

THE SMOKY MOUNTAIN PHILATELIST

JOURNAL OF THE ASHEVILLE STAMP CLUB



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THE ASHEVILLE STAMP CLUB

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WHO TO CALL

If you cannot make a meeting, club event, presentation, or have a question or a suggestion, please contact:

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GENERAL INFORMATION

The Asheville Stamp Club meets at Deerfield Episcopal Retirement Community, 1617 Hendersonville Rd, Asheville, NC in the Blue Ridge Room of the Community Center at 1:30 pm on the third Sunday of each month. Bring stamps and covers to sell, trade, or show. There are Nickel Boxes and Envelopes of stamps with new material being added all of the time. The club's 2017 Scott catalogs will be at the meeting; 2012 World Classics, US Specialized. As always, there will be the 50-50 Drawing and Door Prizes.

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PRESIDENT'S LETTER

What a year 2017 was! Many new members now on board which is so enjoyable to all of us. Randall Chet has done a magnificent job and producing a new bi-monthly Asheville Stamp Club (ASC) publication. As professional looking as any club's publication anywhere within the U.S.

Unfortunately our yearly Christmas Luncheon was cancelled on December 9th because of a tremendous snowfall the night before. First time ever.

We all cannot thank Ed deBary enough for securing our quality meeting room for our monthly meetings.

2018 looks exciting right away with our yearly Champion Stamp Auction and our popular club auction early on in the first quarter. Our new vice-president, Jim Haxby, will no doubt schedule some interesting programs that should be entertaining and educational for all of us.

I encourage all members, new and old, to suggest any ideas to the officers. The officers represent you and we want to make our club (and it's membership), one of the best clubs around.

I thank all of you for your past support and look forward to an entertaining and educational 2018.

Best regards, Robert

ASC MEMBERSHIP APPLICATION

DATE _____

NAME _____

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CITY _____

STATE _____

ZIP _____

PHONE _____

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COLLECTOR DEALER (CIRCLE ONE)

I COLLECT _____

RECOMMENDED BY _____

Please print, fill out and bring to a club meeting with \$10 payable to ASC, or send to Jay Rogers, Secretary ASC, 15 Hickory Court LN, Hendersonville, NC 28792.

Email your articles, letters, classified ads, auction items, and comments for the Smoky Mountain Philatelist to Randall Chet: randallchet@gmail.com
Deadline for the March-April issue: February 25th

SMOKE SIGNALS

As I write this, the temperature is dipping into the teens, a fire is in the fireplace, and I'm thankful to be doing the next best thing to adding stamps to my collection: writing about them!

As we kick off 2018, I'd like to thank all our contributors to this publication, especially Larry Oliver, who kept a steady stream of excellent articles arriving to my inbox. I also want to thank Scott Martz for his Variety Hunter column, and everybody else who has kept me up-to-date on club happenings over the past year. Finally, thank you members of the ASC for allowing me to pretty much do what I like with this publication! That said, I encourage our members to contribute items to make this a more well-rounded journal. I would really like to see some articles about contemporary stamps -- US or foreign.

Don't forget to send me info about yourself; I would love each and every one of you to share your story of how you became stamp collectors. It is very important to remind our other members of what you collect and why. I encourage all our new members to participate. Please send your own story to randallchet@gmail.com. Thanks!

CLUB NEWS

CLUB OFFICERS FOR 2018

The following Officers of the ASC were duly elected for the year 2018 at the regular meeting of the ASC on November 19, 2017 as per the ASC Bylaws Article III Sect 4 and Article IV Sect 2.

Robert Taylor: President	With 27 members present representing a quorum, Ed de Bary, without objection, cast one vote for the
Jim Haxby: Vice President	unopposed slate. The above 4 Officers, along with the Immediate Past President Ed de Bary, are the de
Jay Rogers: Secretary	jure 5 member Board of Directors as per the ASC Bylaws Article III Sect 3
Stan Kumor: Treasurer	Jay Rogers, Secretary

NEW ASC MEMBERS 2017

2017 was a good year for membership. We lost some (13), we gained some (19!), coming out positive, but best of all, an injection of new blood adds to the excitement and enthusiasm of our overall membership. Total membership now stands at 73. So without ado, here are our new additions for 2017:

Louis Bregger	Birds, Latin America, US	Marjorie Huffine	US Commems
Bob Brogi	US Plate Blocks	Richard Pederson	Dealer: US Stamps, US Covers, WW Covers. Collects AMG, Prexies
Lee Chase	US, Worldwide	Robert Sazama	Dealer
Hugh Clark	Dealer in rare stamps, Cats on advertising covers, Classic covers to 1869	David Shepard	Worldwide
Allan Fleischman	US, Worldwide	Frank Shurtleff	US, Worldwide
Henry Fleischman	US, Worldwide	Mark Vervaeke	Sterling Kingbrook Auctions
Jo Ann Garfinkel	US	Mikael Vickers	Worldwide
Roger Hatfield	US	Kimberly Vickers	Pretty Stuff
Richard Hoger	Worldwide, Favorite stamp from each Country	David Watts	Worldwide, Sell US Plate Blocks
		Joe Weinberger	US

GREAT BRITAIN'S VICTORIA JUBILEE STAMPS

Bob Bowler



On 1 April 1884, the British government issued a lackluster set of stamps, called the Unified Issue or lilac-and-green stamps (Scott 98-107).

They were instantly panned by the public and postal workers alike. Unlike previous issues, where different colors could be easily correlated to value and each stamp's design was distinctly different from others, the pastel colors of this issue and the repetition of designs made selecting the correct stamp more error prone.

Wiseman* states "With their usual sensitivity in these matters, the authorities took no notice whatsoever [of the outcry]..." Postal workers, however, complained that the designs impaired their ability to ensure the correct postage was collected.

This complaint was harder for the authorities to ignore. Support arose for the formation of what became the 1884 Stamp Committee that first met on 31 October 1884 with the purpose of recommending features of a new set of stamps that would answer these complaints. On 1 January, 1887, the new set was issued in connection with Queen Victoria's 50th year on the throne, her *Jubilee*. This issue featured two-color printing of British stamps for the first time and continued to be used to the end of her reign.



Scott lists 14 values and two shade varieties. By comparison, the Stanley Gibbons (SG) Concise catalogue lists ten shade varieties, and the SG Specialized catalogue lists 27! The Scott catalogue gives different names for the colors in most cases; I recommend using the names shown in the SG Specialized catalogue, as I did for this article, to retain the ability to distinguish shades accurately.

Fortunately, many of the stamps included in the SG catalogues but not in Scott are found commingled in dealers' stocks. For the collector who enjoys hunting for varieties, this is prime territory. To help ensure you collect proper shade varieties it is important to examine only unused stamps, the fresher the better, because the shade differences are subtle. Be aware that many apparent but misleading shades can be found among used and unused copies in degraded condition resulting from exposure to moisture and other aging influences. *[Note: with sufficient notice, I am willing to provide interested members access to my Specialized catalogue and the Wiseman reference at our meetings; I regret I cannot loan them.]*

First, a word on varieties other than shades. The most likely varieties one can reasonably hope to find in dealer stocks other than shades are stamps with inverted watermarks, but be forewarned that some are quite scarce. Many dealers and collectors don't think to check for these. Imperfs are easy to spot but can be forged and are unlikely to be found in dealer stocks. They are rare and expensive; expertization is vital. Other varieties found for some of the values are printed on the gummed side, printed on both sides, doubly printed, as well as numerous plate flaws and irregularities. Plate flaws are a specialty for the dedicated and patient collector and may also be found in stocks, but the search may well try your patience as well as your eyesight. If you want to delve into these, it is necessary to have both the SG Specialized catalogue and a thoroughly researched and documented reference such as the Wiseman book I used for this article. *Now, on to the stamps.*



1/2d

Scott 111; SG 197, 197e; Specialized K27(1), (2), (3), (4).

This very familiar stamp was in near-continuous production from 1887 to 1900. An astonishing 9 billion stamps were printed through August 1900. It's found in four shades: deep vermillion, vermillion, orange-vermillion, and pale vermillion. The deep vermillion shade is priced up to 8 times the others.



1/2d

Scott 125; SG 213; Specialized K28(1), (2).

The color of the 1/2d stamp was changed in 1900 to conform to Universal Postal Union (U.P.U) recommendations. There are two shades – dull blue-green and bright blue-green, comparably priced. Nine plates were used over the two-year period this stamp was produced yielding about 9.4 million sheets.



1 1/2d

Scott 112; SG 198; Specialized K29(1), (2), (3).

This stamp is found in three shade combinations – pale dull purple and pale green, dull purple and pale green, and deep purple and pale green. The last one is priced about twice the other two; 2,086,863 sheets of 240 subjects each were produced.



2d

Scott 113; SG 199, 200; Specialized K30(1),(2),(3),(4).

This stamp is found in four shade combinations – yellow-green and carmine, grey-green and carmine, deep grey-green and carmine, and green and scarlet. The third combination is priced 2-3 times the first two and the fourth combination is priced more than 10 times the first two. Hunting for this combination would be well worth the effort; 1,274,451 sheets of 240 subjects each were produced.



2 1/2d

Scott 114; SG 201;
Specialized K31(1), (2), (3).

This stamp is found in three shades, all printed on blue paper: pale purple, purple, and deep purple. No shades of the paper are noted in the catalogues. The third shade is priced more than twice the first two; 3,311,533 sheets of 240 subjects each were produced.



3d

Scott 115, 115a;
SG 202, 203, 204;
Specialized K32(1), (2), (3).

Scott 115 is found in two shades both printed on yellow paper: purple and deep purple. Scott 115a is purple on orange paper. Scott 115a is priced more than 20 times the other two – another prime search item; 2,283,763 sheets of 240 subjects each were produced.



4d

Scott 116; SG 205, 205a;
Specialized K33(1), (2), (3).

This stamp is found in three shades – green and purple brown, green and deep brown, and green and deep chocolate brown. The last catalogues at twice either of the other two. It should not be difficult to form a complete set; 1,387,208 sheets of 160 subjects each were produced.



4 1/2d

Scott 117; SG 206, 206a;
Specialized K34(1), (2), (3), (4).

This stamp was issued in 1892 for the parcel post service and was also used for registered mail abroad. There are four shades – green and carmine, deep green and carmine, green and dull scarlet and the rare green and deep bright carmine. The last variant catalogues about 50 times the other three; 513,615 sheets of 160 subjects each were produced.



5d

Scott 118, 118a; SG 207, 207a;
Specialized K35, K36(1), (2).

This stamp is found with two die variants, Die 1 and Die 2, and two shades. Die 1 is found in dull purple and blue. Die 2 is found in the same shade combination and also dull purple and bright blue. The Die 1 value catalogues about 20 times Die 1 which isn't hard to spot with a magnifying glass; 517,857 sheets of 240 subjects each were produced.



Left Right

Die I - square dots
to right of "d"



Left Right

Die II - vertical lines
to right of "d"



Above left is an image of two varieties from my collection. What shade combinations do you see? The greens are the same, which eliminates the deep green variety. We're left with carmine, dull scarlet, and the high catalogue value deep bright carmine. Under the Ott light, the frame of the stamp on the right is a paler shade compared to the one on the left, but it's uncertain if it's scarlet, a color that I usually see as having a bit of orange in it compared to carmine. The fact that the deep bright carmine variety has a catalogue value far higher than the other two possibilities makes me resist the temptation to believe that I got that lucky. This is an example of the quandaries one can encounter. It takes a trained eye or comparison to certified specimens to be sure just what you are looking at.



6d

Scott 119; SG 208, 208a;
Specialized K37(1), (2), (3).

This stamp is found in three shades: purple, deep purple, and slate purple, all on rose red paper. All three are comparably valued. Any variant shade of paper is due to age or effects of its environment, which ought to be reflected in the purple shade as well; 3,269,144 sheets of 240 subjects each were produced.



9d

Scott 120; SG 209;
Specialized K38(1), (2), (3).

This stamp is found in three similarly valued shades – dull purple and blue, dull purple and bright blue, and slate purple and blue; 495,722 sheets of 160 subjects each were produced.



10d

Scott 121; SG 210, 210a, 210b;
Specialized K39(1),(2),(3).

This stamp was a later addition to the set, for two-ounce letters sent abroad, issued in 1890. It can be found in three shades – dull purple and carmine, dull purple and scarlet, and the pricey dull purple and deep dull carmine, whose value is 7 to 10 times the other two; 196,610 sheets of 160 subjects each were produced.



1/

Scott 122, SG 211;
Specialized K40(1), (2).

This stamp exists in two shades – dull green and grey green; 604,526 sheets of 240 subjects each were produced. Most of these stamps were used to pay postage on parcels, which usually means the cancellation is heavy; therefore, nicely cancelled used copies are scarce.



1/

Scott 126; SG 214;
Specialized K41.

In 1900 the 1 shilling stamp was reissued in green and carmine because green was used for the 1/2d stamp issued this same year. Most of these stamps were used to pay postage on parcels, which usually means the cancellation

is heavy; therefore, nicely cancelled used copies are scarce; a mere 92,458 sheets of 240 stamps each were produced.

Determining shades by inspection can be daunting. I've found even the SG color guide scarcely makes the job easier. Shade differences become more apparent when two or more unused stamps of comparable fine quality are inspected in proximity to each other using a white light source like the Ott light. One additional caveat – never entirely trust printed color images or images on web pages.

There is a web site that some may find useful: www.1887jubileeissue.com I haven't explored it in depth, but it shows promise.

Much of the content in this article was drawn from W. A. Wiseman's, *The De La Rue Years 1878-1910, Volume 2, Stanley Gibbons Publications, 1990.

Acknowledgment: Many thanks to Larry Oliver for his valuable comments that much improved this article.

SATURDAY, FEBRUARY 3, 2018 - 1 PM

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PACIFIC MAIL STEAMSHIP STRAIGHTLINE CANCELS

Randall Chet

Pacific Mail Steamships "Colorado" and "Senator" at the Pacific Mail docks off South Beach, c. 1880s. Pacific Mail was the backbone of trans-Pacific shipping during the 1860s and 1870s. Not only did Pacific Mail have a guaranteed contract from the U.S. government to carry mail across the seas, they were also the primary carrier of immigrant Chinese labor.

Photo: San Francisco National Maritime Museum, A12.18.322n



Cancels have always been important to US revenue collectors, as they can carry quite a bit of information. Starting October 1, 1862, just about every type of paper transaction was taxed to help replenish the treasury being drained by the costs of the Civil War. All-told, 39 types of documents were taxed, from checks and receipts, to photographs, to ship manifests.¹ Companies cancelled these stamps by many methods: manuscript, stamped or printed cancels, cut or punched cancels.

Some of the more popular revenue cancels are those of the Pacific Mail Steamship Company, founded April 18, 1848, as a joint stock company under the laws of the State of New York by a group of New York City merchants, William H. Aspinwall, Edwin Bartlett, Henry Chauncey, Mr. Alsop, G.G. Howland and S.S. Howland. These merchants had acquired the right to transport mail under contract from the United States Government from the Isthmus of Panama to California awarded in 1847 to one Arnold Harris.

The first three ships constructed for the PMSSCo were the SS California, the SS Oregon, and the SS Panama. The S.S. California, first steamer on the West Coast, entered San Francisco Bay on 28 February 1849 and was soon joined by the Panama and the Oregon. Prior to the completion of the Butterfield mail route through the southwestern United States in 1858, the quickest route

to the west coast was by a United States Mail Steamship Company to the Chagres River on the isthmus of Panama, where Pacific Mail would ferry it upriver by small boat then the last 20 miles overland by mule, to a waiting steamship of the PMSSCo.

Shortly after the inauguration of the route, the discovery of gold in California assured a steady stream of hopeful miners from the east coast, so much so that Aspinwall organized the Panama Railroad in 1850. On January 28, 1855 the first passenger train travelled the 47 miles across the isthmus of Panama, carrying passengers and freight as well as the mail.

In 1858, the Butterfield Overland Mail Route, a stage-coach route from Fort Smith, Arkansas to San Francisco, CA, severely cut the need for mail service with the PMS-SCo. When the transcontinental railroad was completed in 1869 west coast mail service was over for Pacific Mail, but in 1867 the company had opened service between San Francisco and Yokohama, Hong Kong and Shanghai. Pacific Mail brought many of the Chinese who built the transcontinental railroad to America.²

The Ships and Their Cancels

In *Panama: A Personal Record of Forty-six Years, 1861–1907* (Star and Herald Co., 1907), Tracy Robinson recounts that the steamers of the Pacific Mail began running on the Atlantic side on 1 November 1865:

"The Atlantic service had, up to that time, been in the hands of the Atlantic Mail Company, owned by Commodore Vanderbilt. The Pacific Mail, under the presidency of Captain Allan McLane since November 1869, determined to control the whole line from New York to San Francisco. The trade was at that time growing rapidly in volume and importance; and to meet the requirements of the company the capital stock was increased, by act of the New York Legislature, from \$4,000,000 to \$10,000,000, and a little later to \$20,000,000.

The old Vanderbilt steamers, Ocean Queen, Rising Star, Northern Light, Ariel, and Champion, were bought, and three new steamers, Henry Chauncey, Arizona, and New York, were built [...]. They were all side wheelers, the screw not having yet been adopted. The stately ship Henry

Chauncey, commanded by Commodore A.G. Gray, was the first to sail under the new arrangement [...]

The Henry Chauncey was followed by the Arizona, Captain Jeff Maury; Ocean Queen, Captain Seabury; and a little later, the Rising Sun, Captain H.P. Conner. The old Vanderbilt captains were not employed by the Pacific Mail Company."

There is a long list of ships utilized by the PMSSCo. only a few of which can be found represented as straightline cancels. **Figure 1.** A complete list of known straightline cancels as applied to US revenues can be found at the end of this article. For the purpose of illustrating this article, I'll concentrate on the few PMSSCo. canceled revenues I've managed to find.

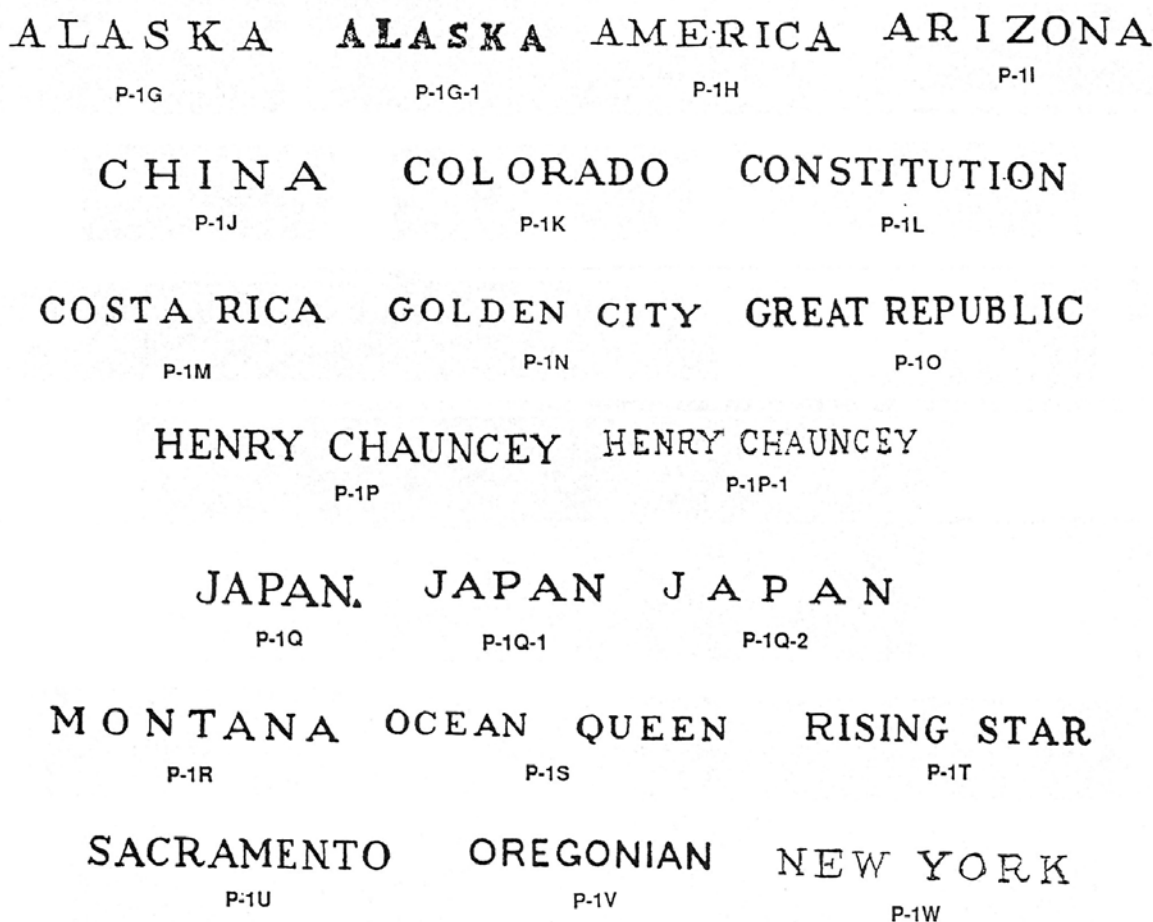
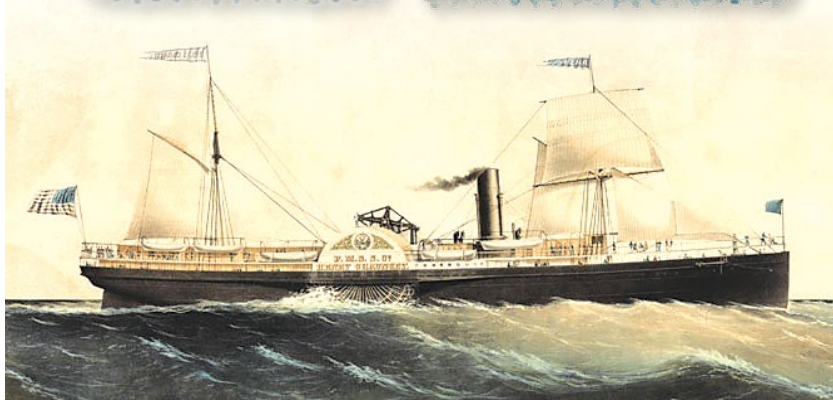


Figure 1

Dr. Hugh Shellabear M.D. in the early 1960's published a series of articles in the American Revenuer about steamship companies and their cancels. Included in these were his sketches of PMSSCo. straightline cancels.³

Some collected data about the steamships of the P. M. S. S. Co. may be of interest to those collectors of the straightline cancels of this company. To recap briefly, the company had four fleets of ships in addition to those used in local ship lanes on the Pacific coastal trade. The Atlantic line, between New York and Aspinwall, Col.; the Pacific line, between San Francisco and Panama, Col.; the China line, between San Francisco, Yokohama and Hongkong; and the Shanghai branch line between Yokohama and Shanghai...All ships are wooden sidewheelers.

*– Ships of the Pacific Mail S. S. Co., H. P. Shellabear, M.D.
The American Revenuer, October 1962*



SS Henry Chauncey

Built by William H. Webb, New York, for the Pacific Mail Steamship Company. Keel laid October 10, 1863; launched October 18, 1864. Entered New York - Aspinwall service for Pacific Mail November 1, 1865, and remained on this run through 1869. She burned at sea on August 16, 1871 off the Carolina Coast while on passage from New York to Kingston, Jamaica and Aspinwall with no loss of life. The hull was rebuilt and she was sold to Elbert Stannard on July 18, 1877, for \$19,000.

SS Ocean Queen

Built by J. A. Westervelt and Sons, New York. Launched April 8, 1857, she was ostensibly constructed for Charles Morgan and Sons, but actually for the San Francisco - Nicaragua line of Morgan and Garrison. Originally christened the Queen of the Pacific, Vanderbilt purchased her and renamed her Ocean Queen. Initially employed on Vanderbilt's transatlantic service until 1861, she was chartered by the Quartermaster's Department, War Department (1861-62), and entered in the New York - Aspinwall service in October, 1862. Purchased by the Pacific Mail Steamship Company, she was sold in June 1869 to Ruger Brothers, for whom she made one voyage from New York to France, Prussia, and Denmark. She was broken up in 1874.



SS Alaska

Built by Henry Steers, Long Island, New York, in 1867 and 1868. Launched November 27, 1867 for Pacific Mail Steamship Company service between New York and Aspinwall. She served from August 2, 1868 until June 1869 and later was used on the San Francisco to Panama City and San Francisco to Hong Kong services until 1879. Made many trips between San Francisco and Seattle and also to Alaska until 1882. She was rebuilt in 1882 and later became a coal hulk and store ship at Acapulco until 1885.



During the night of Tuesday 22 September and the morning of Wednesday 23 September, 1874 a typhoon struck Hong Kong.

“From the Daily Alta California, October 2, 1874 San Francisco New York, October 1st: The Pacific Mail Steamship Company have received a despatch stating that the side-wheel steamer Alaska, while undergoing repairs at Aberdeen, five miles from Hongkong, was blown ashore in the late typhoon, but was not sinking or leaking. The despatch also states that she will come off at next highwater.

She was not “got off” for almost three months.



SS Japan

Launched Dec. 17, 1867. Left for San Francisco April 11, 1868. Arrived July 3, 1868, and at once put on the China run. She made one round trip. On her second voyage on Dec. 11, 1868, she left Yokohama for Hongkong, with two cabin passengers and 427 steerage passengers, mostly Chinese returning from the United States, with money belts loaded with gold and silver coins. She caught fire off Breaker Point, near Japan, and burned completely and sank, with loss of 414 lives.



Pacific Mail Steam Ship Company's steamer Japan, built by Henry Steers

Starboard-side view of sidewheel steamship; US flag at stern; moored in San Francisco Bay; Telegraph Hill in distance.

www.calisphere.org/item/ark:/13030/tf7m3nb78dl

Great Republic

Starboard-side view of sidewheel steamship with single smokestack and three masts; P.M.S.S. Co./Great Republic on sidewheel; US flag flies from stern, several colors fly from masts. Length on water line 360 ft., Breadth of beam 50 feet, depth of hold 31 1/2 feet, tonnage 3882

Published by Currier & Ives; 125 Nassau St New York.



SS Great Republic

Built for the Pacific Mail Steamship Company in 1867, she sailed from New York on May 18, 1867 for Panama City, San Francisco and Japan and arrived in Panama City on July 16. She made one Panama to San Francisco voyage on July 2, arriving August 2, 1867 and then entered the San Francisco to Hong Kong service. In 1870 she was caught in a terrific typhoon in the China Sea, and so badly strained that she was brought back and placed on coastal runs. She was sold to P. B. Cornwall in 1878 for the San Francisco to Portland route until she was wrecked on April 19, 1879 on Sand Island, Columbia River.



What Taxes did these Stamps Pay?

Dr. Shellabear in his excellent work on the subject posits that these stamps were used to pay the tax on Passage Tickets to foreign ports, and bolsters his argument by stating ticket rates (and accompanying taxes) taken from the book *Side Wheelers Across the Pacific*, page 31, by John Haskell Kemble:

“San Francisco to Yokohama (1867-74) \$250 for first cabin, with a tax of \$5. San Francisco to Hongkong (1867-74) \$300 for first cabin, with tax of \$6. Steerage rates from 1866 to late 1867 from San Francisco to Yokohama \$85, with tax of \$2 and to Hongkong additional

\$55.50, with added tax of \$2, if ticket bought straight through. By late 1867 rates were reduced for steerage from San Francisco to Hongkong to \$40 gold, with tax of \$1.”

No definite data as to fares from New York to Aspinwall or from San Francisco to Panama are available, since rate wars varied the cost of the tickets at various times. However, the tax would fall within the \$1 to \$3 range, depending on the accommodations wanted on the ships.⁴ Each of the stamps shown in this article was once affixed to a passage ticket, paying the tax for such, and actually sailed on the ship shown.

A Simple Valuation Model

- Regardless of the catalog value of the base revenue stamp, each strike of a cancel is worth roughly \$50, rarer ship cancels excepted.
- First issue revenues with PMSSCo. cancels are more common than second or third issue revenues.
- The more full and well-struck the cancel(s), the greater the value.
- The greater the contrast between cancel and stamp, the greater the value.
- Certain ship cancels are scarcer than others: the most common are CHINA and JAPAN, then likely ALASKA, ARIZONA and GREAT REPUBLIC. The remaining are the most difficult, with some yet to be found.⁵

As a testament to the popularity of these cancels, consider The Henry Tolman II Collection of Pacific Mail Steamship Co. Cancellations on Revenue Stamps, described as:

“well known to Revenue specialists, the PMSS Co. cancellations are highly prized and generally sell for \$75-100 for the more common types to \$300-400 for the scarce markings, this offering of 101 examples is unprecedented, but to preserve Mr. Tolman’s achievement and give others the opportunity to expand upon it, we are offering the collection intact”

The incomparable collection of scarce to rare PMSS Co. straightlines on a wide variety of First, Second and Third Issue Revenues, arranged by line and name of ship, sold for an astonishing \$35,000 on an estimate of \$5,000-\$7,500.⁶

For those on a meager budget, many of these cancels wait to be discovered, hiding in junk boxes, old collections, and dealer stocks. The majority of those pictured I discovered in revenue lots from eBay.

Happy Hunting!

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1. www.rfrajola.com/Mahler/Mahler.pdf
2. www.mygoldrushtales.com/steamship-service-to-gold-rush-california-begins
3. Shellabear, H. P. The Pacific Mail Steamship Company Straight Line Cancels on the 1862-72 Revenues. 1962
4. The American Revenuer: tar.revenuer.org/TAR-1964-03.pdf
5. www.revenue-collector.com/blog/201505162.shtml
6. www.siegelauctions.com/2007/937/937.pdf
7. Shellabear, H. P. The American Revenuer, Vol. 16, no. 8, Oct. 1962, p. 124

A Listing of Straight Line Steamship Cancels of the P.M.S.S.Co.⁷

Ship/ Denomination	cancel color	struck up	struck down
ARIZONA			
\$1 Foreign exch.	blue	x	
\$1 Inland exch.	blue	x	
\$1 Life ins.	blue	x	
\$2 Conveyance	blue	x	
\$2 Mortgage	blue	x	x
\$3 Charter party	blue	x	
\$3 Manifest	blue	x	
HENRY CHAUNCEY			
\$1 Conveyance	blue	x	
\$1 Life ins.	blue	x	
\$2 Conveyance	blue	x	x
\$2 Mortgage	blue	x	
\$3 Second issue	blue	x	
\$1 Third issue	blue	x	
\$2 Third issue	blue	x	
OCEAN QUEEN			
\$1 Entry goods	blue	x	
\$1 Inland exch.	blue		x
\$2 Conveyance	blue	x	x
\$2 Mortgage	blue	x	
\$3 Charter pry.	blue	x	x
\$1 Second issue	red	x	
\$2 Second issue	red		x
\$2 Third issue	blue	x	
RISING STAR			
\$1 Entry goods	blue	x	
\$2 Conveyance	blue	x	x
\$2 Mortgage	blue	x	x
\$3 Charter pry.	blue	x	
\$1 Second issue	blue	x	
\$2 Second issue	blue		x
\$2 Second issue	red	x	x
\$1 Third issue	blue		x
\$2 Third issue	blue	x	x
NEW YORK			
none reported			
NORTHERN LIGHT			
none reported			
ARIEL			
none reported			
CONSTITUTION			
\$1 Foreign exch.	blue		x
\$2 Conveyance	blue	x	
GOLDEN CITY			
\$1 Inland exch.	blue		x
\$2 Conveyance	blue	x	
MONTANA			
\$1 For. exch.	blue	x	
\$1 Inland exch.	blue		x
\$2 Conveyance	blue		x
\$2 Mortgage	blue		x
SACRAMENTO			
\$1 Foreign exch.	blue	x	
\$1 Inland exch.	blue		x
CALIFORNIA			
none reported			
GOLDEN AGE			
none reported			
ST. LOUIS			
none reported			
SONORA			
none reported			
ALASKA			
\$1 Foreign exch.	blue		x
\$1 Inland exch.	blue	x	x
\$1 Life ins.	blue	x	x
\$2 Conveyance	blue	x	x
\$.; Mortgag e	blue	x	x
\$3 Manifest	blue	x	
\$3 Man. imperf.	blue	x	
AMERICA			
\$1 Foreign exch.	blue	x	x
\$2 Conveyance	blue	x	x
\$5 Charter pry.	blue	x	
\$5 C. P. imperf.	blue		x
\$5 Probate will	blue	x	
CHINA			
\$1 Foreign exch.	blue	x	x
\$1 Inland exch.	blue		x
\$.2 Mortgage	blue		x
GREAT REPUBLIC			
\$1 Foreign exch.	blue	x	x
\$1 Inland exch.	blue		x
\$3 Manifest	blue	x	
COLORADO			
1 Foreign exch.	blue	x	x
\$2 Conveyance	blue	x	
\$5 Probate will	black	x	
JAPAN			
\$1 Foreign exch.	blue	x	x
\$1 Inland exch.	blue	x	x
\$1 Life ins.	blue	x	
\$2 Conveyance	blue	x	
\$2 Mortgage	blue	x	
\$3 Manifest	blue	x	
\$5 Charter pry.	blue		x
\$5 Probate will	black	x	
COSTA RICA			
\$3 Manifest	blue	x	
OREGONIAN			
\$1 Foreign exch.	blue	x	x
\$1 Inland exch.	blue	x	
HERMANN			
none reported			

WHICH US STAMPS CAN NO LONGER BE USED FOR POSTAGE? *Larry Oliver*

Like many collectors, I use so-called “discount postage” for my mail. The USPS printed such an overabundance of stamps that most of them issued from 1945 to date can be purchased for 50-60c on the dollar face. Over the years I have accumulated enough extra mint US stamps to blanket envelopes thoroughly and make the current 49c rate, producing a multi-colored cover in the process.

I became curious to find out what US stamps *cannot* be used for postage. So I turned to the US Postal Service’s Domestic Mail Manual, DMM, eventually finding pages 860-862 (section 604.1.2 ff) which delineates the stamps not valid for use for postage. The 1294 pages of the DMM cannot be described as a thriller, a mystery, or a drama. Like most government documents it is dry and humorless, but it does contain some useful information which may be unknown to collectors. It and all previous USPS documents are a valuable resource for the researcher - patience is rewarding.

There are stamps that are forbidden to use as postage, stamps that have limited or restricted use, and others for which the allowed use—and value—can be counterintuitive. Here is roadmap to decipher which stamps are usable, which aren’t, and how to understand the rest.

First of all, the easy part: All stamps issued to pay postage (as distinct from services or taxes) are usable to pay postage today, provided they were issued after 1860. Some require permits, and most are limited to the value paid when issued - Forever stamps screwed up the thinking, the practice, and the psyches of postal clerks as well as the public, despite the concept being a good idea. *All will be explained here...*



Stamps issued prior to 1860 (e.g., Scott #39) were demonetized to prevent the Confederacy from using them. Not that anyone is likely to use a stamp cataloguing several hundred dollars for the 49c rate on your electric bill to Duke Energy.

Postage dues, special delivery, special handling, and Certified Mail stamps are invalid for postage. These are considered extra services, and thusly cannot be used to pay postage. These stamps were discontinued and retail for prices higher than their face value so are not likely to be used for postage.



Revenues and Officials. Revenues paid a special tax, not postage, and the Officials were authorized for use only for the government itself.



Duck stamps, savings stamps and thrift stamps. They also were used for a non-postage purpose and are not, and never were, valid for postage.

Stamps that are defaced, mutilated, or cut out of stamped envelopes are invalid uses.

Also, stamps that are put on the envelope in such a way that the entire stamp cannot be seen (“shingled”) are not valid for use. Similarly, stamps that are put on with *tape* or are *privately overprinted* are not valid. It is not illegal to put stamps on an envelope that are privately overprinted: *they just don’t count as postage.*

That completes the list of definitely invalid stamps. These are not likely to confuse or tempt (well, maybe tempt, just for the uniqueness of the challenge!) the collector.

One small mystery remains regarding invalid stamps: the DMM does not mention the *Registration stamp, Scott F1*, issued in 1911. The registration fee - in addition to the postage - became 10c in 1909, and this stamp specifically paid only the registration fee. When special delivery and certified mail stamps are declared invalid because they paid for “extra services”, why does the DMM not call the registration stamp invalid?



There are other stamps that can be used today, but have limited, or restricted, application for postage.



What if someone uses a discounted postage stamp (e.g., non-machinable surcharge) to make up for overweight, but uses it inappropriately? How much time does it take to evaluate the proper postage when a sender uses a forever stamp + older postage to pay the upgraded rate? And how does one keep track of the rates themselves, especially when there are different stamps at the same value for different rates (e.g., the non-machinable surcharge rate = two ounce rate, yet there are different stamps for each)? I cannot pretend to resolve the questions, but I may be able to help collectors sort through their accumulations of mint US stamps.

Precancelled and non-profit stamps may be used only if the sender holds the proper permit.



Postage stamps that do not have a denomination printed on them and makeup stamps are valid only for the original price paid. Verify that value with a reputable catalog before using them on any mailings.



Then we come to the newest concept in postage stamps: the Forever stamps. These stamps have caused a dilemma for postal workers, but clarity for the customer. To the latter population, it is quite clear that a Forever stamp pays the first-class postage on any piece of mail up to one ounce, and most people have a good eyeball sense of what needs extra postage. To the postal workers, however, there becomes a bewildering array of options: How does one recognize an overweight letter, particularly in this day of automated postmarking?

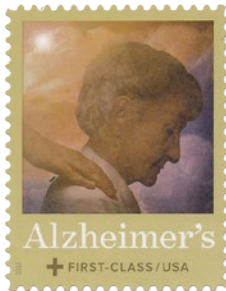


Forever stamps can always be used for the current first class single-piece one ounce letter. The phrasing used by the USPS is "equal in value to the applicable price for the price category printed on them, at the time of use". The phrase "time of use" is the absolutely vital portion of the statement: it indicates explicitly that the value changes over time, but is always sufficient to pay to mail a (one ounce) letter. But "forever stamps may be used only on single-piece price mail". In other words, no bulk mail, non-profit mail, and the like which is paid for at other rates. Other Forever stamps, such as the **additional ounce price stamp**, the **two ounce stamp** (#5001, for example), and the **additional machine surcharge stamp**, will always pay the postage for the specific incremental use printed on them. They are also valued



WHICH US STAMPS CAN NO LONGER BE USED FOR POSTAGE? *continued*

at the time-of-use value for that rate statement, so can be used independent of the category printed on them. But make sure you have determined the value accurately!



Semipostal stamps are not forever stamps, and have a postal value that remains at the price paid at purchase. If you use a semipostal stamp issued before the current rate, you must supplement the value for the difference in rates. The USPS has already paid the excess over the postage value to the charity designated so they will not absorb the use of a semipostal to pay increased postage rates.

It is now up to the collector to review their accumulated mint US stamps and determine which can be legally used for postage. The weighty quantities of 3c commemoratives we all have in binders or glassines on our desks are still valid: Go ahead and smother that cover!

Although the DMM does not specifically mention them, one would expect that essays and proofs, although they may appear identical to the issued stamps, are not valid for postage since the USPS did not sell them as postage. And also not mentioned, but invalid, are local carrier stamps and the stamps of the Confederacy. United Nations stamps are valid, but only if used when deposited in the postal boxes at UN Headquarters, NY.

So what happens if you - inadvertently, I'm sure - use an invalid stamp or use a stamp improperly? The DMM section on invalid stamps only mentions "fine and punishment" under the paragraph on reuse of stamps, and then with the caveat "with intent to cause loss to the government or USPS". No other paragraph or description says anything about use of invalid stamps being a criminal act (full admission: I did not read the entire DMM, and there may be some blanket statements that cover sins like the use of invalid stamps). If the postal service catches an invalid use, they will assess postage due, but they often miss it because of automated postmarking and cancelling. In either event, such covers are an interesting addition to one's collection.

SHOWS & EVENTS

January 13th -14th, Raleigh, NC
Coin, Paper Money & Stamp Show
James E. Holshouser Building
NC State Fairgrounds
(1025 Blue Ridge Road, Raleigh, NC)
Sat: 10 - 5, Sun: 10 - 3
For more information, visit
www.RaleighCoinClub.org

January 20th - 21st Columbia, SC
Columbia 2018 Winter Stamp Show
Spring Valley High School
120 Sparkleberry Lane
Columbia, SC 29223

January 26th - 28th Norcross, GA
Southeastern Stamp Expo
Southeastern Federation of
Stamp Clubs
Atlanta Hilton Northeast
5993 Peachtree industrial Blvd.
Fri & Sat: 10 - 5:30, Sun: 10 - 3
Admission: \$5 www.sefsc.org

Feb. 3rd & 4th, Charlotte, NC
Charlotte Stamp Show
St. Sarkis Armenian Church
7000 Park Road
(Hwy 77, exit Tyvola Road, go east
2.5 miles, turn right on Park Rd,
1 mile on rt.)
Charlotte, North Carolina 28210
Sat: 10 - 5, Sun: 10 - 4
Contact: Cary Cochran
800-560-5310

February 23rd - 25th
Birmingham, AL
AmeriStamp Expo, APS Winter
Meeting and Specialty Exhibition
Sheraton Birmingham Hotel
2101 Richard Arrington Jr Blvd N.
Birmingham, AL 35203
Fri-Sat, 10-6; Sun, 10-4. Free.

March 3rd & 4th Knoxville, TN
KNOXPEX 2018
Knoxville Philatelic Society
Holiday Inn Knoxville West
9134 Executive Park Dr.
Sat: 10 - 5, Sun: 10 - 3
Contact: Tom Broad-
head, 865-696-4803

April 14th & 15th Asheville NC
Stamp & Postcard Show
Comfort Suites Outlet Mall
890 Brevard Road
(next to Asheville Outlets)
Asheville, North Carolina.
Sat: 10 - 5, Sun: 10 - 4
Contact: Cary Cochran
800-560-5310



CASE 135B

Here is a beautiful third issue revenue SC#135b with Inverted Medallion. These are very scarce, but this one is the easiest to obtain of all of the 19th century inverted centers! I actually found this in a stock book that had several thousand of these on manila stock pages. It is the only one I have ever found, and rarely see offered at shows. I have been through tens of thousands of these over the past 20 years. It is the least expensive of all of the 19th century inverted centers at only \$475 (2017 Scott Specialized). Still a hefty price tag, but much less than the thousands of dollars that the other inverted centers sell for.

My example has a nice embossed Dec. 27, 1872 cancel. It does cut the paper in a place or two which hurts its value, but...I don't care — It is a beautiful inverted center. There are spectacular varieties lurking out there in large lots to be had. Just keep your eyes open.

Happy Hunting! Scott

Scott #R135b, 2c Third Issue Revenue with Inverted Center



A PHILATELIC RESOURCE LIST FOR ASC MEMBERS

Two years ago, member Bob Bouvier created a spreadsheet listing philatelic resources in his possession that is intended to encourage and facilitate the sharing of published philatelic knowledge among our membership. Entries are categorized as books, periodicals and clippings. Each owner codes each entry for several sharing options that include lending and for how long, bringing to meetings [only], copying and/or scanning (with page limitations), and look-ups. Larry Oliver added his holdings that brought the totals up to 62 books, 7 periodicals, and 13 clippings. Bob is confident that other members have materials that would be of interest to our members and would welcome additions. The file is available to any current member with an email address and Bob will print off a copy for anyone who does not have an email account. Bob's contact information is found in our membership list. Thank you.

In addition, Bob has been collecting past issues of Asheville Stamp Club publications that he is sending to the American Philatelic Research Library in Bellefonte, PA to augment their holdings. He has accounted for all newsletters published since 2011 and is missing only one issue for 2010 (assuming it was published): The January-February 2010 issue of the Smoky Mountain Philatelist. If you have a copy of this issue, or know for certain it was not published, please contact Bob at bouv1946@gmail.com or 828-713-0270. His efforts for locating issues from 2006 on back have been largely unsuccessful. A mere handful have been located, dating back to 1970. If you know of any, please contact Bob.

STAMPS – WANTED, FOR SALE OR TRADE

Wanted! WWII US patriotic covers - especially with cachets that are "politically incorrect", humorous, or feature women. Top prices paid - which ain't much, frankly! Larry Oliver stamper707@gmail.com

Wanted! US First Issue Revenues. Large accumulations as I am looking for shades, paper types and cancellations. randallchet@gmail.com

Wanted! Philatelic Literature related to US revenues, especially any back issues of the American Revenuer, and Weekly Philatelic Gossip 1936 - 1957. Also any general periodicals 1880 - 1950. randallchet@gmail.com

For Sale! 98 US FDCs in a VPD flip binder and slipcase. Most 1958-60, most unaddressed with cachet. \$25 randallchet@gmail.com

For Sale! USPS Commemorative Yearbooks. Mint. Few to no stamps. Years: 1998, 1999, 2001, 2002, 2004, 2005, 2007. \$5 each. randallchet@gmail.com

If you are a member of the ASC and have something of interest to list, feel free to email your classified ad to randallchet@gmail.com. As space allows, I'll do my best to include it in the next issues of the Smoky Mountain Philatelist.