

THE
UNITED STATES
POSTAGE STAMPS
OF THE
TWENTIETH CENTURY

BY
MAX G. JOHL

VOLUME III
1922-1935
PARCEL POST
AIR MAILS

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FOREWORD.

The research on the 20th Century issues of U. S. stamps, that started in 1929, was originally intended for use in a few magazine articles but the enthusiastic reception that greeted these articles encouraged the continuation of the work with the result that it has developed into three volumes.

Material of this description cannot be assembled accurately without the assistance of Specialists in the various fields covered. Arthur E. Owen, in his untiring efforts to aid in this work, has made it possible to publish the full list of plate numbers. His encouragement and co-operation have been invaluable.

Walter A. Stevens has labored long and unsparingly in preparing the splendid and accurate drawings of plate varieties, which can not fail to bring increased interest to this phase of philately.

Alvin W. Hall, Director of the Bureau of Engraving and Printing, has been most helpful in furnishing pertinent information, and without his assistance much of the historical information would not have been available.

Hugh M. Southgate, not only by his personal aid, but also by his scholarly articles of technical information in the Bureau Specialist, greatly assisted in the preparation of this material.

Much other valuable assistance has been received from Messrs. Sidney F. Barrett, Clarence W. Brazer, Walter Conrath, Arthur W. Deas, George R. M. Ewing, E. T. Ferry, L. B. Gatchel, J. J. Klemann, Jr., John A. Klemann, Eugene Klein, John G. Kuespert, W. A. McIntyre, W. R. M'Coy, Henry S. Parsons, Lee M. Ryer, Carle H. Schaefer, George B. Sloane, Jack Smith, George T. Turner, H. G. Walters, and a host of others. (J. D. Shultz also rendered very valuable assistance in correcting the proofs.) To each and every one is extended the author's sincere thanks and appreciation.

Some of the stamps described in the following pages are still current. In various values plate numbers have been assigned but the plates have not gone to press up to October 1, 1935, but are liable to be used before the issues are discontinued, so it is impossible at this time to give a more complete and accurate listing. Several of these plates are listed under the various denominations as "plates used." Additions to these lists will appear from time to time in "STAMPS" and the "BUREAU SPECIALIST." Blank pages have been provided for personal notes.

It is hoped that this volume may afford pleasure and assistance to collectors of United States Postage Stamps of the 20th Century.

MAX G. JOHL.

November 9, 1935.
Scarsdale, N. Y.

Chapter I

1922-35 ISSUE

THE establishment of the Philatelic Agency, Division of Stamps, at the Washington Post Office, by the Post Office Department, in December 1921, was perhaps a measure of self-defense as well as a recognition of the growing importance of stamp collecting and collectors. The work of caring for both general and special philatelic requests and answering questions had become such a burden as to seriously hamper the routine duties of the stamp division clerks. It was thought by Third Assistant Postmaster General W. Irving Glover that such a department might relieve a congested condition and at the same time permit the department to fill orders promptly for centered copies, plate number blocks and other special items demanded by collectors.

It was little thought at the time that this Division would amount to very much so far as the volume of business done was concerned but it is interesting to note that when first inaugurated only clerks under Michael L. Eidsness, Jr., were assigned for this work, the total sales for the first year amounting only to \$20,906.00, while in the six months ending December 31, 1933 the total sales were \$333,479.62. With the creation of this agency the Post Office Department inaugurated a policy of distributing advance information on new issues, lists of stamps in stock and other matters of interest to philatelists. Publication releases were also prepared for distribution to the daily press and philatelic journals.

In July 1922 a report from Washington stated that the Post Office Department was contemplating issuing a new series of postage stamps to replace the designs which had been current with but slight changes since the latter part of 1908. This interesting news resulted in widespread newspaper publicity throughout the country. There were both favorable and adverse comments, many papers stating that the proposed issue was instigated by collectors rather than to fill an actual need, but in a formal statement issued August 19th W. Irving Glover, Third Assistant Postmaster General, denied that the proposed change was in any way influenced by stamp collectors but rather that the best interest of the department warranted it. He explained the reason for the change as follows:

"In response to appeals of the Postmaster General for suggestions for the betterment of the postal service, thousands of letters suggesting a new issue have been received from employees of the postal service, who pointed out the advisability of a more distinct variation in designs for postage stamps as well as colors that do not possess striking similarity. The Department knows that thousands of dollars in revenue are lost yearly in the postal service due to the striking similarity in stamps, as well as little deviation of color which prevents postal employees from detecting short paid matter. This liability of error is increased by cancellation which often obliterates the numerals to such an extent that errors cannot be detected properly.

In fact the present issue bears so many features alike that errors now made in handling mail with these stamps attached are in the majority of cases excusable. Particularly is this true in many of the larger post offices, where artificial light is necessarily being used. Inasmuch as the stamps from one to seven cent denomination bear the portrait of Washington and the eight cent to \$5. bear the portrait of Franklin, postal clerks cannot easily distinguish the denomination in the rapid handling of mail because of the lack of distinctive features."

Among others the *Cleveland Plain Dealer* commented on this announcement, adding that the practical reasons given were more important than any esthetic need of change, and voiced their approval of the proposed new issue.

The Post Office Department seriously considered a pictorial series for this issue and to that end had the Bureau prepare a number of models carrying scenes and views of national interest from various parts of the country. We

have illustrated a number of these taken from the artist's original drawings simply as a matter of record.

On October 1, 1922, the newspapers published in full the Department's prepared announcement giving the reason for the choice of subjects, as follows:

"The subjects were selected with careful regard for their suitability. The portraits include Washington and Jefferson as fathers of our institutions, Franklin as first Postmaster General, Martha Washington to commemorate the pioneer womanhood of America, Lincoln, Garfield and McKinley as the 'Martyr Presidents'; Monroe to mark the foreign policy associated with his name, with Grant, Hayes, Cleveland and Roosevelt carrying on the historical line to a recent date."

The following details released by the Department through its information service under date of October 11, 1922, was of interest to United States specialists:

"The colors and the designation of the dye stocks carried by the Bureau of Engraving and Printing for the printing of stamps are as follows:

1c Franklin	—Regular green
2c Washington	—Regular red
3c Lincoln	—Regular purple
4c —	—\$50.00 Liberty Loan Bond back brown
5c —	—Regular blue
6c —	—Regular orange
7c —	—Note black
8c —	—Bond blue
9c —	—Secretary of the Senate Compensation check pink
10c —	—Regular yellow
11c —	—\$500.00 Postal Savings light blue
12c —	—\$500.00 regular back 2% U. S. Bond purplish brown
14c —	—REGULAR YELLOW GREEN
15c —	—\$5,000.00 Federal Farm Loan Bank dark grey
20c Yosemite Falls	—Cigarette blue revenue stamp
25c Niagara Falls	—Note green
30c —	—Sepia
50c —	—Philippine Islands Internal Revenue lavender
\$1.00 —	—Philippine Island documentary brown
\$2.00 Capitol	—Regular blue
\$5.00 America head	—Bi-color border regular red, face yellow blue."

It is evident from this list that at the time the colors had been decided upon no final decision had been reached as to the subjects to be used on all of the values, and also that this was the first official notice to the public that accurately defined the colors selected for the various denominations. It is of interest to note that *before* issuing the fourteen cent and twenty cent stamps the colors were changed, while in spite of the care taken to correctly describe the shades prepared for the various values little effort seems to have been taken to retain them *after* the first printing.

The adoption of this new series, the subjects used on each, and the reason for the two new values were described in the Report of the Postmaster General for the fiscal year ending June 30, 1922. This Report is as follows:

"Preliminary steps were taken to change the designs on all denominations of postage stamps which had for many years been confined to portraits of Washington and Franklin exclusively. The new designs will include portraits of various individuals prominent in the history of the country as well as a number distinctly national in character.

In determining upon the adoption of the new designs the Department was influenced primarily by the representations upon the part of Postmasters and employees in the Postal Service that similarity of design and color used in the present issue led to great difficulty in distinguishing the different denominations and that material losses in revenue were occurring through the inability of postal clerks to detect short-paid matter in the rapid handling of mail.

In addition to the changes in design, stamps in new denominations of fourteen cents and twenty-five cents are being prepared to meet the postage rates applying to parcel post mailings of certain weights and zones now requiring two or more stamps. The thirteen cent stamp has been omitted from the new series as this denomination is no longer used to prepay postage and registry fees under the present postage rates. The department encourages the use of a single stamp whenever possible to prepay the required postage as a matter of economy in manufacture costs and to expedite the handling of the mail. Aside from the economic reasons, it is believed the change in designs will meet with popular approval and result in added interest on the part of the public in the Postal Service in general.

The subjects selected for the new series of stamps are as follows:

1c Franklin	8c Grant	20c Yosemite
2c Washington	9c Jefferson	25c Niagara
3c Lincoln	10c Monroe	30c Buffalo
4c Martha Washington	11c Hayes	50c Arlington Amphitheatre
5c Roosevelt	12c Cleveland	\$1.00 Lincoln Memorial
6c Garfield	14c Indian	\$2.00 Capitol
7c McKinley	15c Statue of Liberty	\$5.00 America Memorial

The above list of subjects was followed for all values except the twenty-cent, that being changed to a view of the "Golden Gate" before the stamps were issued.

In addition to the historical background that prompted the choice of subjects for the various values the Department inaugurated a plan of first issuing the stamps at certain places and on specified dates that were of historical or geographical significance to the subject on the stamp. This spread the first date of issue for the entire series over a period of about six months and greatly increased the interest of non-collectors. This new method also made it mandatory that a sufficient quantity of the old type stock be kept on hand to meet requirements until the date was reached for the "first day" issue of the various new values. As a result it was often several months or more before the new stamps had any wide distribution as supplies of the superseded issue were being delivered by the Bureau for quite some time after the new issue first made their appearance.

The first stamp of this series to be issued was the eleven cent, portraying Rutherford B. Hayes, and appeared on the one hundredth anniversary of his birth. The official notice follows:

NEW 11-CENT POSTAGE STAMPS, 1922 ISSUE.

Third Asst. Postmaster General,
Washington, September 30, 1922.

Postmasters and other officers and employees of the Postal Service are notified that the department has issued a new 11-cent postage stamp. It is the first stamp of a new series which will replace the present issue of ordinary stamps known as the series of 1912.

A description follows: The stamp is the same shape and size—75/100 by 87/100 inch—as the present series of stamps, and is printed in peacock-blue ink. The central design is a portrait of Rutherford B. Hayes within an oval, and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Hayes," and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals with dark backgrounds are the white numerals "11." The entire stamp is inclosed within a crossline border with small triangular ornaments in both upper corners.

The first issue of the new 11-cent stamp will be placed on sale October 4, 1922, at Fremont, Ohio, in connection with the celebration of the one hundredth anniversary of the former President's birth. They will also be placed on sale October 4, 1922, at the philatelic stamp agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 11-cent stamp will not be issued to postmasters until the present supply of the current issue is exhausted.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The next stamp to be issued was that of the five cent portraying Theodore Roosevelt. This was also issued on an appropriate date, that of Roosevelt's birthday. The official notice follows:

NEW 5-CENT POSTAGE STAMP, 1922 ISSUE.

Third Asst. Postmaster General,
Washington, October 24, 1922.

Postmasters and other officers and employees of the Postal Service are notified that the Department is about to issue a new 5-cent postage stamp. It is the second stamp to be issued of the new series which will replace the present issue of ordinary stamps known as the series of 1912.

A description follows:

The stamp is the same shape and size, 75/100 by 87/100 inch, as the present series of stamps and is printed in blue ink. The central design is a portrait of Theodore Roosevelt within an oval, and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Roosevelt" and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals with dark backgrounds is the white numeral "5." The entire stamp is inclosed within a cross-line border with small triangular ornaments in both upper corners.

The first issue of the new 5-cent stamp will be placed on sale at Oyster Bay, N. Y., and New York, N. Y., October 27, 1922, the birthday of former President Roosevelt.

The new stamp will also be placed on sale October 27, 1922, at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 5-cent stamp will not be issued to postmasters until the present supply of the current issue is exhausted.

W. IRVING GLOVER,
Third Assistant Postmaster General.

Since the close of the World War, Armistice Day, November 11, had taken on an added significance and it was appropriately decided to issue certain values on this day. These consisted of the fifteen cent, portraying the Statue of Liberty, the gift of France; the twenty-five cent, Niagara Falls, which typified our friendly relation with our Canadian neighbors, and the fifty cent, Arlington Amphitheatre, which is in itself obvious.

The official notice follows:

NEW 15-CENT, 25-CENT, AND 50-CENT POSTAGE STAMPS—SERIES OF 1922.

Third Asst. Postmaster General,
Washington, November 4, 1922.

Postmasters and other officers and employees of the Postal Service are notified that the department is prepared to issue a new 15-cent, 25-cent, and 50-cent postage stamp. These stamps are of the new series which will replace the present issue of ordinary stamps known as the series of "1912."

A description follows:

The 15-cent stamp is the same shape and size (0.75 by 0.87 inch) as the present series of stamps, and is printed in dark gray ink. The central design is the Statue of Liberty with a view of New York Harbor in the background, partly inclosed in a spread horseshoe panel supported at the base by acanthus scrolls. Within the panel and above the design appear the words "United States Postage" in white Roman letters. On a ribbon below the design is the word "Liberty" and under this, at the bottom of the stamp, in a white-edged panel, appears the word "Cents." In both lower corners within circles with dark backgrounds are the white numerals "15." The entire stamp is inclosed within a single white line border, with small panels supported by acanthus scrolls in both upper corners.

The 25-cent stamp is a new denomination added to the 1922 series. It is the same size as the other denominations, but is a horizontal rectangle, and is printed in green ink. The central design is a view of Niagara Falls, taken from Goat Island looking toward the American shore. This design is within a semicircle surrounded by a panel which is supported on either side by acanthus scrolls. Within this panel and above the design appear the words "United States Postage" in white Roman letters. On a ribbon below the design is the word "Niagara" and

under this, at the bottom of the stamp, in a white-edged panel, appears the word "Cents." In both lower corners within circles with dark background are the white numerals "25." The entire stamp is inclosed within a single white line border with triangular white line ornaments in both upper corners.

The 50-cent stamp is the same shape, a horizontal rectangle, and size (0.75 by 0.87 inch) as the 25-cent stamp in the new series, and is printed in lavender ink. The central design is a view of the Arlington Amphitheater with the tomb of the unknown dead in the foreground. The frame and border design is the same as the 25-cent stamp except that the numerals "50" appear in the circles in both lower corners, and the words "Arlington Amphitheater" appear on the ribbon below the design.

The first issue of these new stamps will be placed on sale at the post office at Washington, D. C., November 11, 1922, Armistice Day. They will also be placed on sale November 11, 1922, at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 15-cent and 50-cent stamps will not be issued to postmasters until the present supply of the current issue of these denominations is exhausted. As the present supply now available of the new 25-cent stamp is limited, postmasters will refrain from drawing requisitions for this denomination until further advised.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The anniversary of the birth of President James A. Garfield was celebrated on November 19th, but as this was a Sunday the six cent stamps, portraying his portrait, were issued the following day. The official notice follows:

NEW 6-CENT POSTAGE STAMPS, 1922 ISSUE.

Third Asst. Postmaster General,
Washington, D. C., November 18, 1922.

Postmasters and other officers and employees of the Postal Service are notified that the department has issued a new 6-cent postage stamp.

A description follows:

The stamp is the same shape and size—seventy-five one hundredths by eighty-seven one hundredths inch—as the present series of stamps and is printed in orange ink. The central design is a portrait of James A. Garfield within an oval and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Garfield," and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals, with dark backgrounds, is the white numeral "6." The entire stamp is inclosed within a cross-line border, with small triangular ornaments in both upper corners.

The first issue of the new 6-cent stamp will be placed on sale at the post office at Washington, D. C., November 20, 1922. They will also be placed on sale November 20, 1922, at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 6-cent stamps will not be issued to postmasters until the present supply of the current issue of this denomination is exhausted.

W. IRVING GLQVER,
Third Assistant Postmaster General.

The next group of stamps to appear included the one, two, four, nine and ten cent, only one of these appearing on an appropriate date. This was largely due to the fact that there was an unexpected large demand for these values. It had been hoped to delay the issuing of the two cent, bearing the portrait of George Washington, until February 22nd, but necessity prevented this, and the two cent stamp along with the four, nine and ten cent were issued January 15th. The one cent appeared two days later, on the anniversary of Franklin's birthday. The official notice follows:

NEW 1-CENT, 2-CENT, 4-CENT, 9-CENT, AND 10-CENT POSTAGE STAMPS, SERIES OF 1922-23.

Third Asst. Postmaster General,
Washington, D. C., January 12, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the department is prepared to issue new 1-cent, 2-cent, 4-cent, 9-cent and 10-

cent postage stamps. These stamps are of the new series which will replace the present issue of ordinary stamps known as the series of "1912."

A description follows:

The stamps are the same shape and size, 75/100 by 87/100 inch, as the present series.

The 1-cent stamp bears the portrait of Franklin, within an oval, and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Franklin" and under this, at the bottom of the stamp, appears the word "Cent." In both lower corners within ovals, with dark backgrounds, is the white numeral "1." The entire stamp is inclosed within a cross-line border, with small triangular ornaments in both upper corners; color, green.

The 2-cent stamp bears the portrait of Washington, with the name "Washington" on the ribbon below the portrait. The surrounding design is the same as the 1-cent stamp, with the necessary change of numerals representing the denomination, and with the word "Cents" instead of "Cent"; color, red.

The 4-cent stamp bears the portrait of Martha Washington, with the name "Martha Washington" on the ribbon below the portrait. The surrounding design is the same as the 2-cent stamp with the necessary change of numerals representing the denomination; color, brown.

The 9-cent stamp bears the portrait of Jefferson, with the name "Jefferson" on the ribbon below the portrait. The surrounding design is the same as the 2-cent stamp with the necessary change of figures representing the denomination; color, pink.

The 10-cent stamp bears the portrait of Monroe, with the name "Monroe" on the ribbon below the portrait. The surrounding design is the same as the 2-cent stamp with the necessary change of numerals representing the denomination; color, yellow.

The first issue of the new 1-cent stamp will be placed on sale at Philadelphia, Pa., on Franklin's birthday, January 17, 1923, and will also be placed on sale the same date at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The first issue of the new 2-cent, 4-cent, 9-cent and 10-cent stamps will be placed on sale at the post office at Washington, D. C., January 15, 1923. They will also be placed on sale the same date at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 1-cent, 2-cent, 4-cent, 9-cent and 10-cent stamps will not be issued to postmasters until the present supply of the current issue of these denominations is exhausted.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The next two stamps to appear were both in honor of Abraham Lincoln and were appropriately issued on February 12th. These consisted of the three cent portraying the head of our martyred President, and the one dollar, which portrayed the Lincoln Memorial. The official notice follows:

NEW 3-CENT AND \$1 POSTAGE STAMPS, SERIES OF 1922-23.

Third Asst. Postmaster General,
Washington, February 6, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the department is prepared to issue new 3-cent and \$1 postage stamps of the new series which will replace the present issue of ordinary stamps known as the series of "1912."

These stamps are described as follows:

They are the same shape and size, (75/100 by 87/100) inch) as the present series.

The 3-cent stamp bears the portrait of Lincoln within an oval and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Lincoln," and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners, within ovals, with dark backgrounds, is the white numeral "3." The entire stamp is inclosed within a cross-line border, with small triangular ornaments in both upper corners; color, purple.

The \$1 stamp is the same size as the other denominations, but is a horizontal rectangle and is printed in brown ink. The central design is a view of the Lincoln Memorial. The design is within a semicircle surrounded by a panel which is supported on either side by acanthus scrolls. Within this panel and above the design appear the words "United States Postage" in white Roman letters. On a ribbon below the design are the words "Lincoln Memorial," and under this, at the bottom of the stamp, in a white edged panel, appears the word "Dollar." In both lower corners, within circles, with dark backgrounds, is the white numeral "1." The entire stamp is inclosed within a single white line border, with triangular white-line ornaments in both upper corners.

The first issue of the new 3-cent stamp will be placed on sale February 12, 1923, at the post office at Hodgenville, Larue County, Ky., the birthplace of former President Lincoln, and the first issue of the new \$1 stamp will be placed on sale at the post office at Springfield, Ill., February 12, 1923, Lincoln's birthday. They are also to be placed on sale February 12, 1923, at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 3-cent and \$1 stamps will not be issued to postmasters until the present supply of current issue of these denominations is exhausted.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The next group to appear consisted of the twelve and thirty cent and the two dollar, and five dollar stamps. These were all issued on March 20th, which date was more for the purpose of convenience than anything else. The official notice follows:

NEW 12-CENT, 30-CENT, \$2 and \$5 POSTAGE STAMPS, SERIES OF 1922-3.

Third Asst. Postmaster General,
Washington, March 14, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the department is prepared to issue new 12-cent, 30-cent, \$2 and \$5 postage stamps. These stamps are of the new series which will replace the present issue of ordinary stamps known as the series of 1912.

A description follows:

The 12-cent stamp is the same shape and size, 75/100 by 87/100 inch, as the present series of stamps and is printed in purplish brown ink. The central design is a portrait of Grover Cleveland, within an oval and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Cleveland," and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals with dark backgrounds are the white numerals "12." The entire stamp is inclosed within a cross-line border with small triangular ornaments in both upper corners.

The 30-cent stamp is the same size as the other denominations but is a horizontal rectangle, the color is sepia. The central design represents a buffalo taken from a photograph. This design is within a semicircle surrounded by a panel which is supported on either side by acanthus scrolls. Within the panel and above the design appear the words "United States Postage" in white Roman letters. Below the design at the bottom of the stamp in a white edged panel appears the word "Cents." In both lower corners within circles with dark backgrounds are the white numerals "30." The entire stamp is inclosed within a single white line border, with triangular white line ornaments in both upper corners.

The \$2 stamp is the same shape and size as the 30-cent stamp and is printed in blue ink. The central design is a view of the United States Capitol. The surrounding design is the same as the 30-cent stamp, except that the numeral "2" appears in the circles in both lower corners with the word "Dollars" instead of "Cents" at the bottom of the stamp. On a ribbon below the central design appear the words "U. S. Capitol."

The \$5 stamp is the same shape and size as the \$2 stamp. The central design is America from a photograph of replica of statue surmounting the United States Capitol. On a ribbon below the central design is the word "America." The surrounding design is the same as the \$2 stamp, except that the numeral "5" appears in the circles in both lower corners. This is the only stamp of the new series printed in two colors. The central design is printed in blue ink with the border design printed in red.

The first issue of the 12-cent stamp will be placed on sale March 20, 1923, at the post office at Caldwell, N. J., the birthplace of former President Cleveland, and at the post office at Boston, Mass.

The first issue of the new 30-cent, \$2 and \$5 stamps will be placed on sale March 20, 1923, at the post office at Washington, D. C.

The 12-cent, 30-cent, \$2 and \$5 stamps will also be placed on sale March 20, 1923, at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new stamps will not be issued to postmasters until the present supply of the current issue of these denominations is exhausted.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The balance of the series, consisting of the seven, eight, fourteen and twenty cent stamps, were issued May 1st. This date was again of no special significance, but merely to have the entire set issued before the end of the fiscal year. The official notice follows:

**NEW 7-CENT, 8-CENT, 14-CENT, AND 20-CENT POSTAGE STAMPS,
SERIES OF 1922-23.**

Third Assistant Postmaster General,
Washington, D. C., April 27, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the department is prepared to issue new 7-cent, 8-cent, 14-cent, and 20-cent postage stamps. These stamps are of the new series which will replace the present issue of ordinary stamps, known as the series of 1912.

A description follows:

The 7-cent stamp is the same shape and size, 75/100 by 87/100 inch, as the present series of stamps, and is printed in black ink. The central design is a portrait of McKinley within an oval and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait in a curved line appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "McKinley," and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners within ovals with dark backgrounds is the white numeral "7." The entire stamp is inclosed within a cross-line border with small triangular ornaments in both upper corners.

The 8-cent stamp is the same shape and size as the 7-cent stamps and bears a portrait of Grant, with the name "Grant" on the ribbon below the portrait. The surrounding design is the same as the 7-cent stamp with the necessary change of figures representing the denomination. The color is olive.

The 14-cent stamp is a new denomination. It is the same shape and size as the 7-cent stamp and bears a portrait of an Indian, with the words "American Indian" on the ribbon below the portrait. The surrounding design is the same as the 7-cent stamp with the necessary change of figures representing the denomination. The color is indigo.

The 20-cent stamp is the same size as the other denominations but is a horizontal rectangle, and is printed in crimson ink. The central design is Golden Gate. This design is within a semicircle surrounded by a panel, which is supported on either side by acanthus scrolls. Within this panel and above the design appear the words "United States Postage" in white Roman letters. On a ribbon below the design are the words "Golden Gate," and under this, at the bottom of the stamp, in a white-edged panel, appears the word "Cents." In both lower corners within circles with dark backgrounds are the white numerals "20." The entire stamp is inclosed within a single white-line border with triangular white-line ornaments in both upper corners.

These four new stamps will first be placed on sale May 1, 1923, the 7-cent at the post office at Niles, Ohio, the 8-cent at Washington, D. C., the 14-cent at Muskogee, Okla., and the 20-cent at San Francisco, Calif. They will also be placed on sale May 1, 1923, at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

The new 7-cent, 8-cent, and 20-cent stamps will not be issued to postmasters until the present supply of the current issue of these denominations is exhausted.

Postmasters may draw requisitions for the new 14-cent stamp after May 1, 1923, but such requisitions will be honored by limited quantities only. Requisitions should be submitted promptly after May 1 in order that the department may estimate the quantities of the new denomination needed and notify the contractor accordingly.

W. IRVING GLOVER,
Third Assistant Postmaster General.

As originally issued this series consisted of twenty-one values, one more than the old issue, and as mentioned in the Postmaster General's report for 1922 the thirteen cent stamp was dropped and two new values, one of fourteen cents and another of twenty-five cents were added. The frames for this series were divided into three general groups of designs, though all had a certain similarity. The design of the first group of all values up to and including the fourteen cent was vertical, with vignettes of persons prominent in the history of the nation. The next value, the fifteen cent, had a separate frame that was only used on this value. This stamp and the twenty cent are really companion stamps, the central subjects depicting harbor scenes from the east and west coasts, the fifteen cent being upright and the twenty cent horizontal. The balance of the series carried various subjects of national interest and had another type of frame, the vignette in all the latter cases being horizontal.

These stamps were first issued on flat bed presses, the rotary presses at that time being used only for coils. All denominations up to and including the fifty cents were printed from 400 subject plates, the sheets being cut horizontally and vertically into 100 subject panes and in this form delivered to postmasters. Plate numbers were adjacent to the sixth stamp from each guide line arrow and appeared twice on each pane. The one and two dollar values were printed from 200 subject sheets which were cut horizontally into 100 subject panes, on these two the plate numbers were at top and bottom only, being over or below the third stamp to the right and left of the horizontal guide line. The five dollar stamp was printed from 100 subject sheets and delivered uncut to postmasters, the plate numbers appearing in both colors but at the top only.

A few years before the new series were issued experiments had been made with current one cent stamps by printing 400 subject sheets on a rotary press and issuing the stamps to post offices in 100 subject panes. It had been found that stamps could be printed by the method for .053 cents as against .08 cents per thousand for the flat plate work. They were not satisfactory to the postal service and changes were made as noted in the following report of the Postmaster General for the fiscal year ending June 30, 1923:

"Improvements of importance have been made during the year in the "rotary" process of manufacture by which postage stamps are completed at one operation and at a much higher production rate, with corresponding reduction in manufacture costs compared with the ordinary method of preparing stamps on flat-plate presses. The use of the rotary presses so far has been confined to the 1 cent denomination, large quantities of which are pre-cancelled by postmasters and sold to patrons who use this denomination in large quantities as a means of relief to the mailing office in the dispatch of the mail. Following complaints from a number of postmasters that these stamps were difficult to precancel, owing to the narrow margins and tendency to curl, cooperation with the Bureau of Engraving and Printing of the Treasury Department has resulted in the perfecting and installation of additional equipment on the rotary presses to provide for the precancelling of stamps for the larger post offices in the original process of manufacture."

This precancelling device was developed by Richard Breaden, Assistant Superintendent of the Stamp Division of the Post Office Department, and it was estimated at the time of its installation that it saved the Department about \$250,000. per year. For his work on the process the Postmaster General awarded him the stupendous sum of \$1,000. on the recommendation of the Committee of Experiment, Research and Design. He was assisted in his endeavors by Blair McKenzie, a machinist in the Bureau. This \$1,000. was unfortunately the limit allowed by law.

The first denomination of the new series precancelled by the new method were perf 10 one cent stamps and were prepared for the postmaster of New York

City. They were issued April 21, 1923, the overprinting being in black ink and reading

NEW YORK
N. Y.

Within a short time other Postmasters were furnished with the one cent stamp precancelled with the name of their post office. It was later decided to issue precancelled stamps in coil form and on January 7, 1924, the one cent denomination was first sent to New York City in coils of 500 and 1,000, each stamp carrying the name of the city. The two cent denomination precancelled in coil form was first issued January 31, 1924 to the Postmaster of Chicago.

During October 1923 the one cent stamps printed on the rotary press were issued in sheet form without precancellation. These were 100 subject panes perforated 10 all around. This was the only value so issued up to the end of the calendar year 1923. L. A. Hill, former Director of the Bureau of Engraving and Printing, told the sub-committee of the House Committee on Appropriation in February 1924 that the reason more stamps were not produced on the rotary press for general use in the Post Office was because they had a tendency to curl, claiming that this was due to winding the stamps on a roll after they were removed from the oven used for drying the gum. The stamps were later unrolled, cut up into sheets of 400 and placed in a hydraulic press to flatten them. They were therefore flat when they left the Bureau but after lying in Post Offices for a short period there was a tendency for them to resume the curl they had when on the spool. He also claimed that this could not be stopped.

In 1923 numerous employees of the Bureau were removed on charges by an executive order, among them being Benjamin Stickney, the mechanical expert who had designed the rotary press. The Secretary of the Treasury found these charges groundless and later reinstated them. But for his enforced absence it is quite likely that the complaints against the rotary press sheet stamps would have been remedied sooner for shortly after Stickney's return he made a slight change in the press which he, through the Bureau, claimed would break the gum and thereby prevent the sheets from curling. The Department had sufficient confidence in his statement to place a larger order with the Bureau for one and two cent stamps from the modified machines, these to be delivered in 100 subject sheets. The two cent was so issued perf 10 on April 14, 1924, in ordinary form.

In 1923 and 1924 the Post Office Department once more used up the coil waste of the one and two cent values, the first group issued having been perforated vertically while part of the roll preparatory to being coiled were now perforated 11 horizontally. There was little public knowledge of these issues and they were practically overlooked. The next group of coil waste sheets was perforated 11 both horizontally as well as vertically and they also were almost entirely missed by collectors. In the case of the one cent stamp with this perforation no philatelic comments appeared until some time had elapsed after they had been current. This is said to be the rarest ordinary stamp of the twentieth century, so much so in fact that many authorities had doubted its existence. The perf 11 two cent stamp printed on the rotary press though not as rare as the one cent is very desirable.

Putting this coil waste into circulation saved the Department a small sum of money but worked a hardship on the poor collector, and this variety being very limited in number permitted possibilities of collusion between an employee of the Bureau and a dealer. In fact it has been claimed that one dealer tried very hard though unsuccessfully to obtain copies direct through the Bureau,

even going so far as to endeavor to have all this coil waste sent to him. When first issued copies were sold as "errors" at very high prices to some unwary collectors. This procedure and other facts relating to the coil waste stamps caused so much disturbance in the philatelic field that many collectors requested the Department to discontinue the use of coil waste. Under the leadership of Arthur E. Owen, a philatelist of note, and highly esteemed by the Bureau officials as the outstanding plate number authority, successful efforts were made to stop this practice and no coil stamps in sheets have been issued since 1924, the Department giving orders that all coil "waste" be treated as such and forthwith destroyed.

It was reported from Washington in July 1925 that as the appropriation for the fiscal year of 1926 had been considerably cut down the Department had arranged without further delay to use rotary presses for all denominations up to ten cents, this method of printing and precancelling being the most economical known. Fourteen new 400 and two 170 subject rotary presses, as well as six precancelling machines of the rotary type were installed and before the end of the fiscal year of 1926 rotary printings of all values up to the ten cent, (except a new value of one-half cent) had appeared, all being perforated 10. As first issued all these denominations were precancelled but later they appeared without the overprint.

The Postal Service Act of February 28, 1925 increasing the rates of postage, effective April 15, 1925, made it necessary to issue new one-half cent and one and one-half cent ordinary postage stamps. Nathan Hale was selected as the subject for the one-half cent value, the frame used being the same as for the one cent, and was first placed on sale April 4, 1925. The one and one-half cent bore a portrait of former President Harding and was similar to the Memorial two cent stamp that had been issued in 1923 except that the numerals in the upper corner were replaced by triangles. This latter value was issued March 19, 1925, from flat plates for sheet stamps as well as from rotary presses for both coils and sheets.

Prior to the official announcement to the public of the new one and one-half cent stamps postmasters were notified in the *Postal Bulletins* of March 7th and 10th that they would be issued and were instructed in these notices how they should obtain their initial supplies. The official notice follows:

NEW DENOMINATION 1 ½-CENT ORDINARY POSTAGE STAMP, ISSUE OF 1925.

Third Assistant Postmaster General,
Washington, March 13, 1925.

Postmaster and other officers and employees of the Postal Service are notified that the department is about to issue a new 1 ½-cent ordinary postage stamp for use in connection with the new rates of postage, effective April 15, 1925. The stamp is described as follows:

The 1 ½-cent ordinary postage stamp is the same shape and size as the current 2-cent stamp and bears the portrait of the late President Warren G. Harding with the name "Harding" on a ribbon below the portrait. The surrounding design is the same as the current 2-cent stamp, except that the numerals "1 ½" appear in the ovals in both lower corners and the triangular ornaments in both upper corners have been changed. The stamp is inclosed within a plain dark border and is printed in brown ink.

The first issue of the new 1 ½-cent stamps will be placed on sale March 19, 1925, at the post office at Washington, D. C. These stamps will also be placed on sale March 19, 1925, at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

Postmasters were notified in the *Postal Bulletins* of March 7 and 10 concerning requisitions for an initial supply of this new issue.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The *Postal Bulletin* of March 11th notified postmasters of the contemplated issuance of the new one-half cent stamps and issued instructions for the proper procedure of requisitioning the initial supply. The official notice follows:

NEW DENOMINATION ONE-HALF-CENT ORDINARY POSTAGE STAMP.

Third Assistant Postmaster General,
Washington, March 25, 1925.

Postmasters and other officers and employees of the Postal Service are notified that the department is about to issue a new one-half-cent ordinary postage stamp for use in connection with the new rates of postage effective April 15, 1925.

A description follows:

The one-half-cent stamp is the same shape and size as the 1-cent ordinary stamp of the current series and bears a portrait of Nathan Hale, with the name "Nathan Hale" on a ribbon below the portrait. The surrounding design is the same as the 1-cent stamp except that the numeral " $\frac{1}{2}$ " appears in the ovals in both lower corners. The stamp is inclosed within a cross-line border and is printed in sepia, similar to the 30-cent Buffalo stamp.

The first issue of the new one-half-cent stamps will be placed on sale April 4, 1925, at the post offices at Washington, D. C., and New Haven, Conn. These stamps will also be placed on sale April 4, 1925, at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

Postmasters were notified in the *Postal Bulletin* of March 11 concerning requisitions for an initial supply of this new issue.

W. IRVING GLOVER,
Third Assistant Postmaster General.

On December 28, 1925 a new stamp of the value of seventeen cents was issued, bearing a portrait of ex-President Woodrow Wilson. It followed the frame design of the twenty cent and like it the longest side was horizontal. This was printed in black ink and issued for use in prepaying a single rate of letter postage plus registry fee, but was also of use for ordinary purposes to the amount of its face value.

Under date of December 2nd the *Postal Bulletin* reported that the seventeen cent stamp would be issued. The official notice follows:

Third Assistant Postmaster General,
Washington, D. C., December 2, 1925.

Postmasters and other officers and employees of the Postal Service are notified that the department is about to issue a new 17-cent ordinary postage stamp, described as follows:

The stamp is the same shape and size, a horizontal rectangle, as the 20-cent stamp of the current series and is printed in bank note black ink. The central design is a portrait of Woodrow Wilson within a semicircle and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Within this panel, and above the portrait, appear the words "United States Postage" in white Roman letters. On a ribbon below the portrait is the name "Wilson" and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners, within circles with dark backgrounds, are the white numerals "17." Triangular white-line ornaments appear in both upper corners and the entire stamp is enclosed within a single white-line border.

The first issue of the new 17-cent stamps will be placed on sale December 28 at the post offices at Princeton, N. J., Staunton, Va., New York, N. Y., and Washington, D. C. They will also be placed on sale on this date at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

Postmasters may draw requisitions on a separate form 3201 for a limited supply of the new 17-cent stamps after December 28, 1925, and they will be filled in regular turn as promptly after that date as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

Two weeks later a thirteen cent stamp was once again issued, this being the second time that such a denomination had been dropped only to be again issued in a new series. This value completed the sequence through the fifteen cent and also was issued primarily in prepaying postage and insurance on parcels and letters covering fees running to this amount.

Under date of December 14th the *Postal Bulletin* announced that the thirteen cent stamp would be issued. The official notice follows:

Third Assistant Postmaster General,
Washington, D. C., Dec. 14, 1925.

Postmasters and others connected with the Postal Service are notified that the department has prepared a reissue of the 13-cent ordinary postage stamp, described as follows:

The stamp is the same shape and size, 0.75 by 0.87 inch, as the 12-cent stamp of the current series, and is printed in green ink. The central design is a portrait of Benjamin Harrison, within an oval with open background and is partly inclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait, in a curved line, appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Harrison" and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners, within ovals with dark backgrounds, are the white numerals "13." The entire stamp is inclosed within a cross-line border, with small triangular ornaments in both upper corners.

The first of the new 13-cent stamps will be placed on sale January 11, 1926, at the post offices at Indianapolis, Ind., and Washington, D. C. They will also be placed on sale on the same date at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

Postmasters may draw requisitions on a separate form, 3201, for a limited supply of the new 13-cent stamps after January 11, 1926, and they will be filled in regular turn as promptly after that date as production will permit. District accounting postmasters will obtain needed supplies of 13-cent stamps by requisition on the central accounting office, using Form 3338 accompanied by proper remittance.

R. S. REGAR,
Third Assistant Postmaster General.

In 1925 the Bureau made certain plate experiments in spacing the stamps, striving to overcome the loss due to uneven perforating. A star was added to the plate margins as an aid to the workmen in the quick handling of these sheets on the perforating machines. Such plates were prepared for many of the values below the twenty-five cent but with the introduction of rotary press sheet stamps few were issued from these "star plates." The difference in spacing is small but these stamps are a collectable minor variety, and plate number blocks showing the star are of great interest in following the history of this issue, and in certain of the values have become exceedingly scarce. These plates unlike the earlier star plates had this marking next to only one plate number and always on the upper right pane. There were three types of stars, a small five pointed star as used on the coil plates, a large five pointed star and a large six pointed star. These are either to the left of the top right (F) plate number or below the upper plate number in the right margin. No stars were used on the half cent Hale or the one and one-half cent Harding plates, but these had the wide spacing throughout.

Various experiments were also made for the purpose of lengthening the life of the plates. These, of course, had no direct effect on the stamps themselves but in some cases marks were placed in the margin denoting the experiment so that an accurate check could be kept of the results. One of these marginal markings was the letter "O" about $\frac{1}{8}$ " high which appeared in the upper right hand corner of the sheet margin. The "O" plates were identical with the others except that instead of receiving a hardening bath of cyanide they were hardened in oil, which tended to lengthen their life. A later experiment proved that by having the plates chromium plated at least five times the number of impressions could be obtained than had been previously possible. It was also found that when the plating started to wear after frequent impressions it was possible to bring the surface back by replating. The end of the fiscal year of 1929 showed a constant shrinkage in the number of new plates being made for the ordinary designs.

The complaint made against the perf 10 stamps in the previous issue was that the stamps were difficult to separate and this was also leveled against these rotary perf 10 stamps. The type of perforating machines used at the Bureau for the rotary press stamps had made it essential that the large 10 gauge perf be used to prevent the sheets from tearing apart in the machines. In the latter part of 1926 the Bureau completed work on a new machine that made it possible to increase the number of perforations and this was noted in the Report of the Director of the Bureau of Engraving and Printing for the fiscal year of 1927, as follows:

"After a number of experiments with the large perforators with the idea of developing a style of perforation that would increase the ease with which individual stamps can be separated from the sheet, a new type perforating bar and wheel were designed. This change increased the perforated space between the stamps, resulting in its being easier to separate the stamps from the sheet. The first delivery of work with this new perforation was made in December 1926. At the present time all large perforators for perforating 360 subjects and 400 subject work are equipped with the new style bar and wheel."

The new machine perforated 11 horizontally and $10\frac{1}{2}$ vertically. The first value to be issued in this way was the two cent, which appeared on December 10, 1926, really being in the nature of a trial to determine the suitability of this new perforation before being applied to higher values. It met with complete satisfaction and all rotary press sheet stamps were thereafter to be perforated by this new method. The last old machine was changed to the new type May 28, 1927, and by the end of July of that year all values of rotary press sheet stamps had appeared perforated $11 \times 10\frac{1}{2}$.

The report quoted above included 360 subject sheets. These, of course, were for booklets, it having been discovered that a saving could be made by printing them on rotary rather than flat plate presses. Two cent booklets from the rotary press were first issued perf 10, after the introduction of the new device both the one and two cent values were issued with the new perf. Interesting experiments in plate set-up were made for the perf 10 two cent booklets and are fully described under the proper heading.

When the one and two cent rotary sheet stamps were first issued the vertical center margins between the panes were divided by a series of short horizontal lines which divided the length of the full sheet into twenty rows. These were used as perforating guide lines although they did not fall in the proper place except between the fifth and sixth rows of each pane. When the sheets were cut into post office panes these lines appeared as hyphens on the margin furthest from the plate numbers. On later plates of these numbers and on all higher denominations a new type of marginal marking was used.

Instead of guide lines, like the flat bed plates, the later rotary sheets were marked with two quarter inch lines at the sheet center forming a cross and three-sixteenth inch lines at the four center points near the outside margin and four plate numbers were placed on the side margin, one in each corner, adjacent to the first row of stamps from the top or bottom. When the rotary sheets of four hundred were bundled together preparatory to cutting into post office panes an occasional sheet might become folded twice along the perforation thus causing the center or arrow gutter to be several inches out of place, when this occurred blocks could be found with either the horizontal or vertical margin between stamps thus giving philatelists a variety as scarce as the "imperf between" both, however, being purely mechanical errors.

Although the early gum breaker roll device made by Benjamin Stickney had partially overcome the tendency of sheets to curl the results were not entirely satisfactory and the Bureau's mechanical department continued making further experiments. The Report of the Director of the Bureau for 1928 called attention to these, as follows:

"During the early part of the year experiments were conducted in the rotary perforating section with the intention of perfecting a breaker roller that would sufficiently break the gum and prevent curling after leaving a series of breaker marks on the gummed side of the sheet. The old breaker developed a sheet that contained four or five prominent breaker marks on the gummed side of the stamp, giving it a corrugated appearance. The present and accepted type of breaker which was decided upon after a number of experiments is so constructed as to produce a sheet that has only one breaker on the gummed side of the stamp. It has been found that with but one mark the sheets will be flat and will not curl. The first breaker of this new type was put into operation in March and stamps produced from machines with this attachment were sent to certain large cities to compare their practical adaptability with other stamps having four or five breaker marks on the gummed side."

This new method was found to be quite satisfactory and was adopted. Aside from historical interest the breaker roll experiments were of little importance to collectors as they had no effect on the design, the corrugated appearance was not permanent nor did it affect the paper, being entirely a gumming device. Other experiments were made in the method of applying the gum in an endeavor to overcome curling, but we do not believe them to be of sufficient philatelic importance to be worthy of a variety classification of rotary press stamps. It is our belief that a philatelic variety to be recognized as such must be constant in used copies as well as in those known as "Mint—O. G."

On December 1, 1927 the Government issued a new type of coil which was of interest to philatelists only because it did away with private perfs. These contained 3,000 subjects and were rolled with the gummed side out, thus permitting their use on the machines which had heretofore required privately perforated coils. The stamps from these coils were the same as those of the smaller rolls, and the discontinuance of imperf sheets is noted in the Report of the Postmaster General for the fiscal year of 1928. The part appertaining to this is as follows:

"The issuance of the larger size coils has enabled the Department to discontinue the distribution of unperforated sheets of stamps formerly required by the manufacturers who prepared special coils for use in their machines."

This put an end to imperf sheets that had been regularly issued for twenty years expressly for the use of manufacturers of private coils. General use of these private coils had been declining and at this period only one firm still required the imperforate sheets, thus with the adoption of the new coil imperf stamps as well as the private perf coils became a thing of the past.

The introduction of rotary press stamps for issue in sheet form necessitated various experiments in the paper used, as well as in the perforations and method of applying the gum. The early printings were on a slightly heavier paper than had been used for flat plate stamps. In the latter part of 1926 a thinner paper was used, more like the flat plate paper, and 1928 saw the adoption of a softer and more absorbent paper on which the ink dried more quickly, and gave the gum a better hold. We do not believe that any of the above variations are of sufficient importance to be worthy of listing as paper varieties, but mention is made of the changes as numerous articles have appeared in the philatelic press which may later be the cause of the discovery of "scarce paper varieties," furthermore as the specifications called for paper of a thickness of .0029 inch to .0033 inch, which was not always adhered to, there is just as much likelihood that these unintentional variations are likely to be confused with the above noted experimental changes.

There is one type of variations which has been generally attributed to the paper used. Several values of flat plate stamps were found in which there was a decided difference in the size of the stamp. Those that had the subject vertical were not as tall as the ordinary ones and were somewhat wider giving the design rather a "squat" appearance and on the horizontal designs the increase was in

the width and the reduction was in the height. This gave rise to the belief that there were new master dies having different dimensions. The difference being more apparent in blocks it was also felt by some to be due to a difference in plate set-up. According to A. W. Hall, Director of the Bureau of Engraving and Printing, this was entirely due to the fact that the Bureau was printing flat bed stamps with the grain of the paper running in either direction. It will be remembered that in the star plates of the 1908 issue the increase in spacing between stamps was only in the vertical gutters as this was the direction of the greatest amount of shrinkage. Feeding paper to the press with the grain of the paper changed would therefore cause the direction of the shrinkage to be in the opposite way from the ordinary set up and cause the stamps to be shorter, while the absence of shrinkage in the horizontal direction would mean that the stamps would become wider.

The issue is also famous for the great lack of uniformity in the shades of the various values. This was particularly apparent on the eleven cent stamp, the variations being not only in the shades but actually in the color, when first issued it appeared in a peacock blue and all imaginable variations of this are known to exist, and in 1929 the stamp was issued in a decided green. This value has been the subject of much comment in the philatelic press but there were other values almost as bad. In 1930 these color variations became so marked that it was reported a postal inspector wished to arrest an individual whom he claimed was using "washed" nine cent stamps. But upon convincing the authorities that this supply came from the post office in a "washed out" pink, instructions were issued to the Bureau to return to the original color. Change of colors in used stamps, however, have also been found to be due to certain chemical used on mail bags to prevent mildew.

In February 1929 the Department announced that they had authorized the Bureau of Engraving and Printing to overprint rotary press stamps for use in Kansas and Nebraska. This move had been under consideration for some time in an effort to prevent the sale of stamps stolen in one State and selling them in another. Kansas and Nebraska were selected as trial States because the inspector who suggested the overprinting was in charge of the inspectors for these two States and the trial was made under his supervision. It was the Department's plan that if this proved successful it would be extended to other State. The first shipment of these stamps was made about April 13, the first covers being dated April 15. These were put on sale at the Agency May 1. The official notice follows:

SPECIAL ISSUE OF STATE OVERPRINTED STAMPS.

Third Assistant Postmaster General,
Washington, April 8, 1929.

Postmasters and employees of the Postal Service are notified that arrangements have been completed to begin the issuance of special overprinted postage stamps in sheet form in denominations of 1 to 10 cents, inclusive, to post offices in Kansas and Nebraska, for placing on sale to the public. So far as practicable, all requisitions for these denominations now on hand in the department from direct-accounting postmasters will be filled with the overprinted stamps. The surcharge, representing the respective State abbreviations, will appear in black ink across the lower half of the stamps.

The overprinted-style stamps will be issued to all post offices in the above-named States with the exception of Kansas City, Topeka, and Wichita, Kans., Omaha and Lincoln, Nebr., where ordinary postage stamps will be continued on sale for local use.

Postmasters at direct-accounting post offices in the above-named States, with the exception of Kansas City and Wichita, Kans., and Lincoln, Nebr., are directed to submit a special requisition promptly to the department for such quantities of overprinted sheet stamps in denominations of 1 to 10 cents, inclusive, as will be required for a year's supply, making due allowance for any pending requisition that will be filled with surcharged stamps.

District post offices in Kansas and Nebraska will be supplied with surcharged stamps from their respective central accounting office in the filling of requisitions as soon as the stock is available.

Until otherwise directed the following general rules will govern the sale and use of the State surcharged stamps:

1. The stamps will be placed on sale only at post offices within the respective States, but they will be valid for postage purposes at all post offices now using ordinary United States stamps.

2. The supplies of ordinary unsurcharged stamps remaining on hand in post offices in the above-named States will continue to be used until exhausted. No official first date of sale will be designated for any post office supplied with the surcharged stamps.

3. Postmasters at offices supplied with special surcharged stamps will not accept mail orders for such stamps from outside the State except as may be specifically authorized by the department when needed for use on advertising matter that is to be sent to post offices in Kansas and Nebraska for mailing.

4. For the benefit of stamp collectors the State surcharged stamps will be placed on sale in the Philatelic Agency on May 1, 1929. Owing to the large number of denominations of surcharged stamps, the agency will be unable to accept first day covers from collectors for stamping and mailing on May 1.

5. The filling of orders will be greatly facilitated if collectors will eliminate other varieties of stamps from their first orders for State surcharged stamps. All orders will be filled in regular turn of receipt.

While every reasonable effort will be made in the agency to fill orders with well centered stock, the limited quantities of the State surcharged stamps printed will prevent as close selection being made as is possible with ordinary stamps.

R. S. REGAR,

Third Assistant Postmaster General.

Although the Department notified Postmasters that these were valid anywhere there were numerous complaints that they were not accepted in payment of postage. This among other reasons caused the idea to be abandoned and no other State had such issues. These not being commemoratives but a variety of this series we have treated these stamps as a variety of each design of this issue.

In May 1929 the Postmaster General in a radio address over the National Broadcasting System announced that the Department contemplated issuing a new series of postage stamps and invited suggestions from the public, but aside from this announcement little further was done until late in 1933.

In 1930, however, the designs of two of the current issue were changed. On June 4, 1930 a new four cent stamp was issued bearing a portrait of former President William Howard Taft, this replaced the then current issue of the same denomination bearing a portrait of Martha Washington. This was printed in the same brown as the other and the same frame common to the other low values was used. The official notice follows:

**NEW 4-CENT ORDINARY POSTAGE STAMP, PORTRAIT OF TAFT,
ISSUE OF 1930.**

Third Assistant Postmaster General,

Washington, May 19, 1930.

Postmasters and postal employees are notified that the department is about to issue a new 4-cent ordinary postage stamp bearing the portrait of former President William Howard Taft. This stamp will replace the current stamp of the same denomination bearing the portrait of Martha Washington.

No change has been made in the present border design nor the color of ink, which will be brown. The central design is a portrait of the former President, with an open background. The name "Taft" appears on a ribbon scroll directly beneath the portrait.

The new stamp will first be placed on sale June 4, 1930, at Cincinnati, Ohio, and for the benefit of stamp collectors the stamp will be placed on sale at the Philatelic Agency, Division of Stamps, Post Office Department, June 5, 1930. The Philatelic Agency, however, will not handle first-day covers.

Direct and central accounting postmasters will be furnished the new 4-cent stamps on regular quarterly requisitions after June 5, 1930. Special requisitions for the new 4-cent stamp should be avoided so far as practicable.

Stamp collectors desiring first-day cancellations of the new 4-cent stamp may send a limited number of addressed covers, not to exceed 25, to the postmaster at Cincinnati, Ohio, with a cash or postal money-order remittance to cover the value of the stamps required for affixing. Covers will be accepted from bona fide subscribers only and each cover must be properly and legibly addressed; covers bearing pencil addresses will not be accepted. Neither can compliance be made with unusual requests, such as for the affixing of stamps bearing plate numbers, or the irregular placing of stamps on covers, etc. The stamping of first-days covers is a courtesy extended to collectors without cost in a spirit of departmental cooperation. Therefore the postmaster at Cincinnati will return all irregular requests unfilled.

F. A. TILTON,

Third Assistant Postmaster General.

On December 1 a new design of the one and one-half cent stamp was issued bearing a front view portrait of Harding, the frame being changed to make it uniform with the balance of the values below the fourteen cent. The official notice follows:

CHANGE IN DESIGN OF 1½-CENT POSTAGE STAMP, PORTRAIT OF HARDING.

Third Assistant Postmaster General,

Washington, Nov. 17, 1930.

Postmasters and employees of the Postal Service are notified that the department is about to issue a redesigned Harding postage stamp bearing the full-face likeness of the late President in lieu of the profile view now appearing on the current issue of 1½-cent stamps. The border design of the new stamp has also been changed to agree with the stamps of the regular issue, series of 1922-23. The new stamp will be of the same size as the regular issue and printed in brown ink.

The 1½-cent stamp has been reengraved in order to provide a more satisfactory likeness of late President Harding than that used on the present issue, against which some criticism has been directed, and to have the stamp conform in general style and quality of workmanship with the other stamps of the presidential series.

The new 1½-cent Harding stamp will be first placed on sale, in sheets and side-wise coils, at the post office in Marion, Ohio, on Dec. 1, 1930, and distribution thereof will be made to other post offices on regular requisition as soon as the department's stocks of 1½-cent stamps in sheets and coils of the present style are exhausted. So far as practicable postmasters should refrain from submitting requisitions for the new 1½-cent Harding stamp until an additional supply of stamps in this denomination is needed.

Stamp collectors desiring first-day cancellations of the new 1½-cent stamp may send a limited number of addressed covers, not to exceed 25, to the postmaster at Marion, Ohio, with a cash or postal money-order remittance to cover the value of the stamp required for affixing. Covers will be accepted from bona fide subscribers only and each cover must be properly and legibly addressed; covers bearing pencil addresses will not be accepted. Neither can compliance be made with unusual requests, such as for the affixing of stamps bearing plate numbers, or the irregular placing of stamps on covers, etc. The stamping of first-day covers is a courtesy extended to collectors without cost in a spirit of departmental cooperation. Therefore, the postmaster at Marion will return all irregular requests unfilled.

For the benefit of collectors the new 1½-cent Harding stamp, in sheets and coils, will be placed on sale at the Philatelic Agency, Division of Stamps, Post Office Department, on Dec. 2, 1930, but the agency will not be authorized to handle first-day covers.

F. A. TILTON,

Third Assistant Postmaster General.

By 1931 the work turned out by the Rotary Press was on an average better than that of the flat bed presses. This fact coupled with lower cost of the work caused the Post Office Department to order all values up to and including the fifty cent denomination to be printed on the rotary press for the new fiscal year beginning July 1, 1931. These were to be issued as soon as the stock on hand was depleted. The first of these were issued July 25th and before the middle of September all had appeared. Contrary to the usual policy no public notice was made about first day sales and some early covers will be extremely scarce. The Bureau did not consider this as a new issue. Because of the dimensions of the stamps these high value rotaries are divided into two groups of perforations, the eleven to fifteen cent were perforated $11 \times 10\frac{1}{2}$ as were the lower values. The

seventeen cent and higher values were curved sidewise and going through the perforating machine in this manner they were perforated $10\frac{1}{2} \times 11$, the higher perforation still being on the shorter side.

In 1932, during the year of the George Washington Bicentennial Celebration, the postage rate on first class mail was raised to three cents and a new stamp was issued for this value portraying Washington, and no additional printings were made of the Lincoln stamp. As the one hundred and twenty-fifth anniversary of Lincoln's birth approached the Lincoln stamps had become entirely depleted. There was an insistent demand for this stamp and it was re-issued February 7, 1934. These differ but slightly in color and can only be identified by the plate numbers. The re-issue was officially announced as follows:

THREE-CENT STAMPS, LINCOLN DESIGN.

Third Asst. Postmaster Genl.
Washington, January 20, 1934.

Postmasters are hereby notified that additional printing has been made of 3-cent Lincoln stamps in accordance with the design provided in the 1922-23 series, the distribution of which was suspended when the Washington design stamp of this denomination was made available in July 1932, to conform to the new letter rate of postage.

The new supply of this stamp has been provided especially to meet the public demand for mailing purposes in connection with the 125th anniversary of Abraham Lincoln's birth, which occurs on February 12 of this year.

Therefore, postmasters at direct and central-accounting post offices may submit requisition to the Department for a limited supply of 3-cent Lincoln stamps. To facilitate shipment separate blank, Form 3201, indorsed "Lincoln issue," excluding other stamp items, should be used.

District postmasters may obtain needed supplies of this stamp by requisitions on the central accounting postmaster.

C. B. EILENBERGER,
Third Asst. Postmaster General."

We have followed the same procedure in the treatment of the various stamps of this issue as in the previous chapters, as we believe that the grouping of each value permits simpler study than the usual catalogue method of listing.

We have illustrated the major plate varieties of the various stamps in this series and have listed the known worthwhile varieties. Because of the increased life of the plates there were many minor defects found on later printings and we have listed only those worthy of attention. The drawings in this series were made by Walter A. Stevens.

These stamps still being in use at the time this is being written, March 1935, the list of plates used can neither be complete or entirely correct. Some of the plates listed as "used" for the rotary press stamps may not go to press or be finished if the administration decides to replace these stamps. Such additions and corrections will be incorporated in the addenda.

In 1933 the Bureau began a series of experiments with two cent plates to improve the perforations on rotary press stamps by use of the photo electric cell or Electric Eye to control the perforating wheels. These plates had heavy vertical dashes $\frac{1}{4}$ of an inch long, spaced $\frac{1}{4}$ of an inch apart in the center of the entire length of the vertical gutter. A similar dash is in the outside margin at the right end of the horizontal gutter. The plate numbers were at the sides opposite the third stamp from top and bottom of the sheet.

This experiment was quite successful and as the accumulated sheets were on the average centered far better than the normal production the Post Office Department authorized the Bureau to use these for filling small unit orders for two cent stamps. The first shipments were made early in 1935.

NOTES



NATHAN HALE

From the Statue by Bela Lyon Pratt.

THE HALF CENT STAMPS GROUPED

#551—One Half Cent, Olive brown, portrait of Nathan Hale. No Wmk.
Perf. 11.

Issued April 4, 1925.

This new value was issued to meet the needs of new rates of postage which were to become effective April 15, 1925, as described by the Postal Service Act approved February 28, 1925. It was to be used in conjunction with the existing private and Post Office stocks of one cent stamps and stamped envelopes to cover the increased rate on third class matter to one and one-half cents per ounce or fraction thereof, and was used in quantity mainly with a one cent stamp on circulars of one ounce or less, but also for higher fractional rates.

The selection of Nathan Hale as a subject was prompted by a campaign waged by Yale graduates under the leadership of George Dudley Seymour of New Haven, to honor their great hero of colonial days. Mr. Seymour supplied the photograph (illustrated) to the Post Office Department to be used for the vignette. They made an appeal to both the President and the Postmaster General to perpetuate the fame of Hale in this way in recognition of the approaching one hundred and fiftieth anniversary of his death and on March 10, 1925 the Post Office Department duly announced that the new one-half cent stamp design being prepared would bear the portrait of Nathan Hale. These were first put on sale at the Philatelic Agency at Washington, D. C., and at New Haven, Conn., the former home of Hale, on April 4, 1925.

The head of Hale, from the statue by Bela Lyon Pratt at New Haven, is within an oval and partly enclosed in a panel which is supported on either side by acanthus scrolls. Above the portrait, in a curved line, appear the words "United States Postage" in white Roman letters. On a ribbon below the oval is the name "Nathan Hale," this being the only male subject whose name appears in full on the stamp. Across the bottom of the stamp is the word "Cent"

and white numerals on a dark background appear in both lower corners. A cross line border with small triangular ornaments in both upper corners complete the rather crude design. The stamp was designed by C. A. Huston and engraved by Messrs. J. Eissler, E. M. Weeks and E. M. Hall, of the Bureau.

This stamp was current for a longer period than any of the other values below the ten cent, through not being issued perf 10 on the rotary press. When the existing public stock of one cent stamps became exhausted there was little demand for this new value and it was not printed from the rotary press until May 1929, more than four years after issue, and none at all were issued by the Bureau during two of these years. In spite of its short life it appeared in considerable quantities and although listed by the Bureau as "sepia" it is found in various shades of olive brown.

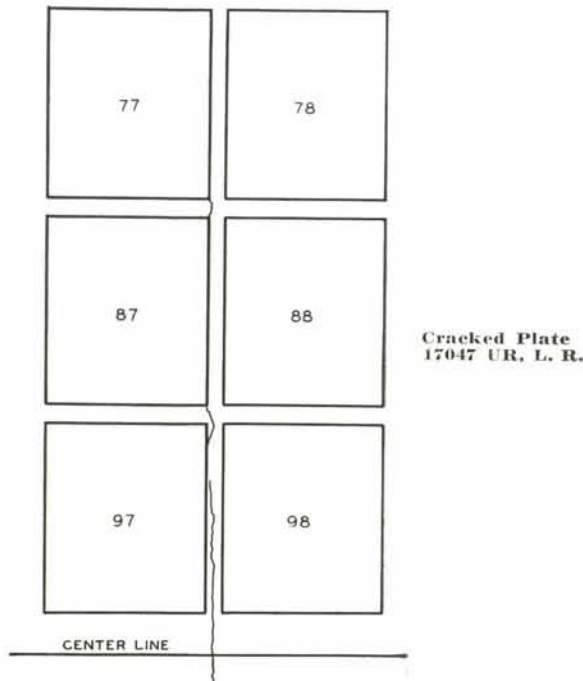
All plates used for this issue had the wide gauge spacing which was then being used on some of the other values (star plates) to overcome waste in perforating due to paper shrinkage.

Shades: Pale olive brown, olive brown, dark olive brown.

Varieties: a: Plate number blocks

b: Cracked plate

On plate 17047 there is a vertical crack that runs from the upper right pane in the seventh vertical row. This starts along the right frame line of stamp 77 U R continues along the right frame line of 87 and part of the way along 97 then gradually slants to right and finally disappears between the seventh and eighth stamp of the first row of the lower pane. (Illustrated.)

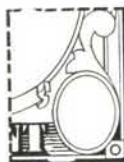


c: Broken relief

There is also a minor transfer roll variety on plate # 17041. The first five vertical rows show a white spot on the upper right center of the left fraction bar. (Illustrated.)



Broken Relief.

Defective Entry
17074 LR 95.

d: Defective entry

On plate 17074, lower right 95, defective entry in lower right corner. (Illustrated.)

Plates used: 17017—18, 19, 20, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 57, 58, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86

Plates not used:

17053

17231—32, 33, 34, 35, 36, 37, 38, 47, 48, 49, 50, 51, 52, 53, 54, 59, 60, 61, 62

#653—One Half Cent, Olive brown. Portrait of Nathan Hale. Rotary Press. Perf. $11 \times 10 \frac{1}{2}$.

Issued May 25, 1929.

The Bureau now recognized that a distinctive saving was being made in printing precancelled stamps by the rotary press method and when early in 1929 a large order was received from both New York and Chicago for precancelled one-half cent stamps curved rotary-plates were prepared at once and the order put in work. They appeared on May 25, 1929 uncanceled.

Shades: Olive brown, deep olive brown



Spots on Chin.

19650 LR 92.

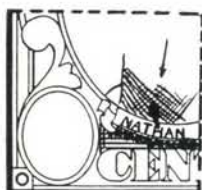


Recut.

Varieties: a: Plate number blocks

b: Plate flaw

- | | |
|-------------------------|---|
| 19650 upper right # 17. | Gash in upper left corner. |
| 19650 lower right # 92. | White spots on chin. (Illustrated.) |
| 19651 lower right # 21. | Low spot on plate causing entire face to appear extremely weak. |
| 19652 lower left # 72. | Gashes on face to left of nose, mouth and chin. (Illustrated.) |
| 19653 upper right # 56. | Gash in throat above TH of NATHAN. (Illustrated.) |



19653 UR 56.

Gash on Throat.

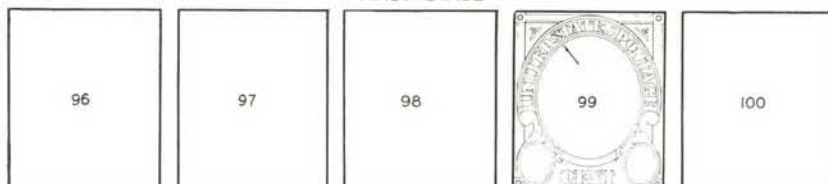


Recut.

19653 lower left

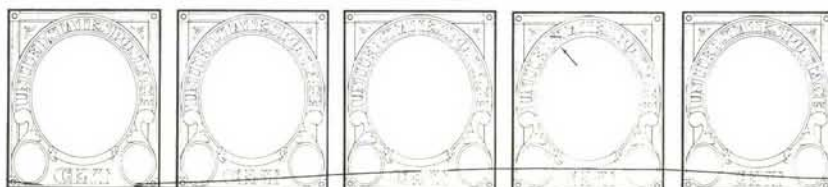
Plate scratches as illustrated. First stage shows scratch in first S of STATES on # 99. Second stage scratch of S of STATES on # 99, also series of scratches on bottom margin and last five stamps on plate. Third stage, scratch almost entirely burnished out except under # 100 and in the lower right corner of stamp 96.

FIRST STAGE

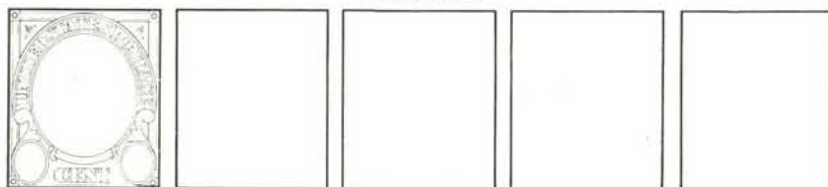


JOINT LINE

SECOND STAGE



THIRD STAGE



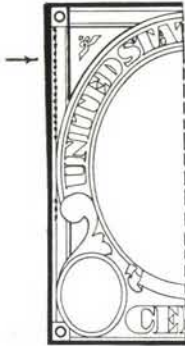
c: Shifted transfer

19650 upper right # 59. Shifted transfer left inside frame line. (Illustrated.)

d: Double transfer

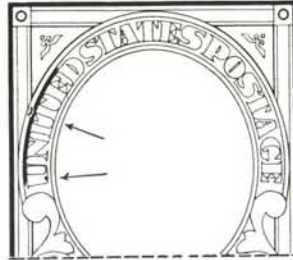
19651 lower right # 95.

The most obvious part of this variety is the weak face, caused by removal of a previous entry. Upon closer inspection several additional lines may be seen as illustrated, in the upper left part of the design.



Shifted Transfer.

19650 UR 59

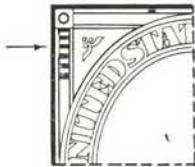


Double Transfer
19651 LR 95.

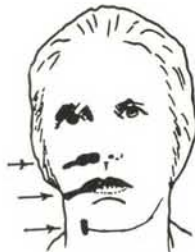
e: Defective transfer

19652 upper left # 98.

The inside frame line in the upper left hand corner has been largely misplaced. (Illustrated.)

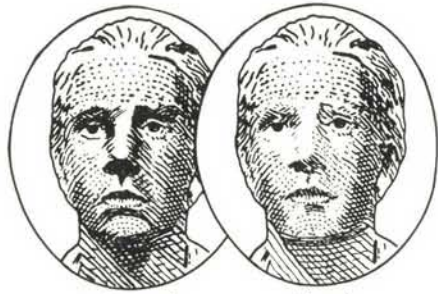


Defective Transfer
19652 UL 98.



Gash in Face.

19652 LL 72



Normal.

Recut.

f: Re-cut

Inasmuch as curved rotary press plates cannot be re-entered, it has been found necessary in removing several of the above mentioned varieties to re-cut the design on various stamps. These are as follows: 19652 lower right, illustrated; 19652 lower left # 72 illustrated; 19653 # 56 illustrated.

Plates used: 19650—51, 52, 53
 20370—71
 20408—09
 20922—23, 24, 25, 26, 27, 28, 29

Quantities of one-half cent Hale, series of 1925, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing for the fiscal years ending June 30:

		Precanceled
1925.....	420,185,300	
1926.....	191,030,383	
1927.....	NONE	
1928.....	NONE	
1929.....	15,353,900	9,730,000
1930.....	55,118,000	49,040,000
1931.....	57,660,100	84,980,000
1932.....	20,811,900	61,960,000
1933.....	90,337,600	173,090,000
1934.....	135,148,600	16,940,000

NOTES

ONE CENT STAMPS GROUPED

#552—One Cent, Green. Benjamin Franklin. Flat Plate. No Wmk. Perf. 11.

Issued January 17, 1923.

Benjamin Franklin was continued as the subject for this denomination, taken from Houdon's portrait bust. It was engraved by L. S. Schofield, E. M. Hall and J. Benzing, of the Bureau, the frame design being by C. A. Huston, who was also responsible for the designing of the other values of this series. The vignette design surrounding is the same as described for the one-half cent except that the numerals "1" and the name "FRANKLIN" are substituted for "1/2" and "NATHAN HALE."

This design went to press January 3, 1923, and the stamps first appeared January 17th at both the Philadelphia and Washington Post Offices. This date was the anniversary of the birth of Franklin, who being recognized as the "Father of Thrift" as well as having been the first Postmaster General of the United States, it was considered a special tribute to "Thrift Week" being observed at that time.

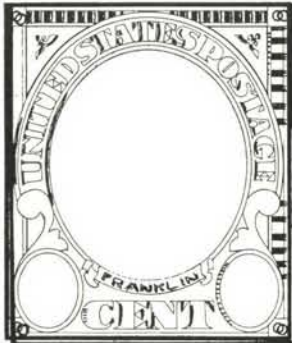
Though the flat plate stamps of this denomination were the first to be replaced by the perforated 10 rotary press stamps they remained current for quite some time as the distribution of the rotaries was at first quite limited. Though out of issue for over eight years this issue is still fairly common and is obtainable in numerous shades of green. When the one and one-half cent rate on circulars went into effect certain post offices permitted the use of bisected one cent stamps. Insofar as the Post Office Department was concerned these were "unofficial" and while of interest are of doubtful philatelic value.

Shades: Light bright green, bright green, bluish green, dark bluish green, dark green.

Varieties: a: Plate number blocks.
b: Double Transfer.
15585 L.L. 27.

A major southeastern double showing in almost the entire frame. (Illustrated.)

Southwestern Double showing around both numerals, position unknown. (Illustrated.)



Double
Transfer
15585 #27
Lower Left



Southwestern Double
Position Unknown

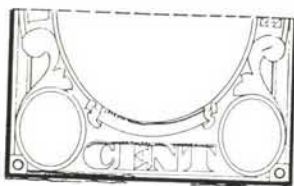
c: Shifted Transfer.
14159 U.L.

15990 U.L.

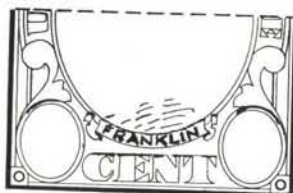
Shifted transfer on stamp # 6 shows in the lines of the bust and the lower part of the vignette frame line.

7 shift as illustrated, smaller ones may also be found on stamps # 8-9 and 10.

Better class of shift shows in lines of bust, letters "FRANKLIN" as illustrated, position unknown.



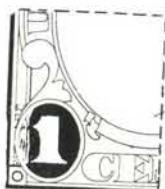
15990 UL #7



Better Type of Shift

d: Defective transfer.

Lower left corner is weak as illustrated, position unknown.



Defective Transfer.

Plates used:

- 14157—58, 59, 60, 91, 92, 93, 94
 14215—16, 17, 18, 43, 44, 45, 46, 54, 55, 56, 57, 81, 83, 84
 14975—76, 77, 78
 15021—22, 23, 24, 43, 44, 45, 46, 47, 48, 49, 50, 69, 70, 71, 72, 73, 74, 75, 76,
 93, 94, 95, 96
 15105—06, 07, 08, 33, 34, 35, 36, 43, 44, 45, 46, 59, 60, 61, 62, 85, 86, 87, 88
 15215—16, 17, 18, 67, 68, 69, 70, 85, 86, 87, 88, 92, 93, 94, 95, 96, 97, 98, 99
 15300—01, 02, 03, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 28, 29, 30, 31,
 32, 33, 34, 35, 42, 43, 44, 45, 58, 59, 60, 61, 66, 67, 68, 69, 72, 73, 74,
 75, 80, 81, 82, 83, 84, 85, 86, 87, 98, 99
 15400—01, 08, 09, 10, 11, 20, 21, 22, 23, 29, 30, 31, 32, 37, 38, 39, 40, 53, 54,
 55, 56, 89, 90, 91, 92
 15584—85, 86, 87
 15953—54, 55, 56, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94,
 95, 96, 97, 98, 99
 16000—01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 17, 18, 19, 20, 23, 24, 25, 26, 27,
 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 41, 42, 43, 44, 49, 50, 51, 52,
 55, 56, 57, 58, 61, 62
 16556—57, 58, 59, 60, 61, 62, 63, 64, 65, 68, 69, 70, 71

Plates not used.

- 14282
 16059—60
 16554—55, 72, 73, 74, 75, 76, 77, 78, 79, 84, 85, 86, 87, 88, 89, 90, 91

#552—One Cent, Green Booklet. Franklin. Flat Plate. No Wmk. Perf. 11.

Issued August 11, 1923.

When the new designs, series of 1922, were first issued there was still a considerable quantity of the old design one cent booklet sheets on hand at the Bureau. These were issued in conjunction with the two cent stamps of this series as late as the fiscal year ending June 30, 1924, and when the new booklets finally appeared were not replaced until the latter part of 1927, the need for this value being small after 1925. They were never issued from the rotary press while the perforating wheels were set at 10 gauge.

These stamps were printed from 360 subject sheets as had all values since 1910. The sheets consisted of six rows of ten panes each. The plate numbers

and arrows being cut off in all positions except above the fifth, sixth and seventh panes made only the following positions available:

- A—Ordinary pane.
- B—Pane with half arrow line in margin, guide line at right.
- C—Pane with half arrow line in margin, guide line at left.
- D—Pane with plate number in margin.
- H—Pane with vertical guide line at right.
- I—Pane with vertical guide line at left.
- J—Pane with horizontal guide line at bottom.
- K—Pane with vertical guide line at right and line at bottom.
- L—Pane with vertical guide line at left and line at bottom.
- M—Pane with horizontal guide line at top of margin.
- N—Pane with vertical guide line at right and at top of margin.
- O—Pane with vertical guide line at left and at top of margin.

On these plates A occurs thirty-one times; J and M occur eight times each; N and O each occur three times and the others each once.

The lack of demand for this denomination resulted in a much smaller printing than for the previous design booklet perforated 11 and as a result a smaller quantity was saved for collectors and it is more desirable particularly in positions that are found only once on each sheet.

Shades: Green, deep green.

Varieties: Position varieties as mentioned above.

Plates used:

- 14221—22, 23, 24, 50, 51, 52, 53, 69, 70, 71, 72
- 15961—62, 63, 64, 65, 66, 67, 68

Plates not used:

- 16276—77, 78, 79
- 16310—11, 12, 13
- 16596—97, 98, 99
- 16604—05, 06, 07, 09, 10, 11, 12

#575—One Cent, Green. Franklin. Flat Plate. No Wmk. Imperf.

Issued March 20, 1923.

The Department continued to issue imperf stamps, although but one manufacturer of private coils still continued in business, and most of these imperfs were distributed through the Philatelic Agency at Washington, thus permitting a large supply to become available to collectors.

On December 1, 1927 the Post Office Department issued a 3,000 subject coil which could be used on machines that formerly required private coils and this made any further issuance of imperforate sheets unnecessary. Though this fact received publicity in the philatelic journals little importance was attached to it and seemingly no effort was made to obtain copies at the Agency while still available at face.

There had been little call for this value especially after the introduction of the one and one-half cent rate for circulars and most dealers and collectors were not aware of the seemingly small amount of this denomination in circulation until the early part of 1930. A few dealers and speculators realized the possibility of the relative "scarcity" of this stamp, laid aside large quantities which having been withdrawn from the market caused quite a furore, and as a consequence the prices asked were much higher than the facts warranted.

Issued in a smaller quantity than most of its predecessors it should be more desirable but not to the point where it is actually a scarce item. We have been informed by F. A. Tilton, Third Assistant Postmaster General, in a letter dated February 6, 1931, that 16,072,400 one cent stamps were issued imperforate and it may be assumed that most of these reached philatelic hands.

As in the previous imperforate issue this stamp was delivered to Postmasters in 400 subject sheets. This allowed the usual position varieties found only

in the ordinary imperforate sheets. With an exaggerated idea of its value position varieties have been particularly sought after. An interesting fact is that these stamps were used in quantity by many dealers on their mail after position and plate number blocks had been removed and it is quite evident that many of the latter were saved, as many perhaps as the ordinary blocks, and they should not therefore command any particular premium over the latter. The private perforates in mint pairs are much scarcer than many of the earlier ones as these were generally precancelled.

Shades: Green, deep green.

Varieties: a: Plate number blocks.

b: Position blocks.

1. Upper and lower, right and left arrow blocks.
2. Center line blocks.

c: Shifted Transfer.

#14159 U.L. Shifted Transfer on stamp #6 shows in the lines of the bust and the lower part of the vignette frame line.

d: Private perforated coils.

1. Schermack III.

Plates used:

14157—58, 59, 60
 14245
 15045
 15106—46
 15331—44, 66, 72, 98, 99
 15400—32, 56, 89, 90
 15954—91
 16043—49, 50, 61, 62
 16556—57, 58, 59, 60, 61, 68, 69

#597—One Cent, Green Coil. Franklin. Rotary Press. No Wmk. Perf. 10 Vertically. Coiled Sidewise.

Issued July 18, 1923.

As the supply of the sidewise coil of the previous design remaining on hand at the Bureau was sufficient to last more than six months after the new series one cent value had first been issued, this stamp did not appear until after the beginning of the fiscal year of 1924 and it was almost six months later, January 7, 1924, that it was issued precancelled.

These sidewise coils were printed on the rotary press as had been the practice since 1916, although the first value, the two cent, was originally issued in this type of printing as early as 1914. This type of issue was printed on 170 subject sheets, ten rows of 17 subjects, a pair of plates with one complete turn of the press printing 340 stamps. These were printed in continuous rolls, perforated, cut and coiled into 500 and 1,000 subject lengths and so issued to Postmasters. On December 1, 1927, a 3,000 subject coil was issued for use in special vending and stamp affixing machines that had previously needed a privately perforated coil.

This ended the need for the former variety of imperforate stamps and increased the demand for the government coils which since 1914 had been perforated 10.

Being printed from 170 subject plates a line is found after every seventeenth stamp. This is caused by ink filling the crevice formed by the junction of the two plates used on a rotary press, it is often blurred and occasionally indistinct. There are no constantly recurring "paste-ups" those that are found are the result of breaks in the coiling or the joining of the ends of the rolls of stamps in the making of coils.

The paste-ups may be divided into two groups, one using craft paper and the other white paper. As a general rule the craft paper is used in joining together the ends of rolls of coil stamps in sheets to make up the necessary units of 500, 1,000 or 3,000 subjects. The white paper "paste-up" is used for mending a break of a single row in the coiling machine or when defective stamps are removed from a coil and replaced with satisfactory copies. These defective copies are removed after the coiling has been completed. These "paste-up" strips are prepared in advance and being of necessity perforated on the flat plate machines are perf 11.

As noted under No. 578, these stamps were originally printed from plates having a star and plate number over the first stamp. Just prior to the discontinuance of the use of coil waste for issuance in sheet form the request for additional plate numbers at the bottom of the coil plates was granted. The first plate bearing two numbers was No. 19756 made for this stamp, the second number being below stamp No. 170, the last one on the plate. All later plates of this value had the second plate number although "coil waste" was no longer being issued in sheet form.

In the coiling machine these numbers are generally cut off but occasional copies may be found which having been cut off center show part of the number. The top number is always above the stamp to the right of joint line while the bottom number from the later plates is always below the stamp to the left of the joint line.

Shades: Bright yellowish green, green, dull greyish green, deep greyish green, deep bright green, deep bluish green, blue green, deep blue green.

- Varieties:** a: Ordinary pair.
 b: Line pair.
 c: Paste up pairs.
 1. White paper.
 2. Craft paper.
 d: Plate number above or below stamp.
 e: Double Transfer. Doubled to the northeast. (Illustrated.)
 f: Twisted Double Transfer. Doubled upward and to the right. (Illustrated.)



Double Transfer

Position Unknown



SIDEWIDE COIL NO 597

Twisted Double

- g: Relief Break.

This shows in the upper part of the left inside frame line and in the upper right corner. (Illustrated.)

**Broken Relief****Plates used: Number and star at top only:**

14563—64, 73, 74, 88, 89, 90, 91
 14600—01, 18, 19, 32, 33, 40, 41, 48, 49, 54, 55, 60, 61
 15290—91
 15304—22, 23, 40, 41, 70, 71
 15428
 15676—77, 78, 79
 15704—05, 06, 07, 20, 21, 22, 23, 40, 41, 42, 43, 74, 75, 76, 77
 15808—09, 10, 11
 15973—75, 76
 16015—16, 21, 22, 39, 53, 54, 63, 64, 74, 81, 82
 16109—10
 16777—79, 80
 16827
 19356
 19581—82, 83, 84

Star and number above #1 and number below #170:

19756—57, 58, 59
 19860—61, 62, 63, 64, 65, 68, 69, 70, 71
 20043—44, 45, 46, 51, 52, 73, 74, 93, 94
 20102—03, 08, 09, 12, 13

Plates not used:

15305
 15974
 16040—73
 16788

#578—One Cent, Green. Franklin. Rotary Press Coil Waste. No Wmk. Perf. 11 by 10.

Issued October 19, 1923.

This variety is similar to No. 538 of the series of 1908-21 and is again the result of Bureau economy. They were made from sheets of 170 subjects which had been prepared for sidewise rotary press coils but due to "short lengths" and imperfect sheets these had been set aside as "waste." They had received the vertical 10 gauge perforations as part of the long roll.

This "waste" was reclaimed and issued in sheet form by perforating horizontally on the flat plate machines then set at 11 gauge.

The stamps were placed on sale in New York in sheets of 70 and 100 subjects. As most collectors did not realize their existence they were almost entirely overlooked and a comparatively small number were saved for philatelists.

As in the previous coil waste a star and plate number appeared on the top margin, over the first stamp, but only on the full 170 subject sheets. Some of this coil waste was so badly cut that the plate numbers at the top were frequently missing, the Bureau at the request of A. E. Owen, on behalf of plate number collectors, placed additional plate numbers at the bottom. These, however, were added just prior to the discontinuance of the issuing of coil waste and it is unlikely that any bottom plate numbers exist.

Though of more recent issue than the earlier 11 x 10 coil waste of the previous design this variety is much more desirable. Being much scarcer than the ordinary 11 x 10½ which was issued at a later date collectors should be

careful in measuring the perforations and the *size* of the design as this stamp having been placed sidewise on the curved plate is wider whereas the latter issue is longer though the same width as the flat plate stamp.

Shades: Green.

Varieties: Plate number block showing star and number.

Plates used:

14563—64, 73, 74, 88, 89, 90, 91
 14600—01, 18, 19, 33
 15290—91
 15323—70
 15428
 15721—23, 43
 15810

#581—One Cent, Green. Franklin. Rotary Press. No Wmk. Perf. 10.

Issued October 17, 1923.

On April 21, 1923, the Bureau issued the one cent stamp of the series of 1922 in sheets from the rotary press, these were all precancelled. They were the first rotary press sheet stamps in this series so issued.

The rotary press stamps having been made especially for use in conjunction with a precancelling device which was attached to the press, they were found to be less expensive to print than those from flat plates and it was decided to produce ordinary stamps by this method. Such stamps perforated 10 horizontally and vertically were first placed on sale at the Philatelic Agency, Washington, D. C., on October 17, 1923, for the benefit of collectors, but it was quite some months later before it was decided to use this form of issue for general distribution.

They remained in general use for almost four years and are found in a wide range of shades. The early printings were greyish green while the later copies were much brighter. This difference in color is partially due to the slight changes in the paper as well as to the mixture of ink at the Bureau.

They were printed in 400 subject sheets consisting of four panes of 100, each pane entirely surrounded by margins. Where the two curved plates met on the rotary press bed a crevice was formed which when inked appeared in the margin at the top or bottom of the sheet. There are therefore no position varieties of this stamp. The plate numbers were at the side only and appear in the upper and lower outside corners of the sheet, one to each pane.

There were two types of marginal markings used on these stamps. When first issued there was a series of horizontal guide lines in the vertical gutter between the right and left panes, these were intended as perforation guides and were divided in units of 20 from the top of the full sheet to the bottom. These did not fall exactly in the gutter between the vertical rows except between the fifth and sixth rows of the upper and lower panes, it being intended that this would allow correction on each pane as the stamps were being perforated. These were known as the Type A marginal markings and were used only on the earlier plates and with but one exception only on the perforated 10 one cent and two cents plates. One plate, however, was not used for these stamps and was put to press later on after the perforation had changed. The printings from the earlier printings as issued show horizontal hyphens along the inside margins of the sheets. They are, of course, of interest to specialists.

The later group of plates listed as Type B marginal markings did not show this type of layout but had instead cutting guides at the extreme ends of the horizontal and vertical gutters. In the center of the plate was a quarter inch cross which matched exactly with the three-sixteenth inch lines placed near the

outside edges of the sheets. These were used as guides in cutting the full sheets into 100 subject panes.

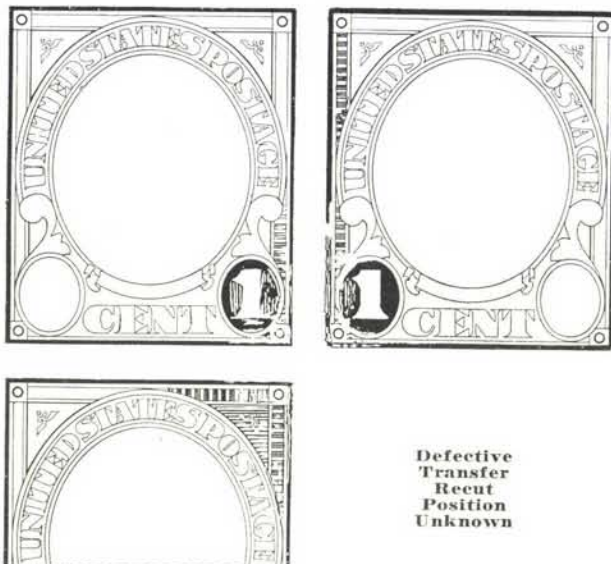
In March 1924 twenty copies of this stamp were found on double paper, precancelled Philadelphia, Pa. This variety was caused by the pasting together of the large roll of paper used on the rotary press. In this case the block found, from Plate No. 14371, had the double paper covering the two upper horizontal rows in the sheet in addition to a portion of the third row. There must have been another similar strip on the other pane but these were no doubt used and lost to collectors.

There were no booklets of this value made on the rotary press while the perforating machines were still set at the ten gauge though it has been listed unpriced by some catalogers. As late as September 1926 one of the philatelic papers mentioned "The one cent rotary press booklet may be shortly expected" but it was not until all perforating machines for rotary press sheet stamps had been changed to the new gauge that one cent booklets were made from curved plates. The ten perf rotary press one cent booklet does not exist.

Shades: Greyish green, dark greyish green, dull bluish green, bluish green, yellowish green, bright yellowish green, deep yellowish green.

- Varieties:** a: Plate number blocks.
 b: Double paper, precancelled Phila, Pa.
 c: Inside marginal blocks showing horizontal markings.
 d: Defective transfer recut.

A horizontal pair was found by C. S. Johnson on a cover that showed the left side of the left stamp to have been quite heavily recut at the left. In the same correspondence a vertical pair was found showing a defective transfer at the right of both stamps which had also been recut and it can safely be assumed that all three stamps were adjacent to each other. This is one of the finest type of plate variety in this value. (Illustrated.)



Plates used:

Type A Marginal markings:

- 14205—06
 14348—49, 70, 71, 82, 83, 94, 95
 14527—28
 14624—25, 30, 31, 42, 43, 51, 52, 53, 62, 63
 14960—61, 81, 82

15548—49
 15652—53, 55
 15944—45, 59, 60

Plates not used:

14650
 15654

Type B Marginal markings:

15950—51, 57, 58, 77, 78
 16173—74, 91, 92
 16201—02, 09, 10
 16751—52
 16811—12
 18730—31, 32

Note: Some of the early plate numbers are only known precancelled.

#594—One Cent, Green. Franklin. Rotary Press Coil Waste.
 No Wmk. Perf. 11.

Issued May —, 1924.

There is no accurate issue record of this stamp as its existence was not known until almost two years after the approximate date of issue, when this variety was discovered by a collector who claimed to have had a copy in his collection "for about one year." Upon investigation it was discovered that in May 1924 the Bureau used some unperforated coil waste made from sidewise rotary press sheets and had put these through the flat plate perforating machines, hence these appeared perforated 11 both horizontally and vertically. As there was no knowledge of this stamp having been issued and since the perforations were the same as the ordinary stamp they were *entirely* overlooked, the only copies known to have been saved were accidental rather than intentional.

This variety was never delivered to the Philatelic Agency, all copies were sent out with the regular stock of one cent stamps, almost all known copies have been found from mail originating in New York City. It has been said that only one copy in mint condition is known and only about thirty used copies have been found to date though the Bureau stated that about 10,000 of the stamps were issued.

Having been curved sidewise on the plates this stamp is wider than the flat plate stamps— $19\frac{1}{2}$ —20mm instead of $18\frac{1}{2}$ —19mm, though it is the same height. It is identical in size of design with the sidewise coil No. 597 and in overall size of two cent No. 595 which is also the perforated 11 coil waste.

This is the scarcest non-error United States stamp of the twentieth century and should only be bought from reliable sources. In 1934 eighteen copies of this stamp were discovered by Ernest E. Fairbanks on some covers which had been mailed by him on October 4, 1924, from Madison Square Station Post Office in New York City. These covers had been returned to him as undeliverable for various reasons. This has to date been the only important find of these stamps. Although no mint copies have been found there is always a possibility that some collector of shades may have a block of this rarity among his perf. 11 flat plate stamps. Being coil waste correct centering should not be expected.

Shade: Deep grey green.

Plates used: The scarcity of this variety prevents any possibility of securing information of this kind, no plate number copies or blocks being known to be in existence.

**#604—One Cent, Green, Coil. Franklin. Rotary Press. No Wmk.
Perf. 10 Horizontally. Coiled Endwise.**

Issued July 19, 1924.

In the earlier coils this endwise variety was generally in greater demand and therefore had always appeared earlier than the sidewise. But in later years most of the vending and affixing machines were made for the sidewise coils and the demand for the endwise was practically nil. As a result this stamp was not issued until one year after the other and then sold only at the Philatelic Agency. Later on they were generally distributed to Post Offices as their supply of the previous design became exhausted.

This stamp was also printed on the rotary press but in 150 subject sheets, ten rows wide by 15 rows high. As one complete turn of the press printed 300 stamps, (10 x 30) the "joint" line appeared once every fifteen stamps. Being placed endwise on the rotary press the designs are 23mm high instead of the usual 22 $\frac{1}{4}$ mm and the same width 18 $\frac{1}{2}$ —19mm as the flat plate impressions. The "paste-ups" are as infrequent as in the sidewise coils and are caused in the same way.

Although the coil waste from endwise coil plates were never issued in sheet form the decision to place a second plate number on the other margin of the coil plates also included the later plates for this stamp. On the early plates the star and number was next to stamp 141, i. e. in the lower left corner of the plate. When a second plate number was added it was placed in the upper right corner, adjacent to No. 10.

Shades: Green, bright yellow green, bright green, dull greyish green, deep greyish green, deep green.

Varieties: a: Ordinary pair.
b: Line pair.
c: Paste up pair.
1. White paper.
2. Kraft paper.
d: Plate number at right or left.
e: Curving crack. This shows in the gutter adjacent to the joint line.

Plates used: Number and star LL only.

15179—80
15239—40

Number and star LL & number UR.

20355—56, 57, 58, 72, 73, 74, 75

Plates not used:

15241—42

**#632—One Cent, Green. Franklin. Rotary Press. No Wmk. Perf.
11x10 $\frac{1}{2}$.**

Issued June 10, 1927.

In 1915 the complaint that the "perforated ten" stamps were difficult to separate caused an experimental issue of two cents stamps with a new type 11 gauge perforation. This having proven satisfactory was soon thereafter used for all flat plate stamps. The use of ten gauge perforation on the rotary press printing, however, was necessary because the method used needed sufficient uncut space to prevent the sheets from tearing apart in the perforating process. The introduction of rotary press sheet stamps for general use again caused this complaint and it necessitated the development of the bar and wheel type of perforator which made it possible to decrease the amount of uncut space between the stamps and increase the ease with which they could be separated.

In December 1926 the two cent stamps were issued with this new form of perforation as an experiment. Having proved successful other values were issued from the new perforators as soon as the supply at the Bureau became exhausted. This value was not in great demand at this time and not issued in the new type of perforation until June 10, 1927.

On this machine the horizontal perforations were increased to eleven while the vertical perforations were only increased one half in each 2cm giving a compound perforation $11 \times 10\frac{1}{2}$. There was no other change and many of the plates used for the perforate 10 issue were also used for this stamp.

This stamp was printed entirely with but one exception from the type B marginal marking plates. One plate used was originally made for the perforate 10 stamp but never went to press prior to the change in the perforating machines, being the only perforate $11 \times 10\frac{1}{2}$ stamp showing these markings. A marginal block from the vertical inside gutter of this plate would most likely be the most desirable non-error block of this stamp.

Shades: Yellowish green, bright yellow green, olive green, bright green, green, deep green.

- Varieties:** a: Plate numbers, side only.
 b: Inside marginal blocks showing short horizontal lines.
 c: Plate flaw.
 #19853 LR #20 heavy gash in Franklin's head. (Illustrated.)
 d: Defective transfer.
 #20047 LR #20 Weak transfer of shading under "Cent." (Illustrated.)

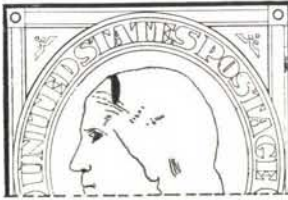


Plate Flaw
19853
L. R. #20



Defective Transfer
20047 L. R. #20

- e: Block of four with gutter between. One sheet was found which contained 102 subjects. Caused by a corner having been folded under before being cut. The gutter is between vertical pairs.

Plates used:

Type A Marginal guides:
15549

Type B Marginal guides:

- 16811—12
 18730—31, 32
 18955—56, 57, 58
 19215—16, 17, 18, 64, 65, 66, 67
 19300—01, 02, 03, 36, 37, 38, 39
 19537—38, 93, 94, 95, 96
 19601—02, 03, 04
 19852—53, 54, 55, 73, 74, 75, 76
 20027—28, 29, 30, 31, 32, 39, 40, 47, 48, 49, 50, 75, 76, 81, 82, 83, 84, 98, 99
 20104—05, 14, 15, 26, 27, 38, 39, 44, 45, 48, 49, 52, 53, 56, 57
 21220—21, 26, 27, 28, 29, 30, 31, 32, 33, 70, 71, 72, 73, 86, 87, 88, 89, 92, 93,
 94, 95, 96, 97
 21304—05, 06, 07, 43, 44, 45, 46

#632—One Cent, Green, Booklet. Franklin. Rotary Press. No Wmk. Perf. $11 \times 10\frac{1}{2}$.

Issued November 4, 1927.

Plates were first made for this variety early in 1927 but did not go to press until October and were first delivered to post offices about November 1st.

They were first placed on sale officially at the Agency on November 4, 1927, and were the first one cent booklets printed on the rotary press.

Like the flat plate booklets these were printed from 360 subject plates. These had no guide lines as did the former ones and the only position varieties are plate number panes. These, however, are almost always trimmed off and are only found on the sides of the panes from sheets which have been poorly cut and then generally only partial numbers are found. The rotary booklets are from endwise curved plates and as such show the same size of design as do the rotary press sheet stamps. There were no position panes other than those occasional plate number panes.

Shades: Green, bright green, deep green.

Varieties: a: Ordinary panes.

b: Off center panes with plate number at the sides.

Plates used:

18915—16, 17, 18
 19529—30, 31, 32, 61, 62, 63, 64
 19921—22, 33, 34, 53, 54
 20368—69
 20406—07

**#658—One Cent, Green. Franklin. Overprinted Kans. Rotary Press.
 No Wmk. Perf. 11x10½.**

Issued April 15, 1929.

This was the lowest value to be overprinted for use in the state of Kansas as a means of preventing the sale of stolen stamps in some other state, although they were valid for postage wherever United States stamps were accepted in payment of postage. Fortunately the experiment was a failure and was not adopted for use in other states except Nebraska which shared with Kansas the doubtful honor of the initial experiment.

There was no official first day sale of these stamps except May 1, 1929, when they were placed on sale at the Agency "for the benefit of stamp collectors." These "first day" covers are of doubtful interest or value as initial shipments of the state overprinted stamps was made about April 13, 1929 to various post offices in the two states. With the assistance of H. M. Southgate we have been able to ascertain the earliest known date of each value in this group with the name of the town first using these stamps. On this value the earliest date of use is April 15, 1929, at Newton, Kansas. Four plates were used for this stamp of which the first two are much scarcer than the latter pair. The plates used for the stamp were also used for the regular issue and should not be considered a positive proof of the genuineness of the overprint. Counterfeit copies have been seen especially of some of the varieties and care should be taken in buying these except from reliable sources.

To properly understand the cause of some of the scarce varieties of this otherwise uninteresting group it is necessary to know how these stamps were overprinted. The following description by H. M. Southgate, President of the Bureau Issues Association, clearly explains how these varieties occur and why they are so scarce. This article appeared in the B. I. A. number of "*Weekly Philatelic Gossip*" December 12, 1931.

METHOD OF MANUFACTURE.

For ordinary stamps a roll of paper about 18.5 inches wide and 24 inches in diameter, long enough to print about 6000 sheets, is drawn through the press by the plate rolls and a tension from the receiving roll at the opposite end of the press.

The paper first is drawn over rolls, which dip in a trough holding water and give the necessary moisture to the paper. It then passes over the curved stamp plates and through the ink drying section to the overprinting electrotpe plates

and gumming roll and out through the gum drying box, which also dries the overprint, to be coiled at the end of the press into working rolls of about 12 inches in diameter. These rolls are equivalent to about 1500 sheets of 400 subjects. The size of these rolls is limited for handling purposes.

The printing of the stamp and overprint thus is done during one series of operations. All varieties that are covered by these notes are occasioned by these two printings.

CAUSES OF VARIETIES

With weather of uniform temperature and humidity, paper of uniform thickness, material and condition, and with uniform tension on the paper, it would be practicable to rigidly tie together the drive of the stamp printing roll and the overprinting roll and find the overprint placed in the same position on the stamp as long as the press operated. These conditions, however, are not constant. Variations in humidity change the amount of moisture required in dampening the paper for printing, as well as the stretch of the paper. The paper itself varies not only in thickness but also in strength. The paper is manufactured in rolls 72 inches wide and split into narrower rolls for the Government contract. The characteristics of paper in rolls cut from the center of the original roll may vary from that in rolls cut from the sides. The press motor drives onto the coiling roll on which the printed and gummed paper is wound. As the roll of paper increases in diameter the pull on the paper will increase. To compensate for this a slipping clutch is placed in the drive line. This cannot maintain an absolutely constant tension so variations in stretch of paper results.

METHOD OF ADJUSTMENT.

Aside from the slipping clutch of the coiling roll, which tends to keep a constant tension on the paper, there are adjustments on the overprinting roll which permit that roll to be advanced or retarded in relation to its position with the stamp plate roll, independent of the main drive.

The ordinary stamps are printed on the paper in an upright position, the design coming through, as it were, feet first.

An adjustment, to maintain registration of the stamp and overprinting plates and to aid in original setting up of the machine, consists of a hand operated gearing. By the turn of a hand wheel about the size of a door-knob the relative position of the overprinting roll and stamp roll may be modified. One complete turn of the hand wheel in either direction in which the paper is moving changes the position of the overprint downward on the ordinary stamps about $\frac{1}{4}$ inch (6mm.) A complete turn of the hand wheel in the opposite direction would raise the position of the overprint on the "Ordinary" by about twice this amount when the overprint roll is being shifted against the movement of the paper.

Standard Wide and Narrow Spacings:

The pressman apparently turns the adjusting wheel through an angle of about 45 degrees at one motion of the hand, so we may expect to find changes between successive rows of overprints as each movement of the hand wheel is made, depending somewhat upon the speed with which the printer operates the hand wheel and whether he is rotating it with or against the motion of the paper.

The paper passes through the press at the rate of, roughly, 60 ft. per minute. This means that a 100-subject sheet would pass a given point in about a second. If the individual motions with the hand wheel are made at about one move in a second, then the spacing of the overprint would probably be narrowed when working with the run of the paper about 1 to 1.5 mm., or widened when turned against the run of the paper perhaps 2 to 3 mm. between adjacent rows. The printer probably does not turn the wheel at a uniform speed but starts slowly and ends quickly, so the rate of change of position of the overprint may vary, giving an increasingly narrower or wider spacing between adjacent rows. Between each movement of the hand wheel normal spacing will occur. The adjustment will, of course, affect both the spacing between rows of stamps as well as the widgutter space. The widening of the overprint may be sufficient to jump an entire row of stamps, in the case of a single line overprint, like the State Stamps if the registration of the overprint is off enough at the start of the adjustment to fall in the horizontal margins.

Gutter Spacings.

In addition to the variations of spacing of the overprint, due to automatic or hand adjustment, there are the varieties resulting from the incorrect registration of the stamp plates and the overprinting electrotype, i. e. the varieties showing the gutter spacing between rows of overprints. These varieties only occur on the 400-subject sheets of ordinary stamps.

To obtain registration between the panes of the ordinary stamps, the overprinting roll must have an increased space between the rows of type to accommodate the $\frac{3}{8}$ inch gutter or margin between panes. If registration between the roll carrying the stamp printing plates and that carrying the overprinting electrotypes is not affected, then this wide spacing will fall on the body of the pane, instead of across the gutter, and produce the normal wide spaced varieties. When the wide spacing falls so as to completely clear one horizontal row of stamps there is a row of stamps without overprint, providing the overprint is in a single line.

As hand adjustment is used to bring the wide space into registration with the gutter, sheets showing the wide spacing will show the effect of hand adjustment with varieties of spacings.

When the machine is set up and the registration between the stamp roll and the overprinting roll is correct after operating for some time the overprint roll may work up or down on the sheet to such an extent that the wide space, intending to cover the gutter, works out onto the body of the pane. Until this is corrected the press will continue to print the normal wide spaced varieties. The fact that packages of such wide spaced stamps have not been located is a clear indication that the pressmen are "on their job" or that the inspectors have withdrawn such prints. It is questionable if inspection would condemn sheets showing this wide spacing.

Double Overprints:

The creeping of the overprint from the normal position must bring at times the normal overprint into the margin between the stamps, and near double overprints on the State Stamps will result. Varieties will be found where a true double overprint will occur on one stamp or three overprints on a vertical pair of stamps. These varieties result from the hand adjustment working with the direction of the movement of the paper giving a slightly narrower spacing than the standard.

Wiped Letters:

Another group of varieties to be found consists of tall and short letters.

If the adjusting hand wheel is turned at the instant the type of the overprint is in contact with the paper, it will wipe or elongate the letter of the ordinary stamp, if the motion of the adjusting hand wheel on the electrotype roll is against the direction of the motion on the paper. It will shorten the lettering if the direction of hand wheel motion is with the paper. The lengthening of the letters is very pronounced in some cases and gives us another check on the approximate movement attained by the operation of the adjusting mechanism, the letter heights in some cases being increased by at least 1 mm.

Shortening of the letters, as it is produced by adjustment with the movement of the paper, makes a smaller difference; although instances have been noted where the height of the letters has been appreciably reduced.

Offsets:

After the overprint has been placed on the stamp the paper passes up and partially around a smooth brass roll about 5 inches in diameter to direct the paper to the gum roll. This roll strikes the ink side of the sheet and picks up the impression from the undried overprint. A felt wiper is located on the under side of the roll, which is supposed to remove all ink from the roll. These wipers have to be changed periodically and during this change it is possible for the roll to pick up a light impression from the fresh ink of the overprint and re-impress it on the sheets as it completes the turn. This will account for occasional so-called double prints. The impressions are exceedingly faint and not often detected.

(Author's Note) This also accounts for the phantom plate numbers on the ordinary rotary stamps.

The normal spacing between overprints is 22 mm. As noted above this distance can be increased or decreased as needed by the operator and minor variations being fairly frequent have received but little attention. However, where the spacing is much wider than normal, such as was most likely caused by the misplacement of the gutter spacing, pairs and blocks have been treasured as major varieties. The recognized "wide spacing" varieties measure 31-32 mm between overprints.

Two sheets were found of this stamp on which one horizontal row had no overprint. This was the only variety of which two sheets were found although in each case the variety would be on both panes. One sheet of this stamp was

also found with the wide spacing between two horizontal rows. Next to the two cent this was issued in larger quantities than any of the others.

Shades: Green, deep green.

Varieties: a: Plate number blocks.
b: Vertical pair, one without surcharge.
c: Vertical pair, 31-32mm spacing between overprints.

Plates used:
18957
19302—38, 39

Quantity issued: 13,390,000

**#669—One Cent, Green. Franklin. Overprinted Nebr. Rotary Press.
No Wmk. Perf. 11x10½.**

Issued April 17, 1929.

This is the companion to the one cent Kansas overprint and like it was issued in a mistaken idea that it would reduce the ease with which Post Office robbers disposed of the stamps.

It was first issued two days after the one cent Kansas stamp, the earliest known date of use being on a cover from Cambridge, Nebr., dated April 17, 1929.

A much smaller quantity was issued of this overprint than that prepared for Kansas and the ordinary varieties of this are more desirable. In spite of the smaller total supply the same two major varieties were found although only one sheet of each reached philatelic hands.

Shades: Green, deep green.

Varieties: a: Plate number blocks.
b: Vertical pair, one without surcharge.
c: Vertical pair 31-32mm spacing between overprints.

Plates used: 19338—39

Quantity issued: 8,220,000

Quantity of one cent stamps, series of 1922, issued to Postmasters in the fiscal years ending June 30, as reported by the Director of the Bureau of Engraving and Printing:

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled	Booklets
1923	1,220,400	117,400,000			
1924	1,888,497,389	722,770,000	358,325,500	204,432,500	120,592,560
1925	2,068,364,788	499,650,000	309,804,000	180,967,500	155,473,200
1926	602,634,400	51,510,000	127,851,000	7,567,500	16,995,840
1927	58,637,600	88,590,000	51,500	24,220,000	12,697,200
1928	401,228,600	104,370,000	2,487,500	33,803,000	14,002,080
1929	1,010,766,700	348,190,000	60,873,000	270,698,000	76,107,360
1930	890,254,100	324,070,000	96,856,000	208,500,000	42,152,640
1931	855,464,800	290,590,000	82,376,000	199,184,000	46,873,680
1932	402,529,000	226,460,000	74,444,500	134,620,500	44,684,400
1933	802,496,500	288,120,000	167,756,500	133,949,000	72,710,880
1934	1,176,657,900	327,520,000	125,331,000	159,777,000	39,479,280

NOTES

ONE AND A HALF CENT STAMPS GROUPED

#553—One and a Half Cent, Yellow Brown. Harding. Flat Plate.
No Wmk. Perf. 11.

Issued March 19, 1925.

This was the first fractional postage stamp issued by the Post Office Department. It was made necessary by the Postal Service Act approved February 28, 1925, which went into effect April 15, 1925. This act which increased third class rate from one cent per ounce or fraction thereof to one and a half cents, was largely for circulars and therefore needed in large quantities, mainly in single units. As many of the values were soon to be issued on the rotary press it seems strange that this value was made on flat plates, especially since the rotary press stamps were issued the same day. The Bureau, however, had not been given definite instructions at this time to use the rotary on values other than the one and two cent stamps.

The design of the stamp differed somewhat from the other low values and as such it is of interest to note how the die was made. A transfer roll of the two cent Harding Memorial stamp was made and reworked in the following manner: The figures "2" were first removed from the lower corners, as well as the dates in the upper corners, and this was impressed in a block of steel and prepared for use as the master die. The figures "1½" were then engraved in their proper places. As the original design had been made for black ink which did not need such deep lines, it was necessary to rework the entire design, especially the portrait, to give the proper depth for the new color. From this a transfer roll was prepared for making plates of the new design.

This stamp bore a portrait of former President Warren G. Harding, from an etching made by F. Pauling. The name "Harding" appeared on a ribbon beneath the portrait. The surrounding design was the same as the one cent stamp except that the numerals "1½" appeared in the ovals in both lower corners and the word "Cents" replaced the word "Cent" and the triangular ornaments in both upper corners are slightly different than in the other values. In addition the inclosing border was of solid color instead of cross hatched as in the balance of the lower denominations.

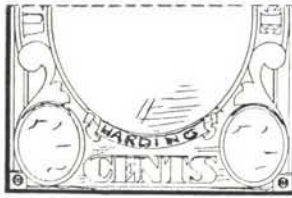
Though the rotary press stamps, having been issued the same day as this variety, soon replaced this method of printing these stamps were issued in a sufficiently large quantity to enable collectors to obtain copies while still current. Due to the saving in the cost of the rotary press printed stamps over those from the flat presses it was constantly expected to discontinue issuing this variety and as a result there were frequent printings with a resultant wide variation in the shades.

Being a new value made necessary by a new postal regulation there was not time to hold up their issuance until an appropriate date arrived and they were immediately placed on sale at the Agency at Washington and thereafter at Post Offices as soon as sufficient stock became available.

Shades: Pale yellow brown, light yellow brown, yellowish brown, deep yellow brown, brown, reddish brown, dark brown.

Varieties: a: Plate number blocks.
b: Shifted Transfer.

Plate #16872 contains 191 shifts. These are divided as follows: 55 in the UL pane, 57 in the UR pane, 32 in the LL and 47 in the LR. (Illustrated.) The best positions are 46—56 U. L.



Usual Shifted Transfer
Plate 16872

Plates used:

16829—30, 31, 32, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 61, 62, 63, 64,
65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80
16910—11, 12, 13, 14, 15, 16, 17, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41,
68, 69, 70, 71, 72, 73, 74, 75, 82, 83, 84

Plates not used:

16985—86, 87, 88, 89, 90, 91, 92, 93
17009—10, 11, 12, 13, 14, 15, 16, 59, 60, 61, 62, 63, 64, 65, 66, 87, 88, 89, 90,
91, 92, 93, 94

**#582—One and a Half Cent, Yellow Brown. Harding. Rotary Press.
No Wmk. Perf. 10.**

Issued March 19, 1925.

Though there is one variety of this design that has a lower catalog number we have placed this variety after the flat plate perforate stamp as it was issued the same day. It is interesting to note that some plates were made for this stamp before those for the flat bed presses.

This value was immediately issued in sheet form from the rotary press as well as the flat plates as there was but six weeks after the act was approved that this value became essential and a large supply was needed. This being a new denomination it required distribution to every post office. The output per press per day of the rotary press was 6,000,000 as against 1,600,000 for the flat plate work. Furthermore, this stamp was to be used in large quantities by individual consumers who desired precancelled stamps which could be more efficiently manufactured on the rotary press which printed and precancelled the stamps in one operation.

This stamp continued in use until replaced by the new perforation and was issued in a larger quantity than the flat plate variety. In spite of this greater quantity a smaller number were saved by collectors and dealers who were not aware of the contemplated change in perforations and failed to secure copies while they were still obtainable at the post offices. It is therefore more desirable especially in well centered copies which in this type of issue were never too plentiful, it often being necessary to look over several sheets to find copies suitable for collectors.

As is possible on all rotary press stamps varieties on double paper in mint as well as precancelled condition were found. The quantity discovered was extremely small and copies are very desirable. As mentioned before this is caused by the overlapping or joining together of the paper on the printing rolls. Such sections are generally removed by inspectors but occasionally a sheet passes by in which a few horizontal rows show the "paste up" causing a double paper variety.

As in the flat plate variety this stamp was issued in a wide range of shades, the deep brown of the first printing being especially desirable.

Shades: Light yellow brown, yellow brown, deep yellow brown, pale brown, brown, reddish brown, deep brown.

Varieties: a: Plate number blocks, side only.
b: Double paper.

Plates used:

16825—26, 49, 50, 51, 52, 85, 86, 87, 88
 16905—06, 48, 49, 50, 51
 17007—08
 17487—88
 18235
 18357—58, 59, 60
 18412—13, 82, 83, 88, 89
 18693—94, 99
 18700—01, 02, 03, 04, 28, 29

**#598—One and a Half Cent, Brown. Harding. Rotary Press Coil.
 No Wmk. Perf. 10 Vertical. Coiled Sidewise.**

Issued March 19, 1925.

This variety was also issued the same day as the two previously listed and was as a matter of course printed on the rotary press. The stamps were curved sidewise on the sheets and are therefore wider than the rotary and flat plate sheet stamps, and the same height as the former. The line occurs after every seventeenth stamp.

The shades show little variation although the deep yellow brown from the first printing are quite distinct. These are more desirable than the others in used as well as mint condition. This is partially due to the first printing being largely precancelled.

Shades: Yellow brown, deep yellow brown, reddish brown, deep brown.

Varieties: Usual rotary coil varieties. See #597.

Plates used:

16828—53, 54, 55, 56, 81, 82, 83, 84
 16907—08, 09, 42, 43, 44, 45, 46, 47, 76, 77, 94, 95, 96, 97, 98, 99
 17025—26, 67, 68, 69
 18478—79, 92
 18513—14, 15, 16
 18643—44, 45
 18713—14, 15, 59, 60, 61, 62
 18817—18, 21, 22, 23, 24
 19320—21, 22, 23, 24, 25, 26, 27

Plates not used

17070
 18493
 19363—64, 65, 66, 90, 91, 92, 93

**#576—One and a Half Cent, Brown. Harding. Flat Plate. No Wmk.
 Imperforate.**

Issued April 4, 1925.

There still being one manufacturer who used coils privately perforated this stamp was issued in four hundred subject sheets. It was also on sale at the Philatelic Agency and collectors had easy access to copies. However, the introduction of the 3,000 subject coils having made their further issuance unnecessary this practice was discontinued late in 1927. Most collectors and dealers believing the supply at the Bureau would long remain available failed to make the most of the opportunity and did not obtain sufficient copies to fill their needs. This variety is therefore more desirable than the perforated copies though more plentiful than the one cent imperforate stamp.

These stamps being printed on flat bed plates are of normal size and should not be confused with the rotary press imperforate issue, the usual imperforate sheet varieties being obtainable only in this variety of the one and a half cent stamp. There were 27,226,000 imperforate one and a half cent stamps issued by

the Bureau, this figure furnished us by the Third Assistant Postmaster General includes this variety as well as No. 631, the rotary press imperforate one and a half cent stamp.

Shades: Pale yellow brown, yellow brown, dark yellow brown, brown, reddish brown.

Varieties: a: Usual imperf sheet varieties.
 b: Plate number blocks.
 c: Privately perforated coils.
 A—Schermack III.
 d: Shifted Transfer Plate #16872—See perf. 11 #553.

Plates used:

16829—30, 31, 32, 37, 38, 42, 45, 46, 48, 61, 62, 63, 64, 66, 67, 68, 69, 70, 72,
 73
 16917—36, 39, 40, 71, 72, 73, 74

#605—One and a Half Cent, Brown. Harding. Rotary Press. No Wmk. Perf. 10 Horizontally. Coiled Endwise.

Issued May 9, 1925.

There being but a small demand for this type of coil it was not issued in this value until two weeks after the other variety. These were printed on 150 subject sheets with the resultant line after each fifteenth stamp.

The small demand necessitated infrequent printings and there is little variation in shades, the deep yellow brown of the first printing being the least common.

Shades: Brown, deep yellow brown.

Varieties: a: Usual rotary coil varieties. See #604.
 b: Defective transfer.
 Right frame and inside border is defective. This is the first stamp above a joint line. (Illustrated.)



**Defective Transfer
 of Right Frame Line
 and Border**

Plates used: 17027—28

Plates not used:

17546—47, 48, 49
 17680—81

#631—One and a Half Cent, Brown. Harding. Rotary Press. No Wmk. Imperf.

Issued August 27, 1926.

An order was received at the Bureau for some imperforate sheets of four hundred of this value and by mistake the rotary press sheets were delivered. Because of the wide spacing of 5/16 inch between the 100 subject panes these could not be used for private coils and were rejected. Rather than destroy these they were placed on sale at the Philatelic Agency at Washington.

These were the first unperforated rotary press stamps to be issued in sheet form and position varieties never previously obtainable in this type of stamp became available to collectors. In place of the usual horizontal and vertical guide lines found on imperforate sheets these had vertical and horizontal gutters, which when the sheets were perforated and cut into 100 subject panes became margins for these small sheets. In the center of the plate a small $\frac{1}{4}$ inch cross was placed which was to be used as a cutting guide and matched with small $\frac{3}{16}$ inch lines placed near the outside edges of the sheet in the gutters in place of arrows which helped the cutter to keep his panes uniform. As a result center line blocks became available showing the small cross in the center of horizontal and vertical gutters separating the stamps. The blocks from the top and bottom of the vertical gutter and the extreme right and left ends of the horizontal showed blocks separated by a $\frac{5}{16}$ inch space with a $\frac{3}{16}$ inch line between; other blocks along either gutter showed the space between horizontal or vertical pairs only. The plate numbers were in the four outside corners.

These differ from the flat plate imperforate stamps in the height, having been curved endwise on the plate. The entire output having reached philatelic hands this variety is not likely to be as desirable as the flat plate issue, although overlooked by many collectors while they still were available.

Shades: Yellow brown.

Varieties: a: Center block showing small cross.
 b: Marginal gutter blocks showing small dash between.
 c: Blocks with horizontal or vertical gutter between.
 d: Plate number—side only.

Plates used:

18360
 18413

**#633—One and a Half Cent, Brown. Harding. Rotary Press.
 No Wmk. Perf. 11 by $10\frac{1}{2}$.**

Issued May 17, 1927.

The ten perforated sheets having been too difficult to separate new equipment was perfected at the Bureau to enable an increase in the perforations without tearing the sheets, and all new printings after the early part of 1927 were perforated eleven horizontally by $10\frac{1}{2}$ vertically.

This value first appeared precancelled with the new perforation early in February 1927 but was not issued in mint form until May 17, and then first at the Agency. This variety was not in general use until some months later and remained current until the end of 1930 when replaced by the new design. It is also found in various shades but in this variety it is the pale yellow brown that is the most desirable.

Through an error in cutting the sheets into panes one sheet was folded over, causing the cut to be several inches off center and resulting in one block of four being known showing a vertical gutter between, similar to imperforate sheet varieties, the perforations are normal.

Shades: Pale yellow brown, yellow brown, light red brown, red brown, dark red brown, deep brown.

Varieties: a: Plate number blocks.
 b: Block of four with vertical gutter between.

Plates used:

16949—50
 18358—59, 60
 18412—88, 89
 18693—94

18701—02, 03, 04, 22, 23, 28, 29, 37, 38
 18825
 19047—48, 57, 58, 72, 73
 19125—26, 81, 82, 91, 92
 19201—02, 13, 14, 90, 91, 92, 93

Plates not used: 19294—95

**#659—One and a Half Cent, Brown. Harding. Overprinted Kans.
 Rotary Press. No Wmk. Perf. 11x10 $\frac{1}{2}$.**

Issued April 16, 1929.

This stamp was first issued at Colby, Kansas, the earliest known cover being dated April 16.

There were no varieties worthy of special attention on this value of Kansas overprints. It was issued in a larger quantity than any of the others used in this state except the one and two cent denominations. The entire printing came from two plates which were also used for the ordinary stamps.

Shades: Brown, deep brown.

Varieties: Plate number blocks.

Plates used: 19181—91

Quantity issued: 8,240,000

**#670—One and a Half Cent, Brown. Harding. Overprinted Nebr.
 Rotary Press. No Wmk. Perf. 11.**

Issued April 18, 1929.

This stamp was issued a few days later than the same value of the Kansas series, the earliest cover being dated North Platte, Nebraska, April 18, 1929.

This value was issued in a larger quantity than any other Nebraska overprints except the two cent. One sheet was found with a wide spacing between horizontal pairs. Other blocks have been found with slight variations in the vertical spacing but these are of minor importance.

Shades: Brown, deep brown.

Varieties: a: Plate number blocks.

b: Vertical pairs 31-32mm between overprints.

Plates used: 19182—92

Quantity issued: 8,990,000

Quantity of One and a Half Cent stamps, series of 1925, issued to Postmasters during the fiscal years ending June 30th:

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled
1925	837,821,200	250,960,000	192,232,000	146,372,500
1926	558,309,183	392,850,000	184,455,000	211,783,500
1927	501,545,200	470,030,000	148,120,500	307,337,500
1928	496,359,080	376,840,000	147,986,500	275,035,000
1929	293,971,100	170,690,000	90,260,000	118,620,500
1930	318,175,100	186,950,000	94,989,000	111,620,000
1931	242,766,000	68,800,000	63,309,000	51,351,000
1932	16,224,100	—	15,605,000	—
1933	—	—	18,082,700	—
1934	—	—	503,000	—
Total	3,265,170,963	1,917,160,000	955,427,700	1,222,120,000

#684—One and a Half Cent, Brown. Harding Full Face. Rotary Press. No Wmk. Perf. 11x10 $\frac{1}{2}$.

Issued December 1, 1930.

To make the design conform with the balance of the lower values of the series and present a more pleasing portrait of the former President it was decided to issue a new stamp of this value. This appeared December 1, 1930, at Marion, Ohio, the home town of President Harding. It was placed on sale at the Agency the following day but was not in general use until after the first of 1931.

The portrait was much more pleasing than that of the earlier design, it showed a full face view, after a photograph, and was designed by C. A. Huston, the lettering and frame were engraved by E. M. Hall, the portrait by J. Eissler and the scroll and ribbon by J. C. Benzing, all of the Bureau. The border and balance of the design was now the same as the other values except for the use of the numerals "1 $\frac{1}{2}$."

This stamp was only issued from rotary press plates and coming after the adoption of a satisfactory perforation for rotary sheet stamps had been arrived at is found in only one variety.

Shades: Brown, deep brown, dark brown.

Varieties: a: Plate number blocks.

b: Scratched plate # 20260 L.L. # 71. This enters from the margin at the left of the stamp, cuts across the left numeral and ends at the bottom of the design. Also without.

Plates used:

20259—60, 65, 66
20390—91, 94, 95, 98, 99
20412—13, 14, 15, 30, 31
21080—81, 82, 83, 88, 89, 90, 91, 92, 93, 94, 95

#686—One and a Half Cent, Brown. Harding, Full Face. Rotary Press. No Wmk. Perf. 10 Vertically. Coiled sidewise.

Issued December 1, 1930.

There being only a small demand for endwise coils this was the only variety issued in coil form up to April 1, 1935, although plates had been made for endwise coils.

Like other sidewise coils it was printed from 170 subject plates with the resultant line every seventeenth stamp. It was not in general use until after the first part of 1931.

Shade: Brown.

Varieties: Usual sidewise rotary coil varieties.

Plates used:

20161—62, 63, 64
20388—89, 92, 93, 96, 97
20402—03, 10, 11
21112—13

Plates prepared for Endwise Coils—Not used to April 1, 1935:

20384—85, 86, 87
20404—05

Quantity issued, One and a Half Cents Harding full face, (series of 1930):

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled
1931	45,881,400	63,370,000	23,185,000	40,295,000
1932	90,550,200	99,750,000	54,934,500	57,019,500
1933	589,104,500	131,720,000	145,051,000	73,113,500
1934	714,805,000	108,860,000	124,485,500	69,557,000

NOTES

TWO CENT STAMPS GROUPED**#554—Two Cent, Carmine. Washington. No Wmk. Perf. 11.**

Issued January 15, 1923.

Unlike most of the other values this denomination was not issued on a date that had any historical significance. It had been hoped to withhold it until Washington's birthday, February 22, but it was found that the Bureau was approaching the final production from the old plates and it became necessary to use the new design. The official notice dated January 12, 1923, from the office of W. Irving Glover, Third Assistant Postmaster General, notified postmasters and other officers and employees of the Postal Service "that this stamp was to be issued in sheet form on the 15th of January, at the Washington, D. C., Post Office, and at the Philatelic Agency." They were not issued to consumers until a later date when the available supply of the old design had become exhausted.

The head of George Washington, after Houdon's bust, was again used for the vignette of this stamp. The engraving was done by E. M. Hall, J. Benzing and E. Myers, of the Bureau. The same frame was used as in the lower value except for the change of name on the ribbon and the denomination.

This stamp remained in use for over two years although a ten perforation rotary press stamp was issued a year later, partially supplanting it. The distribution of this latter variety was not general for some time after having been first issued, and a very large quantity of flat plate two cent stamps were delivered to Postmasters before being entirely replaced.

In the early part of 1925 the Bureau issued flat plate stamps with a different spacing in an effort to overcome waste in perforating. The change was in the vertical gutter between the stamps and increased the spacing to slightly over 3mm while the previous ones were the usual $2\frac{3}{4}$ mm. The difference is so slight that collectors today pay scant attention to these wider spaced blocks. However, we believe these should be given recognition as a minor variety. Plate number blocks from these plates should be especially desirable.

Four plates, 16656—57—58—59, were made for experimental purposes, though these plates carried no special mark. On most of the succeeding varieties, however, a "star" was added, so that pressmen would not put narrow and wide spaced plates on the same machines, as it was necessary in perforating that the machines be specially set for the proper spacing and a mixed package would increase the waste.

Unlike the earlier star plates this star appeared only once on each sheet of four hundred and then always on the upper right pane. This, however, was the only item that was uniform as there were various kinds of stars and they were in various positions in relation to either number on this pane. Generally the star was five pointed, being placed on the plate first with a punch and later cut on the pantograph. On the early plates the star appeared in front of the top number but later it was placed at the side below the number. There were also differences in the size of the stars. A small five pointed star appeared only on plate 16758, and was placed in front of the plate number. There were ten plates with a large six pointed star on top but only one plate with this type of star at the side. The other plates had five pointed stars, either at the side or on the top. This makes a very interesting specialization possible with certain varieties already very difficult to obtain, as the majority of collectors paid them scant attention and few were saved.

In the early part of 1924 a block of twenty (two horizontal rows of ten) were found from plate 14689, imperforate horizontally. This block had the plate number at the right, it was blue penciled and had been intended for de-

struction at the Bureau but had accidentally been packed up with satisfactory sheets and delivered to postmasters. A short time later a full one hundred subject pane was found as well as several smaller blocks and as a result this variety is more numerous than any other part perf except 538a and 539b of which there were one hundred sheets of 170 subjects of each denomination. A small quantity was also found imperforate vertically.

Shades: Pale carmine, light carmine, carmine, deep carmine.

Varieties: a: Plate number blocks.

A—Number only.

B—Small five pointed star—top.

C—Large five pointed star—top.

D—Large five pointed star—right side.

E—Large six pointed star—top.

F—Large six pointed star—right side.

b: Imperf horizontally.

c: Imperf vertically.

d: Double Transfer.

Stamp # 28 of upper left pane of plate # 14129 shows the double transfer as illustrated.

Another double transfer, position unknown, shows entirely in the upper part of the design. (Illustrated.)



Double Transfer
14129 UL #28



Double Transfer
Position Unknown



Defective Transfer
17334 UL #6

e: Defective Transfer.

17334 U.L. 6 shows the entire left inside frame line decidedly lighter. (Illustrated.)

Plates used:

14074—75, 76, 77, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93

14100—01, 02, 03, 05, 06, 07, 08, 13, 14, 15, 16, 19, 20, 21, 22, 27, 28, 29, 30,
39, 40, 41, 42, 43, 44, 45, 46, 51, 52, 53, 54, 61, 62, 63, 64, 65, 66, 67,
68, 77, 78, 79, 80, 85, 86, 87, 88, 95, 96, 97, 98

14211—12, 13, 14, 25, 26, 27, 28, 58, 59, 60, 61, 77, 78, 79, 80

14300—01, 02, 03, 07, 08, 09, 10, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25,
32, 33, 34, 35, 36, 37, 38, 39, 44, 45, 46, 47, 50, 51, 52, 53, 54, 55, 56,
57, 60, 61, 62, 63, 64, 65, 66, 67, 74, 75, 76, 77, 78, 79, 80, 81, 86, 87,
88, 89, 90, 91, 92, 93, 96, 97, 98, 99

14400—01, 02, 03, 08, 09, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 28, 29,
30, 31, 32, 33, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54,
55, 58, 59, 60, 61, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 96, 97, 98

- 14500—01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 18, 19, 20, 21, 22, 23, 24, 25, 29, 30, 31, 32, 33, 34, 35, 36, 39, 40, 41, 42, 43, 44, 45, 46, 55, 56, 57, 58, 75, 76, 77, 78
- 14620—21, 22, 23, 26, 27, 28, 29, 36, 37, 38, 39, 44, 45, 46, 47, 56, 57, 58, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99
- 14700—01, 02, 03, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 27, 29, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 58, 59, 60, 61, 62, 63, 64, 65, 68, 69, 70, 71, 72, 73, 74, 75, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93
- 14800—01, 02, 03, 04, 05, 06, 07, 20, 21, 22, 23, 32, 33, 34, 35, 36, 37, 38, 39
- 14922—23, 24, 25
- 15247—48, 49, 50, 81, 82, 83, 84
- 15306—07, 08, 09, 24, 25, 26, 27, 36, 37, 38, 39, 54, 55, 56, 57, 62, 63, 64, 65, 76, 77, 78, 79, 88, 89, 90, 91, 94, 95, 96, 97
- 15402—03, 04, 05, 24, 25, 26, 27, 33, 34, 35, 36, 45, 46, 47, 48, 57, 58, 59, 60, 65, 66, 67, 68, 69, 70, 71, 72, 81, 82, 83, 84, 93, 94, 95, 96
- 15501—02, 03, 04, 14, 15, 16, 17, 92, 93, 94, 95, 96, 97, 98, 99
- 15602—03, 04, 05, 06, 07, 08, 09, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 56, 57, 58, 59, 60, 61, 62, 63, 68, 69, 70, 71, 72, 73, 74, 75, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 96, 97, 98, 99
- 15700—01, 02, 03, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 26, 27, 28, 29, 36, 37, 38, 39, 48, 49, 50, 51, 70, 71, 72, 73
- 15812—13, 14, 15, 16, 17, 18, 19, 34, 35, 36, 37, 42, 43, 44, 45, 50, 51, 52, 53, 64, 65, 66, 67, 72, 73, 74, 75, 78, 79, 80, 81, 82, 83, 84, 85, 96, 97, 98, 99
- 15904—05, 06, 07, 12, 13, 14, 15, 32, 33, 34, 35, 69, 70, 71, 72
- 16095—96, 97, 98, 99
- 16100—01, 02, 03, 04, 05, 06, 11, 12, 13, 14, 15, 16, 17, 18, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 40, 41, 42, 43, 48, 49, 50, 51, 52, 53, 54, 55, 57, 58, 59, 60, 65, 66, 67, 68, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 97, 98, 99
- 16200—05, 06, 07, 08, 21, 22, 23, 24, 25, 26, 27, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 53, 54, 55, 56, 58, 59, 60, 61, 66, 67, 68, 69, 72, 73, 74, 75, 80, 81, 82, 83, 92, 93, 94, 95, 96, 97, 98, 99
- 16314—15, 16, 17, 22, 23, 24, 25, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 71, 72, 73, 74, 83, 84, 85, 86
- 16407—08, 09, 10, 17, 18, 19, 20, 27, 28, 29, 30, 31, 32, 33, 34, 39, 40, 41, 42, 87, 88, 89, 90, 91, 92, 93, 94, 97, 98, 99
- 16500—01, 02, 03, 04, 05, 06, 07, 08, 18, 19, 20, 21, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 46, 47, 48, 49, 50, 51, 52, 53, 80, 81, 82, 83
- 16630—31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 50, 51, 52, 53, *56, *57, *58, *59, 97, 98, 99
- 16700—13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 37, 38, 39, 40, 42, 43, 44, 45, 46, 47, 48, 53, 54, 55, 56, 57, 59, 60, *62, 89
- *17111—*18, *50

Small five pointed star at left of top plate number of upper right pane:
16758

Six pointed star at left of top plate number of upper right pane:
16741—61, 87
17107—09, 17, 24, 79, 87, 88

Large five pointed star at left of top plate number of upper right pane:
16763—64, 85, 86, 90, 91, 92
17108—10, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 25, 26, 47, 48, 49, 51, 52, 53, 54, 63, 64, 65, 66, 80, 81, 82, 90, 95, 98

Large five pointed star below side plate number of upper right pane:
16788
17189*—97
17207**—09, 10, 15, 16, 17, 18, 19, 20, 21, †22, 43, 44, 45, 46, 55, 56, 57, 58, 63, 64, 65, 66, 67, 68, 69, 70, 86, 87, 88, 89, 92, 93, 94, 95, 96, 97, 98, 99

*New gauge No star.

**On the plate proofs of #17189 and 17207 the number is above the side plate number while on the issued stamp it is below it.

†Plate proof shows star above. No issued copy known probably below.

- 17300—01, 02, 03, 08, 09, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 25, 26, 27, 28,
29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47,
48, 49, 50, 51, 52, 57, 58, 59, 60, 61, 62, 63, 64, 67, 68, 69, 70, 71, 72,
73, 74, 75, 76, 77, 78, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92,
93, 94, 95, 96, 97, 98, 99
17402—03, 04, 05, 89, 90, 91, 92
17534—35, 36, 37, 38, 39, 40, 41, 50, 51, 52, 53, 54, 55, 56, 57, 76, 77, 78, 79,
80, 81, 82, 83, 92, 93, 94, 95, 96, 97, 98, 99
17602—03, 04, 05, 06, 07, 08, 09, 29, 30, 31, 32, 45, 46, 47, 48, 54, 55, 56, 57,
58, 59, 60, 61, 66, 67, 68, 69, 70, 71, 72, 73, 76, 77, 78, 79, 87, 88, 89,
90, 95, 96, 97, 98, 99
17700—01, 02, 05, 06, 07, 08, 09, 10, 11, 12, 17, 18, 19, 20, 21, 22, 23, 24, 26,
27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 40, 41, 42, 43, 44, 45, 46, 47, 48,
49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 64, 65, 66, 67, 68, 69, 70, 71,
78, 79, 80, 81, 82, 83, 84, 85, 88, 89, 90, 91, 94, 95, 96, 97
17802—03, 04, 05, 08, 09, 10, 11, 12, 13, 14, 15, 18, 19, 20, 21, 28, 29, 30, 31,
34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 48, 49, 50, 51, 60, 61, 62,
63, 64, 65, 66, 67, 68, 69, 70, 71, 74, 75, 76, 77, 90, 91, 92, 93, 94, 95,
96, 97
18167—68, 69, 70, 75, 76, 77, 78, 97, 98, 99
18200—03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21,
22, 23, 24, 25, 26, 27, 28

Six pointed star below side plate number of upper right pane:

17196

Plates not finished:

- 14273—74, 75, 76
14499
14659
14728
17208
17729
18333—34, 35, 36, 45, 46, 47, 48, 49, 50, 61, 62, 70, 71, 72, 81, 82
18422—23, 28, 29, 30, 31, 53, 54, 67, 68

Star plates not printed from: (below side plate # U. R. Pane)

- 18229—30, 36, 37, 38, 39, 55, 56, 57, 58, 63, 64, 65, 66, 79, 80, 81, 82
18307—08, 09, 10, 19, 20, 21, 22, 31, 32

**#554—Two Cent, Carmine, Booklet. Washington. Flat Plate.
No Wmk. Perf. 11.**

Issued February 10, 1923.

The stock of two cent booklets of the previous design became exhausted long before the one cent and the first combination booklets contained this stamp in conjunction with the one cent of the earlier design. This variety was in general use before the sheet stamps of the new designs.

It remained current for over three years until replaced by perforated 10 rotary press booklet panes and panes are fairly common in all position varieties. It was only printed from 360 subject plates.

Shades: Carmine, deep carmine.

Varieties: a: Usual 360 subject position panes—see #552.

Plates used:

- 14181—82, 83, 84, 99
14200—01, 02, 07, 08, 09, 10
14418—19, 20, 21, 62, 63, 64, 65, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87,
88, 89, 90, 91
14934—35, 37, 74, 83, 84, 85, 86
15255—56, 57, 58, 89
15414—15, 16, 17
15505—06, 07, 08, 22, 23, 24, 25, 58, 59, 60, 61, 76, 77, 78, 79
15724—30, 31, 32, 33, 90, 91, 92, 93
15804—05, 06, 07
16085—86, 87, 88

16146—47, 93, 94, 95, 96
 16288—90, 91
 16306—07, 08, 09, 18, 19, 20, 21, 26, 27, 28, 29
 16592—93, 94, 95
 16600—01, 02, 03, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24
 16705—06, 07, 08, 73, 74, 75, 76
 17475—76, 77, 78, 83, 84, 85, 86, 94, 95, 96, 97
 17880—81, 82, 83, 86, 87, 88, 89
 17910—11, 12, 13, 27, 28, 29, 30, 41, 42, 43, 44, 51, 52, 53, 54, 55, 56, 57, 58
 18259—60, 61, 62, 97, 98, 99
 18300—73, 74, 83, 84, 85, 86
 18400—01, 08, 09
 18521

Plates not used:

14936
 16144—45
 16289
 18410—11, 51, 52, 65, 66, 84, 85, 86, 87, 90, 91, 94, 95
 18501—02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 22, 23, 24

**#599—Two Cent, Carmine. Washington. Rotary Press Coil.
 No Wmk. Perf. 10 Vertically. Coiled sidewise.**

Issued January 9, 1923.

We have placed this variety ahead of some of the others which have lower catalog numbers as these stamps were issued before any of the others including the flat plate perforated 11 sheet stamps. The great increase in the demand for sidewise coils of this value depleted the supply at the Bureau before any of the others and although the Department had intended to issue this variety at the same time as the sheet stamps it became necessary to issue them to Postmasters January 8, 1923, and they appeared on sale the following day.

The rotary press printed coils perforated ten had been found satisfactory in the previous series and no change was made in making this variety. They continued to be printed from 170 subject plates curved sidewise, with a line after each seventeenth stamp.

The request for an additional plate number on the coil plates at the time the "coil waste" was being issued in sheet form was also adopted for this stamp and plates starting with No. 19748 had a number below stamp No. 170, the last stamp in the bottom row. On off centered coils the star and number appears above the first stamp to the right of the joint line and the number only below the stamp to the left of the joint line. Because of slight variation in the position of the star above stamp No. 1 it frequently does not appear on the off center coils even though a large part of the number can be seen.

Where the two plates meet a crevice is formed which receives ink and shows as a line after every seventeenth stamp. This is known as the joint line. Where the two plates do not meet evenly but are sufficiently close the space between is filled with tin foil. This frequently results in a double joint line caused by ink filling both sides of the tin foil stuffing. These are somewhat scarcer than the ordinary joint line pairs but are far from scarce.

In 1930 a new die was prepared using transfer roll No. 1455 of the current two cent design. In making the new die from the old transfer roll some touching up of the lines was necessary before transfer roll No. 1512 was made. Careful study by numerous collectors have failed to show any difference in the stamps made from earlier numbered plates and those known to have been prepared from the new die. The first coil plates to be made from the new transfer roll were No. 19682—83—84—85—86 and it may be assumed that all later plates were made from the new die. At about this time the Bureau had decided to enter the rotary press stamps sidewise instead of endwise, that is with

the largest side parallel to the axis of the transfer roll, and it is most likely that the new die was prepared especially for making the new transfer roll.

This change in the manner of rocking in these stamps also effects the position of the shifted transfers. In the earlier method the "shifts" were at the top or bottom of the design and in the later ones the shifting would be to the right or left of the side frame and shading lines. A little more care must therefore be taken in classifying plate varieties of this issue. The rule of a shift being always outward remains unchanged, however, now being to the right on the right side and to the left of the other side, that is for stamps that are higher than they are wide.

George B. Sloane in *STAMPS* reported a retouched eye on the third stamp of Plate No. 14731. This has to date only been found on the "coil waste" perf. 11x10 and 11x11 but should exist on this coil for which the plate was made. The crossed lines of shading on the temple back of the eye and the upper part of the cheek are unusually prominent and certainly appear to have been strengthened. The pupil of the eye and the outline of the lower lid are emphasized, the entire area standing out much bolder and in much deeper color than the rest of the design. In the coil this would be the third stamp to the right of the joint line.

It was later discovered by A. E. Owen and H. M. Southgate that there was a defect in a similar position on plates 14730 and 14757. None of these varieties being on the plate proofs which are made prior to the plates being curved it can be safely said that the defects occurred in the curving process. The defect was noticed on plate 14781 and recut.

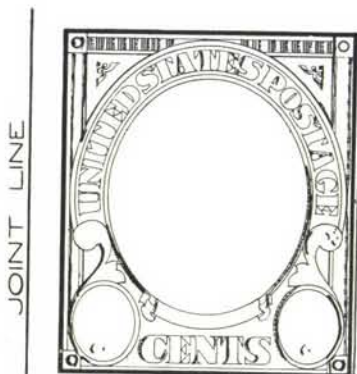
Shades: Carmine, bright carmine, deep carmine.

Varieties: a: Usual sidewise coil varieties.
b: Retouched eye. (Illustrated.)
c: Damaged plate (Illustrated courtesy of The Bureau Specialist.)



Damaged Plates

Retouched Eye
14731 #3



Double Transfer
Stamp to Right of Joint Line

d: Double transfer.

The stamp to the right of a joint line shows an eastward double throughout the entire design. (Illustrated.)

e: Defective Transfer.

The fifth stamp to the right of a joint line shows the inside frame line defective in the lower left corner.

f: Plate Flaw.

Gash in the first "S" of "STATES" on the second stamp to the left of a joint line. (Illustrated.)



Plate Flaw

g: Double joint lines.

Plates used: Star and number over # 1.

- 14098—99
 14109—10, 11, 12, 17, 18, 23, 24, 25, 26, 31, 32, 33, 34, 35, 36, 38, 47, 48, 49,
 50, 73, 74, 75, 76
 14203—04, 19, 20, 37, 38, 47, 48, 49, 66, 67, 89, 90, 91, 92
 14304—05, 11, 12, 40, 41, 42, 43, 58, 59, 68, 69, 72, 73, 84, 85
 14416—17, 34, 35, 56, 57
 14517—37, 38, 47, 48, 53, 54
 14664—65, 66, 67, 80, 81, 82, 83
 14704—05, 06, 07, 30, 31, 32, 33, 54, 55, 56, 57, 66, 67, 76, 77, 94, 95
 14864—65
 14914—15, 20, 21, 26, 27, 28, 29, 44, 45, 58, 59, 70, 71, 79, 80
 15003—04, 15, 16, 33, 34, 51, 52
 15141—42
 15392—93
 15406—07, 18, 19, 41, 42, 43, 44, 49, 50, 51, 61, 62, 63, 64, 73, 74, 75, 76, 85,
 86, 87, 88, 97, 98, 99
 15500—21, 30, 31, 32, 33, 40, 41, 42, 43, 64, 65, 66, 67, 80, 81, 82, 83, 88, 89,
 90, 91
 15600—01, 16, 17, 18, 19, 38, 39, 64, 65, 66, 67
 15824—25, 26, 27, 38, 39, 40, 41, 46, 47, 48, 49, 68, 69, 70, 71, 88, 89, 90, 91
 15908—09, 10, 11, 16, 17, 18, 19, 20, 21, 22, 23, 28, 29, 30, 31, 36, 37, 38, 39
 16161—62, 63, 64
 16203—04, 19, 20, 30, 64, 65, 84, 85
 16300—01, 02, 03, 95, 96, 97, 98
 16411—12, 21, 22, 23, 24, 35, 36, 37, 38, 57, 58, 59, 60, 61, 62, 79, 80, 81, 82,
 83, 84, 85, 86
 16509—10, 11, 12, 13, 14, 16, 17, 22, 23, 24, 25, 42, 43, 44, 45
 16676—77, 82, 83, 84, 85, 95, 96
 16725—26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36
 16809—10, 21, 22, 23, 24
 17271—72, 75, 76, 77, 78, 79, 80, 81, 82, 83, 90, 91
 17306—07, 16, 23, 24
 17502—03, 04, 05, 10, 17, 18, 62, 63, 74, 75
 17600—01, 33, 34, 35, 36, 62, 63, 64, 65, 74, 75, 91, 92
 17703—04, 13, 14, 15, 16, 74, 75, 76, 77, 92
 17800—01, 06, 07, 22, 23, 24, 25, 26, 27, 46, 47, 52, 53, 58, 59, 72, 73, 78, 79
 17902—03, 04, 05, 73, 74, 75, 76, 81, 82, 85, 86, 87, 88, 91, 92, 95, 96, 97, 98,
 99
 18000—01, 02, 04, 13, 14, 15, 16, 17, 18, 19, 20, 40, 41, 46, 47, 48, 49, 50, 51,
 52, 53, 55, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 88, 90, 91
 18100—01, 02, 03, 04, 05, 28, 29, 41, 42, 47, 48, 71, 72, 73, 74
 18244—45, 53, 54, 71, 72, 91, 92, 93, 94
 18303—04, 05, 06, 15, 16, 23, 24, 29, 30, 39, 40, 41, 42, 53, 54, 66, 67, 92, 93
 18402—03, 04, 05, 16, 17, 26, 27, 47, 48
 19049—50, 51, 52, 90, 91, 92, 93
 19102—03, 77, 78, 79, 80
 19219—20, 23, 24, 29, 30, 31
 19306—07, 08, 09, 10, 11, 12, 13, 67, 68, 69, 70, 86, 87, 88, 89, 94, 95, 96, 97
 19450—51, 60, 61, 71, 72, 73, 74, 83, 84, 85, 86, 91, 92, 98, 99
 19512—13, 14, 15, 16, 17, 24, 33, 34, 35, 36, 39, 40
 19682—83, 84, 85, 86

Star and number over # 1 number under # 170:

19748—49, 50, 51, 52, 53, 54, 55, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 81, 82
 19814—15, 16, 17, 18, 19, 20, 21, 22, 23, 33, 36, 37, 42, 43, 85, 86, 87, 88, 89,
 90, 91, 92, 93, 94, 99
 19900—01, 02, 09, 10, 13, 14, 17, 18, 23, 24, 39, 40, 60, 61, 70, 71, 74, 75, 82,
 83, 84, 85, 92, 93, 96, 97
 20002—03, 06, 07, 17, 18, 21, 22, 23, 24
 20118—19, 20, 21, 22, 23, 66, 67, 76, 77, 83, 84, 99
 20200—07, 08, 23, 24
 20301—02, 15, 16, 29, 30, 39, 40, 49, 50, 53, 54, 63
 20777—78, 79, 80, 85, 86, 87, 88, 97, 98, 99
 20800—07, 08, 09, 10, 57, 58, 59

Plates not used:

14137
 14516
 15452
 15520
 16229
 17509
 17793
 18003—54
 19498
 19687
 19832

**#579—Two Cent, Carmine. Washington. Rotary Press Coil Waste.
 No Wmk. Perf. 11 Horizontally by 10 Vertically.**

Issued February 28, 1923.

We have also placed this stamp out of its numerical sequence because the date of issue is of great importance in properly understanding the scarcity of this variety. It was issued a short time after the ordinary variety and no doubt before numerous Post Offices had placed the new designs on sale. There being little knowledge of the issuance of coil waste and as the horizontal perforations were the same as the flat plate stamps these were almost entirely overlooked and only a small supply saved. The scarcity of this variety is evidenced by the desirability of used as well as mint copies. Being coil waste they are usually poorly perforated, well centered copies, especially in blocks, are almost rarities.

These stamps were made from 170 subject sheets originally intended for sidewise coils but because of short lengths or minor defects were not so used and were issued in sheets of 100 and 70 subjects. They received the vertical 10 gauge perforation, while part of the long roll, and were then perforated 11 on the flat plate machines. The plate markings consist of a star and number, which appeared over the first stamp on the plate. Being curved sidewise on the plates the designs are wider than the flat plate stamps and the same height. Inaccurate perforation gauges might cause confusion between this variety and later issue perforated 11x10½, but a measure of the size should overcome this, as the later variety having been curved endwise is longer than this stamp and the flat plate issue and same width as the flat bed printing but narrower than this type of issue.

Shades: Carmine, deep carmine.

Varieties: a: Plate number blocks.

b: Recut eye # 14731 # 3—See # 599.

c: Block of four showing joint line between.

d: Damaged Plate # 14730-14757 # 3—See # 599.

Plates used:

14098—99
 14109—10, 11, 12, 17, 18, 23, 24, 25, 26, 31, 32, 33, 34, 35, 36, 38, 47, 48, 49,
 50, 73, 74, 75, 76
 14203—04, 19, 20, 37, 38, 47, 48, 49, 66, 67, 89, 90, 91, 92
 14304—05, 11, 12, 40, 41, 42, 43, 58, 59, 68, 69, 72, 73, 84, 85

14416—17, 34, 35, 56, 57
 14517—37, 38, 47, 48, 53, 54
 14664—65, 66, 67, 80, 81, 82, 83
 14704—05, 06, 07, 30, 31, 32, 33, 54, 55, 56, 57, 66, 67, 76, 77, 94, 95
 14864—65
 14914—15, 20, 21, 26, 27, 28, 29, 44, 45, 58, 59, 70, 71, 79
 15003—04, 15, 33, 34, 51, 52
 15142
 15392—93
 15419—41, 49, 51, 61, 62, 63, 64, 73, 74, 75, 76, 85, 86, 87, 88, 97, 98, 99
 15500—31, 32, 33, 40, 42, 64, 66, 67, 80, 82, 83, 88, 89
 15601—16, 19, 39, 64, 67
 15840—41, 47, 48, 49, 68, 69, 88, 89, 90, 91
 15910—19, 20, 21

**#595—Two Cent, Carmine. Washington. Rotary Press Coil Waste.
 No Wmk. Perf. 11.**

Issued February 28, 1923.

This is another variety of coil waste, but unlike No. 579 it had not previously been perforated. These were therefore perforated both horizontally and vertically on flat bed machines especially set to take this type of sheet.

The total supply was very limited and as most dealers and collectors who had knowledge of their having been issued failed to obtain sufficient copies while current it has become exceedingly scarce. Many collectors failed entirely to notice this variety as the perforations were the same as the flat plate issue and the only obvious differences is in the width, as these were from sidewise coils. Furthermore most of the copies being very poorly centered they were used for postage and discarded.

To further limit the amount saved by philatelists the Bureau suddenly ceased issuing coil waste with scarcely any philatelic publicity. This change of policy was entirely due to the efforts of certain outstanding collectors who realized the hardship to the average collector, as the distribution was limited and the output small. They believed it to be carrying the program of economy too far and as such a reflection against the Government in the eyes of collectors all the world over. Alvin W. Hall, Director of the Bureau of Engraving and Printing, having been shown the attitude of collectors, gave instructions that all further coil waste be treated as such and be destroyed. This attitude on the part of the officials of the Bureau and Post Office Department again illustrates their high regard for philatelists.

This variety is the most desirable regularly issued two cent stamp in this group. Well centered copies, especially in blocks of four, are even scarcer than similar copies of No. 579. Like the other coil waste these were issued in sheets of 70 and 100 subjects, with the plate number and open star above the first stamp of the plate.

Shades: Carmine, deep carmine.

Varieties: a: Plate number blocks.

b: Recut eye #14731—#3. See #599.

c: Damaged Plate 14730 #3—See #599.

Plates used:

14098—99
 14109—10, 11, 12, 17, 18, 23, 24, 25, 26, 31, 32, 33, 34, 35, 36, 38, 47, 48, 49,
 50, 74, 75, 76
 14203—04, 19, 20, 37, 38, 47, 48, 49, 66, 67, 89, 90, 92
 14304—05, 11, 40, 41, 43, 58, 59, 68, 69, 73, 84
 14416—17, 34, 35, 56, 57
 14517—38, 47, 48, 53, 54
 14664—65, 66, 67, 80, 81, 82, 83
 14704—05, 06, 07, 30, 31, 33, 56, 66, 76, 94, 95
 14864
 14914—20, 21, 26

#577—Two Cent, Carmine. Washington. No Wmk. Imperf.

Issued March 20, 1923.

Certain types of vending and affixing machines made it necessary for the Department to issue imperforate stamps that could be made into privately perforated coils. There remained but one manufacturer of the "private perfs" and their needs were rather limited due to the increased use of Government coils as well as the elimination of stamps by the use of "metered mail."

The Philatelic Agency had this stamp on sale and a great part of those issued reached philatelic hands. The introduction of the three thousand subject coil in December, 1927 made the further issuance of imperforate stamps unnecessary and the practice was discontinued. The supply on hand at the Agency, however, remained on sale until depleted. The last imperforate stamps at the Agency were sold just prior to the close of the fiscal year of 1930.

Although this variety was on sale for more than seven years most collectors and dealers failed to fill their needs while the stamps were obtainable in spite of the publication in the philatelic press of the discontinuance of this type of issue with the introduction of the new coil. As a result this stamp, though far more common than the one cent of this series, is more desirable than the previous imperforate variety.

The star plates used for the perforated stamps were also used for some of the sheets of this variety. Only one type of star plate was used, however, that having the large five pointed star at the right. The issuance of imperforate star plate being considerably smaller than the other plate number blocks showing the star are more desirable than on the perforated copies. The Bureau issued 36,085,600 of these stamps, that is more than either of the other values and more than twice as many as the one cent.

Shades: Rose carmine, carmine, deep carmine.

Varieties: a: Usual imperf sheet varieties. (See One Cent #575).
b: Plate number blocks.
c: Star plate number blocks.

Plates used:

14177—78, 79, 80, 95, 96, 97, 98
14323—32, 34
14536
14759—60, 61, 63, 64, 88
14820—21, 22, 23
15686—90
15836—43
15970—71
16096—97, 98, 99
16104

Star plates—Five pointed star below upper right plate number.

17608—77, 79
17728—31, 40, 41, 42, 43, 45, 46, 48
17875—76, 91
18197—98, 99
18200—06, 07, 08, 17, 19, 21, 22, 23, 24, 25, 26, 27, 28

#606—Two Cent, Carmine. Washington. Rotary Press Coil. No Wmk. Perf. 10 Horizontally. Coiled Endwise.

Issued December 31, 1923.

We have placed this stamp in its chronological rather than numerical sequence as it was issued several months before No. 583, in spite of its higher catalog number, which is more indicative of artistic album spacing than historical alignment.

The demand for endwise coils had been constantly growing smaller and there was no need of this stamp until almost a year after the sidewise coil had been of necessity issued in the new design. Like other endwise rotary press coils it was printed from 150 subject endwise plates with the resultant line after every fifteenth stamp. As in the one cent endwise coil a second plate number was added adjacent to stamp No. 10 on the later plates.

Shades: Carmine, rose carmine, bright carmine.

Varieties: Usual endwise rotary press varieties. (See one cent, #604.)

Plates used: Star and number next to #141.

14155—56
15193—94
15243—44, 45, 46
17570—71, 72, 73
18755—58
19286—87, 89
19371

Star and plate number next to #141 number next to #10.
20428—29

Plate not used: 19288

#583—Two Cent, Carmine. Washington. Rotary Press. No Wmk. Perf. 10.

Issued April 14, 1924.

The experiment tried of printing and precancelling the one cent stamps in one operation on the rotary press having been found successful as a labor saving method by which stamps could be produced at a smaller cost, it was introduced for this value.

In 1923 before the adoption of the rotary press for printing and precancelling this value the Bureau had for a while experimented with a method first tried in 1906⁽¹⁾ but for a different reason. A separate die was made in which the name "New York" was cut across the face. This was cut in very deep as it was felt that it would take up so much ink that it would appear almost black in contrast to the remainder of the design. This was not found to be as satisfactory as the rotary press method and abandoned. Two fifty subject plates, No. 14634—35, were made for precancelling "Chicago, Ill." in the latter part of July, 1923, but these were also disregarded.

Most of the earlier stamps of this variety were precancelled, those issued without an overprint were at first only sold at the Agency. It was not until early in 1926 that this variety had generally replaced the flat plate printings. The large quantity reaching philatelic hands through the Agency coupled with the low face value made this stamp less desirable than might be expected of a variety that was only in general use for about one year.

As might be expected of this type of printing various collectors have reported finding copies on "double paper." This is a roll "paste-up" of the ends of two rolls of paper. To give this "paste-up" sufficient strength so as not to tear apart on the machine this extends over a space equal to four to six stamps placed endwise. As a result these portions of the continuous lengths are "double paper" which is always horizontal to the design on rotary press sheet stamps which are curved and printed endwise. These are generally discovered by inspectors at the Bureau and seldom reach philatelic hands. The blocks or strips showing part on double paper and part single are more desirable than the ordinary double paper pairs of blocks, which in themselves are far from common.

(1) See introduction series 1902-03 Vol. I.

This variety was printed from both types of plates, the earlier ones having the horizontal guides in the vertical center gutter while the later ones had the short guide lines in the extreme ends of the horizontal and vertical gutters with a short cross in the center of the plate.

Shades: Rose carmine, bright carmine, carmine, deep carmine, dark carmine, lake.

Varieties: a: Plate number blocks.

b: Double paper.

c: Inside marginal blocks showing horizontal guides.

d: Double Transfer.

The entire left side is doubled. Position unknown. (Illustrated.)



Double Transfer
of
Entire Left Side
Position Unknown

Plates used:

Type A Marginal guides:

15412—13
15518—19, 34, 35, 62, 63
15610—11, 20, 21
15764—65
15900—01

Type B Marginal guides:

15802—03, 20, 21, 22, 23
15902—03
16262—63, 70, 71, 86, 87
16304—05
16413—14, 15, 16, 63, 64
16749—50
17273—74, 84, 85
17305—21, 22, 65, 66
17400—01, 73, 74, 98, 99
17500—01, 07, 08
17856—57
17914—15, 35, 36, 49, 50, 59, 60, 65, 66, 69, 70, 71, 72, 77, 78, 79, 80, 93, 94
18005—06, 07, 08, 09, 10, 11, 12, 42, 43, 44, 45, 56, 57, 61, 62, 63, 64, 65, 66,
92, 93, 94, 95
18124—25, 39, 40, 61, 62
18231—32, 33, 34, 40, 41, 42, 43, 51, 52, 73, 74, 83, 84, 89, 90, 95, 96
18301—02, 17, 18, 29, 30, 37, 38, 43, 44, 51, 52, 55, 56, 63, 64, 68, 69,
18517—18, 19, 20, 25, 26, 27, 28, 29, 30, 31, 34, 35, 37, 48, 49, 84, 85, 86, 87,
88, 89, 90, 91, 92, 93
18602—03, 04, 05, 10, 11, 16, 17, 20, 21, 29, 30, 31, 32, 33, 54, 55, 56, 57, 58,
59, 60, 61
18763—64, 79, 80, 81, 82, 83, 84, 87, 88, 95, 96, 97, 98
18801—02, 09, 10, 11, 12, 13, 14, 15, 16, 26, 27, 28, 29, 34, 35, 36, 37, 52, 53,
56, 57, 58, 59, 62, 63, 64, 65, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78,
79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 95, 96
18901—02, 31, 32, 33, 34, 35, 36, 39, 40, 43

Plates not used:

17304
18406—07
18536
18960—61
19012
19452

**#583—Two Cent, Carmine. Washington. Rotary Press Booklet.
No Wmk. Perf. 10.**

Issued August 27, 1926.

In the early part of 1917 the Post Office ordered some curved booklet plates for use on the rotary presses but these were never finished and were finally cancelled in 1924. The saving in the cost of printing by rotary press over the flat plates being well recognized and the objections to rotary press printed stamps having been overcome it was decided to again experiment with this form of issue.

On July 22, 1925 the first of these curved plates, No. 17450—51, were certified but not immediately put to press. On May 13, 1926 two more plates, No. 18550—51, were certified. Both pairs of plates were first put to use June 9, 1926. These first four plates used for these stamps were experimental to ascertain the correct plate set-up for proper printing of booklets from curved plates, and had a slightly wider spacing than those that followed.

On these plates the numbers appear only on the side as on the ordinary rotary press sheet stamps and on the booklets they were cut off in trimming the side margins while making individual panes. The first two plates were used for making 31,895 sheets of 360 subjects and were then cancelled, (this figure does not include those spoiled.) The other pair of experimental plates made 61,991 sheets of 360 subjects and then were also cancelled.

The rotary press booklet stamps being curved endwise on the plates are 22.5mm high in place of 21.5 for the flat plate stamps. This variety was only current for a very short time and almost entirely overlooked by collectors, most of them were not aware of their having been issued. This is the most desirable six subject booklet pane of the twentieth century and has been scarce almost since first issued.

Shades: Carmine, deep carmine.

Varieties: a: Excepting plate number pane, usual 360 subject varieties from two plates only.
b: Ordinary panes.
c: Off centered pane showing plate number at side.

Plates used:

17450—51
18550—51
18695—96, 97, 98
18705—06

**#634—Two Cent, Carmine. Washington. Rotary Press. No Wmk.
Perf. 11 by 10½.**

Issued December 10, 1926.

The users of stamps as well as postal clerks had for some time complained about the difficulty of separating the perforated 10 stamps and the Bureau recognizing the truth of these complaints had for some time been experimenting with a new type of perforator to increase the cut section between stamps. The old method had required considerable strength in the perforated sheets so that they would not fall apart. This new machine which is known as the bar and wheel type, reduced the tension on the perforator and made it possible to increase the horizontal perforations to eleven and the vertical to 10½. Previous experience with perforation 11 vertical on rotary press stamps had been found unsatisfactory and this compromise between ten and eleven was found neither too strong nor too fragile.

As in 1915 (No. 461) the new perforation was first tried on the two cent stamp. It was first issued at Washington, D. C., on December 10, 1926. Twenty million copies were also sent to New York for a practical test by postal clerks and large users of this denomination. This variety proved entirely satisfactory to these distributors and consumers and it was adopted as standard for all further issues of rotary press sheet stamps.

In 1930 a block of twenty-five from the upper right pane of plate No. 18959 with plate number attached was found in which the upper two and a half horizontal rows were on double paper and the balance were ordinary. This block is of great interest as it clearly indicates the pressure extended by the breaker rolls which help keep the sheets flat. On the section covered by the double paper the breaker bars have cracked the surface of the stamp while on the other copies these bars are only obvious on the back. In the latter part of 1930 a horizontal block of twenty was found showing plate No. 19930 in which there was a double horizontal row of perforations between the two rows of ten stamps with the balance of the pane normal. One sheet was found in which one pair was imperforate between and is the only one of this type of perforation error ever found on the rotary press stamps. A block was also found with a full vertical gutter between two pairs caused by a fold over when the four hundred subject sheets were cut into post office panes. These too are very rare.

The new die that was mentioned under No. 599 (2 Cent sidewise coil) was first used on plates Nos. 19644—45—19744—45—47 and 48 and most likely also on the later plates. This new die was no doubt made for sidewise rocking in of the design and resulted in the shifts on these and later plates to be at the sides instead of the top or bottom.

Early in February 1935 the Bureau of Engraving and Printing made initial deliveries of two cent stamps perforated by use of the photo electric cells. These stamps were printed from special plates having a series of heavy vertical dashes, about ⅜ of an inch long, spaced about ¼ of an inch apart, which are in the entire length of the sheet in the center of the vertical gutter. These dashes affect the "electric eye" which due to the density of the light causes the paper to shift forward or backward, to right or to left to obtain more perfect centering. When the experiment was started there were but two plate numbers on the plate—opposite No. 10 U. R. and No. 100 L. R. The issued stamps from the first pair of plates 21149-50 have the usual four plate numbers. These however are opposite the third row of stamps from the top and bottom of the full sheet. One pair of plates 21200-01 were diagram plates used for further experiments and contained only outlines of the size of the stamp. At the time of writing two more plates have been reported as having gone to press.

Shades: Pale carmine, bright carmine, carmine, deep carmine.

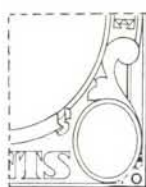
- Varieties:** a: Plate number block, side only.
 b: Double paper.
 c: Double perforations.
 d: Vertical pair imperf between.
 e: Block with vertical gutter between.
 f: Shifted transfer. Left inside frame line doubled outward.
 g: Defective transfer Plate #19951 LR #99. The upper left corner is weak with many of the lines incomplete. Defective transfer of lower right corner. 19989 L.R. #66. (Illustrated.) Defective transfer of the left inside frame line. #20234 L.L. #50. (Illustrated.) There are numerous other defective transfers in the corners.
 h: Broken Relief. Breaks in U.R. corner. (Illustrated.)



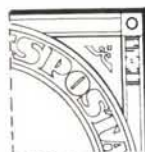
19951 LR 99



20234



19989 LR 66



Relief Break

DEFECTIVE TRANSFERS



Plate Flaw



Recut

20234 LL #58

- i: Recut chin #20234 LL #58. Lines on chin and neck recut. (Illustrated.) This was recut to remove gash on chin. (Illustrated.)
 j: Electric eye marginal blocks showing vertical dashes.

Plates used: Type B marginal guides:

- 18043—44, 61, 95
 18139
 18231—32, 34, 43, 84
 18368—69
 18517—20, 29, 84, 86, 88
 18610—11, 16, 17, 20, 21, 28, 29, 30, 33, 55, 57, 58, 59, 60, 61
 18763—64, 79, 80, 81, 82, 83, 84, 87, 88, 95, 96, 97, 98
 18801—02, 09, 10, 11, 12, 13, 14, 15, 16, 26, 27, 28, 29, 34, 35, 36, 37, 52, 53,
 56, 57, 58, 59, 62, 63, 64, 65, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78,
 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 95, 96
 18901—02, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48,
 49, 50, 51, 52, 53, 54, 59, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73,
 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92,
 93, 94, 95, 96
 19009—10, 11, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33,
 34, 43, 44, 45, 46, 53, 54, 55, 56, 59, 60, 70, 71, 74, 75, 80, 81, 86, 87,
 94, 95

19107—	08, 09, 10, 15, 16, 17, 18, 23, 24, 49, 50, 51, 52, 53, 54, 57, 58, 59, 60, 65, 66, 67, 68, 71, 72, 73, 74, 75, 76, 85, 86, 87, 88, 89, 90, 95, 96, 97, 98
19203—	04, 05, 06, 09, 10, 11, 12, 21, 22, 27, 28, 32, 33, 40, 41, 42, 43, 44, 45, 50, 51, 52, 53, 58, 59, 68, 69, 70, 71, 72, 73, 84, 85
19304—	05, 18, 19, 28, 29, 30, 31, 32, 33, 34, 35, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 78, 79, 80, 81, 82, 83, 84, 85, 98, 99
19400—	01, 02, 03, 15, 16, 21, 22, 23, 24, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 46, 47, 48, 49, 53, 54, 55, 56, 57, 58, 59, 75, 76, 77, 78, 79, 80, 81, 82
19518—	19
19644—	45
19744—	45, 46, 47, 92, 93
19810—	11, 12, 13, 56, 57, 58, 59, 66, 67, 95, 96, 97, 98
19903—	04, 05, 06, 07, 08, 11, 12, 15, 16, 19, 20, 25, 26, 27, 28, 29, 30, 31, 32, 37, 38, 49, 50, 51, 52, 55, 56, 58, 59, 64, 65, 66, 67, 68, 69, 76, 77, 78, 79, 80, 81, 86, 87, 88, 89, 94, 95, 98, 99
20000—	01, 02, 11, 12, 13, 14, 15, 16, 19, 20, 25, 26
20146—	47, 50, 51, 54, 55, 78, 79, 85, 86
20201—	02, 05, 06, 21, 22, 33, 34, 43, 44, 55, 56, 85, 86, 95, 96, 97, 98
20303—	04, 21, 22, 31, 32, 41, 42, 47, 48, 51, 52, 82, 83
20529—	30, 31, 32, 41, 42
21147—	48

Electric Eye Plates

21149—	50
21367—	68

Plates not used:

19012
19452
21200—01 (Electric Eye Diagram plates)

**#634—Two Cent, Carmine. Washington Booklet Pane. Rotary Press.
No Wmk. Perf. 11x10½.**

Issued February 25, 1927.

The printing of booklet panes by the rotary press having been found satisfactory was continued. The change in the perforations for the sheet stamps having been approved by the public was also introduced for booklet panes as they facilitated the ease with which single stamps could be removed from the panes.

These plates had no guide lines and the only positions obtainable are those containing plate numbers. These, however, are generally cut off in dividing the 360 subject sheets into panes of six. They are generally found to the left of the upper or lower left stamps. The right plate numbers are to the right of the upper or lower right stamp but are almost non-existent on the issued stamps as the right margin is generally the first to be trimmed in the making of booklet panes.

Shades: Carmine, bright carmine.

Varieties: a: Plate number panes.
b: Normal panes.

Plates used:

18662—	63, 95, 96, 97, 98
18705—	06, 07, 08, 09, 10, 11, 12, 16, 17, 18, 19, 20, 21
18842—	43, 44, 45
19183—	84, 93, 94, 99
19200—	74, 75, 76, 77, 78, 79
19314—	15, 16, 17, 57, 58, 59, 60, 61, 62
19404—	05, 06, 07, 08, 09

19760—61, 62, 63
 19834—35, 44, 45, 46, 47, 48, 49, 50, 51
 19962—63, 72, 73, 90, 91
 20041—42, 96, 97
 20100—01, 06, 07, 10, 11, 16, 17, 24, 25

**#660—Two Cent, Carmine. Washington. Overprinted Kans.
 Rotary Press. No Wmk. Perf. 11x10½.**

Issued April 16, 1929.

Like the one and a half cent stamp overprinted for use in Kansas this stamp was first used at Colby on April 16, 1929. As might be expected this value was issued in a larger quantity than any other, in fact more than all the others combined. There were several printings and twelve plates were used for these overprinted stamps, of which four plate numbers, No. 19273, 19430—31 and 19447 are scarcer than the others.

In spite of the large quantity issued only one pane was found showing the wide spacing between vertical pairs.

Shades: Carmine, bright carmine.

Varieties: a: Plate number blocks.

b: Pair with 31-32mm spacing between overprints.

Plates used:

19174—75
 19273
 19379—83, 84, 85, 98
 19430—31, 36, 47

Quantity issued: 87,410,000

**#671—Two Cent, Carmine. Washington. Overprinted Nebr. Rotary
 Press. No Wmk. Perf. 11x10½.**

Issued April 15, 1929.

This stamp was first issued at Harlington, Nebr. on April 15, 1929. Like the two cent Kansas stamp this value was issued in a larger quantity than all others prepared for use in Nebraska. There was also only one worthwhile overprint variety, the wide spacing. Only one pane was said to have been found.

Eight plates were used for printing these stamps but no plate number blocks have been found to be especially scarce.

Shades: Carmine, bright carmine.

Varieties: a: Plate number blocks.

b: Pair with 31-32mm spacing between overprints.

Plates used:

18990
 19059
 19204—05, 33
 19378
 19430—31

Quantity issued: 73,220,000

Quantities of two cent stamps, series of 1922, issued to Postmasters during the fiscal year ending June 30th:

	Ordinary	Ordinary Precanceled	Coil	Coil Precanceled	Booklets
1923	3,064,254	—	915,416,500	—	225,554,160*
1924	5,784,872,189	88,010,000	1,893,627,000	28,410,500	654,351,120†
1925	7,423,849,488	93,050,000	1,965,285,500	29,050,000	690,668,040
1926	8,685,780,100	60,140,000	2,314,750,500	14,767,500	918,936,480
1927	8,206,353,200	66,520,000	2,541,473,500	9,387,500	922,742,280
1928	8,513,540,580	58,390,000	2,840,726,500	15,970,000	978,428,160
1929	7,932,482,900	66,180,000	2,822,822,000	17,117,500	933,826,920
1930	7,560,560,600	69,840,000	2,693,188,000	16,245,500	921,248,520
1931	7,533,329,700	57,190,000	2,584,496,500	7,229,000	851,169,720
1932	3,125,241,000	34,530,000	1,849,518,000	8,138,000	616,671,000
1933	35,050,000	19,870,000	50,065,000	2,117,500	14,142,720
1934	888,993,600	30,880,000	439,043,500	9,567,500	24,513,600

*1923: This includes 5,661,360 two cent stamps of series of 1922 issued in combination with one cent 1912.

†1924: This includes 7,874,640 two cent stamps of series of 1922 issued in combination with one cent 1912.

NOTES

THREE CENT STAMPS GROUPED

#555—Three Cent, Violet. Portrait of Lincoln. No Wmk. Perf. 11.

Issued February 12, 1923.

The first design for the three cent stamp contemplated the use of a portrait of President Harrison, (illustrated) which had last appeared on the thirteen cent series of 1902. However, this was changed before the designs were approved and a portrait of Lincoln was used in the same frame as the lower values.



Early Design for 3 Cent Stamp.

Photograph of Original Drawing Not Used.

This stamp was first issued on the anniversary of Lincoln's birthday at Hodgenville, Larue County, Kentucky, the birthplace of the former President, and for the convenience of collectors also at the Philatelic Agency, Washington, D. C. The birthplace of the former President being an extremely small town there was a much smaller demand for first day covers than in almost any value, it having been reported by R. B. Thurman, the postmaster, that only 500 letters or packages were mailed the day of issue from his office bearing the new stamp. There are no known figures of first day covers from Washington but the number available in comparison to those from Hodgenville indicate the former to be far more common.

The origin of the portrait of Lincoln as described by the Bureau of Engraving and Printing is as follows: "One steel engraving was made in 1869 by an engraver of the Bureau whose name was not recorded. There is nothing on file to indicate the name of the photograph or painting from which the engraving was copied. In 1899 G. F. C. Smillie, a portrait engraver of the Bureau, made a small steel engraving of Lincoln following a photographic reduction of the original Lincoln portrait." This stamp was designed by C. A. Huston and engraved by J. Eissler and E. M. Hall, of the Bureau.

The original printing of this stamp was from plate No. 14297 which was the only one finished in time to have copies ready for distribution by February 12th. The first printing was in a bluish violet and is much scarcer than the later ones which had a more reddish cast.

Two star plates were made but none of these went to press. These had a five pointed star below the upper right side plate number. All stamps of this denomination issued from flat plates had standard spacing.

The rate of one and one half cents per ounce for third class mail which went into effect April 15, 1925, greatly increased the demand for this value for circulars weighing two ounces and it was issued in constantly increasing quantities in all varieties. The use of this value for "return receipt requested" on registered letters especially during the days of the stock market boom also greatly increased the usefulness of this denomination.

Shades: Bluish violet, violet, bright violet, deep violet, dark violet, reddish violet, bright red violet, deep red violet.

Varieties: a: Plate number blocks.

Plates used:

14296—97, 98, 99
 14734—35, 36, 37
 15171—72, 73, 74
 15550—51, 52, 53
 15725
 16399
 16400—01, 02, 73, 74, 75, 76
 16666—67, 68, 69
 16709—10, 11, 12, 69, 70
 17921—22, 23, 24, 25
 18120—21, 22, 23

Plates not used:

16783—84
 17926
 18149—50, 51, 52
 18434—35, 36, 73, 74, 75

Star plates not used:

16771—72, 81, 82

**#600—Three Cent, Violet. Lincoln. Rotary Press Coil. No Wmk.
 Perf. 10 Vertically. Coiled Sidewise.**

Issued May 10, 1924.

This variety was not issued until more than a year after the flat plate sheets of the new design, as there was but little demand for this value, especially in coils. They were first placed on sale at the Philatelic Agency and were not generally distributed until some time later. The increase in postal rates in 1925 for third class mail effected the demand for this coil and they were issued in much larger quantities, especially precancelled.

In 1932 the first class rate was increased to three cents per ounce or fraction thereof and although a new three cent stamp was issued the increased demand for this value depleted all supplies of this coil. Before collectors became aware of their scarcity even the supply at the agency had become exhausted. It is therefore more desirable than any other coil in this group.

There is only one variety of importance on this stamp which fortunately is from the top row of a plate and has been found on offcenter strips showing plate number 18841. On the seventh stamp to the right of a joint line the top of Lincoln's head is very faint with almost no shading lines in the hair over the center of the head. This most likely was caused by a low spot on the plate.

Shades: Pale violet, violet, bright violet, deep violet.

Varieties: a: Usual sidewise coil varieties. (See 1 Cent #597.)
 b: Defective transfer at top of head #7 plate #18841.

Plates used:

Star and number over stamp #1
 14720—21
 16425—26

17434—35
 17906—07, 08, 09
 18799
 18800—07, 08, 38, 39, 40, 41

Star and number over # 1 and number under # 170
 20376—77

**#584—Three Cent, Violet. Lincoln. Rotary Press. No Wmk.
 Perf. 10.**

Issued August 1, 1925.

This was the last of the values below the six cent to be issued from rotary press plates. The demand for this value having increased, the less expensive and faster method of precancelling and printing was introduced.

As in the other values these were first perforated ten gauge and issued in 100 subject sheets precancelled. They were first obtainable only at the Philatelic Agency in mint condition. Those first issued to postmasters were precancelled, and were not in general use without precancelling until about a year after they had been placed on sale at the Agency for the benefit of stamp collectors and dealers. Though they were in general use for about a year and a half not as many well centered copies were saved by collectors as might have been expected and this variety is more desirable than those from the flat plates.

Shades: Light violet, violet, bright violet, deep violet.

Varieties: Plate number blocks, side only.

Plates used:

17155—56, 61, 62
 17434—35
 17511—12, 68, 69
 17616—53
 17898—99
 17900—01
 18114—15
 18379—80
 18439—40, 45, 46, 57, 58
 18791—92
 18803—04

**#635—Three Cent, Violet. Lincoln. Rotary Press. No Wmk.
 Perf. 11x10½.**

Issued February 3, 1927.

This was the first low value to be issued in this perforation after the success of the two cent so perforated had been established.

This stamp is of interest to the specialists because of the wide variations of shades of violet. As certain printings were entirely prepared for issue precancelled there is one scarce shade, a pale lilac that is not known to exist except in this condition. Another printing which was used for issue in mint form appeared in a light violet, which is somewhat darker than the precancelled stamp but much lighter than any of the others. Only a small supply of this shade was saved and it is the most desirable of the lot.

In July 1932 the first class rate was increased to three cents per ounce and in anticipation of the increased demand for this value a larger quantity was issued during the fiscal year of 1932 than any other year while this design was in use in spite of the large quantity of this value of the Bicentennial issue and the three cent 1932 design, which were also issued. The following year the balance of the stock at the Bureau was shipped to postmasters and soon disappeared

from post office stocks. During the first half of the fiscal year of 1934 (July 1 to Dec. 31, 1933) no Lincoln stamps were available for shipment and this stamp became scarce as there was no supply in the hands of dealers or collectors.

As February 12, 1934 would be the 125th anniversary of Lincoln's birth there was a strong demand for this stamp for use on covers to be mailed on that day. At the insistence of collectors for this stamp the Postmaster General ordered the Bureau of Engraving and Printing to re-issue this stamp which had been supplanted as the current issue by the three cent Stuart portrait of Washington, and on January 20, 1934, it was officially announced that the Lincoln stamp would be re-issued. All old plates having been cancelled it was necessary that two new ones be prepared, being numbered 21185-86.

These new stamps first appeared February 7th, and as there was no advance notice few "first day covers" were prepared. These, however, would be of doubtful value as there is no marked difference between these stamps and the earlier issue except that the shade is somewhat deeper yet not sufficient to be a positive identification of the re-issue.

Immediately after the stamps from the new plates had appeared cracks were reported on the top row of the upper left and right panes. These were the first examples of gripper slot cracks found on this issue.

Only a small printing was made from the new plates and plate number blocks from these are more desirable especially since they are the only positive evidence of the re-issue.

Shades: Pale lilac, (precanceled) light violet, violet, reddish violet, deep reddish violet, dark violet (re-issue).

Varieties: a: Plate number blocks, (side only.)

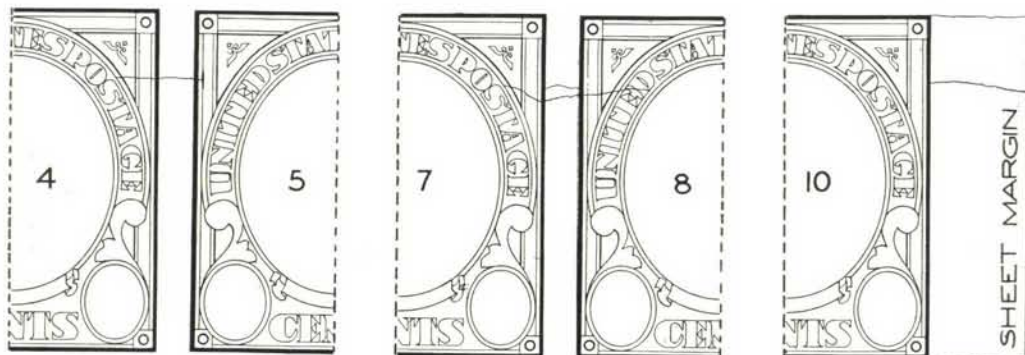
b: Cracked plate.

21185 UL Stage I Faint crack 7-8

Stage II Faint crack 4-5 and 7-8 (Illustrated.)

UR Crack to left of # 1 (Illustrated.)

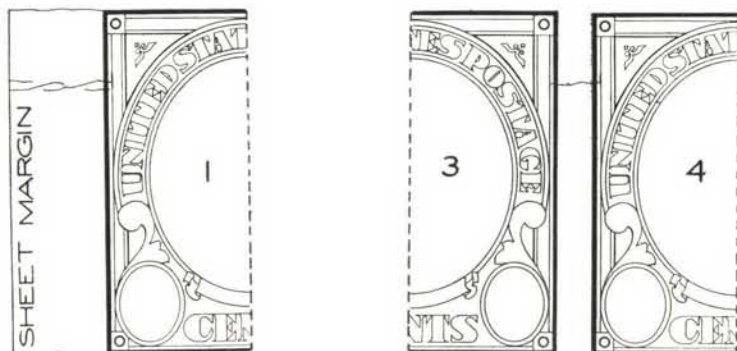
Crack 3-4 (Illustrated.)



Lincoln Re-Issue Cracked Plate

Upper Left Pane

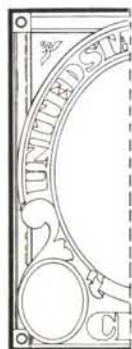
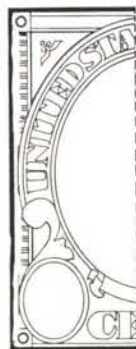
Plate 21185



Lincoln Re-Issue Cracked Plate.

Upper Right Pane Plate 21185

- c: Shifted Transfer at left. Position unknown (Illustrated.)
 d: Defective Transfer at left. Position unknown (Illustrated.)

Shifted
Transfer
at Left
Position
UnknownDefective
Transfer
at Left
Position
Unknown

Plates used:

18115—26, 27
 18379—80
 18439—40, 45, 46, 57, 58
 18791—92
 18803—04, 30, 31, 32, 33
 19096—97, 98, 99
 19111—12
 20432—33
 21185—86 (re-issue.)

#661—Three Cent, Violet. Lincoln. Overprinted Kans. Rotary Press. No Wmk. Perf. 11x10½.

Issued April 16, 1929.

Like the two lower values this was also first issued at Colby, Kansas, on April 16, 1929.

There was little call for this value and it was issued in a much smaller quantity than any of the lower values. In spite of the small issue one pane was found without the overprint on one row.

Three plates were used for printing these stamps, of which 18804 is the scarcest.

Shades: Violet, deep violet.

Varieties: a: Plate number blocks.
b: Vertical pairs, one without surcharge.

Plates used:

18126
18803—04

Quantity issued: 2,540,000

#672—Three Cent, Violet. Lincoln. Overprinted Nebr. Rotary Press. No Wmk. Perf. 11x10½.

Issued April 17, 1929.

Two towns share the first day honor for this stamp. It was first issued April 17, 1929 at Auburn and Exeter, Nebraska.

The issue for use in Nebraska was even smaller than for Kansas, yet in spite of the small issue both possible types of overprint varieties were found, one pane was found without an overprint on one row and on another pane was found the wide spacing (32mm.) between vertical rows.

Only two plates were used for printing these stamps. These two were also used for the Kansas stamps.

Shades: Violet, bright violet.

Varieties: a: Plate number blocks.
b: Vertical pairs one without surcharge.
c: Vertical pairs 31—32mm. between overprint.

Plates used: 18803-04

Quantity issued: 2,110,000

Quantities of three cent stamps issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Ordinary Precanceled	Coil	Coil Precanceled
1923.....	115,100	—	—	—
1924.....	76,012,589	—	807,000	—
1925.....	151,082,888	—	10,566,500	—
1926.....	178,159,300	107,030,000	26,508,000	24,720,000
1927.....	159,864,600	83,680,000	36,882,000	23,825,000
1928.....	157,594,700	82,520,000	17,622,500	9,730,000
1929.....	148,768,400	73,020,000	17,490,000	13,462,500
1930.....	146,311,300	89,080,000	18,049,500	13,697,500
1931.....	140,803,200	66,080,000	12,261,500	17,005,000
1932.....	341,608,400	58,910,000	268,745,500	11,282,500
1933.....	133,466,200	13,800,000	90,659,000	4,010,500
1934.....	98,266,500	—	—	—

FOUR CENT STAMPS GROUPED

#556—Four Cent, Brown. Martha Washington. No Wmk. Perf. 11.

Issued January 15, 1923.

After a lapse of almost fifteen years Martha Washington, to "commemorate the pioneer womanhood of America," again appeared on one of our postage stamps. In this series, however, she was placed on the four cent stamp in place of the eight cent, which no longer served the special purpose of registry, and was so afforded a higher tribute. In spite of this more prominent position Martha Washington was replaced less than ten years later by another portrait, the first of this series to be changed.

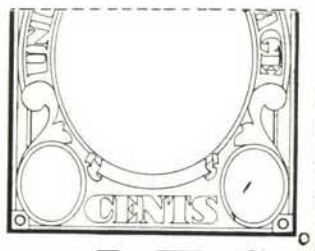
The portrait of Martha Washington was engraved by L. S. Schofield, E. M. Weeks, E. M. Hall and L. Kaufman, of the Bureau of Engraving and Printing, after a painting by Gilbert Stuart. The frame design is the same as the other values except that the numerals "4" appear in the ovals in both lower corners with the name "Martha Washington" on the ribbon below the portrait. This stamp, as well as the one-half cent, are the only designs in this series where the surname of the subject appeared on the stamp. Issued the same day as the two cent stamp it was first placed on sale at the Post Office at Washington, D. C., as well as at the Agency. It did not, however, have general circulation until some months later.

This stamp was first issued in a deep yellow brown shade, but before being replaced by the rotary press printing it had appeared in numerous variations of the reddish brown cast. The stamps from the first printing are more desirable than any of the others, followed by the light brown, which was also generally overlooked.

As in the three cent value several star plates were made but these never went to press. The plates were all of the standard spacing with two plate numbers to each one hundred subject pane.

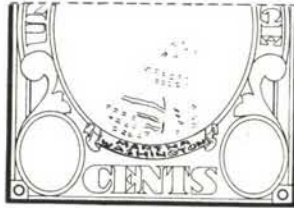
Shades: Yellow brown, deep yellow brown, light brown, brown, light reddish brown, reddish brown, bright reddish brown.

Varieties: a: Plate number blocks.
b: Horizontal pair, imperf between, (Only one pair known.)
c: Double Transfers. Positions unknown. (Illustrated.)



DOUBLE TRANSFERS

Positions Unknown



Shifted Transfer
Position Unknown

d: Shifted Transfer. Upward displacement. Position unknown. (Illustrated.)

Plates used:

14094—95, 96, 97
14796—97, 98, 99
15085—86, 87, 88
15219—20, 21, 22, 51, 52, 53, 54
15526—27, 28, 29
16211—12, 13, 14
16335—36, 37, 38, 67, 68, 69, 70

Plates not used: Star plates

17157—58, 59, 60

Ordinary plates

18084—85, 86, 87
18153—54, 55, 56
18469—70

**#601—Four Cent, Brown. Martha Washington. Rotary Press Coil.
No Wmk. Perf. 10 Vertically. Coiled Sidewise.**

Issued August 5, 1923.

It was almost six months after the issuance of this design of the four cent in sheet stamps before the supply of the old issue of sidewise coils was depleted and this stamp was of necessity issued.

The four cent stamp in coil form was in great demand and was issued in constantly increasing quantities. Unlike the three cent the demand was much greater for mint copies than those precancelled. This was mainly due to the one and a half cent rate for third class mail, which made this value of little use for mailing circulars in quantities, for which pre-cancelled stamps were generally used.

The large demand for this value necessitated numerous printings and this coil is found in a wide range of shades, with yellowish brown and the deep reddish brown more desirable, though none are scarce. These being curved sidewise on the plates are wider than the flat plate stamps. A line appears after every seventeenth stamp.

Shades: Yellowish brown, pale brown, brown, reddish brown, deep reddish brown.

Varieties: Usual sidewise rotary coil varieties. (See One Cent #597.)

Plates used:

14189—90
14294
14321
17937—38, 39, 40

Plates not used:

14295
17983—84
18618—19, 24, 25
18819—20

**#585—Four Cent, Brown. Martha Washington. Rotary Press.
No Wmk. Perf. 10.**

Issued April 4, 1925.

The demand for this value in precancelled stamps which could be made at considerable saving by the rotary press brought about its introduction in mint condition. The precancelled stamps were issued during the early part of March 1925 and for the benefit of stamp collectors uncanceled copies were placed on sale at the Agency April 4th. The original intention was not to issue these for general use to other post offices, but the need of increasing the production at the Bureau without more help, as well as the efficiency of this method of production soon led to their being issued for general use in place of the flat bed plate stamps.

This stamp, though current for a little over two years, was in general use for only about half of this time and collectors failed to obtain sufficient copies while they were current and a much smaller quantity was saved for philatelists than might be expected from the large quantity issued.

This stamp is especially interesting to specialists because of the numerous distinct shades current at different times. One printing of this value resulted in a very dark brown which is entirely different than any other. In spite of the marked difference in color few collectors gave it any special attention and it is much more desirable than any of the others.

Shades: Yellow brown, deep yellow brown, pale brown, light brown, reddish brown, deep reddish brown, brown, very dark brown.

Varieties: Plate number blocks (side only.)

Plates used:

16079—80
16660—61
17436—37
17738—39, 60, 61
17989—90
18083
18365

**#636—Four Cent, Brown. Martha Washington. Rotary Press.
No Wmk. Perf. 10x11½.**

Issued May 17, 1927.

The rotary press sheet stamps were satisfactory to the Bureau and the Post Office Department but the postal clerks and users of the mails found the ten perforated sheets too hard to separate. Their complaints led to experiments which brought about a new method of perforating which allowed a setting of 11 gauge for the horizontal and 10½ for the vertical perforations. This having been found satisfactory for the two cent, as heretofore noted, it was adopted for all of the lower values as soon as the supply on hand at the Bureau of the perf 10 sheets became exhausted.

This variety remained in use until 1930 when a new design was substituted. It is famous for the tremendous variations in the shades of brown, which though difficult to list as distinct colors, are sufficiently different to satisfy an ordinary collector interested in shade variations.

As is likely in all rotary press printings a sheet of 100 was found in which the stamps in the bottom row were entirely on double paper, while the row immediately above it was partly double paper and the remainder on single paper. This double paper no doubt also covered the upper rows of the sheet which had been below it on the roll as well as the other pair of sheets that would be in

similar position on the remaining width of the paper roll. Though this is a likely variety few are ever found and this small lot constitutes the only ones known to have reached philatelic hands.

Shades: Pale brown, light brown, brown, deep brown, dark brown, yellowish brown, light reddish brown, reddish brown, deep reddish brown.

Varieties: a: Plate number blocks, side only.
b: Double paper.
c: Part double paper.

Plates used:

17761
17989—90
18038—39, 82, 83
18365

Plates not used:

18480—81
18793—94
18805—06
19147—48, 55, 56, 69, 70

**#662—Four Cent, Brown. Martha Washington. Rotary Press.
Overprinted Kans. No Wmk. Perf. 11x10½.**

Issued April 16, 1929.

This value too was first issued at Colby, Kansas, on April 16. There were no worthwhile varieties reported on this stamp although there were over 600,000 more than overprinted for use in Nebraska.

Shades: Brown, deep brown.

Varieties: Plate number blocks.

Plates used: 18038—82

Quantity issued: 2,290,000

**#673—Four Cent, Brown. Martha Washington. Rotary Press.
Overprinted Nebr. No Wmk. Perf. 11x10½.**

Issued April 17, 1929.

This stamp was first used on April 17, 1929 at Pawnee City, Ravenna, and Wahoo, Nebraska.

In the four cent stamps prepared for use in Nebraska one pane was found with a spacing of 32mm. between overprints instead of the usual 22mm.

In spite of the much smaller quantity of four cent stamps overprinted for Nebraska than for Kansas these are no more desirable.

Shades: Brown, deep brown.

Varieties: a: Plate number blocks.
b: Vertical pairs 31-32mm. between overprints.

Plates used: 18038—82

Quantity issued: 1,600,000

Quantities of four cent, Martha Washington, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal year ending June 30th:

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled
1923.....	37,477,400	—	—	—
1924.....	223,318,289	23,209,500	—	—
1925.....	230,148,488	26,510,000	26,432,500	—
1926.....	208,142,600	53,630,000	31,514,500	10,467,500
1927.....	198,814,500	43,140,000	43,072,000	4,097,500
1928.....	214,311,200	34,180,000	34,743,500	4,752,500
1929.....	215,871,800	38,350,000	41,053,000	5,822,500
1930.....	208,441,500	34,320,000	41,831,000	6,655,000
1931.....	19,587,000	—	9,234,500	—
1932.....	2,493,000	—	105,000	—
1933.....	—	—	200,000	—
1934.....	—	—	102,000	—

**#685—Four Cent, Brown. William Howard Taft. Rotary Press.
No Wmk. Perf. 11x10½.**

Issued June 4, 1930.

The policy adopted by the Post Office Department to honor former Presidents, especially those of recent date, and the issuance of a memorial stamp for President Harding in 1923 made it inevitable that a suggestion be made to issue a memorial stamp in memory of the former Chief Justice and ex-President William H. Taft a short time after his death.

As early as April 10, 1930, the Post Office Department had decided to issue a stamp bearing his likeness, their plans, however, were not for a special stamp but that the new subject would replace one of the values then in current use.

It was finally decided to replace Martha Washington on the four cent value in favor of Taft. This was due mainly to the plans then under discussion to use her portrait on the contemplated Washington commemorative series to be issued in 1932. Furthermore, to forestall complaints from women's clubs throughout the country the Department called attention to the use of Martha Washington's portrait on the reply portion of the two cent business postal card.

The portrait of Taft is after a photograph by Harris & Ewing. It was engraved by J. Eissler, E. M. Hall and J. C. Benzing of the Bureau. The frame is the same as that used for the other low values and differs from the other four cent only in the subject and the changed name on the ribbon. After some discussion it was finally decided to use the same color ink as had previously been used. On May 13th the Postmaster General approved the die proof of the new design and on the 19th the Third Assistant Postmaster General announced that the new stamp would be issued on June 4, 1930. The location of and date of first issue is of especial significance, Taft having been born June 4, at Cincinnati, Ohio.

The new design is not as attractive as could be expected as the head is much too large for the size of the vignette. The absence of a dark background, however, greatly helps to improve its appearance.

The use of flat plates for all values below the eleven cent having been discontinued several years before, this design was only issued in sheet form from rotary press printings. As all sheet perforating machines for this type of printing had been changed to 11x10½ this variety was the only one issued.

Shades: Brown.

Variety: a: Plate number blocks, side only.

Plates used:

20136—37, 40, 41, 72, 73, 74, 75

20203—04, 45, 46, 57, 58, 87, 88, 99

20300

**#687—Four Cent, Brown. Taft. Rotary Press Coil. No Wmk.
Perf. 10 Vertically. Coiled Sidewise.**

Issued September 18, 1930.

The available supply of four cent sidewise coils of the previous type (Martha Washington) were becoming depleted and the Bureau issued this coil at the Philatelic Agency at a date previously set which allowed collectors to arrange for first day covers rather than wait until these stamps were of necessity issued. The general use of this coil did not take place for some time and it was not until the end of 1930 that many of the New York Post Offices offered them for sale.

As was usual in sidewise coils these were printed from 170 subject plates with the resultant line after each seventeenth stamp. These had a star and number over the first stamp and a number below the last (No. 170).

Shades: Brown.

Variety: a: Usual sidewise rotary press varieties. (See One Cent #597.)

Plates used:

20134—35, 42, 43
20279—80, 89, 90
20359—60, 61, 62

Quantity of four cent, Taft, Series of 1930, issued to Postmasters for the fiscal years ending June 30th:

	Ordinary	Ordinary Precancelled	Coils	Coils Precancelled
1930.....	7,715,000	1,930,000	—	—
1931.....	184,729,800	31,020,000	24,185,000	8,272,000
1932.....	83,154,900	18,430,000	24,611,500	4,935,000
1933.....	4,774,900	9,260,000	2,507,500	597,500
1934.....	46,049,800	14,300,000	1,452,500	—

NOTES

FIVE CENT STAMPS GROUPED

#557—Five Cent, Blue. Theodore Roosevelt. No Wmk. Perf. 11.

Issued October 27, 1922.

Thru press releases the Post Office Department, on October 1, 1922, announced that Roosevelt's portrait had been selected for the five cent stamp of the new series because "This denomination is most widely used on letters to foreign countries where the former President's fame was believed to be more universal than that of any other." It had at first been planned to use the portrait of Roosevelt on the ten cent stamp.



Photographs of Original Drawings Not Used.

The engravers of the Bureau had considerable trouble over the portrait of the former President, which is after a photograph by Harris & Ewing. It was considered by them to be the most difficult portrait they had ever been called upon to place on a stamp. The first die had a dark background and this not only failed to please the Government Officials but also was not to the liking of the family of the late President. As a result additional sketches were made before the design was approved. The credit for the excellence of the finished portrait is due to J. Eissler and E. M. Hall, of the Bureau, who did the engraving, and C. A. Huston, who designed the stamp.

This stamp, the second of the new series to be issued, was first placed on sale on Roosevelt's birthday, October 27, 1922, at Washington, D. C., at New York City, his birthplace, and at Oyster Bay, N. Y., his former home. The notice of the contemplated issuance of this stamp in the places noted above was dated October 24th, which gave collectors and dealers sufficient time to prepare covers for first day cancellation. The supply from Washington and New York so cancelled have always been fairly plentiful but first day covers from Oyster Bay are quite scarce, those in existence being almost entirely "non-philatelically" made. The postmaster at Roosevelt's home town generally refused the requests to those that wrote in for "first day covers" as his supply was exceedingly small and he retained most of them for local use. Unlike some of the other values, all four of the first plates made for this design went to press in time for issuance the first day.

Photograph
of the
Original
Drawing



Early Design.
Not Used.

There are two interesting varieties of this stamp which passed the careful inspection at the Bureau and fortunately fell into philatelic hands. The first and more unusual was a sheet of 100 found by George H. Quintand at Stamford, Conn., which was entirely unperforated. It was found in a package of ordinary perforated stamps and was fully gummed and not blue pencilled which is the Bureau's sign that the sheet was to have been removed. This pane was from plate 15568 and is the only lot known to have been found. A pane from plate 16332 was found with the vertical perforations running diagonally. This made some pairs, about ten, which were imperf vertically. This latter variety, though less unusual than the imperf sheet, is more desirable as very few pairs remained where the diagonal perforations had entirely missed a pair of stamps, though both are extremely desirable and should only be secured in pairs.

As in the other lower values above the two cents, star plates were made but never went to press.

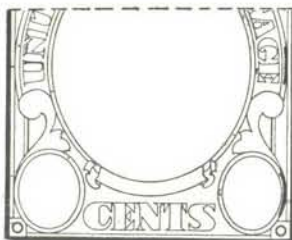
Shades: Blue, deep blue, dark blue.

Varieties: a: Plate number blocks.

b: Imperf.

c: Horizontal pair, imperf. vertically between.

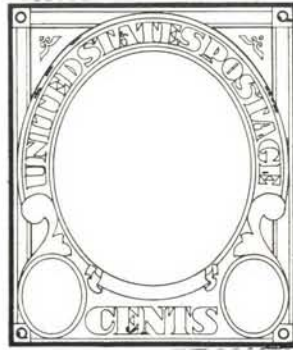
d: Double Transfer. An eastward displacement showing on the "UN" of "UNITED" and to the right of "GE" of "POSTAGE". Position unknown. (Illustrated.)



Double Transfer

Eastward Displacement

Position Unknown.

**Two Way Double Transfer.****Position Unknown.****Recut at Top Left.**

- e: Two way Double Transfer. This is to the right of the Double Transfer listed above. One displacement is upward and to the left, while the other is downward and to the right. (Illustrated.)
- f: Re-Cut. The stamp just below the two way double has been recut at the top as illustrated. This entry was no doubt partly erased in the burnishing out of the stamp above and the lines re-cut to strengthen them. (Illustrated.)

Plates used:

14066—67, 68, 69, 78, 79, 80, 81
 14285—86, 87, 88
 14549—50, 51, 52, 65, 66, 67, 68
 14602—03, 04, 05
 14848—49, 50, 51, 80, 81, 82, 83
 14916—17, 18, 19, 30, 31, 32, 33
 15147—48, 49, 50
 15203—04, 05, 06, 27, 28, 29, 30
 15544—45, 46, 47, 68, 69, 70, 71
 15952
 16330—31, 32, 33, 63, 64, 65, 66, 91, 92, 93, 94
 18035—60

Plates not used:

18181—82, 83, 84, 85, 86, 87, 88
 18267—68, 69, 70
 18311—12, 13, 14
 18461—62, 76, 77

Star Plates not used: 18432—33, 55, 56

**#602—Five Cent, Blue. Theodore Roosevelt. Rotary Press Coil.
 No Wmk. Perf. 10 Vertically. Coiled Sidewise.**

Issued March 5, 1924.

Almost a year and a half had elapsed after the five cent Roosevelt had first appeared before it was necessary to issue the new design in coil form. This was the highest value to be issued in a continuous sequence starting with the one cent. It was largely used for general purposes requiring this denomination and it was not until the fiscal year of 1926 that the Bureau began issuing them precanceled, in which form they were used mainly on circulars.

There was a much smaller demand for this value than any of the lower denominations and as a result there were infrequent printings which showed only a very slight variation in the shades.

This was the only five cent stamp printed from sidewise 170 subject plates and as such the only variety that is wider than the flat plate printings and the same height.

Shade: Blue.

Varieties: Usual sidewise rotary press coil varieties. (See 1 Cent #597.)

Plates used: Star and Number over stamp #1.

15279—80

16443—44, 77, 78

17945—46, 47, 48

18496

Star and number over #1 and number under #170

20309—10, 27, 28

#586—Five Cent, Blue. Theodore Roosevelt. Rotary Press. No Wmk. Perf. 10.

Issued April 4, 1925.

The demand for this value precanceled necessitated it being printed on rotary presses and such copies were placed on sale in the latter part of December 1924. For the benefit of stamp collectors and dealers who, as such, are not allowed to buy stamps in this condition, mint copies from the rotary press perforated 10 were placed on sale at the Philatelic Agency at Washington, D. C., April 4, 1925, along with numerous other values. The intention of the officials of the Bureau and the Post Office Department at first was only to issue the rotary press sheet stamps in mint form at the Agency but decreased appropriations and the necessity of economy soon changed this policy and by the middle of 1926 this type of issue had entirely replaced the flat bed press stamps of all values up to and including the ten cent denomination.

Though available for general use for a shorter time than the flat plate five cent stamps this variety was more generally made available to philatelists and a larger quantity was saved. Well centered copies of this stamp, especially in blocks, are, however, as desirable as the variety they succeeded.

In March 1926 a block of twenty, consisting of two horizontal rows of ten each, were found on double paper. These were from plate 17587.

Just previous to a change in perforations another block of twenty was also found printed on double paper. These, however, were precanceled "San Francisco, Cal." and these two lots are the only ones known to have been saved.

Shades: Light blue, blue, bright blue, deep blue.

Varieties: a: Plate number blocks, (side only).

b: Double paper. (Also precanceled.)

c: Double Transfer. Position unknown. (Illustrated.)

d: Imperf vertically—one pair known.

Double Transfer

Position

Unknown



Plates used:

16089—90
 16495
 16566—67
 16608—54, 70, 71
 17493
 17519—20, 86, 87
 17651—52
 17762—63, 72, 73
 18035
 18157—58, 59, 60
 18394—95
 18418—19, 41, 42, 43, 44, 59, 60
 18789—90
 18850—54

Plates not used:

16496
 16655

**#637—Five Cent, Blue. Theodore Roosevelt. Rotary Press. No Wmk.
 Perf. 11 by 10½.**

Issued March 24, 1927.

To increase the ease of separation of rotary press stamps, a new type of perforating machine was introduced which made this variety possible. The use of the rotary press for printing sheet stamps of the lower values having become an established practice each value was perforated on the new machines as soon as the supply at the Bureau required a new printing.

This stamp, the same as the previous variety, was first issued precanceled and first placed on sale in mint condition at the Agency. It was later distributed to Post Offices as soon as the available supply of the perf 10 sheets had been delivered.

This type of perforation being satisfactory to all concerned it continued in use. Like other denominations of this type of issue, it is found in more variations of blue than the previous varieties of this design.

Shades: Bright blue, blue, deep bright blue, deep blue, dark blue.

Varieties: a: Plate number blocks.

- b: Plate flaws 18909 L.L. #11 has a heavy scratch in the margin and across the upper part of the design (illustrated) 18909 L.L. #12. The scratch is more obvious here, showing marks in the "ST" of "STATES" above and below these letters, in the upper right corner and outside the right frame line (illustrated).

FIRST STAGE

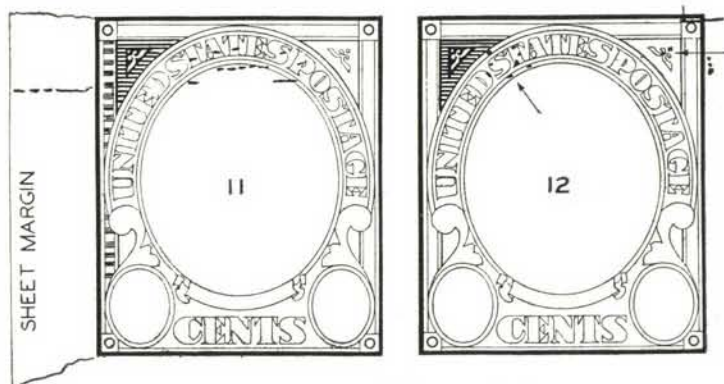
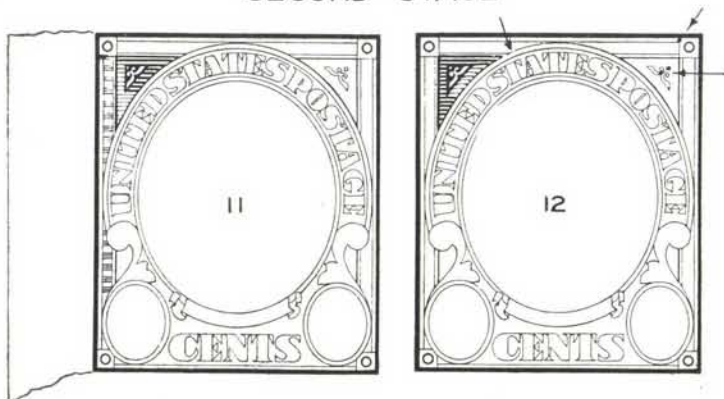


Plate Flaws 18909 Lower Left.

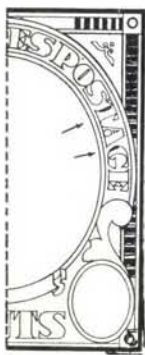
SECOND STAGE



18909 L. L. Plate Flaws Removed.

c: Defective design.

In removing the heavy scratch the design of stamp 11 became defective. The upper left corner is lighter, the horizontal shading lines of the left inner frame line being thinned and missing in some places. The shading lines of the ornament in the upper left corner are also thinned. (Illustrated.) 18909 L.L. #12. The burnishing out of the scratches failed to remove the dot in the corner but thinned the shading lines in the left ornament above "D. S." of "UNITED STATES" (Illustrated.)

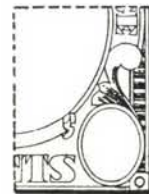


18912 U. L. #1.

DOUBLE TRANSFERS.



18912 L. L. #81.

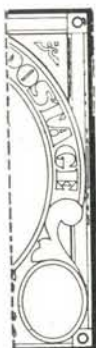


18912 L. L. #83.

d: Double transfer. 18912 U.L. #1. The entire right side is doubled downward and to the right, showing in "TG" of "POSTAGE" in the horizontal shading lines of the inside frame line and in the lower right corner (Illustrated.) 18912 L.L. #81 shows in the circle in the lower left corner and in the shading lines of the inside left frame line. 18912 L.L. #83. This is a more marked double than #81. It shows on the lower right corner as illustrated.

e: Shifted Transfer. A doubling of the right side of the design as illustrated. Position unknown.

f: Defective Transfer. 18785 L.L. #2, 12. On #2 the defective transfer is quite obvious, being considerably lighter than the balance of the design with several of the lines incomplete (Illustrated.) The lower right corner of #12 is also weak. 18912 L.L. #92-93. Defective transfer upper left corner (Illustrated.)



Shifted
Transfer

Position
Unknown



18785 L. L. #2



18912 L. L. #92-93

Defective Transfer.

Plates used:

18394
18441—59, 60
18785
18851—54, 55
18907—08, 09, 10, 11, 12, 13, 14
19088—89
19100—01, 13, 14
19207—08, 25, 26

Plates not used: 18786

**#663—Five Cent, Blue. Theodore Roosevelt. Overprinted Kans.
Rotary Press. No Wmk. Perf. 11x10½.**

Issued April 16, 1929.

This too was first issued at Colby, Kansas. There were no worth while varieties found on this stamp although it was issued in a larger quantity than the two lower values.

Shades: Blue, Deep blue.

Varieties: Plate number blocks.

Plates used: 18907-08

Quantity issued: 2,700,000

**#674—Five Cent, Blue. Theodore Roosevelt. Overprinted Nebr.
Rotary Press. No Wmk. Perf. 11x10½.**

Issued April 19, 1929.

This was the last variety to be issued in Nebraska and appeared first on April 19, at Crawford. It was issued in a much smaller quantity than the same value overprinted for use in Kansas. No worth while varieties were found on this stamp, although it was reported that one position had been found without a period. This no doubt was caused by worn type and is of little importance. Copies have been seen with a much narrower space between overprints than normally found, being in one case as little as 19 mm instead of 22 mm.

Shades: Blue, deep blue.

Varieties: Plate number blocks.

Plates used: 18907—08

Quantity issued: 1,860,000

Quantities of five cent stamps, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled
1923.....	112,986,100	—	—	—
1924.....	306,166,689	—	1,870,000	—
1925.....	275,882,288	48,300,000	6,599,500	—
1926.....	218,252,700	69,850,000	7,229,500	4,937,500
1927.....	193,015,600	37,240,000	5,704,000	322,500
1928.....	206,827,800	49,520,000	6,697,000	4,310,000
1929.....	210,971,200	42,050,000	5,038,500	6,270,000
1930.....	200,519,900	38,710,000	4,704,500	5,510,000
1931.....	197,016,500	41,930,000	5,099,500	4,850,000
1932.....	80,754,300	26,400,000	2,296,500	1,012,500
1933.....	47,845,200	23,290,000	3,028,000	2,867,500
1934.....	134,444,000	22,350,000	1,935,000	1,175,000

NOTES

SIX CENT STAMPS GROUPED

#558—Six Cent, Red Orange. James R. Garfield. No Wmk. Perf. 11.

Issued November 20, 1922.

On November 18, 1922, W. Irving Glover, Third Assistant Postmaster General, announced that a new six cent stamp bearing a portrait of the former President, James R. Garfield would be issued at Washington, D. C., November 20th. This new stamp was placed on sale at the Post Office in that city and at the Philatelic Agency only, and was not distributed to other Post Offices until the supply of the previous issue had become exhausted, and as such was not generally issued until late in 1923.

This stamp made its appearance in honor of Garfield's birthday, November 19th, but this date falling on Sunday the stamp was issued the following day. It was found that the first four plates could not be finished in time to have this stamp ready for distribution by November 20th, and only one plate, No. 14169, was finished and put to press for the first printing. It had been the intention of the Department to issue the stamp for the first day sale at Orange, Ohio, believed to be Garfield's birthplace, and at Hiram, Ohio, his former home. It was found, however, that Orange, Ohio, had no post office and furthermore such a small quantity being printed and completed at such a late date that it was impossible to place them on sale outside of Washington in time for issuance by November 20th.

As in the 1902 issue his portrait was prepared by the Bureau engravers from a photograph. This portrait was engraved by J. Eissler, E. M. Hall, and H. I. Earle. The frame was the same as used for the other low values, with the name "Garfield" on the ribbon below the portrait, and the placing of the numeral "6" in the ovals in both lower corners. The official description of this stamp stated that it was printed in "orange ink."

It is of interest to note that the most desirable and unusual variety of this stamp was found on plate No. 14169, the first one finished, and no doubt in a great hurry. On the lower right pane the stamp immediately to the left of side plate number and the stamp below the other, each showed a very distinct double transfer when first issued. This was brought to the attention of the Bureau by George B. Sloane of New York and on July 16, 1924, the plate was retouched though evidences of the double transfer still remain. In the retouched stamp the curved lines of color in the inner white oval frames were removed as were the color lines in the top of the letters in "States." The horizontal lines thru the tops of the right spandrel ornaments were removed but most of the similar lines across the left ornament were overlooked as were the obvious doubling of the circles in the upper corners and these were the same as previous to the retouching. The copies of the retouched stamp are much more desirable than the double transfer as recut plates of the twentieth century are more unusual than those of the nineteenth. This stamp was only printed from plates having the standard spacing, four star plates having been made but never used.

There is little variation in the shades of this stamp, though used copies have been found in a deep orange brown color. These are chemical "change-lings" though generally not philatelically made. This was due perhaps to the use of a chemical on the mail bags to prevent mildew which often caused stamps affixed to mail matter to assume an entirely different color. Mint copies in this color have been intentionally made and are of no philatelic value.

Shades: Pale red orange, bright red orange, red orange.

Varieties: a: Plate number blocks.

b: Double transfer. 14169 L.R. # 60-70 marked double transfer (Illustrated.)



60



14169 L. R.



70



Double Transfer.

Recut.

c: Recut. 14169 L.R. # 60-70, illustrated.

Plates used:

14169—70, 71, 72
 14962—63, 64, 73
 15892—93, 94, 95
 16045—46, 47, 48
 16243
 16334
 16469—70, 71, 72

Plates not used:

14965
 16244—45, 46
 18471—72

Star Plates not used: 17406—07, 08, 09

#587—Six Cent, Red Orange. Garfield. Rotary Press. No Wmk. Perf. 10.

Issued April 4, 1925.

This value first appeared from the rotary press in the early part of March in precancelled form, and was then later, along with various other values, placed on sale at the Philatelic Agency in mint condition.

The agency copies were provided especially for collectors and dealers and the good for postage were not at first intended for general use in place of the flat plate perf 11 issue. It was quite some time later that this variety was available for ordinary use, they could be printed faster and at a smaller cost than the others and the Department finally decided to issue the rotary varieties in all values up to the ten cent.

It remained in general use for only a little over a year and although on sale at the Agency for more than two years the change to the new perforations found most collectors and dealers had failed to obtain copies while current, and it is therefore more desirable, especially in well centered blocks, than the variety it succeeded.

As was the case with the other values, these were printed from four hundred subject plates curved endwise on the press. They were issued in one hundred

subject panes each surrounded by margins, with a plate number on the upper or lower outside corner of each pane.

Shades: Pale red orange, red orange, bright red orange.

Varieties: Plate number blocks, (side only.)

Plates used:

16083—84
17438—39
17584—85, 88, 89
17967—68
18029—30, 36
18396
18421

**#638—Six Cent, Red Orange. Garfield. Rotary Press. No Wmk.
Perf. 11x10½.**

Issued July 27, 1927.

This variety was the last value to be issued with the new type of perforations which had been introduced to increase the ease with which sheets of stamps could be separated by postal clerks as well as by users of the mail.

It is of great interest because of the extreme uniformity of the color in which they were printed. But for slight variations in intensity which may be caused by difference in the quantity of the ink used, this stamp showed almost no variations in shades. The Bureau no doubt took extra care in mixing this red orange ink as a lack of sufficient red in the dye might easily have caused this value to be confused with the ten cent in the rapid handling of mail. The change in first class letter rate to three cent greatly increased the demand for this value after July 1, 1932.

Shades: Light red orange, red orange.

Varieties: Plate number blocks (side only.)

Plates used:

18029—30, 36, 37
18396—97
18420—21
18860—61, 66, 67
19296—97, 98, 99

**#664—Six Cent, Orange. Garfield. Overprinted Kans. Rotary Press.
No Wmk. Perf. 11x10½.**

Issued April 15, 1929.

This stamp was first issued at Newton, Kansas on April 15, 1929. None of the major printing varieties were discovered on these stamps.

Shades: Orange, deep orange.

Varieties: Plate number blocks.

Plates used: 18030—37

Quantity issued: 1,450,000

**#675—Six Cent, Orange. Garfield. Overprinted Nebr. Rotary Press.
No Wmk. Perf. 11x10½.**

Issued April 17, 1929.

Two days after the Kansas stamp had appeared, this value was first placed on sale at Wahoo, Nebraska.

Only about two thirds as many 6c stamps were overprinted for this state as for Kansas and these are much scarcer. No varieties were discovered in the over printing.

Shades: Orange, deep orange.

Varieties: Plate number blocks.

Plates used: 18030—37

Quantity issued: 980,000

**#723—Six Cent, Orange. Garfield. Rotary Press Coil. Perf. 10
Vertically. Coiled Sidewise.**

Issued August 18, 1932.

The increase of first class postage rates to 3c per ounce in July 1932 caused a demand for six cent coils for prepayment of postage on letters heavier than the minimum rate. There was no call for endwise coils and, this was the only form of issue prepared for use in stamp affixing devices.

This new coil was first placed on sale in Los Angeles in honor of the Annual Convention of the *American Philatelic Society*.

The reduction of Airmail rates to 6c per ounce in 1934 increased the use for this value.

They were printed from plates of 170 subjects and being carried sidewise are wider than the sheet stamps.

Shades: Orange.

Varieties: Usual sidewise coil varieties.

Plates used: Number and star above number 1, number below 170.
20968—69

Quantities of six cent stamps, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled
1923.....	119,600	—		
1924.....	65,010,389	—		
1925.....	159,562,088	23,140,000		
1926.....	116,962,600	31,090,000		
1927.....	105,682,500	40,720,000		
1928.....	106,998,700	37,180,000		
1929.....	108,530,800	32,240,000		
1930.....	107,716,600	38,920,000		
1931.....	101,245,500	31,130,000		
1932.....	42,197,900	15,630,000		
1933.....	54,206,700	22,050,000	20,314,500	1,192,500
1934.....	111,430,200	15,870,000	6,589,400	480,000

SEVEN CENT STAMPS GROUPED**#559—Seven Cent, Black. McKinley. No Wmk. Perf. 11.**

Issued May 1, 1923.

Continuing the custom established in the other values, to commemorate an important event, this design was first issued on McKinley's birthday at Niles, Ohio, his birthplace, and at Washington, D. C. Only one plate, No. 14584, was completed in time for first day sales and the quantity first issued was very small. The supply of this stamp sent to Niles for first day sales was only 5,000 copies, and first day covers from this place are more desirable than those from Washington.

The portrait of McKinley was engraved by L. S. Schofield and E. E. Myers, of the Bureau, after a photograph. The frame is the same as the other low values except in the numerals and the name of the subject on the ribbon below the portrait.

As in the other values above the two cent, four star plates were made showing a wider spacing but none of these went to press.

Shades: Gray black, black, intense black.

Varieties: a: Plate number blocks.

b: Shifted Transfer. An upward shift showing above the top frame lines and above the vignette (illustrated).



Shifted Transfer

Position Unknown.

c: Double Transfer. A lower plate number block shows a small double transfer in the top and at the corners of all six stamps.

Plates used:

14584—85, 86, 87
 14812—13, 14, 15
 14950—51, 52, 53
 15181—82, 83, 84
 15211—12, 13, 14, 71, 72, 73, 74
 15794
 16135—36, 37, 38, 39, 56
 16247—48, 49, 50, 51, 52
 16453—54, 55, 56
 16662—63, 64, 65
 17452—53, 54, 55
 17621—22, 23, 24
 18116—17, 18, 19, 63, 64, 65, 66

Plates not used: 18275—76, 77, 78

Star Plates not used: 17410—11, 12, 13

#588—Seven Cent, Black. McKinley. Rotary Press. No Wmk. Perf. 10.

Issued May 29, 1926.

This stamp was one of three values which was the last to be issued from the rotary press in sheet form. The Bureau having decided to issue all values up to ten cent on the rotary press it was necessary to install more machines before all these values could be printed from curved plates. Among those to be so printed there was a much smaller demand for this value as well as the eight

and nine cent stamps, and these three denominations were only issued from flat plates until more presses could be installed, the plates for the seven cent stamps were made before either of the other two values, though all three were issued the same day.

This stamp was current for a shorter time than any other value, being replaced by a new perforation less than a year after it had first appeared. It is the most desirable seven cent stamp in this group and in comparison to its face value the least common perf 10 stamp in the series of 1922.

Shades: Greyish black, black.

Varieties: Plate number blocks, (side only.)

Plates used:

17786—87, 98, 99

18179—80, 95, 96

**#639—Seven Cent, Black. McKinley. Rotary Press. No Wmk.
Perf. 11x10½.**

Issued March 24, 1927.

Increasing demand for this value precancelled necessitated additional printings and it was one of the first to be issued with the new perforation.

The stamp was issued in large quantities for several years, but unlike the other values showed practically no variation in color. Only one variety discovered to date is of special interest. About the middle of 1929 a pane was found containing 101 subjects. This pane was found in a package of normal post office sheets, with margin all around, with one additional stamp attached. This gave one pair of stamps with a margin between and is the only one known to be in existence in this value.

Shades: Greyish black, black.

Varieties: a: Plate number blocks, (side only.)

b: Pair with margin between (only one known.)

c: Shifted Transfer—Entire left side is doubled. Position unknown (illustrated).

Shifted
Transfer



Position
Unknown.

d: Double Transfer—Entire stamp doubled downward, shows in top frame lines, top of medallion "N" & "T" of "UNITED," lower part of vignette in "McKINLEY," above and below numerals of value, in corner circles, etc. Position unknown.

Plates used:

18195—96

18735—36, 39, 40

19236—37, 38, 39

19487—88

19508—11, 20, 21

#665—Seven Cent, Black. McKinley. Overprinted Kans. Rotary Press. No Wmk. Perf. 11x10¹/₂.

Issued April 16, 1929.

This stamp was issued at Colby, Kansas on April 16, 1929 the same day as several other values first appeared.

There were no worthwhile printing varieties.

Shades: Black.

Varieties: Plate number blocks.

Plates used: 18736—40

Quantity issued: 1,320,000

#676—Seven Cent, Black. McKinley. Overprinted Nebr. Rotary Press. No Wmk. Perf. 11x10¹/₂.

Issued April 17, 1929.

For use in the State of Nebraska, these overprinted stamps were first placed on sale at Auburn, Nebraska on April 17, 1929. Quantity issued was about two thirds that of the seven cents Kansas stamps but the variety is almost twice as desirable.

Shades: Black.

Varieties: Plate number blocks.

Plates used: 18736—40

Quantity issued: 850,000

Quantities of seven cent, McKinley, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending:

	Ordinary	Precanceled
1923.....	557,300	—
1924.....	98,830,389	—
1925.....	110,366,485	—
1926.....	115,913,900	6,080,000
1927.....	93,804,300	22,880,000
1928.....	92,533,800	18,130,000
1929.....	75,940,600	40,370,000
1930.....	64,081,400	40,160,000
1931.....	58,074,900	33,460,000
1932.....	27,276,900	25,920,000
1933.....	160,000	21,360,000
1934.....	28,127,100	16,890,000

NOTES

EIGHT CENT STAMPS GROUPED**#560—Eight Cent, Olive. Grant. No Wmk. Perf. 11.**

Issued May 1, 1923.

This stamp was issued only at Washington, D. C., on the same date as several other values, which completed the series as originally contemplated. The date was one of convenience to the Department rather than of historical significance as the Bureau was desirous of having all values appear prior to the end of the fiscal year, there being but little need of this value at that time as there was still a large quantity on hand of the old design of this denomination.

The portrait of the former President was engraved by L. S. Schofield and J. Eissler of the Bureau, after a photograph. The name "Grant" is on the ribbon below the portrait, with the surrounding design the same as the lower values, with the necessary change of numerals representing the denomination.

The first printing was in a deep olive green shade from all four of the first group of plates made for this value. The earliest printing being small this shade is more desirable than the lighter ones which followed it.

Besides the 2 Cent this value was the only one below the twelve cent to appear from star plates. Three plates were made but only one went to press. The star was five pointed and appeared below the side of plate number on the upper right pane. The difference in spacing is not sufficient to warrant a separate variety classification as occurred with the early star plates, but plate number blocks, especially of this value showing the star are very desirable as they were generally overlooked.

Shades: Yellow olive green, olive green, deep olive green.

Varieties: a: Plate number blocks.
b: Star Plate number block.

Plates used:

14569—70, 71, 72
15223—24, 25, 26, 63, 64, 65, 66
15477—78, 79, 80
15946—47, 48, 49
16011—12, 13, 14
16169—70, 71, 72, 75, 76, 77, 78
16215—16, 17, 18
16449—50, 51, 52
16701—02, 03, 04, 65, 68, 95
17467
17916—17, 18, 19, 20

Star Plates: 16796

Plates not used:

16766—94
18130—31, 32, 33, 34

Star Plates not used: 16767—93

#589—Eight Cent, Olive. Grant. Rotary Press. No Wmk. Perf. 10.

Issued May 29, 1926.

The demand for precancelled stamps of this value as well as the high cost of flat plate printing had caused the Post Office Department to decide to issue this stamp as well as the other lower values on the rotary press. Its appearance was delayed by the need for more presses equipped to print four hundred subject sheets and this stamp did not appear until about three years after the one cent. Though there had been numerous complaints against the perf 10

stamps of the other values these were issued so perforated as the Bureau experiments on the new device had not yet been perfected.

This variety was current for only about a year and is more desirable in mint form than the flat plate stamps. In spite of its short life it is found in more shades than the stamp it succeeded.

Shades: Pale olive bistre, olive bistre, olive yellow, olive green.

Varieties: Plate number blocks, (side only.)

Plates used:

17816—17, 32, 33
18189—90
18775—76, 77, 78

#640—Eight Cent, Olive. Grant. Rotary Press. No Wmk.
Perf. $11 \times 10\frac{1}{2}$.

Issued June 10, 1927.

The use of a new perforating device enabled the public to more easily separate the rotary press printed stamps and gave collectors this new variety.

Though this stamp was current for a much longer time than the perf 10 variety, it is found in a very limited range of colors.

There was one variety discovered in California that is of interest to philatelists and was only on one pane and is only known to exist in one other value, that of the two cent. This variety consists of a double row of perforations between the first two horizontal rows of stamps, the remainder of the sheet being normal.

Shades: Olive green, olive bistre.

Varieties: a: Plate number blocks, side only.

b: Vertical pairs or blocks showing double perforations between.

Plates used:

18189—90, 91, 92
18733—34, 53, 54, 75, 76, 77, 78
19246—47, 62, 63
19372—73, 74, 75, 76, 77
20128—29
20364—65, 66, 67
20400—01

#666—Eight Cent, Olive. Grant. Overprinted Kans. Rotary Press.
No Wmk. Perf. $11 \times 10\frac{1}{2}$.

Issued April 15, 1929.

This stamp was first issued at Newton, Kansas on April 15, 1929. There were no philatelic varieties although issued in a larger quantity than any of the values above five cent with the exception of the ten cent.

Shades: Olive green.

Varieties: Plate number blocks.

Plates used: 18191—92

Quantity issued: 1,530,000

#677—Eight Cent, Olive. Grant. Overprinted Nebr. Rotary Press.
No Wmk. Perf. 11x10½.

Issued April 17, 1929.

It was at Humbolt, Nebraska that this value was first placed on sale, on April 17, 1929. The quantity issued was almost the same as the one prepared for Kansas, the difference being only 50,000 stamps. One sheet was found with a spacing of 32 mm between two rows of overprints instead of 22.

Shades: Olive green.

Varieties: a: Plate number blocks.
b: Wide spacing between overprints.

Plates used: 18191—92

Quantity issued: 1,480,000

Quantities of eight cent, Grant, series of 1922, issued to Postmasters as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Precanceled
1923.....	45,100	—
1924.....	61,942,289	—
1925.....	139,947,688	—
1926.....	170,074,700	6,450,000
1927.....	151,749,200	21,460,000
1928.....	156,681,100	18,580,000
1929.....	136,573,300	61,020,000
1930.....	121,391,900	63,150,000
1931.....	115,134,700	52,360,000
1932.....	43,564,500	41,150,000
1933.....	29,875,300	28,340,000
1934.....	67,238,800	20,200,000

NOTES

NINE CENT STAMPS GROUPED.**#561—Nine Cent, Rose. Jefferson. No Wmk. Perf. 11.**

Issued January 15, 1923.

This stamp was issued along with several other values at Washington, D. C. on January 15, 1923, which date was one of convenience rather than of historical importance. The official notice dated January 12th, announcing the intended issuance of these stamps, states that the "stamps will not be issued to postmasters until the present supply of the current issue of these denominations is exhausted." The small quantities issued of this stamp during the first six months clearly indicate the lack of need for this new design at such an early date.

The portrait of Jefferson, after a painting by Gilbert Stuart, was engraved by J. Eissler, L. Kaufman and E. M. Earle, of the Bureau. The frame design is the same as the lower values with the necessary change in the numerals of value, with the name "Jefferson" on the ribbon below the portrait.

The official description states that it was printed in "Pink Ink." There is no known shade of this variety of the nine cent stamp that could be chronicled as "pink." The general catalog grouping for all shades of this stamp are always a variety of "rose." As originally issued it appeared in a bright carmine rose shade which is the most desirable color variety.

Unlike the eight cent stamp, none of the star plates made for this value ever went to press.

Shades: Pale rose, rose, carmine rose, bright carmine rose.

Varieties: Plate number blocks.

Plates used:

14239—40, 41, 42
15235—36, 37, 38, 59, 60, 61, 62
17521—22, 23, 24

Plates not used:

18375—76, 89, 90, 91
18437—38, 49, 50, 63, 64

Star Plates not used: 17000—01, 02, 03

#590—Nine Cent, Rose. Jefferson. Rotary Press. No Wmk. Perf. 10.

Issued May 29, 1926.

This value had assumed a more important position with the introduction of the one and a half cent rate for third class mail and was in greater demand especially for circulars or samples weighing six ounces. It was issued the same days as the two lower values printed on the rotary press. Their issuance was delayed for some time as the Bureau had to wait until more machines could be installed for this type of printing.

This particular variety though current for a much shorter time than the flat plate issue is found in a wider range of shades. The pink was again lacking, the color being gradually changed to more of a salmon cast than rose just prior to the change in perforations. These latter shades are more desirable than the earlier ones, especially in well centered copies.

Shades: Rose, rose red, pale salmon, salmon, salmon red.

Varieties: Plate number blocks, (side only.)

Plates used:

17854—55
18193—94

**#641 and #691—Nine Cent, Rose. Jefferson. Rotary Press. No Wmk.
Perf. 11x10 $\frac{1}{2}$.**

Issued May 17, 1927.

This variety is the result of a demand for rotary press stamps that would be easier of separation than those perforated ten.

It is of interest to collectors because of the wide difference in shades. The color varied so much from the original, especially on the lighter casts, that one postal inspector in 1930 wanted to swear out a warrant against one party claiming he was using "washed stamps." He was, however, confronted with additional light pink copies at the post office where the suspicious stamps had been bought. This led the Post Office Department to request the Bureau to return to the original shade, which was a bright carmine rose. This was the only variety that was issued in a shade of "pink." In 1931 this value appeared in an orange red shade. Though just a color variety, it was erroneously given a new catalog number.

Shades: Pale pink, rose pink, light salmon, salmon, light rose red, rose red, carmine rose, bright carmine rose, orange red, deep orange red.

Varieties: Plate number blocks, (side only.)

Plates used:

17884—85
18193—94
18201—02
18741—42, 43, 44
19350—51, 52, 53, 54, 55
19788—89, 90, 91

**#667—Nine Cent, Rose. Jefferson. Overprinted Kans. Rotary Press.
No Wmk. Perf. 11x10 $\frac{1}{2}$.**

Issued April 16, 1929.

This value was also first issued at Colby, Kansas on April 16, 1929. There were less of these stamps issued than any of the other values overprinted for use in Kansas and it is naturally the scarcest. There were no philatelic varieties in the overprint.

Shades: Light rose, rose.

Varieties: Plate number blocks.

Plates used: 18742—44

Quantity issued: 1,130,000

**#678—Nine Cent, Rose. Jefferson. Overprinted Nebr. Rotary Press.
No Wmk. Perf. 11x10 $\frac{1}{2}$.**

Issued April 17, 1929.

This stamp was first issued in Cambridge, Nebraska on April 17, 1929. Exactly 600,000, less copies of this stamp were prepared than the same value for use in Kansas and it is the scarcest variety of the "state overprints."

In spite of the reduced quantity issued both types of overprinting errors were discovered. One sheet was found with one row having no overprint and one sheet had the wide spacing.

Shades: Light rose.

Varieties: a: Plate number blocks.
 b: Vertical pairs, one without overprint.
 c: Vertical pairs, wide spacing between overprint.

Plates used: 18742—44

Quantity issued: 530,000

Quantities of nine cent, Jefferson, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Precanceled
1923.....	55,100	—
1924.....	20,632,689	—
1925.....	57,314,788	—
1926.....	84,042,200	3,260,000
1927.....	72,534,100	12,890,000
1928.....	77,455,400	12,580,000
1929.....	57,170,900	37,720,000
1930.....	47,227,100	33,780,000
1931.....	45,860,300	26,100,000
1932.....	17,396,800	23,160,000
1933.....	18,943,100	19,330,000
1934.....	63,395,400	16,130,000

NOTES

TEN CENT STAMPS GROUPED

#562—Ten Cent, Yellow Orange. Monroe. No Wmk. Perf. 11.

Issued January 15, 1923.

The ten cent was first issued in Washington, D. C., along with several other values on a date that had no particular significance. The large quantity issued up to the end of the fiscal year of 1923 clearly indicates the need for the new designs of this denomination.

Photograph
of the
Original
Drawing



Preliminary
Design.
Not
Used.

It was first intended to use a photograph of Theodore Roosevelt for this, but his portrait was used on the 5c instead. The portrait of Monroe is after the painting of J. Van der Lin, now hanging in New York City Hall, and was engraved by J. Eissler, E. N. Hall, and E. Hein, of the Bureau of Engraving and Printing. The frame design is the same as the lower values, with the necessary change in numerals of value and the name "Monroe" appearing on the ribbon below the portrait.

In August 1923 a pane of 100 from plate No. 14818 was found in California lacking horizontal perforations. As far as is known this sheet had not been "blue pencilled" by inspectors and all copies were worthy of philatelic acceptance. In February, 1924, another pane was found from plate No. 14816, but these had been marked for destruction by inspectors at the Bureau, which left only twenty-three pairs that had no evidences of this blue pencil. At the time these plates were being used there must have been some let-down in the inspection department of the Bureau as a further variety was discovered from plate No. 14818. A sheet was found in April 1925 in Oklahoma that had not been perforated. This was the southwest pane from that plate. The use of the "blue pencil" spoiled most of the copies and only a few blocks and several pairs were untouched. These varieties being very desirable should only be bought in pairs or blocks.

The official description of this stamp lists it as being printed with "yellow ink." The catalogs list all shades of this stamp as variations of orange. While it is not exactly a yellow it is much more nearly so than what we might consider orange. There is practically no red in the color that would give this orange cast, the color being more nearly a deep gold. Some of the later printings of this value especially the rotary press are definitely deep yellow with no evidence of any orange. It is a deeper color than the earlier stamps of this value which were classified as yellow and more nearly like the orange yellow colors of the more recent designs in this value. We have therefore classified the shades of this stamp as varieties of yellow orange.

As in the lower values star plates were made with the wider spacing and although four such plates had been prepared none went to press.

There was little variation in the shade of this stamp, those listed being principally of the inking variety. No shade is more desirable than any other especially since this value was immediately issued in large quantities. During the first fiscal year ending June 30, 1923, more ten cent stamps were issued than any other value except the one and two cent denominations.

Shades: Light yellow orange, yellow orange, deep yellow orange.

Varieties: a: Plate number blocks.
b: Imperf. horizontal pairs and blocks.
c: Imperforate.

Plates used:

14229—30, 31, 32, 33, 34, 35, 36
14492—93, 94, 95
14580—81, 82, 83
14606—07, 08, 09, 10, 11, 12, 13
14808—09, 10, 11, 16, 17, 18, 19, 44, 45, 46, 47
15125—26, 27, 28, 99
15200—01, 02, 75, 76, 77, 78
15346—47, 48, 49
15509—10, 11, 12, 13, 54, 55, 56, 57
15734—35
15924—25, 26, 27, 40, 41, 42, 43
16069—70, 71, 72, 75, 76, 77, 78
16355—56, 57, 58, 59, 60, 61, 62, 75, 76, 77, 78, 79, 80, 81, 82, 87, 88, 89, 90
17468—69
18033—34

Plates not used:

17171—72, 73, 74
18058—59, 79, 80, 81, 96, 97, 98, 99
18285—86, 87, 88
18325—26, 27, 28

Star Plates not used: 17167—68, 69, 70

**#603—Ten Cent, Yellow Orange. Monroe. Rotary Press Coil.
No Wmk. Perf. 10 Vertically. Coiled Sidewise.**

Issued December 1, 1924.

The last variety to be newly issued of the old design was a ten cent coil, as the Franklin design of the issue of 1911 has only been placed on sale in 1922. These having been printed on the rotary press were made in a very large quantity and were sufficient to delay the issuance of the new design in coil form of this value almost two years after the sheet stamps had been issued. This was the highest value to be issued in coil form and of the original values was the last to be so issued. It appeared six months before the rotary press perf 10 sheet stamps, and although bearing a higher catalog number we have followed the chronological sequence rather than the numerical.

The perf 10 coil stamps having been satisfactorily made and used for almost ten years this method of preparing stamps for this type issue was continued. Being sidewise coils these were printed from 170 subject plates curved sidewise, resulting in a stamp that was the same height as the flat plate but about 1 mm wider, with a line after each seventeenth stamp.

This value has been mainly used by large consumers of stamps and usually in precancelled condition. Although the Bureau did not issue this stamp, except in mint form, until the fiscal year of 1926, most of them were precanceled by individual postmasters. By 1930 the Bureau was issuing more precanceled than mint stamps. The limited use for a coil of this value is likely to cause mint pairs, especially line varieties, to become more desirable than the sheet stamps.

Shades: Yellow orange, deep yellow orange.

Varieties: Usual sidewise rotary coil varieties. (See 1 Cent # 697.)

Plates used:

16339—40, 41, 42
 17610—11, 12, 13
 17961—62, 63, 64
 18498—99
 18500

**#591—Ten Cent, Orange Yellow. Monroe. Rotary Press. No Wmk.
 Perf. 10.**

Issued June 8, 1925.

This was the highest value to be issued rotary press perf 10 and because of the demand for it in precancelled condition it appeared quite some time before several of the lower values. It was first issued precanceled and a short time later was placed on sale in mint form at the Agency for the benefit of stamp collectors. It was about a year later that the Bureau distributed this stamp to all Post Offices in place of the flat plate stamps. These could be printed at the rate of 6,000,000 per press per day in place of 1,600,000 for the flat plate presses, and as such could be produced at a smaller cost than the others.

As might be expected of this type of issue a sheet was found in which the upper three rows were printed on double paper. These are the only ones known to have been found and are quite desirable to the specialist.

The Bureau had more trouble keeping the color constant in this variety than in the flat plate issue and the variations are due to other causes rather than by the amount of ink used. One printing was in a red orange shade, somewhat similar to the six cent, and this is much more desirable than the others, another distinct shade is orange with almost no yellow in its make-up. Though in general use for a much shorter time than the flat plate stamps this variety is only a little more desirable than the issue it succeeded, though well centered copies are not common, especially in blocks.

Shades: Yellow orange, deep yellow orange, orange, red orange.

Varieties: a: Plate number blocks, (side only.)

Plates used:

16107—08
 17440—41
 17590—91
 17614—15, 49, 50, 93, 94
 18135—36, 37, 38
 18387—88
 18414—15
 18532—33, 38, 39
 18614—15, 22, 23, 26, 27

**#642—Ten Cent, Yellow Orange. Monroe. Rotary Press. No Wmk.
 Perf. 11x10½.**

Issued February 3, 1927.

In December, 1926, the Bureau issued rotary press sheet stamps perforated by a new device that enabled them to increase the cut portion between subjects which helped make their separation easier. These were perforated 11 horizontally and 10½ vertically, and as they proved satisfactory this method was introduced for other values as soon as a new supply was prepared and additional machines had been set up. Along with the three cent this value was the first to be issued after the Bureau had decided to use this method due to numerous complaints against the perf 10 stamps then in use.

A very unusual variety was discovered in California in 1928 and is the only one known to have been found in this or any other value. A block of four was found with the vertical gutter between the right and left pairs. The right hand pair was precancelled "Los Angeles" while the stamps at the left of the margin were without imprint.

Unlike the other values of this variety of perforation there was little variation in the shades, the most of these had more yellow than the earlier ones and are really more orange yellow than yellow orange. In 1930 the complaint against the variation in shades of all values caused the Bureau to return somewhat to the earlier color and later printings were deeper and had a more reddish cast.

Shades: Orange yellow, deep orange yellow, yellow orange.

Varieties: a: Plate number blocks (side only.)
b: Block with vertical margin between.
c: Double paper.

Plates used:

18136
18532—38, 39
18614—15, 22, 23, 26, 27
18846—47, 48, 49
19234—35, 54, 55, 56, 57
19489—90
19504—05, 06, 07, 22, 23

**#668—Ten Cent, Yellow Orange. Monroe. Overprinted Kans.
Rotary Press. No Wmk. Perf. 11x10¹/₂.**

Issued April 16, 1929.

This was the highest value to be overprinted for use in Kansas. Like most of the lower values it was first issued at Colby, Kansas on April 16, 1929.

Although this stamp was issued in a larger quantity than any other value above the two cents, no philatelic varieties were found.

Shades: Yellow orange, deep yellow orange.

Varieties: Plate number block (side only.)

Plates used: 19234—35

Quantity issued: 2,860,000

**#679—Ten Cent, Yellow Orange. Monroe. Overprinted Nebr.
Rotary Press. No Wmk. Perf. 11x10¹/₂.**

Issued April 18, 1929.

This was almost the last value to appear as well as being the highest denomination to have the Nebraska overprint. It was issued at Tecumseh, Nebraska, April 18, 1929, which was two days later than some of the lower values.

Almost one million less were prepared for use in this state than for Kansas and these are more desirable. No overprint varieties were found.

Shades: Yellow orange, deep yellow orange.

Varieties: Plate number blocks (side only.)

Plates used: 19234—35

Quantity issued: 1,890,000

Quantities of ten cent, Monroe, series of 1922, issued to postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Ordinary Precanceled	Coils	Coils Precanceled
1923.....	133,301,000	—	—	—
1924.....	293,736,389	—	—	—
1925.....	307,072,288	—	4,566,500	—
1926.....	249,827,400	93,030,000	8,355,000	5,210,000
1927.....	218,299,000	79,270,000	6,720,000	927,500
1928.....	228,118,300	78,740,000	7,583,500	3,060,000
1929.....	212,128,800	74,750,000	8,427,500	7,037,500
1930.....	211,980,800	77,670,000	6,237,500	8,987,500
1931.....	188,697,100	57,850,000	3,524,500	7,127,500
1932.....	80,761,700	38,800,000	2,106,000	4,050,000
1933.....	86,967,700	37,580,000	2,926,000	2,210,000
1934.....	157,212,000	53,380,000	2,889,500	1,575,000

NOTES

ELEVEN CENT STAMPS GROUPED

**#563 and #652—Eleven Cent, Light Blue Green. Rutherford B. Hayes.
No Wmk. Perf. 11.**

Issued October 4, 1922.

Though listed as two separate varieties of the eleven cent stamp we have placed both under the same heading as there was no official change in the color.

This was the first stamp of the 1922 series issued and was first placed on sale at both Fremont, Ohio, Hayes' native town and Washington, D. C. on October 4, 1922, this date being the one-hundredth anniversary of his birth. The Department took great care to have this stamp ready in ample time for distribution on this date, and the first plate, No. 14058, was completed September 29th, going to press the following day. The entire first issue came from this plate, the later plates not being completed in time to enable their being used before October 4th.

The new stamps were not available until the morning of October 3rd, and M. L. Eidsness, Jr., Superintendent of Stamps of the Post Office Department, was designated by the Hon. W. Irving Glover, Third Assistant Postmaster General, to go to Fremont, Ohio, and personally deliver the stamps to the Postmaster there on the morning of Hayes' one-hundredth anniversary celebration. He also acted as special representative of the Department in presenting Scott R. Hayes, son of the former President, a beautifully mounted die proof of this stamp, autographed by the Postmaster General. With this simple ceremony the new series was introduced to the public.

The use of a portrait of Hayes on one of the new stamps created considerable discussion. Those opposed to the choice claimed that he had been selected due to the fact that he had been born just one hundred years before, and claiming that this was not sufficient reason for such an honor when others perhaps better known had been overlooked. Others claimed that he deserved to be so honored for his courageous way of reforming the civil service and conciliating the southern states.

The portrait of Hayes was engraved by J. Eissler and H. I. Earle, of the Bureau, after a photograph. The frame design is the same as the lower values, with the necessary changes for the name of the subject and the denomination.

This stamp has been the subject of more philatelic writing and discussion than any one stamp issued in only two major varieties. It appeared in a wider range of colors than any stamp of the twentieth century and the difference is so marked that the Bureau has on file three distinct colors that had been approved by the Postmaster General. The previous issue of this denomination had been printed in green ink but the Department decided to print the new stamp in "light blue ink." The first die proof approved in September 1922 was printed in bright deep blue and this color was maintained during the first printing, which was very small. Most of the early printings of this value were shades of blue somewhat deeper than the later colors.

In 1925 complaints were received by the Post Office Department of the wide variations in the shade of this stamp and the Bureau was asked to submit samples of the colors then being used for this value. No attempt was made to return to the original color and on February 9, 1925 a sheet from plate No. 15801 was approved in a lighter blue. This color was current for about two and a half years, with variations of more or less green in the make-up of the ink as well as some appearing in a very light milk blue tone.

The green cast in the blue became more pronounced and in 1928 the Bureau issued the stamp in a variety of shades of green without any trace of the original

blue. These were so entirely different from the former printing that this variety was given a separate catalog number. We consider this only as a variety of the normal color as the change, though marked, was neither intentional nor official and therefore should not be listed as a separate major variety.

In the early part of 1929 the P. O. Department notified the Bureau that the variation of shades was unsatisfactory and requested immediate copies in several shades for approval of a satisfactory color. On April 20th a third distinct color, this time a milky blue, was approved as the correct shade for future printings, with the added instructions that effort be made to adhere to this color as closely as possible.

There is a great difference of opinion on the part of collectors and catalogers as to which shades are most desirable. Most of them favor the various shades of green and give scant heed to the early printings of which there were a much smaller quantity issued. The light greenish stamps were made between the middle of August and the end of September 1928, being printed from plates No. 17617-18-19-20, with a minimum production of 5,000,000 copies. This color received a great deal of publicity at the time it was current and a large quantity of this stamp were saved. In marked contrast to this figure, the number of eleven cent stamps issued during the first fiscal year when the color was deep bright blue and bright blue, amounted to only 105,100, these being all that were issued at the time of the early printing. These earlier colors are likely to prove more desirable than the later greens and milky blues.

When the Universal Postal Union Congresses meet it is customary for each country to present to the representatives of other countries a book containing copies of all stamps then being issued by their postal authorities. It is of interest to note the difference in the colors of the 11 cent stamp found in these books for the different years. The color for instance in the book issued for the 1924 Congress at Stockholm, is a light peacock blue; in the 1926, Mexico City, Pan-American Congress book it is a light greenish blue, while for the 1929 Congress at London the color is green, almost the shade of the thirteen cent, but slightly lighter. This clearly indicates the various color groups found in this stamp as well as accurately placing the approximate time when these colors were current.

There are two variations from the standard in the size of the stamp and in the spacing between subjects. Neither is of sufficient importance to be classified as a major variety but are of interest to the collector specializing in United States issues. As in the lower values plates were laid out with slightly wider gutters in order to decrease the waste in perforating. These plates however had no star. The difference being less than 1 mm it is not sufficiently important to divide this issue in spacing groups. The other variety is one in which the stamps are wider than normal but not as high. This was caused by the placing of the paper upon the press sidewise which caused it to shrink in the height of the stamp and not in the width, this difference in the size of the stamp is about 1 mm per block of four, and gives the design a squat appearance. This again is not of sufficient importance to be worthy of separate catalog rank but is materially of interest to the student.

Shades: Pale peacock blue, light peacock blue, bright peacock blue, peacock blue, deep peacock blue, bright blue, deep bright blue, pale greenish blue, light greenish blue, greenish blue, turquoise blue, light turquoise green, turquoise green, deep turquoise green, pale green, light green, yellow green, bright green, green, deep green, pale milky blue, light milky blue, milky blue, light milky greenish blue, milky greenish blue, greenish blue.

Varieties: a: Plate number block.
 b: Wide spaced blocks.
 c: Shorter and wider copies as noted above.

- d: Horizontal pair, imperf between—only one pair known, precancelled
 "San Francisco."
 e: Shifted transfer at top.

Plates used:

14058—59, 60, 61
 15798—99
 15800—01
 16445—46, 47, 48
 17414*—15*, 16*, 17*, 56*, 57*, 58*, 59*
 17617—18, 19, 20
 19135—36, 37, 38

Wide spacing*Plates not used:**

19445
 20008—09, 10

#692—Eleven Cent, Greenish Blue. Hayes. Rotary Press. No Wmk.
 Perf. $11 \times 10\frac{1}{2}$.

Issued September 4, 1931.

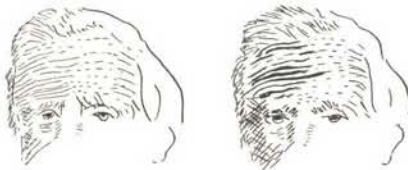
It was almost five years after the Bureau had decided to change the Rotary Press sheet perforations to $11 \times 10\frac{1}{2}$ that values above the ten cent were issued other than from flat plate and these rotary press printings do not exist other than with this compound perforation.

Unlike the flat plate printings of this value there has been little variation in the shade or color of this stamp. There is however one very interesting plate variety, a recut, that is the most pronounced of any of the 20th Century issues. This recut was due to some damage to the plate after it had been to press as copies of the positions have been seen without any evidence of other than perfect entries.

On plate 20617, stamps No. 2 and 3 of the lower left pane show obvious evidence of recutting on the forehead, stamp two shows this in a very marked degree and can easily be seen without a glass as each recut line is much darker than the other lines of the head. Stamp No. 3 is similarly recut but the lines are not as marked but can be easily seen with an ordinary glass.

Shades: Greenish blue, bright greenish blue, deep greenish blue.

- a: Plate number block (side only.)
 b: Recut head 20617 L.L. #2-3. (Illustrated.)

**Normal****Recut**

20617 L. L. #2.

Plates used:

20533—34
 20617—18
 21078

Quantity of eleven cent, Hayes, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

	Ordinary	Precanceled
1923.....	105,100	—
1924.....	26,662,389	—
1925.....	38,971,488	—
1926.....	44,444,900	—
1927.....	39,552,100	—
1928.....	39,468,500	—
1929.....	33,483,600	—
1930.....	34,416,900	—
1931.....	27,230,200	—
1932.....	22,375,900	—
1933.....	30,487,600	18,470,000
1934.....	30,748,500	20,700,000

NOTES

THE TWELVE CENT STAMPS GROUPED

#564—Twelve Cent, Brown Violet. Grover Cleveland. No Wmk.
Perf. 11.

Issued March 20, 1923.

There was little need for the new design of this value at the time it was first issued, it was placed on sale March 20, 1923, at three points, Caldwell, N. J. Cleveland's birthplace, Boston, Mass., during a stamp exhibition, and at Washington, D. C. To have these stamps ready in time for issuance on that day the only plate finished, was used, this was plate No. 14404.

Three thousand stamps were delivered to the Postmaster at Caldwell for first day sales and the covers from that office are scarcer than from either of the other two cities. Boston received ten thousand copies and most of those used the first day bore a special exhibition cancellation, though many carried only the regular Boston postmark. Washington postmarks are most numerous as the advance notice did not mention the Department's intention to issue the new twelve cent stamps in Boston on March 20th.

The portrait of Cleveland, from a photograph, was engraved by J. Eissler and E. M. Weeks, of the Bureau. The surrounding design is the same as the lower values, with the necessary changes to the ribbon and the numerals of value.

Five star plates, with the small additional spacing between subjects, were made and used for printing this stamp. The star, six pointed on one plate and five on the others was placed adjacent to the upper right side plate number. Few collectors noticed this variety and most copies were destroyed. The star plate number blocks are therefore more desirable than the others as they indicate the wider spacing, which are interesting though too small to be worthy of separate catalog rating. Star plate blocks are more common in this value than any of the others.

In the early part of 1924 a postal clerk in a branch post office in Milwaukee found one pane of these stamps which had all horizontal perforations lacking. He laid these stamps aside for a few days but as no collector appeared who might have been interested in them he cut them apart and sold them singly. There is therefore no pair in existence of this variety and single copies would always be open to question. No others were ever found and this worthwhile variety joins the class of those other philatelic treasures which at one time existed but are no longer available.

This stamp has shown a slighter variation in color than any of the lower values except the seven cent. Aside from the star plate blocks and the double and triple transfers there are no varieties worthy of attention.

Shades: Brown violet, light brown violet, deep brown violet.

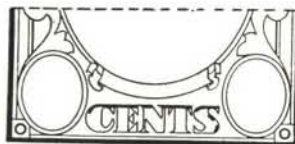
Varieties: a: Plate number blocks.

b: Star plate number blocks.

1. Five pointed star.

2. Six pointed star.

c: Shifted transfer, position unknown (Illustrated).



Shifted
Transfer.
Position
Unknown.

d: Double transfer.

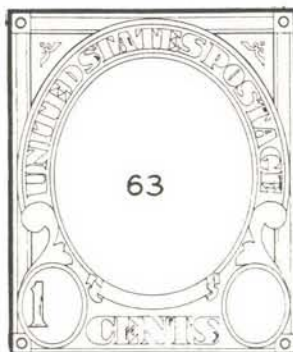
14404 U R # 2 a marked downward doubling of "CLEVELAND," both numerals and "CENTS" as illustrated.

14404 UL # 63 a small southwestern double transfer as illustrated.



14404 U. R. #2

Double
Transfers
Plate
14404



14404 U. L. #63

e: Triple transfer (Two-way double transfers).

14404 UL #73.

One entry was too high and upon erasure left evidence above the top frame line, and above "TAT" of "STATES." The other incorrect entry was low and too far to the left, which upon being burnished out left in evidence added lines in several letters of "UNITED STATES" and in "CENTS" in the frames about both numerals and below the bottom frame line. (Illustrated.)

14404 UL #74. This too seemed to have given trouble as it also had three entries before it was finally correct. One entry was upward to the right and shows as added lines in the upper left ornament which is doubled almost throughout, in the upper part of both inner (side) frame lines, in the upper right corner, in the right numerals and lower right corner, and along the right frame line. The other entry left its mark in the lower left corner, the left numeral "CEN" of "CENTS" and below the bottom frame line (Illustrated).



Two Way
Double Transfers
14404 U. L.

Plates Used:

14404—05, 06, 07
15350—51, 52
15692—93, 94, 95
16257
16404—05, 06
16515
17470—71, 72
18031—32
18398
18424
18921—22, 23
19161—62, 63
19442

Five Pointed Star:

17418—19, 20
18398

Six Pointed Star:

17421

Plates Not Used:

15353
16403
18425
19164
19443—44
20317—18, 19, 20

**#693—Twelve Cent, Brown Violet. Cleveland. Rotary Press.
No Wmk. Perf. 11x10¹/₂.**

Issued Aug. 21, 1931.

This value, which served to pay the special delivery and single letter rate was the first to be issued after the appearance of the seventeen and the twenty-five cent rotary press stamps which had been first placed on sale one month earlier. The precanceled stamps of this value however were not issued until the fiscal year of 1933.

One plate of the first pair was defective and never used. The wide difference in plate numbers was caused by the many Bicentennial plates that were being made at the time. Unlike the flat plate stamps, no worthwhile plate varieties were found.

Shades: Brown violet, deep brown violet.

Varieties: a: Plate number blocks (side only).

Plates Used:

20543
20614
20708—09
21179—80

Plates Not Used:

20544

Quantities of twelve cent, Cleveland, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

		Precanceled
1923.....	37,100	
1924.....	13,516,489	
1925.....	61,506,788	
1926.....	55,720,500	
1927.....	51,150,000	
1928.....	56,659,000	
1929.....	69,344,200	
1930.....	66,911,300	
1931.....	62,727,000	
1932.....	50,843,200	
1933.....	36,731,300	27,620,000
1934.....	32,020,900	6,560,000

THIRTEEN CENT STAMPS GROUPED

#622—Thirteen Cent, Blue Green. Benjamin Harrison. No Wmk.
Perf. 11.

Issued January 11, 1926.

Exactly seven years after the previous thirteen cent stamp had been issued, and almost twenty-five years after the first one, this stamp appeared—once more bearing a portrait of former President Harrison. The same photograph that was used for the 1902 issue was again the model for Messrs. J. Eissler and E. M. Hall of the Bureau, who did the engraving work. On this stamp the head is larger than on the earlier one. The frame design is the same as the other lower values, with the necessary changes. The first design for this value showed one of our giant sequoia trees (illustrated).



Photograph of Original Drawing Not Used

When the series of 1922 was first issued, this value, for which there was no actual need, was again omitted as it had often been in the past. In 1925 it was finally decided to issue this value for prepaying the thirteen-cent postage and insurance fee on insured parcels. On December 14th of that year the die was approved and the Postal Bulletin of the same day announced that this stamp would appear January 11, 1926, at Indianapolis, Indiana, and Washington, D. C., and would be immediately available for postmaster's requisitions on the 12th.

Aside from the use of star plates and variations in shades of bluish green there are no philatelic varieties. The earlier printings were in the darker shades and are slightly more desirable. Unlike the 12c, the Star plate blocks of this value are quite scarce.

Shades: Pale bluish green, light bluish green, blue green, bright bluish green, deep bright bluish green, dark bluish green.

Varieties: a: Plate number blocks.
b: Star plate number blocks.

Plates Used:

18106—07, 08, 10, 11, 12
18924
19104—05, 19, 20, 21, 22

Star Plate Five Pointed Star:

18109—13

Plates Not Used:

20004
20335—36, 37, 38

#694—Thirteen Cent, Bluish Green. Harrison. Rotary Press.
No Wmk. Perf. 11x10 $\frac{1}{2}$.

Issued Sept. 4, 1931.

This stamp was first placed on sale at the Philatelic Agency on Sept. 4, 1931, and was not in general use until about a year later. This value served no special rate until July 1932 when the increase in letter rates to the three cents caused an increased demand for a thirteen cent stamp to prepay, the combined special delivery and first class postage rate. It was not issued precancelled until the fiscal year of 1933.

The shade is brighter than the flat plate issue and a more pronounced green. No important plate varieties were found.

Shades: Bluish green, bright bluish green.

Varieties: a: Plate number blocks (side only).

Plates Used:

20545—46
20712—13
21079

Quantities of Thirteen Cent, Harrison, series of 1925, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

		Precanceled
1926.....	23,505,800	
1927.....	18,742,800	
1928.....	25,258,100	
1929.....	18,978,900	
1930.....	17,488,400	
1931.....	19,509,400	
1932.....	14,600,100	
1933.....	18,082,700	11,130,000
1934.....	12,802,300	10,930,000

NOTES

THE FOURTEEN CENT STAMPS GROUPED.

#565—Fourteen Cent, Dark Blue. American Indian. Hollow Horn Bear. No Wmk. Perf. 11.

Issued May 1, 1923.

This was the first time that this value had been issued by the Post Office Department and served no special purpose except for possible use on packages requiring a fourteen cent fee rather than using two stamps. It was the highest value bearing the same frame that was common for all lower values and differed only in the numerals of value and the words "American Indian" below the vignette. It was first planned to issue it in a yellow green color but the die proofs were not satisfactory and the stamps were finally printed in indigo blue.

The portrait, engraved by L. S. Schofield and L. Lamasure of the Bureau, was after a photograph of Hollow Horn Bear, a Brule Sioux who was extremely well known among the Indians as well as official Washington. In 1889 when General Crook was sent with a command to Rosebud to make an agreement with the Indians, Hollow Horn Bear, because of his ability as an orator, was chosen as the representative of his people. He later came to Washington on behalf of his people to take part in the inauguration of President Roosevelt in 1908. He remained in Washington and died there in 1913.

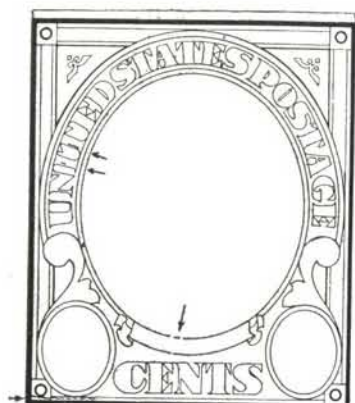
It was first issued at Muskogee, Okla., on May 1, 1923. The selection of this as the point of initial distribution, according to the Department, was because "it is the most representative Indian town in America, being the headquarters of the Five Civilized Tribes." For the benefit of stamp collectors it was also placed on sale at the Philatelic Agency in Washington, on the same day. First day covers from Muskogee are less plentiful than from Washington. There is no record available of the quantity first sent to the Agency, and although 20,000 fourteen cent stamps were in the initial shipment to Oklahoma these first day covers from the latter points are seldom seen, due no doubt to the short time between the 27th of April, when the official notice was issued, and May 1st. Unlike some of the other values all four of the first group of plates were used for printing this first day issue.

This value appeared the same day as the seven, eight and twenty cent stamps and with these completed the series for all values contemplated at that time. It was the only one of these values for which postmasters might make requisition immediately after the date of issue. It is also of interest to note that the Third Assistant Postmaster General, W. Irving Glover, included the following in his announcement about these stamps with reference to this value: "Requisitions should be submitted promptly after May 1st in order that the Department may estimate the quantities of the new denomination needed and notify the contractor accordingly." This was the only one of the new stamps so noted for special attention.

The sale was much smaller than any of the lower values and used copies are not as plentiful as any other denomination below the twenty-five cent. Because of the small quantity issued there were infrequent printings, with a limited range of shades.

Shades: Deep blue, bright deep blue, dark blue, indigo.

Varieties: a: Plate number blocks.

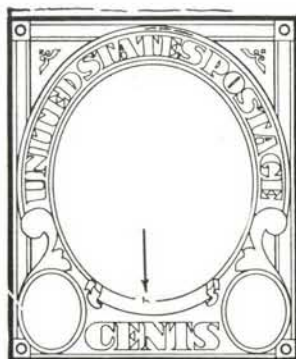


15795 LL #91

Marked
Upward
Double
Transfers

Both Show
the "Two Break"
Relief Variety

Position Unknown



b: Double transfers. One shows a marked upward displacement above the top frame line, also in the lower left corner and in the "IT" of "UNITED." This has the "two break" relief variety. Position unknown (Illustrated).

15795 LL #91, also showing the "two break" is rather similar, showing above the "TES" in "STATES" and above the top margin (Illustrated).

A downward double; position unknown, shows in the upper left corner in "TAT" of "STATES" on the numerals, etc. (Illustrated.)



A Marked
Downward
Double
Position
Unknown



Two-Way
Double Transfer
Position
Unknown

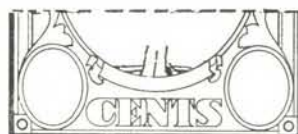
c: Two way double. The upward doubling can be seen above the top frame line, the downward in the upper right corner (Illustrated). Position unknown.

d: Broken Relief. The top line of the ribbon is broken above "AMERICAN INDIAN." There are four breaks in the relief as illustrated.

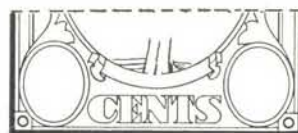
1. One break at right.
2. One break at left.
3. Two breaks.
4. Three breaks.



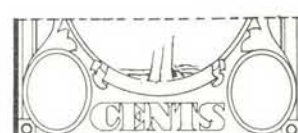
1



2

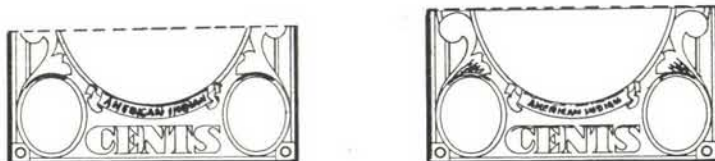


3



4

Relief Breaks



Shifted Transfers, Positions Unknown

- e: Shifted transfers. Two shifts of the better type, position unknown. (Illustrated.)
- f: Wide spacing. On plate 14515, right panes, one row was entered out of line resulting in blocks of six showing 2mm. vertical spacing between the right pairs and 3mm. spacing between the left pairs, the latter being between the fourth and fifth row.

Plates Used:

14512—13, 14, 15, 26
 15795—96, 97
 16625
 17464—65, 66
 19417—18, 19, 20, 38, 39, 40, 41

**#695—Fourteen Cent, Dark Blue. American Indian. Rotary Press.
 No Wmk. Perf. 11x10½.**

Issued Sept. 8, 1931.

Although this denomination served no primary purpose, the decision to print all values up to fifty cent on the rotary press, naturally included this stamp. It was first issued in mint form at the Philatelic Agency and not precanceled until the fiscal year of 1933.

Shades: Deep blue, dark blue.

Varieties: Plate number blocks (side only).

Plates Used:

20549—50
 20720—21

Quantities of fourteen cent stamps, American Indian, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

		Precanceled
1923.....	2,783,500	
1924.....	15,732,089	
1925.....	13,636,288	
1926.....	18,158,400	
1927.....	18,523,000	
1928.....	19,828,300	
1929.....	17,089,600	
1930.....	19,583,900	
1931.....	17,404,000	
1932.....	14,007,900	
1933.....	12,906,000	10,600,000
1934.....	8,631,100	9,460,000

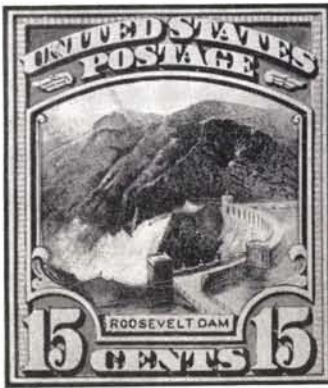
THE FIFTEEN CENT STAMPS GROUPED

#566—Fifteen Cent, Grey. Statue of Liberty. No Wmk. Perf. 11.

Issued November 11, 1922.

The subject of this stamp being a symbol of one of the cardinal principles which governed our entrance into the World War, it was fitting that the Post Office designate Armistice Day for the initial appearance of this value. It was first placed on sale in Washington, D. C., Post Office, and also at the Philatelic Agency for the benefit of stamp collectors.

The first designs for this value contemplated a scenic vignette, showing the Roosevelt Dam in a square frame and the Vernal Falls at Yosemite in the accepted frame.



Photographs of Original Drawings Not Used

The design was unlike any of the others of the series, tho the general effect is sufficiently close to tie in with the rest of them. The subject "Liberty" is after a composite photograph and drawing of the Statue of Liberty, with a view of New York Harbor in the background. The central design is partly enclosed in a spread horseshoe panel supported at the base by acanthus scrolls. Within the panel and above the design are the words "United States Postage" in white Roman letters. On the ribbon below the design is the word "Liberty" and under this, at the bottom of the stamp in a white-edged panel, appears the word "Cents." In both lower corners, within circles with dark backgrounds, are the white numerals "15." The entire stamp is enclosed within a single white-line border, with small panels supported by acanthus scrolls in both upper corners. Like the others in the set it was designed by C. A. Huston of the Bureau. The engravers were L. S. Schofield, E. M. Weeks, F. Montgomery and E. M. Hall.

As in some of the lower values, it was also printed from sheets having a wider longitudinal spacing between stamps than the standard $2\frac{3}{4}$ mm, which had been in use since 1910. The usual star was added to help the perforator to properly set his machine. The star was five pointed and appeared next to the side plate number of the upper right pane. The difference in spacing is slight and though not a major philatelic variety as were the star plates of the earlier issue, plate number blocks are very scarce.

Copies of this stamp have been seen that present a "squat" appearance, and upon measurement were found to be almost 1mm shorter and the same amount wider. This was caused as we have explained before, by the paper being placed in the press sidewise instead of endwise, causing the shrinkage to be in the height instead of the width. The difference in appearance and size of the design of these stamps caused some collectors to believe that a new die had been made.

In spite of the large quantity issued during the many years this stamp had been current, there has been little variation in the shade, those that are listed are mainly differences in the value or quantity of ink used on the plates although at the end of 1930 a very pale grey shade was on sale at numerous post offices.

Shades: Pale grey, light grey, grey, deep grey.

Varieties: a: Star plate number blocks.
b: Ordinary plate number blocks.
c: Two sizes.

Plates used:

14070—71, 72, 73
14910—11, 12, 13
17460—61, 62, 63
17525—26, 27, 28, 29
17931—32, 33, 34
18928—29, 30
19139—40, 41, 42
19462—63
20180—81, 82

Star plates.

17422—23, 24, 25, 30, 31, 32, 33

Plates not used:

20211—12, 13, 14

**#696—Fifteen Cent, Grey. Liberty. Rotary Press. No Wmk.
Perf. 11x10½.**

Issued August 27, 1931.

This stamp was first placed on sale in Washington at the Philatelic Agency and at the Convention of The Air Mail Society on August 27, 1931. It was not until almost a week later before copies of this stamp were sent to other post offices. They were not issued precanceled until the fiscal year of 1933.

There was little variation in color of these stamps and no major plate varieties have been reported. This was the highest value having the design vertical and as such the highest denomination perforated 11x10½.

Shades: Grey, deep grey.

Varieties: a: Plate number blocks.
b: Shifted Transfer. One copy was found with an outward doubling of the left frame line. Position unknown.

Plates used:

20547—48
20722—23
21181—82

Quantities of Fifteen Cent, Liberty, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

1923.....	1,231,600	Precanceled
1924.....	56,964,489	
1925.....	74,325,688	
1926.....	94,952,700	
1927.....	85,262,300	
1928.....	82,074,200	
1929.....	86,961,900	
1930.....	86,810,500	
1931.....	74,187,700	
1932.....	59,187,900	
1933.....	53,737,400	19,690,000
1934.....	63,560,100	8,790,000

SEVENTEEN CENT STAMPS GROUPED.**#623—Seventeen Cent, Black. Woodrow Wilson. No Wmk. Perf. 11.**

Issued December 28, 1925.

A short time after the death of Woodrow Wilson, war time President, the Post Office Department was swamped with requests from all parts of the country for a memorial stamp. The Postmaster General did not feel that time was opportune for such an issue as the Harding stamp had appeared but a short time previously and was still on sale at the majority of the Post Offices. To issue another stamp under similar circumstances at this time would deflect from the Harding glory and the late ex-president might not receive the honor to which he was entitled. The Postmaster promised that it would, however, be used on a new value to be issued at a later date.

In the early part of 1925 two new values were issued but neither bore a portrait of Wilson. On September 2, 1925, the Wilson Foundation requested Postmaster New to issue a stamp in time for Wilson's 69th birthday which was to be celebrated on December 28th. Mr. New said that the new stamp could not be finished by that time, the Foundation heads then went to the President and requested him to instruct the Postmaster to issue the stamp by this date and it was reported by the Associated Press on September 29th that President Coolidge had ordered the Wilson stamp to be prepared forthwith.

Many predicted that the new stamp might be of the thirteen cent denomination, as this had been Wilson's lucky number, but it finally appeared as the seventeen cent value, which had a more definite purpose than the lower figure, both of which were to be added to the then current series.

This stamp, though listed by the Bureau and the Post Office Department as "series of 1925," belongs to this group as the frame design is the same as that used for all values above the fifteen cent, and also the same size as the other stamps with the long side horizontal. The central design is a portrait of Woodrow Wilson within a semi-circle partly enclosed in a panel which is supported on either side by acanthus scrolls. Within this panel and above the portrait appear the words "United States Postage" in white Roman letters. On the ribbon below the portrait is the name "Wilson" and under this, at the bottom of the stamp, appears the word "Cents." In both lower corners, within circles with dark backgrounds, are the white numerals "17." Triangular white line ornaments appear in both upper corners and the entire stamp is enclosed within a single white-line border.

The photograph used as a model was selected by Mrs. Wilson and Norman Davis, President of the Woodrow Wilson Foundation. It was said to have been his favorite pose, taken during his second term of office. The stamp was engraved by J. Eissler and E. M. Hall, of the Bureau of Engraving and Printing after the design by C. A. Huston.

As was the custom with the 1922 series, this stamp was first issued at places of special significance to the subject. The initial sale took place at Staunton, Virginia, his birthplace—Princeton, N. J., his home, New York City, the headquarters of the Foundation and also at Washington, D. C. A first day cover from Columbia, S. C., was found to have been back-dated by an accommodating postal clerk. In Washington they were on sale at the Agency as well as at the Post Office and first day covers from there are more plentiful than from other points.

This value was issued primarily for use in prepaying a combined postage and registry fee but was also available to the amount of its value for other purposes. It was mainly used for registered letters and as such needed no other stamp. The sale of this stamp was much smaller than any of the lower values

and many of the higher ones and is much less common, especially precancelled, than any other value below the Two Dollar.

Printed in bank note blank ink it has practically no color variation.

The specialized catalog lists a variety "Printed on both sides." This would seem to indicate a stamp with full impression on both sides and as such, an extreme rarity. This however is not the case as the stamp in question has only a corner printed on the back and should only be ranked as a "freak".

Shades: Grey black, black.

Varieties: a: Plate number blocks.
b: Partial print on back.

Plates used:

18021—22, 23, 24, 25, 26, 27, 28

Plates not used:

18143—44, 45, 46

19127—28, 29, 30

19464—65, 66, 67

**#697—Seventeen Cent, Black. Wilson. Rotary Press. No Wmk.
Perf. 10½x11.**

Issued July 25, 1931.

This value, along with the twenty-five Cent was the first of the high value rotaries to be placed on sale at post offices. The designs of these stamps being the same as the then current series, they were not considered by the Post Office as a new issue and no official announcement was made relative to first day sale. But for the efforts of H. M. Southgate and W. R. M'Coy, President and Vice President respectively of the Bureau Issue Association, the first day's sale would have gone unnoticed and no actual first day covers would be available. This stamp and the twenty-five cent, printed on the rotary press were placed on sale at the main post office in Brooklyn, N. Y. on Saturday, July 25, 1931. They were placed on sale just prior to closing time and only twenty-six covers were mailed with this stamp affixed, including only two with plate numbers. Two days later they were placed on sale at the Philatelic Agency.

These stamps, and all higher values printed on the rotary press are perforated 10½x11 instead of 11x10½. This is due to the stamps being printed and perforated sidewise on the sheet instead of upright as in the case of the lower values. The sidewise curving causes these stamps to be longer than the flat plate stamps. On the press the plate numbers are on the outside edge of the sheets as usual, but when cut into sheets of 400 and held in normal horizontal position the numbers appear in the top and bottom margins of the sheets, above and below the first vertical row on the left panes and the tenth vertical row on the right panes. To avoid confusion the panes are generally recognized by the location of the plate number when the stamps are held in normal position, the upper left pane having the plate number in the upper left corner above the first stamp, the upper right pane above the upper right stamp in the pane (No. 10) etc.

This value was originally issued to prepay the combined Registry and postage rate. In spite of the increase of first class mail to three cents an ounce, which necessitated an 18c rate, there was no material change in the quantity issued after July 1932 when the new rate became effective. No major plate varieties have been reported and there has been little variation in the color.

Shades: Grey black, black.

Varieties: a: Plate number blocks, top or bottom only.

Plates used:

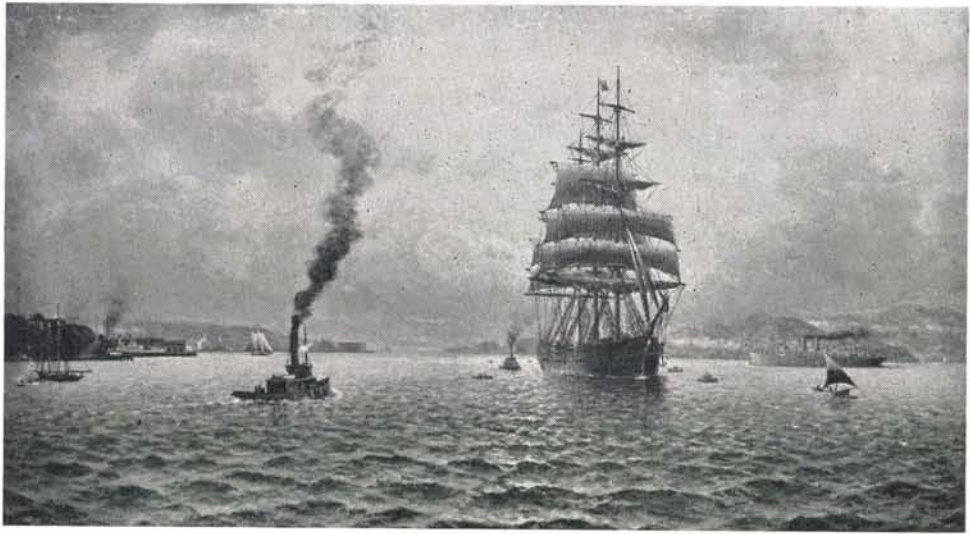
20535—36

20724—25

Quantities of seventeen cent, Wilson, series of 1925, issued to Postmasters as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

		Precanceled
1926.....	24,051,700	
1927.....	17,663,000	
1928.....	20,884,400	
1929.....	19,047,700	
1930.....	20,052,300	
1931.....	19,336,500	
1932.....	13,643,500	
1933.....	10,989,900	8,030,000
1934.....	10,494,400	8,864,000

NOTES



Golden Gate

Painted by W. A. Coulter

TWENTY CENTS STAMPS GROUPED

#567—Twenty-Cent, Carmine Rose. Golden Gate. No Wmk. Perf. 11.

Issued May 1, 1923.

More preliminary drawings were made for this value than any of the others.



Photographs
of Original
Drawings
Not Used



The first of these showed Niagara Falls in a most unattractive frame. The next design portrayed the Vernal Falls in the Yosemite and this was originally announced as the subject for the Twenty-Cent stamp. The designs submitted did not prove sufficiently attractive and it was decided to use some other scene from the West. A design was prepared in the frame of the lower values showing Holy Cross Mt. This too was discarded in favor of Mt. Rainier in the frame of the 15 Cent. A die was made and a proof in blue submitted to the Postmaster General. In spite of the beauty of this design it was decided to show the Golden Gate on this value.



Photographs of Original Drawings Not Used

An old wood cut, used as a model for the 5c Panama Pacific issue was used for the first designs portraying the Golden Gate, one vertical and the other horizontal. The San Francisco Chamber of Commerce submitted a photograph of a painting of the Golden Gate by W. A. Coulter which was found more acceptable and used on the design approved by the Postmaster General on April 9, 1923.

The frame design for the stamp is the same as the seventeen-cent with the necessary changes of the numerals of value, on the ribbon below the vignette is



Photographs
of Original
Drawings
Not Used



Golden Gate After An Old Wood Cut



Photograph of Original Drawing Not Used

the title "Golden Gate." It was designed by C. A. Huston and engraved by L. S. Schofield, E. M. Weeks, and E. E. Myers of the Bureau of Engraving and Printing.

Both types of plates were used to print these stamps. Except for the two cent, more star plates were used for this value than any of the others, in spite of this, star plate number blocks were generally overlooked and are quite scarce. The star was five pointed and appeared only once on each plate and then always below the side plate number of the upper right pane. With but one exception, plates up to and including No. 20038 had eight plate numbers, two to each pane. In 1930, for purposes of economy, the side plate numbers were discontinued. Number 17725 was assigned to a 20 cent plate in 1925 but it was not certified until April 14, 1930 and in line with the new policy the side numbers were omitted.

This stamp remained current for more than eight years and was generally used by brokerage houses on "registered mail return receipt requested." There was but little variation in shade although several sheets were found in a deep carmine lake. A printing was made with the grain of the paper horizontal instead of vertical which resulted in stamps being shorter and higher and presenting a squat appearance.

In 1929 a half sheet from plate 19646 was found in California, imperf vertically. This and a double transfer on plate 18925 are the only important varieties of this stamp.

Shades: Carmine rose, bright carmine rose, deep carmine rose and carmine lake.

Varieties: a: Plate number blocks.
 b: Star plate number blocks.
 c: Imperf vertically.
 d: Double transfer. 18925 UL (Illustrated).
 e: Two sizes.



Double Transfer
18925 U. L.

Plates used:

14559—60, 61, 62
 14966—67, 68, 69
 15536—37, 38, 39, 72, 73, 74, 75
 16646—47, 48, 49
 17530—31, 32, 33
 17682—83, 84, 85, 86
 18377
 18925—26, 27
 19131—32, 33, 34
 19468
 19646—47, 48, 49
 19872
 20033—34, 37, 38

Plate number at top and bottom only:

17725
 20195—96, 97, 98
 20271—72, 73, 74

Star plates:

17227—28, 29, 30
 17426—27, 28, 29
 18668—69, 70, 71, 72, 73, 74, 75, 88, 89, 90, 91

Plates not used:

18378
 20305—06, 07, 08

**#698—Twenty-Cent, Carmine Rose. Golden Gate. Rotary Press.
 No Wmk. Perf. 10½x11.**

Issued Sept. 8, 1931.

This stamp was first issued in mint form at the Philatelic Agency along with several other values on Sept. 8, 1931. It was not until the fiscal year of 1933 that the Bureau issued them precanceled.

There is one very interesting plate variety on this stamp which has caused considerable difference of opinion. On the lower right pane of plate 20538 (plate number below stamp No. 100) the 26th stamp appeared to have a heavy vertical gash in the upper right corner which was generally believed to be a crack and so listed in the catalog. This is now accepted as a double transfer.

The marks, consisting of two distinct vertical lines, and two horizontal marks are believed to have been caused by the accidental dropping of transfer roll on the plate and impressing part of the left frame line and adjacent part of the design.

Shades: Carmine rose, deep carmine rose.

Varieties: a: Plate number blocks, top and bottom only.
 b: Double transfer. 20538 LR. 26 (Illustrated).

Double Transfer



20538 L. R. #26

Plates used:

20537—38
 20688—89
 20728—29, 30

Quantities of Twenty Cent, Golden Gate, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal year ending June 30th:

1923.....	60,100	Precanceled
1924.....	86,502,289	
1925.....	116,786,788	
1926.....	144,353,900	
1927.....	140,452,500	
1928.....	145,562,300	
1929.....	146,739,200	
1930.....	144,809,100	
1931.....	123,418,200	
1932.....	97,720,200	
1933.....	74,971,800	34,730,000
1934.....	69,114,400	15,190,000

NOTES

TWENTY-FIVE CENT STAMPS GROUPED

#568—Twenty-Five Cent, Green. Niagara Falls. No Wmk. Perf. 11.

Issued November 11, 1922.

As this stamp portrays Niagara Falls which is owned by Canada and the United States, it was fitting that it be issued on Armistice Day, and it was first placed on sale in Washington, D. C. along with the fifteen and fifty cent stamps. This being a new value, postmasters were allowed to immediately send in requisitions for a limited quantity. It served no special letter rate but was intended for prepayment of parcel post charges amounting to twenty-five cents.

The first designs for this value had the Arlington Amphitheatre as the vignette, one showing the outside and the other the inside. These were discarded and Niagara Falls substituted, the latter having originally been intended for the twenty cent but was replaced by a western scene. The vignette is a view of the Falls taken from Goat Island looking toward the American shore. It was designed by C. A. Huston after a photograph and drawing, and engraved by C. M. Chalmers and E. Myers, all of the Bureau of Engraving and Printing. The frame design is the same as the lower values, below the vignette, on a ribbon is the title "Niagara."



Photographs of Original Drawings Not Used

It first appeared in a deep green. Having been current for almost nine years, it was found in a wide range of shades some being light yellow green and others dark green with a decided bluish cast.

In 1927 a strip of three was found imperf. horizontally and in 1928 a block of twenty was found with the same defect. These were found in Atlanta, Ga., the latter find was broken into strips and pairs with the exception of one block showing plate number 14063 in the right margin.

In 1934 a block of eight in the dark shade of the earlier printing was discovered with one vertical row perf 10, the rest being the normal perf 11. This odd perf was in the center of the block between vertical pairs. This is identical to the compound varieties of the 11c of the 1917 issue of which a sheet was found having the horizontal perf between the second and third rows of stamps PART perf 10, and the remainder of the row and the sheet perf 11. This oddity was explained by H. M. Southgate in the "Bureau Specialist," December 1934 as follows.

"When the first used pair showed up it was assumed that the oddity was made about the time the change from perf 10 to perf 11 but the location of plate blocks and the 1922 series item apparently makes it certain that the perforating was done

much later and that all items showing but one row of perf 10's with the rest perf 11 are from sheets perforated from the same perforator and that the explanation of the oddity will only be found with the answer as to how the odd perf 10 holes come into the picture.

"The answer apparently is that in all these cases, in the set up of one flat bed perforator a perf 10 wheel was incorrectly mounted with a perf 11 wheel.

"It seems practically certain that the 19th row of wheels had a perf 11 die wheel correctly mounted but that the pin wheel was paired incorrectly, an old perf 10 wheel being used. Upon checking at the Bureau we found that the wheels are interchangeable, except for the spacing, diameter of the pins and the holes in which they engage. The pin wheel is loose on the shaft and this follows the drive given by the female die wheel. Apparently the loose 10 pin wheel can follow the closer spacing of the fixed 11 die, but the reversal, i. e. a loose 11 would presumably be unable to follow a fixed 10.

"The guess as to why the perf 10 pin wheel takes command for a short time is that some wear of the set screw holding the female die on the arbor permits a slip of the wheel for a small part of a revolution. The Abraham block (11c 1917 sheet mentioned above) shows twenty-nine perf 10 holes in the row and then back again to perf 11."

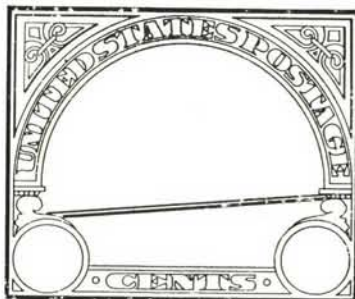
Mr. Southgate in checking up on the plates blocks of the 1917 issue, showing this perforation oddity found that these must have been perforated from the end of 1922 to about May 1923. This compound perf may therefore be found on many of the other values of this issue. On the vertical design the combination of 10 and 11 perfs would be between the second and third horizontal rows on the upper panes and on the horizontal designs between the eighth and ninth vertical rows of the right panes. In each case the perf ten may be found on plate number blocks.

An interesting plate variety consisting of two parallel scratches occurred on stamp 26 of the lower left pane of plate 17445. These are very marked and appear as a bridge across the Falls. Thru the efforts of Geo. T. Turner numerous double transfers have been recorded although their position is still unknown.

Shades: Yellow green, deep yellow green, dark yellow green, deep bluish green, dark bluish green, dark green.

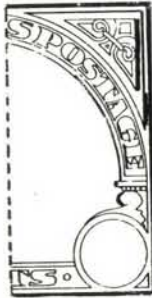
Varieties: a: Plate number blocks.
b: Imperf horizontally.
c: Compound perf 11x10x11x11 and 11x11x11x10.
d: Plate flaw. Scratch. "Bridge across the Falls." 17445 LL 26 (Illustrated).

Plate Flaw
Scratch

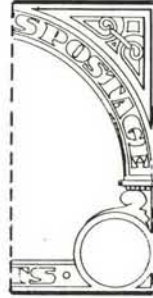


"Bridge Across
Niagara"

e: Shifted transfer. Shows inside the right frame line, the vignette frame line at right, "GE" of "POSTAGE." Position unknown. (Illustrated).
Another shows inside right frame line, to right of vignette frame line at right. Position unknown. (Illustrated).



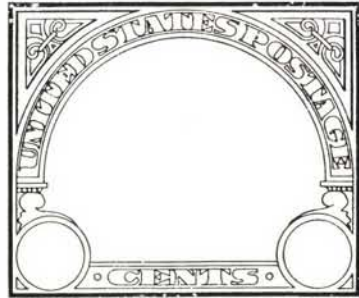
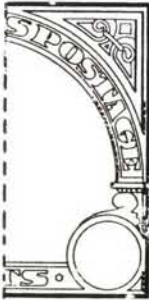
Shifted Transfers
Positions Unknown



f: Double transfer. One shows only along the right side; but for the slight downward displacement this might be classed as a shift. The position is not known but the copy found had a part of the sheet margin at right indicating its pane position as the tenth vertical row right pane (Illustrated).

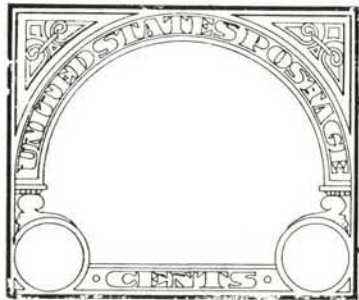
An upward double shows in "STS" of "STATES" and above the top frame line (Illustrated). Position unknown but copies seen show guide line at top, indicating top row, bottom panes.

A south-eastern double shows outside the bottom and right frame lines. Position unknown (Illustrated).



Double Transfers Positions Unknown

Double Transfer



Position Unknown

A marked south-eastern double shows in numerous letters of UNITED STATES POSTAGE—"EN" of "CENTS" to the left and above the left numeral frame, below the bottom frame line and to the right of the right frame line. Position unknown (Illustrated).

Plates used:

14062—63, 64, 65
 16626—27, 28, 29
 17442—43, 44, 45

Plates not used:

17542—43, 44, 45
 20343—44, 45, 46

**#699—Twenty-Five Cent, Green. Niagara. Rotary Press. No Wmk.
 Perf. $10\frac{1}{2} \times 11$.**

Issued July 25, 1931.

Along with the seventeen cent, this was the first of the high value rotaries to be issued. It was placed on sale in the main Post Office, Brook'lyn, New York on July 25, 1931 without advance notice. Only twenty-six first day covers were mailed of which two had a plate number.

In 1933 a pair was found having one stamp on double paper. This must have covered at least one row but the others were sold before the variety was discovered. These stamps are printed endwise and the double paper would therefore be in vertical rows instead of horizontal as on the low values.

There has been but little variation in the shade of this stamp, the color being light green, somewhat lighter than the first printing of the flat plate stamps.

Shades: Bright green, deep bright green.

Varieties: a: Plate number blocks top or bottom only.
 b: Double paper.

Plates used:

20539—40
 20730

Quantities of twenty-five cent, Niagara, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing for the fiscal years ending June 30th:

1923.....	9,253,500	
1924.....	6,425,389	
1925.....	8,752,488	
1926.....	11,517,300	
1927.....	13,062,400	
1928.....	13,557,900	
1929.....	13,252,000	Precanceled
1930.....	15,242,000	
1931.....	15,263,400	
1932.....	10,713,200	
1933.....	11,162,400	5,070,000
1934.....	8,923,800	3,540,000

NOTES



Buffalo Group

U. S. Museum

THIRTY CENT STAMPS GROUPED

#569—Thirty Cent, Olive Brown. Buffalo. No Wmk. Perf. 11.

Issued March 20, 1923.

This stamp was first placed on sale in Washington, D. C. along with several other values on March 20, 1923, which date was of no special significance. Only one plate was finished in time for printing the stamps for first day sale, namely No. 14436. There was little immediate need for this stamp as evidenced by the small quantity issued before the end of the fiscal year of 1923. This value served no special rate but was used for payment of postage on parcels amounting to more than thirty cents.

The frame is the same as the other horizontal designs, with the necessary changes in the numerals of value. This is the only stamp in the series having no ribbon below the center design containing the title of the vignette. It was most likely the belief that everyone would know that it was a Buffalo. The stamp was designed by C. A. Huston after a photograph of a group in the U. S. Museum in Washington. L. S. Schofield and E. M. Hall were the engravers.

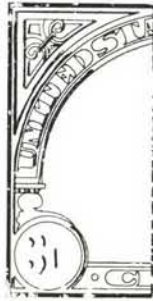
The thirty cent stamp is best known for the marked double transfer of one of the subjects on plate 16065. This needs no glass and it is hard to understand how such a defect could pass the careful plate inspection at the Bureau. Another interesting plate flaw, on the upper right pane of plate 17446 consists of a heavy gash in the lower part of the design on four stamps. These too were on the plate proof but are not as obvious as the double transfer. There was but little variation in the shade during the eight years it was current.

Shades: Olive brown, bright olive brown, deep olive brown.

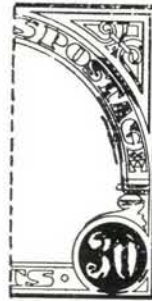
Varieties: a: Plate number blocks.

b: Shifted transfer. Marked shift on the entire left side. From an unknown plate, the stamp is straight edge at bottom, indicating the bottom row of an upper pane. (Illustrated).

c: Double transfer 16065 UR # 52. This marked downward double shows in almost the entire right side, in the ornament, in the upper right corner, in and around "STAGE" of "POSTAGE," in "30" and below the bottom frame line. (Illustrated).



A Marked
Shift
Position
Unknown

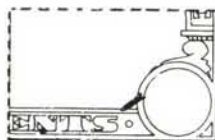


Double
Transfer
16065
U. R. 52

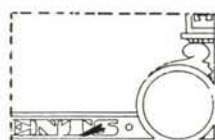
d: Plate flaw, 17446 UR # 2-3-5-6. This was most likely caused by some foreign substance on the transfer roll which disappeared after stamp # 6 had been rocked in. (Illustrated).



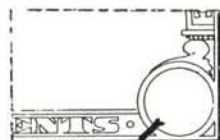
#2



#3



#5



#6

Plate Flaws 17446 U. R.

Plates used:

14436—37, 38, 39
16065—66, 67, 68
16465—66, 67, 68
17446—47, 48, 49
17558—59, 60, 61
20191—92, 93, 94

Plates not used:

20275—76, 77, 78

#700—Thirty Cent, Olive Brown. Buffalo. Rotary Press. No Wmk. Perf. 10½x11.

Issued September 8, 1931.

This value printed on the rotary press was first issued at Washington, D. C. along with several other values on September 8, 1931.

There was but little variation in the shade and only one plate flaw was discovered.

Shades: Olive brown, deep olive brown.

- Varieties:** a: Plate number blocks, top and bottom only.
 b: Plate flaw. 20552 UR #30. There is a jagged line of color, running across the upper left part of the vignette, starting below the "E" of "UNITED" and ending at the "A" of "STATES." Its irregularity seems to indicate a crack rather than a scratch. It was not on the early copies of the stamp.

Plates used:

20551—52
 20743-44

Quantities of thirty cent, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

		Precanceled
1923.....	23,100	
1924.....	14,300,589	
1925.....	37,339,488	
1926.....	42,155,200	
1927.....	36,738,500	
1928.....	38,561,200	
1929.....	36,396,600	
1930.....	36,581,600	
1931.....	32,285,600	
1932.....	23,881,100	
1933.....	22,878,000	15,420,000
1934.....	18,173,600	5,240,000

NOTES

FIFTY CENT STAMPS GROUPED

#570—Fifty Cent, Lilac. Arlington Amphitheatre. No Wmk. Perf. 11.

Issued November 11, 1922.

This value was fittingly issued on November 11, 1922, along with the other values whose subjects had a special significance on Armistice Day. It was first placed on sale in Washington, D. C.



Photographs of Original Drawings Not Used

The first design for this value portrayed the capitol. This was followed by the Vernal Falls in the Yosemite in the fifteen cent frame. This too, was discarded in favor of the Arlington Amphitheatre which had been originally used for the twenty-five cent and an intended new value the forty cent, which was never issued.



Photograph
of Original
Drawing
Not Used

The design approved September 14, 1922, was prepared by C. A. Huston after a photograph and drawing. The photographs were taken for the Bureau of Engraving especially for use on the stamp. The Tomb of the Unknown Soldier is not as shown on the stamp. Had the view of the tomb, as large as shown on the stamp been pictured in its true position, nothing but pillars would appear in the stamp. This change greatly increased the beauty of the design. The master die was engraved by L. S. Schofield and E. M. Hall.

In spite of frequent printings during the nine years it was current, there was little variation in the shade and these listed are mainly differences in the value or quality of the ink used.

Shades: Lilac, dull lilac, deep dull lilac.

Varieties: a: Plate number blocks.

- b: Shifted transfer. A marked westward doubling of the vertical lines on the left sides of the frame. Position unknown. (Illustrated).
 c: Double transfer. A slight doubling in the vignette and the vignette frame line at the left. Position unknown. (Illustrated).



Shifted
Transfer

Double
Transfer



Positions Unknown

Plates used:

14042—43, 44, 45
 15151—52, 53, 54
 17479—80, 81, 82
 19143—44, 45, 46

Plates not used:

19410—11, 12, 13

#701—Fifty Cents, Lilac. Arlington Amphitheatre. Rotary Press.
 No Wmk. Perf. $10\frac{1}{2} \times 11$.

Issued September 4, 1931.

This was the highest value to be printed on the rotary press as a means of reducing the cost of manufacturing. It was sold in mint form at the Philatelic Agency on September 4, 1931, but not issued precanceled till about a year later.

Shades: Lilac, deep lilac.

Varieties: a: Plate number blocks, top and bottom only.

Plates used:

20553—54
 20745—46

Quantities of fifty cent, Arlington Amphitheatre, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

1923.....	35,600	Precanceled
1924.....	8,313,319	
1925.....	29,576,558	
1926.....	31,817,900	
1927.....	27,522,700	
1928.....	31,479,600	
1929.....	30,066,800	
1930.....	29,841,500	
1931.....	26,455,900	
1932.....	19,688,800	
1933.....	15,884,800	10,460,000
1934.....	14,945,050	4,460,000

#571—One Dollar, Violet Brown. Lincoln Memorial. No Wmk.
Perf. 11.

Issued Feb. 12, 1923.

This stamp was first issued on the Anniversary of Lincoln's birthday at Washington, D. C., and at Springfield, Illinois, Lincoln's home and final resting place. Covers from Washington are not as scarce as those from Springfield but neither is common. This is largely due to the high denominations.



Photograph of Original Drawing Not Used

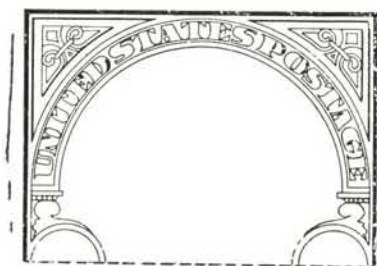
The original design for this value portrayed "Columbia" in a classical frame. However this was discarded in favor of the Lincoln Memorial, after a photograph and drawing. It was designed by C. A. Huston and engraved by L. S. Schofield and W. Wells, all of the Bureau of Engraving and Printing.

The plates used to print this value consisted of two hundred subjects, (10x20) divided into units of fifty by horizontal and vertical guide lines. For issuance to Post Offices, the sheets were cut along the horizontal guide line into panes of 100. This cutting left the top and bottom arrows complete. The vertical guide line is of course perforated. The design is the same as the values above fifteen cents with the necessary changes of value.

Several double transfers have been reported on the stamp but most of them are too minor to be worthy of recognition. There are two distinct shades, the early printings being much lighter. This is the only variety of the one dollar stamp as the limited demand did not necessitate the use of rotary press printings.

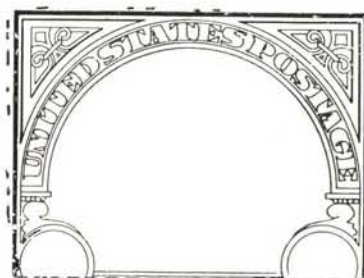
Shades: Light violet brown, deep violet brown.

Varieties: a: Line blocks showing perforated vertical guide line between.
b: Plate number blocks, top and bottom only.
c: Complete arrow line blocks, top and bottom only.
d: Double transfer. A westward displacement showing outside the left frame line, in "ED" of "UNITED" and "PO" of "POSTAGE." Position unknown. (Illustrated).
18682 Upper #15. A northwestern double showing above the top frame line and to the left of the left inner and outer frame lines. (Illustrated).



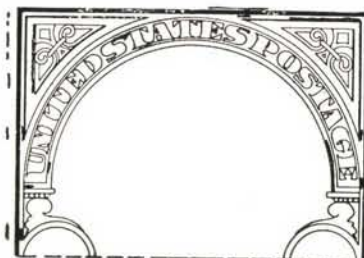
Double
Transfers

Position Unknown



18682 U. #15

- e: Compound transfer. 18682 Upper #5. This is a combination of a shift and a double transfer. The first entry was too high and too far to the left. Evidences of the first entry are along the left inner and outer frame line, below and to the right of "U" of "UNITED," in the first "T" of "STATES" and above the inner and outer frame line in the upper right. In making the final entry, the transfer roll was shifted to the right causing a doubling at the right. (Illustrated).



Compound Transfer

18682 U. #5

Plates used:

14268
18642—80, 81, 82

Quantities of one dollar, Lincoln Memorial, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th:

1923.....	20,100
1924.....	244,439
1925.....	3,801,265
1926.....	4,308,620
1927.....	3,683,860
1928.....	3,762,370
1929.....	4,025,790
1930.....	4,037,330
1931.....	3,149,210
1932.....	2,475,150
1933.....	2,559,175
1934.....	2,781,640

#572—Two Dollar, Blue. Capitol. No Wmk. Perf. 11.

Issued Mar. 20, 1923.

This stamp which portrays the Capitol was issued on March 20, 1923 at Washington, D. C. along with several other values. The date had no special significance.

C. A. Huston designed this stamp after a photograph and drawing which had originally been used on the first design for the fifty cent. L. S. Schofield, E. M. Hall and L. Kaufman of the Bureau of Engraving and Printing executed the engraving.

Only one, two hundred subject plate was made for this value. Like the one dollar stamp the sheets were cut horizontally into panes of 100. Complete top and bottom arrows, as well as perforated vertical guide line blocks are obtainable. There was little variation in the shade and only one plate flaw worthy of note has been found.

Shades: Light blue, bright blue, deep bright blue.

Varieties: a: Plate number blocks, top and bottom only.
 b: Complete arrow blocks, top and bottom only.
 c: Line blocks showing perforated vertical guide line between.
 d: Plate flaw. 14306 Upper #40. A series of dots running southwest from the upper left corner. (Illustrated).

Plate Flaw



14306 U. #40

Plates used:
 14306

Quantities of two dollar, Capitol, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal year ending June 30th:

1923.....	7,400
1924.....	20,139
1925.....	205,045
1926.....	132,990
1927.....	169,370
1928.....	189,040
1929.....	184,710
1930.....	220,020
1931.....	147,350
1932.....	87,950
1933.....	301,380
1934.....	240,865

#573—Five Dollar, Carmine and Blue. America. No Wmk. Perf. 11.

Issued March 20, 1923.

This was the highest value in the series of 1922 and along with several other values was first placed on sale at Washington, on March 20, 1923.



Photograph of Original Drawing Not Used

A photograph of the replica of a statue surmounting the U. S. Capitol was used for the vignette. The same subject in a plain vertical frame was used in the first drawing. Before being approved the design was changed being placed in the horizontal frame of the values above the fifteen cent. C. A. Huston designed it and J. Eissler, H. I. Earle, E. M. Weeks and E. Haas, all of the Bureau of Engraving and Printing engraved it.

This stamp was printed in two colors from 100 subject plates, divided into units of twenty-five by horizontal and vertical guide lines. These are perforated but as the stamps are issued in full sheets, complete arrow and center line blocks are available.

A large quantity of these stamps have been issued in recent years but most of those used were by banks, stock exchange houses and insurance companies who prior to use destroy the philatelic value of their stamps by perforating them with company initials. A large block of these stamps on a cover is more common than a similar sized block of one or two dollar stamps.

Shades: Carmine and blue.

Varieties: a: Plate number blocks, top only.
b: Complete arrow and center line blocks.

Plates used:

Vignette 14326
Frame 14327

Quantities of five dollar, America, series of 1922, issued to Postmasters, as reported by the Director of the Bureau of Engraving and Printing, for the fiscal years ending June 30th

1923.....	6,700
1924.....	2,399
1925.....	15,395
1926.....	34,655
1927.....	25,590
1928.....	53,010
1929.....	45,720
1930.....	5,000
1931.....	10,100
1932.....	100
1933.....	155,100
1934.....	189,560

Proofs

Large die proofs exist of all these values.

NOTES

CHAPTER II

THE PARCEL POST ISSUE

An Act of Congress, approved August 24, 1912, making appropriations for the Postal Service for the fiscal year 1913, contained the following interesting provisions as to the carrying of Parcel Post and special stamps:

"That the rate on postage on fourth-class matter weighing not more than four ounces shall be one cent for each ounce or fraction of an ounce; and on such matter in excess of four ounces in weight shall be by the pound, as hereinafter provided, the postage shall in all cases be prepaid by distinctive postage stamps affixed.

"PARCEL POST EQUIPMENT, 1913—That the Postmaster General shall provide such special equipment, maps, stamps, directories and printed instructions as may be necessary for the administration of this section * * *."

There had long been a need for an inexpensive means of sending small packages by mail other than by first-class rates. The express company interests had successfully fought such legislative action until 1912 at which time the Parcel Post law was passed. This act was of great interest to philatelists as it brought with it new designs in both stamps used for prepayment of this service and special due stamps to cover insufficient postage.

Under the above provision the Post Office Department instructed the Bureau of Engraving and Printing to prepare designs for a set of twelve values, from one cent to one dollar. These were to be in three groups of four stamps each, the four lowest values representative of the working personnel of the Postal Service, transportation of the mail on the next four, and the last group to represent the manufacturing and agricultural interests of the country. Designs were selected and approved by Postmaster General Hitchcock after an extensive series of photographs and sketches had been submitted by Director J. E. Ralph, of the Bureau. The frames and arrangement of the central subjects were designed by C. A. Huston, the Bureau artist.

The new regulations were scheduled to go into effect January 1, 1913, and it was hoped that the stamps would be in the hands of the potential users before that date. The Bureau of Engraving and Printing began work on the first plates for this series October 11th and had finished those of the ten cent denomination by November 12th and the plates were put to press as soon as completed. Designs for some of the values were not satisfactory to the Postmaster General, which resulted in a delay in the issuance of these values until some time after the first of January.

The frame design and color was uniform for all values, each denomination having a different vignette. The stamps measured $1 \times 1\frac{1}{2}$ inches between perforation lines. In a curved panel across the top, supported by a paneled perpendicular column at each end, appear the words "U. S. PARCEL POST" in Roman capital letters. Triangular ornaments occupy both upper corners. The denomination in large numerals is in each lower corner, with the title of the subject and the word "CENT", "CENTS" or "DOLLAR" between.

They were printed from one hundred and eighty subject plates, (10x18). These were divided into four panes of 45 (5x9) by horizontal and vertical guide lines terminated in arrows at the margins. In preparing the stamps for Post Office distribution the sheets were cut horizontally and vertically along these lines and so issued. Plates numbers appeared twice on each pane of 45. The stamps being printed in red caused great confusion in Postal clerks, especially those at the stamp windows. Because of the color similarity it was necessary to examine each denomination to be certain that the correct values were given the purchaser. In an effort to help the stamp clerks an inscription of value in

plain capitals was added to the margin, next to each plate number. These were first added to plates on January 27, 1913. All the plates used for two values had this imprint, but in the other values some plate number blocks are available only with or without this imprint, and others both with and without the words of denomination. The marginal plate number was over the third stamp to the right and left of the vertical guide line in the top and under the same stamp at the bottom, the imprint being over the second stamp from this same guide line. At the sides the plate numbers were next to the fifth stamp from the horizontal guide line, with the imprint of denomination at the side of the adjoining stamps nearer this center line.

While the Parcel Post stamps were of appropriate designs and sufficiently distinctive to identify at a glance mail to which they were affixed as Parcel Post matter, objections to them began to develop from the outset. In addition to the constant color another objection was that the size was too large for small parcels and labels, particularly when more than one stamp was required for postage. The issuing of the stamps in sheets of 45, made necessary by their size, also proved troublesome to the Department, to Postmasters and their employees, as well as the public, because of the difficulty experienced in counting and computing multiples of 45 as compared with the sheets of 100, to which both Postal Service and public are accustomed.

These objections were met by a suggestion to reduce the size and change both designs and color scheme. On March 21, 1913, the Postmaster General approved a design for a new Parcel Post Stamp the same size and shape as the ordinary stamp, but with the long dimension horizontal instead of vertical and having a large numeral of denomination in the center in place of the usual picture. The designs were identical but each denomination was to be the same color as the ordinary stamps of the same value. The general appearance was very similar to the Postage Due stamps. The numeral in the center upon an ornamental lathe work background was enclosed in an elliptical panel which contained the words "U. S. PARCEL POST" and below the numeral the word "CENT" or "CENTS."

After twenty plates had been prepared, but before any stamps were printed, the Department gave consideration to the question as to whether distinctive Parcel Post stamps could not be discontinued. Such stamps had served but one useful purpose, that to indicate Parcel Post revenue. This object, it was held, could be accomplished with sufficient accuracy for all practical purposes by other means. The distinctive stamps were an added expense to the Government because of additional cost of production, handling and accounting, and had proved a source of serious embarrassment and vexation to both the public and the Postal Service. These disadvantages far outweighed the single advantage noted above. It was thought that the ordinary stamp should be sufficiently elastic for every postal need covering all classes of mail, special delivery, registry, etc. (except postage due.)

The Parcel Post law, while providing for the use of distinctive stamps on fourth-class mail, also authorized the Postmaster General, with the consent of the Interstate Commerce Commission, to reform the conditions of mailability for the purpose of promoting the service to the public. Under this latter provision the Postmaster General, with the approval of the Interstate Commerce Commission, in Order No. 7241, dated June 26, 1913, and effective July 1, 1913, directed that ordinary postage stamps should be valid for postage, insurance and C. O. D. fees on parcels, and that the distinctive Parcel Post stamps should be valid for all purposes for which ordinary stamps are valid.

It was further ordered that the issuance of these stamps be discontinued after existing stocks were exhausted and that no additional supplies should be printed. Preparatory to this order the last printing of Parcel Post stamps

was June 24th for the ten cent value, others had previously been discontinued. The delivery of stamps to Postmasters continued for quite some time as the Bureau had a large supply on hand when the new regulations went into effect, particularly higher values, the seventy-five cent stamps being issued to Post Offices as late as the fiscal year ending June 30, 1922.

The paper used for this issue was all watermarked with the then current single line U S P S. Due to the size of the stamps more than one letter is found on each subject. They were all perforated on the twelve gauge machine and there were no paper or perforation varieties.

#1450—One Cent, Red. Post Office Clerk. Watermarked U S P S, Perf. 12.

Issued November 27, 1912.

This was one of the first values to be issued together with the 2, 5 and 25 cent stamps, the plates of this value having first gone to press on November 12th.

The vignette represents the first step in the distribution of Parcel Post packages, that of sorting for different sections of a city or for group distribution to other parts of the country. In the foreground a Post Office clerk stands before a vertical rack of mail bags into which he is to distribute the various packages that lie before him. The view taken was in the interior of the City Post Office at Washington.

Plates used for this denomination may be divided into three groups, those carrying the value imprint, those having only the plate number and those that were first used without and later had the value imprint added. Plates were made for the revised 1913 designs but they were never used. This stamp was designed by C. A. Huston from a photograph and engraved by Messrs. M. W. Baldwin, J. Eissler and E. M. Hall, all of the Bureau.

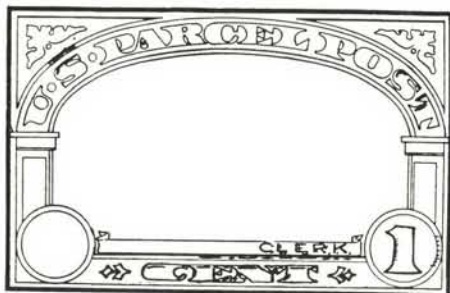
Shades: Carmine rose, carmine.

Varieties: a: Position blocks.

1. Top and bottom, right and left split arrow blocks.
2. Upper and lower, right and left quarters, center line blocks.

b: Plate number blocks.

1. Plate numbers without imprint of value.
2. Plate number with imprint.

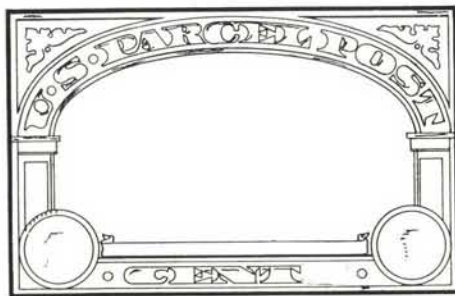


Double Transfer
Position Unknown.
Straight edge
at left.

c: Double Transfer.

A south eastern double showing added lines in "S" and "ST" of "U. S. PARCEL POST" in "CENT" in the numerals of value, etc. Position unknown, straight edge at left (Illustrated.)

Another south eastern double is on a copy with a straight edge at the right, position unknown. The added lines are below the top frame line, in "U. S. PARCEL POST," on both numerals of value, on "CENT," below the bottom frame lines, etc. (Illustrated.)



Double Transfer
Position unknown
Straight edge at right

Plates used:

- a: Without imprint.
6201—02, 03, 05, 07, 08, 09, 10
- b: With and without imprint.
6199
6200—04, 06
6330—31, 32, 33, 34, 35, 36, 37
- c: With imprint only.
6377—78, 88, 93

Plates not used:

- a: 1912 series.
6375—76, 80, 82, 83, 91, 94
- b: 1913 series.
6565—70, 80, 83, 84, 86, 87, 98, 99

Quantity issued:

Fiscal year 1913.....	181,302,389
Fiscal year 1914.....	28,388,705
	209,691,094

#1451—Two Cent, Red. City Carrier. Watermarked U S P S, Perf. 12.

Issued November 27, 1912.



Photograph of Original Drawing Not Used.

The first design for this value showed the steamship and mail tender used on the 10c. The central vignette of the stamp portrays a letter carrier, or postman, a figure familiar to the largest part of our population. He is pictured about to deliver some mail, seemingly packages, and although the title of the illustration is "City Carrier" the house in the background is really suggestive of a suburban home, for flanking the entrance is a rhododendron at the right and an evergreen at the left. This subject was used on the first sketch of the five cent. The Post Office Department supplied a photograph of a mail carrier and the Bureau artist, C. A. Huston, added the background in accordance with his own ideas. The stamp was engraved by J. Eissler and E. M. Hall, of the Bureau.

Like the one cent value the plates may be divided into three groups, though the smallest percentage lack the imprint. Unlike the ordinary stamps the sale of this value was smaller than that of the one cent denomination. Plates were also made for the 1913 series but never used.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.

1. Same as one cent.

b: Plate number blocks.

1. Same as one cent.

c: Shifted Transfer.

Being rocked in from side to side the shifts are along the right or left frame lines, generally at the left. This usual shift which is also found on several other values shows a westward doubling of the outer and inner left frame lines, the left side of the circle around the left numeral and the lower left part of the curved vignette frame line. (Illustrated.)



**Usual Shifted Transfer
of Left Side of Design.**

Plates used:

- a: Without imprint.
6177—78, 79, 80, 81, 82, 83, 84, 96, 97, 98
- b: With and without imprint.
6195
6338—39, 40, 41
- c: With imprint only.
6367—70, 71, 79, 84, 90, 95

Plates not used:

- a: 1913 series
6397
6404—09, 16, 31, 35, 39, 48, 58, 63, 70
- b: 1913 series
6590—91, 92, 93, 94, 95, 96, 97

Quantity issued:

Fiscal year 1913.....	161,378,054
Fiscal year 1914.....	45,039,199
	206,417,253

**#1452—Three Cent, Red. Railway Postal Clerk. Watermarked
U S P S, Perf. 12.**

Issued April 5, 1913.

This was the last design to be approved by the Postmaster General and did not go to press until March 28, 1913, almost four months after the first printing of Parcel Post Stamps and some four months after the law had gone into effect.

This delay was due to the disapproval of the first sketch for this denomination, a section of a mail train at a station platform, a "Railway Postal Clerk" standing in the door of the last car ready to receive some bags from a truck backed against the car. The Postmaster General felt that too much prominence was given to the truck and not enough to the Postal Clerk, the result being that the design did not tie in with the other lower values depicting "working personnel."^{*}

A new design was made showing clerk standing in the door of a mail car, holding a bag of mail attached to an iron arm preparatory to swinging it out to be picked up by an automatic mail receiver at the next station. In this stamp the "personnel" is accentuated instead of a method of collection or distribution, and as such was thought to be more appropriate as part of the first group.

There is an interesting retouched variety of this value from plate No. 6257. The retouching is on the seventh stamp of the lower left pane and occurs in the triangle below the right numeral "3". The normal stamp triangle has a background consisting of five vertical lines and one horizontal line. In the retouched stamp this triangle has two additional horizontal lines. This was the first retouched variety of the twentieth century and is quite desirable.

This value had the smallest issue of any of the denominations below the fifteen cent. The plates, all being made at a late date, had the imprint of value added before any had gone to press.

This stamp was engraved by H. Charlton, E. M. Hall and J. Benzing, of the Bureau of Engraving and Printing, after the design of C. A. Huston.

Shades: Carmine rose, carmine.

Varieties: a: Position varieties.

b: Plate number blocks, with imprint only.

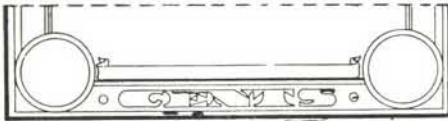
c: Double transfer.

6257 L. L. # 6. This is a downward double showing in the "ES" of "CENTS" below this word and under the bottom frame line. (Illustrated.)

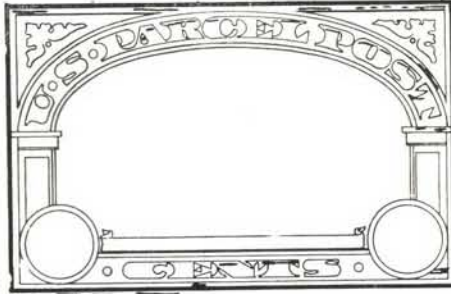
d: Double Transfer recut.

6257 L. L. # 7. This stamp adjacent to the double listed above was also entered too low. The first design was burnished out and a fresh entry made. Evidences of the first entry are below the top frame line, in "PARCEL POST" and in "CENTS" below the left numeral and under the bottom frame line. In burnishing out the first entry a low spot was left in the lower right corner which resulted in a defective transfer which was recut by hand. (Illustrated.)

^{*}The die had been engraved for the first design of this value and a proof taken. When the design was rejected the proof became an essay. Only one copy is known.



#6
Double Transfer



3 Cent Plate
6257 Lower Left
#7
Double Transfer
Recut

Plates used: a: With imprint only.
6254—55, 56, 57

Plates not used: All 1912 plates used, no 1913 plates made.

Quantity issued:

Fiscal year 1913.....	19,558,799
Fiscal year 1914.....	9,468,634
	29,027,433

#1453—Four Cent, Red. Rural Carrier. Watermarked U S P S,
Perf. 12.

Issued December 12, 1912.

The four cent plates went to press on December 2nd, and ten days later stamps were delivered to Post Offices. The demand for this value was rather large, the last printing occurred May 6th, 1913 about seven weeks before the official orders put an end to further need for those stamps.

This stamp being the fourth and last of the "personnel" group shows the "Rural Carrier", the final and furthest removed means of distribution. The vignette indicated a country mail wagon stopping in front of an individual mail box so typical of the rural free delivery routes. A white horse draws the wagon inscribed "Rural Delivery Route No. 1" and "U. S. Mail." The carrier is seen on the seat with a package in his hand. It will be noticed that in all of the designs of this group, except the three cent, the individual is not just handling mail but packages, *Parcel Post packages*. This design was used on a preliminary drawing for the ten cent stamp.

The mail wagon is from a model in the Post Office Museum at Washington. A horse was hitched to it and a photograph taken, the surrounding landscape being supplied by the Bureau artist, C. A. Huston. The stamp was engraved by M. W. Baldwin, E. Myers, E. M. Hall, J. Benzing and H. Charlton, of the Bureau.

Being one of the values that went to press early some of the plates became worn out before the decision was made to add the imprint of value, and sheets from the first group of plates were issued without this marking. The second group is found both with and without imprint from the later printing, while the last group exists only with this imprint.

Shades: Carmine rose, carmine.

Varieties: a: Position varieties.

b: Plate number blocks.

1. Same as one cent.

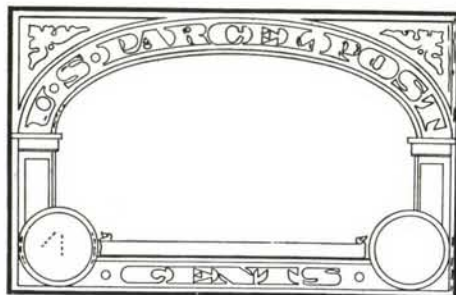
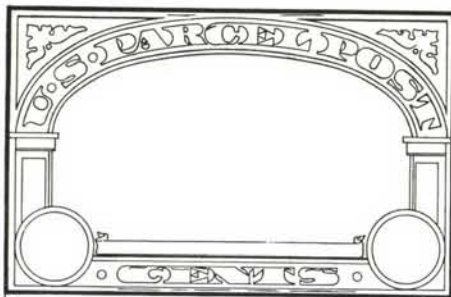
c: Shifted Transfer. A small shift of the left frame line.

d: Double Transfer.

A downward double was found on a single copy, position unknown, which resulted in added lines just below the top frame line, on the "C" of "PARCEL," on "CETS" of "CENTS" and below the bottom frame line. (Illustrated.)

Another double, this one having an eastward displacement, was found on another copy, position unknown, which resulted in added marks of color in "U. S.," "RL" and "PO" of "U. S. PARCEL POST," on and around the left numeral and to the right and left of the right inner frame line. (Illustrated.)

A copy with plate number 6365 in the right margin shows a slight double transfer at the right. There is a small spot of color in the upper part of the right "4," a small spot of color between the inner and outer right frame lines near the top and a very fine line opposite the "S" of "POST" in the colorless border between the right frame lines. These spots were found on several copies.



Double Transfers Position Unknown.

e: Relief Variety.

Some foreign substance seems to have adhered to the transfer roll as there is a spot of color in the tail of the right "4." This was found on plate number copies from plates 6359, 6365 and 6392, all in the last group of plates. Copies found from plates 6346, 6360 and 6361 do not show it. This spot is likely to be only on the four plates listed.

Plates used:

a: Without imprint.

6169—70, 71, 72

b: Without and with imprint.

6345—46, 47, 50

c: With imprint only.

6359—60, 61, 65, 92

Plates not used:

6381

6400—26

Quantity issued:

Fiscal year 1913..... 65,894,219

Fiscal year 1914..... 10,849,594

76,743,813

#1454—Five Cent, Red. Mail Train. Watermarked U S P S, Perf. 12.

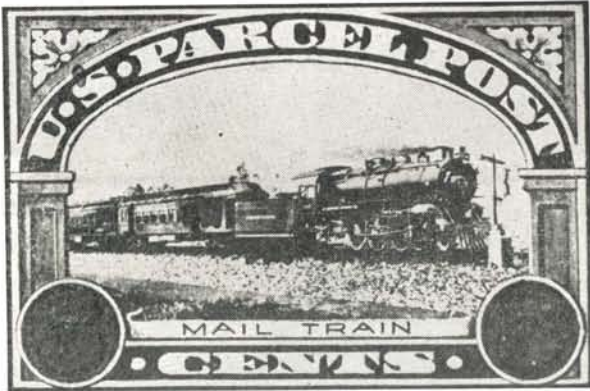
Issued November 27, 1912.

This value was one of the first to appear, having gone to press November 18th. Like the other early issued Parcel Post stamps the plates used are found with all three groups of imprints.

The first design for this value showed a letter carrier delivering mail (illustrated) which was discarded in favor of the mail train and the carrier design relegated to the two cent. The first train design portrayed a side view taken at a distance, the mail on this bag in position to be picked up was too inconspicuous and the design abandoned. Another view was substituted and gave the mail bag more prominence. This design was accepted with modifications, the mail bag being suspended from a modern rack and the catcher on the train put into position for the pick up.



First Design.



Photographs of Original Drawings Not Used.

It was the first of the second group depicting "transportation of the mail." The vignette labeled "Mail Train" shows a three quarter front view of a fast moving train, the second car being the railway Post Office. In the immediate foreground is a bag of mail on a rack, which will be picked up by a mail catcher extended from the mail car. The picture, a combination of a photograph and a sketch, was made by C. A. Huston and the engraving was executed by Messrs. C. Chalmers, E. Hall, J. Eissler and E. Myers, all of the Bureau.



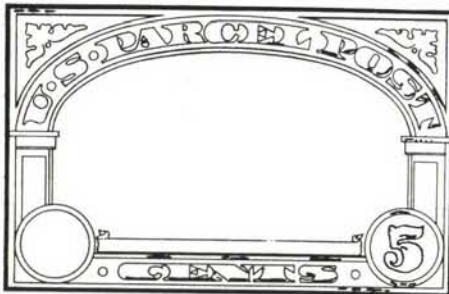
Photograph of Original Drawing Not Used.

Shades: Carmine rose, carmine.

- Varieties:** a: Position block.
 b: Plate number and imprint block.
 c: Double Transfers.

There are more double transfers on this value than all others combined. Three are known to be from the top row of the upper left pane of plate 6215, the position of the others is unknown but perhaps these also come from this plate.

1. U. L. 6215 an upward displacement showing in the upper left corner below the ribbons in the lower right corner, in the frame around the right numeral, the numeral, in "EL" of "PARCEL," in and above "POST" in "CENTS" etc. (Illustrated.)



#1



#2

Double
Transfers

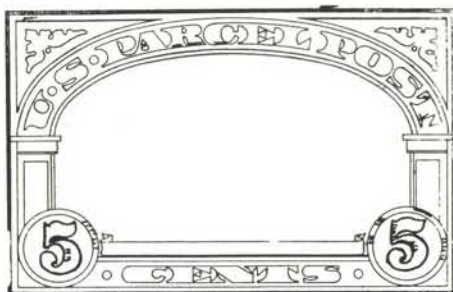


#4

6215
U. L.

2. U. L. 6215 another upward displacement showing above "S" of "U. S.", in "PA" of "PARCEL" and on and about the right "5." (Illustrated.)

4. U. L. 6215, a small northwestern double shows added lines in both numerals, below the bottom inside frame line, in the lower right corner on the "PC" of "PARCEL" and on the "P" of "POST." (Illustrated.)



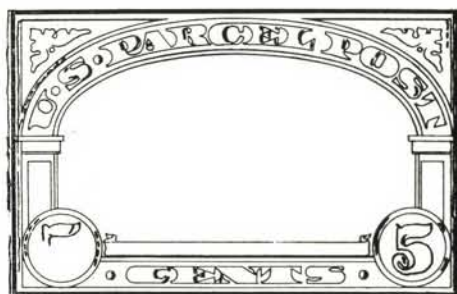
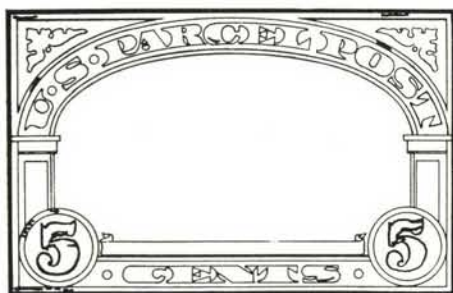
Double
Transfer
Position
Unknown

A marked eastward double position unknown shows in and about both numerals, below the top frame line, in "RC" in "PARCEL," in "T" of "POST" and in the vignette to the right of the locomotive boiler. (Illustrated.)

Another double is almost exactly like the one above in the doubling of the numerals, this however shows in the "OST" of "POST" and has a defective transfer of the left frame line in the lower corner; position unknown.

A northwestern double shows added lines just below the upper frame line, in both upper corners above the "U" and "O", on the "S" of "CENTS", on the right "5" and around and on the left numeral. Position unknown. (Illustrated.)

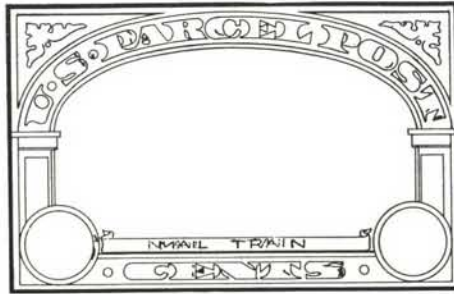
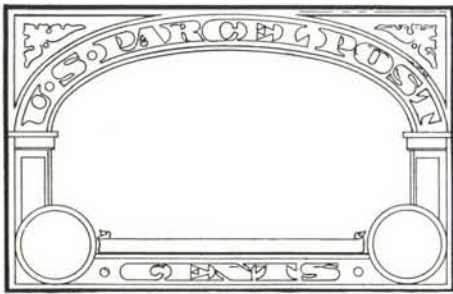
A stamp with the guide line at the left, shows a marked western displacement. Added lines can be easily seen to the left of the inner and outer left frame line, the outer right frame line around and in both the numerals, in "U. S. PARCEL POST" and "CENTS" etc. Position unknown. (Illustrated.)



Double Transfers Position Unknown.

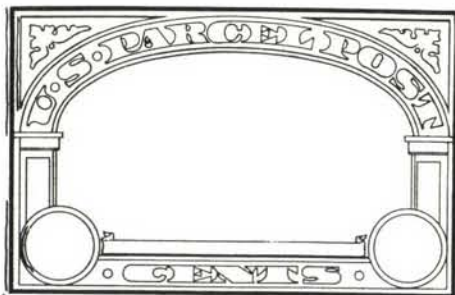
A copy from an unknown position has a marked downward double transfer. Added lines of color show in the upper right corner below the top frame line, in "R" of "PARCEL," in "OS" of "POST," in "CENTS," and below the bottom frame line. (Illustrated.)

Another copy from an unknown position shows a wide westward displacement evidenced by the doubling of "MAIL" and "AI" of "TRAIN." Extra lines of color are in the "S" of "U. S.," the "PC" of "PARCEL," the "OT" of "POST," to the right of the left numeral circle and on "ETS" of "CENTS." (Illustrated.)

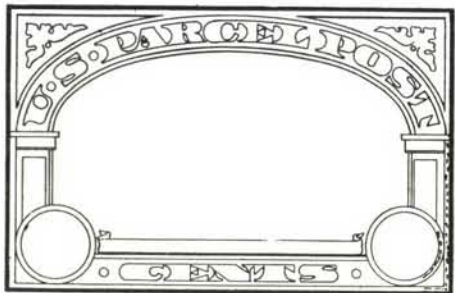


Double Transfers Position Unknown.

Another straight edge stamp, with guide line at right, also shows a western displacement. This however is not as marked and is slightly upward. Added lines may be seen to the left of both vertical frame lines. Above the upper and lower frame lines, in "RCL" of "PARCEL," in "POS" of "POST," in "CES" of "CENTS" and in the circles about both numerals. Position unknown. (Illustrated.)



**Shifted
Transfer**



**Double
Transfer**

d: Shifted Transfer.

The stamp above the last listed double has a marked shifted transfer of the right inner and outer frame lines. (Illustrated.)

Plates used:

- a: Without imprint.
6211—12, 13, 14, 15, 16, 18, 19
- b: Without and with imprint.
6217—20, 21, 22, 45
- c: Without imprint only.
6405—07, 11, 17, 20, 33, 41

Plates not used:

- a: 1912 series.
6449
b: 1913 series.
6602—03, 04, 05

Quantity issued:

Fiscal year 1913.....	94,300,019
Fiscal year 1914.....	13,853,974
	108,153,993

#1455—Ten Cent, Red. Steamship and Mail Tender. Watermarked U S P S, Perf. 12.

Issued December 9, 1912.

This was the first value to go to press but was not issued until almost two weeks after some of the lower values. The plates of this value lasted through the later printings and all used appeared both with and without imprints of value. The first design contemplated the use of the Rural Delivery design later



Photograph of Original Drawing Not Used.

used on the four cent. The accepted vignette subject is a combination photo and sketch showing the steamer "Kronprinz Wilhelm" arriving in New York Harbor on February 23, 1902, at the time Prinz Heinrich of Prussia paid this country a visit. The landscape at the right, in the original photograph, was Staten Island. The Bureau artist thought he would improve it by adding skyscrapers resembling New York City. In doing this, however, he created a picture geographically incorrect as the view shown on the stamp indicates an outgoing steamer while the mail tender at the side is used only upon a ship's arrival. It is possible that the design on the stamp was copied from a photograph printed from a reversed negative, we find that this is sometimes done.

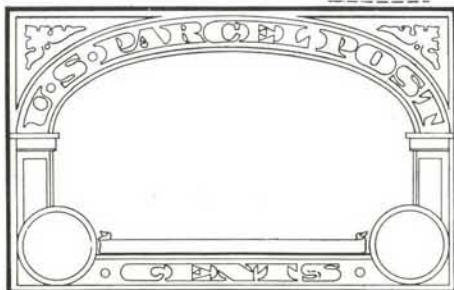
This value of Parcel Post stamps was the last printed before discontinuance, the plates having last gone to press June 24, 1913, just two days before the Postmaster General issued the order that made these special stamps unnecessary.

This stamp was designed by C. A. Huston, and engraved by C. Chalmers, both of the Bureau.

Shades: Carmine rose, carmine.

c: Double Transfer.

To date only one double transfer has been reported. This is an upward displacement, low in visibility but wide in displacement. The doubling shows in the "S" of "CENTS," the "C" of "PARCEL," and above the top frame line. The position is unknown. (Illustrated.)



Double Transfer
Position Unknown

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: All without and with imprint.
6161—62, 63, 64, 65, 67, 68
6266

Plates not used:

6166—Defective, never finished.

Quantity issued:

Fiscal year 1913.....	51,284,429
Fiscal year 1914.....	5,612,224
	56,896,653

#1456—Fifteen Cent, Red. Automobile Service. Watermarked
U S P S, Perf. 12.

Issued December 16, 1912.

The vignette illustrates a small automobile typical of those generally used in smaller cities. It is in front of what seems to be a local Post Office in a suburban community and a carrier is standing beside the car, his arms filled with parcels. The detail is well executed and the auto is a true example of the model used in those days. This design more than any other, except possibly the airplane on the next stamp, definitely places this series as an issue of about 1910 to 1915, while most of the others could easily depict scenes of 1935, as the models used are very similar to those now in vogue. The design is from a photograph taken at Washington and supplied by the Post Office Department to the Bureau. It was designed by C. A. Huston, and engraved by Messrs. L. S. Schofield, J. Benzing, E. M. Hall and E. Myers, all of the Bureau.

All the plates used for this value went to press before and after the imprint of value had been added. Eight plates were made but only four were used.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

- a: Without and with imprint.
6258—59, 60, 61

Plates not used:

6351—56
6410—34

Quantity issued:

Fiscal year 1913.....	17,105,444
Fiscal year 1914.....	4,041,589
	21,147,033

**#1457—Twenty Cent, Red. Aeroplane Carrying Mail. Watermarked
U S P S, Perf. 12.**

Issued December 16, 1912.

This was the first stamp bearing the picture of an airplane issued by any nation. It appeared just about nine years after the famous Kitty Hawk flight by the Wright Brothers and was the forerunner of many airmail stamps that followed it.

The design is slightly different from the essay made from the original master die before it was finally issued. The title of the vignette stresses the carrying of mail by plane but an examination of the stamp fails to reveal any place where this could have been put except next to the pilot. On the stamp there seems to be an object of some kind, next to the driver bearing an inscription "No. 1." In the essay the numeral had not been placed upon the design and by dint of some imagination and the aid of a magnifying glass we were able to assume this "object" to be a bag of mail. A further search, however, failed to reveal any sign of a motor, which was no doubt hidden behind the pilot who is shown sitting out in the open with his hands on the stick and his feet on the rudder bar. The design of the plane shows but little improvement over that of the first one made by the Wrights.

Below the aeroplane is a little village nestling at the base of a chain of mountains. The most prominent feature of the town is the church steeple rising up above the other buildings. At the extreme right are a few trees over which the plane has just passed. The aeroplane was from a photograph taken at College Park, near Washington, purposely for this stamp, many experiments having been made before a satisfactory picture was obtained. The background was drawn in later by the Bureau artist, C. A. Huston. The engraving by H. Charlton, E. M. Hall and J. Benzing is especially fine and gives a very pleasing effect.

This was the highest value to become exhausted during the two fiscal years these stamps were in general use. All other higher values remained on hand at the Bureau after the close of the fiscal year ending June 30, 1914. Of the Twenty-Cent denomination issued during the last year all but about 500,000 had been delivered to Postmasters by February, the remainder being distributed before July 1st. A smaller quantity of this value was issued than of any lower denomination.

As in the ten and fifteen cent values the plates were used both before and after the imprint of value had been added. Four reserve plates were made but never went to press.

This design was the last of the transportation group and by far the most modern. The authorities of the Bureau and the Department little thought how soon their vision of regular Air Mail would be realized.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without and with imprint.
6191—92, 93, 94

Plates not used:

6385—86, 89
6401

Quantity issued:

Fiscal year 1913.....	14,261,264
Fiscal year 1914.....	2,881,129
	17,142,393

**#1458—Twenty-Five Cent, Red. Manufacturing. Watermarked
U S P S, Perf. 12.**

Issued November 27, 1912.

This is the first of four designs portraying the manufacturing and agricultural interests of the country. The vignette is based on a photograph of a steel plant in South Chicago, which was also used in a preliminary design for the 50 cent and the one dollar stamps. It was supplied by J. E. Ralph, then Director of the Bureau of Engraving and Printing, and it is claimed that at one time he had been an employee of this mill. However, before being used the design was slightly altered by Mr. C. A. Huston, of the Bureau, who is credited with designing this issue. It was engraved by Messrs. H. Charlton, E. Myers and E. M. Hall, all of the Bureau.

This stamp was one of the first to have gone to press and one of the four to be issued November 27th, 1912, the first day the Parcel Post Stamps were placed on sale. The plates went to press for the last time June 5th, 1913, just three weeks before the order was issued which made these stamps unnecessary, and this last printing was large enough to cause the Bureau to have this value on hand during the fiscal year of 1915. This was the lowest value carried in stock at the Bureau after June 30, 1914.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without and with imprint.
6173—74, 75, 76, 86, 89

Plates not used:

6187—88
6357
6408—21, 25

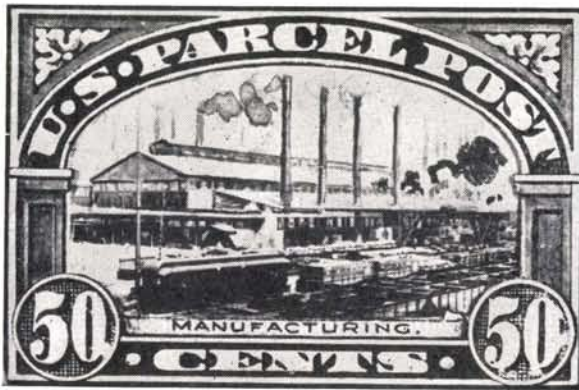
Quantity issued:

Fiscal year 1913.....	17,788,589
Fiscal year 1914.....	3,071,565
Fiscal year 1915.....	1,080,499
	21,940,653

#1459—Fifty Cents, Red. Dairying. Watermarked U S P S, Perf. 12.

Issued March 15, 1913.

This design was next to the last to appear as the Postmaster General had not approved the first die made. Before a die was made it had been the intention to use the steel mill scene on this value, but it was discarded in favor of a dairy subject. The accepted vignette, after a photograph submitted by the Depart-



Photograph of Original Drawing Not Used.

ment of Agriculture, shows cows feeding in a meadow with farm houses in the background. In the first die the buildings were very prominent and occupied the main section of the vignette. The group consisted of the side view of a long building adjoining a grain elevator, a silo, and showed the end view of another building. A small tower on the roof of the main building terminated in a weathervane, which might easily have suggested a cross, and thereby a church. This last might have influenced the Postmaster General to reject the design as the Department has always tried to avoid having any postal emission offensive to any group of people. However, as the accepted design placed the buildings further back and made them smaller it is quite likely that the weathervane had little bearing on the Postmaster's request for a new design. This farm view depicts no special place, the Department of Agriculture having simply furnished a view of a group of cows, the dairy buildings being added to complete the scene.

The title of the subject being "Dairying" we believe that the better design was selected, as the feeding cows are most important and should not be overshadowed by the background. As in other stamps of this series the engraving and attention to detail is a credit to the Bureau and especially to M. W. Baldwin and E. M. Hall, who did the actual engraving. The stamp was designed by C. A. Huston.

The first four fifty cent plates were made from the first design and plate No. 6274 went to press December 10, 1912. However, the copies were all destroyed and the plates cancelled. No copies of this early design exist except in proof form, which became an essay when the new design was issued.*

These stamps were printed from plates to which the imprint of value had been added before having gone to press and are not available without this imprint. The first four plates except as noted above were never used, and the other four were among the last ones made for any denominations that were put to use. The last printing took place February 28, 1913, and was sufficiently large to leave a stock at the Bureau as late as the fiscal year 1916.

*Copy in the Author's Collection.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used: With imprint.

6423—24, 27, 28

Plates, early design, not used except as noted above:

6274—75, 76, 77

Quantity issued:

Fiscal year 1913.....	776,634
Fiscal year 1914.....	758,615
Fiscal year 1915.....	476,140
Fiscal year 1916.....	106,404
	2,117,793

**#1460—Seventy-Five Cent, Red. Harvesting. Watermarked U S P S,
Perf. 12.**

Issued December 18, 1912.

This was a design especially dedicated to the large agricultural section of the Middle West with its wide expanse of level fields that made modern farming machinery possible. The vastness of farming is vividly portrayed by the size of the mound of products of this industry as compared to the wagon and machine standing before it. The subject is after a photograph furnished by the Department of Agriculture. The stamp was designed by C. A. Huston, and engraved by C. M. Chalmers, M. W. Baldwin, E. M. Hall, F. Lamasure, and E. Myers, all of the Bureau.

Although the entire time the plates of this denomination had gone to press was within a two months period, the first printing being December 13, 1912 and the last *February 13, 1913*, the Bureau made deliveries of this stamp as late as the fiscal year 1922, although for four of these years none were sent to Postmasters from the reserve supply at the Bureau. The fiscal year of 1922 saw the last delivery of both special stamps for the Parcel Post and Twenty-five cent parcel post due stamps.

All four plates used for this stamp had the imprint added after the plates had gone to press and plate number blocks are obtainable both with and without imprint of value.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used: Without and with imprint.

6287—88, 96, 99

Plates not used:

6396
6402—12, 18

Quantities issued:

Fiscal year 1913.....	2,060,394
Fiscal year 1914.....	3,380
Fiscal year 1915.....	1,810
(Deduct) 1915.....	162,000*
Fiscal year 1916.....	4,095
Fiscal year 1917.....	8,370
Fiscal year 1918.....	72,945
Fiscal year 1919.....	18,855
Fiscal year 1920.....	527,886
Fiscal year 1921.....	234,180
Fiscal year 1922.....	2,700
	2,772,615

*This item represents stamps returned to the Department's stock from Post Offices for re-issuance to other Postmasters. Their deduction is necessary to avoid duplication in the total number of stamps issued.

Note: It was reported in Mekeel's 2/21/14 that the total number of Seventy-Five cent stamps printed was 6,283,440, of which 4,221,184 were on hand at the Bureau. This figure included "Specimen" stamps not in the list.

The figures given above are from official Post Office Department records and as such no doubt correct for this value instead of those listed in the earlier article. Because of the wide discrepancies of the total numbers of this value we wrote to A. W. Hall, Director of the Bureau of Engraving and Printing, and his reply explained this as follows:

January 21, 1931.

In reply to the inquiries in your letter of the 15th instant, you are advised as follows:

The entire stock in this Bureau of 75 Cent Parcel Post stamps has been delivered as mutilated or as perfect to the Post Office Department for issues to Postmasters and for destruction. The deliveries to the Post Office Department were 2,773,095 for issues and **3,510,345** in September, 1921, for destruction."

This therefore indicates the correctness of the earlier figures for at that time it was hardly possible to foresee the destruction of more than 80% of those remaining on hand. The fact that these were not destroyed until late in 1921 clearly indicates that they were not defective but that this value was not readily saleable due to the size and was also unpopular with the Postal Service. This was also prior to the opening of the Philatelic Agency.

#1461—One Dollar, Red. Fruit Growing. Watermarked U S P S, Perf. 12.

Issued January 3, 1913.

This is the highest value of the special issue for Parcel Post packages, the central picture is a view of a fruit orchard which by the abundance of the fruit and foliage is reminiscent of the West Coast or Florida. Thus the last group represented various sections of the country as far as was possible in four stamps. The first design for this stamp portrayed the Steel Mill used on the 25 cent.



Photograph of Original Drawing Not Used.

This value was not issued until two days after the Parcel Post law became effective. The delay was caused by the design not being approved by the Postmaster General until after some of the lower values had already gone to press. Several designs were submitted and essays of the selected design exist lacking shading in the sky, this being added before the design was finally approved and the transfer roll made.

The view shows a double row of trees heavily laden with fruit. Men on ladders are picking, and boxes of plucked fruit are shown in the center foreground. The space between the rows is large and gives one an impression of a vast orchard.

Of the four plates made and used for this stamp only one had the imprint added. This was the last of the "no imprint" plates to receive this mark of value and as it was added to the plate on March 24, 1913, just two days before the last printing of this value plate number blocks of this value with imprints are more desirable.

This stamp was designed by C. A. Huston, and was engraved by Messrs. M. W. Baldwin, E. M. Hall, C. M. Chalmers, E. Myers and F. Lamasure, all of the Bureau.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without imprint.
6263—64, 65
b: Without and with imprint.
6262

Quantities issued:

Fiscal year 1913.....	478,434
Fiscal year 1914.....	24,975
Fiscal year 1915.....	47,350
Fiscal year 1916.....	209,420
Fiscal year 1917.....	293,084
Total.....	1,053,273

Essays

Essays of the rejected designs of the three cent and fifty cent as well as modified designs of the 20 cent and the one Dollar, and a set of card board proofs of the 1913 Parcel Post issue through the 15 cent are known. It is believed that only one such set is available.

NOTES

Although these stamps have been available for more than twenty years few collectors in the past have studied the Parcel Post Issue and there is little doubt that many major plate varieties have not yet been discovered or recorded.

The *Bureau Issues Association* has recently appointed a committee under the chairmanship of Edward T. Ferry to study copies of the Special Service stamps for plate varieties and additional discoveries are certain to be made. Several double transfers listed on the previous pages are but recent discoveries of this committee. The new discoveries will be listed and illustrated in the *Bureau Specialist* and in STAMPS.

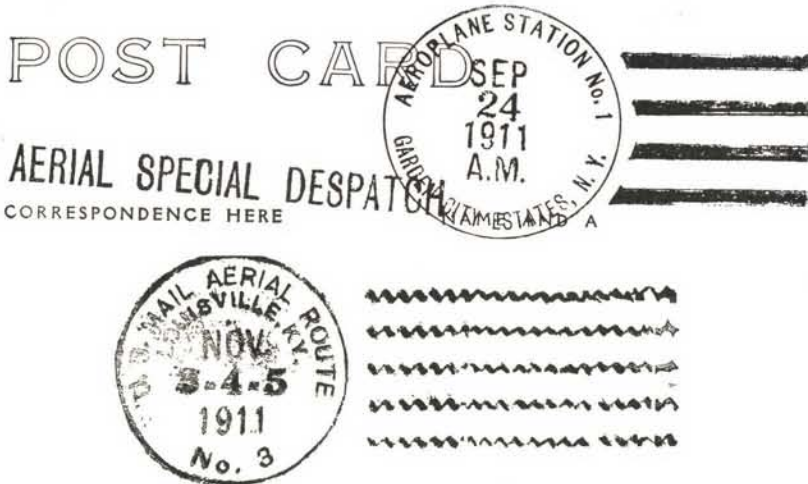
NOTES

CHAPTER III

AIR MAIL ISSUES

Although some mail was carried by air before the middle of the 19th Century, Air Mail as we know it today in a heavier than air flying machine was made possible by the Wright Brothers at Kitty Hawk, N. C. on December 3rd, 1903. This flight lasted only twelve seconds, a far cry from modern planes which stay aloft innumerable hours and fly at a speed in excess of 5 miles per minute.

Once the Wright Brothers had convinced the skeptics that flying was possible, others soon made similar attempts with heavier than air machines, but the progress was slow and it was not until 1908 that the first recorded flight was made carrying a passenger. It was in England two years later, August 18th, 1910, that mail was first carried by airplane from Blackpool to Southport. On September 23rd, 1911, the first experimental air mail flight took place in America, mail being carried by plane from Garden City Estates, L. I. to nearby Mineola. This flight was soon followed by numerous others.



From the Hildesheim Collection.

Courtesy of "STAMPS."

These early flights were generally made in connection with State Fairs at which barnstorming pilots were available. The flights, however, had official recognition by the Post Office Department, and special cancellations, generally naming the flight, were used. For some flights special Post Office sub-stations were created.

On December 16th, 1912, the first stamp bearing a picture of an airplane was issued. This was the Twenty Cent Stamp of the Parcel Post Series and portrayed the carrying of mail by plane.

The first phase of air mail in the United States, known as the Pioneer Flight Period, ended on May 15th, 1918, when the Post Office established air mail service between Washington, Philadelphia and New York.

After considerable discussion, Congress had finally authorized the Post Office Department to carry mail by airplane, and on May 6th, 1918, a bill was adapted fixing the rate of 24c per ounce, and on May 11th President Wilson signed the bill. It having been certain that the President would sign the bill authorizing the carrying of mail by airplane, the Postmaster General issued the following advance notice to the Postal Service:

Special Stamp for Aeroplane Mail Service

Office of Third Ass't P. M. Gen.

Washington, May 9, 1918.

1. Postmasters and other officers and employees of the Postal Service are notified that the Department is preparing to issue a new postage stamp of 24-cent denomination. It is intended primarily for the new aeroplane mail service, but will be valid for all purposes for which postage stamps of the regular issue are used.

2. A description follows:

The stamp is rectangular in shape, about $\frac{7}{8}$ inch long and $\frac{3}{4}$ inch high. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents," with the numerals "24" within circles in the two lower corners. The border design is red and the aeroplane is blue.

3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the denomination "24" on one of the blank lines, and complying carefully with Sections 27 to 29, 33 and 36, pages 34 and 35, 1917 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made but will be filled in the order of receipt at the Department.

A. M. DOCKERY,
Third Ass't P. M. Gen.

The Post Office Department publicly announced the new service as follows:

Aeroplane Mail Service,

Washington, D. C., May 11th, 1918.

Aeroplane Mail Service will be established May 15th, 1918, between Washington, Philadelphia and New York, one round trip daily except Sundays. Letters and sealed parcels, the latter not exceeding 30 inches in length and girth combined may be mailed at Washington, Philadelphia and New York for any city in the United States, or its possessions or postal agencies.

The rate of postage will be 24 cents per ounce or fraction thereof, which includes special delivery service. Postage may be paid by affixing either the distinct aeroplane stamps or its equivalent in other postage stamps. When the latter are used, the mail should be endorsed, "By Aeroplane." Mail by aeroplane may be registered by prepayment of 10 cent registry fee in addition to postage.

Until further notice the aeroplanes will leave Belmont Park, N. Y., and Washington, D. C., at 11.30 A. M. Postmasters shall inform the public of the closing of the mails and the points from which aeroplane mail may be dispatched. Letters for the aerial service mailed too late for Aeroplane dispatch will be given the most expeditious dispatch by other means, including special delivery.

OTTO PRAEGER,
2nd Asst. Postmaster General.

On May 13th the new stamp was issued and two days later the first trips were made. The flight from New York to Washington was completed, but the northbound trip came to grief outside of Washington and the mail was returned to Washington and carried the following day. It was some time before they were running according to schedule. The planes were Curtis JANDs usually known as "Jennies." It was one of these that had been used as the model for the Special Air Mail Stamp.

This stamp was printed and issued in sheets of one hundred subjects. Being bi-colored, two plates were necessary—one for the frame and one for the vignette. The frame plate was divided into panes of twenty five by horizontal and vertical guide lines terminated by arrows. Inside the top arrows there was a solid arrow with the point facing the outside of the plate. There was a similar marker on the vignette plate which was used to properly key the design. There was only one plate number to each plate. On the frame plate the number was above the second stamp to the right of the top arrow, while the vignette plate number was in corresponding position to the left of the solid arrow.

These stamps were prepared in a hurry, as there were only seven days between the time Congress fixed the rate and the stamps were placed on sale.

In this short time it was necessary to prepare the design, engrave the master die, make the plates and print the stamps. When the stamps had been printed, it was found that the sheets were larger than the usual post office units. For ease in handling at individual offices it was decided to cut off two of the sheet margins. This stamp was first issued minus the top and right margins.

A short time after these stamps had been placed on sale a collector found a sheet with center inverted. To prevent the recurrence of this error the word "TOP" was added to both frame and vignette plates. On the frame plate the "T O P" in Roman capitals is above the eighth stamp, while on the vignette plate the same word, in larger sans-serif capitals was placed above the third stamp. The purpose of these additions to the plate being to prevent the issuance of sheets with inverted centers, it was decided not to remove the top margin on all future deliveries of the stamp.

The "TOP" was first added to the vignette plate and a small quantity was issued with "TOP" only in blue. Some of the sheets were cut along the bottom and right side, removing these arrows, while others had the left and bottom margins removed. After the "TOP" had been added to the frame plate these stamps appeared with the cut edge at bottom and left, which was again changed to bottom and right. The later printings of this stamp, as well as the two lower values which followed were all issued with the complete arrow at top and left only.

A little more than a month after the first trip the rates were reduced by the Postmaster General, as follows:

Postmaster General Order No. 1617 of June 26, 1918.

Effective July 15th, 1918, the postal laws and regulations are amended so that paragraph 2 of section 399 1/2 shall read as follows:

Mail carried by aeroplane shall be charged with postage at the rate of 16 cents for the first ounce or fraction thereof, and 6 cents for each additional fraction of which 10c shall be for special delivery in service. Such mail shall consist of matter of the first class, including sealed parcels not exceeding 30 inches in length and girth combined.

The postage on aeroplane mail shall be fully prepaid with special aeroplane stamps or with ordinary postage endorsed "By Aeroplane."

The 16c stamp, printed in green ink, was issued on July 11th. The design was the same as the 24c with the necessary changes in value. The official notice follows:

SPECIAL 16-CENT STAMP FOR AEROPLANE SERVICE.

1. Postmasters and other officers and employees of the Postal Service are notified that the Department is issuing a new postage stamp of 16-cent denomination. It is intended primarily for the aeroplane mail service, under the new rate effective July 15, 1918 (Postmaster General's Order No. 1617, of June 26, 1918), but will be valid for all purposes for which postage stamps of the regular issue are used.

2. A description follows:

The stamp is rectangular in shape, about 7/8 inch long and 3/4 inch high; color green. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents." with the numerals "16" within circles in the two lower corners.

3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the denomination "16" on one of the blank lines, and complying carefully with Sections 50-52, 57 and 60, pages 37 and 38, 1918 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made special, but will be filled in the order of receipt at the Department.

4. Postmasters will not precancel the 16-cent stamp.

Before the end of 1918 the Post Office Department decided to change the regulation covering the handling of air mail by removing the special delivery service, unless specially requested and paid for. This decision was announced as follows:

Postmaster General Order # 2415

Washington, November 30th, 1918.

Effective December 15th, 1918, the Postal Laws and Regulations are so amended that paragraph 2 of section 399 ½ shall read as follows:

Mail carried by aeroplane shall be charged with postage at the rate of 6c per ounce or fraction thereof. Such mail shall consist of matter of the first class, including sealed parcels not exceeding 30 inches in length and girth combined.

The postage on aeroplane mail shall be fully prepaid with special aeroplane stamps or with ordinary postage stamps. When the latter are used, the mail should be endorsed "By Aeroplane."

Aeroplane mail bearing, in addition to the regular postage, a special delivery stamp or its equivalent in ordinary postage stamps, shall be given special delivery service. When the latter are used mail should be endorsed "Special Delivery."

A. S. BURLESON,
Postmaster General.

This new value was issued December 10th, 1918. These three stamps were valid for ordinary mail as well as air mail, and most of those used, especially in blocks, were from regular mail and parcel post. It was not until the day after the stamps had been issued that the Department officially announced the new six cent stamp as follows:

Special 6-Cent Stamp for Aeroplane Service: Continued Use of 16-Cent and 24-Cent Aeroplane Stamps.

Office of Third Ass't P. M. Gen.

Washington, Dec. 11, 1918.

1. Postmasters and other officers and employees of the Postal Service are notified that the Department is issuing a new postage stamp of 6-cents denomination. It is intended primarily for the aeroplane mail service, under the new rate effective December 15, 1918. (Postmaster General's Order No. 2415, of November 30, 1918), but will be valid for all purposes for which postage stamps of the regular issue are used.

2. A description follows:

The stamp is rectangular in shape, about $\frac{7}{8}$ inch long and $\frac{3}{4}$ inch high; color orange. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents," with the numeral "6" within circles in the two lower corners.

3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the word "Aeroplane," on the line opposite the 6-cent denomination and complying carefully with sections 50 to 52, and 60, pages 37 and 38, 1918 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made special, but will be filled in the order of receipt at the Department.

4. The 16-Cent aeroplane stamp will be available for special delivery fee, and a single rate of letter postage (6c) on aeroplane mail. The 24-cent stamp will be available for aeroplane letters weighing in excess of three and not more than four ounces.

A. M. DOCKERY,
Third Ass't P. M. Gen.

The air mail service between New York, Philadelphia and Washington, having been found successful, was soon extended to other points, all flying taking place during day light hours. It was next decided to increase the speed with which air mail could be carried from New York and the Eastern Seaboard to Chicago and points West by also flying at night.

The country was therefore divided into three zones, New York to Chicago, Chicago to Cheyenne, and Cheyenne to the Coast, with the postage being 8c per ounce for each air mail zone. The new rates were therefore 8c, 16c or 24 cents depending on the distance.

For sometime there had been no printing of the two higher values of the 1918 air mail stamps, and it had at first been intended to reprint them for the 16 and 24c air mail rates. Third Assistant Postmaster General W. Irving Glover however, insisted on keeping faith with collectors, refused to reissue stamps that had been discontinued and ordered the Bureau to prepare a new series of three values.

On August 11th, 1923, the Post Office Department announced the new issue of air mail stamps and listed the colors as olive green for the 8c, bank note black for the 16c, and dark brown for the 24c. Before being issued, the colors for the two higher values were changed to deep blue for the 16c and carmine for the 24c. The official notice follows:

NEW AIR MAIL STAMPS, SERIES 1923.

Third Assistant Postmaster General

Washington, August 15, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the Department is about to issue a new series of air mail postage stamps of 8-cent, 16-cent and 24-cent denominations, intended primarily for use in the new night flying Air Mail Service, soon to be established between New York and San Francisco, but valid for all purposes for which postage stamps of the regular issue are used.

The new air mail stamps are rectangular in shape, about seven-eighths inch long and three-fourth inch high. The central design of the 8-cent stamp is a mail airplane radiator with propeller attached. Above this design in a curved panel are the words "U. S. Postage," in white Roman capital letters. Triangular ornaments appear in both upper corners. Below the central design, in a straight line of Roman capital letters, is the word "Cents," with the numeral "8" within ovals in both lower corners. The stamp is printed in green ink.

The 16-cent stamp is the same shape and size as the 8-cent stamp, and has for its central design the official insignia of the Air Mail Service, showing a circular design with spread wings on either side. In the center, upon a dark background, appear the letters "U. S." with the word "Air" above and the words "U. S. Postage" in white Roman capital letters. A dark shaded triangle appears in both upper corners of the stamp. Below the central design in a straight line of Roman capital letters is the word "Cents" with the numerals "16" within circles, with dark backgrounds in both lower corners. The stamp is printed in blue ink.

The 24-cent stamp is the same shape and size as the other denominations and has for its central design a mail airplane in flight. Above this design in a curved panel are the words "U. S. Postage" in white Roman capital letters. Ornamental scrolls appear in both upper corners. Below the central design in a straight line of Roman capital letters is the word "Cents," with the numerals "24" within circles with dark backgrounds in both lower corners. The stamp is printed in red ink.

The new air mail postage stamps will first be placed on sale at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, within the next few days. They will not be placed on sale at all post offices but only at such offices as may be designated later.

Postmasters should not draw requisitions for these stamps, as they will be furnished without requisition only to the post offices authorized to place them on sale when they are available.

W. IRVING GLOVER,

Third Assistant Postmaster General.

The 8c was placed on sale at the Philatelic Agency on August 15th during the annual convention of the American Philatelic Society, then in Washington. On August 17th, the 16c appeared and on August 21st, 1923, the last of the series, the 24c was issued, these also being first placed on sale at the Philatelic Agency. On August 21st, the first experimental transcontinental night flight was made but the rate was set at 2c per ounce until the service was regularly established. The route between Chicago and Cheyenne was made by rail.

The report of the Postmaster General for the fiscal year ending June 30th, 1923, report dated November 1st, 1923, commented on the new stamps as follows:

The Department also prepared a new series of stamps of the 8c, 16c and 24c denominations, known as air mail stamps. They are for use in connection with the new night flying air mail service to be placed in operation between New York and San Francisco and intermediate points. The denominations represent the postage rates applying to the several zones into which the route is divided, and the designs are as follows:

8c airplane radiator with propeller; 16c official insignia of air mail service; and 24c airplane in flight. The stamps are being sold at the Department's Philatelic Agency. They will later be sold at certain post offices when the air night flying service is inaugurated.

On August 24, 1923, the new stamps were issued to Postmasters. However, owing to the new service not having become permanently established at that time, instructions were issued to withhold selling these until further notice. It was later decided that the service should be effective by July 1, 1924 and these stamps were placed on public sale June 16, 1924. It was not until July 1st, 1925, that night airmail became a regular service. Covers on that date were officially cacheted "AIRMAIL FIRST OVERNIGHT FLIGHT Chicago to New York," or other points as the case happened to be. When the service was first established the night rate was two cents higher than the then current day rate of eight cents per ounce for each zone. This added charge was later dropped.

The growing use of Airmail made it advisable that these new stamps be printed in larger units and four hundred subject plates were made. These were divided into panes by horizontal and vertical guide lines terminated by arrows. For issuance to post offices the full sheets were cut along the guide lines into panes of one hundred.

On February 2, 1925 an act of Congress was approved making the rate of Postage on Airmail, to be carried on contract Air Routes, not less than ten cents for each ounce or fraction thereof. This being a radical change it took quite some time to organize the new service and it was not until about a year later that it began to function.

Early in 1926 Air Mail entered its third phase, Contract Airmail. At that time the Post Office Department began turning over the transportation of Airmail to private contractors. On January 19, 1926 the Postmaster General issued the following order No. 3817:

January 19, 1926.

Section 385, Postal Laws and Regulations is amended to read as follows:

Sec. 385. The Postmaster General, in his discretion, may require the payment of postage on mail carried by airplane (on Government-operated air mail routes) at not exceeding 24 cents per ounce or fraction thereof. (Act of May 10, 1918, 40 Stat. 548.)

2. The rate of postage on mail carried by airplane on Government-operated air mail routes shall be 8 cents for each ounce or fraction thereof, for each air mail zone or part of such zone in which the mail is carried by plane, except that the rate of postage on mail carried on the New York-Chicago night route shall be 10 cents for each ounce or fraction thereof. Such postage includes the transportation of the mail to and from the Government-operated air mail routes except by contract air mail service.

3. The rates of postage on air mail (carried on contract air mail routes) shall be not less than 10 cents for each ounce or fraction thereof. (Act of February 2, 1925, 43 Stat. 805.)

4. The rates of postage on mail carried by airplane on contract air mail routes shall be 10 cents for each ounce or fraction thereof on each route or part thereof not exceeding 1,000 miles in length; 15 cents for each ounce or fraction thereof on each route or part thereof exceeding 1,000 miles and not exceeding 1,500 miles in length; and 20 cents for each ounce or fraction thereof on each route or part thereof over 1,500 miles in length, direct air mileage to control in each case, with 5 cents for each ounce or fraction of an ounce additional for each air mail zone or part of

such zone the mail is carried over Government-operated air mail routes. Such postage includes any necessary transportation to and from the contract air mail routes except by air mail.

5. Special airplane stamps are issued for the payment of postage on air mail, but ordinary postage stamps may be used. All mail intended to be carried by airplane should be plainly marked in the space immediately below the stamps and above the address "VIA AIR MAIL" or "VIA NIGHT AIR MAIL," as the case may be. Envelopes of distinctive design approved by the Department for air mail may be used.

6. The postage on all air mail should be fully prepared in order to expedite its handling, and postmasters shall make every effort to have patrons prepay the full amount on such matter. Nevertheless, short-paid mail intended to be carried by airplane shall, if it bears at least 8 cents postage, be rated with the deficiency and dispatched as intended by the sender, the amount due to be collected on delivery of the matter.

NOTE.—The Government operated transcontinental air mail route is divided into three zones, as follows: New York to Chicago, Chicago to Cheyenne, and Cheyenne to San Francisco.

On January 27, 1926 the new stamp was announced as follows:

NEW 10-CENT AIR MAIL STAMP.

THIRD ASSISTANT POSTMASTER GENERAL

Washington, January 27, 1926.

Postmasters and others connected with the Postal Service are notified that the Department is about to issue a new 10-cent air mail stamp in connection with the Postmaster General's Order No. 3817, dated January 19, 1926, as published in the Postal Bulletin of January 26. This stamp, intended primarily for use in the air mail service, will be valid for all purposes for which postage stamps of the regular issue are used.

A description follows:

This stamp is a horizontal rectangle $75/100$ by $1-84/100$ inches in size and is printed in blue ink. The central design represents a map of the United States showing some of the rivers and mountain ranges. On each side is an airplane in flight, one traveling east and the other toward the west. Across the top of the stamp in white Roman letters are the words "United States Postage" with the words "Air Mail" directly beneath. At the bottom of the stamp in shaded letters is the word "Cents" and in both lower corners are the white numerals "10." Ornamental plastic brackets appear at each side of the stamp.

The new air mail stamp will first be placed on sale February 13, at the post offices at Detroit and Dearborn, Mich., Chicago, Ill., Cleveland, Ohio, and Washington, D. C. They will also be placed on sale on this date at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

Postmasters having need for the new 10-cent air mail stamp may draw requisitions on a separate Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly as production will permit.

R. S. REGAR,

Third Assistant Postmaster General.

The first contractor to be ready to fly the mail was the Ford Motor Company which had C. A. M. (Contract Air Mail) routes 6 and 7—Cleveland-Detroit-Chicago and return and the first flight took place on February 15, 1926. The places, other than Washington, D. C. which were honored by first day sale were all incidental to the Ford Motor Company Contract route.

Under the regulations promulgated by the Postmaster the country had been divided into three zones, the first being up to 1000 miles, the second up to 1500 miles and the third above 1500 miles. The rates, per ounce or fraction thereof were fixed at 10c for the first zone, 15 cents for the second and twenty cents for the third. The development of Contract Air Mail was not very rapid and it was not until September 9, 1926 that the Department announced that it would issue a fifteen cent Air Mail stamp to pay the postage on second zone contract Air Mail. The Official notice follows:

NEW 15-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, September 11, 1926.

Postmasters and postal employees are notified that the Department is about to issue a new 15-cent air mail stamp for use primarily in connection with the contract air-mail service, but valid for all purposes for which postage stamps of the regular issue are used.

This stamp is the same shape and size, 0.75 by 1.84 inches, as the current 10-cent air mail stamp and is printed in sepia. The central design represents a map of the United States, showing some of the rivers and mountain ranges. On each side is an airplane in flight, one traveling east and the other toward the west. Across the top of the stamp in white Roman letters are the words "United States Postage," with the words "Air Mail" directly beneath. At the bottom of the stamp in shaded numerals "15." Ornamental plastic brackets appear at each side of the stamp.

The new 15-cent air mail stamp will first be placed on sale September 18, 1926, at the post office at Washington, D. C., and for the benefit of philatelists it will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Central and direct accounting postmasters having need for the 15-cent air mail stamp may draw requisition on a separate Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly after September 18 as production will permit.

R. S. REGAR,

Third Assistant Postmaster General.

On December 23, 1926 the Postmaster General issued order No. 4961, effective February 1, 1927, making the Air Mail rate to all sections of the country regardless of distance, 10 cents per half ounce or fraction thereof. To provide a single stamp to pay the Air Mail charge on letters over a half ounce a new 20 cent was issued January 20, 1927. The design for this stamp as well as the 15 cent Air Mail stamp was the same as the ten cent with the necessary changes in the numerals of value and the color.

These stamps having been issued especially for Air Mail, the Department desired to henceforth restrict their use as far as possible to matter dispatched by Air Mail and so noted it in the official notice which follows:

NEW 20-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, January 12, 1927.

Postmasters and postal employees are notified that, owing to the new rate of postage on air mail, effective February 1, 1927, the Department is about to issue a new 20-cent air mail stamp. This stamp and other air mail stamps are lawfully valid for postage on any mail matter but their use should be restricted, as far as practicable, to matter to be dispatched by air mail, for which they are specifically intended.

This stamp is the same shape and size, $75/100$ by $1-84/100$ inches, as the current 10-cent and 15-cent air mail stamps and is printed in green. The central design represents a map of the United States, showing some of the rivers and mountain ranges. On each side is an airplane in flight, one traveling east and the other toward the west. Across the top of the stamp in white Roman letters are the words "United States Postage," with the words "Air Mail" directly beneath. At the bottom of the stamp, in shaded numerals "20." Ornamental plastic brackets appear at each side of the stamp.

The new 20-cent air mail stamp will first be placed on sale January 25, 1927, at the post offices at New York, N. Y., and Washington, D. C., and for the benefit of philatelists it will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Central and direct accounting postmasters having need for the 20-cent air mail stamp may draw requisition on a separate Form 3201 for an estimated two months'

supply. These requisitions will be filled as promptly after January 25 as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

These being about twice the size of the ordinary stamp were printed in sheets of two hundred subjects, divided into panes by horizontal and vertical guide lines. For convenience in handling the sheets were cut along the guide lines into panes of fifty and so issued.

On May 20, 1927, Charles A. Lindbergh, flying alone in the "Spirit of St. Louis" set out from New York for Paris and about thirty-three hours later made a perfect landing at Le Bourget Field, Paris, the first flyer to make a non-stop flight between these two points. There can be little doubt that this feat did more to advance commercial aviation than any event since the days of the Wright brothers' first flight. When the news of Lindbergh's safe arrival was broadcast throughout the world it was the signal for universal joy and thanksgiving. Though flying alone he carried with him the prayers of the entire civilized world, whose admiration he had won by his fearlessness and modest behavior. Here indeed was an answer to their prayers, and each one felt the world to be a place more fair and humanity itself was glorified.



Lindbergh Lands Safely in Paris at 5:21 P.M.; 3,300-Mile Flight in 33½ Hours Thrills World

New York Mail His Tr

Throngs Crowding Streets as Aviation Sports History Ends in Paris

Showers of Paper Streets as Go

Women Gripped in Dram Wings Plane Fly Over to Victim Durable Jet

Thousands of New York's aviation enthusiasts gathered in the city to greet the arrival of the first non-stop flyer from New York to Paris. The news of Lindbergh's safe arrival was broadcast throughout the world it was the signal for universal joy and thanksgiving.

THE CITY'S WELCOME TO LINDBERGH TOLD IN PICTURES—PAGES 5 AND 7

The New York Times.

**MILLIONS ROAR WELCOME TO LINDBERGH
IN CITY'S GREATEST TRIUMPHAL PAGEANT;
GOVERNOR AND MAYOR PIN MEDALS ON HIM**

New York Papers Announce Lindbergh's Landing and His Arrival in America.

From the Dunbar Collection.

Courtesy "STAMPS."

The enthusiasm, which reached heights akin to religious fervor, second only to that which greeted the armistice in 1918 was greatest here in the United States where Lindbergh had been an Air Mail Pilot. It is therefore natural that a stamp in his honor be immediately suggested. The idea met with immediate approval and the new stamp was officially announced June 9, 1927, as follows:

NEW 10-CENT LINDBERGH AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, June 9, 1927.

Postmasters and others connected with the Postal Service are notified that the Department is about to issue a new 10-cent air mail stamp in tribute to Col. Charles A. Lindbergh, the intrepid air mail pilot who made the first nonstop flight from New York to Paris.

This stamp is the same shape and size, 75/100 by 1 84/100 inches, as the current 10-cent air mail stamp, which it will displace, and is printed in blue. It is intended to cover the first letter-mail rate of air mail postage.

The central design represents Lindbergh's airplane, "The Spirit of Saint Louis," in flight. Across the top of the stamp, in white Roman letters, are the words "United States Postage," with the words "Lindbergh Air Mail" directly beneath. At the left of the central design appears the coast line of the North American Continent with the words "New York" in small dark letters, and to the right appears the coast line of Europe, showing Ireland, Great Britain, and France, with the word "Paris," also in small dark letters. A dotted line depicting the course of the flight to France connects the two cities. At the bottom of the stamp, in shaded letters, is the word "Cents" and in both lower corners are the white numerals "10." The stamp is inclosed within a straightline border.

The new 10-cent Lindbergh air mail stamp will first be placed on sale June 18, 1927, at the post offices at St. Louis, Mo.; Detroit, Mich.; Little Falls, Minn.; and Washington, D. C. They will also be placed on sale on this date at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of philatelists and others who may be interested.

The new air mail stamps will be furnished other post offices as promptly as production will permit. Central and direct accounting postmasters having need for these stamps may draw requisition on a separate Form 3201 for an estimated two months' supply.

R. S. REGAR,

Third Assistant Postmaster General.

The date selected for the issuance of the Lindbergh stamp was "Welcoming Day" in St. Louis, the home port of the "Spirit of St. Louis." It was first issued in Detroit, Lindbergh's birth place. Little Falls, Minn., his home, St. Louis and Washington, D. C. The stamp was so popular that about a year later it was issued in booklet panes of three. The official notice follows:

BOOKS OF AIRMAIL STAMPS

THIRD ASSISTANT POSTMASTER GENERAL

Washington, May 14, 1928.

Owing to the enormous demand for air-mail stamps in book form, the department has decided to issue the Lindbergh air-mail stamps in books containing six stamps, arranged in two sheets of three stamps each and interleaved with paraffin paper.

The price of the new books will be 61 cents each and they will be first placed on sale at Washington, D. C., on May 26, 1928. Furthermore, on account of the Midwestern Philatelic Exhibition at Cleveland, Ohio, it has been decided to include the sale of these books at Cleveland on May 26, which is the last day of exhibition.

Direct and central accounting postmasters having need for air-mail stamps in books may draw requisition on Form 3201, using the blank line provided under the heading "Books of stamps." These requisitions will be filled in the order of their receipt as promptly as production will permit.

R. S. REGAR,

Third Assistant Postmaster General.

The report of the Postmaster General for the fiscal year of 1927, dated November 1, 1927 mentioned the new air mail stamps as follows:

The 15c air mail stamp was made available and first placed on sale on September 18, 1926, to meet certain zone rates on mail matter delivered over contract air mail routes. The 20c air mail stamp was provided for use when the uniform rate on air mail matter of 10c per ounce or fraction thereof, regardless of distance, became effective on February 1, 1927. The designs on these stamps are identical and, except as to color and designated numerals, conform to the description of the 10c air mail stamp given in this report for last year. The 15c air mail stamp was first placed on sale September 18, 1926 and the 20c air mail stamp on January 25, 1927, although there is now but little demand for air mail stamps of the 15c denomination under the present rates, the issuance of this stamp has not been discontinued.

The change in the rates of air mail matter, effective February 1, 1927, eliminated the need for the 8, 16 and 24c air mail stamps previously required to meet some rates on the Government operated service between New York and San Francisco. Accordingly, the sale of such stamps was discontinued and instructions were

issued to postmasters for all unsold air mail stamps in these denominations on hand in post offices to be returned for redemption.

To commemorate the first non-stop trans-Atlantic airplane flight of Col. Charles A. Lindbergh, and as a token of the esteem in which he was held because of his enviable record as an air mail pilot in the service of the Department, a new 10c air mail stamp bearing a design representing the Spirit of St. Louis in flight between New York and Paris was prepared and placed on sale June 18, 1927. Probably no new stamp ever issued has created greater public interest, and the Department has been highly commended for the prompt action taken after the ending of the flight to provide a special postage stamp in honor of this record-making feat.

After Lindbergh's epochal flight, interest in Airmail increased rapidly and it was soon possible to reduce the rate to five cents for the first ounce or fraction thereof and ten cents for each additional ounce. This new rate was to go into effect August 1, 1928, and a new stamp was issued July 25; this was officially announced as follows:

NEW 5-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, June 19, 1928.

Postmasters and employees of the Postal Service are notified that owing to the new rate of postage on air mail, effective August 1, 1928, the Department is about to issue a new 5-cent air mail stamp.

The new stamp is a horizontal rectangle 1-3/32 by 1-15/32 inches in size and is printed in two colors, the outer border in red and the vignette in blue. The central design represents the beacon light on Sherman Hill, in the Rocky Mountains, with a mail plane in flight at the left. In a panel at the top of the stamp are the words "U. S. Postage" in white Roman letters, and on ribbons directly beneath, supported by acanthus scrolls, are the words "Air" on the left and "Mail" on the right. Ornamental designs appear in both corners and in both lower corners, within circles with dark backgrounds, is the white numeral "5." A white bordered panel at the bottom of the stamp contains the word "Cents" in white Roman letters.

The new 5-cent air mail stamp will first be placed on sale July 25, 1928, at Washington, D. C., and for the benefit of stamp collectors the stamp will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Central and direct accounting postmasters having need for the 5-cent air mail stamp may draw requisition on a separate Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly after July 25 as production will permit.

R. S. REGAR,

Third Assistant Postmaster General.

This stamp was printed in two colors, red frame and blue vignette portraying the beacon on Sherman Hill in the Rocky Mountains. It was printed in sheets of one hundred subjects which were cut vertically into panes of fifty and so issued to postmasters. The report of the Postmaster General for the fiscal year of 1928, dated November 1, 1928 mentioned the new air mail stamp as follows:

The new air mail stamp of the 5c denomination was issued to conform to the new rate of 5c on air mail matter not in excess of one ounce in weight, effective August 1, 1928. The central design of the stamp represents the air mail service beacon light on Sherman Hill, in the Rocky Mountains, with an airplane in flight. To make the stamp more distinctive, in addition to the larger size, two colors were used in the printing—red for the border and blue for the central design. The 5c air mail stamp was placed on sale July 25, 1928.

Being a large bi-colored stamp the cost was very high and in the latter part of 1929 it was unofficially announced that because of the excessive cost a new design would be prepared which would be printed in a smaller size and in one color.



An Airmail Handbill From the Dunbar Collection.

Courtesy of "STAMPS."

There was considerable delay in selecting a design for the new air mail stamp and it was not until January 1930 that the Third Assistant Postmaster General announced the new stamp as follows:

NEW 5-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, January 25, 1930.

Postmasters and employees of the Postal Service are notified that the Department is about to issue a new 5-cent air mail stamp to replace the current bicolored stamp, issue of 1928.

The new stamp is the same shape and size, $75/100$ by $1\ 84/100$ inches, as the current 10, 15 and 20 cent air mail stamps and is printed in purple. The central design is a reproduction of the insignia of an air mail pilot, the globe with extended wings on either side, with a background of rays of light. Upon the globe are the words "U. S. Air Mail." In a horizontal panel across the top of the stamp are the words "United States Postage" in white Roman letters and at the bottom in an ornate panel is the word "Cents." The white numeral "5" appears within circles in both lower corners.

This new air mail stamp will first be placed on sale February 10, 1930, at Washington, D. C., and for the benefit of stamp collectors the stamp will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Stamp collectors desiring first day cancellations of the new 5-cent air mail stamp may send a limited number of addressed envelopes, not to exceed 25, to the Postmaster at Washington, D. C., with a remittance to cover the value of the stamps required for affixing to the covers.

Central and direct accounting postmasters having need for the 5-cent air mail stamp may draw requisition on a SEPARATE Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly after February 5 as production will permit.

F. A. TILTON,
Third Assistant Postmaster General.

In the early part of 1931 the Bureau of Engraving and Printing received permission to print the current five cent air mail stamp on the rotary press to reduce the cost of manufacture. The new stamps were issued at the Philatelic Agency on August 19, 1931. These differed from the flat plate issue in being perf $10\frac{1}{2} \times 11$ as well as being slightly longer.

On June 8, 1932 it was announced that a new air mail rate would go into effect July 6, the same day as the increase in first class mail. Two days later the department made the following announcement relative to a new air mail stamp:

AIR MAIL STAMPS AND STAMPED ENVELOPES

THIRD ASSISTANT POSTMASTER GENERAL

Washington, June 10, 1932.

In the POSTAL BULLETIN of June 9, postmasters were notified that the postage on air mail matter would be increased to 8 cents for the first ounce and 13 cents for each additional ounce, or fraction thereof, effective July 6, 1932.

Postmasters are further advised that the Department has taken no action to date to provide distinctive air mail stamped envelopes in the new denominations to conform to the revised rates, and requisition should not be submitted for 8-cent air mail stamps or stamped envelopes until so instructed. Until special stamps and envelopes are provided it will be necessary to meet the new air mail rates with ordinary postage stamps or with the air mail stamps and stamped envelopes now in use in combination with ordinary stamps, as required.

Postmasters will continue to keep 5-cent air mail stamps and stamped envelopes in stock as required to conform to the local demand until otherwise advised by the Department.

F. A. TILTON,

Third Assistant Postmaster General.

The new eight cent stamp was not issued until September 26, 1932 which date had been set aside for the laying of the corner stone for the new Post Office Building in Washington. The official notice follows:

NEW 8-CENT MAIL STAMPS AND STAMPED ENVELOPES

THIRD ASSISTANT POSTMASTER GENERAL

Washington, August 29, 1932.

Postmasters and employees of the Postal Service are notified that the Department is preparing to issue air mail stamps and air mail stamped envelopes in the 8-cent denomination, to conform to the new air mail rate which became effective July 6, 1932.

The 8-cent air mail stamp is of the same size, shape, and design as the 5-cent air mail stamp of the current issue, containing a reproduction of the insignia of the air mail service as the central design. No modification has been made except to substitute the denomination numeral "8" in the circular panel in each lower corner and to change the color to olive green.

The new 8-cent air mail stamps and stamped envelopes will first be placed on sale at the post office in Washington, D. C., on September 26, 1932, and at other post offices where there is demand, beginning September 27, or as soon thereafter as distribution can be made. For the benefit of stamp collectors, the 8-cent air mail stamp will also be placed on sale September 26, at the Philatelic Agency, Division of Stamps, Post Office Department, Washington, D. C. Compliance can not be made with request for the preparation of first-day covers either in the Washington post office or the Philatelic Agency. It will be necessary to collectors desiring first-day covers of the new 8-cent air mail stamp or stamped envelopes to arrange for the service through private sources.

Postmasters at direct and central accounting post offices may submit requisitions on the proper forms for the 8-cent air mail stamps and stamped envelopes required, on the basis of an estimated 3-month supply. All requisitions transmitted prior to October 1 should be on a separate form with other items of stamp stock

excluded. So far as practicable, advance shipment will be made on postmasters' requisitions in order to have the new denomination air mail stamps or stamped envelopes available for sale on September 27. Should these stamps or envelopes be received prior to the authorized date, the postmaster will positively withhold same from sale until September 27. Postmasters will be held strictly accountable for any violation of this rule. Postmasters are also advised that all requests for 8-cent air mail stamps and stamped envelopes received in the Department prior to this announcement have been canceled and new requisitions should be submitted for the stock desired.

Postmasters at district post offices may obtain needed supplies of 8-cent air mail stamps and stamped envelopes by requisition on the central accounting postmaster.

F. A. TILTON,
Third Assistant Postmaster General.

Effective July 1, 1934 the air mail rate was reduced to six cents per ounce or fraction thereof. The decision to reduce the rate was made late in June and the new air mail stamp was issued just one day previous to the need for this value. Like the six cent ordinary stamp it was printed in orange ink, the design being the same as the eight cent. The official notice follows:

NEW ISSUE AIR MAIL STAMPS

Washington, June 13, 1934.

Postmasters and employees of the Postal Service are notified that new air mail postage stamps * * * * in the 6-cent denomination are now in process of preparation to meet the public demand in accordance with the reduced air mail rate which becomes effective July 1, 1934.

The 6-cent air mail postage stamp will be identical in size and design with the present 8-cent air mail stamp, the only alteration being that of the denomination numeral to "6" and the color from olive green to orange. * * * *

C. B. EILENBERGER,
Third Assistant Postmaster General.

At the end of the fiscal year of 1934 Air Mail history repeated itself when the Postmaster General announced that the Department would issue a new stamp which would pay both the airmail and special delivery fee. As in 1918 this was to be a 16 cent stamp. In the latter part of July it was announced that the new stamp would be issued on August 30th at the American Air Mail Convention, Chicago. The official notice follows:

SPECIAL-DELIVERY AIR-MAIL POSTAGE STAMP

Postmasters and employees of the Postal Service are notified that the Department is preparing to issue a special postage stamp in the 16-cent denomination for use on air mail matter in which provision is also made for special delivery.

The new stamp is 84/100 by 1 44/100 inches in dimensions and is arranged horizontally. The stamp is enclosed in a narrow double line border and is printed in blue ink. The central subject is a reproduction of the Great Seal of the United States of America. Across the top of the stamp are the words "Special Delivery" in white Roman lettering. On the sides of the stamp, arranged vertically, in white gothic are the words "U. S. Postage" at the left, and "Air Mail" at the right. Along the bottom of the stamp below the central design is the word "Cents" in white Roman, on either side of which is the denomination designation "16."

The 16-cent special-delivery air-mail stamp will be first offered for sale at the American Air Mail Society Convention Station, Chicago, Ill., on August 30, 1934.

Collectors desiring first-day cancellations of the 16-cent special delivery air-mail stamp on that date may send addressed covers, not to exceed ten (10) to the Postmaster, Chicago, Ill., with a cash or postal money order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and postage stamps will **positively not be accepted in payment**. Covers will be accepted from individual subscribers only and shall be addressed legibly with ample space left for the placing of the stamps. Compliance cannot be made with unusual requests such as the affixing of plate number blocks, etc.

Requests for a supply of uncanceled stamps of this issue must not be included with orders for first-day covers. Stamps needed for mailing purposes should be purchased at the local post office, while stamps of selected quality for collection use should be secured on mail order to the Philatelic Agency.

The 16-cent special-delivery air-mail stamp will be placed on sale at the post office, Washington, D. C., and the Philatelic Agency on August 31, and at other post offices as needed for mailing use, beginning September 1, or as soon thereafter as production will permit.

Collectors desiring covers with the Washington, D. C. cancellation on August 31 may send a limited number of addressed covers to the postmaster under the rules specified herein.

C. B. EILENBERGER,
Third Assistant Postmaster General.



Inspecting the New 16c Airmail-Special Delivery Stamp.

The new 16-cent airmail-special delivery stamp went on the press at the Bureau of Engraving and Printing, Tuesday, August 21st at noon. Superintendent of the Division of Stamps Robert E. Fellers, Director of the Bureau Alvin W. Hall and President Francis B. Leech of the Washington Air Mail Society are shown, left to right, inspecting the initial sheets run.

Courtesy of "STAMPS."

This completes the history of the stamps prepared for use on our regular air mail service. There was however another group of air mail which were issued for a special air mail purpose via the Graf Zeppelin on its international "good will" flight.

On April 3, 1930 it was officially announced that three new stamps would be issued to prepay the postage on postal cards and letters on the Zeppelin's Europe Pan American flight which was to take place that spring. The official notice follows:

"GRAF ZEPPELIN" AIR MAIL STAMPS

THIRD ASSISTANT POSTMASTER GENERAL

Washington, Apr. 3, 1930.

Postmasters and employees of the Postal Service are advised that the Department is about to issue three special Zeppelin air mail stamps of 65-cent, \$1.30, and \$2.60 denominations, for use on mail matter carried on the Graf Zeppelin first Europe-Pan America round-trip flight, to be made early in May.

The stamps are the same shape and size as the current air mail stamps, 75/100 by 1 84/100 inches, and are described as follows:

The border design is the same for each stamp, with the necessary change of numerals representing the value. At the top of the stamp in a straight line are the words "Graf Zeppelin" with the words "Europe-Pan America Flight" directly beneath. At the bottom of the stamp in a dark panel appear the words "United States Postage" and within circles in both lower corners are the numerals showing the denomination.

The 65-cent stamp is printed in green and contains as the central design a representation of the **Graf Zeppelin** in flight across the Atlantic Ocean in an eastward direction.

In the \$1.30 stamp the airship is similarly shown sailing westward with a partial outline of the eastern and western continents on either side of the stamp. This stamp is printed in brown.

The design of the \$2.60 stamp shows the **Graf Zeppelin** emerging from the clouds, passing a globe representing the earth, and traveling toward the west. This stamp is printed in blue.

The **Graf Zeppelin** stamps will first be placed on sale at the post office, Washington, D. C., on Apr. 19, 1930, and for the benefit of collectors the stamps will be placed on sale the same date at the Philatelic Agency of the Department. The stamps will also be placed on sale at the following additional post offices on Apr. 21, 1930:

Alabama—Birmingham,	Kansas—Topeka, and Wichita,
Arizona—Phoenix,	Kentucky—Louisville,
Arkansas—Little Rock,	Louisiana—New Orleans,
California—Los Angeles, Oakland and San Francisco,	Maine—Portland,
Colorado—Denver,	Maryland—Baltimore,
Connecticut—Bridgeport, Hartford, and New Haven,	Massachusetts—Boston, Springfield, and Worcester,
Delaware—Wilmington,	Michigan—Detroit, Grand Rapids, and Lansing,
Florida—Jacksonville, Miami, and Tam- pa,	Minnesota—Duluth, Minneapolis, and St. Paul,
Georgia—Atlanta and Savannah,	Mississippi—Vicksburg,
Idaho—Boise,	Missouri—Kansas City, St. Joseph, and St. Louis,
Illinois—Chicago, Peoria, and Spring- field,	Montana—Helena,
Indiana—Fort Wayne, Indianapolis, and South Bend,	Nebraska—Lincoln and Omaha,
Iowa—Cedar Rapids, Des Moines, and Sioux City,	Oregon—Portland,
Nevada—Reno,	Pennsylvania—Harrisburg, Philadelphia, Pittsburgh, and Scranton,
New Hampshire—Concord,	Rhode Island—Providence,
New Jersey—Jersey City, Newark, and Trenton,	South Carolina—Charleston,
New Mexico—Albuquerque,	South Dakota—Sioux Falls,
New York—Albany, Brooklyn, Buffalo, New York, Rochester, Schenectady, and Syracuse,	Tennessee—Chattanooga, Memphis, and Nashville,
North Carolina—Charlotte, and Greens- boro,	Texas—Austin, Dallas, Houston, and San Antonio,
North Dakota—Fargo,	Utah—Salt Lake City,
Ohio—Akron, Cincinnati, Cleveland, Co- lumbus, Dayton, Springfield, and To- ledo,	Vermont—Burlington,
Oklahoma—Oklahoma City, and Tulsa,	Virginia—Norfolk and Richmond,
	Washington—Seattle and Spokane,
	West Virginia—Charleston and Wheel- ing,
	Wisconsin—Madison and Milwaukee,
	Wyoming—Cheyenne,

Postmasters at the above post offices will be sent a supply of the stamps without requisition, together with special instructions in regard to the sale and accounting.

This special issue will be limited to 1,000,000 stamps of each denomination, which will remain on sale at the above post offices until the departure of the **Graf Zeppelin** from Lakehurst, N. J., on the return flight. The stamps then remaining unsold will be recalled for destruction. As soon as the above quantities are printed the plates will be destroyed and no additional printing authorized.

The **Graf Zeppelin** stamps will be continued on sale at the Philatelic Agency of the Department until June 30, 1930, for the benefit of stamp collectors.

When these stamps are desired for collection purposes the remittance must include return postage and registry fee.

Orders for **Zeppelin** stamps sent to the Philatelic Agency will be filled more promptly if other varieties of stamps are omitted.

F. A. TILTON,
Third Assistant Postmaster General.

"GRAF ZEPPELIN" EUROPE-PAN AMERICA ROUND FLIGHT

SECOND ASSISTANT POSTMASTER GENERAL

Washington, Apr. 3, 1930.

In connection with the first Europe-Pan America round flight to be made by the **Graf Zeppelin**, starting on or after May 10, 1930, from Friedrichshafen, Germany, via Seville, Spain, and Pernambuco, Brazil, to Rio de Janeiro, Brazil, thence back to Pernambuco, thence to Lakehurst and return to Friedrichshafen via Seville, arrangements have been made for sending by the flight mentioned, both from Friedrichshafen to Lakehurst and from Lakehurst to Friedrichshafen, ordinary letters (not exceeding 1 ounce in weight) and post cards mailed in this country and prepaid with United States stamps. A special cachet will be used on such letters and post cards dispatched by the **Graf Zeppelin** from both Friedrichshafen and Lakehurst.

The rates (postage plus fee for the air dispatch) applicable for dispatch from New York to Friedrichshafen by the ordinary means, thence by the **Graf Zeppelin** to Lakehurst, N. J. (via Seville-Pernambuco-Rio de Janeiro-Pernambuco) and from Lakehurst by the United States domestic air mail service, where available, to the office of destination in this country are:

\$2.60 for each letter.
\$1.30 for each single post card.

Articles for this dispatch should be marked "Via Friedrichshafen and Graf Zeppelin to Lakehurst" and be sent under cover to the postmaster at New York (so as to reach New York not later than Apr. 30), after being properly prepaid. If the special issue Zeppelin stamps (see notice of the Third Assistant Postmaster General in the Bulletin in this connection) are not available at the office of mailing and are desired a money order, made payable to the postmaster at New York, to cover the rate applicable as above stated should be sent in the same cover.

The rates (postage plus fee for the air dispatch) applicable for dispatch by the **Graf Zeppelin** from Lakehurst to Seville or Friedrichshafen are:

\$1.30 for each letter.
65 cents for each single post card.

Articles for this dispatch may be addressed for delivery in this country or any European country and should be marked "Via Graf Zeppelin, care Postmaster, Lakehurst, N. J." and be deposited in the mails in regular course in time to reach Lakehurst before the **Graf Zeppelin** departs for Europe. Further information as to the date of departure will be announced later. Such of these articles as are addressed for delivery in this country will be sent back from Germany by the next steamer and will be dispatched from New York by the United States domestic air service, when practicable, to the office of destination.

As in the case of articles for the dispatch mentioned first above, if the special issue Zeppelin stamps are desired and are not obtainable at the office of mailing, a money order, made payable to the postmaster at New York, to cover the rate applicable should be sent under special cover, with the article to be mailed to the postmaster at New York.

The **Graf Zeppelin** will also carry mail from Friedrichshafen, Seville, Pernambuco, and Rio de Janeiro, on which the rates as shown below must be prepaid with stamps issued by each country concerned:

Friedrichshafen to Seville, German stamps, reichsmark 2 (0.50)
Friedrichshafen to Pernambuco, German stamps, reichsmark 4 (\$1.)
Friedrichshafen to Rio de Janeiro, German stamps, reichsmark 4 (\$1.)
Friedrichshafen to Lakehurst, German stamps, reichsmark 10 (\$2.50)
Seville to Pernambuco, Spanish stamps, peseta 8 (\$1.)
Seville to Rio de Janeiro, Spanish stamps, peseta 8 (\$1.)
Seville to Lakehurst, Spanish stamps, peseta 20 (\$2.50)
Rio de Janeiro to Pernambuco, Brazilian stamps, milreis 5 (\$0.60)
Rio de Janeiro to Lakehurst, Brazilian stamps, milreis 10 (\$1.20)
Rio de Janeiro to Seville, Brazilian stamps, milreis 20 (\$2.40)

Letters and post cards for prepayment with foreign stamps at the rates shown in the preceding paragraph and for mailing and dispatch by the **Graf Zeppelin** from one of the foreign offices mentioned in that paragraph should be sent under cover to the special representative of the **Graf Zeppelin** in this country, F. W. Von Meister, 578 Madison Avenue, New York, N. Y. Such letters and post cards should bear the name and address of the addressee and the return address of the sender and be marked in addition "**Via Graf Zeppelin** from (place of departure) to (place of arrival).

With such articles sent to Mr. Von Meister should be sent a certified check or money order in United States currency to prepay the articles at the rate applicable.

Articles to be prepaid with German stamps for dispatch from Friedrichshafen, or with Spanish stamps for dispatch from Seville should be mailed in time for delivery to Mr. Von Meister not later than Apr. 28. Articles to be prepaid with Brazilian stamps for dispatch from Brazil should be mailed in time to reach Mr. Von Meister not later than Apr. 26. Such articles will be sent by Mr. Von Meister to the agents of the **Graf Zeppelin** at the different foreign offices named for the application of the proper stamps and delivery to the postal authorities.

The arrangements herein set forth have been made as a matter of convenience to stamp collectors. Dispatch by the **Graf Zeppelin** is not guaranteed.

Registered mail will not be accepted for this flight.

As noted in the official notice, these stamps remained on sale at various post offices until after the return flight, the remainders then being returned to Washington. On June 30, 1930, the sale of these stamps was discontinued at the Philatelic Agency and the remainders destroyed.

In 1933 the **Graf Zeppelin** planned a trip to the century of Progress Exposition then being held in Chicago. On August 19, 1933 Postmaster General James A. Farley announced that a special 50 cent stamp would be issued to pay the postage on letters not exceeding a half ounce in weight. The official notice follows:

**GRAF ZEPPELIN SPECIAL ROUND FLIGHT TO CENTURY
OF PROGRESS EXPOSITION**

SECOND ASSISTANT POSTMASTER GENERAL

Washington, September 21, 1933.

The German airship **Graf Zeppelin** will start on or about October 14, 1933, from Friedrichshafen via Brazil, to the Century of Progress Exposition at Chicago and return to Europe.

The proposed schedule of the flight is as follows:

Lv. Friedrichshafen, Germany	10 p. m. Oct. 14
Ar. Pernambuco, Brazil	evening Oct. 17
Ar. Rio de Janeiro, Brazil	6 a. m. Oct. 19
Lv. Rio de Janeiro, Brazil	6.30 a. m. Oct. 19
Lv. Pernambuco, Brazil	11 p. m. Oct. 20
Ar. Miami, Fla.	morning Oct. 23
Lv. Miami, Fla.	Oct. 23
Ar. Akron, Ohio	Oct. 24
(1)	
Lv. Akron, Ohio	Oct. 28
Ar. Seville, Spain	Oct. 30
Ar. Friedrichshafen, Germany	Oct. 31

These dates are only approximate due to technical reasons of refueling at Akron.

1 20-24 hour flight to Chicago and return to Akron between Oct. 25 and 27.

Arrangements have been made for sending unregistered letters and post cards addressed for delivery in this country or abroad and prepaid with United States stamps by the flight from Friedrichshafen to this country as well as within this country and on the return flight.

The same rates will apply, as shown below, whether the articles are addressed for delivery in this country or in foreign countries.

From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—	Rate 2
Rio de Janeiro or Pernambuco, Brazil (mail addressed to U. S. A. returned from Brazil by steamer)	\$0.50
From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—	
Miami, Florida	1.00
From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—	
Chicago, Ill., or Akron, Ohio	1.50
From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—	
U. S. A. (via Brazil) and back to Europe (Seville, Spain, or Friedrichshafen) (mail addressed to U. S. A. will be returned from Europe by steamer)	2.00

2 Postage plus air fee for each single card or, in the case of letters, per $\frac{1}{2}$ oz.

Letters and post cards for this dispatch should be marked "VIA GRAF ZEPPELIN, Friedrichshafen to" and be sent under an outer envelope, properly prepaid at the regular rate of postage, to the postmaster, New York, N. Y., in time to reach him before noon on October 4, 1933.

The special rates above listed for the dispatch by the **Graf Zeppelin** may be prepaid at the time of mailing with regular United States postage stamps. However, if the special issue **Graf Zeppelin** stamps are desired to be used for prepayment, a money order payable to the postmaster at New York for the amount necessary should be enclosed with the letters and post cards.

WITHIN THE UNITED STATES.

From Miami, Fla. to—Akron, Ohio, or Chicago, Ill.	\$0.50
From Akron, Ohio, to—Chicago, Ill.50
From Akron, Ohio, to—Akron, Ohio (round trip)50
From Chicago, Ill., to—Akron, Ohio50

RETURN FLIGHT.

From U. S. A. (Chicago or Akron) to Seville, Spain, or Friedrichshafen, Germany50
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Letters and postcards for this dispatch should be marked "VIA GRAF ZEPPELIN, Miami (or Chicago, or Akron) to" and should be sent under an outer envelope, prepaid at the regular rate of postage, to the postmaster (at Miami, Chicago, or Akron, as the case may be) from whose office the articles are to be dispatched by the **Graf Zeppelin**, in time to reach him before the Zeppelin is due to depart, as shown in the above schedule.

These last-mentioned special rates may also be prepaid with regular United States postage stamps or a money-order payable to the postmaster at Miami (or Chicago or Akron, as the case may be) may be sent with the letters and post cards to prepay these special rates with the special-issue **Graf Zeppelin** stamps.

It is to be specially noted that letters and post cards to be dispatched by the return flight should be sent only to Chicago or Akron.

Letters and post cards for dispatch by the **Graf Zeppelin** must show in the upper left-hand corner of the address side, the return card of the sender—that is, his name and complete address. A clear space should be left in the lower left-hand portion of the address side for the impression of the special cachet which will be about 2 by 2 inches in size. The mail will be back-stamped after the air dispatch is over.

Persons inquiring as to the rates and conditions applicable to letters and post cards to be dispatched on the **Graf Zeppelin** from Germany and Brazil, prepaid with stamps issued by those countries, should be referred to the special United States representative of the **Graf Zeppelin**, Mr. F. W. Von Meister, 354 Fourth Avenue, New York, N. Y.

Notice concerning the special-issue **Graf Zeppelin** stamp will be published by the Third Assistant Postmaster General.

W. W. HOWES,
Second Assistant Postmaster General.

SPECIAL GRAF ZEPPELIN AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, September 21, 1933.

Postmasters and employees of the Postal Service are advised that the Department is preparing to issue a special **Graf Zeppelin** stamp in the 50-cent denomination, for use on air mail matter carried on the flight of the Graf Zeppelin to the Century of Progress Exposition, to take place in October, 1933.

The stamp is the same shape and size as the current air mail stamp, 75/100 by 1 84/100 inches. The central design is a representation of the **Graf Zeppelin** over the Atlantic Ocean. To the right appears the hangar at Friedrichshafen, and to the left is shown the Federal building at the Century of Progress Exposition. Across the top of the stamp appear the words: "United States Postage," in solid Roman letters, and immediately underneath are the words "A Century of Progress Flight" in small gothic type. In a large oval with dark background below the central design is the denomination designation "50c" in white lettering. The stamp is enclosed in a border formed by two narrow parallel lines.

The special Zeppelin stamp will be on sale at the following post offices until after the completion of the flight: Miami, Fla.; Chicago, Ill.; New York, N. Y., and Akron, Ohio, to conform to mailing requirements as specified in the accompanying notice of the Second Assistant Postmaster General. The stamp will be first placed on sale at New York on October 2 and at the remaining designated offices as soon thereafter as circumstances will permit.

The postmasters at the above post offices will accept addressed covers from collectors for dispatch on the **Graf Zeppelin** between such points as may be desired, the covers to be accompanied by a postal money-order remittance for the value of the stamps required to be attached. Covers intended for mailing from Friedrichshafen must reach the Postmaster, New York, not later than October 4.

For the benefit of stamp collectors, the new 50-cent **Zeppelin** stamp will be available for purchase from the Philatelic Agency, Post Office Department, beginning October 5, 1933. The Agency will not, however, prepare covers for mailing on that date. To receive prompt attention, orders to the Philatelic Agency for the new **Zeppelin** stamp should be limited to this single item. Remittances must include allowance for return postage and registration.

As the special Zeppelin stamp is being issued solely for use on mail matter carried on the flight of the **Graf Zeppelin** to the Century of Progress Exposition, supplies thereof will not be issued to post offices except as provided above.

C. B. EILENBERGER,
Third Assistant Postmaster General.

These stamps were made especially for use on Air mail via the Graf Zeppelin and were not intended for ordinary air mail and used copies are not common. Being really made for stamp collectors there were no straight edges. The stamps were printed from two hundred subject plates divided into panes by horizontal and vertical guide lines. After the sheets had been perforated, including the gutters containing the horizontal and vertical guide lines, they were torn along the guide lines into panes of fifty and so issued.

The issuance of these four stamps subjected the Department to considerable criticism. It was claimed that the bulk of the proceeds went to a foreign concern and the stamps worked a hardship on American collectors. It is not likely that such a special issue will be repeated in the future.

At the time of going to press the Post Office Department had just announced the contemplated issue of a new 25 cent stamp to prepay the postage on the contract airmail route from San Francisco to the Philippine Islands via Hawaii and Guam. The first flight was to take place on November 8, 1935 and on October 27, the official release of the Information Service of the Post Office Department appeared in the morning papers as follows:

Postmaster General James A. Farley announced last night that he had authorized the issuance of a new Air Mail postage stamp of 25-cent denomination in connection with the inauguration of the Trans-Pacific Air Mail Service on November 8, 1935; also that the postage rate for this new service will be 25 cents to Hawaii, 50 cents to Guam, and 75 cents to the Philippine Islands.

The new air mail stamp will be placed on first day sale at the San Francisco, California, and Washington, D. C., post offices on Friday, November 8, and it will be placed on general sale at post offices throughout the country the following day or as soon thereafter as distribution will permit.

The new stamp is to be arranged horizontally and printed in blue ink, and in size will conform to the current special delivery stamp. Across the top of the stamp will be the inscription "Trans-Pacific Air Mail," immediately beneath which will be printed "1935." Across the bottom of the stamp will be the wording "U. S. Postage," with the denomination designation "25c" in each lower corner. The central design will depict the sun rising from the shores of America, while in the air over the water appears a model seaplane. In the upper lefthand corner will be the United States shield, and in the upper righthand corner the shield of the Philippine Islands. On the lower right side of the stamp is a reproduction of a portion of a modern ocean liner, while to the left is a Chinese junk vessel. On the water in the distance is a three-masted sailing vessel, also a reproduction of a ship of the mid-nineteenth century period, both being symbolic of early water transportation. The four vessels and seaplane shown on the new stamp represent the development in the methods of transportation employed in bridging the Pacific.

Stamp collectors desirous of obtaining first flight cancellations on the new Trans-Pacific air mail service may send any desired number of envelopes bearing their home address under separate cover endorsed in the upper left corner "By first contract Trans-Pacific flight," to the Postmaster, San Francisco, together with a cash or money order remittance, in accordance with the following schedule:

	Number of Stamps Required.	Cost.
San Francisco to Hawaii,	1	25c
San Francisco to Guam,	2	50c
San Francisco to Philippine Islands,	3	75c
Hawaii to Guam,	1	25c
Hawaii to Philippine Islands,	2	50c
Guam to Philippine Islands,	1	25c

(Note: These covers should be received at San Francisco not later than November 7, and stamp collectors are requested to file their orders immediately in order that they might be received at San Francisco as soon as possible.)

Each self-addressed envelope sent to the Postmaster, San Francisco, for dispatch by First Contract Flight should bear a lead pencil notation in the upper left corner showing the scope of service desired, as, "San Francisco to Hawaii," "San Francisco to Philippine Islands," "Hawaii to Philippine Islands," etc. Upon completion of the flight, such covers will continue in the mails to the addressee. The Postmaster, San Francisco, will also accept requests for first day covers of the new air mail stamp to be sent by regular air mail direct to the addressee. Such covers should be made up as a separate enclosure appropriately labeled with remittance allowance of one stamp for each such cover.

Collectors desiring to mail covers bearing the new stamp on the return flight may send self-addressed envelopes, under separate enclosure, to the Postmaster at Guam, and Honolulu, Hawaii, with postal money order remittance to cover the value of the stamps required at the same rates specified for the outgoing flight. In order for such covers to reach Guam in time to be returned by the eastbound flight, it will be necessary to send them by air mail to the Postmaster at Guam by the first westbound flight.

Stamp collectors desiring first-day covers from Washington, D. C., on November 8 may send any desired number of self-addressed envelopes to the Postmaster with a cash or postal money order remittance covering the value of the stamps to be affixed thereto. Envelopes to receive pairs and blocks of four stamp should be appropriately marked in the upper right corner. It should be understood, however, that first-day covers from Washington will not be carried on the Trans-Pacific flight.

There was not sufficient time available for collectors to prepare their covers by November 8 and at the request of collectors the flight was postponed to November 22 as was the date of issuance of the new stamp.

NOTES

SERIES OF 1918

The first air mail flight in the United States took place September 23, 1911 when mail was carried by plane from Garden City Estates, L. I. to nearby Mineola. This flight marked the beginning of others of a similar nature, made by barnstorming pilots at State Fairs, which received official recognition from the Post Office Department. This cooperation included temporary appointments of the pilots to the postal service, as well as special cancellations and special air mail substations.



A First Airmail Flight in America.

Postmaster General Frank Hitchcock hands Earle Ovington, Airmail Pilot No. 1, one of the first sacks of mail to be carried through the air in the United States. Garden City, L. I., N. Y., September 25, 1911.

Courtesy "Air Post Journal."

These pioneer flights helped educate the general public in the field of aviation, and built up a feeling of confidence in the airplane. As a result the Department decided to add the airplane to its mail dispatching service.

The Act of May 6, 1918 authorized the Post Office Department to carry the mail by airplane and also set the rate at 24 cents per ounce. This necessitated a new stamp and the Bureau of Engraving and Printing was instructed to prepare a design.

As this was a new method of officially carrying the mail it was deemed advisable to prepare a stamp distinctive in design and color. It was decided to use red for the frame and blue for the vignette. Printed on white paper the resultant colors of the new stamp were the patriotic "red white and blue".

These stamps were printed and issued in sheets of 100 subjects, divided by horizontal and vertical guide lines into units of 25 for the convenience of the postal clerks and the general public. The full sheets however proved too large for the post office "books" and two of the margins were cut off. At first there was no uniform plan as to which margins should be removed and sheets were available with varying straight edged sides. This gave rise to the erroneous belief that these were different panes of the plate. It was finally decided to remove the right and bottom margins on all later sheets of this issue and the two lower values were only issued with the arrow at the top and at the left.

**#1302—Twenty-four Cent, Carmine Rose and Blue. Airplane.
No Wmk. Perf. 11.**

Issued May 13, 1918.

This first air mail stamp issued by the United States should precede the other values since it was placed on sale more than six months before the six cent stamp regardless of the sequence of the catalog number.



First Flight Government Airmail Service.

**Postmaster Patton of New York passes the first bag of mail to
Lieut. Torry Webb, May 15, 1918, for New York to Washington trip.**

Courtesy Air Post Journal.

With the permission of the War Department the Bureau of Engraving and Printing obtained a picture of one of the army planes which was to carry the air mail beginning May 15, 1918. This photograph was used as a model by C. A. Huston in designing the stamp. J. Eissler and E. M. Hall executed the

engraving. The frame plate was put to press on May 10th although the master die was not approved until May 11th on which date the vignette plate was used for the first time to complete the printing. On May 13th, the stamp was issued to the postmasters who immediately placed them on sale.

The first flights were made on May 15, from Washington and New York. The trip from New York to Washington was completed but the northbound flight came to grief at Waldorf, Md., and the mail was returned to Washington by truck to be held for the trip on the following day. The covers mailed on May 15, from Washington were cancelled "Air Mail Service, Wash. N. Y. Phila. Washington" and "May 15, 1918 First Trip." When mail was cancelled the following day, the clerk had changed the date but had forgotten to remove the "First Trip" inscription. This was called to his attention almost immediately and after this line had been cut out, the cancelling was continued. It is said that only three covers are known bearing the "First Trip" inscription and dated May 16. This was the actual first trip from Washington to be completed, and covers cancelled the 15th and 16th addressed to N. Y. were back stamped. Recd (received) May 16 4 P. M.



First Flight Government Airmail Washington, D. C. to New York
May 15-16, 1918.

First Trip May 15, 1918—"First Trip" May 16, 1918—May 16, 1918.
Rate 24 Cents.

From the Collection of J. J. Klemann, Jr.

This distinctive type of air mail cancellation was used until January 1919 and then discontinued. Beginning May 14th, 1919 a regular Air Mail cancellation was adopted. This consisted of four bars and a circle having "Air Mail Service" at the top, the date in the center and the city at the bottom.

This stamp is rectangular in shape, about seven eighths of an inch long by three quarters of an inch high. The center, printed in blue, portrays a Curtis JNAD in flight. Above the vignette, in a curved line of Roman capital letters are the words "U. S. POSTAGE." Triangular ornaments appear in the two upper corners. Below the Airplane, in a straight line of Roman capital letters is the word "CENTS" with the numerals "24" in the two lower corners. The frame is printed in carmine rose.

The very first day that the stamps were placed on sale in Washington, D. C., a sheet was found with center inverted. At the stamp window of the "New York Avenue" branch W. T. Robey a stamp collector asked the clerk for a sheet of the new Airmail stamps, requesting one with a plate number. The top and right margin of these sheets had been removed to fit the post office books and the clerk, who knew Mr. Robey as a plate number collector, looked through several sheets before he found one. After paying for the sheet, Mr. Robey noticed that the number, in the bottom margin was up side down and a more careful glance at the sheet showed him that the airplane was inverted. He told the clerk about it and inquired if there were more. The clerk tried to regain the sheet and failing to do so closed his window and notified his superiors. Instructions were immediately issued to the post offices in Washington, Philadelphia and New York to check all stock on hand. No other inverts were discovered and the story that three sheets were found at the Bureau, is not generally accepted.

Postal inspectors endeavored to regain the sheet but without success as there was no legal means to compel Mr. Robey to accept a normal sheet in exchange for the one with center inverted. As the Government had received face value for the sheet it was the bona fide property of the purchaser.

After the Washington and New York dealers had seen the error, the sheet was sold for \$15,000 to a syndicate headed by Eugene Klein, the well known Philadelphia dealer who immediately resold it to Colonel Green for \$20,000.

At the suggestion of Mr. Klein, Colonel E. H. Green who had intended to keep the sheet intact for his collection, broke it up so that other collectors might have copies of this rarity. Colonel Green kept one block of eight containing the bottom arrow and plate number as well as blocks of four of the center line, left arrow and the lower left marginal corner. The remainder of the sheet was returned to Mr. Klein to sell to other collectors. The original price was set at \$250.00 for the perforated copies, and \$175.00 for those with straight edges. In a very short time the price had risen to \$500.00 and by 1935 the market value was in excess of \$3000.00.

It was reported, some years later, that the half sheet that Colonel Green possessed was lost when his yacht sank in the New Haven Harbor. This was obviously untrue as he had retained only twenty copies for his own collection. It is a fact however that 13 copies, most of them straight edge, which had been temporarily returned to Colonel Green by Mr. Klein were lost when they were swept from his office desk. This reduced the available supply to eighty-seven copies.

The discovery of the sheet with center inverted made it advisable to place some mark on the plate to prevent any recurrence. The word "TOP" was therefore added to the plates. After "TOP" had been added to the vignette plate a small printing was made and these sheets issued either minus the bottom and left margins, or the bottom and right margins. The "TOP" was later added to the frame plate, and sheets were again issued without the bottom and left margins. The final procedure removed the bottom and right arrows and the remaining sheets of this, and the lower values, were so issued.

From the various changes it is easily discerned that the bottom and right arrow blocks are more scarce than the other arrow blocks. The center line block, is the most common position variety.

Aside from the invert there are no varieties worthy of note. Only one plate was used for the vignette and one for the frame.

Shades: Carmine rose and blue, deep carmine rose and blue.

Varieties: a: Inverted center
 b: Position blocks
 1. Center line block
 2. Arrow blocks
 3. Perforated guide line blocks
 c. Plate number blocks
 1. Plate number in bottom margin (inverted)
 2. Block showing only blue "TOP" and numbers
 3. Red and blue "TOP" and numbers

Plates used:
 Frame 8492
 Vignette 8493

Quantity issued: 3,095,955

#1301—Sixteen Cents, Green. Airplane. No Wmk. Perf. 11.

Issued July 11, 1918.

Order No. 1617 issued by the Postmaster General on June 26th, 1918 reduced the airmail rate effective July 15th, to 16 Cents per ounce or fraction thereof. It was deemed advisable to prepare a new stamp for this value and the Bureau received instructions to prepare such an issue. The die was officially approved on July 5th and the plate first used July 8th. Three days later the stamps were delivered to postmasters who then placed them on public sale.

The current airmail design was used for this new value, as it had proved most satisfactory. The necessary change in the numerals of the value was made. As the design was distinctive in character a bi-colored stamp was not needed and the value was issued in dark green.

Only one plate was made and used for this stamp, the layout of which was similar to the 24 cent stamp excepting that all the sheets issued had the bottom and the right margins removed. The plate number appeared only once on the sheet over the seventh stamp, the second to the right of the top arrow. These stamps remained on sale until the fiscal year of 1922 and although issued in a larger quantity than either of the other two values, are much more scarce. Many of the copies on hand at the post offices were utilized for the prepayment of postage on airmail under the 1923 zone rates of eight cents an ounce for each zone and lost to collectors.

Shades: Deep green, dark green.

Varieties: a: Plate number blocks (top only)
 b: Top and left arrow blocks
 c: Center line block

Plate used: 8900

Quantity issued: 3,793,987

#1300—Six Cent, Orange. Airplane. No Wmk. Perf. 11.

Issued December 10, 1918.

On November 30, 1918 the Postmaster General issued order No. 2415 effective December 15th, which reduced the airmail rate to six cents per ounce by removing the special delivery feature. A new stamp was ordered bearing the same design as the two higher values and printed in orange ink the identical color of the ordinary stamp of the same value. The die was hardened on December 3rd and the plate went to press on the 5th of December, although the die proof had not been approved. On December 6th the die proof was officially approved and on the 9th the first delivery was made to the postmasters who placed the stamps on public sale the following day, December 10th.

Only one plate was used and all the sheets were issued minus the bottom and the right margins. The plate number was located above the seventh stamp, the second to the right of the top arrow. This value was issued to post offices as late as the fiscal year of 1927. There was no airmail need for this stamp after 1923 but like others in the series it was valid for all postal needs except postage due. There was very little variation in the shade although copies in a decided brown are frequently seen. These copies are oxidized although they are not generally made to order.

Shades: Orange, deep orange.

Varieties: a: Plate number block
 b: Position blocks
 1. Center line
 2. Top and left arrow



**Double Transfer
 Stamp #14 Plate 9155.**

**This is the lower left stamp
 in an evenly spaced top arrow
 and Plate No. block of eight.**

- c: Double transfer
 Stamp #14 shows a wide upward displacement. Evidence of the first entry may be seen above the upper right corner, on and about both numerals and in "CNT" of "CENTS" (Illustrated.)
- d: Plate scratch
 Stamp #15 shows a marked scratch just inside the vignette frame line above "CE" in "CENTS" (Illustrated.)
- Both of these varieties are found in a top arrow and plate number block of 8.

**Plate Scratch
 Stamp #15 Plate 9155.**

**This stamp is to the right of
 the double transfer illustrated
 above.**



Plate used: 9155

Plate not used: 9164

Quantity issued: 2,134,988

Proofs:

It is known that there are two large die proofs of the 16c.

In 1922 two die proofs of the 24 cent, with center inverted, were made for the Brazilian International Centennial Exposition. These were printed on India paper. After the Exposition, both were returned to the Department, one being kept in an Exhibition cabinet for future Expositions, while the other was kept as part of the official record in the die proof album of the Division of Stamps.

SERIES OF 1923

As soon as the Washington, Philadelphia, New York air mail route had been well organized the Department decided to establish routes to more distant points. On Sept. 5, 1918 an experimental flight, carrying mail, was made from New York to Chicago via Lock Haven, Pa., Cleveland and Bryan, Ohio. Two ships left New York. After several scheduled stops and forced landings, they finally reached Chicago, one on the evening of the 6th and the other the following morning. The successfully made return trip, on Sept. 10th resulted in the establishment of a regular service, which began on Dec. 11th. Other experimental flights soon led to the establishment of additional routes. On Sept. 7, 1920, the first two transcontinental planes left Mineola, N. Y. for San Francisco. Stops were made en route and one plane arrived in San Francisco on the 9th. The other plane arrived on the 11th. On Sept. 10th a plane left San Francisco for New York and arrived in New York on the 12th. The rate on these flights was 2 cents an ounce.



Official Experimental Airmail Flights on the Transcontinental Route.

**September 7, 1920, First Transcontinental Airmail Plane, Daytime Flying.
Rate 2c.**

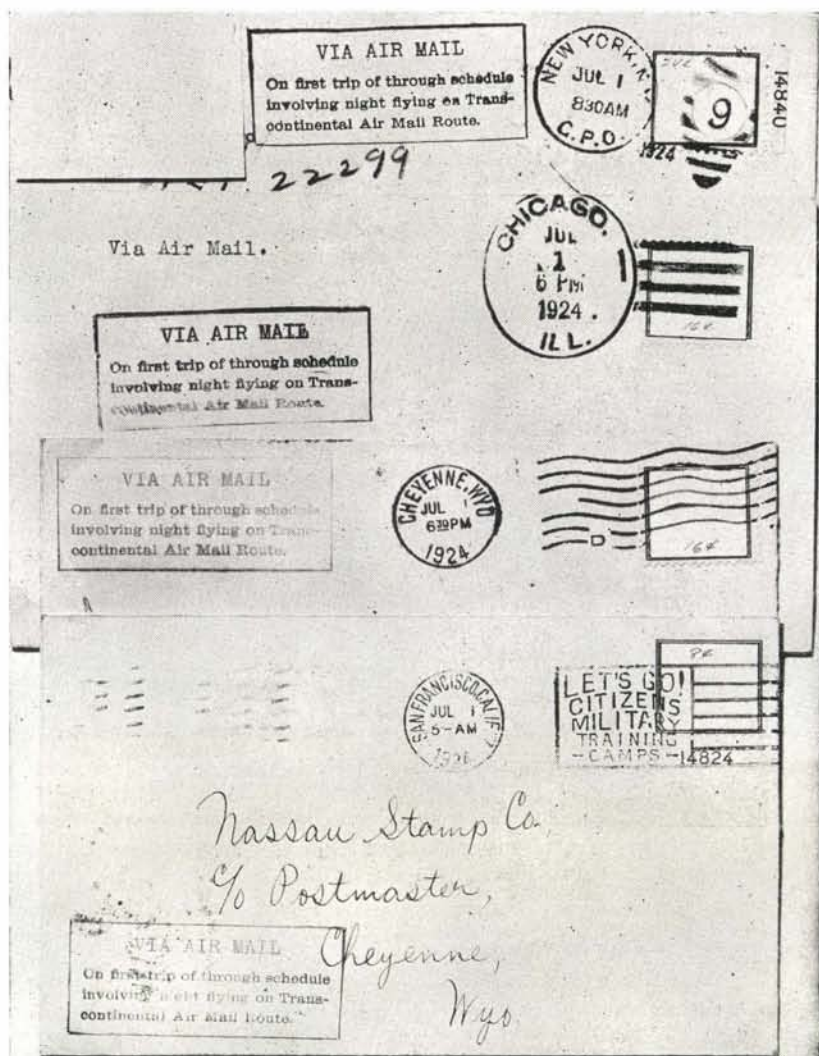
August 21, 1923, First Night Flying on Transcontinental Airmail Route. Rate 2c.

From the Collection of J. J. Klemann, Jr.

In these early days of government operated air mail planes, crack ups were not infrequent, and often mail dispatched by air took considerably longer to reach its destination than mail sent by train. After the novelty of the air mail service had worn off, many business people discontinued its usage finding the rates higher, and the service less efficient than the regularly established mail system. Congress lost interest in air mail appropriations, claiming that inasmuch as regular night air mail was impossible, little time was actually saved and therefore the air mail service had no future. However largely due to the unswerving confidence of W. Irving Glover, Second Assistant Postmaster Gene-

ral, Congress reluctantly appropriated the modest sum of \$50,000 for further development. Under the leadership of Mr. Glover plans were made in the early summer of 1923 to fly the mail at night as considerable time was lost between trips by flying on regular routes only during the daytime hours. This plan included air mail to the Pacific coast and a new schedule of rates was prepared, based on the distance flown as well as on the weight.

The country was therefore divided into three zones, namely, New York to Chicago, Chicago to Cheyenne and Cheyenne to the Coast, with a postage charge of eight cents per ounce for each airmail zone. The stamps were placed on sale at the Philatelic Agency in August 1923, but were withheld from public sale until early in 1924.



Inaugural Flight Regular Transcontinental Airmail Service Involving Night Flying, July 1, 1924.

Covers depict "3 Zone" rates. San Francisco to Cheyenne—8 cents, Cheyenne to New York—16 cents, Chicago to San Francisco—16 cents, and New York to San Francisco—24 cents.

From the Collection of J. J. Klemann, Jr.

An increased demand for airmail stamps necessitated the printing of these stamps in sheets of 400. These were divided into panes of 100 by horizontal and vertical guide lines along which the sheets were cut for issuance to post offices. There were eight plate numbers to each plate, adjacent to the fifth stamp from the outside corners.

#1303—Eight Cent, Dark Green. Airplane Propeller. No Wmk. Perf. 11.

Issued August 15, 1923.

The *American Philatelic Society* held its Annual Convention in Washington during the middle of August 1923. In an effort to show Government cooperation with philately, this stamp was issued August 15, although only plate No. 14824 was ready in time.

This value paid the postage on one ounce of airmail for one zone. The stamp was designed by C. A. Huston after a photograph of a De Haviland plane, supplied by the Post Office Department. The engraving was executed by H. Dawson and E. M. Weeks. This stamp is rectangular in shape, about seven-eighths of an inch long and three quarters of an inch high. Above the vignette, in a curved panel, are the words "U. S. POSTAGE" in white Roman capital letters. Triangular ornaments appear in both the upper corners. Below the central design, in a straight line of Roman capitals is the word "CENTS". The numeral "8" within ovals is in both lower corners. The design was approved on August 1, put to press August 13th and issued at the Philatelic Agency on the 15th.

Although the rate on contract airmail was set at 10 cents per ounce, effective February 1, 1926, there was still a need for this value. With the exception of the night airmail to Chicago, it was used on Government operated airmail routes. The general sale of these stamps was discontinued February 1, 1927, and later deliveries were made mainly to the Philatelic Agency for the benefit of collectors.



First Overnight Flight Chicago to New York, July 1, 1925.

Rate 10 cents, 2 cents over the day time rate for the same distance.

Shades: Deep green, dark green

Varieties: a: Plate number blocks
b: Usual four pane position blocks

Plates used: 14824—25, 26, 27

Quantity issued: 6,414,576

#1304—Sixteen Cent, Dark Blue. Badge of Airmail Service. No Wmk. Perf. 11.

Issued August 17, 1923.

It was first planned to issue this stamp in black but when the design was approved on August 6, it was decided to change the color to dark blue. H. Dawson and E. M. Hall engraved the master die after the design by C. A. Huston. Printing began on August 14th and three days later the stamp was issued at the Agency.

Similar in shape and size to the 8 cent, this stamp has for its central design the official insignia of the airmail service consisting of a circular design with spread wings on either side. In the center, upon a dark background, appear the letters "U. S." with the word "AIR" above and the word "MAIL" below. Above the central design, in a curved panel are the words "U. S. POSTAGE" in white Roman capital letters. A dark shaded triangle appears in both upper corners of the stamp. Below the vignette, in a straight line of Roman capitals is the word "CENTS", the numerals "16" within circles, with dark backgrounds are in both lower corners.

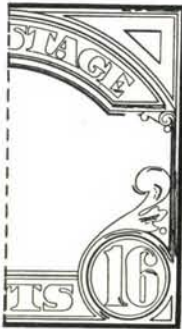
This stamp was placed on sale two days after the 8 cent, and similarly, continued to be issued by the Department until the fiscal year of 1929. This paid the rate on airmail between New York and Cheyenne or Chicago and the Coast. It was also valid for ordinary postal uses.

Shades: Deep blue, dark blue

Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Shifted transfer

A doubling of the inner right frame lines is on the stamp just above one having plate number 14830 in the left margin. This is either #31 U. L. or #41 L. L. (Illustrated.)

Another shift, position unknown, shows doubling of both inner frame lines at the left. Several marked shifts have been found showing doubling of the vertical lines on the wings and frame lines (Illustrated.) Also at the right (Illustrated.)



Left Pane
Plate #14830



Shifted Transfers

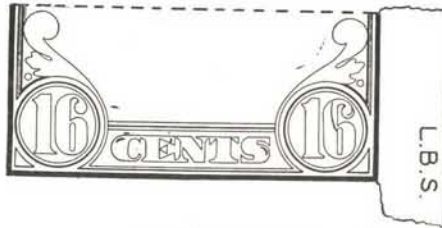
Better Type
of Shift



Shift
at Right

d: Double transfer

A lower right stamp of a lower right pane of an unknown plate, having the initials "L. B. S." in the right margin, shows a double transfer in "CES" of CENTS. There are, in addition extra lines in the right numeral and in the white part of the medallion that may be evidence of another entry. Only one copy has been checked and it is possible that these extra lines, which appear as rows of little dots, are due to a double offset, and therefore only a printing variety (Illustrated.)

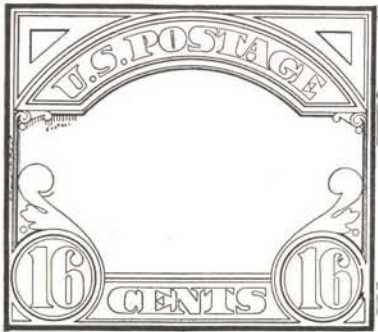


Double Transfer

**Platemaker's initials in right margin.
Position unknown.**

Plate 14828 U. L. #16 shows a marked downward double transfer. This can be seen inside the left frame line, outside the right frame line below the bottom, in the upper left corner of the vignette, etc. (Illustrated.)

Another double transfer position unknown shows throughout the entire right side of the design (Illustrated.)



14828 U. L. #16

Double Transfers



Position unknown

Plates used: 14828—29, 30, 31

Quantity issued: 5,309,276

#1305—Twenty-four Cent, Carmine. Airplane in Flight. No Wmk. Perf. 11.

Issued August 21, 1923.

It was first planned to issue this stamp in dark brown but this was changed to carmine when the stamp was approved on August 14. One week later it was placed on sale at the Philatelic Agency, all copies being from plate 14840, the only one finished by August 17th, in time for the first printing. J. Eisler and E. M. Hall engraved the master die after the design by C. A. Huston, taken from a photograph of the U. S. Airmail Service, Airplane 195. This value was issued to pay the postage on airmail between New York and the Pacific Coast.

The stamp is the same size and shape as the two later values. The vignette shows a De Haviland plane flying from East to West. Above the central design in a curved panel are the words "U. S. POSTAGE" in white Roman capital letters. Ornamental scrolls appear in both upper corners. Below the vignette, in a straight line of Roman capitals, is the word "CENTS" with the numerals "24" within circles, with dark background, in both lower corners.

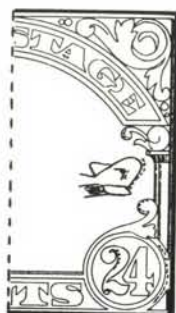
As was the case with the other stamps of this issue, it was not issued to postmasters until August 24, 1923, when they were sent to sixteen designated

post offices which had been selected as mailing points along the airmail route. The new airmail service had not been permanently established at that time and the postmasters were instructed to withhold selling these stamps until further advice reached them. It was later decided that the new service would become effective July 1, 1924 and the postmasters at the designated post offices were instructed to place the stamps on public sale beginning June 16. Deliveries were made as late as the fiscal year of 1929 but during the last two years almost all were sent to the Philatelic Agency.

Shades: Carmine, deep carmine

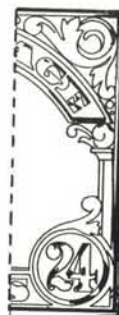
Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Shifted transfer

A copy of a stamp (position unknown) shows a marked shift to the right showing a clear doubling in the rudder lines of the plane, in the leaf over the right numeral and in the scroll work in the upper right corner (Illustrated.)



**Shifted
Transfer**

**Position
Unknown**



**Double
Transfer**

**14841
U. L. #6**

d: Double transfer

Stamp # 6 of the upper left pane of plate 14841 shows a marked eastward doubling of the design. Heavy spots of color appear in the right numerals, the right frame line is heavily doubled especially near the bottom (Illustrated.)



Two Way Double Transfer
Position Unknown

e: Two-way double transfer

This is a form of triple transfer, one of the earlier entries being westward and the other eastward. The main double is displaced to the left, showing the left frame line doubled to the left, extra lines in the "E" and "T" of "CENTS" and in the "AE" of "POSTAGE." The right frame lines is faintly doubled to the right. Position unknown (Illustrated.)

Plates used: 14840—41, 42, 43

Quantity issued: 5,285,776

Die Proofs: At least two sets of large die proofs exist of each value.



A Contract Air Mail Plane

From the Gatchell Collection.

SERIES OF 1926-27

By 1925 the government operated air mail lines were well established. Many persons felt that it would be advantageous to turn these over to private enterprises, and so promote civil aviation. Congress authorized the Post Office Department to obtain proposals for the carrying of mail by air and to enter into contracts similar to those held by railroads and steamship lines.

On February 2, 1925, an act of Congress set the rate on "Contract" air mail at not less than ten cents per ounce or fraction thereof. Almost a year ensued before plans were sufficiently advanced for the Postmaster General to issue an order giving the details of the new method of handling the air mail. On January 19, 1926 he issued order No. 3817 which set the rate on Contract air mail at ten cents per ounce up to 1000 miles, fifteen cents per ounce up to 1500 miles, and twenty cents per ounce for a distance in excess of 1500 miles.

Various contracts were let out and assigned route numbers, but the first contractor ready to fly the mail was the Ford Motor Company which had been awarded the contract air mail or C. A. M. as it is called, for Routes 6 and 7, Cleveland, Detroit, Chicago and return. The first flights were scheduled to take place February 15, 1926 and on January 27, the Department announced that a new ten cent air mail stamp would be issued on February 13 to meet the needs of this new service.

Although this stamp was to be valid for all purposes for which postage stamps of the ordinary issue were used, it was decided to prepare a stamp of distinctive size so that air mail letters would not be confused with ordinary mail. Consequently a stamp twice the size of the normal issue was prepared for the new service. It was printed in sheets of 200 subjects divided into panes by horizontal and vertical guide lines. The sheets were cut along the guide lines into panes of 50 (5x10) and so issued to post offices. There were eight plate numbers, two to each pane. These were above, or below the third stamp at the top or bottom and to the right or left of the sixth stamp from the horizontal guide line.

#1306—Ten Cent, Blue. Map and Two Airplanes. No Wmk. Perf. 11.

Issued February 13, 1926.

As the air mail rate on contract routes was to become effective February 15, 1926, it was necessary to prepare a special stamp for this denomination. On January 23, 1926, the Postmaster General approved the design for this stamp and five days later the first plates went to press. The first delivery was made to Post Offices on February 6, and on the 13th the stamp was placed on sale at Detroit and Dearborn, Michigan; Chicago, Illinois; Cleveland, Ohio and Washington, D. C. Except for Washington these cities were all incidental to the Ford Motor Company contract for flying the mail between Detroit, Cleveland and Chicago. Though the routes were known as C. A. M. 6 and 7 the trips on February 15, 1926 were the first contract air mail flights. Covers carried on these trips are quite desirable to collectors, especially those, to and from Dearborn. All these covers received the official first flight government cachets which were also used to cancel the stamps.



First Flight Contract Air Mail

The Ford Motor Company Plane ready to begin flying their Contract, Route #6-7. Official cachets applied to all mail carried on the first trips between Detroit, Cleveland and Chicago. The cachets illustrated were also used as cancellations and as receiving backstamps.

Courtesy Air Post Journal.

The stamp is a horizontal rectangle 75/100 by 1 84/100 inches in size. The vignette represents a relief map of the United States showing some of the main rivers and mountain ranges. On each side is an airplane in flight one traveling east and the other west. Across the top of the stamp, in white Roman letters are the words "UNITED STATES POSTAGE" with "AIR MAIL" appearing directly beneath. At the bottom of the stamp, in shaded letters is the word "CENTS" while in the lower corners are white numerals "10". Ornamental brackets appear at each side of the stamp.

The Geological Survey of the Department of the Interior supplied a large relief map which was used by C. A. Huston in designing the stamp. The master die was engraved by J. Benzinger and R. Hall.

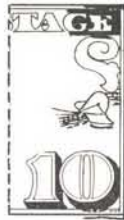
Though superseded for a while in 1927 by the Lindbergh issue, copies of this stamp were issued as late as the fiscal year of 1930. With the reduction of air mail rates in 1928 to five cents per ounce this stamp was employed for foreign air mail and for letters above the minimum weight. The eight cent rate in 1932 left little use for this value and one postmaster in Pennsylvania

utilized his remainders by stamping them "POSTAGE DUE" to collect on short paid mail. While these have no official standing it is interesting to note the difficulty encountered in getting rid of the surplus air mail stamps which were later restricted to air mail use.

In 1935 the introduction of a combined air mail special delivery rate of 16 cents enabled some postmasters to clear out the remainders of 10 cent air mail stamps in conjunction with a six-cent stamp, although the 10c. air mail stamp in these cases actually paid the special delivery charge.

Shades: Blue, bright blue, deep blue

Varieties: a: Plate number blocks.
b: Usual four pane position blocks



Double Transfer
18246 U. L. #11

- c: Double transfer
18246 U. L. #11 shows a marked downward doubling of the right side being most obvious in the tail of the right plane and the lower right corner (Illustrated.)
- d: Shifted transfer
Numerous copies have been seen showing shifts to the right or left. These are generally obvious as a doubling of the shading lines in the numerals of value.

Plates used:

18246—47, 48, 49, 50
18903—04, 05

Plate not used: 18906

Quantity issued: 24,664,060

#1307—Fifteen Cent, Sepia. Map and Two Airplanes. No Wmk. Perf. 11.

Issued September 18, 1926.

The expansion of contract air mail was slow and more than six months transpired after its inauguration before it became necessary to issue a 15 cent stamp to pay the postage on second zone contract air mail. On September 8, 1925 the die for the new value was approved and on the following day the Third Assistant Postmaster General announced that the new air mail stamp would be issued at Washington, D. C. on September 18. The first printing took place on September 16 and on the 17 the first delivery was made to post offices.

The design is similar to that of the 10c stamp with the necessary changes in the numerals of value. Sepia ink was selected for this denomination although the ordinary 15 cent stamp is printed in grey.

About three months after this stamp appeared it was decided to dispense with air mail zones and a flat rate of 10 cents per half ounce was introduced. There was, therefore, no further need of this value, but the Bureau continued its deliveries to postmasters until all available supplies were exhausted. Covers carrying this stamp and paying the second zone rate are more scarce than either of the other two values.

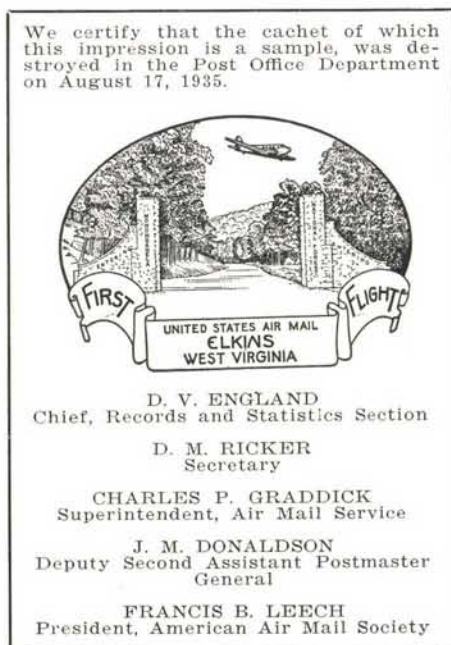
Shades: Sepia, deep sepia

Varieties: a: Plate number blocks
b: Usual four pane position blocks

Plates used: 18745—46, 47, 48

Plates not used: 18749—50, 51, 52

Quantity issued: 10,089,061



Reproduction of Original Certificate Attesting the Destruction of Obsolete Cachets.

Courtesy Air Post Journal.

**#1308—Twenty Cent, Green. Map and Two Airplanes. No Wmk.
Perf. 11.**

Issued January 25, 1927.

On December 23, 1926 the Postmaster General issued order No. 4961 effective February 1, 1927 which changed the air mail rate to 10 cents per half ounce regardless of distance. Inasmuch as the majority of air mail letters are more than this minimum, the Bureau was instructed to prepare a twenty cent stamp of the same design as the current air mail. On January 10, 1927 the die was approved, and eight days later the plates were put to press. On January 21st the initial deliveries were made to the post offices and four days later public sale was started in Washington, D. C., and in New York City.

With this issue, air mail stamps were restricted to usage on air mail matter. As a result large used blocks of this stamp and later issues are not as common as the earlier ones.

During the three years this stamp was current, two distinct shades appeared, but no worth while plate varieties have been discovered.

Shades: Yellow green, light bluish green

Varieties: a: Plate number blocks
 b: Usual four pane position blocks

Plates used: 18890—91, 92, 93, 94, 97, 98, 99

Quantity issued: 25,484,178

Proofs: Large die proofs are available of all three values.



Destroying Obsolete C. A. M. Cachets

Back row: Mrs. D. M. Ricker, D. V. England, Geo. W. Angers, Supt. Air Mail; C. P. Graddick, Paul Robertson, Chas. G. Riess. **Seated:** L. B. Gatchell, Francis B. Leech, and J. M. Donaldson, Deputy Second Assistant Postmaster General.

Courtesy Air Post Journal.

NOTES



First Flight C. A. M. Route #2. C. A. Lindbergh, Pilot.

Courtesy Air Post Journal.

THE LINDBERGH ISSUE

SERIES OF 1927

When the air mail system was started in 1918, all flying was done by Army pilots as there were very few expert commercial flyers. In less than ten years air mail had grown so rapidly that by 1927 the recognized leaders in aviation were the air mail pilots, many of them army trained. Among these was Charles A. Lindbergh who flew the air mail from Chicago to St. Louis, on C. A. M. Route No. 2.

The builders of airplanes kept pace with the increase in commercial flying and were constantly endeavoring to perfect planes which could fly faster and with increased safety for longer periods, in an effort to reduce time between the widely separated points. Prizes were offered by interested parties, for special flights and Raymond Orteig of New York offered a \$25,000 reward to anyone successfully flying between New York and Paris.

A flight to Europe required unlimited courage and careful planning. Several groups of flyers announced their intention to compete for this prize and with considerable publicity began their preparation. There was one flyer who said very little, but carefully checked his equipment, and unobtrusively made his plans for the trip to Paris. On the eve of his take-off, Charles A. Lindbergh quietly announced to the world that on the following morning he would attempt to fly to Paris in his small Mahony-Ryan monoplane which had been named "*The Spirit of St. Louis*" in honor of his backers, a group of men in St. Louis, Missouri. On May 20, 1927 according to schedule he set forth for Paris.

Exactly thirty three hours and twenty nine minutes after leaving New York, Captain Lindbergh, having flown 3610 miles, made a perfect landing at Le Bourget Field, Paris, France. His courage in flying alone and the quiet way

in which he had prepared for his flight endeared him to the American people for all times, and word of the successful completion of his trip was the signal for an outburst of enthusiasm second only to the signing of the Armistice. It was natural that suggestions be made to honor Captain Lindbergh, who had been an air mail pilot, by issuing a special stamp.



COLONEL CHARLES A. LINDBERGH

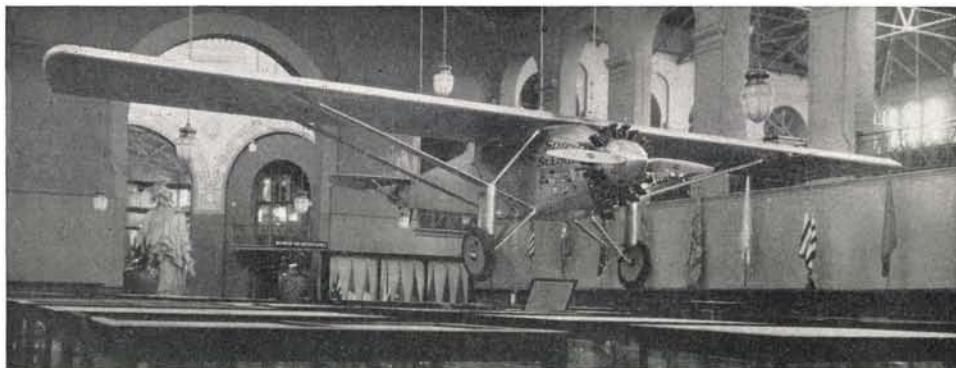
Courtesy Air Post Journal.

On May 25, Congressman Ernest R. Ackerman of New Jersey sent the following telegram to Postmaster General New:

"Because of Charles Lindbergh's postal service connections and as a fitting tribute to his intrepid courage, I respectfully suggest Post Office Department immediately surcharge five hundred million two cent postage stamps 'HAIL CHARLES LINDBERGH' and sell them to the public for three cents each, the premium of one cent on each stamp to be collected for account Red Cross fund for southern flood sufferers. Five millions of dollars for this worthy cause would thus be secured for those sorely afflicted Southerners while fittingly commemorating epochal flight instanter. Whole world would become purchasers."

Upon receipt of this telegram the Postmaster General announced that he was greatly interested in the subject and conferred with the Third Assistant Postmaster General Robert S. Regar as to the regulations concerning such an issue. Upon looking up the laws, it was found that the Postmaster General had no authority, without an act of Congress to issue such a stamp and thereby collect funds for flood sufferers.

Congressman Ackerman's telegram had been made public through the press of the nation and the Post Office Department received letters from all over the country urging the issuance of a special Lindbergh stamp. On June 1, the *Philadelphia Stamp Club* sent out a letter requesting a special Lindbergh air-mail stamp and suggested that such a stamp be in a form similar to the current airmail stamp with a photograph of the intrepid flyer and the "*Spirit of St. Louis.*"



The Spirit of St. Louis in the U. S. National Museum

Courtesy of Mrs. C. L. Manning of the U. S. National Museum.

The Department received more letters suggesting such an issue than at any previous time in its history. The Postmaster General finally decided to issue a special ten cent air mail stamp in honor of the now Colonel Lindbergh. The Bureau of Engraving and Printing having felt certain that such a stamp would be issued prepared a design without formal request from the Post Office Department and on June 7, the Postmaster General approved the die proof. On June 9, printing of the stamp was started.

Colonel Lindbergh was scheduled to return to the United States on June 11, but the first day of issuance was set for June 18, "Welcoming Home Day" in St. Louis. On June 14, the first deliveries of stamps were made to the postmasters at Detroit, Michigan, Lindbergh's birthplace; at Little Falls, Minnesota, his boyhood home; at Washington, D. C., where he had spent a number of years while his father was a member of Congress, and at St. Louis, the home port of "*The Spirit of St. Louis,*" from where he had piloted the mail.



**"First Day Cover" Cachet
on Airmail from St. Louis**

Courtesy Air Post Journal.

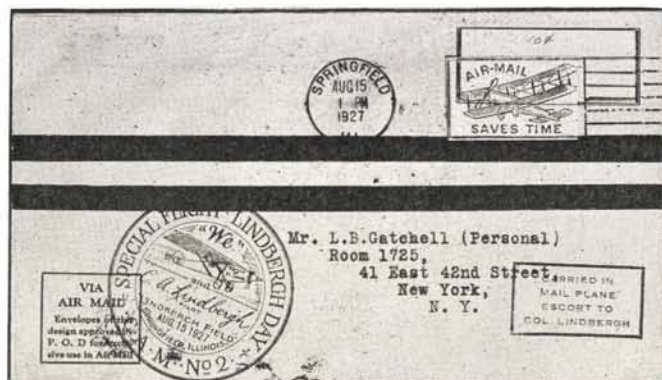
The first order for fifteen million of these stamps was completed in a very short time. The demand for this issue came from every post office in the land. The heaviness of the demand is clearly indicated by the remarks of the

Postmaster General made shortly after the stamp was issued. The Postmaster General stated:

"The Post Office Department is being overwhelmed with demands from Postmasters throughout the country for supplies of the new Lindbergh Air Mail stamp. This demand far exceeds that received by the Department for any previous issue of a commemorative stamp. Heretofore, commemorative stamps were sought in only those sections of the country affected by the event for which the stamp was intended. In the case of the Lindbergh stamp however, the demand for it is universal. There is not a post office in the country that is not clamoring for them."

By June 23, deliveries had been made to most of the larger post offices, which in many cases supplied the smaller ones.

The public's enthusiasm for Lindbergh continued long after his triumphal return to the United States on June 11th. Colonel Lindbergh's flight to Europe had made the country airmail conscious and as a further aid to aviation, he made a good will tour of the United States which began on July 20, 1927 and ended on October 23rd with at least one stop in each state. At Springfield, Illinois, the Post Office Department ordered the contractor of Route 2 to arrange a special mail carrying flight in connection with the dedication of Lindbergh Field at Springfield. This was an unusual tribute to Colonel Lindbergh and was one of the few occasions upon which the Department authorized special flights in connection with field dedications. An official cachet was applied to the covers carried and each cover bore an auxiliary cachet, reading "Carried in Mail Plane Escort to Col. Lindbergh" in a small box.



A Special Flight by Colonel Lindbergh at the Dedication of Lindbergh Field

From the Collection of L. B. Gatchell.

In February 1928 Colonel Lindbergh temporarily returned to the Air Mail Service for two days upon his own application. With the full accord and cooperation of the Post Office Department, Lindbergh again carried the mail on his old route on February 20 and 21, 1928. The flight from St. Louis via Peoria, and Springfield to Chicago took place on February 20 and the return flight on the following day. Each cover mailed from the various points along the line had a cachet in the shape of a horse shoe containing the phrase "Lindbergh Again Flies the Air Mail". The volume of mail for this trip was so great that a number of planes were necessary to handle the load. With his usual thoughtfulness, Colonel Lindbergh personally flew each plane along some part of the trip.

The Lindbergh flights and the stamp commemorating the epochal event did much to extend the use of air mail by the general public and non-commercial users soon demanded air mail stamps in booklet form. On May 14, 1928, Third Assistant Postmaster General Robert S. Regar announced that "owing to the

enormous demand for air mail stamps in book form, the Department had decided to issue the Lindbergh air mail stamps in books containing six stamps, arranged in two sheets of three stamps each." These were first placed on sale on May 26, 1928.



Colonel Lindbergh Temporarily Returns to the Air Mail Service

The sheet stamps were printed from 200 subject plates, divided by horizontal and vertical center guide lines. The full sheets were cut along these lines into panes of 50 (5x10) and then issued to post offices. There were eight plate numbers, two to each pane. These were located above or below the third stamp in the top or bottom row and to the right or left of the fifth horizontal row, from the outside corners of the sheet.

The booklets were printed in sheets of 180 subjects, with horizontal and vertical center guide lines. The plate numbers were at the sides adjacent to the outside corner stamps in all four corners. The full sheets were cut into quarters and after being interleaved with paraffin paper and front and back covers, were stapled and then cut into booklets containing two panes of three stamps, the margins containing the numbers were cut off but an off center cut may have left part of the number attached. When parts of plate numbers are found on the issued stamp they are either to the right or left of the top stamp in the pane or in similar position next to the bottom stamp.

#1309—Ten Cent, Blue. Spirit of St. Louis in Flight. No Wmk. Perf. 11.

Issued June 18, 1927.

In the issuance of this stamp the Bureau of Engraving and Printing made a record worthy of praise. On Friday, June 3rd, the artists model was approved and work on the die immediately started. The engraving was completed on Monday June 6th, the die proof approved June 7th, the die hardened by noon June 8th and by 8 A. M. June 9th six transfer rolls and twelve plates had been made. Printing from a set of plates was started at 3 P. M. June 9, and by 11.30 P. M. of the same day 56,000 stamps had been printed in exactly five working days.

With this stamp the name of a new designer appears. In conjunction with C. A. Huston, A. R. Meissner prepared the drawing used as a model by the engravers, J. Eissler, E. Hein, E. Hall and W. Wells in making the master die. The picture used by the designers was taken by M. J. Ackerman, New York photographer of the *Buffalo Times*. This photograph had been taken just as Lindbergh started on a short test flight two or three days prior to his leaving for Paris. The background added by the designers did not meet with general

approval as numerous press articles called attention to the fact that geographically it was incorrect, showing Newfoundland as three islands, instead of a solid piece of land with a few small lakes.

The central design represents the "*Spirit of St. Louis*," Lindbergh's famous airplane, in flight from West to East. Across the top of the stamp, in white Roman letters, are the words "UNITED STATES POSTAGE" with the words "LINDBERGH AIR MAIL" directly beneath. At left of the central design appears the coast line of the North American continent with the word "NEW YORK" in small dark letters, and to the right appears the coast line of Europe, showing Ireland, Great Britain and France with the word "PARIS" also in small dark letters. A dotted line, depicting the course of the flight to Europe connects the two cities. At the bottom of the stamp, in shaded letters is the word "CENTS" and in both lower corners are the white numerals "10". The entire design is enclosed within a straight line border. The size and shape is the same as the previous airmail stamps being 75/100 by 1 84/100 inches.

In spite of the speed at which the plates were made, there are only a few varieties. Several shifts are known as well as some small double transfers. The shade varied but little in the two years this stamp was current.

Shades: Blue, bright blue, deep blue

Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Shifted transfer

19004 L. L. #11. This shows a slight Westward shift in the left numeral and in the letters of "NEW YORK" (Illustrated.)



Shifted Transfer
19004 L. L. #11

19008 L. R. #48 shows a doubling of the shading line of "1" of the right "10" (Illustrated.)

19008 L. R. #50 shows a doubling of the shading line in "0" of the right "10" (Illustrated.)



#48

Shifted Transfers
19008 Lower Right

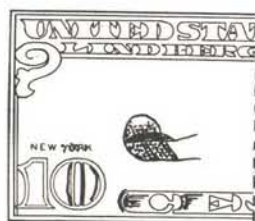


#50

d: Double transfer

On the stamp just above the one having plate number 18999 in the left margin there is a doubling in the map above the right "10" (Illustrated.)

A single copy, (position unknown) shows a westward doubling of "NEW YORK," the "CE" of "CENTS," the "0" in the left "10" and the tail of the air plane (Illustrated.)

**Double Transfers**Left Pane
Plate 18999Position
Unknown**Plates used:**

18997—98, 99

19000—01, 02, 03, 04, 05, 06, 07, 08

Plates not used: 19013—14, 15, 16**Quantity issued:** 20,379,534**#1309—Ten Cent, Blue. Lindbergh Booklet. No Wmk. Perf. 11.**

Issued May 26, 1928.

This stamp, which was reported as having been issued to supply the enormous demand for air mail stamps in book form, was first placed on sale at Washington, D. C. and at Cleveland, Ohio. The latter city was selected in courtesy to the *Midwestern Philatelic Exhibition*, then being held in Cleveland.

In spite of the "enormous demand" for these booklets, which sold at 61 cents, there seems to have been a comparatively small sale. In 1934 post offices were finally given permission to sell these stamps singly, or in strips without the book surcharge, and returning the covers in lieu of the remittance of one cent per book, above face, when settling accounts. This lack of demand was due largely to the change in domestic air mail rates to five cents per ounce, a short time after the booklets had appeared.

The only positions that are hard to find are those showing enough of the plate number to identify the plate accurately. The margins containing the plate number are trimmed off in cutting the sheets into panes of three, but an off center cut occasionally allows part of the number to remain attached to the stamp. The panes showing the number in the right margin are scarcer than those with part of the plate number at the left. Although these were printed in sheets of 180 subjects, the positions generally found on this size plate are not available. The layout is similar to the usual 360 subject plates except that the panes contain 3 stamps instead of six and the plate numbers are at the sides.

Shades: Blue, deep blue**Varieties: A: Position panes**

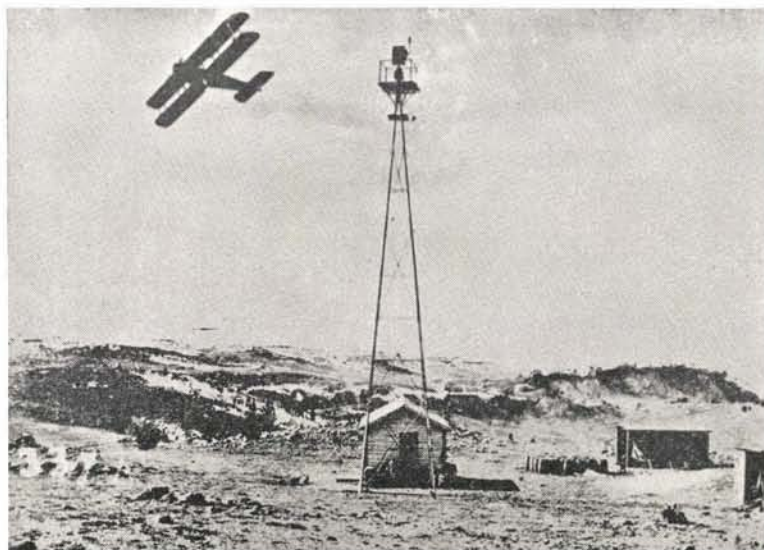
- a: Plain pane
- b: Pane with half arrow in margin, guide line at right.
- c: Pane with half arrow in margin, guide line at left.
- d: Pane with plate number at side
 1. At upper left
 2. At lower left
 3. At upper right
 4. At lower right
- h: Pane with vertical guide line at right
- i: Pane with vertical guide line at left
- j: Pane with horizontal guide line at bottom
- k: Pane with vertical guide line at right, line at bottom
- l: Pane with vertical guide line at left, line at bottom
- m: Pane with horizontal guide line at top of margin

- n: Pane with vertical guide line at right and line at top of margin
o: Pane with vertical guide line at left and line at top of margin
B: Shifted transfer. A pane from position "L", plate number unknown, shows a shifted transfer to the left on stamps 1 and 2. This is the usual shift and shows in the tail of the plane the "0" of the left "10", and in the "C" of "CENTS".

Plates used: 19414—25, 26, 27

Quantity issued: 873,360

NOTES



The Sherman Hill Air Mail Beacon

The highest beacon light in the World. This 5,000,000 Candle Power Beacon is located on the top of Sherman Hill between Cheyenne and Laramie, Wyoming, 8,600 feet above sea level. It is used to guide air mail pilots on the night flights on the Trans-Continental Route.

SERIES OF 1928

FIVE CENT BI-COLOR AIR MAIL

To further increase the use of the air mail service, the Post Office Department, in the early part of 1928, decided to reduce the rate to five cents per ounce. On June 19, 1928, Third Assistant Postmaster General Robert S. Regar announced that a new five cent air mail stamp would be issued July 25, to prepay the postage under the new rate effective August 1st. In the June 1928 Postal Guide supplement it was announced that thereafter the use of air mail stamps for other than air mail charges would no longer be permissible. However this was slightly modified on August 17, 1928 by the Third Assistant Postmaster General who stated that these stamps were also good for any extra service such as special delivery and registry when so used on air mail matter.

This stamp was placed on sale at Washington, D. C. on July 25 and first day covers needed a pair of the new stamps to pay the then current ten cent rate. A New York firm of yacht designers and brokers effectively used the first day of the new rate by sending out 30,000 circulars, via air mail, using the new stamp and calling attention to the early cancellation as all letters were postmarked August 1, 12.30 A. M., the earliest possible cancellation under the new rate.

As this was a bi-colored stamp, two sets of plates were needed, both contained 100 subjects. A vertical guide line was placed on the frame plates for perforation and cutting registry, and it was along this line that the sheets were cut into panes of 50 for issuance to post offices. The frame plates also had a horizontal guide line which passed between the fifth and sixth rows for registering the horizontal perforations, but no cut was made along these lines. The vignette plates had guide line markings, only at the edges of the sheet margins, for printing registration.

When the first group of plates were made for the border and center, a heavy marker was placed at the extreme ends of the guide lines. These markings consisted of a solid, or cross hatched equilateral triangle with one quarter inch sides having a right angle cut taken from each side. These were intended to assist in more easily registering the vignette in the frame. The top and bottom markings were about fifteen sixteenths of an inch from the stamps and were usually found on the issued sheets, one half appearing to the right or left of the vertical guide line. The side markings were located about one and a half inches from the stamps and were cut off in trimming the sheets, so consequently were not available.

Above the second stamp to the right, and left of the vertical guide line is the word "TOP" in heavy capital letters. The border plates printed the "TOP" on the left pane and the vignette plate on the right. The border plate numbers are over the fourth stamp, to the right and left of the guide line, while the vignette plate numbers are over the third stamp from the center. The red number precedes the blue on the left pane and follows it on the right with the latter having in addition an "F" before both numbers.

After the first group of plates had been to press it was found that better registration could be effected by using a plain line instead of markers. The heavy markers were therefore removed from all finished plates and omitted on the later ones. To further aid in the registration a horizontal line was cut into the border plate parallel to the top line of the stamps and about half an inch above them. These lines start about three quarters of an inch from both sides of the vertical guide line and vary from about three quarters of an inch to an inch and three quarters in length, also differing in width from a hair line to one thirty-second of an inch.

#1310—Five Cent, Carmine and Blue. Air Mail Beacon. No Wmk. Perf. 11.

Issued July 25, 1928.

When the Post Office Department decided to reduce the air mail rate to five cents it was necessary to prepare a new stamp in this denomination for exclusive use on air mail matter. On June 18, 1928 the Postmaster General approved the die proof and work was immediately started on the plates. On June 28th, printing was started on the frame plates and after the sheets were seasoned the centers were printed beginning July 5th. On July 17th, the first shipments were made to post offices and before August 1st the initial general distribution had been completed.

This stamp was designed by A. R. Meissner, after a photograph of the beacon light at Sherman Hill in the Rocky Mountains, furnished by the Air Mail Service of the Post Office Department. The engraving was executed by L. S. Schofield and E. Hall.

The stamp is a horizontal rectangle $1\frac{3}{32}$ by $1\frac{15}{32}$ inches in size printed in two colors, the frame being carmine and the vignette blue. In the center, in addition to the beacon light, is a mail plane in flight. A panel at the top of the frame has the words "U. S. POSTAGE" in white Roman letters and on ribbons directly below, supported by acanthus scrolls, are the words "AIR." on the left and "MAIL" on the right. Square ornamental designs appear in both upper corners and in the lower corners, within circles with dark backgrounds, are the numeral "5." A white bordered panel at the bottom of the stamp contains the word "CENTS" in white Roman letters.

The plates used for printing these stamps may be divided into three groups as determined by the marginal markings. As previously mentioned, the first plates for both frame and vignette design had heavy triangular registration markers which were later removed. All border plates up to and including 19606 and all center plates up to and including 19580 went to press showing

this heavy marker. The removal began first on the border plates and later on the center plates. This removal was accomplished by burnishing out the design of the heavy marker cutting beneath the hardened surface of the plate. Wear soon took place at these points, causing a circular hollow about one half inch in diameter, which soon resulted in a light color disc appearing on the sheets around the top and bottom of the vertical guide line. This first group therefore exists with heavy markers and with the color discs. The erasure was done over a period of about three months and combinations exist showing the color disc from the frame plate, and the heavy marker of the vignette plate.

There were but two in the second marginal group, namely center plates 19597 and 19598, which had the markers removed prior to being used and show only the impressions with the guide line and the color disc.

The rest of the plates were made without markers and show only the guide line from the frame plate and the short vertical registration line from the vignette plate. The horizontal red line in the top margin appears on all frame plates except 19552, 19589 and 19592.

The stamp was current for more than a year and a half and in that period three groups of plates were used for both the centers and the frames and many plates had been cancelled before others were put to press, and some combinations could not exist. The blue ink did not wear out the plates as rapidly as did the red, and border plates far outlasted their group of vignette plates. The first twelve center plates made about 486,500 impressions while the first twelve frame plates made only about 379,200 or about 22% less.

The Bureau first printed the frame design using four plates to a press with a daily production of about 2200 sheets per day per press. After the frames had been printed the sheets were dried, examined and allowed to season while stored in the vault. Later the vignettes were printed also with four plates to a press. Due to the necessity of careful registration of the vignettes, this second printing was slower, with a daily output of about 1700 sheets per day per press. This difference in printing speed between the first and second impressions is one of the causes for the irregularity of the plate number combinations.

The necessity of careful registration and the double wetting of the paper with its unequal shrinkage caused an excessive amount of waste in printing these stamps. In an effort to reduce this waste the Bureau prepared four vignette and four frame plates which were slightly smaller in size than the standard, and better suited for the odd size of the 100 subject plates. The paper had to be trimmed to fit these plates, and complications in the gumming of the small sheets led to an almost immediate discontinuance of these plates. The four vignette plates numbered 19636 to 19639 inclusive were used to print 100 impressions of each plate and then discontinued. These plates have the usual marginal markings found on the late group of plates with this exception, there was no TOP on the vignette plates. Almost no combinations of these plates



One of the Four Special Vignette Plates

This strip shows no blue Top. There is no "F" before 19605 although this strip is from the right pane, this being normal for that plate.

have been reported and it is likely that most of the sheets never left the Bureau and were destroyed. The frame plates 19640 to 19643 inclusive were certified but never went to press. In an endeavor to reduce perforating waste some sheets were printed with the grain of the paper horizontal instead of vertical.

These stamps are about a half mm wider, and about the same amount shorter than the normal stamps. This, too, was soon discontinued.

In laying out the plates, certain oddities occurred in the marginal markings. On center plate 19597 the "TOP" was transferred on the wrong side of the vertical guide line so that it appears on the left pane instead of the right. Now being in the same position as the red "TOP" the printings from this plate show a double "TOP" on the left panes and no "TOP" on the right pane. Both varieties are equally desirable but most collectors passed up the right pane without the blue "TOP" and this is now actually scarcer than the "double TOP." On frame plate 19605 the "F," instead of preceding the right plate number, appears before the left number. On frame plate 19626 a wrong numeral was evidently added for the last figure as both right and left plate numbers usually show a disc of color around the last "6" which also seems to have been cut deeper than the others. This plate also showed marked effect of wear as there are many recuts on the right pane.

Shades: Carmine and blue, bright carmine and deep blue

Varieties: a: Plate number blocks

b: "Double TOP" plate number block 19597 left

c: "No TOP" plate number block 19597 right

d: Position blocks

1. Complete right and left arrows

2. Right and left halves top and bottom guide lines showing

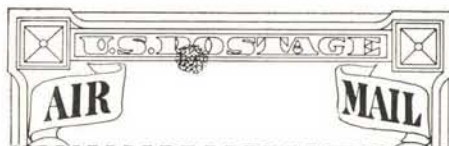
a. Heavy marker

I. Solid

II. Cross hatched

b. Discs of color

3. Right and left halves, center line block



The "Blue Moon"
19618 Right Pane #6

e: Plate flaw. "Blue Moon"

19618 R # 6. Due to a slight damage to the plate in the vicinity of "PO" of "POSTAGE", but on the vignette plate, there appears in this position a light blue stain (Illustrated.)

f: Shifted transfer

19569 L. # 40. This shows a doubling of the left inner and outer frame lines as well as the shading lines in the left ribbon and acanthus scroll (Illustrated.)



Shifted Transfer
19659 Left Pane #40

g: Scratched plate

19630 R. The top row of this red plate shows several marked scratches in the lower part of all five stamps.

h: Recuts

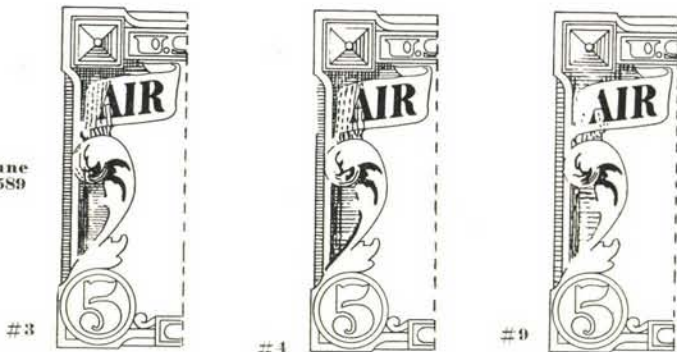
As the red ink wore out the plates faster than the blue ink, it is natural to assume that copies may be found showing "worn plate" impressions of the frame designs. In several cases those positions showing excess wear have been recut and each copy found to date shows only recutting on the left side of the stamp. The stamps adjoining the left side of recut copies show worn impressions on the side nearest the recut area. The normal stamp shows the four vertical lines of the inner frame lines as straight and evenly spaced (Illustrated.)



Normal Impression.
Left Inner Frame Line.
This usually consists of
four evenly spaced light
lines.

- 19589 R. #3. This shows considerable wear in the shading lines at the left as well as the inner frame lines. In the recutting the four lines have been strengthened. Line 1 is thin and of full length, 2 is thin but incomplete, 3 and 4 are heavy and do not run all the way to the bottom or top of their normal position.
- 19589 R. #4 shows a worn impression with all four lines recut, the third line being broken and irregular (Illustrated.)
- 19589 R. #9. This worn impression has all four inner frame lines as well as two horizontal shading lines recut (Illustrated.)

**Right Pane
Plate 19589**



Left Side of Design Worn and Recut

- 19589 L. #3. Worn impression recut. The four inner frame lines have been heavily recut and extend down into the acanthus leaf. The inner lines are more numerous and do not reach the curve of the scroll (Illustrated.)
- 19589 L. #4. Worn impression recut. The recut lines are heavier and only #3 runs into the acanthus leaf. Several of the vertical shading lines below the scroll have been recut (Illustrated.)

19589 L. #5. Worn impression recut. The four inner lines are regular and of full length, but are considerably thinned near the bottom. There is one additional short line below the scroll (Illustrated.)



Left Side of Design Worn and Recut

19589 L. #8. The four inner frame lines have been recut on a heavily worn impression. Only line 2 runs the full length, #3 is incomplete at top and bottom, #4 is broken near the bottom. There are also additional vertical shading lines (Illustrated.)

19589 L. #10. Worn impression recut. Three inner frame lines have been heavily recut and are extremely irregular. All three thin out near the bottom. The shading line below the scroll has been recut (Illustrated.)



Left Pane Plate 19589

Left Side of Design Worn and Recut

19626 R. #9 shows a worn impression having all four inner frame lines recut. These recut lines are irregular with the fourth line not continuous (Illustrated.)

19626 R. #19. A worn impression with all four inner frame lines recut, lines 1 and 2 being joined (Illustrated.)

19626 R. #24. Another worn impression having all four inner frame lines recut. Lines 1 and 2 are straight but 3 and 4 are joined at top (Illustrated.)



19626 R. #29. A worn impression slightly recut. The four inner frame lines have been strengthened with line 3 heavy at the top (Illustrated.)

19626 R. #34. A worn impression with the inner frame lines recut. Lines 2 and 3 are heavy and irregular at the bottom, line 4 is heavy but incomplete (Illustrated.)

19626 R. #39. Worn impression with inner and outer frame lines recut. Both sides of the outer frame line have been recut. The four inner frame lines are heavily recut, all lines are irregular with 4 incomplete (Illustrated.)

19626 R. #44. Another worn impression with the four inner frame lines heavily recut. Lines 2 and 3 are joined near the bottom to form one line. Line 4 is especially heavy (Illustrated.)



Left Side of Design Worn and Recut
Right Pane, Plate 19626

Another recut (position unknown but believed to be from plate 19567) reveals a marked worn impression especially in the lower left corner. This has the first of the inner frame lines heavily recut (Illustrated.)

A stamp showing a plate layout line under the entire design (position unknown) displays little plate wear but has been heavily recut. The four left inner frame lines have been strengthened, the last three being incomplete. One of the horizontal shading lines has also been recut (Illustrated.)



Left Side of Design Worn and Recut

Position Unknown.
Believed to be from
Plate 19567



Position Unknown.
Plate layout line un-
der entire stamp

Plates used:

Frame. Printed with heavy markers and again after the removal of these markers.

19549—50, 51, 52, 65, 66, 67, 68, 69, 70, 71, 72, 85, 86, 87, 88, 89, 90, 91, 92
19605—06

Only with short line of color.

19607—12, 13, 14, 15, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34,
35, 70, 71, 72, 73, 96, 97, 98, 99
19700—01, 02, 03

Vignette Plates. Printed with heavy markers and again after the removal of these markers.

19545—46, 47, 48, 73, 74, 75, 76, 77, 78, 79, 80

Only with heavy markers removed.

19597—98

Only with short line of color.

19599
19600—08, 09, 10, 11, 16, 17, 18, 19, 66, 67, 68, 69, 74, 75, 76, 77, 88, 89, 90,
91, 92, 93, 94

Special small plates.

Center 100 impressions made, few copies reported.

19636—37, 38, 39

Plates not used:

Center, 19695
Frame, 19704—05, 06, 07, 12, 13, 14, 15, 16, 17, 18, 19

Special small plates not used:

Frame, 19640—41, 42, 43

The following are the combinations known to exist up to October 1, 1935:

		RED NUMERAL - FRAME PLATE																				
		1954B	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
BLUE NUMERAL - CENTER PLATE	1954S	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	46	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	47	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	48	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	73	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	74	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	75	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	76	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	77	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	78	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	79	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	80	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	97	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	98																					
	99																					
	19600																					
	08																					
	09																					
	10																					
	11																					
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	92																					
	93																					
	94																					

Check List of All Plate Number Combinations Known to Date on the 5¢ Red and Blue Airmail.

Quantity issued: 106,887,677

Proofs. Large die proofs are available.

SERIES OF 1930-31

The cost of the five cent bi-colored air mail stamp was about four times that of the regular issue. The small daily production due to the necessity of close registration of the vignette impression taxed the Bureau to the limit to supply the ever increasing demand. These facts made it advisable for both the Department and the Bureau to produce a stamp printed in one color.

In the middle of November 1929 it was officially reported that a new five cent air mail stamp would be issued. This new stamp was to be printed in blue, about the size of the special delivery stamp and has the same design as the current five cent air mail to which the title "Sherman Beacon" had been added. It was stated that the Postmaster General had approved the design and that the stamp would soon be issued.

The Postmaster General however changed his mind about the design and asked the Bureau to submit additional designs. Those submitted included both vertical and horizontal designs of an airplane in flight, the Sherman Hill Beacon Light, and the Air Mail Service insignia. The Postmaster General approved the latter design in the early part of January, 1930, and work was immediately started on the plates.

These were printed in sheets of 200 subjects divided by horizontal and vertical guide lines into panes of 50. The sheets were cut along these lines and so issued. The first eight plates had two plate numbers to each pane, above or below the third stamp of the top or bottom row and to the right or left of the fifth stamp from the outside corners of the sheet. A short time after these plates had been made, the Bureau decided, for the purpose of economy, to eliminate the side plate numbers and the last group of plates had only four numbers, one to a pane, in the top or bottom margin.

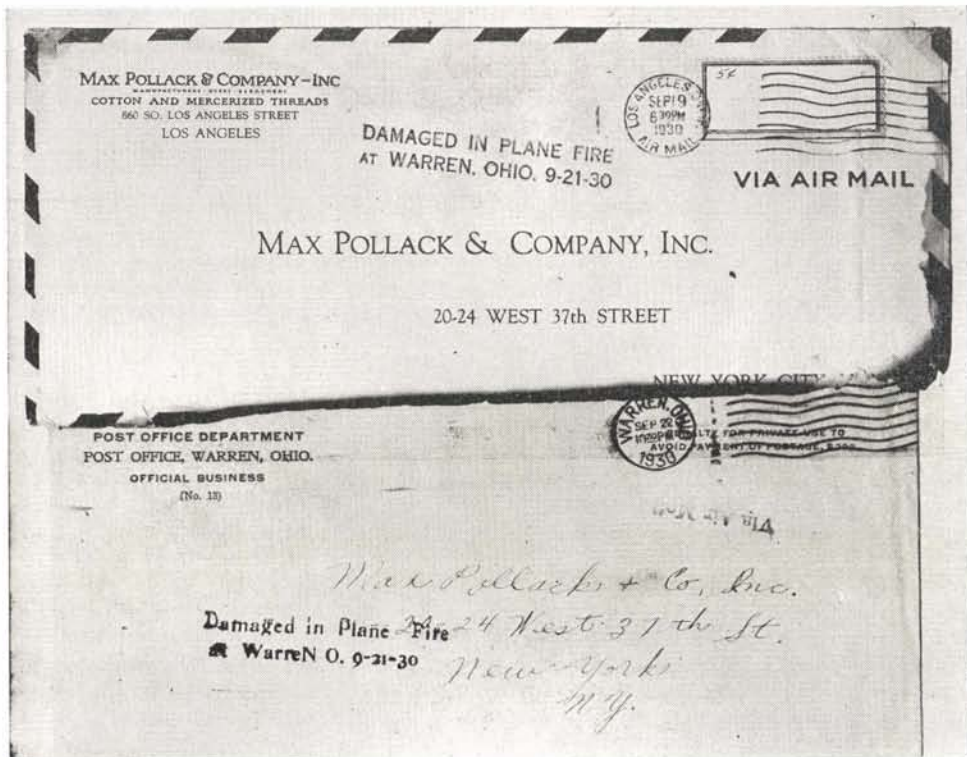
By 1931 the stamps printed on the rotary press were considered equal to those printed from flat plates. The increased production coupled with decreased cost caused the Department to instruct the Bureau to print the current ordinary issues above the ten cent as well as air mails and special delivery stamps on the rotary press after June 30, 1931, the end of the current fiscal year. Printing of this new air mail variety was started on August 14.

The stamps printed on the rotary press were also made from 200 subject plates. As is common with rotary sheet stamps, the plates were divided into four panes by horizontal and vertical gutters five sixteenth of an inch wide. The sheets were cut through the center of these gutters and issued in panes of 50 with a margin on all four sides, thus eliminating straight edged copies. The stamps were curved endwise on the plate with the plate numbers in the outside margins. However, when the panes are held in normal position, these numbers appear above or below the first vertical row in the left panes and in similar position to the tenth row of the right panes. The custom has been to recognize the panes by the position of the plate number, i. e., if the number is in the upper left corner it is the upper left pane, in the upper right corner it is the upper right pane, etc.

#1311—Five Cent, Violet. Winged Globe. No Wmk. Perf. 11.

Issued February 10, 1930.

After several designs had been submitted, the Postmaster General approved the sketch by C. A. Huston and A. R. Meissner, after a photograph of the insignia of the Air Mail Pilot. The vignette was engraved by F. Pauling and the frame and lettering by F. Lamasure. The die proof was approved on January 25, printing was started on January 30, the first delivery to post offices was made on February 3, and on February 10, the stamps were placed on sale at Washington, D. C. post offices and at the Philatelic Agency.



An Airmail Crash Cover and Its "Ambulance Cover" Used to Forward It.

In size and shape this stamp is identical to the current 10, 15 and 20 cent air mail issue, 75/100 by 1 84/100 inches and was printed in purple ink instead of blue as had been originally intended. The central design shows the insignia of an air mail pilot, a globe with wings extending from either side and a background simulating rays of light. Upon the globe are the words "U. S. AIR-MAIL." In a horizontal panel across the top of the stamp are the words "UNITED STATES POSTAGE" in white Roman letters and at the bottom, in an ornate panel, is the word "CENTS." The white numeral "5" appears within circles in both lower corners.

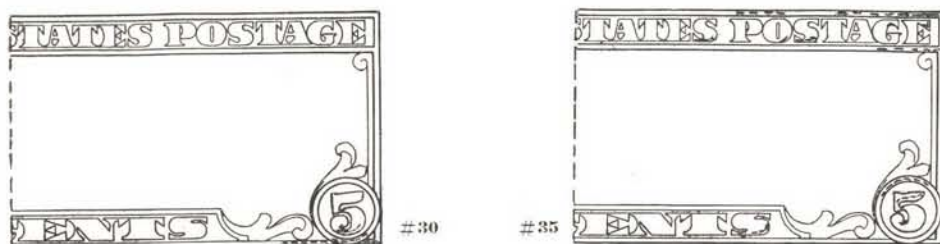
Thirteen plates were made and all went to press. Little variation appeared in the shade, any slight differences being mainly due to the quantity of ink. There was only one plate 20189 that showed any worthwhile plate varieties. On this plate the left vertical row (this appears as the right vertical row on the printed sheets) was evidently entered out of line as almost every stamp on the row both in the upper and lower panes shows evidence of a fresh entry resulting in a double transfer.

Shades: Violet, bright violet

Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Double transfer

20189 U. R. # 30. The doubling can be seen in the circle around the right figure "5" and in the numeral (Illustrated.)

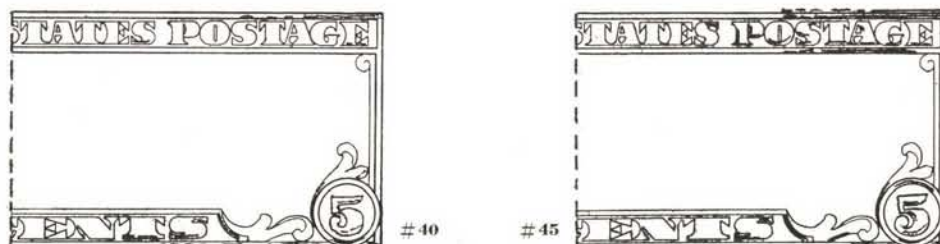
20189 U. R. # 35. There is a slight doubling above and below "POSTAGE" as well as "OSGE". The "S" of "STATES" and the "S" of "CENTS" show added lines of color as does the right numeral "5" and the circle around it (Illustrated.)



Double Transfers Plate 20189 U. R.

20189 U. R. # 40. This is similar to # 35 but is more pronounced especially on the lower part of the design showing quite strongly in "TS" of "CENTS" below the inner frame line and on the right "5" (Illustrated.)

20189 U. R. # 45. This is the strongest double on this pane and shows almost the entire right side doubled. It is quite marked above and below and on all the letters of "POSTAGE", added lines are in the "S" of "STATES" and "S" of "CENTS" as well as over, under and on the numerals "5" (Illustrated.)



Double Transfers Plate 20189 U. R.

20189 U. R. # 50. Traces of the previous entry may be found in the upper right corner above and below "POSTAGE" also in and around the "5" in the lower right corner (Illustrated.)

Double Transfer

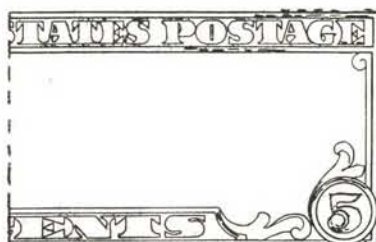


Plate 20189 U. R. # 50

20189 L. R. # 5. The doubling shows above and below "POSTAGE", above, below and on the "S" of "CENTS" as well as on and around the right "5" (Illustrated.)

20189 L. R. # 10. The fresh entry has a marked defective transfer of the shading lines at the right. Added lines are above and below "POSTAGE" as well as in the "TA," and above and below the "NTS" of "CENTS" and on the "S" (Illustrated.)



Double Transfers Plate 20189 L. R.

20189 L. R. # 15. This too shows a defective transfer as a result of the removal of the first entry. The signs of the earlier design may be seen on the "PTG" of "POSTAGE", above this word, on and below the tablet around "CENTS" and on and below the right "5" (Illustrated.)

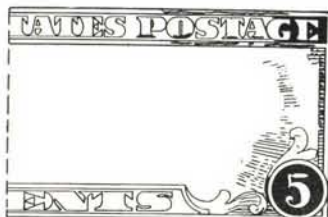
20189 L. R. # 20. This shows a marked upward doubling of the right side (Illustrated.)



Double Transfers and Defective Entries Plate 20189 L. R.

20190 L. R. # 25. The shading lines at the right are almost non-existent. The horizontal shading lines at right are doubled as are the frame lines above and below "POSTAGE" (Illustrated.)

Double Transfer



Defective Entry

Plate 20189 L. R. #25.

Plates used:

Eight plate numbers to each plate.
19941—42, 43, 44, 45, 46, 47, 48

Four plate numbers to each plate.
20187—88, 89, 90
20323

Plates not used: 20324—25, 26

Quantity issued: 97,641,200

#1315—Five Cent, Violet. Winged Globe. Rotary Press. No Wmk. Perf. $10\frac{1}{2} \times 11$.

Issued August 19, 1931.

For purposes of economy, the air mail stamps along with several other stamps, were to be printed by the rotary press' as soon as practical after the start

of the fiscal year of 1932. The Department did not consider that these were new issues, as did the collectors, so no official first day was announced. The printing of this stamp was started on August 14, 1931, and on August 17th the first delivery was made. On August 19, the new air mail stamp was issued at the Philatelic Agency. This is the earliest known date of this variety.

Because of the size of the stamp, and the necessity of curving it endwise on the plate, a new technique had to be developed to prevent the rotary printed stamp from being out of proportion. Previously it had been the custom to roll the stamps parallel to the narrow end of the design. Thus the transferring started at the bottom of the stamps, that were higher than wide and at one side or end of stamps that were wider than high. This method slightly increased the length of the largest dimension. This increased length, plus that which results from the curving of the plate to fit the rotary press, would have entirely destroyed the correct proportion of this stamp. To overcome this the Bureau began to rock in these designs from top to bottom instead of from side to side, and the slight increase in height kept pace with the increased length, and allowed the rotary product to keep its proper proportions. The flat plate stamp measures $46\frac{3}{4}$ mm. long by $18\frac{3}{4}$ mm. high, whereas the rotary is $47\frac{3}{4}$ mm. long by $19\frac{1}{4}$ mm. high.

Collectors should have no difficulty in distinguishing between the two types of printing on this stamp, for in addition to the difference in size there are also variations in the perforations and the color. These stamps being curved endwise on the press are, perforated $10\frac{1}{2}$ horizontally and 11 vertically. The stretching of the plate caused by the curving, slightly decreased the depth of the engraved lines, and the impressions from the rotary press are not as deep in color as the flat plate issue.

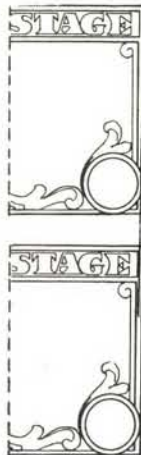
Two plates were made and used for this stamp and only one minor variety has been discovered. On Plate 20606 L. R. there is a heavy line, which runs just inside the right frame lines from the middle of stamp No. 40 to No. 45. This is too heavy to be a plate layout line and may safely be called a scratch. It is quite marked and easily seen without a glass.

Shades: Violet, dull violet

Varieties: a: Plate number blocks, top and bottom only

b: Plate scratch

20606 L. R. # 40-45. Line just inside right frame line (Illustrated.)



Marked Plate Scratch

20606
Lower Right
40-45

Plates used: 20606—07

Plates not used: 20702—03

Quantity issued, through August, 1935: 57,340,050

SERIES OF 1932

On June 8, 1932 Postmaster General Brown announced that coincident with an increase in the first class postage rate, there would be a similar increase in the air mail rates, and that effective July 6th, the new air mail rate was to be eight cents for the first ounce, and thirteen cents for each additional ounce or fraction. On June 10th Third Assistant Postmaster General F. A. Tilton, announced that no action had been taken to provide new air mail stamps for the revised rates, and that until further notice postmasters were to continue to stock the current five cent air mail and make up the new rates with that stamp and a three cent stamped envelope or with ordinary stamps.

A short time later the Postmaster General instructed the Bureau to prepare a new air mail stamp in the eight cent value. The die proof of the stamp was approved on August 17th. On August 29th, the Department announced that the new eight cent air mail stamp would be issued at Washington, D. C., September 26, which date President Herbert Hoover had set aside for the laying of the corner stone of the New Post Office Building. Printing was started on August 30, and the first delivery to post offices was made on September 20. The eight cent air mail stamp went on general sale on September 27.

These were printed on the rotary press from 200 subject plates divided into four panes by horizontal and vertical gutters. The sheets were cut through the center of these gutters and issued in panes of 50 subjects. The plate numbers were again in the upper or lower outside corners of the panes when held in normal position. On the upper panes the plate numbers were over No. 1 of the left and No. 5 of the right pane. On the lower panes they were below No. 46 on the left pane and under No. 50 on the right.

**#1316—Eight Cent, Olive Bistre. Winged Globe. Rotary Press.
No Wmk. Perf. 10½x11.**

Issued Sept. 26, 1932.

This stamp is the same size, shape and design as the previous five cent air mail issue except for the substitution of the numerals "8" in the lower corners. The official description of the new color was olive green but the issued stamps were actually olive bistre, which contains a considerable amount of yellow.

Unlike other recent air mail stamps the Department did not handle first day covers and the official notice was issued sufficiently early to permit collectors to make private arrangements for the handling of their covers. The covers mailed had a special cachet applied by the Post Office Department, portraying the mail carrier of 1789 mounted on a horse and the mail carrier of 1932 in an airplane. The wording called attention to the date, the one hundred and forty-third Anniversary of the establishment of the United States Post Office and the laying of the corner stone of the New Post Office Department Building.

In spite of the duplex air mail rate of eight cents for the first ounce and thirteen cents for each additional ounce only the lower value was issued in a special air mail stamp. This value was current for a little less than two years and no major variations in shades were noted, nor were any worthwhile plate defects discovered.

Early in 1934 the carrying of air mail by commercial lines was interrupted and once again turned over to Army Fliers. Effective February 19, 1934, Postmaster General James A. Farley, by executive order, cancelled all existing air mail contracts and between this date and the latter part of June, the air mail was flown on temporary routes by planes of the army air corps. The latter were not as well equipped as the commercial planes nor were the pilots as experienced in certain phases of air mail flying which resulted in an increase of accidents to the detriment of the air mail service. The skeletonized routes,

coupled with the increase in incompleting flights caused many users of air mail to discontinue this means of forwarding their mail. New commercial contracts were subsequently made, and once again the flying of the air mail was turned back to private contractors. In many cases new air routes were laid out and more cities were connected with distant points. These new points were in most cases supplied with official cachets for use on first day covers, although none had been provided when the army began flying the air mail. The assurance of prompt delivery again being certain, and the addition of many new points served by air mail soon caused business men to return to this form of mail service in increasing numbers.

Shades: Olive bistre, deep olive bistre

Varieties: a: Plate number blocks, top and bottom only

Plates used: 21028—29, 30, 31, 32, 33

Quantity issued, through August, 1935: 72,122,550

NOTES

SERIES OF 1934

Early in June 1934 while the army air corps was still flying the air mail, Congress passed Act No. 308 which reduced the air mail rate to six cents per ounce for the first, and each succeeding ounce. On June 13, President Roosevelt signed the bill, and the Post Office Department immediately ordered the Bureau of Engraving and Printing to prepare a design for a six cent air mail stamp. On June 18 the die proof was approved and work was started on the plates.

These were again printed on the rotary press from 200 subject plates divided horizontally and vertically, by 5/16 inch gutters into panes of 50. The plate numbers were in the top or bottom outside corners of the panes, above or below the first row on the left panes and in similar position to the last row of the right panes.

#1318—Six Cents, Orange. Winged Globe. Rotary Press. No Wmk. Perf. $10\frac{1}{2} \times 11$.

Issued June 30, 1934.

This stamp is identical in size and shape to the eight cent air mail issue it replaced. The only alteration was that of the denomination numeral to "6" and color change from olive green to orange.

Printing was started on June 28th and the following day the first deliveries were made to post offices. July 1st, being a Sunday, the postmaster at Baltimore placed these stamps on sale on June 30th, and a few covers were mailed on that day bearing the new stamp plus additional postage to pay the eight cent rate. In Washington a new precedent was started when these stamps were first placed on sale on Sunday, July 1st. There was no official "first day" and July 1 covers therefore rank only as "first day new rate" items.



An Unusual Airmail First Day Rate Cover 6c Stamp, July 1, 1934.

This is the last of the ordinary air mails to be issued prior to October 1, 1935. How long this rate will continue in force is open to question. England has recently reduced its air mail rate between various parts of the British Isles, and there are many who have long advocated a similar policy for the United States. History often repeats itself. At the end of 1918, the air mail rate was 6 cents. After a career of many variations it was re-established at the same amount in 1934. During the experimental transcontinental flights beginning on September 7, 1920, the rate was two cents per ounce. Perhaps this, too, may some day return as a regular feature.

Shades: Orange, bright orange

Varieties: a: Plate number blocks, top and bottom only
b: Defective transfer

The top row of plate 21234 contains numerous defective transfers of the bottom frame lines. #3 U. L. shows a defective transfer of the bottom frame line at the right and in the right corner. #4 U. L. the bottom frame line is thin, being almost non-existent below the ornament to the right of "CENTS". #1 and #2 U. R. is almost exactly like #4 U. L. while on #3 U. R. the bottom frame line is through at the right.

Plates used: 21234—35, 36, 37

NOTES



The Great Seal of the United States
and a reproduction of its impression.
Courtesy of "STAMPS"

SERIES OF 1934

AIR MAIL SPECIAL DELIVERY

Although the air mail speeded transportation of the mail between distant points, too much time was still being lost in local delivery. To further accelerate the delivery of air mail, the Post Office Department decided to issue a sixteen cent stamp to prepay the combined air mail and special delivery rate.

On June 28, 1934 the Bureau of Engraving and Printing was instructed to prepare a design for a sixteen cent special delivery air mail stamp. On July 3, the Information Service of the Post Office Department made the following announcement:

Air Mail Special Delivery.

Washington, July 3.—Postmaster General James A. Farley last night approved and sent to the Bureau of Engraving and Printing the final model of the new 16-cent combination Air Mail-Special Delivery postage stamp which is soon to be issued by the Post Office Department.

The central design on this stamp will be the official United States Coat of Arms, depicting the American eagle with wings spread. Across the top of the stamp are the words "U. S. POSTAGE", while in the lower left and right hand corners are the denomination numbers "16" between which is the word "cents." At the left of the stamp in vertical formation are the words "Air Mail" flanked on the opposite border by the words "Special Delivery." This stamp will be approximately the same size as the current Special Delivery issue.

The color of the new stamp, which will be announced following Bureau of Engraving and Printing dye tests, will be of a most distinctive character, and will be of such a tint as to enable postal clerks to discern instantly that both Air Mail and Special Delivery handling are required. This will insure all mail bearing the new stamp being rushed to the first departing plane for immediate dispatch. Upon reaching the airport nearest the addressee, this Air Mail Special Delivery mail will be rushed at once to the person for whom it is intended, thereby affording patrons of this service a most expeditious and reliable means of communication.

In spite of this official announcement the design was changed before the die proof was approved. On August 16, the steel blue color was adopted from among the die proofs submitted in nine colors. On August 21, printing was

begun with an elaborate ceremony. The press release of the information service of the Post Office Department contained the following report of this event:

"Washington, Aug. 21.—Printing of the new 16-cent combination Air-Mail Special Delivery postage stamp, soon to be issued by the Post Office Department, was begun shortly after noon today at the Bureau of Engraving and Printing.

"Before a representative gathering of the Post Office Department and Bureau of Engraving officials, Acting Postmaster General Clinton B. Eilenberger, threw on the switch which started the first run of the big flatbed presses on which the new stamp is being printed.

"As the first sheet of the new stamps came through the press, Acting Postmaster General Eilenberger, in presenting it to Acting 2nd Asst. Postmaster General Jesse Donaldson, said:

"It is particularly a pleasure to attend this ceremony incident to the first press run of the new special delivery air-mail postage stamp.

"As indicated by its name, this stamp is intended to serve a double purpose. A letter bearing one of these stamps will receive preferential treatment from the time it is collected and dispatched by airplane until delivery is effected by special messenger at destination.

"This special-delivery air-mail stamp is, therefore, unique in that it will not only be of interest to philatelists and a valued addition to their collections, but it will also mark a departure from the general run of stamps because of its usefulness from a practical standpoint.

"The central subject reproduces the great Seal of the United States of America, which very properly denotes the majesty of the air-mail service. It is of the 16-cent denomination, its beauty is pronounced, and it is particularly gratifying to my Bureau to participate in the authorization of its issuance."

In response, Mr. Donaldson said:

"With approximately 29,000 miles of air-mail routes giving service to forty-six states and practically every large city in the United States, and with a rate of 6 cents per ounce or fraction thereof, the air-mail service offers a means of communication to the public unexcelled by any other country.

"The air mail with the added facilities of this new air-mail special-delivery stamp will be first in arrival, first in delivery, first opened and first answered.

"The Second Assistant appreciates the beauty of this new stamp and is very grateful to Mr. Eilenberger for having worked this out and made it possible for the public to use this speedy service. I am sure that the public will greatly appreciate this new facility which will be placed at its disposal."

Also gathered around the presses at the first press run of the new stamp this noon were Acting First Assistant Postmaster General Vincent Burke; J. Austin Latimer, Special Assistant to the Postmaster General; Deputy Third Assistant Postmaster General Roy North; Charles Graddick, Superintendent of the Air Mail Service; Kildroy P. Aldrich, Chief Inspector; Karl Crowley, Post Office Department Solicitor; William L. Slattery, Post Office Department Comptroller; Owen Keen, Chief Clerk of the Post Office Department; Robert E. Fellers, Superintendent, Division of Stamps; and Alvin W. Hall, Director of the Bureau of Engraving and Printing.

This new Air Mail-Special Delivery stamp, which is to be placed on first day sale at Chicago, Illinois on August 30, is steel blue in color and has as its central design the official United States Coat of Arms, depicting the American Eagle with wings spread on a white background, from which rays of light are cast out into the blue surface of the remainder of the stamp.

Across the top of the stamp are the words, "U. S. Postage," while in the lower corners are the denomination numbers "16" between which is the word, "cents." At the left of the stamp in vertical formation are the words, "Air Mail" flanked on the opposite border by the words "Special Delivery." This stamp will be approximately the same size as the current Special Delivery issue.

The color of the new stamp is of such a tint as to enable postal clerks to discern instantly that both Air Mail and Special Delivery handling are required. This will insure all mail bearing the new stamp being rushed to the first departing plane for immediate dispatch. Upon reaching the airport nearest the addressee, this Air Mail-Special Delivery mail will be rushed at once to the person for whom it is intended, thereby affording patrons of this service a most expeditious and reliable means of communication.

It will be noted that the press release mentioned that the first sheet off the press was presented to the Acting Second Assistant Postmaster General. These stamps were printed in sheets of 200 subjects and those intended for

public distribution were later gummed, perforated and cut into panes of 50 and so issued to post offices. The sheet mentioned above and additional ones presented to President Roosevelt and other officials were taken from the press in full unperforated sheets of 200 subjects and as such were in a form not available to the general public.

This practice had been started by Postmaster General Farley who, not being a collector, may not have realized that he was creating "made to order" varieties of great value. Stamp collectors, realizing the gross unfairness of this practice, requested that it be discontinued and the irregularly issued sheets be returned and destroyed. Little attention seems to have been paid to the pleas of philatelists and the practice was continued.

On January 28, 1935 however, Congressman Charles D. Millard, of Westchester County, New York, at the request of the *Westchester County Chapter No. 85 of the American Philatelic Society* introduced a resolution of inquiry as to the number of imperforate sheets so presented and further requested that the practice be discontinued. The able handling of the resolution by Congressman Millard made the matter one of national importance and the full story was carried by the *Associated Press* into every corner of the country. Although the resolution was defeated by a strict party vote, (Congressman Millard being a Republican), Postmaster General Farley believed it advisable to order that the sheets in question be duplicated immediately, and placed on sale at the Philatelic Agency for the benefit of stamp collectors. He further ordered that the practice be discontinued, and issued instructions that will undoubtedly prevent any recurrence in the future.

The reprints of the stamps which were already known as the "presentation sheets" were ungummed and unperforated. They were issued in sheets of 200 subjects and in blocks of four. The full sheets had horizontal and vertical guide lines terminating in arrows and the complete arrow and center line blocks were obtainable for the first time as the sheets for the regular issue had been cut along these lines to make panes of fifty. Both types of issue had plate numbers above the third stamp in the top row of upper panes and in similar position below the bottom row on the lower panes. The plate numbers on the upper right pane was preceded by an "F."



First Design.

Photograph of Original Drawing Not Used.

#1400—Sixteen Cent, Steel Blue. Great Seal of the United States.
No Wmk. Perf. 11.

Issued August 30, 1934.

The design for this stamp was suggested by President Roosevelt, an active stamp collector for many years. Victor S. McCloskey, Jr., made the finished sketches which were then submitted to the Postmaster General for approval.



Second Design

Photograph of Original Drawing Not Used.

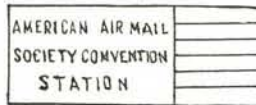
Two designs were submitted (illustrated) and one was tentatively accepted. This showed "Air Mail" at the left, and "Special Delivery" at the right. This was however modified by placing the "Special Delivery" at the top and "U. S. Postage" at the right. The die proof was engraved by John Eissler and Edward Helmuth.

As a compliment to the *American Air Mail Society* the stamp was first placed on sale in Chicago on August 30 during their Annual Convention, and a special post office station was installed. The covers mailed from the convention have the cancellation of the "American Air Mail Society Convention Station, Chicago, Ill." They were placed on sale in Washington the following day and available in other cities on September 1.



First Day Cancellation.
16c Air Mail Special Delivery
A. A. M. S.
Convention Station.

Courtesy Air Post Journal.



Four plates were made and all went to press. There were but two shades and these were mainly due to the amount of ink absorbed by the paper in the printing process. Several scratches were reported but no worthwhile plate varieties have been found.

There were many complaints that mail containing the stamp received neither air mail nor special delivery service. In 1935 it was reported that a request had been made to print this stamp in two colors so that postal clerks would be less likely to overlook the dual special service due a letter bearing this stamp. It had not been issued prior to October 1, 1935 and reports from official circles indicate that no such bi-color stamp would be issued. Few commercial covers have been seen bearing this stamp and as a single stamp pays the combined rate it is not likely that covers bearing more than one of this stamp were other than "made to order" items.

Shades: Steel blue, bright steel blue

Varieties: a: Plate number blocks
 b: Usual four pane position blocks

Plates used: 21312—13, 14, 15

**#771—Sixteen Cent, Steel Blue. Great Seal of the United States.
 No Wmk. Imperf.**

Issued March 15, 1935.

This stamp was placed on sale at the Philatelic Agency, Washington, D. C., along with all the other reprints of the "presentation sheets" on March 15, 1935. These stamps were sold only at the Agency and remained on sale until June 15, 1935, at which time the stock remaining was returned to the Bureau to be perforated, gummed and issued in regular sheets.

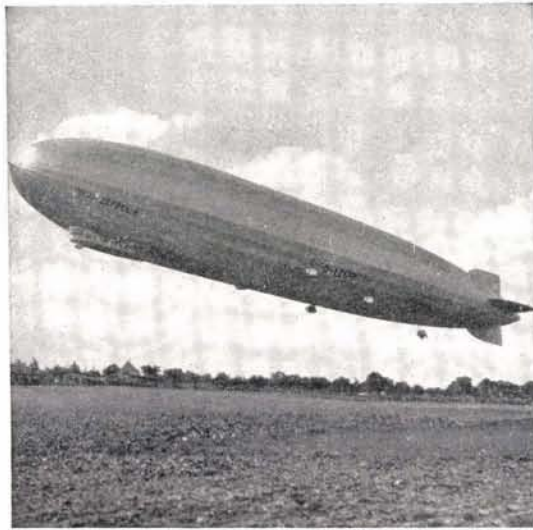
As this stamp was available only as an Air Mail Special Delivery, it was not purchased in as large quantities as the other stamps, and it is likely that it will in time be more desirable, especially in position blocks, than any of the other imperforate stamps issued on the same date. While most collectors believed that this stamp was only good for its full face value, an ounce of airmail plus special delivery service, there were some who thought differently. According to the announcement of the Postmaster General, this stamp and all others of the presentation sheet reprints were issued for the benefit of collectors, and a few collectors insisted that these were good for any air mail purpose and were able to obtain a department ruling allowing them to use blocks of the 16 cent imperf airmail using only one ten cents for the special delivery fee and the remainder of the face value of the stamps for the air mail charge. This, therefore, allows cancelled blocks on or off cover to be classed as legitimately used stamps.

Shades: Steel blue, bright steel blue

Varieties: a: Plate number blocks
 b: Imperf position blocks
 1. Center line
 2. Arrow blocks
 3. Center guide line blocks

Plates used: 21312—13, 14, 15

	Totals
Quantity issued: 51,056 blocks of 4	204,223
5,734 full sheets	1,146,800
	1,351,024



GRAF ZEPPELIN

Courtesy of "STAMPS."

GRAF ZEPPELIN AIR MAIL STAMPS ISSUE OF 1930

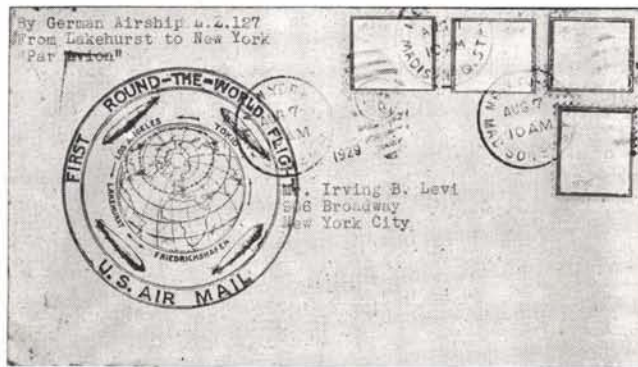
In 1928 the Post Office Department ruled that air mail stamps could only be used on air mail matter. In 1930 the restrictions were still further limited when a new issue of air mail stamps was announced for a special type of air mail, via the Graf Zeppelin on its intended European-Pan American Flight.



First Flight Zeppelin Air Mail United States to Germany,
October 28, 1928. Rate \$1.05.

From the Collection of J. J. Klemann, Jr.

In the fall of 1928 the Graf Zeppelin had made its first flight across the Atlantic. It flew to Lakehurst, N. J., and carried mail in both directions. In 1929 the Graf Zeppelin again made new air history by flying around the world carrying mail to and from various ports and on the round trip. The success of this trip prompted the Zeppelin Company to plan a trip to the United States, via Spain and South America, in May 1930, on which it was planned to carry



**First Round the World Flight Graf Zeppelin, August 7, 1929,
Lakehurst to Lakehurst via Friedrichshafen, Tokio, and
Los Angeles. Rate \$3.55.**

From the Collection of Irving B. Levi.

mail both ways. As a gesture of good will towards Germany, the Postmaster General decided to issue a series of three stamps for use on cards and letters to be sent on the contemplated flight, and accordingly, on March 29, instructed the Bureau of Engraving and Printing to prepare designs.

On April 3rd, Third Assistant Postmaster General F. A. Tilton announced that these stamps would be issued at the Washington, D. C. post office and at the Philatelic Agency on April 19. The stamps were also placed on sale on April 21st in 99 other cities divided among each of the 48 States. The dates were sufficiently early to allow mail from these cities to be sent to the Postmaster at New York for despatch via steamer, to Germany. The official notice stated that United States stamps could be used on mail from Friedrichshafen, Germany to the United States via Lakehurst, N. J., and on the return trip from Lakehurst via Seville, Spain, or Friedrichshafen to the United States, or any European country.

The Postal Bulletin of April 25th announced that the closing date for the Zeppelin mail to be sent to Germany had been extended to May 7th, the flight having been postponed until May 18th. It also listed several additional points to which mail bearing American stamps could be dispatched. These consisted of all stops enroute to Seville, Spain, Pernambuco and Rio de Janeiro, Brazil. Three loads of mail were forwarded by steamers on April 30, May 2 and May 9 and on May 19th the Graf Zeppelin left Friedrichshafen for Lakehurst, N. J., via South America. The giant airship reached its destination on May 31, and began the return trip on June 2.

While the Zeppelin was at Lakehurst the Post Office presented Dr. Hugo Eckener, Commander of the airship, with a set of the proofs of the stamps issued especially for the flight. This event was reported by the *New York Times* as follows:

"Die Proofs Given Eckener.

Hon. Irving W. Glover presents aviator with Valuable Album.

Lakehurst, N. J., May 31.—An Album containing the only die proofs made of the three special stamps the Post Office Department issued for the Graf Zeppelin's flight was presented to Dr. Hugo Eckener soon after his arrival by W. Irving Glover, Second Assistant Postmaster General in charge of air mail and representing Postmaster General Brown. An inscription signed by the Postmaster General, commemorative of the flight and commending Dr. Eckener's contributions to aviation, was printed in the front of the album.

In accepting the book Dr. Eckener said he would always treasure it and asked Mr. Glover to express to Postmaster General Brown his appreciation of 'the great support the Post Office Department has given on this trip as well as on past flights.'

Mr. Glover said later that \$5,000 would be a conservative valuation for the book, as it is the only one of its kind."

The official notice of this series of Zeppelin stamps stated that after the flight all stamps remaining unsold at post offices were to be returned to Washington for destruction. Under instructions from Third Assistant Postmaster General F. A. Tilton, the general sale of these stamps was discontinued on June 7th. On June 30, 1930, the sale was discontinued at the Philatelic Agency and the remainders recalled for destruction. Although the intention to follow this procedure had been given publicity in the philatelic press, few collectors or dealers laid in a supply of these items and it was soon apparent that those in the hands of philatelists were entirely inadequate to meet the demand. This lack of foresight was almost entirely caused by the belief that these stamps were only good for use on the Zeppelin flight, and had no postal value after the airship had left for Europe.

All three values were printed in sheets of 200 subjects, divided by horizontal and vertical guide lines into panes of 50. These stamps made especially for collectors, were treated in a special manner. The straight edges so despised by the average collector were avoided. After perforating in one direction between all rows (the knife in the center being replaced by perforating pins) the sheets were torn in half, then perforated in the opposite direction and again torn in half into post office panes of 50 and so issued. There were eight plate numbers, two to each pane, above or below the third stamp of the top or bottom row and to the right or left of the fifth row from the outside corners of the sheet. This too was indicative of the fact that these stamps were made especially for collectors as the Bureau had decided just prior to this issue to eliminate, as unnecessary, the side plate numbers on flat plate stamps.

The issuance of these stamps, especially the high face values of the set, caused considerable criticism. Many collectors felt that this unnecessary issue was below the dignity of our government. The general opinion was versed by the comment in the May 1930 issue of the *Bureau Specialist*, which read as follows:

"The general feeling of our correspondents is that the Grafts are a decided imposition upon the Fraternity and one calls attention to a paragraph of Mr. Hoover's veto of the bill for the "Gadsden Purchase" half dollar which reads as follows: 'The Monetary System of the country is created and exists for certain well defined and essential purposes. Sound practice demands it should not be diverted to other uses.' Is this not true of the Postal System also?"

**#1312—Sixty-five Cent, Green. Graf Zeppelin, Heading East.
No Wmk. Perf. 11.**

Issued April 19, 1930.

The three stamps in this group had a uniform border with the necessary changes representing the numerals of value. They were the same size and shape as the current air mails, 75/100 by 1 84/100 inches. At the top of the stamps in a straight line are the words "GRAF ZEPPELIN" with the words "EUROPE-PAN AMERICAN FLIGHT," directly beneath. At the bottom in a dark panel appear the words "UNITED STATES POSTAGE" and within circles in both lower corners are the numerals showing the denomination. The Post Office Department furnished the Bureau of Engraving and Printing with a photograph of the Graf Zeppelin, C. A. Huston and A. R. Meisner, the designers of the stamp, embodied the Zeppelin with the surrounding designs.

The stamp for this value was printed in green ink, and contains, as the central design, a representation of the Graf Zeppelin in flight across the Atlantic in an eastward direction. It was engraved by J. C. Benzing, E. M. Hall and

W. B. Wells. The die proof was approved on April 5th, printing was started on April 7th, and one week later, the first shipment left the Bureau.

This value paid the postage on a card from the United States by steamer to Germany and from Friedrichshafen via Zeppelin to Seville, Pernambuco and Rio de Janeiro. It also paid the postage on a card via the Graf Zeppelin on its return flight.

The round trip rate on a card was \$1.95 and this value was frequently used to pay part of this rate in conjunction with the \$1.30 stamp.

Four plates were made for this value and all went to press. No worthwhile plate defects were discovered and the shade showed no distinct variations. The Bureau of Engraving and Printing issued 1,135,000 copies of this stamp, of which 477 were sent to the *Universal Postal Union* for distribution to its members. These were specimen stamps but had no overprint to distinguish them from the regular issue, and were in every way identical to those sold to the public. All stamps remaining unsold after June 30, 1930 were destroyed. The report of the Postmaster General listed the quantity of this value actually distributed as 93,536, less than 10% of the original issue. There were 32,105 cards sent via the Graf Zeppelin, of which 17,740 had the 65 cent and \$1.95 rate. Although numerous covers were franked with ordinary stamps, it may be safely assumed that at least 20,000 stamps of this value were used. The mint available supply is, therefore, likely to be less than 75,000. Although the used copies are scarcer, it is unlikely that they will ever be considered more desirable than the mint copies, though these on cards or covers properly cancelled are especially desirable.

Shade: Green

Varieties: a: Plate number blocks

b: Usual four pane position blocks, with the guide lines perforated.

Plates used: 20077—78, 79, 80

Total issue: 93,536



Europe Pan-America Round Trip via Graf Zeppelin, 1930.

This cover carried by Graf Zeppelin from Friedrichshafen via South America and Lakehurst to Friedrichshafen. Rate \$3.95. Cachet shows full route.

From the Collection of L. B. Gatchell.

#1313—One Dollar Thirty Cent, Brown. Zeppelin Between Continents.
No Wmk. Perf. 11.

Issued April 19, 1930.

On this stamp the airship is similarly shown sailing westward with a partial outline of the eastern and western continents on either side. It was printed

in brown ink and gave a very pleasing result. C. A. Huston and A. R. Meissner were the designers, and the engravers were J. C. Benzing, E. M. Hall and W. B. Wells, all of the Bureau of Engraving and Printing. The die proof was approved on April 7th, and two days later printing was started. Shipments to distant post offices were begun on April 14th.

This value paid the postage on letters dispatched by steamer to Friedrichshafen and thence via the Graf Zeppelin to Seville, Pernambuco and Rio de Janeiro on the westward flight, and on cards along the same route to Lakehurst. It also paid the entire postage on letters on the return trip to points in Europe or to the United States via Seville or Friedrichshafen. It could also be used to pay part of the postage, on cards and letters making the round trip.

The Bureau originally issued 1,005,000 of these stamps which included the 477 copies for the *Universal Postal Union*. Of this total more than 92% remained unsold. After June 30th the remainders were destroyed, leaving a total of 72,428 bought by collectors. There were 17,279 covers mailed which had a \$1.30 rate or a rate that much in excess of \$2.60, the highest stamp in the set. In addition there were 14,465 cards from Friedrichshafen to Lakehurst carrying the \$1.30 rate, and 1756 cards bearing a rate of \$1.95 for the round trip. These totals are slightly in excess of 33,000, and although some covers had ordinary stamps, and combinations not necessarily those that might be expected by the rate, it can safely be assumed that about 30,000 copies were used. This would leave the total of available mint stamps at about 42,000. This stamp should therefore be scarcer in mint condition, than either of the other two values.

Four plates were made and used. There was little variation in the shade, and no worthwhile plate defects were discovered.

Shade: Brown

Varieties: a: Plate number blocks

b: Usual four pane position blocks with the guide lines perforated

Plates used: 20085—86, 87, 88

Total issue: 72,428

#1314—Two Dollars Sixty Cents, Blue. Graf Zeppelin and Globe. No Wmk. Perf. 11.

Issued April 19, 1930.

In the same frame as the two lower values, this stamp depicts the Graf Zeppelin emerging from the clouds, passing a globe representing the earth, and traveling on to the west. C. A. Huston and A. R. Meissner also designed this stamp, which was printed in blue. J. C. Benzing, E. M. Hall and W. B. Wells executed the engraving. Along with the \$1.30 stamp the die proof was approved on April 7th, but the printing was not started until April 10th, one day later than the lower value. In spite of its late start, copies were ready in time for the first delivery of all three values on April 14.

Possibly due to a smaller waste in perforating, a larger quantity was issued of this stamp than that of the next lower value, the total issued being 1,070,000. Four times as expensive as the lowest value and twice as expensive as the intermediate denomination, a smaller amount of this stamp was bought before the remainder was destroyed. The available total was 61,296. This rate paid the entire postage on letters going the full route, by boat, from New York to Germany, and by Graf Zeppelin from Friedrichshafen via Seville, Pernambuco and Rio de Janeiro to Lakehurst. It also paid part of the \$3.90 rate on letters making the round trip. There were 5,465 letters sent along the full route to Lakehurst and 475 additional covers, made the round trip, a total of 5,970 covers requiring at least a \$2.60 rate. Some of these rates may have been



Europe Pan-America Trip via Graf Zeppelin, 1930.

Cover carried from Lakehurst to Friedrichshafen. Rate \$1.30.
Cachet shows only the route of the east bound flight.

From the Collection of L. B. Gatchell.

made up by pairs or blocks of the lower values and some covers were franked with ordinary stamps but it can safely be assumed that about 5000 copies of this stamp were used. This leaves a total of about 56,000 mint copies available for collectors.

Five plates were made but only four were used as the first plate was found defective and not finished. No plate varieties were found and the shade showed no marked variation.

Shade: Blue

Varieties: a: Plate number blocks

b: Usual four pane position blocks with guide lines perforated

Plates used: 20090—91, 92, 95

Plate no used: 20089

Total issue: 61,296

Proofs: Aside from the set of Proofs presented to Commander Hugo Eckener, none seem to have reached philatelic hands though it is believed that others exist.

SERIES OF 1933

In 1933 the city of Chicago was the scene of a world's fair known as a "Century of Progress," at which exhibits from all over the world were shown. Numerous nations were represented, and Germany decided to send its Aerial Ambassador of Good-Will, the Graf Zeppelin, on a "Century of Progress Flight" to Chicago via South America.

On August 20, the information service of the Post Office Department issued the following press release:

New U. S. Stamp for Graf Zeppelin Visit.

Washington, August 20.—Postmaster General James A. Farley announced last night that the German airship Graf Zeppelin will make a special flight from Friedrichshafen, Germany to the Century of Progress Exposition at Chicago the latter part of October. The big German airship, which circled the globe in 1929, will leave its Friedrichshafen hangar on or about October 14, and will proceed to Chicago via South America with Dr. Hugo Eckener, famed German Zeppelin designer, in command.

Eckener proposes to fly from Friedrichshafen to Rio de Janeiro, Brazil, thence to Pernambuco, also in Brazil. From the latter city the commander of the Graf will point the nose of his giant craft northward, with Miami, Florida, as the next scheduled stop.

The Graf Zeppelin will take on an additional supply of gas at the Miami mooring mast before continuing on to Akron, Ohio, where she will dock in the hangar of the Goodyear-Zeppelin Corporation for refueling and re-gassing before proceeding to Chicago. On the return journey to Germany the Graf will fly directly to Friedrichshafen.

Arrangements have been completed with the Post Office department for the Graf Zeppelin to carry United States mail from Miami and Akron for delivery within the United States and from Miami, Akron and Chicago for dispatch to Europe on the return trip. A special 50-cent commemorative stamp will be issued by the Post Office Department for use on United States mail to be carried on this flight.

The rate to be charged will be 50 cents per letter not exceeding one-half ounce in weight, regardless of its destination. A special cachet will be used at Miami, Akron and Chicago on the letters dispatched from those offices.

The forthcoming visit to this country of the big German airship will mark the fourth time that the Graf Zeppelin has flown over the United States. Previous visits were made in 1928, a flight from Friedrichshafen to Lakehurst, New Jersey, and return. In 1929 the Graf Zeppelin crossed the continent on its world flight, making a stop at Lakehurst before continuing on to its home port. In 1930 the Graf Zeppelin made a Friedrichshafen to Lakehurst journey by way of Seville, Spain, Rio de Janeiro and Pernambuco.

Although special cachets were issued for mails sent on all of these flights, special postage stamps were issued only in connection with the European-Pan American flight in 1930.

On August 30th, the Department ordered the Bureau of Engraving and Printing to prepare designs for a fifty cent stamp for use on the forthcoming Graf Zeppelin trip. On September 21, Third Assistant Postmaster General Clinton B. Eilenberger announced that the new stamp would be issued at New York on October 2nd, described the new stamp, but did not mention the color as this had not yet been decided. It is interesting to note that the official notice stated that, "The special Zeppelin stamp is being issued solely for use on mail matter carried on the flight of the Graf Zeppelin.

On September 25th the die proof was approved after having been submitted in brown, blue, green and violet. Two days later, printing was started, using green ink, the color ultimately selected. On September 30th the first delivery was made to the Postmaster at New York City.

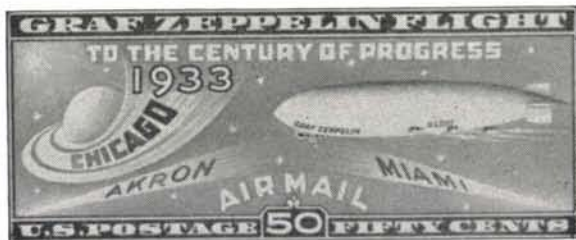
There was much agitation against this stamp by the people throughout the country. The issuance of the stamp was interpreted, by some, as a political move. After the Department had announced that the stamp would be issued, the order was rescinded, but was ultimately reversed in favor of issuance.

This stamp was printed in sheets of 200 subjects divided into panes of 50 by horizontal and vertical guide lines. The full sheets were handled in the same manner as the previous issue of Zeppelin stamps and the panes of fifty had perforated guide line edges. There were, however, only top and bottom plate numbers, one to a pane, being either above or below the third stamp in the top or bottom row.

These stamps were printed during the era of the "presentation sheets" and it was rumored that they had also been issued in full sheets unperforated and ungummed. This rumor persisted and at the request of H. M. Southgate, President of the *Bureau Issues Association*, Third Assistant Postmaster General Clinton B. Eilenberger in a letter dated April 22, 1935, stated:

"According to the records of the Department and The Bureau of Engraving and Printing no 50-cent Graf Zeppelin stamps were issued imperforate."

This can well be accepted as conclusive that these stamps ungummed and unperforated do not exist.



Designed by A. R. Meissner

Photograph of Original Drawing Not Used

#1317—Fifty Cent, Green. Zeppelin in Flight. No Wmk. Perf. 11.

Issued October 2, 1933.

The official notice stated that the stamp would first be placed on sale in New York and at Miami, Florida; Akron, Ohio; and Chicago, Illinois, as soon thereafter as circumstances permitted. The Bureau efficiency made it possible to make deliveries to other points in time to allow Chicago and Akron to place these stamps on sale on October 2nd, as shown by first day covers. On October 5, the stamps were placed on sale at the Philatelic Agency.



Designed by Victor S. McCloskey, Jr.

Photograph of Original Drawing Not Used

Designs were prepared by A. R. Meissner and Victor S. McCloskey, Jr., emphasizing the three stops that the Zeppelin would make in the United States. The Meissner design (illustrated) included the symbol of the Century of Progress, while the first McCloskey sketch (illustrated) showed prominent features of the three American ports of call, palms for Miami, factories for Akron and

the Federal Building at the exposition for Chicago. Both of these were rejected and Victor S. McCloskey, Jr., made two additional designs, both similar to the final design. The first included the starting point and the destination of the flight, as well as the words "Air Mail" (illustrated). The other is almost like the accepted design except for the changes in the Friedrichshafen hangar, the Federal Building and the addition of "A" before "Century of Progress Flight" (illustrated). The accepted design was also prepared by Victor S. McCloskey, Jr. The engraving was executed by J. C. Benzing, E. M. Hall and W. B. Wells.



Development of the Final Design

By Victor S. McCloskey, Jr.

Photographs of Original Drawings Not Used

The stamp is the same size and shape as the current air mails, 75/100 by 1 84/100 inches. The central design is a representation of the Graf Zeppelin flying over the Atlantic Ocean. To the right appears the hangar at Friedrichshafen, and to the left is shown the Federal Building at the Century of Progress Exposition. Across the top of the stamp appear the words "UNITED STATES POSTAGE" in solid Roman letters, and immediately below this are the words "A CENTURY OF PROGRESS FLIGHT" in small bold type. Below the central design in a large oval with dark background, is the denomination designation 50c in white lettering. The entire design is enclosed in a border formed by two narrow white lines.

This value paid the postage on a postal card, or a letter, weighing ½ ounce or less on Zeppelin mail via Seville, Spain, or Friedrichshafen to other parts of the world. It also paid the rate from the United States (New York) to



Graf Zeppelin Century of Progress Flight, 1933.

Cover carried from Chicago to Akron. Rate 50 cents.

From the Collection of George R. M. Ewing.

Friedrichshafen by steamer, then via Graf Zeppelin to Rio de Janeiro or Pernambuco, Brazil, and, if addressed to the United States, returned by steamer. A pair of these, or an equivalent amount in ordinary postage, paid all the charges on the boat trip and airship to Miami. Mail, carried along the full route to Akron or Chicago, needed an additional stamp, while the round trip and return by steamer needed a block of four of these stamps or its equivalent. These rates were considerably cheaper than those on the 1930 flight to Lakehurst and many more covers were mailed.

The various post offices supplied with these stamps returned their remainders after the airship had left for the return trip, but unlike the previous issue they were not immediately destroyed. The Philatelic Agency kept them on sale until early in 1935.

Four plates were made and all went to press although the first lots to reach New York were only printed from the first pair of plates. There was little variation in the shade, and no important plate varieties were discovered.

Shade: Green

Plates used: 21171—72, 77, 78

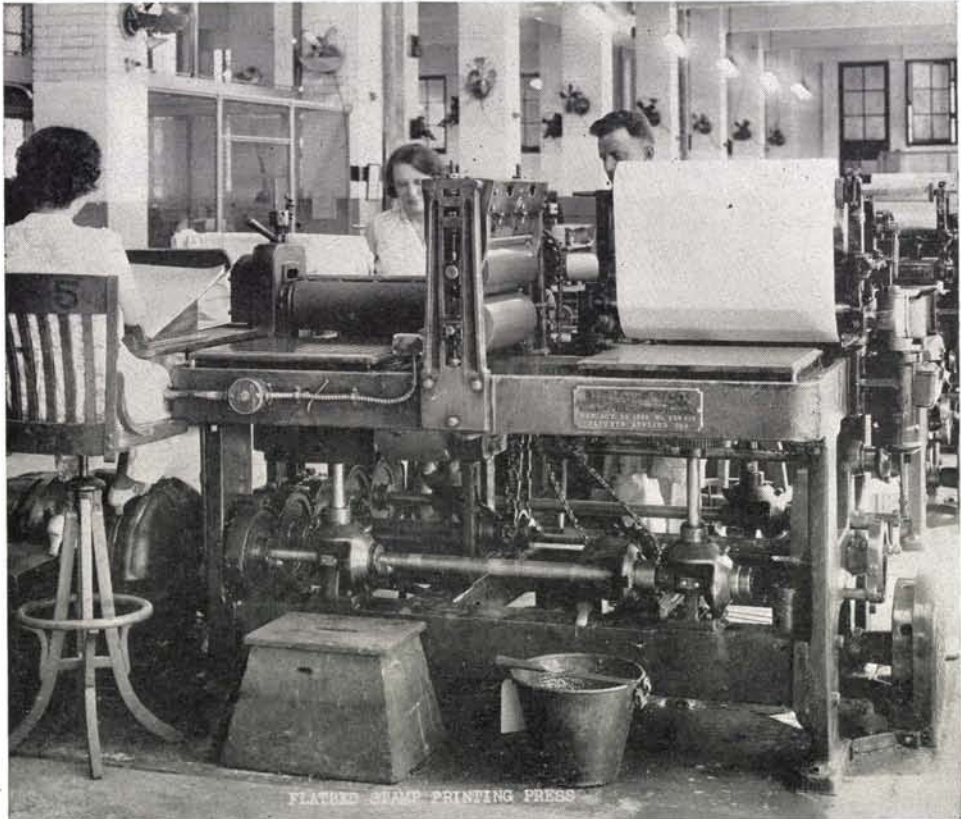
Quantity issued: 4,302,950

CHAPTER IV

MANUFACTURING OF OUR POSTAGE STAMPS

With the exception of war time emergency all our 20th Century postage stamps have been printed from intaglio plates, i. e. from plates which have their printing sections recessed. This has long been felt to be a surety against counterfeiting, especially since by this method it is possible to exactly reproduce, to an unlimited extent, copies of the original die.

After a stamp design has been approved by the Postmaster General, it is turned over to one or more engravers to prepare a master die. The master die is made of especially prepared soft steel with a highly polished surface. The engravers at the Bureau are specialists and upon the design to be engraved,



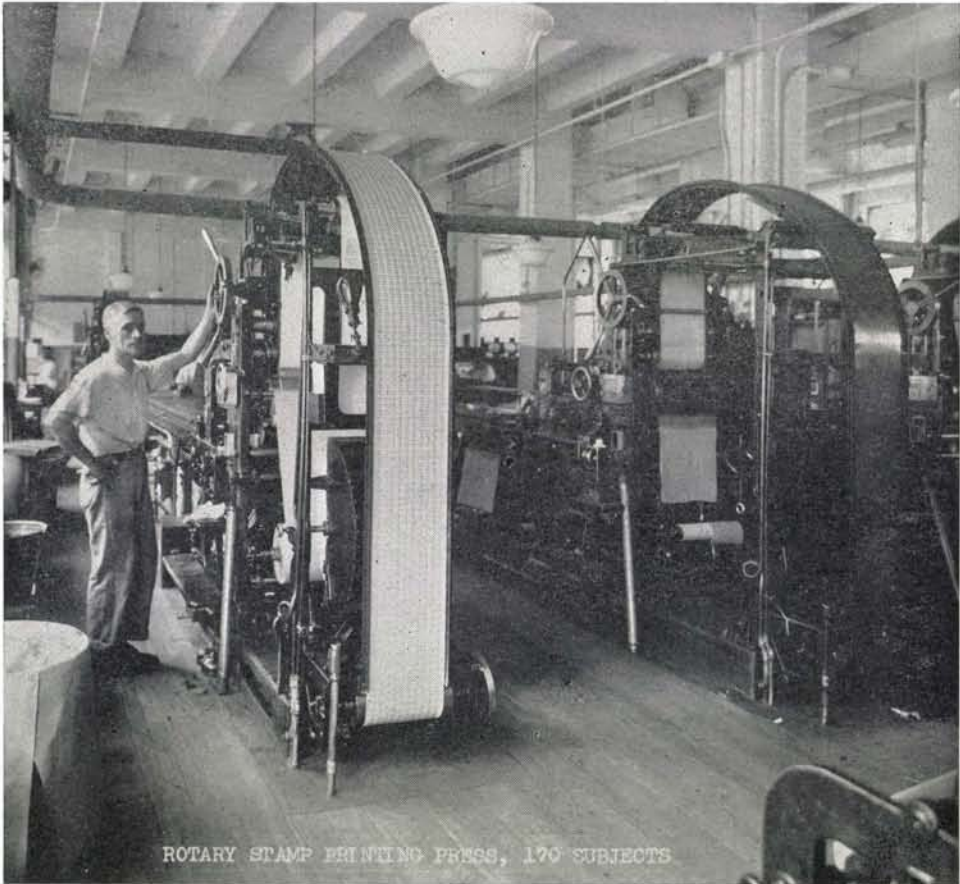
Flat Bed Printing Press, Bureau of Engraving & Printing

Courtesy of Alvin W. Hall, Director

depends the men selected. A portrait or picture engraver generally works on the vignette, while others skilled in special branches of design engrave the frame and the lettering. In all cases the master die is engraved in reverse so that the printed stamp will have a positive impression.

After the engraving has been completed a die proof is taken and if this is approved, the die is hardened and used as a master die to reproduce other identical copies. This hardened die is next laid on a transfer press and a soft steel

roll is forced into the design. This roll is but slightly wider than the stamp design and of a diameter sufficient to allow several reliefs along its circumference with ample space between each relief to allow the rolling in of a single design. (Note. In 1918-19 the Bureau used a ten subject die and transfer roll for making two 2 cent and four 3 cent plates but the experiment was unsuccessful and was discontinued.) This transfer roll has a positive design in relief and after being hardened becomes the transfer roll for reproducing the master die a given number of times on a steel plate which will print the stamps. In a series where certain parts of the design are uniform on stamps of different values, part of the transfer roll relief may be cut away and the remaining portion used to make a master die for other values. The section not effected by the partial relief roll is then turned over to the engravers who complete



ROTARY STAMP PRINTING PRESS, 170 SUBJECTS

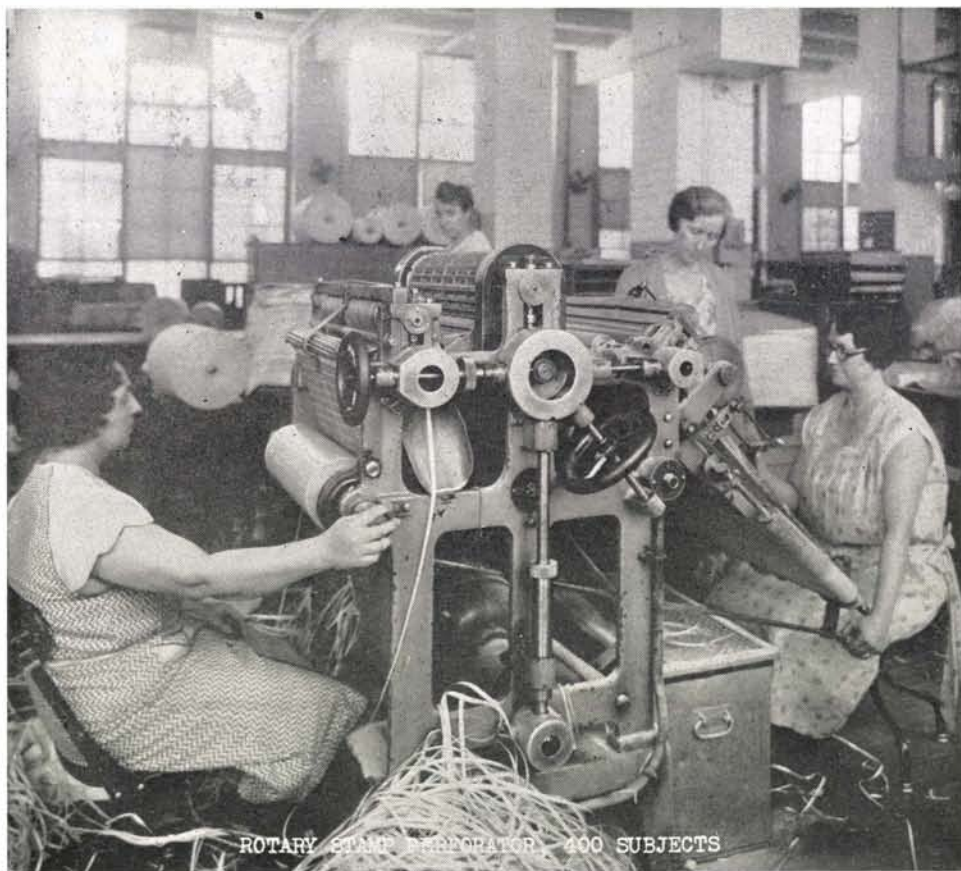
Rotary Press, Printing 170 Subject Coils, Bureau of Engraving & Printing
 Courtesy of Alvin W. Hall, Director

the desired design. In the 1908 issue it was generally only the numerals of value that had to be individually engraved, while on the 1922 issue it was also the vignettes.

The transfer roll, with the design in relief on its outer surface, is next used to make the plate. The soft steel plate is prepared for the transfer press by having each intended position carefully laid out on its smooth surface. This is done by the use of plate layout lines which aid in locating the position dots which are used by the transfer man to correctly enter each subject.

After all impressions have been entered, the marginal inscriptions and guide line added and all surface irregularities removed the plate is ready to be hardened if intended for use on flat bed machines or delivered to the curving department to be prepared for use on a rotary press and then hardened.

Up to 1910 all stamps had been printed on flat bed presses. At that time the demand for coils had become a burden to the Bureau as sheets of stamps had to be pasted together to make rolls of 500 or 1000 subjects. Experiments were then undertaken to print stamps in "endless" rows from engraved plates. On June 30, 1914 the first coil stamps from engraved rotary plates made their initial appearance. These were printed on "endless" rolls of paper and greatly reduced the cost of producing coil stamps.



Rotary Stamp Perforator, 400 Subject Sheets, Bureau of Engraving & Printing
Courtesy of Alvin W. Hall, Director

In 1920 some one cent stamps for issuance in 100 subject sheets were printed on the rotary press. These were not entirely successful and no other values were issued until 1923-24. The problems encountered were at first due to the curling of the sheets as noted on pages 9-10, which was overcome by the use of "gum breaker" bars. The next complaint was against the difficulty in separation of the rotary press stamps which were perf. 10, which gauge was necessary to prevent the rotary perforators from tearing the sheets into strips. A new perforator was designed at the Bureau and now no complaints are being registered against the perf. $11 \times 10\frac{1}{2}$ rotary press stamps.

Under Alvin W. Hall, Director of the Bureau of Engraving and Printing, the rotary press products have constantly improved and they have almost entirely replaced the flat plate stamps except for special issues, where only a small quantity is needed or the time available is too short to allow for the several extra days that are needed to make the curved plates. The plates for the rotary press require all the processing that the flat plates receive and in addition have to be curved and fitted with gripper slots to hold them on the rotary plate bed. Once on the press however two curved plates will turn out three to four times as many stamps in a day as four flat plates.

The flat plate presses used at the Bureau of Engraving and Printing have four plate beds connected together at equal distance by an endless chain. The



Rotary Perforating Section, Bureau of Engraving & Printing
Courtesy of Alvin W. Hall, Director

printer is assisted by two operators, a "layer on" and a "taker off." The photograph of a press at the bureau shows the plate at left in a starting position for the printing operation. As it passes under the rollers in the center foreground it is inked and the plate at the right shows one plate entirely covered with ink. The surplus ink is then automatically wiped as it passes under the roll of paper at the right. The printer then polishes the plate with the palm of his hand, which he has previously rubbed on a cake of chalk or whiting. The plates are continually rotating from left to right and as the polished plate passes the "layer on," a sheet of wetted paper is placed in proper position on the plate.

It will be noted in the illustration that the sheets next to the "layer on" are covered by a cloth. This is to keep the paper moist throughout—so that when forced into the recessed lines of the plate it will more fully pick up all the ink and give a perfect impression of the stamp. The plate covered by the sheet then passes under the impression roller, which presses the paper against the plate and prints the sheet of stamps. The girl in the left foreground then removes the printed sheet from each plate as it returns to its starting position. This process is continuous and as the first plate is printing the stamps, the second plate is being polished, the third is being wiped and the fourth is being inked. A press like this with four plates will print about 1,600,000 small size stamps a day. These presses occasionally only have two plates. This may happen at the beginning of a run of a new stamp when no other plates are ready.

Whereas three people are needed to produce 1,600,000 stamps per day on the flat plate presses, one man can run a rotary press and with two plates turn out 3,000,000 ordinary size stamps in the same time. The rotary press furthermore, wets the paper, prints the stamps and gums the sheets before they are again rolled at the far end of the press.

For stamps to be issued in sheets a roll of paper about $18\frac{1}{2}$ inches wide and 24 inches in diameter, long enough to print about 6000 sheets, is drawn through the rotary press by the plate rolls and a tension from the receiving roll, at the far end of the press. The roll of paper is placed in the drum-like receptacle seen in the immediate foreground of the photograph. It is then drawn upward over rolls which dip in the water trough near the top of the machine and give the paper the necessary moisture and then *down* past the curved stamp plates. In the foreground of the photograph, just below the printing plates is another roll of paper which runs *upward* to the plates. This is the wiping roller which polishes the plates before they come into contact with the stamp paper.

After the stamps have been printed, the paper passes back over the top of the machine on an electrically heated shute and down under the bottom of the press to the gumming roller which is seen just in front of the operator. After being gummed, the paper continues through a gum drying box to be coiled at the end of the press into rolls of about 1500 sheets for ease in handling on the perforating machines. The drying box can be seen in back of the gumming rollers.

The close up picture of the rotary perforator shows a roll of sheet stamps being perforated. The stamps first pass between the gum breaker bars which help keep the rotary press stamps from excessive curling. Immediately behind this are the $10\frac{1}{2}$ gauge perforating wheels and behind these is the perf. 11 perforating bar, the new development that made it possible to increase the rotary sheet perforations from 10×10 to $11 \times 10\frac{1}{2}$ and overcame the complaints against the earlier rotaries. The rolls are also separated into sheets of 400 on these perforators. The operator at the left keeps the vertical center of the sheets on the guide which is located ahead of the perforating wheels. The operator at the other end of the machine watches both the horizontal and vertical perforations and can constantly adjust the position of the roll as it passes through the perforator.

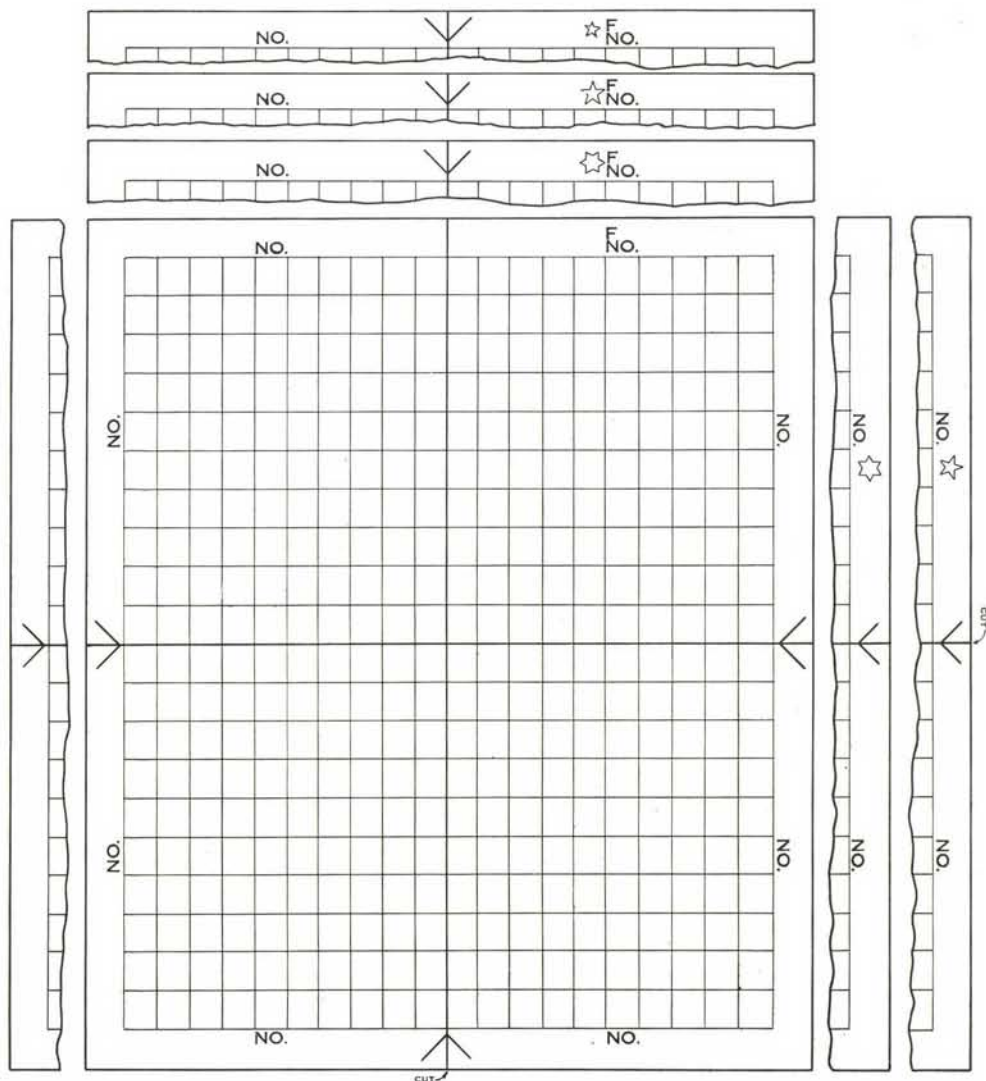
After the sheets have been inspected they are assembled between paste-board covers and stapled into packs of 100 sheets. To prepare them for distribution to post offices the full sheets are cut into panes of 100 by two cuts at right angles through the center by the guillotine knife. The photograph of the rotary stamp perforating section shows in addition to the perforators, the inspectors examining the sheets and stacking them into units of 100 sheets. At the back of the room is the guillotine. The racks at the left of the inspectors are for the sheets containing one or more defective panes. A shelf is available for each position that is defective and by binding the various positions together, the defective panes can be cut out and the remainder salvaged.

The information contained in this section and the photographs, illustrating the methods of manufacturing are available through the courtesy of Alvin W. Hall, Director of the Bureau of Engraving and Printing. Mr. Hall in supplying the photographs and his assistance in allowing the writer to study each operation from the floor at the Bureau made this chapter possible. The articles by H. M. Southgate in the *Bureau Specialist* were also of invaluable aid.

CHAPTER V

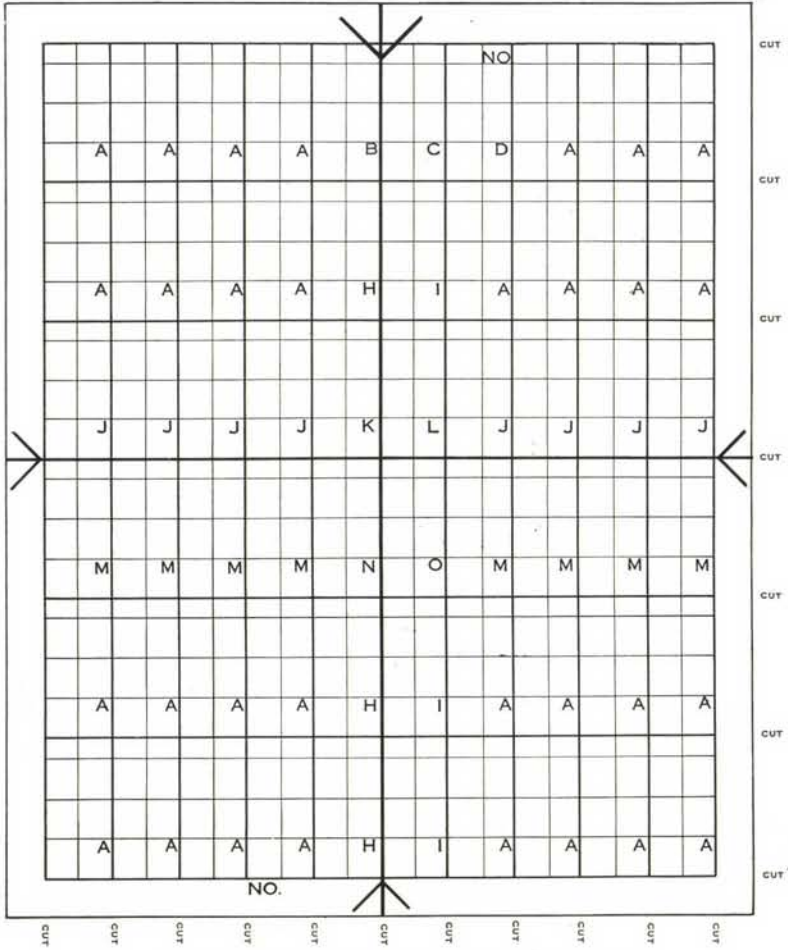
PLATE LAYOUTS

DRAWINGS BY WALTER A. STEVENS



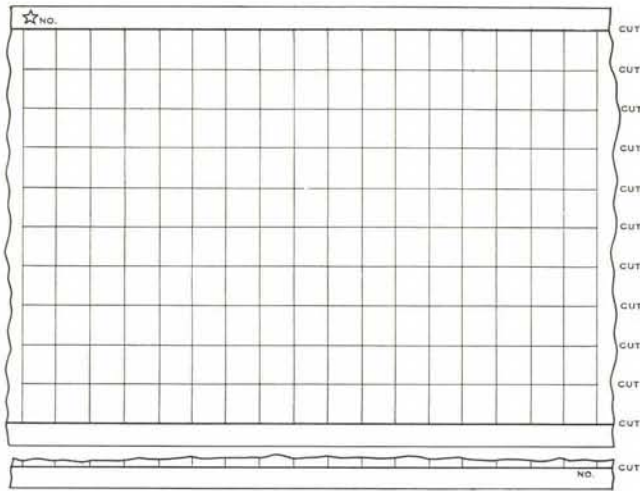
400 SUBJECT FLATE BED PLATES

The normal layout as indicated in the complete design was used for the 1922 issue up to and including the 50 cent and also the 1923 Airmails. Plates completed after 1930 had no side plate numbers. The star on the 1922 issue plates appeared only once, either at the top right or the upper right. Three types are indicated on the top panels—a small five pointed, a large five pointed star and a six pointed star. The latter two were also used at the sides.



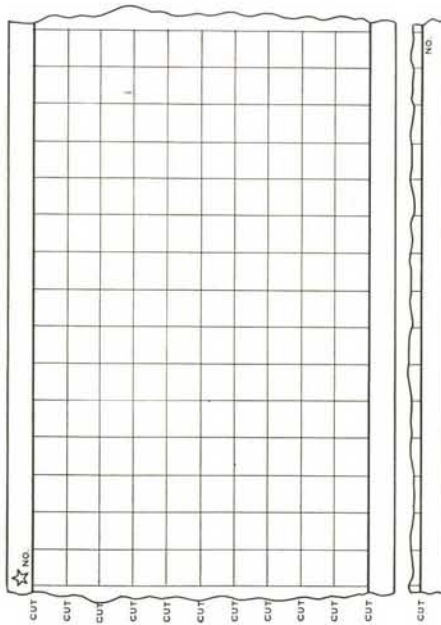
360 SUBJECT FLAT BED BOOKLET PLATE

The outer margins are all trimmed off as indicated.



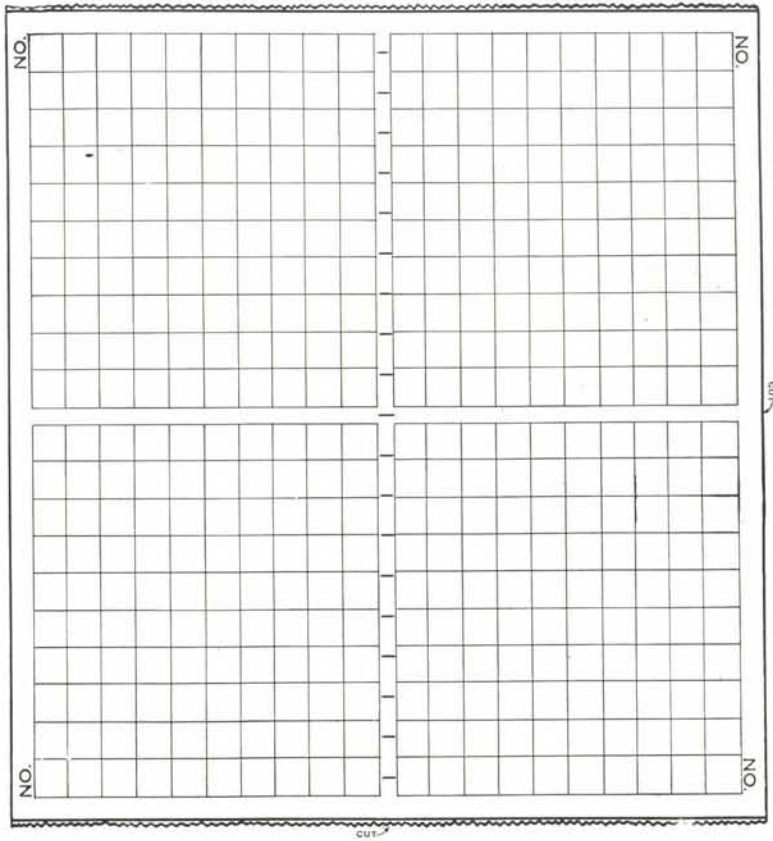
170 SUBJECT ROTARY PRESS SIDewise COIL PLATE

The coil waste was issued in this form.



150 SUBJECT ROTARY PRESS ENDwise COIL PLATE

The early plates for both types of coil plates had only one plate number preceded by a star. On later plates another number was added. On the sidewise coils the number is above stamp 1 and below stamp 170. On the endwise coils it is to left of 141 and to the right of stamp 10.

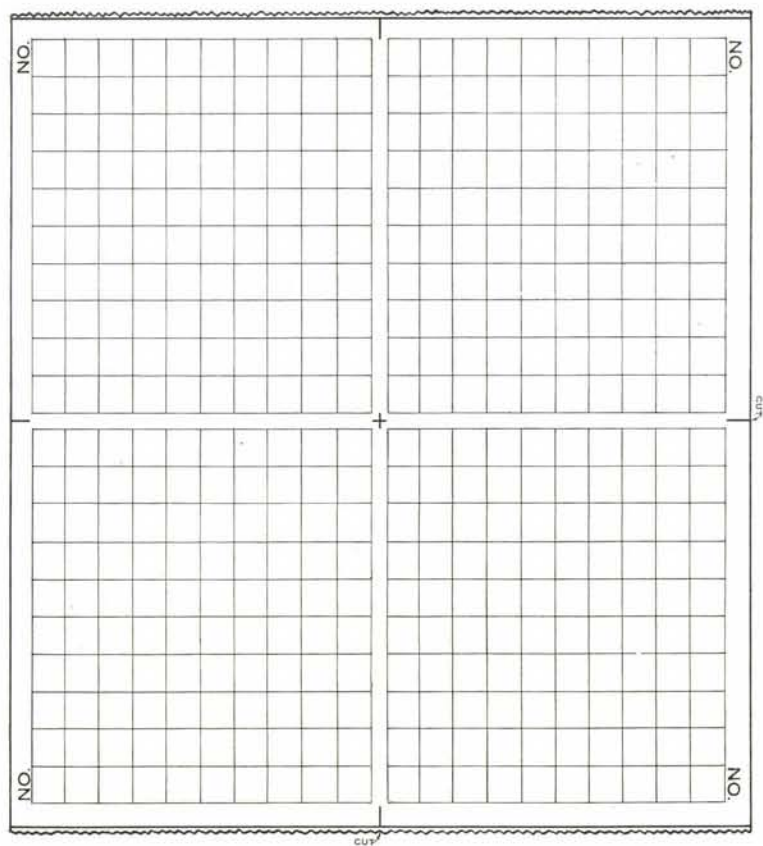


400 SUBJECT ROTARY PRESS PLATE

"Type A" Marginal Guides

Endwise Design

With but one exception this layout as used in the 1922-35 issue exists only perf 10—it also exists only on the 1 cent and the 2 cent.

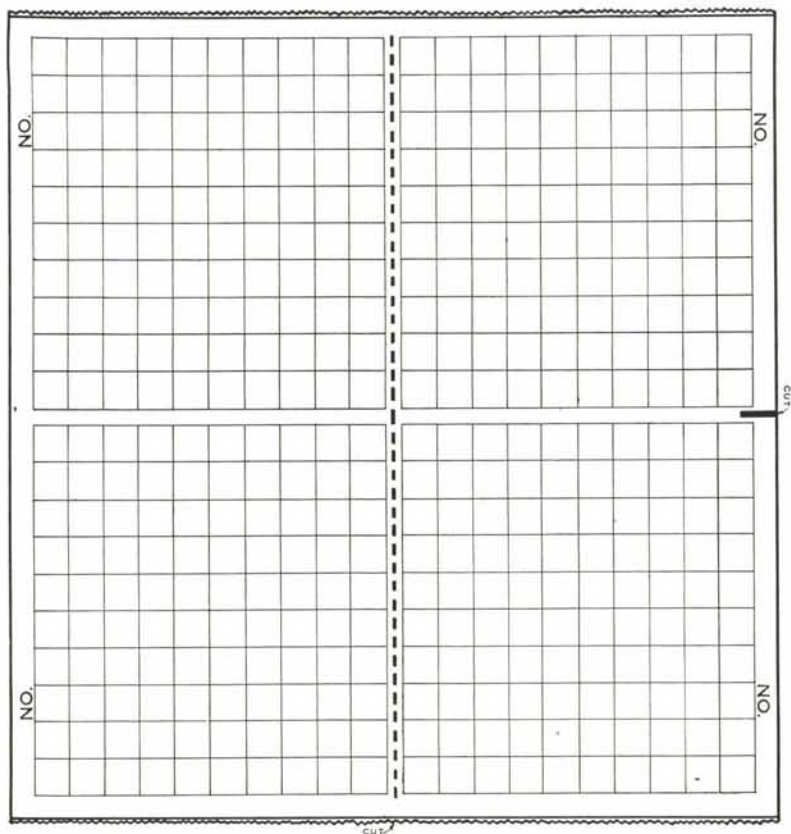


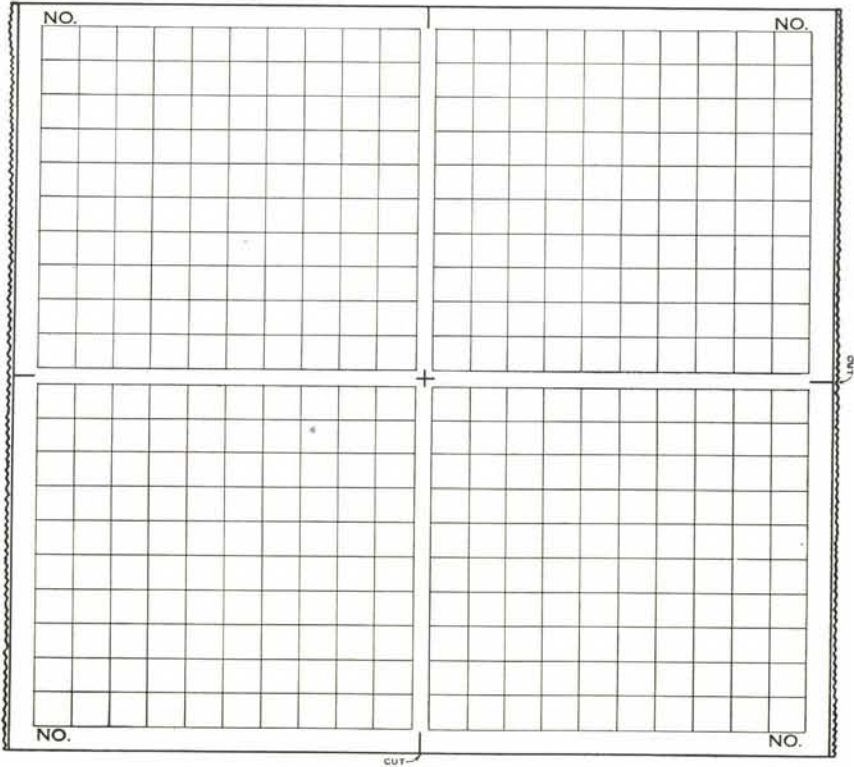
400 SUBJECT ROTARY PRESS PLATE

"Type B" Marginal Guides

Endwise Design

Used for Perf. 10 and 11x10½.

**400 SUBJECT ROTARY PRESS PLATE****Electric Eye Plate****Endwise Design****Used Only Perf. 11x10½.**

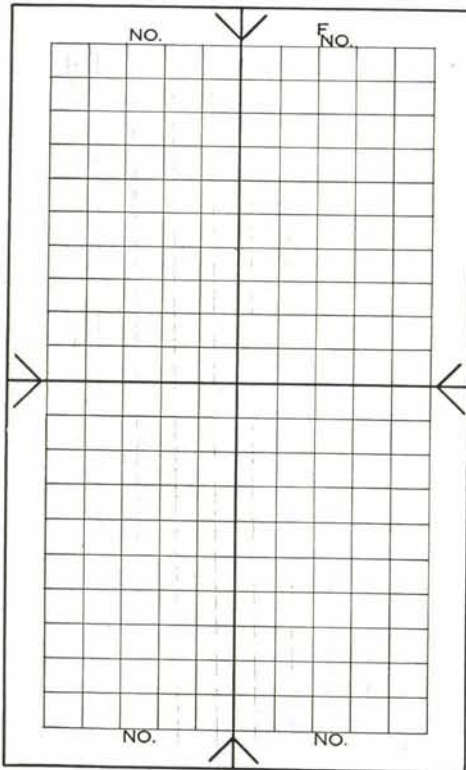


400 SUBJECT ROTARY PRESS PLATE

· Horizontal Design

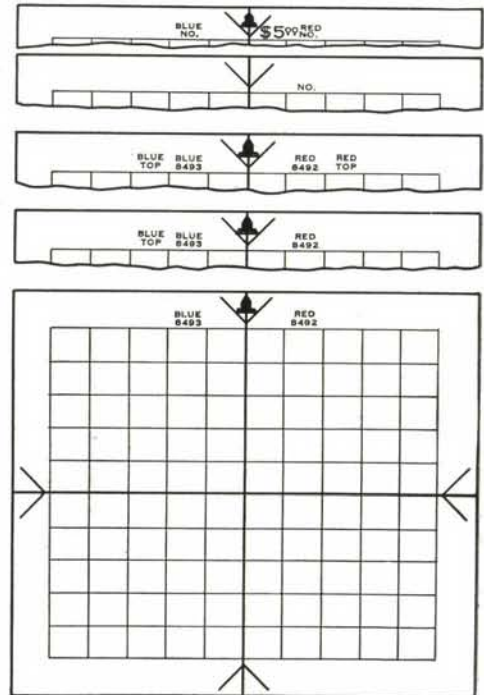
This indicates the position of the plate numbers when the design is held in a normal position. On the press the numbers are at the sides.

Used only Perf. 10½x11.



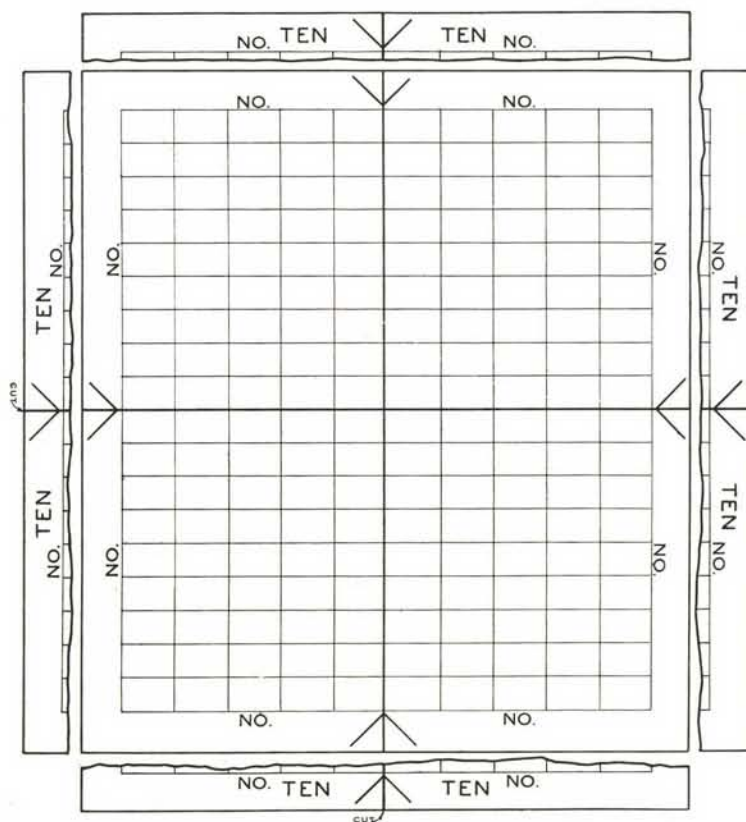
200 SUBJECT FLAT PLATE

Used only for \$1.00 and \$2.00 of the 1922. The full sheets were cut horizontally into panes of 100.



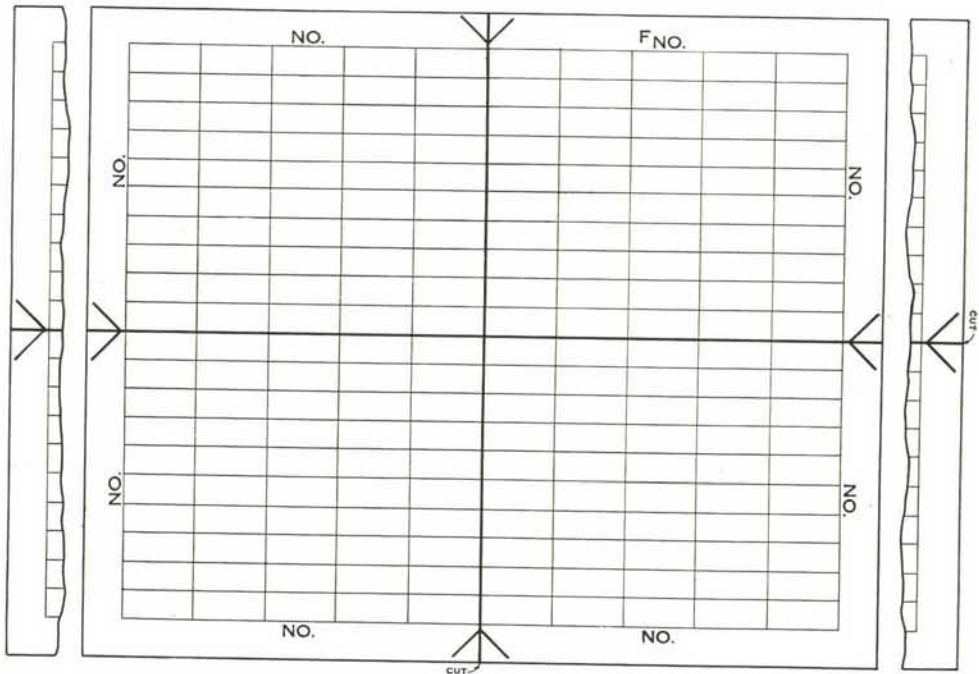
100 SUBJECT SHEETS

The full plate-layout shows the first printing of 24 cent red and blue Airmail. The panel above shows the next type of printing for this stamp with only the blue "TOP" and above this is the next stage with "TOP" in both colors. The printings from the 24 cent plates were issued in 100 subject sheets with the margin removed on two sides. The next panel showing one plate number is the layout for the 16 cent and 6 cent Airmail of the 1918 issue. The top panel shows the \$5.00 of the 1922 issue.



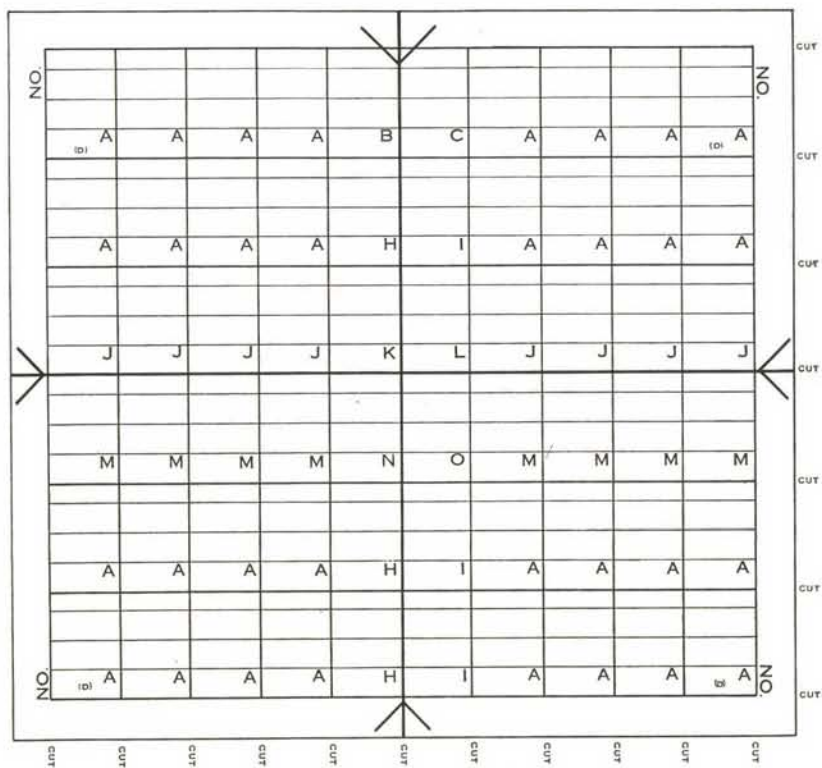
THE PARCEL POST PLATES—180 SUBJECTS

To overcome the confusion caused by the same color for all denominations the words of value were added. Some printings having been made from numerous plates before this imprint was added, copies may be obtained without and with the imprint from some of the plates. Other plates were only used after the imprint had been added.



200 SUBJECT FLAT PLATE

The plates containing eight plate numbers were used for the 10-15-20c series of 1926-27, the 10 cent Lindbergh, early plates of the 1930 5 cent and the 1930 Zeppelins. There were no side plate numbers on the late plates of the 5 cent 1930 and on the 1933 50 cent Zeppelin. The Zeppelin stamps were torn instead of cut along the guide lines.



LINDBERGH BOOKLET PLATE—180 SUBJECTS

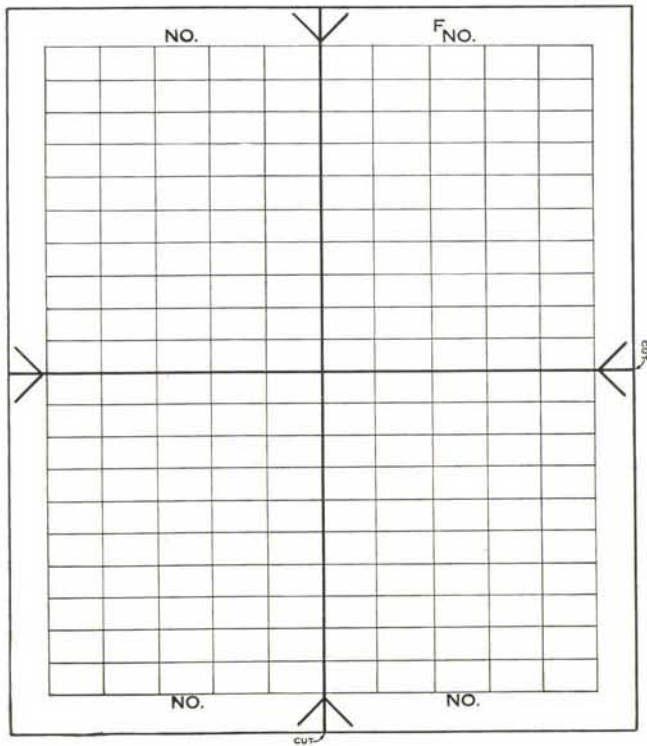
The margins containing the side and bottom arrows, part of the top arrow and the plate numbers were cut off. An off center cut might leave part of the plate numbers attached to the stamps as indicated in the four corner panes A (d) which then become position D.

NO.										

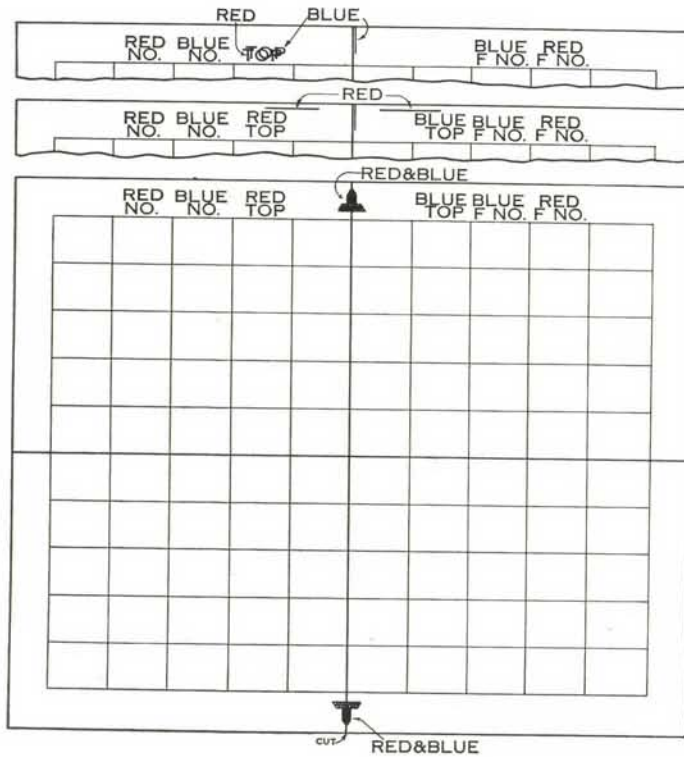
										NO.

cut

200 SUBJECT ROTARY PRESS PLATE
1931-1932-1934 Airmails 5c-8c-6c



200 SUBJECT FLAT PLATE
16 Cent Airmail Special Delivery.



FIVE CENT BICOLOR AIRMAIL.—100 SUBJECT PLATES

The full layout illustrates the first type of marginal marking. The panel just above shows the second type which replaced the solid marker on early plates and was used exclusively on the later ones. The top panel shows a combination from plate 19597 which had the "Top" at the left instead of the right. This resulted in the "Double Top" on the left and "No Top" on the right pane.

ADDENDA AND ERRATA

When the material for the 1922-35 issue was started in the *Collectors Club Philatelist* it was believed that by the end of 1935 the issue would be replaced by another and the full story could be written. There have been numerous reports of intended new issues of ordinary stamps but in each case it was officially announced that no definite changes have been approved. The story is therefore as complete as is possible at the beginning of November, 1935. The ordinary issue being current it is impossible to have a complete and accurate list of plates used and on several values plates have been listed as "Used" which had not gone to press up to October 1, 1935 but are believed to be ready for use at any time and will no doubt be used if the current design continues in use. Several important varieties have also been reported in STAMPS since the earlier part of this volume was printed and these additions are listed on the following pages.

Page 36 # 604 1 Cent
Add variety

- f: Relief Break.
The design of the "box" in the upper right corner is incomplete at the bottom.

Page 37 # 632 1 Cent
Add variety

- f: Cracked Plate.
There are several gripper slot cracks in the top row of plate # 21220. There is a crack in the center gutter which runs from just right of # 10 of the upper left pane to the frame line of # 1 of the upper right pane. There is also a crack between # 3-4 which runs from the inner frame line of # 3 to the inner frame line of # 4 U. R.
On stamp # 10 of the upper right pane of plate 20040 there is a double line crack in Franklin's head just above the ear and to the right of the eyes.

Change plate 21231 from "Plate used" to "Plate not used."
The following additional numbers have been assigned to one cent plates:

21371—72, 79, 80, 87, 88
21412—13, 14, 15, 33, 34, 35, 36

Page 44 # 553 1½ Cent
Change plate 16969 from "Plates used" to "Plates not used."

Page 45 # 553 1½ Cent
Add to "Plates used" 17021—22, 23, 24
Delete from "Plates used" 18703—04, 28, 29

Page 47 # 633 1½ Cent
Delete from "Plates used" 16949—50
Add to "Plates used" 18699

Page 48 # 670 1½ Cent
The caption should read Perf. 11x10½.

Page 49 # 684 1½ Cent
The following additional numbers have been assigned to 1½ Cent Plates:
21381—82, 89, 90

Page 53 # 554 2 Cent
Transfer plate # 17150 to be under the heading "Large 5 pointed star at left of top plate number of upper right pane."

Page 56 # 599 2 Cent
Correct plate number of the recut (last line of last paragraph) to 14731.

Page 57 #599 2 Cent
Add variety

h: Cracked Plate.

The stamp to the left of a joint line has a vertical crack (Illustrated) which continues down through the "O" of "WASHINGTON." This is on stamp #17 of plate #20183. The stamp to the right of the joint line may be found showing plate #20184 at the top.

Another crack has been found on the stamp to the right of a joint line. The crack is quite marked running down through the "A" of "WASHINGTON," the "E" of "CENTS" and into the bottom margin. Position unknown.



Cracked Plate
2 Cent Sidewise Coil
#599

Still another cracked plate which is again on the stamp to the right of the joint line. This however is from the lower row of plate 20123 and is on stamp #154. The crack starts just below the "S" of "STATES" and in a rather regular line runs across the forehead through the eye and stops at the cheek bone.

Add to "Plates used" 18089
Delete from "Plates used" 18329-30

Page 58 #599 2 Cent
Change plate #20340 from "Plates used" to "Plates not used"

Page 59 #595 2 Cent
Add to "Plates used" 14915

Page 61 #606 2 Cent
Add variety

b: Cracked plate.

The stamp just above a joint line has a series of horizontal cracks in the left margin which run into the design opposite the "U" of "UNIT-ED."

Add to "Plates used" 18756-57

Page 62 #583 2 Cent
Add to "Plates used" 18628

Page 65 #634 2 Cent
Add to "Plates used" 18140-18589
Delete from "Plates used" 18044-18232-18584

Page 66 #634 2 Cent
Delete from "Plates used" 20002
The following additional numbers have been assigned to electric eye plates:
21399—21402—11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 37, 38, 41, 42

Page 67 #671 2 Cent Nebr.
Add to "Plates used" 18989

Page 69 #555 3 Cent
The first design for the three cent value (Illustrated) was prepared by J. S. Stevenson. The original sketch also contemplated the use of this frame design for the two cent value.

Change first word last paragraph to "FOUR"

- Page 71 # 584 3 Cent
Delete from "Plates used" 17434—35, 18457—58, 18791—92, 18803—04
- Page 73 # 635 3 Cent
Add to "Plates used" 18114
- Page 77 # 585 4 Cent
Change plate 17738 from "Plates used" to "Plates not used"
- Page 77 # 636 4 Cent—Caption should read Perf. 11x10½
- Page 78 # 673 4 Cent
Correct WOHOO to read WAHOO
- Page 79 # 685 4 Cent
Add to shades, bright brown, deep brown
Add variety
- b: Plate flaw.
The right "4" on stamp 24 U. L. plate 20141 has a series of heavy gashes across the center.
- c: Defective transfer # 24 U. L. 20141
The flaw mentioned above was burnished out and resulted in a defective transfer. The triangle in the center of the "4" is weak and the shading lines at the right side of the ribbon below the portrait are faint or missing.
- Page 81 # 557 5 Cent
The original drawings illustrated on page 81 were designed by J. S. Stevenson. The design at the left was believed by Bureau officials to appear to be books instead of the wings of an eagle and the design was modified as shown at the right. This would have made a fitting design for the President Roosevelt, who put the American's love of Liberty above all else.
- Page 84 # 602 5 Cent
Add to "Plates used" 18497
Change plate 18496 from "Plates used" to "Plates not used"
- Page 85 # 586 5 Cent
Delete from "Plates used" 18035
Change plates 18443-44 from "Plates used" to "Plates not used"
- Page 86 # 637 5 Cent
Add variety
- g: Block with full gutter between.
One sheet has been found containing 102 subjects.
- Page 87 # 637 5 Cent
Add to "Plates used" 18850
- Page 91 # 638 6 Cent
Delete from "Plates used" 18029-30, 18396
- Page 97 # 589 8 Cent
Delete from "Plates used" 18776-78
- Page 104 # 591 10 Cent
Delete from "Plates used" 18626-27
- Page 105 # 642 1 0Cent
Add variety
- d: Double transfer.
98 L. R. 19254. The entire upper portion of the stamp is doubled. The doubling is downward and to the left, being most obvious in the boxes in the corners, the cross hatched shading around the head, in the triangular ornaments and in the ladder like lines in the inner frame design.

Page 109 # 692 11 Cent

The following additional plate numbers have been assigned to 11c plates:
21443—44, 45, 46

Page 119 # 566 15 Cent

A very pleasing design was also prepared for this value by J. S. Stevenson showing the Yellowstone Falls from a balcony.

Page 128 # 698 20 Cent.

Delete from "Plates used" 20730

Page 136 # 570 50 Cent

The "Capitol" design was prepared by J. S. Stevenson.

Page 138 # 571 One Dollar

The design illustrated was prepared by J. S. Stevenson.

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5c	557	Oct. 27, 1922	Blue	Roosevelt	Flat Plate	No	11	81
	586	April 4, 1925	Blue	Roosevelt	Rotary Press	No	10	84
	602	Mch. 5, 1924	Blue	Roosevelt	Rotary Press	No	10 V	83
	637	Mch. 24, 1927	Blue	Roosevelt	Rotary Press	No	11x10½	85
	663	April 16, 1929	Blue	Roosevelt	Rotary Press	No	11x10½	87
	674	April 19, 1929	Blue	Roosevelt	Rotary Press	No	11x10½	87
6c	558	Nov. 20, 1922	Red Orange	Garfield	Flat Plate	No	11	89
	587	April 4, 1925	Red Orange	Garfield	Rotary Press	No	10	90
	638	July 27, 1927	Red Orange	Garfield	Rotary Press	No	11x10½	91
	664	April 15, 1929	Red Orange	Garfield	Rotary Press	No	11x10½	91
	675	April 17, 1929	Red Orange	Garfield	Rotary Press	No	11x10½	92
	723	Aug. 18, 1932	Red Orange	Garfield	Rotary Press	No	10 V	92
7c	559	May 1, 1923	Black	McKinley	Flat Plate	No	11	93
	568	May 29, 1926	Black	McKinley	Rotary Press	No	10	93
	639	Mch. 24, 1927	Black	McKinley	Rotary Press	No	11x10½	94
	665	April 11, 1929	Black	McKinley	Rotary Press	No	11x10½	95
	676	April 17, 1929	Black	McKinley	Rotary Press	No	11x10½	95
8c	560	May 1, 1923	Olive	Grant	Flat Plate	No	11	96
	589	May 29, 1926	Olive	Grant	Rotary Press	No	10	96
	640	June 10, 1927	Olive	Grant	Rotary Press	No	11x10½	97
	666	April 15, 1929	Olive	Grant	Rotary Press	No	11x10½	97
	677	April 17, 1929	Olive	Grant	Rotary Press	No	11x10½	98

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561	9c	Jan. 15, 1923	Rose	Jefferson	Flat Plate	No	11	99
590		May 29, 1926	Rose	Jefferson	Rotary Press	No	10	99
641		May 17, 1927	Rose	Jefferson	Rotary Press	No	11x10½	100
667		April 16, 1929	Rose	Jefferson	Rotary Press	No	11x10½	100
678		April 17, 1929	Rose	Jefferson	Rotary Press	No	11x10½	100
691		1931	Orange Red	Jefferson	Rotary Press	No	11x10½	100
562	10c	Jan. 15, 1923	Yellow Orange	Monroe	Flat Plate	No	11	102
591		June 8, 1925	Yellow Orange	Monroe	Rotary Press	No	10	104
603		Dec. 1, 1924	Yellow Orange	Monroe	Rotary Press	No	10 V	103
642		Feb. 3, 1927	Yellow Orange	Monroe	Rotary Press	No	11x10½	104
668		April 16, 1929	Yellow Orange	Monroe	Rotary Press	No	11x10½	105
679		April 18, 1929	Yellow Orange	Monroe	Rotary Press	No	11x10½	105
563	11c	Oct. 4, 1922	Light Blue Green	Hayes	Flat Plate	No	11	107
652		1928	Light Yellow Green	Hayes	Flat Plate	No	11	108
692		Sept. 4, 1931	Greenish Blue	Hayes	Rotary Press	No	11x10½	109
564	12c	Mch. 20, 1923	Brown Violet	Cleveland	Flat Plate	No	11	111
693		Aug. 21, 1931	Brown Violet	Cleveland	Rotary Press	No	11x10½	113
632	13c	Jan. 26, 1926	Blue Green	Harrison	Flat Plate	No	11	114
694		Sept. 4, 1931	Bluish Green	Harrison	Rotary Press	No	11x10½	115
565	14c	May 1, 1923	Dark Blue	Am. Indian	Flat Plate	No	11	116
695		Sept. 8, 1931	Dark Blue	Am. Indian	Rotary Press	No	11x10½	118
566	15c	Nov. 11, 1922	Grey	Statue of Liberty	Flat Plate	No	11	119
696		Aug. 27, 1931	Grey	Statue of Liberty	Rotary Press	No	11x10½	120
623	17c	Dec. 28, 1925	Black	Wilson	Flat Plate	No	11	121
697		July 25, 1931	Black	Wilson	Rotary Press	No	11x10½	122
567	20c	May 1, 1923	Carmine Rose	Golden Gate	Flat Plate	No	11	124
698		Sept. 8, 1931	Carmine Rose	Golden Gate	Rotary Press	No	11x10½	127
568	25c	Nov. 11, 1922	Green	Niagara Falls	Flat Plate	No	11	129
699		July 25, 1931	Green	Niagara Falls	Rotary Press	No	11x10½	132
569	30c	Mch. 20, 1923	Olive Brown	Buffalo	Flat Plate	No	11	133
700		Sept. 8, 1931	Olive Brown	Buffalo	Rotary Press	No	11x10½	134
570	50c	Nov. 11, 1922	Lilac	Arlington Amphitreatre	Flat Plate	No	11	136
701		Sept. 4, 1931	Lilac	Arlington Amphitreatre	Rotary Press	No	11x10½	137

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571	\$1.00	Feb. 12, 1923	Violet Brown	Lincoln Memorial	Flat Plate	No	11	138
572	\$2.00	Mch. 20, 1923	Blue	Capitol	Flat Plate	No	11	140
573	\$5.00	Mch. 20, 1923	Carmine & Blue	America	Flat Plate	No	11	140
1450	1c	Nov. 27, 1912	Red	P. O. Clerk	Flat Plate	S.L.	12	145
1451	2c	Nov. 27, 1912	Red	City Carrier	Flat Plate	S.L.	12	146
1452	3c	April 5, 1913	Red	Railway Postal Clerk	Flat Plate	S.L.	12	148
1453	4c	Dec. 12, 1912	Red	Rural Carrier	Flat Plate	S.L.	12	149
1454	5c	Nov. 27, 1912	Red	Mail Train	Flat Plate	S.L.	12	151
1455	10c	Dec. 9, 1912	Red	S. S. & Mail Tender	Flat Plate	S.L.	12	155
1456	15c	Dec. 16, 1912	Red	Automobile Service	Flat Plate	S.L.	12	156
1457	20c	Dec. 16, 1912	Red	Aeroplane	Flat Plate	S.L.	12	157
1458	25c	Nov. 27, 1912	Red	Manufacturing	Flat Plate	S.L.	12	158
1459	50c	Mch. 15, 1913	Red	Dairying	Flat Plate	S.L.	12	159
1460	75c	Dec. 18, 1912	Red	Harvesting	Flat Plate	S.L.	12	160
1461	\$1.00	Jan. 3, 1913	Red	Fruit Growing	Flat Plate	S.L.	12	161
24c		May 13, 1918	Carmine Rose & Blue	Airplane	Flat Plate	No	11	166-188
1301	16c	July 11, 1918	Green	Airplane	Flat Plate	No	11	167-191
1300	6c	Dec. 10, 1918	Orange	Airplane	Flat Plate	No	11	168-191
1303	8c	Aug. 15, 1923	Dark Green	Airplane Propeller	Flat Plate	No	11	169-195
1304	16c	Aug. 17, 1923	Dark Blue	Badge A. M. Service	Flat Plate	No	11	169-196
1305	24c	Aug. 21, 1923	Carmine	Airplane in Flight	Flat Plate	No	11	169-197
1306	10c	Feb. 13, 1926	Blue	Map & Airplanes	Flat Plate	No	11	171-200
1307	15c	Sept. 18, 1926	Sepia	Map & Airplanes	Flat Plate	No	11	172-201
1308	20c	Jan. 25, 1927	Green	Map & Airplanes	Flat Plate	No	11	172-202
1309	10c	June 18, 1927	Blue (Lindbergh)	Spirit of St. Louis	Flat Plate	No	11	173-208
1310	5c	July 25, 1928	Carmine & Blue	Air Mail Beacon	Flat Plate	No	11	175-213
1311	5c	Feb. 10, 1930	Violet	Winged Globe	Flat Plate	No	11	176-221
1315	5c	Aug. 19, 1931	Violet	Winged Globe	Rotary Press	No	10 1/2 x 11	177-224
1316	8c	Sept. 26, 1932	Olive Bistre	Winged Globe	Rotary Press	No	10 1/2 x 11	177-226
1318	6c	June 30, 1934	Orange	Winged Globe	Rotary Press	No	10 1/2 x 11	178-228
1400	16c	Aug. 30, 1934	Steel Blue	Great Seal	Flat Plate	No	11	178-232
771	16c	Mch. 15, 1935	Steel Blue	Great Seal	Flat Plate	No	11	234
1312	65c	April 19, 1930	Green	Graf Zeppelin	Flat Plate	No	11	179-181-237
1313	\$1.30	April 19, 1930	Brown	Graf Zeppelin	Flat Plate	No	11	179-181-238
1314	\$2.60	April 19, 1930	Blue	Graf Zeppelin	Flat Plate	No	11	179-181-239
50c		Oct. 2, 1933	Green	Graf Zeppelin	Flat Plate	No	11	184-242
25c		Nov. 22, 1935	Blue	Model Seaplane	Flat Plate	No	11	184-185

THE UNITED STATES
POSTAGE STAMPS OF THE
TWENTIETH CENTURY
1922-1935
PARCEL POST
AIR MAILS

*This book is dedicated
to the memory of*

BEVERLY S. KING,

*who was my companion in the
compiling of the two earlier
volumes of this work.*

