 P.S.E. and 2009 P.F. certificates 12,500.00

20TH CENTURY ISSUES

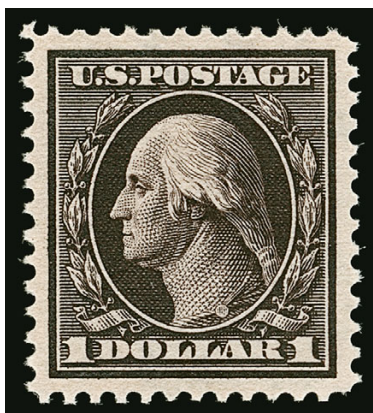


80

80° ★ **\$5.00 Dark Green (313).** Wide margins and essentially perfect centering, deep rich color and proof-like impression

EXTREMELY FINE GEM. A SPECTACULAR EXAMPLE OF THE 1902 ISSUE TOP VALUE WHICH IS GRADED SUPERB 98 BY P.S.E.

With 2006 P.S.E. certificate (OGph, Superb 98; SMQ \$6,250.00). Only two examples have been graded higher (at 98J and 100)..... 2,000.00



81

81° ★ **\$1.00 Violet Brown (342).** Barely hinged, deep rich color and proof-like impression, mathematically perfect centering with wide margins

EXTREMELY FINE GEM. A SUPERB EXAMPLE OF SCOTT 342 WITH THE PERFECT GRADE OF GEM 100 BY P.S.E.

With 2014 P.S.E. certificate (OGph, Gem 100; SMQ \$4,750.00). Only one hinged original gum stamp equals this grade with none higher. The highest Mint N.H. grade is Superb 98..... 450.00



82

82° ★ **4c Orange Brown, Bluish (360).** Rich color on nicely blued paper, well-centered for this difficult issue with attractive margins

VERY FINE AND CHOICE EXAMPLE OF THE 4-CENT ON BLUISH PAPER. UNUSUALLY WELL-CENTERED FOR THIS RARE ISSUE.

The June 1910 Third Assistant Postmaster General's report states that 4,400 (eleven sheets) of the 4c were printed on Bluish Paper. It is believed that none of the 4c and 8c Bluish Paper stamps were distributed to post offices, and that all of the examples in collectors' hands reached the market through the Travers-Steinmetz exchange and the 1914 National Museum trades to H. F. Colman (12 copies) and Nassau Stamp Company (65 copies).

With 2013 P.F. certificate (VF 80) 27,500.00



83

83 ★ **4c Orange Brown, Bluish (360).** Rich color on nicely blued paper

FINE EXAMPLE OF THE 4-CENT 1909 BLUISH PAPER ISSUE.

The June 1910 Third Assistant Postmaster General's report states that 4,400 (eleven sheets) of the 4c were printed on Bluish Paper. It is believed that none of the 4c and 8c Bluish Paper stamps were distributed to post offices, and that all of the examples in collectors' hands reached the market through the Travers-Steinmetz exchange and the 1914 National Museum trades to H. F. Colman (12 copies) and Nassau Stamp Company (65 copies).

With 1969 P.F. certificate 27,500.00



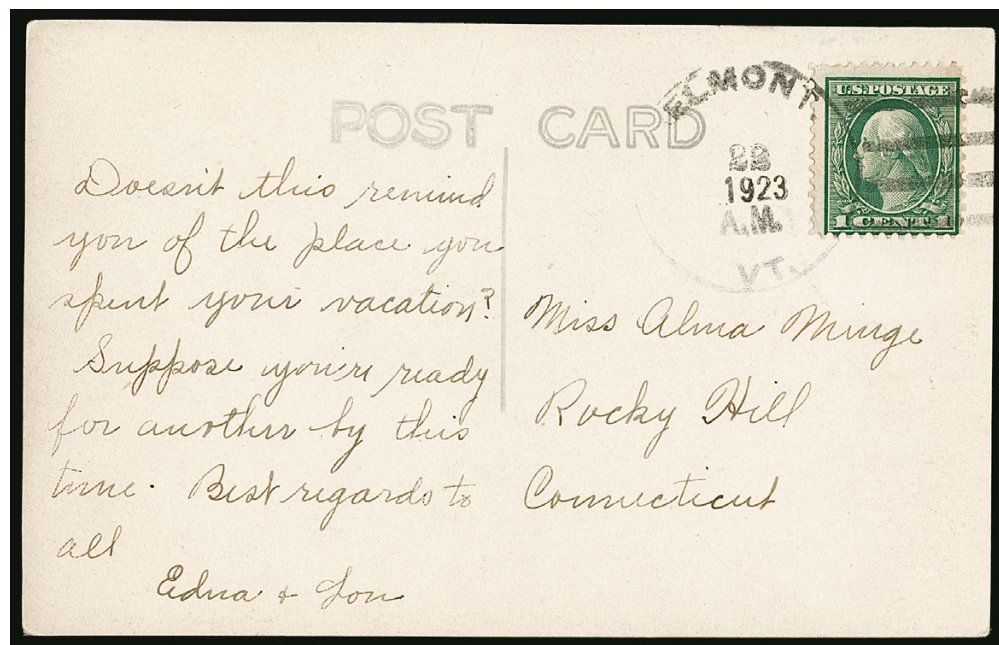
84

84°★田 **\$1.00 Violet Black (478).** Top imprint, plate no. 5782 and letter "A" block of six, five stamps Mint N.H., bottom center stamp and ungummed selva lightly hinged, deep rich color

FRESH AND FINE. A RARE TOP PLATE BLOCK OF THE \$1.00 PERF 10 UNWATERMARKED FRANKLIN ISSUE, SCOTT 478.

Lewis Kaufman records only nine top and four bottom plate blocks of Scott 478. Plate 5782 was the only plate prepared for each of the \$1.00 Franklin issues (Scott 423, 460, 478 and 518).

With 1998 P.F. certificate
..... 12,000.00



85

85 ☒ **1c Green, Rotary Perf 11 (544).** Tied by "(B)elmont Vt. ? 22 1923 A.M." postmark on picture postcard to Rocky Hill Conn.

FRESH AND FINE EXAMPLE OF THE 1922 ONE-CENT ROTARY PERF 11, SCOTT 544, ON A POST CARD. VERY FEW ARE KNOWN.

A small quantity of 1c Rotary Press stamps was perforated 11 at the end of 1922, using remainder sheets from the earlier printings that were normally perforated in 10 gauge or 10/11 compound gauge. Its existence as a Perf 11 variety was discovered in 1936, and the stamp received its Scott Catalogue listing in 1938.

With 1982 A.P.S. and 2011 P.F. certificate noting town as Elmont Vt., A Google search shows there was never such a town 7,500.00



86

86° **1c Green, Rotary, Perf 11 (594).** Intense shade and impression, neat machine cancel, margins to clear at bottom

VERY FINE. A RARE SOUND EXAMPLE OF THE 1923 ONE-CENT ROTARY PERF 11 ISSUE.

Like the 2c, Scott 595, this issue was perforated in both directions on the flat plate perforating machine. This machine was not designed to perforate rotary press stamps, which are slightly different in size due to the curvature of the printing plate. This caused notoriously poor perforations. 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 exhaustive census of Scott 594, available at our website at: <http://www.siegel-auctions.com/dynamic/census/594/594.pdf>, contains 89 used singles, four used pairs and five covers (including one with a pair) for a total of 103 used stamps. Many have perforations either in on one or more sides, or have faults.

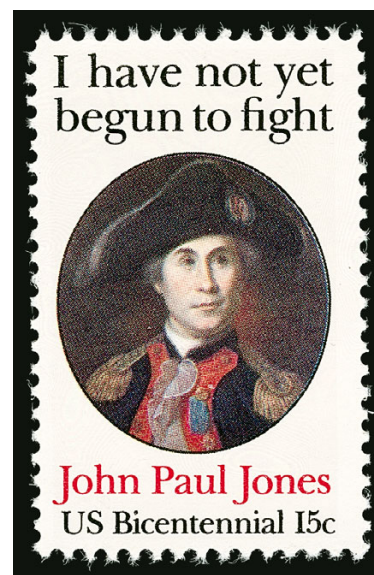
Census No. 594-CAN-85. Ex Drucker and Curtis and signed by George B. Sloane. With 1934 A.P.S. and 2002 P.F. certificates. Scott Catalogue notes "both unused and used are valued with perforations just touching frameline on one side"..... 10,500.00

87°★★ **15c John Paul Jones, Perf 12 (1789B).** Mint N.H., choice centering, rich colors on bright paper

EXTREMELY FINE MINT NEVER-HINGED EXAMPLE OF THE PERF 12 JOHN PAUL JONES ISSUE.

This issue was printed by the American Bank Note Company and perforated in three different formats: Perf 11 x 12, Perf 11 All Around and Perf 12 All Around. It is believed that the USPS was unaware that there were different perforations. The Perf 12 All Around is by far the rarest.

With copy of 1995 P.F. certificate for a block of 12...
..... 3,000.00



87

NEW YORK STOCK EXCHANGE INVERT



88

- 88 ★★ **29c New York Stock Exchange Bicentennial, Center Inverted, Omitted Pair (2630d).**
Mint N.H. se-tenant pair of Scott 2630b (black missing) and 2630c (center inverted),
Positions 26 and 27 from the discovery pane of 40, with selvage at left, rich colors

EXTREMELY FINE. A BEAUTIFUL AND RARE HORIZONTAL PAIR OF THE 29-CENT NEW
YORK STOCK EXCHANGE ERROR, CONTAINING ONE WITH AN INVERTED CENTER AND
ONE WITH THE CENTER OMITTED.

Two panes in total were discovered. This block comes from the first to be discovered,
which was auctioned in 2002. Each pane consists of 40 stamps, and of these 28 were with
the centers inverted and 12 were with the centers completely omitted..... 22,500.00



89

- 89 ★★ **29c New York Stock Exchange Bicentennial, Center Inverted, Omitted Pair (2630d).**
Mint N.H. se-tenant pair of Scott 2630b (black missing) and 2630c (center inverted),
Positions 8 and 13 from the discovery pane of 40, rich colors

EXTREMELY FINE. A BEAUTIFUL AND RARE VERTICAL PAIR OF THE 29-CENT NEW YORK STOCK EXCHANGE ERROR, CONTAINING ONE WITH AN INVERTED CENTER AND ONE WITH THE CENTER OMITTED.

Two panes in total were discovered. This block comes from the first to be discovered, which was auctioned in 2002. Each pane consists of 40 stamps, and of these 28 were with the centers inverted and 12 were with the centers completely omitted..... 22,500.00



THE NON-INVERTED JENNY SHEET

- 90 ★★ **\$2.00 Red & Blue, Non-Inverted Jenny Error Sheet (4806d).** Intact pane of six self-adhesive stamps with souvenir sheet design in margin, choice centering, back of pane indicates plate position (this is the top center of the six positions), accompanied by congratulatory sheet which accompanied the pane in the envelope, also accompanied by certificate signed by Postmaster General Patrick Donahoe noting this is discovery pane No. 13 of 100 possible panes

EXTREMELY FINE EXAMPLE OF THE NON-INVERTED JENNY SHEET. ONLY 100 WERE DISTRIBUTED TO RANDOM POST OFFICES AROUND THE COUNTRY, AND ONLY APPROXIMATELY 32 HAVE BEEN REGISTERED WITH THE POSTAL SERVICE. A PHENOMENAL MODERN RARITY.

According to the U.S. Postal Service's website (http://about.usps.com/postal-bulletin/2013/pb22371/html/info_003.htm) and other sources, the \$2.00 Inverted Jenny souvenir sheet went on sale nationwide September 22, 2013, and a ceremony was held on that day at the National Postal Museum. The souvenir sheet was printed using the intaglio printing process and plates made from the original dies used to produce the 1918 24c Air Post stamp (Scott C3). The denomination was changed to make it easily distinguishable from the original. The souvenir sheet background depicts the original airmail route, the National Postal Museum, and aviation pioneer Reuben H. Fleet.

A special automatic distribution was done to all post offices. Pre-orders and re-orders through stamp distribution offices or centers were not allowed once original automatic distribution quantities were sold. A total of 13,200,600 stamps were printed, which translates into 2,200,100 souvenir sheets of six. They were printed six souvenir sheets at a time, and their position on the plate is noted on back of each. The sheets were sold individually wrapped in cellophane, which collectors questioned at the time of issue.

The reason for the odd quantity and cellophane wrapping was revealed shortly after the release of the souvenir sheets, when an upright example was discovered by a collector in Ontario, Canada. The USPS then revealed that 100 had been created and randomly seeded throughout their distribution system. The cellophane wrappers were used to prevent searching through stocks for the upright designs — souvenir sheets with opened cellophane were not returnable.

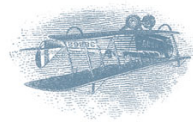
As of June 2017, *Linn's Stamp News* reported that only 32 had been registered with the Postal Service, but it is possible the number is now 33 or 34. 75,000.00



91



92



THE INVERTED JENNY—POSITIONS 15 and 6

Property of the late Dr. Kenneth E. Daugherty

The original sheet of one hundred Inverted Jenny errors was purchased by William T. Robey on May 14, 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. On Sunday, May 19, Robey agreed to give Eugene Klein, a prominent Philadelphia stamp dealer, a one-day option to buy the sheet for \$15,000. Klein exercised his option on Monday, May 20, in a late afternoon phone call, and he confirmed it with a registered letter to Robey sent in the evening mail. The sheet was delivered to Klein's office by Robey and his father-in-law on the following day, Tuesday, May 21, 1918.

No later than Monday, May 20, the day Klein exercised his option, he had arranged to sell the sheet for \$20,000 to Colonel Edward H. R. Green. Half of the \$5,000 profit went to Klein's partners, Percy McGraw Mann and Joseph A. Steinmetz. Klein was then authorized by Colonel Green to divide the sheet into singles and blocks, and to sell all but a few key position blocks. A complete history of the 1918 Air Post service and the Inverted Jenny follows these lot descriptions. Please also go to our website InvertedJenny.com.

- 91 ★ **24c Carmine Rose & Blue, Center Inverted (C3a).** Position 15, the fifth stamp from the left in the second row of the sheet, original gum, deep rich colors, tiny thin spot just below the plane, faint traces of purple ink above the bottom left "24"

FINE-VERY FINE APPEARING EXAMPLE OF THE FAMOUS 1918 24-CENT INVERTED "JENNY" ERROR. WITHOUT QUESTION THIS IS THE MOST FAMOUS STAMP IN AMERICAN PHILATELY.

The stamp offered here — Position 15 — was owned by John H. Clapp, scion of a wealthy Pennsylvania oil family. He passed away in 1940 and shortly afterward his entire stamp collection was sold to dealer Spencer Anderson for \$100,000. Soon after, Anderson, whose pencil initials appear on the back, sold the Inverted Jenny to Louise Hoffman for a reported price of \$2,500. Hoffman formed an important Air Post collection and held her Inverted Jenny for the next two decades. The stamp was included in the sale of her collection in 1966, where it realized \$9,000, selling to Robert A. Siegel, who was likely acting as an agent for collector Dr. Drew B. Meilstrup. It next sold in the 1973 Siegel auction of the Meilstrup collection to an anonymous buyer. It has made only three other auction appearances since 1973, selling in 1997 to dealer Irwin Weinberg. The purple ink marks were not present when it was offered in 1997.

Ex Colonel Edward H. R. Green, John H. Clapp, Spencer Anderson (dealer), Louise Hoffman and Dr. Drew B. Meilstrup. Pencil "15" position number (written by Eugene Klein on all 100 positions) and "SA" (Spencer Anderson) initials on back. With 2010 P.F. certificate 450,000.00

- 92 ★ **24c Carmine Rose & Blue, Center Inverted (C3a).** Position 6, the sixth stamp from the left in the top row of the sheet, showing full guideline at left, original gum, rich colors, reperfed straight edge at top — this was done after the 1942 Colonel Green auction and before its appearance in a 1951 Sylvester Colby auction — tiny thinning at bottom, light gum crease not mentioned on accompanying certificates

FINE APPEARING EXAMPLE OF THE FAMOUS 1918 24-CENT INVERTED "JENNY" ERROR. AN ATTRACTIVE EXAMPLE OF THE MOST FAMOUS STAMP IN AMERICAN PHILATELY..

The stamp offered here — Position 6 — was one of the straight-edge examples from Colonel Green's sheet which he still owned at the time of his death (several straight-edge copies were found in an envelope stuck together and soaked apart, losing their gum — this was not). It was first offered in Sale 2 in the series of auctions of the Colonel Green collection (Laurence & Stryker, October 5-8, 1942, lot 1324, described with original gum). The catalogue photo shows the straight edge at top, and it was described as having a light 16mm corner crease and thin trace in bottom right corner perforation. It realized \$1,350 (a Harvard education cost \$420 that year). It next appeared in a 1951 Sylvester Colby auction, with perforations at the top and no mention of the reperfering. Its history for the next 20 years is not documented. In 1972, according to *Stamp of the Century*, by Kellen Diamanti and Deborah Fisher, Position 6 was sold to coin dealer Steven C. Markoff, of A-Mark Financial Corporation, by another coin dealer named Ray Lundgren, who operated Century Stamp & Coin and founded the Long Beach Coin & Stamp Exposition in 1964. In 1976, after agreeing to testify in two stamp theft cases, Lundgren was shot four times at point blank range by members of Whitey Bulger's Winter Hill Gang, who were behind the thefts and used Lundgren to fence the property.

Ex Colonel Edward H. R. Green and Steven C. Markoff (A-Mark Financial Corporation). With 1979, 1995 and 2010 P.F. certificates..... 450,000.00



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 a century ago 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.

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.



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

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.

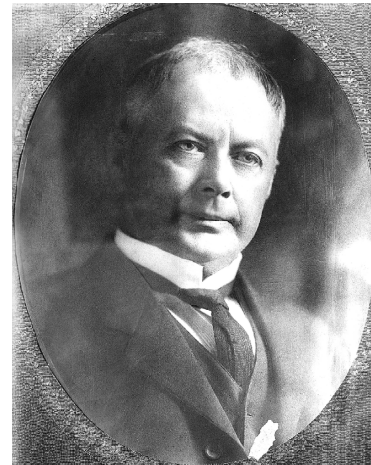
The Post Office Appropriation Bill for 1918 (H.R. 19410), reported by the House Committee on the Post Office and Post Roads on 2 January 1917, had the following authorization for airmail service:

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.



Second Asst. PMG Otto Praeger



PMG Albert S. Burleson

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.

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 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

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 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.

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 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.



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

Image: Smithsonian National Postal Museum

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.



U.S. Post Office Department mail truck with special “United States Air Mail Service” sign

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 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.



Lieut. George L. Boyle



PRODUCTION OF THE 24-CENT 1918 AIR POST ISSUE

With the arrangements and start 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



The 24¢ 1918 Air Post Issue

USPOD for the BEP's work. Images of the original cards (provided by Joe R. Kirker) are shown on the next page, along with a transcript of the entries.

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 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.



Clair Aubrey Huston, senior designer at BEP

663 (A. W. S.) 24¢ Aeroplane Stamp Border 1918			
DATE	Engraver	TIME	COST
4 May 1918	Hall, E. M. " (No credit)	6h15m	\$9.61
4 May	"Cleaning"—Schuyler	0h30m	.42
7 May	Weeks, Edward	16h15m	16.15
8 May	ditto	14h30m	47.29
	Weeks—Frame		
	Weeks—Lettering and numerals		
	Steel		.89
9 May 1918	Clair G. Huston, Designer		.50
	Total		\$58.71

664 (B. S.) Center for 24¢ Aeroplane Stamp, Vignette—Aeroplane			
DATE	Engraver	TIME	COST
8 May 1918	Baldwin, Marcus W.	18h45m	\$45.72
9 May	Weeks, Edward	2h15m	4.46
	Baldwin—Vignette		
	Steel		.89
10 May 1918	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)

Die 663 "24¢ Aeroplane Stamp Border 1918"

Date	Engraver	Time	Cost
4 May 1918	Hall, Edward M. " (No credit)"	6h15m	\$9.61
4 May	"Cleaning"—Schuyler	0h30m	.42
7 May	Weeks, Edward	16h15m	16.15
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)"

Date	Engraver	Time	Cost
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

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.

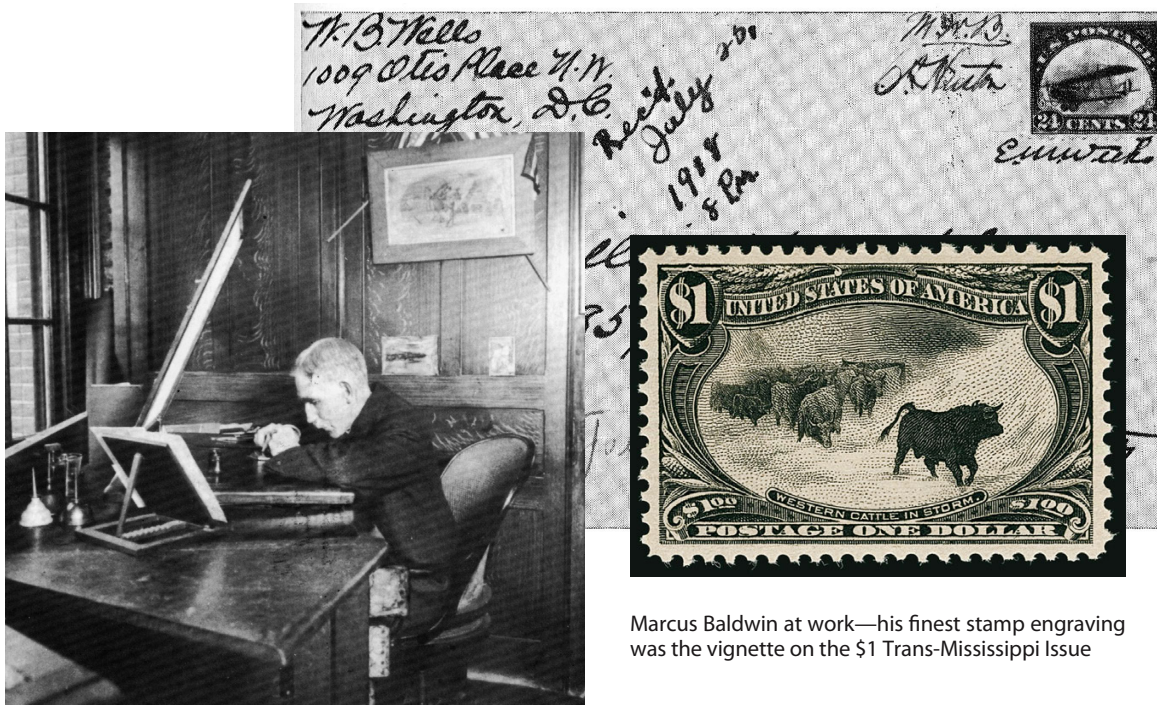


BEP engravers: Edward Hall (left), Marcus Baldwin (center), and Edward Weeks (right)

Baldwin, Hall and Weeks are pictured in the group photograph of BEP engravers shown at left. Another photograph of Baldwin at work is shown on the next 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, 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.



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



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

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 above). Since Hall was never credited by the BEP for his work on the 24¢ stamp, his signature was not sought.

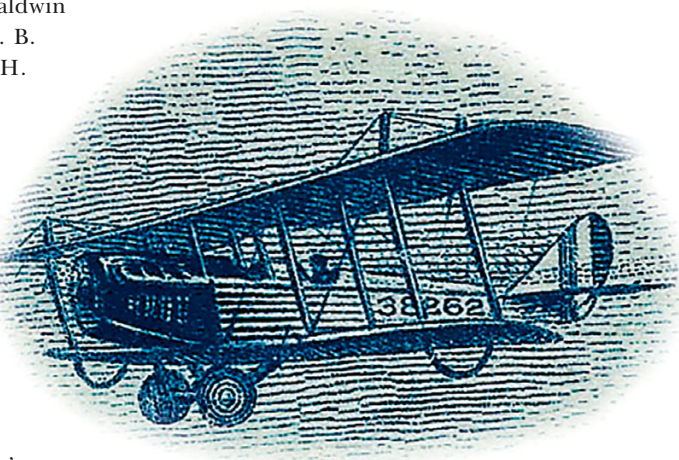
Chronology—The BEP records state that the War Department furnished a photograph of the plane for use in designing and engraving the stamp. That photograph has never been located or identified.

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 above). 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 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.



The Jenny has two seats and "38262"

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.

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.

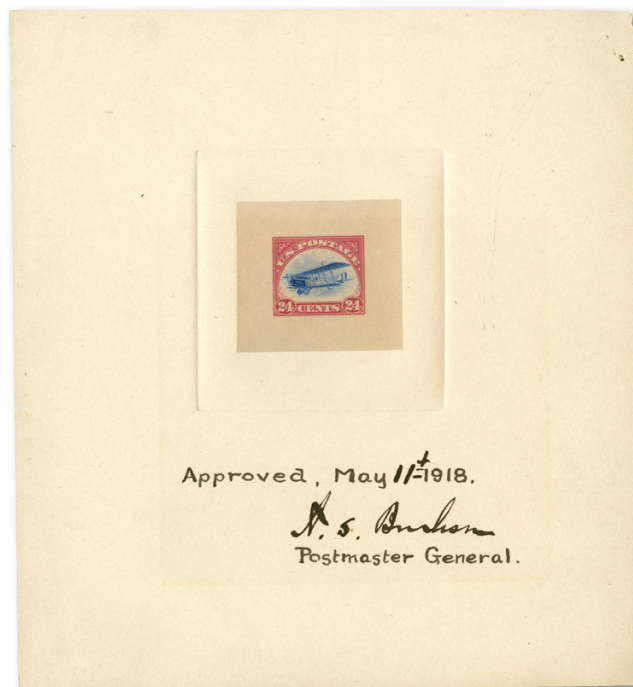


Blue and black die proof made on 9 May 1918, showing the plane without the number 38262



Die proof in issued colors approved by
PMG Burleson

Image: Smithsonian National Postal Museum



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 on the previous page 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 above. 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.

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. 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.

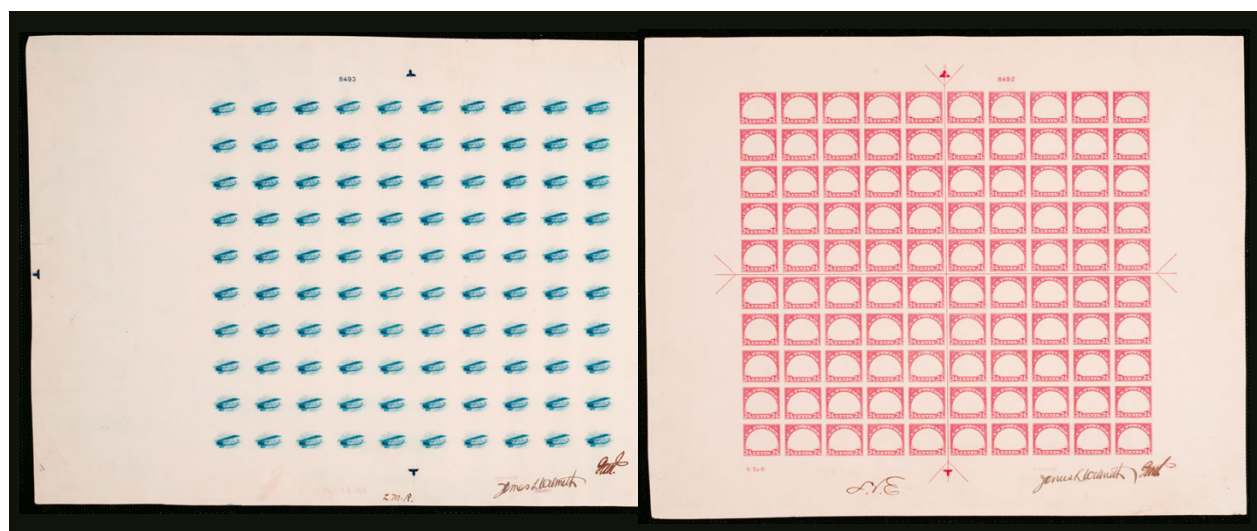
The BEP craftsman responsible for transferring the design from the die to the plate via the transfer roll is known as a siderographer. The siderographer who made the 24¢ plates was Samuel De Binder, whose initials “S De B.” appear in red in the lower left corner of sheets produced before the BEP started 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,” 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.



Proofs made from plates 8492 (red frame) and 8493 (blue vignette)

Image: Smithsonian National Postal Museum



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.

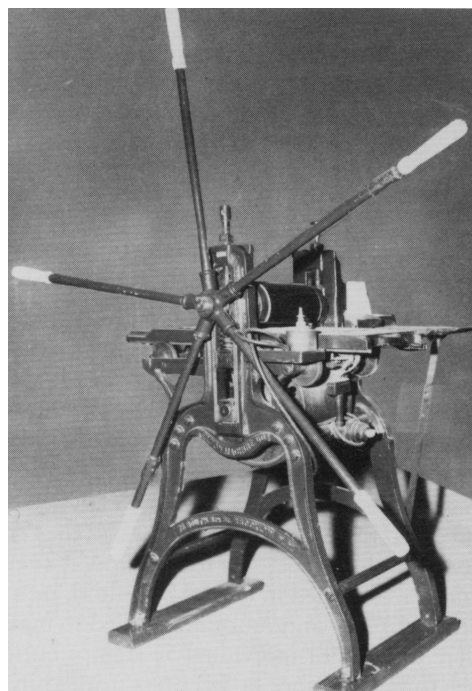
Because the BEP was under enormous pressure to print large quantities of wartime tax stamps, bonds and other securities, the bicolored airmail stamps were printed on an old Spider Press, so named because the hand-operated turning wheel has long handles that resemble the legs of a spider. A photograph 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 (shown in the photo opposite). 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 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



BEP Spider Press



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

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.



Positions 63 and 64 with blind perforation

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 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 oriented. 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.

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, a few factors 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. Rather than dwell on the number of printings, 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.]

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. All of



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

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 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. 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.



24¢ used on the first day of sale in Philadelphia, 14 May 1918, and carried on first flight the next day, southbound from Philadelphia to Washington, D.C.

DISCOVERY OF THE INVERTED JENNY

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



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 (an example is shown below). 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.



Eugene Klein prepared covers to be carried on the 15 May flight—this one is addressed to another stamp dealer in Australia—the letter inside states that sales of the new 24¢ stamp were stopped at 4pm in Philadelphia



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.

**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 airplane 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 purchases 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 \$45,000 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.

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

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 at left), 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?

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.

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 opposite). 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.

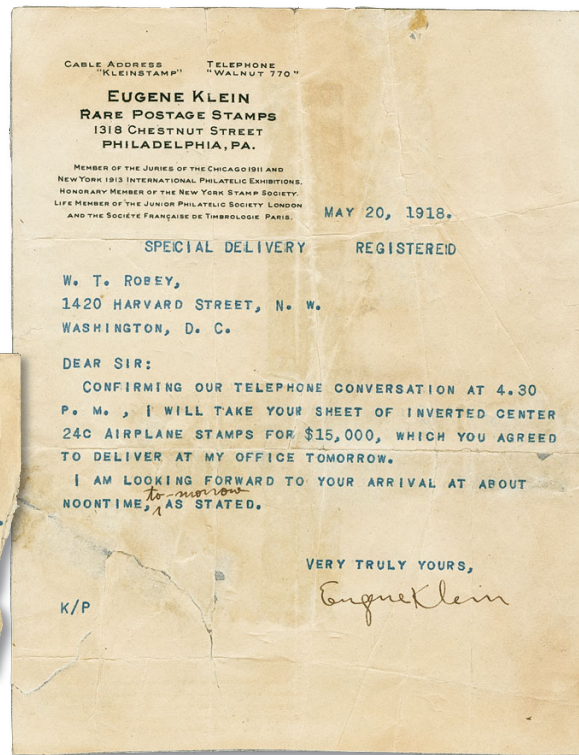
The price represented a \$5,000 profit for Klein, who kept half and shared the rest with Percy Mann and Joseph A. Steinmetz, who had formed a "combine" with Klein for the negotiations.



Eugene Klein
(1878-1944)



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



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.

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.

\$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



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 in a 2002 Siegel auction.

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





93

93 ★★田 65c-\$2.60 Graf Zeppelin (C13-C15). Mint N.H. bottom plate no. blocks of six, choice centering, deep rich colors, 65c few small gum skips as usually seen, \$1.30 expertly sealed tear in selvage at right, \$2.60 natural short gum at bottom and few natural gum skips and bends as often found on this issue

VERY FINE-EXTREMELY FINE APPEARING SET OF BOTTOM PLATE NUMBER BLOCKS OF SIX OF THE GRAF ZEPPELIN ISSUE.

This set is particularly desirable as Mint N.H. matched bottom positions. Most sets offered are not matched. 16,050.00





94 this page and opposite

94°★★田 65c-\$2.60 Graf Zeppelin (C13-C15). Mint N.H. panes of 50, 65c with plate no. 20077 at bottom and right, \$1.30 with plate no. 20086 at top and right, \$2.60 with plate no. 20090 at top and left, 65c with 5mm tear in bottom plate number selvage and few slightly telescoped perfs, \$1.30 few natural gum skips and bends as often seen and few stamps at left natural inclusions, also top left stamp small thin spot, \$2.60 some natural gum skips (or possibly slight disturbance) mostly confined to sixth and ninth rows, choice centering throughout all three panes

VERY FINE-EXTREMELY FINE. AN EXTREMELY RARE SET OF INTACT PANES OF 50 OF THE 1930 GRAF ZEPPELIN ISSUE. THIS IS THE FIRST WE HAVE OFFERED SINCE KEEPING COMPUTERIZED RECORDS.

A review using Power Search did not find any other intact panes. The largest multiples we have offered over the last 23 years of our auctions, which includes over 270,000 auction lots, are blocks of six. One has to go back to our 1974 Rarities sale in Power Search to find blocks of ten. Intact panes of 50 were offered in the 1990 Weill sales and in the 1967 Lilly sale Part 5, but we do not know if they remain intact.

Scott Retail as 38 Mint N.H. singles and two Mint N.H. plate blocks. 98,600.00

CALBRAITH RODGERS "VIN FIZ" SEMI-OFFICIAL AIR POST
ONE OF TWELVE RECORDED EXAMPLES



95

95° **1911, 25c Black, Rodgers "Vin Fiz", Unofficial Air Post (CL2).** Uncancelled on piece of official flight post card with other side showing Calbraith Rogers portrait and portion of his plane, clear margins to just in as are almost all of the known examples, small corner crease ending in a tiny tear at top right

VERY FINE APPEARANCE AND EXTREMELY RARE. ONLY TWELVE EXAMPLES OF THE 25-CENT RODGERS "VIN FIZ" STAMP ARE RECORDED. A GREAT AIR POST RARITY.

The Vin Fiz stamp was issued by Pilot Calbraith Rodgers' wife for his attempted transcontinental flight in October 1911. Rodgers was competing for a \$50,000 prize offered by publisher William Randolph Hearst to the first person to complete the trip within 30 days. Vin Fiz refers to the popular soft drink maker who was a sponsor of Rodgers' flight.

Our census of the Vin Fiz can be viewed at our website at <https://siegelauctions.com/census/us/scott/CL2>.

Census No. CL2-PCE-01. Ex "Aurea" (Golden). With 1991 P.F. and 2013 Dena certificates....
..... 55,000.00



95 back of card

BACK-OF-BOOK ISSUES



96

- 96 ★田 **2c Vermilion (J30)**. Wide top imprint and plate no. 34 block of six, lightly hinged at upper right, vivid color, Fine, a fresh and very rare wide top plate block of this issue, a review using Power Search found only one other wide top plate block offered in our auctions since 1993 (a Mint N.H. example from our 2009 “Whitpain” sale, which realized \$17,500 hammer), with 1996 P.S.E. certificate 6,500.00

- 97°★★ **\$10.00 State (O70)**. With bottom left corner selvage, original gum, bright colors, wide corner margins

FINE EXAMPLE OF THE \$10.00 STATE
DEPARTMENT ISSUE WITH CORNER
SELVAGE.

With 2010 P.F. certificate for a block of
four 4,500.00



97



98

- 98 S **\$2.00 State, Specimen Ovpt. (O68S).** Without gum as issued, bright color, tiny thin speck at bottom left

FINE APPEARANCE. AN EXCEEDINGLY RARE EXAMPLE OF THE \$2.00 STATE DEPARTMENT SPECIAL PRINTING. ONLY 32 WERE SOLD.

In March 1875 the Post Office Department initiated a program to make reproductions, reprints, re-issues and special printings of all past and present issues available for purchase at face value through the office of the Third Assistant Postmaster General in Washington, D.C. The official announcement stated in part "The official stamps cannot be used except for the official business of the particular Department for which provided... All of the specimens will be ungummed; and the official stamps will have printed across the face the word 'Specimen,' in small type."

Of the 32 sold, Markovits estimated that approximately 20 are known (Bennett sale). Ex Sheriff, Lietzow, Lewenthal and Price. Illustrated in Combs. 19,000.00



99

- 99 ★ **72c Pale Rose, 1875 Special Printing (PR45).** Without gum as issued, brilliant color, choice centering for this difficult issue with unusually wide margins

EXTREMELY FINE EXAMPLE OF THE 72-CENT 1875 CONTINENTAL SPECIAL PRINTING. RARE IN SUCH CHOICE CONDITION.

Only 174 were sold. Most tend to be significantly off center on two sides. The example offered here, with wide margins, is a condition rarity.

With 2008 P.F. certificate..... 4,500.00

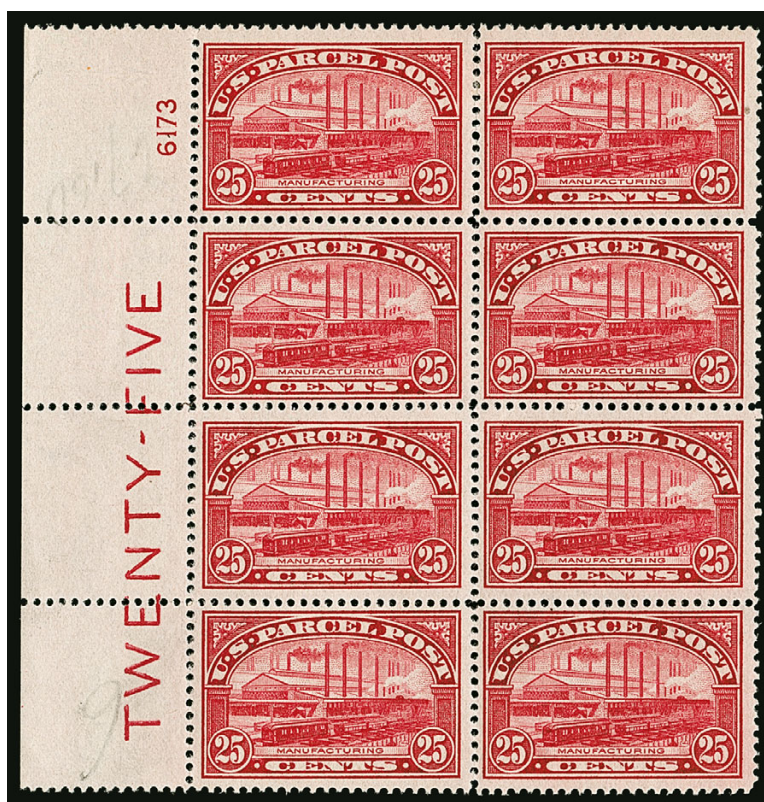
- 100 ★ **84c Pale Rose, 1875 Special Printing (PR46).** Without gum as issued, radiant color and crisp impression, choice centering for this difficult issue

EXTREMELY FINE EXAMPLE OF THE 84-CENT 1875 CONTINENTAL NEWSPAPER SPECIAL PRINTING. RARELY FOUND IN SOUND AND WELL-CENTERED CONDITION.

Only 164 were sold. With 1974 and 1999 P.F. certificates 5,250.00



100



101

- 101 ★田 **25c Parcel Post (Q9).** Left plate no. 6173 and "TWENTY-FIVE" at bottom block of eight with wide selvage, six stamps Mint N.H., top two hinged, deep rich color, light erased pencil notations in selvage, top right stamp small natural inclusion, Very Fine and scarce plate block from the top left of the pane, we have offered only two other imprint and plate no. blocks of eight since keeping computerized records, ex Wampler..... 3,500.00



102

102°★★田 50c Parcel Post (Q10). Mint N.H. right plate no. 6427 and “FIFTY” at bottom block of eight with wide selvage, radiant color and crisp impression, choice centering, small and light pencil notation on back of selvage at bottom

VERY FINE. AN EXTREMELY RARE MINT NEVER-HINGED PLATE NUMBER AND “FIFTY” BLOCK OF EIGHT OF THE 50-CENT PARCEL POST ISSUE. A BEAUTIFUL PLATE BLOCK.

The Parcel Post issues were printed from plates of 180 which consisted of four panes of 45. According to Johl, the uniform color of the twelve denominations led to confusion on the part of postal clerks, who complained that they were forced to examine the stamps in detail to ensure they had the correct values. In response, on January 27, 1913, large capital letters were added to the margins near each plate number. At top and bottom the imprint is in the selvage next to the plate number on all denominations; on the sides it is separated by a stamp with blank selvage for some (depending on the length of the imprint).

The plate block offered here comes from the top right pane. A block of six is sufficient to qualify as a plate block for the 50c value, in contrast to the 25c offered in the previous lot, which requires a plate block of eight from the side in order to capture the full imprint. The two extra stamps at the top of this plate block beautifully balance out the appearance by placing the plate number in the more traditional middle position.

Ex Wampler, where this was described as one of the great plate block rarities of the 20th Century. Scott Retail as plate block of six plus two singles..... 29,000.00

REVENUES



103

- 103 **\$200.00 Red, Blue & Black, Second Issue, "Small Persian Rug" (R132).** Bright colors, beautiful centering with wide and balanced margins, neat blue March 1, 1872 manuscript cancel

EXTREMELY FINE. A GORGEOUS SOUND EXAMPLE OF ONE OF THE MOST COLORFUL STAMPS IN UNITED STATES PHILATELY, GRADED XF 90 BY THE PHILATELIC FOUNDATION.

Both the Small and Large "Persian Rug" stamps were printed in sheets of one. Because of their size, the large number of perforations on each stamp, and the fact that they were used on documents which were frequently folded across the stamps, sound examples of the multicolored "Persian Rug" issues are extremely rare.

Only 446 of the small "Persian Rug" were issued. Ex Inman. With 1992 and 2016 P.F. certificates (XF 90) 9,000.00



104

104° **1c Green & Black on Violet Paper, Inverted Center (RB1ad).** Deep rich colors and proof-like impressions, bold cancel, completely sound

VERY FINE. AN EXTREMELY RARE SOUND EXAMPLE OF THE 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, sixteen have faults, leaving only eight sound or potentially sound copies. Almost all of the potentially sound copies have centering similar to the example offered here.

With 2008 P.S.E. certificate (F 70; unpriced in SMQ)..... 5,250.00



105

105 **\$30.00 Vermilion, Blue Handstamped "Series 1940" Ovpt., Silver Tax (RG55).** Serial No. 406458, rich color, neat strikes of purple oval cancel

FINE. A RARE SOUND EXAMPLE OF THE \$30.00 1940 SILVER TAX ISSUE. ONLY 13 ARE RECORDED AND VERY FEW ARE IN SOUND CONDITION.

Eric Jackson records only 13 copies, at least half of which have faults.

With 2004 P.F. certificate..... 7,000.00



106

106 **\$60.00 Brown, Blue Handstamped “Series 1940” Ovpt., Silver Tax (RG56).** Serial no. 147026, purple Jan. 1941 oval cancels, rich color

FINE. THE \$60.00 BROWN 1940 SERIES SILVER TAX IS ONE OF THE RAREST OF ALL SILVER TAX STAMPS. ONLY NINE EXAMPLES ARE RECORDED, ALL OF WHICH ARE USED.

This denomination is particularly desirable because it depicts Abraham Lincoln. Six of the nine recorded copies are sound.

With 2004 P.F. certificate 24,000.00



107EX

107 ★★田 \$1.00 1934-42 Hunting Permits (RW1-RW9). Mint N.H. blocks of four, No. RW2 with narrow bottom selvage with plate no. 131982, No. RW9 with narrow top selvage with plate no. F149599, rich colors

VERY FINE-EXTREMELY FINE. A DESIRABLE SET OF MINT NEVER-HINGED BLOCKS OF FOUR OF THE FIRST NINE HUNTING PERMIT ISSUES.

After RW9 the catalogue value drops significantly, so these are the most desirable years to obtain. Scott Retail as singles.....(Photo Ex) 13,400.00

THE ONLY RECORDED WELLS, FARGO & CO. \$1.00 PONY EXPRESS
STAMP USED ON A VIRGINIA CITY PONY EXPRESS COVER



108

- 108 ☒ **Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Ample margins to slightly in at bottom corners, tied by slightly blurry strike of blue “Wells, Fargo & Co. Gold Hill N.T. Sep. 24” (ca. 1863) oval datestamp on sealed 3c Pink on Buff entire (U35) with Wells, Fargo & Co. black printed frank, paste-up use without address (see below for explanation), most of the brown adhesive on back remains (confirming paste-up use), part of flap missing due to removal from the larger envelope to which it was pasted

VERY FINE. THIS IS THE ONLY RECORDED USE OF A WELLS, FARGO & CO. 1861 \$1.00 TRANSCONTINENTAL PONY EXPRESS STAMP ON A VIRGINIA CITY PONY EXPRESS COVER. A FASCINATING POSTAL HISTORY RARITY.

Following the termination of the transcontinental Pony Express in October 1861, Wells, Fargo & Co., in August 1862, established a supplemental service to their normal express business between San Francisco and Virginia City, Nevada Territory (in the Washoe mining area). The Virginia City Pony Express used horses to carry mail from Virginia City to Placerville, where it was put on a train to Sacramento and then on a steamboat to San Francisco. The service significantly cut the time for carriage of letters by this route. Wells, Fargo & Co. issued adhesive stamps for the service, which at first cost 10c per letter and then 25c beginning in February 1863 (Scott Nos. 143L7-143L9). The stamps were of the same Horse & Rider design as the dollar-value stamps used for the earlier transcontinental Pony Express service.

When the cover offered here was sent, the single rate via Virginia City Pony Express was 25c. Gold Hill was on the Virginia City route and that office's datestamp was used to cancel the \$1.00 stamp. The most logical explanation is that this 3c entire was pasted to a larger plain envelope with heavy contents. The blurred Gold Hill oval datestamp is consistent with being struck on something softer than a single letter. The larger cover would have had the address and an additional 9c in U.S. postage for the quadruple rate. In order to pay the quadruple Virginia City Pony Express rate, the sender (or agent at Gold Hill) affixed a leftover 1861 \$1.00 Pony Express stamp, rather than four Virginia City 25c stamps. In theory, remainders in the hands of Wells, Fargo & Co. agents could have been used for multiple rates on the Virginia City route. Theory has become reality with the emergence of this Virginia City cover. It is the only known cover franked with the 1861 \$1.00 Pony Express stamp paying the 1862-65 Virginia City express rate. It is also the only cover recorded with a dollar-value Pony Express stamp that was not used on the transcontinental Pony Express route. We are grateful to Richard Frajola for his assistance in interpreting this cover.

With 2018 P.F. certificate E. 7,500-10,000

HAWAII



109

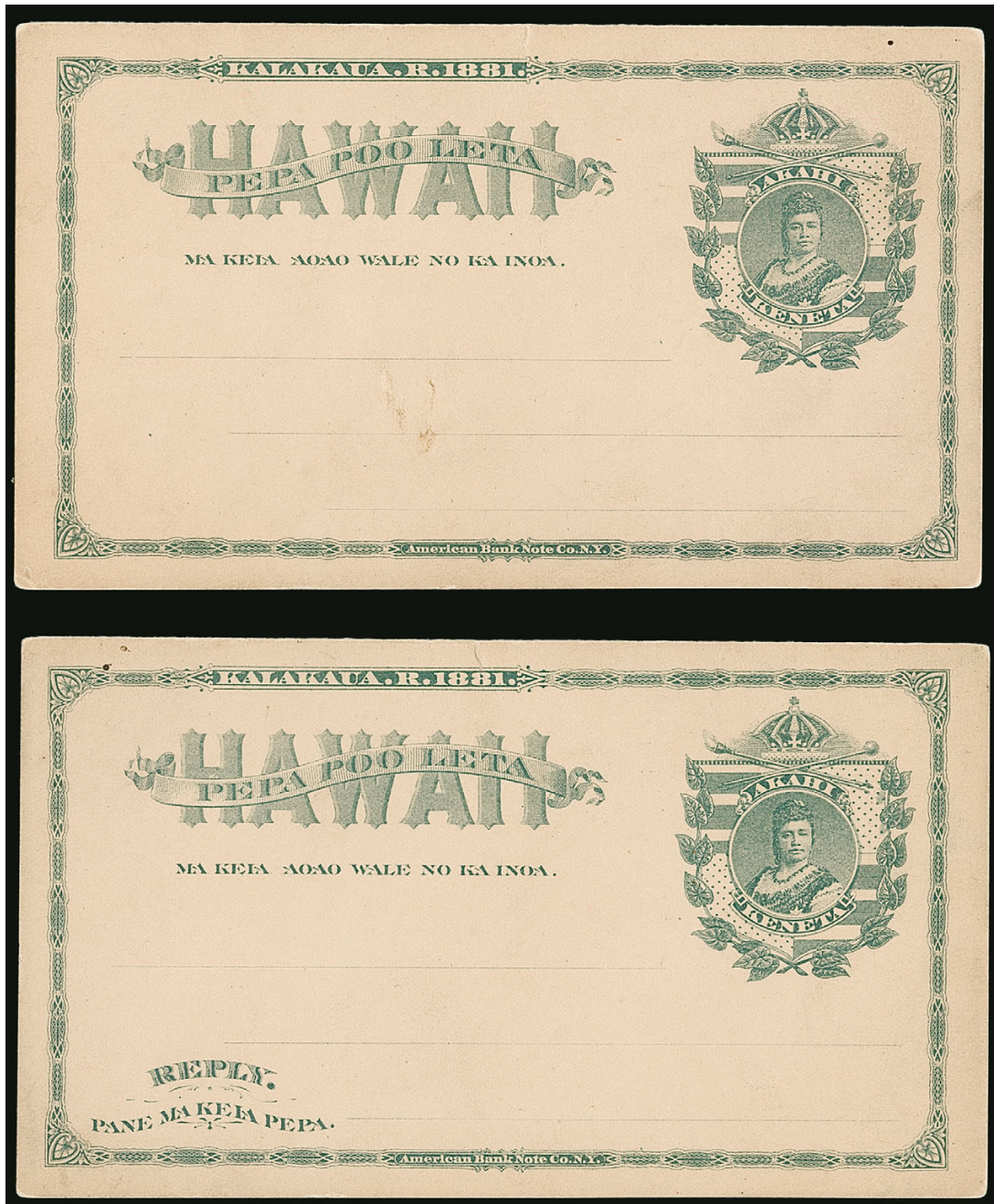
109° ☒ **1857, 5c Blue, Thin White Wove (8).** Horizontal pair, large margins on two sides showing bits of adjoining stamps, just barely in at left and touched at bottom, beautiful rich color, red "Honolulu Hawaiian-Islands Mar. 15" (1858) circular datestamp on double-rate cover to John E. Parsons in Charlestown, Massachusetts, the pair is tied by "San Francisco Cal. Apr. 5, 1858 12" circular datestamp with 12c integral rate, realizing this was a double-rate letter, the San Francisco post office struck its "SHIP" handstamp over the "12" rate and applied the "22" handstamp for postage due (2 x 10c plus 2c ship fee), in original condition as found with a slight vertical fold at center and minor edgewear, pair has slight corner crease (not mentioned on older certificate)

FINE APPEARANCE. AN EXCEEDINGLY RARE MULTIPLE OF THE 1857 5-CENT KAMEHAMEHA III SECOND PRINTING ON COVER. ONLY FIVE DOUBLE-RATE FRANKINGS WITH THIS ISSUE ARE KNOWN, INCLUDING FOUR WITH PAIRS.

This cover was carried on the American schooner *Golden State*, which cleared Honolulu on March 16, 1858, and arrived in San Francisco on April 4. From there it was carried on the Pacific Mail Steamship Company's *John L. Stephens*, departing on April 5 and arriving in Panama City on April 18. After crossing the isthmus to Aspinwall, it was carried by the U.S. Mail Steamship Company's *Moses Taylor*, departing on April 18 and arriving in New York on April 27.

We record just five double-rate frankings with the 5c 1857 Second Printing on cover: 1) pair on doublerate cover with U.S. postage unpaid, the cover offered here; 2) two 5c singles on double-rate cover to Robbinston Me. with U.S. 12c 1851 and 10c 1857 (ex Gross, Siegel sale 1126, lot 29); 3) pair on double-rate cover to Chicago and forwarded, with U.S. 12c 1851 and 10c 1857 (ex Golden, Siegel Sale 1009, lot 297); 4) pair on double-rate 1861 cover with the 13c Kamehameha III stamp and U.S. postage (ex Golden, Siegel Sale 1009, lot 256); and 5) pair on double-rate 1861 cover with the 13c Kamehameha III stamp and U.S. postage, similar to number 5 on this list (U.S. stamps affixed over 5c pair).

Ex Honolulu Advertiser and Gross. Illustrated in Gregory book (II-89). With 1995 and 2016 P.F. certificates..... E. 7,500-10,000



110

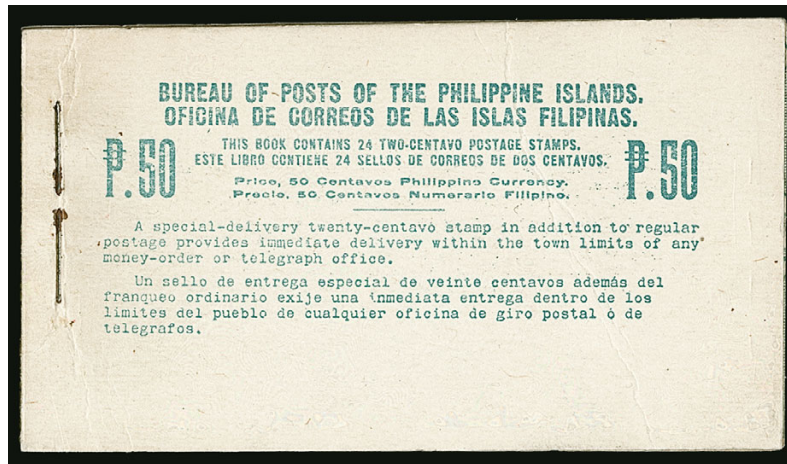
- 110 ☒ **1889, 1c Greenish Blue, Postal Cards, Trial Color Plate Proofs on Card (UY3mTC, UY3rTC).** Separate message and reply cards, rich color that is distinctly different from the Gray Violet used for printing, message card with light blemishes at center

VERY FINE. THESE ARE THE ONLY REPORTED EXAMPLES OF TRIAL COLOR PROOFS FOR THE PAID REPLY POSTAL CARDS OF HAWAII. THESE PROOFS, PRINTED ON THE SAME PAPER STOCK AS THE ISSUED COLOR, MAY HAVE BEEN INTENDED TO CONFORM TO THE U.P.U. COLOR SCHEME. FROM A NEW DISCOVERY.

A 19-page article accompanies, describing the history of Hawaiian postal cards, the discovery of the cards offered here, and suggestions for updating the Scott Catalogue listings.

With 2018 P.F. certificates(Photo/Website PDF) E. 4,000-5,000

PHILIPPINES

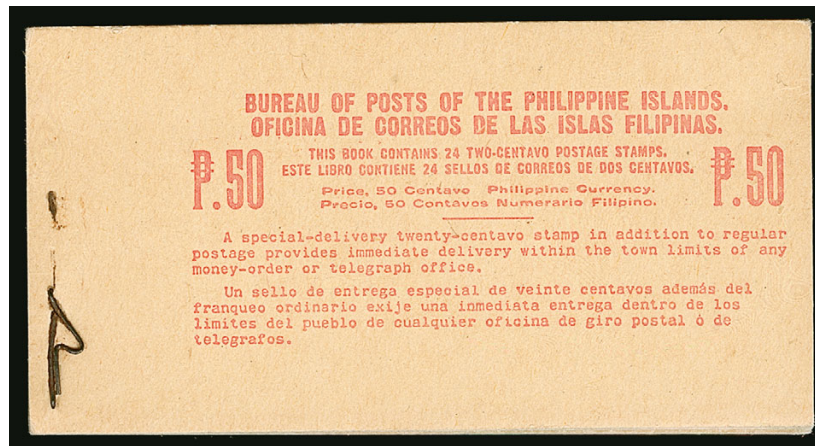


111

- 111°★★ 1918, 2c Green, Booklet Pane of Six (285a). Four Mint N.H. panes in a complete unexploded booklet, back cover with minor vertical crease and light creasing along staples

VERY FINE. AN EXTREMELY RARE COMPLETE BOOKLET OF THE PHILIPPINES 1918 2-CENT GREEN BOOKLET PANE.

This is the first unexploded booklet we have offered since keeping computerized records. With 2012 P.F. certificate. Scott Retail as four panes..... 5,200.00



112

- 112 ★★ 1939, 2c Rose, Booklet Pane of Six, Bottom Left Stamp "Wealth Common-" (433b). Unexploded booklet containing four panes, each with bottom left stamp showing the error, Mint N.H. with interleaving, booklet cover free of creases near staples, small rust marks near staples, one staple apparently did not puncture and is bent at top, second pane with small perf separation between top stamp and selvage causing small flaw, the other three panes and interleaving are intact

FINE-VERY FINE. AN EXTRAORDINARY COMPLETE BOOKLET CONTAINING ONE OF THE RAREST ERRORS OF THE PHILIPPINES.

We are now aware of five intact booklets. It has been quoted in the past that only 24 panes were printed. We believe the number to be slightly higher, based on the observed population. Two were found in an original package of normal panes (ex Diamond). Several others were closely held for decades by a second-generation stamp dealer; we have been assured that this lot and the two additional panes offered in the following lot are the last of that group. 16,000.00



113

- 113 ★★ 1939, 2c Rose, Booklet Pane of Six, Bottom Left Stamp “Wealth Common-” (433b). Two intact panes originating from the same booklet, with original interleaving and covers, small rust spots near staple holes as usual

FRESH AND FINE. TWO RARE MINT NEVER-HINGED BOOKLET PANES CONTAINING THE “WEALTH COMMON-” BOOKLET ERROR, WITH ORIGINAL INTERLEAVING AND BOOKLET COVERS. A GREAT RARITY.

It has been quoted in the past that only 24 panes were printed. We believe the number to be slightly higher, based on the observed population (we are aware of five complete booklets and a handful of single panes). Two complete booklets were found in an original package of normal panes (ex Diamond). Several others were closely held for decades by a second-generation stamp dealer; we have been assured that this lot and the booklet offered in the previous lot are the last of that group. 8,000.00

CANADA

1851 12-PENCE BLACK ON LAID PAPER



114

114° **1851, 12p Black, Laid Paper (3; SG 4).** Large to full margins all around, strong shade and sharp impression, light target cancel

VERY FINE. AN EXTREMELY RARE SOUND USED EXAMPLE OF THE CANADA 12-PENCE BLACK ON LAID PAPER. ONE OF THE WORLD'S MOST ICONIC AND DESIRABLE CLASSIC STAMPS.

The first Pence Issues of Canada were printed by the New York firm of Rawdon, Wright, Hatch & Edson, the same firm that printed the New York Postmaster's Provisional and United States 5c and 10c 1847 Issue. The Pence issues, and particularly the 12-pence, show the same fine quality of engraving that distinguishes the U.S. 1847 Issue. The original die was engraved by Alfred Jones based upon the Chalon portrait - which was also used on stamps of the Australian States Queensland and Tasmania, Bahamas and New Zealand, among other British colonies. The stamps were printed early in 1851 (12p issued June 14), at the same time that RWH&E's contract for providing United States stamps was coming to an end.

A total of 50,000 stamps were printed from 250 sheets of 200 subjects (two panes of 100). Only 1,450 examples were sold with the balance being destroyed. Our census, available on our website at <https://siegelauctions.com/census/canada/scott/3>, records a total of 33 used singles and two pairs, over half of which have faults to some degree and/or are cut in on at least one side.

Census No. 3-CAN-25. With 2017 Greene certificate. SG £100,000. Unitrade C\$180,000.00 135,000.00

1959 5-CENT SEAWAY INVERT

ONE OF THE LARGEST MULTIPLES AVAILABLE TO COLLECTORS



115

115°★★田 1959, 5c Seaway Invert (387a; SG 513a). Mint N.H. bottom right corner selvage block of six, rich colors

VERY FINE AND CHOICE. A REMARKABLE MINT NEVER-HINGED BOTTOM CORNER MARGIN POSITION BLOCK OF SIX OF THE FAMOUS CANADA ST. LAWRENCE SEAWAY INVERT. THIS IS ONE OF THE LARGEST RECORDED MULTIPLES AVAILABLE TO COLLECTORS. A BLOCK OF FOUR FROM THE ADJOINING POSITION IS ALSO KNOWN, WHICH IF PUT TOGETHER WOULD MAKE THIS PART OF A BLOCK OF TEN.

The St. Lawrence Seaway provided for passage from the Atlantic Ocean to the Great Lakes. It was a collaboration between the United States and Canada. The Seaway was opened in 1959 with a ceremony led by Queen Elizabeth II and President Eisenhower. Both the United States and Canada issued stamps to commemorate the event. Both stamps have the same basic design, except the Canada stamp has bilingual text at top. The invert is only known on the Canadian stamp.

Charles J. G. Verge provides a census of multiples in his book on the Seaway Issues. The largest recorded multiples are:

- 1) Pane of 50, owned by the Library and Archives of Canada and so unavailable to collectors.
- 2) Block of ten, owned by the Library and Archives of Canada and so unavailable to collectors.
- 3) Block of ten, from the top two rows of the plate, from the Brigham Collection.
- 4) The block of six offered here, from the bottom two rows of the plate. The Verge book also illustrates a block of four (ex Balner), which originally formed a block of ten with the block offered here.
- 5) Block of six, no selvage.

Unitrade C\$75,000.00 as singles. Scott Retail as singles 57,000.00

1959 5-CENT SEAWAY INVERT CORNER SELVAGE BLOCK OF FOUR



116

116° ★田 **1959, 5c Seaway Invert (387a; SG 513a).** Top right corner selvage block of four, top right stamp Mint N.H., others lightly hinged, deep rich colors

VERY FINE. A BEAUTIFUL AND RARE TOP RIGHT CORNER MARGIN BLOCK OF FOUR OF THE FAMOUS CANADA SEAWAY INVERT.

The St. Lawrence Seaway provided for passage from the Atlantic Ocean to the Great Lakes. It was a collaboration between the United States and Canada. The Seaway was opened in 1959 with a ceremony led by Queen Elizabeth II and President Eisenhower. Both the United States and Canada issued stamps to commemorate the event. Both stamps have the same basic design, except the Canada stamp has bilingual text at top. The invert is only known on the Canadian stamp.

Charles J. G. Verge provides a census of multiples in his book on the Seaway Issues. Only three multiples larger than a block of four are available to collectors. The block offered here was part of a block of six illustrated in an issue of *The Canadian Philatelist*. The lower pair was removed prior to 1982. This is also one of only two recorded blocks of four from the top right corner of the sheet.

With 1985 P.F. certificate. Unitrade C\$50,000.00 as singles. Scott Retail as singles.....
..... 38,000.00

\$1.00 1989 RUNNYMEDE LIBRARY, INSCRIPTIONS INVERTED

Runnymede Library was opened in 1929, and combines architectural elements inspired by indigenous traditions, local building materials and classical details. Runnymede Library was the first building selected for inclusion in the high-value postage-stamp series “Our Nation’s Buildings”. The stamp was printed in six lithographed colors. The inscriptions were engraved.

One sheet of 25 was discovered with inverted inscriptions. 20 stamps show the full inverted text. The leftmost column of five shows just the “\$1”, and several show part of the imprint text which was intended to be printed in the selvage



117

117°★★ **1989, \$1.00 Runnymede Library, Engraved Inscriptions Inverted (1181a).** Position 25, Mint N.H. with **bottom right corner selvage**, deep rich colors, part of inscription visible in selvage at right

VERY FINE AND CHOICE. ONLY ONE SHEET OF 25 OF THIS FAMOUS INVERT WAS EVER DISCOVERED. THIS IS THE UNIQUE BOTTOM RIGHT CORNER MARGIN EXAMPLE OF THE \$1.00 RUNNYMEDE LIBRARY WITH INSCRIPTIONS INVERTED.

P.F. certificate 290806 as intact sheet does not accompany. With 2009 Gratton certificate. Unitrade C\$17,500.00..... 13,000.00



118

118°★★ **1989, \$1.00 Runnymede Library, Engraved Inscriptions Inverted (1181a).** Position 6, Mint N.H., **showing only “\$1” and Canadian Bank Note Imprint**, deep rich colors

VERY FINE AND CHOICE. ONLY ONE SHEET OF 25 OF THIS FAMOUS INVERT WAS EVER DISCOVERED. ONLY 20 SHOW THE FULL INSCRIPTION — THIS IS ONE OF THE FIVE FROM THE LEFTMOST COLUMN OF THE SHEET, AND SHOWS THE CANADIAN BANK NOTE COMPANY IMPRINT.

P.F. certificate 290806 as intact sheet does not accompany. Unitrade C\$17,500.00. Scott Retail as normal invert..... 13,000.00

\$2.00 1996 TRURO, INSCRIPTIONS INVERTED

This issue was printed in five lithographed colors, with engraved inscriptions. After printing on the lithographic press, they were cut into sheets of 100 consisting of four panes of 25, then put through a second press for the inscriptions. Four panes of 25 reached public hands, but these panes contain a total of 30 positions showing gutter guides or white space, so only 70 inverts were printed. Of these 70, many are still attached to the gutter guide positions. A block of 15 was lost, so this leaves approximately 37 singles available to collectors.



119

119°★★ **1996, \$2.00 Truro, Inscriptions Inverted (1376b; SG 1480ac).** Mint N.H., deep rich colors

VERY FINE AND CHOICE. A BEAUTIFUL MINT NEVER-HINGED EXAMPLE OF THE \$2 TRURO PROVINCIAL NORMAL SCHOOL INVERT. APPROXIMATELY 37 SINGLES ARE AVAILABLE TO COLLECTORS.

Unitrade C\$12,000.00. With 2009 Gratton certificate 8,500.00



120

120°★★ **1996, \$2.00 Truro, Inscriptions Inverted (1376b; SG 1480ac).** Mint N.H., deep rich colors

VERY FINE AND CHOICE. A BEAUTIFUL MINT NEVER-HINGED EXAMPLE OF THE \$2 TRURO PROVINCIAL NORMAL SCHOOL INVERT.

One of the great rarities of Canada, as only approximately 37 singles are available to collectors. Unitrade C\$12,000.00. 8,500.00

PEOPLE'S REPUBLIC OF CHINA (LIBERATED AREAS)



121

- 121 ★ **CHINA, People's Republic, Liberated Areas, Chinese Soviet Northwest Area (Shansi), 1935, 8f Dark Blue on Thin Laid Paper (Yang CS4).** Without gum as issued (small paper h.r.), huge to large margins all around including **sheet-margin** at left, bold impression, small crease entirely in margin at bottom right

VERY FINE. AN EXCEPTIONALLY RARE EXAMPLE OF THE 1935 CHINESE SOVIET NORTHWEST AREA 8-FEN DARK BLUE ON THIN LAID PAPER. ONE OF THE MOST DIFFICULT STAMPS OF THE LIBERATED AREAS TO FIND AND MISSING FROM NEARLY EVERY COLLECTION.

After a thorough review of Liberated Area collections that have come to the market, we could only locate one other example - roughly separated and with a small tear. That example realized HK\$290,000 in a 2017 Hong Kong auction.

With 2018 Experts & Consultants certificate. E. 25,000-35,000

ISRAEL



122

122°★★田 1948, 250m-1000m **First Coins (7-9)**. Mint N.H. bottom right corner selvage blocks of four with tabs at bottom, rich colors, 500m small toned spot on back of bottom right stamp and some slight overall toning, 1,000m two light gum scratches in bottom right tab and stamp, bottom left tab light fingerprint on gum

VERY FINE APPEARANCE. A RARE SET OF MINT NEVER-HINGED TAB BLOCKS OF FOUR OF THE HIGH-DENOMINATION "DOAR IVRI" FIRST COINS ISSUE.

With 2004 Tsachor certificate. Bale value \$14,000.00. Scott Retail as singles ... 11,105.00

NEWFOUNDLAND

123°(★) **1857, 4p Scarlet Vermilion (4; SG 4).** Unused (regummed), full margins all around, lovely color, intense impression on bright paper

VERY FINE UNUSED EXAMPLE OF THE FOUR-PENCE SCARLET VERMILION IN COMPLETELY SOUND CONDITION. A MAJOR NEWFOUNDLAND RARITY.

The vast majority of unused examples are plagued with faults and/or have small to touching margins. This is an exception to the norm and is highlighted by the fact that this is the first unused example we have offered in over 20 years.

Ex Hamilton. With 2005 Matl and 2014 B.P.A. certificates. SG £15,000. Unitrade C\$15,000.00
..... 12,500.00



123



124

124°☒ **1857, 4p Scarlet Vermilion (4; SG 4).** Exceptional example with huge to large margins all around, incredibly rich color, tied by barred oval, red "St. John's, NV 11 1858" circular datestamp on 1858 blue folded letter to Boston, well-struck "Boston, 5cts., 19 Nov., Br. Pkt." arrival circular datestamp and "5" handstamp, central file fold ending in trivial edge tear at bottom

EXTREMELY FINE. A CHOICE EXAMPLE OF THE FOUR-PENCE FIRST ISSUE OF NEWFOUNDLAND ON COVER. ONLY 32 EXAMPLES HAVE BEEN RECORDED AND THIS IS EASILY ONE OF THE FINEST OF THOSE KNOWN.

Ex Dale-Lichtenstein, Pratt, Dr. Chan, Gross and Hamilton. 6,000.00



125

125°(★) **1857, 1sh Scarlet Vermilion (9; SG 9).** Unused (no gum), margins clear to ample all around, deep rich color and detailed impression

FINE AND REMARKABLY RARE SOUND UNUSED EXAMPLE OF THE 1857 ONE-SHILLING SCARLET VERMILION.

Similar to the 1sh Orange, this stamp is notorious for having little or no margins. A four-margin example in sound condition is seldom encountered.

Ex Hamilton. Signed Buhler. With 1996 Greene Foundation certificate. SG £27,000.
Unitrade C\$15,000.00..... 42,500.00



126

126°(★) **1860, 1sh Orange (15; SG 15).** Unused (no gum), margins clear to just barely touching at right, bright color and sharp impression, faint crease along bottom

FINE APPEARANCE. AN EXCEPTIONALLY RARE UNUSED EXAMPLE OF THE 1860 ONE-SHILLING ORANGE.

The 1sh value of the 1860 Issue is notorious for having small or no margins. While used examples are quite scarce, unused examples are rare. Only 1,000 were printed.

Ex Hamilton. With 1968 R.P.S. and 2011 P.F. certificates. SG £35,000. Unitrade C\$15,000.00 37,500.00

VIRGIN ISLANDS



127

127° ★ **1899, ½p Yellow Green, Horizontal Pair, Imperforate Between (21c; SG 43c).** With sheet margin at left that is also imperforate between stamp and margin, original gum, deep rich color, trivial gum creasing (not mentioned on accompanying certificate)

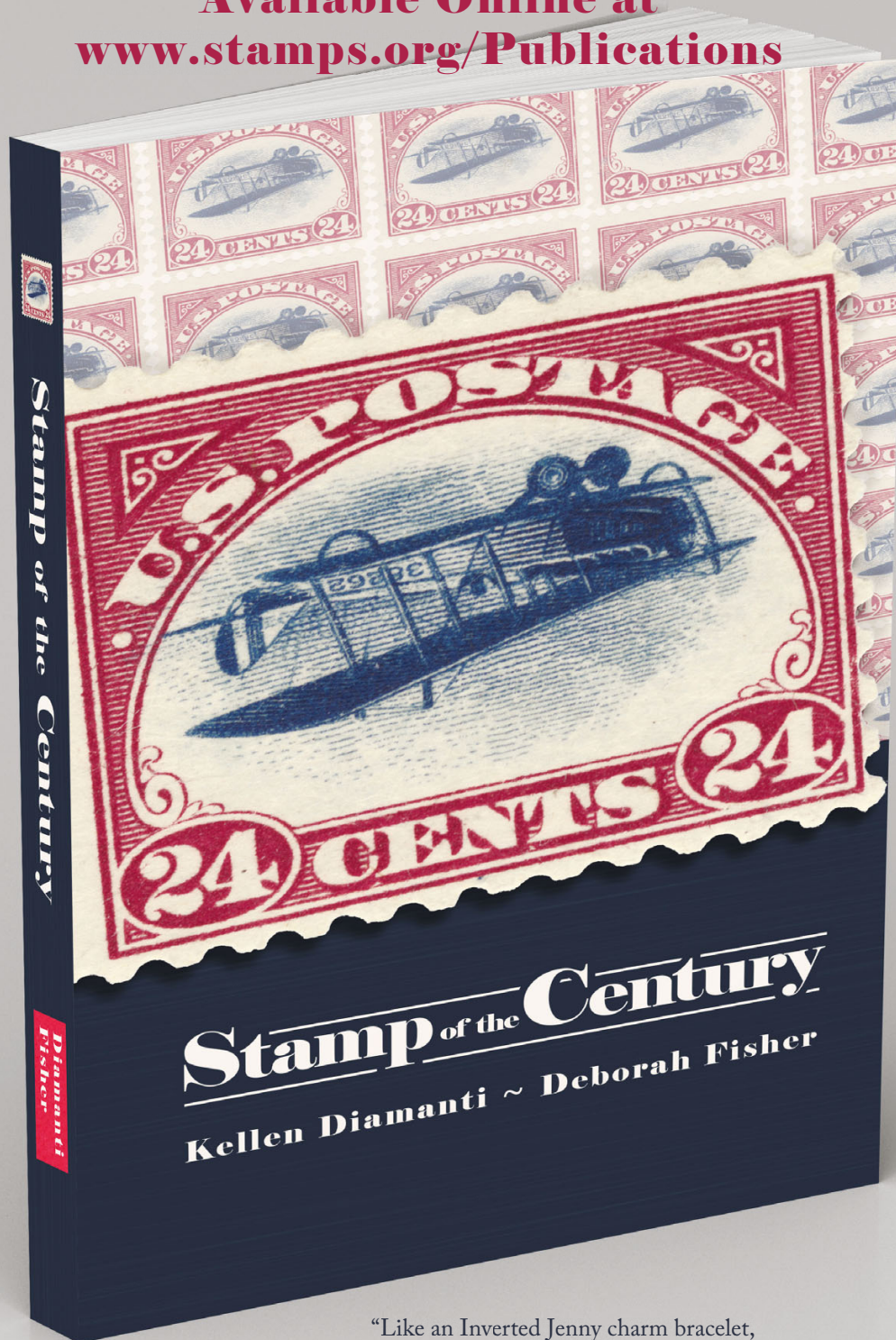
VERY FINE EXAMPLE OF THE 1899 ½-PENNY IMPEFORATE BETWEEN PAIR. A MAJOR VIRGIN ISLANDS RARITY SHOWPIECE.

This is the first example we have offered since keeping computerized records. With 1981 Friedl certificate. SG £13,000..... 13,000.00

END OF SALE — THANK YOU

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the stories told here reveal the passions of
collectors, portrayed in an endearing way,
connecting both the worldly and bizarre.”

Cheryl Ganz, Ph.D.,
curator of philately emerita
Smithsonian National Postal Museum



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

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Use this form to submit absentee bids
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Sale 1185

June 27, 2018

PADDLE #

1

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2

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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 **18% Buyer's Premium**, taxes, duty or shipping charges
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- "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 \$

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4

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Sale 1185

June 27, 2018

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

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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.

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2/2015

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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	\$30,000-70,000	\$2,500
\$1,000-3,000	\$100	\$70,000-140,000	\$5,000
\$3,000-7,000	\$250	\$140,000-300,000	\$10,000

Robert A. Siegel Auction Galleries, Inc.
Prices Realized for
Sale 1185 6/27/2018 2018 Rarities of the World

Lot#	Realized	Lot#	Realized	Lot#	Realized
1	1,500	44	11,500	89	13,500
2	600	45	5,000	90	40,000
3	1,300	46	4,750	91	270,000
4	12,500	52	1,700	92	210,000
5	1,800	53	1,600	93	8,500
6	1,000	54	11,500	94	105,000
7	6,750	55	3,250	97	3,250
8	6,500	56	4,500	98	7,500
9	21,000	57	12,500	99	3,750
10	4,500	58	10,000	100	4,000
11	6,000	59	7,500	101	1,700
12	3,750	60	3,250	102	10,000
13	17,500	61	1,100	103	7,000
14	9,500	62	18,500	105	3,000
15	4,500	63	5,250	107	2,600
16	3,500	64	4,000	110	16,000
17	16,000	65	31,250	111	2,500
19	2,500	66	5,750	112	4,500
20	5,250	69	13,000	113	2,500
21	30,000	70	5,500	117	3,500
22	1,800	71	22,000	119	3,000
23	4,500	72	4,250	120	3,000
24	12,500	73	2,050	122	4,000
26	3,000	74	2,400	123	7,000
28	4,250	75	8,000		
29	1,500	76	12,500		
31	1,200	77	3,250		
32	15,500	78	4,750		
33	19,500	79	9,000		
34	14,000	80	6,000		
37	1,900	82	23,000		
38	800	83	15,500		
39	2,600	84	4,500		
40	2,100	85	2,500		
42	6,750	87	3,000		
43	10,000	88	13,500		