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for the Collector of Postage & Revenue Stamp Issues of the United States

WHOLE NUMBER 1153



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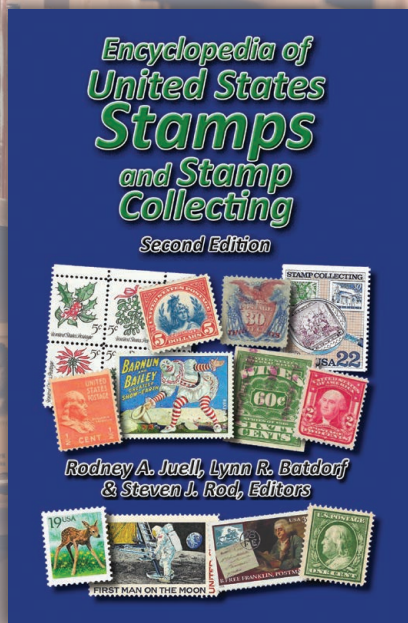
FDR and the Iowa Territory Centennial

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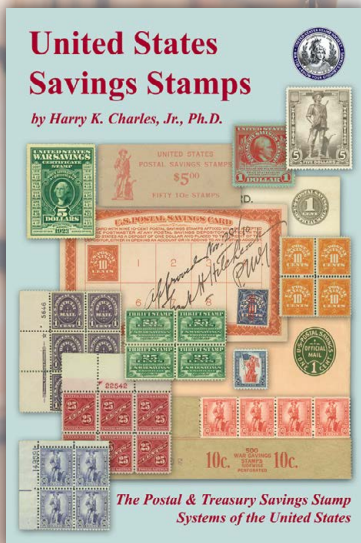


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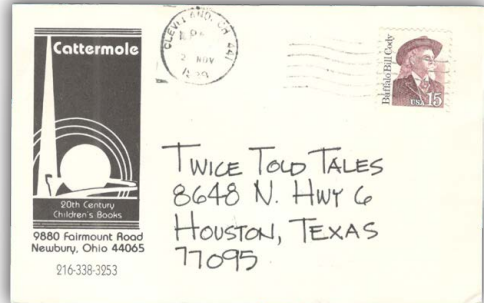
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From the Farley-Era Committee

FDR and the Iowa Territory Centennial

by **Paul M. Holland**

USSS #16849 | ✉ pholland.thorleaf@gmail.com



“ I am pleased to send you this letter to which is affixed a 3-cent postage stamp commemorating the centennial of the organization of Iowa Territory.

The central design of the stamp is a reproduction of the Old Capitol Building.

This letter is being mailed at Des Moines, Iowa, which office has the first-day sale of the stamp today. ”

—From a signed August 24, 1938 letter with a favor first day cover for the Iowa Territory Centennial stamp sent to James Roosevelt, FDR’s oldest son, who was serving in the White House as Presidential Secretary, by Postmaster General James A. Farley

Established on July 4, 1838, most of the Iowa Territory had originally been part of the 1803 Louisiana Purchase. Once Louisiana became a state in 1812, the balance was renamed the Missouri Territory to avoid confusion. Later in 1834, the land that was to

become Iowa was incorporated into a western portion of the Michigan Territory. When Michigan became a state in 1836, it became part of the Wisconsin Territory. Along with the present borders of the state of Iowa, the 1838 Iowa Territory included much of the western part of the current state of Minnesota, together with eastern portions of North Dakota and South Dakota. Finally, after resolving various boundary issues, Iowa became a state on December 28, 1846.

In 1933 the Post Office Department (POD) initially received a request from Iowa's Congressional delegation that a special stamp be issued to commemorate the 1938 centennial of the Iowa Territory. Later, a planning committee formed by Iowa's state legislature in 1937 suggested that the Old Capitol Building in Iowa City be used as the theme for such a stamp. Although there was some resistance by the POD about issuing a stamp celebrating a territory, the Postmaster General (PMG) eventually announced an Iowa Territory stamp on May 27, 1938.¹

The Old Capitol Building in Iowa City still exists, as shown in Figure 1. With the cornerstone having been laid in July 1840, the Capitol Building in Iowa City served as both the seat of the last territorial government in Iowa and the new state capital until the capital was moved to Des Moines in 1857. Since then, it has been part of the University of Iowa.



Figure 1. Old Capitol Building in Iowa City.

Although the Iowa Centennial committee submitted the photograph of a painting that showed a view of the Old Capitol as it had appeared in territorial days, this was not acceptable to the Bureau of Engraving and Printing (BEP). So, interestingly, when the stamp was designed, a photograph from a postcard supplied by the POD was used instead.

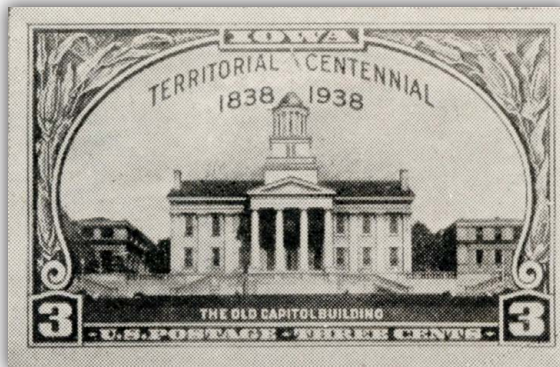


Figure 2. Design for the Iowa Territory Centennial stamp by Alvin R. Meissner of the BEP.¹

The design by Alvin R. Meissner of the BEP is shown in Figure 2 and was submitted on June 21, 1938.¹

The Iowa Territory Centennial stamp's design was approved by Acting Postmaster General Ramsey S. Black on July 7, 1938. Carl T. Arlt of the BEP engraved the vignette, with the lettering and numerals by Williams B. Wells. Black formally approved the die proof on August 5, with the first rotary press printing occurring that same day.¹ Curiously, on the plate proof in the National Postal Museum's collection (Figure 3), there is a penciled notation "Wrong color" in the lower left margin, as shown in the enlargement. Perhaps this refers to a relatively minor difference in shade, since the Scott *Specialized Catalogue of United States Stamps & Covers* shows only the color violet.² Two initial plates were



Figure 3. Plate proof for the Iowa Territory Centennial stamp with a closeup of the "wrong color" inscription at the bottom. (Smithsonian National Postal Museum).



THE POSTMASTER GENERAL
WASHINGTON

August 24, 1938.

Mr. James Roosevelt,
The White House,
Washington, D. C.

My dear Jimmy:

I am pleased to send you this letter to which is affixed a 3-cent postage stamp commemorating the centennial of the organization of Iowa Territory.

The central design of the stamp is a reproduction of the Old Capitol Building.

This letter is being mailed at Des Moines, Iowa, which office has the first-day sale of the stamp today.

Very truly yours,

THE POSTMASTER GENERAL
WASHINGTON
OFFICIAL BUSINESS



Mr. James Roosevelt,
The White House,
Washington, D. C.

Figure 4. Favor FDC for the Iowa Territory Centennial stamp sent to James Roosevelt.

produced for printing these stamps on August 5, although a third plate was prepared on August 29, but never used.³

I'm fortunate in having a number of favor first day covers on official stationery with signed letters for the Iowa Territory stamp. This includes the remarkable letter shown in Figure 4 that was sent to James Roosevelt at the White House. He was the oldest son of Franklin and Eleanor Roosevelt, and at the time was officially serving in the White House as a Presidential Secretary. Note that the honorific on the letter is to "my dear Jimmy" and it is signed by Postmaster General James A. Farley simply as "Jim" since Farley knew him well.

James Roosevelt had been very active in politics on his father's behalf, beginning with the 1932 election campaign, and he often appeared at FDR's side to help him create the appearance of walking, as shown in Figure 5. After Presidential Secretary Louis Howe died in April 1936, James Roosevelt unofficially and increasingly assumed many of Howe's duties. He also became a military aide to FDR and accompanied him to the 1936 Inter-American Conference in Buenos Aires.

In 1937, James Roosevelt was officially appointed Secretary to the President, and I show one of my letters signed by him on official White House stationery in Figure 6. Sent to Frank Harting of the General Motors Corporation, this letter concerns "Motor Vehicles and Highways of the Future." Harting was publicity director for the General Motors exhibit on "The World of Tomorrow" for the upcoming 1939 New York World's Fair, and this exhibit became one of the most memorable highlights of the World's Fair.

The great amount of stress due to public controversy over his working for his father led to James Roosevelt resigning his position in late 1938. After war broke out in Europe in September 1939, he became a captain in the Marine Corps Reserve, and once the United States entered the war, he volunteered for combat duty with an elite Marine Corps commando force (Carlson's Raiders). This included combat against the Japanese during the Makin Island raid of August 17-18, 1942, for which James Roosevelt was awarded the Navy Cross.

Other Post Office Department officials sent out favor First Day Covers (FDCs), such as my example shown in Figure 7. This was sent to Henry A. Wallace, FDR's Secretary of Agriculture by First Assistant Postmaster General W.W. Howes. Note the bold signature on the letter and that Howes also separately signed the cover.



Figure 5. FDR with James Roosevelt at his side at a political event in 1937.

THE WHITE HOUSE
WASHINGTON

September 22, 1937

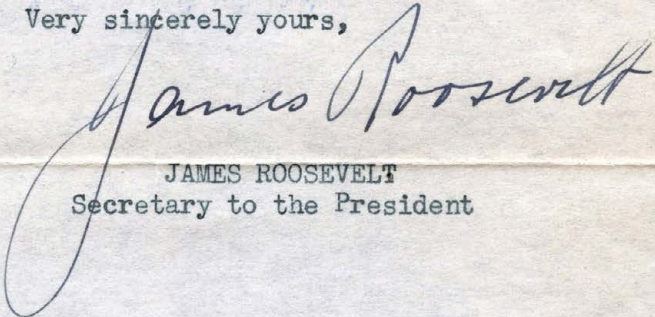
Dear Mr. Harting:

Thank you for your note of the fourteenth. I do appreciate your writing as you did and sending me a copy of Mr. Kettering's address, "Motor Vehicles and Highways of the Future".

It was kind of you to offer to send me a print of the film on the history and workings of the Diesel engine, but as I have no way of showing it I believe it would be better for me to wait until I am in New York sometime and I will stop in and see it.

With kindest personal regards and best wishes to you, I am

Very sincerely yours,

A large, elegant handwritten signature in cursive script that reads "James Roosevelt". The signature is written in dark ink and is positioned above the typed name and title.

JAMES ROOSEVELT
Secretary to the President

Frank Harting, Esq.,
General Motors Corporation,
Broadway at 57th Street,
New York, N. Y.

Figure 6. James Roosevelt letter on White House stationery to Frank Harting at General Motors.

THE FIRST ASSISTANT POSTMASTER GENERAL
WASHINGTON

August 24, 1938.

Hon. Henry A. Wallace,
The Secretary of Agriculture.


My dear Mr. Wallace:

It is with pleasure that I send you this letter bearing a 3-cent postage stamp commemorating the centennial of the organization of Iowa Territory.

The central subject of the stamp is a reproduction of the Old Capitol Building.

This letter is being dispatched through the Des Moines, Iowa, post office, which has the first-day sale of the stamp on this date.

Sincerely yours,



W.W. Howes
THE FIRST ASSISTANT POSTMASTER GENERAL
WASHINGTON



Hon. Henry A. Wallace,
The Secretary of Agriculture,
Washington, D. C.

Figure 7. Favor FDC sent to Henry A. Wallace by First Assistant PMG W.W. Howes.



Figure 8. Henry Wallace played a major role in the development of hybrid seed corn.

That this favor FDC for the Iowa Territory stamp was sent to Henry A. Wallace is perhaps especially appropriate. He was born on a farm in Iowa, and besides becoming FDR's Secretary of Agriculture, Wallace had long been involved in corn-breeding experiments and the development of hybrid seed corn, as shown in Figure 8. This and related work ultimately had a major and beneficial impact on agriculture around the world.

As mentioned previously, I also have several other favor first day covers on official stationery with signed letters for the Iowa Territory stamp. This includes examples sent by Jim Farley to Dennis Cardinal Dougherty and a young Master Eddie White, a member of a family of famous diplomats (not shown here). Another, shown in Figure 9, was

sent from Howe to Miss Ruth Carter, daughter of the famed Amon Carter, when she was fourteen years old. Note that, like similar favor FDCs sent to her father, it is franked



Figure 9. Favor FDC for the Iowa Territory Centennial stamp sent to Miss Ruth Carter by First Assistant PMG W.W. Howes.

with a block of four and addressed to her in Fort Worth, Texas, without the need for a street address.

FDR himself received lots of mail sent by admirers, including the FDC in my collection sent by cachet maker Henry Grimsland. Shown in Figure 10, the finely engraved cachet for the Iowa Territory stamp (Mellone 838-27) shows farm animals and crops above an image of the Old Capitol building in Iowa City. The cover is franked with a block of four. Remarkably, there is also an enclosed, signed, handwritten note reading

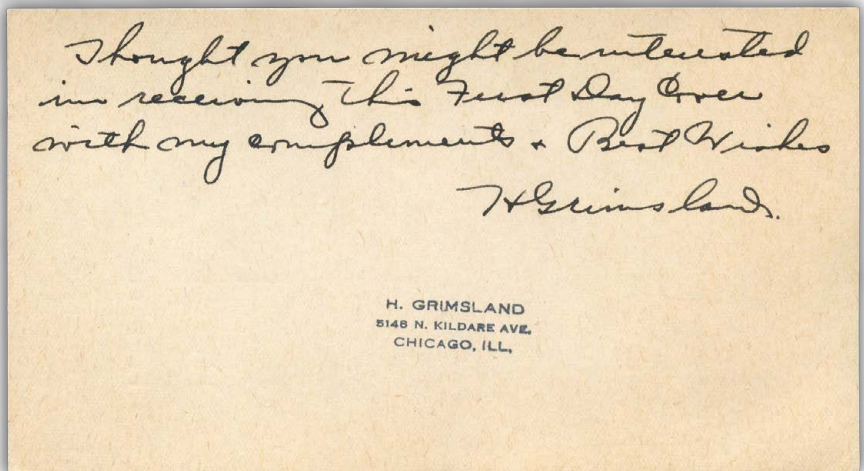
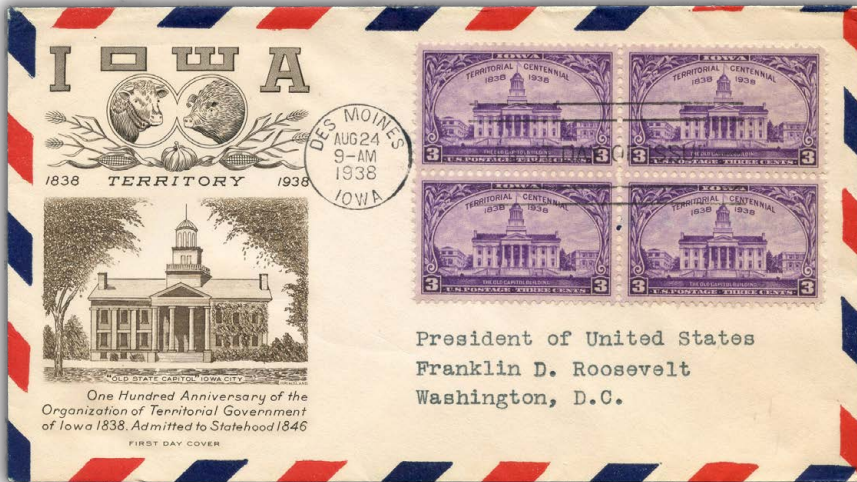


Figure 10. Iowa Territory FDC with Grimsland cachet and block of four sent to FDR.

“Thought you might be interested in receiving this First Day Cover with my compliments + Best Wishes.”

Finally, the battleship *USS Iowa* shown in Figure 11 might be briefly mentioned. Lead ship of the *Iowa*-Class battleships with 16-inch guns, these were the largest, fastest, most powerful, and heavily armored vessels of their type ever built for the US Navy. Because



Figure 11. *FDR aboard the USS Iowa in Oran, Algeria in November 1943.*

of this advanced capability, the USS *Iowa* was selected to carry President Franklin D. Roosevelt, his Secretary of State Cordell Hull, the Joint Chiefs of Staff, and FDR's other top advisers across the Atlantic en route to wartime conferences with other allied leaders at Tehran and Cairo in November 1943.

Besides stamps, FDR loved the sea and preferred to travel by ship whenever possible. The battleship USS *Iowa* was especially well-suited for this. In fact, it was even outfitted with a bathtub for Roosevelt's personal use, since with FDR's paralysis it would not have been feasible for him to use an ordinary shower. The *Iowa* would also have provided adequate space and the best possible security for its many important passengers.

References

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2. 2021 Scott *Specialized Catalogue of United States Stamps & Covers* (Sidney, Ohio: Amos Media, 2020).
3. B. I. A. *Plate Number Checklist: Plates 20000-41303*, rev. ed. (Belleville, Illinois: United States Stamp Society, 1990).

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A Philadelphia Supplementary Cover?

by Scott Pendleton

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Figure 1. The cover in question.

Foreign-bound mail could receive supplementary service from various coastal post offices at double the regular postage rate. The service provided dispatch after the published regular mail closing time for a particular ship. Although supplementary mail cancellations were used, not all supplementary mail received them. Covers without supplementary mail cancellations are referred to as “anonymous” supplementary covers. Such covers have a ship endorsement, a postmark that shows a time after the published regular mail closing time, and a franking that is double the expected amount for regular mail.¹ The cover pictured in Figure 1 appears to meet all three requirements. But appearances can be deceiving.

The Philadelphia Inquirer of September 20, 1905, under mail closings, has the following for mail heading to the New York piers: “Europe, for S.S. *Deutschland*. Via Plymouth,

Cherbourg, and Hamburg (France when especially addressed) 2 a.m.” The Figure 1 cover has a postmark time-stamped 2:30 a.m. (Figure 2), is endorsed S.S. *Deutschland*, and is franked with double the foreign rate for a first-class letter weighing roughly 6½ ounces ($5¢/½ \text{ oz.} \times 6½ \text{ oz.} = 65¢$; $65¢ \times 2 = \$1.30$). An elusive Philadelphia supplementary mail cover!

To interpret this cover, two questions need to be answered: How did a piece of mail get from Philadelphia to New York City, and once there, how was foreign mail processed?

The mail was dispatched by the main post office in Philadelphia to a Railway Post Office (RPO) car that ran part of contract route 109004. The segment from Philadelphia to New York was a short run (91.82 miles) of the 434.2-mile New York-to-Pittsburgh route contracted to the Pennsylvania Railroad. The train traveled 89.5 miles north to the terminus of the Pennsylvania Railroad system at the waterfront in Jersey City, New Jersey. Before 1910, when the first tunnel under the Hudson River was opened to New York City, the final miles to the New York City Main Post Office (NYCPO) were completed by ferry and intraurban rail.²

The RPO system employed men in Jersey City to prepare outgoing mail and process incoming RPO mail for transfer to the NYCPO along the 2.3-mile final leg, which included a ferry crossing of the Hudson River. The Desbrosses Street Ferry left from Pennsylvania Station in Jersey City. It docked half a mile south of the Foreign Branch, located in the Morton Street Station, and a mile and a half north of the Main Post Office. By 1905, the Main Post Office had become so crowded that all foreign mail processing and sorting had been relocated to the Morton Street Station. Once across the Hudson, mail was taken to the Main Post Office, from which foreign mail pouches were forwarded to Morton Street. A map showing one possible route this cover could have taken is shown in Figure 3.

How much time would the journey take? According to published schedules, the first train of the day from Philadelphia arrived in Jersey City at 6:58 AM.³ The final leg of route 109004—a two-mile trip from Jersey City to the Main Post Office—took 40 minutes.⁴ The Postmaster General’s report shows an average of 500,000 pounds of mail moved between Philadelphia and New York on RPO Route 109004 each day,⁵ giving some sense of the volume handled on a tight schedule.

A clerk was available 24 hours a day at the main Philadelphia post office.⁶ The 2:30 AM postmark indicates the piece was deposited between 2:00 and 2:30. The first train of the day to New York left Philadelphia at 4:36 AM. It arrived in Jersey City around 6:58 AM, where the final leg began.

According to a schedule published in the *New York Tribune* on September 20, 1905, mail closed for the S.S. *Deutschland* at 6:30 AM with the following footnote: “Regular and Supplementary Mails close at Foreign Station (corner of West and Morton Streets) half



Figure 2. Close-up of Philadelphia cds showing 2:30 AM time stamp.

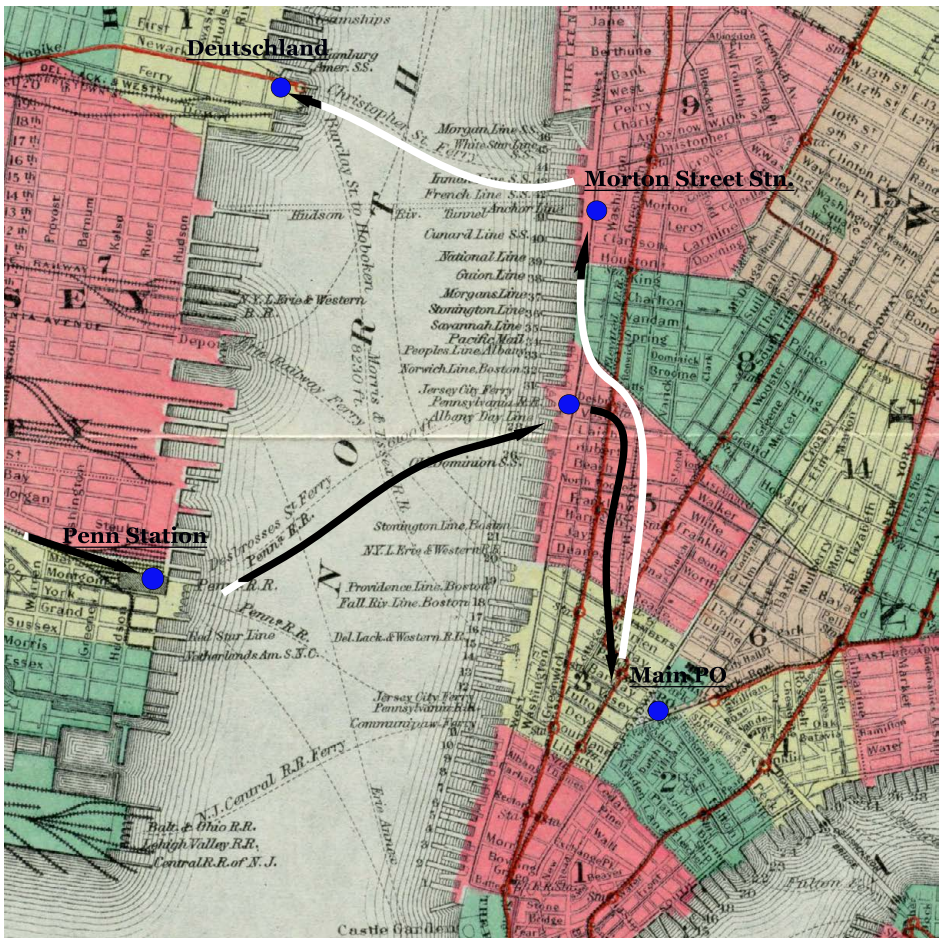


Figure 3. 1900 New York City map showing a possible route of travel for the cover.

hour later than closing time shown below (except Supplementary Mails for Europe... close one hour later at Foreign Station).” This means supplementary mail closed at 7:30 AM—yet the cover bears a backstamp of 9:00 AM. How does one explain the discrepancy? I believe a clue can be found in the backstamp itself.

Consider a typical double-rate foreign cover from 1905. The Cape May cover shown in Figure 4 traveled on the Philadelphia and Cape May RPO via Winslow Station and Camden to Philadelphia as part of contract route 109041.⁷ Once there, it would have traveled the route described above. Not all foreign mail received a backstamp, but when one was applied at the foreign station on regularly processed mail, it was the 20 mm CDS on the Cape May cover. (Figure 5) From covers in my collection, this backstamp was introduced in mid to late 1904.

The supplementary cover in question is backstamped with the 24 mm circular date stamp (CDS) shown in Figure 6. Compared to the typical backstamp, it includes only FOREIGN and NEW YORK, with date and abbreviated time stamp. Although indistinct, the time appears to read 9-A. As noted, this time is well past published supplementary



Figure 4. A double-rate (non-supplementary) cover mailed from Cape May to Germany.

mail closing time. My knowledge of and access to New York City backstamps is limited, and I have no other similar markings in my collection. It would be interesting to know what types of covers this CDS appears on. I suspect it was applied to the few foreign mail covers that were processed individually for immediate dispatch at the Main Post Office after the foreign branch moved to Morton Street.

We know the cover crossed the Hudson River to the Hamburg American Line piers in Hoboken, New Jersey, and reached the *Deutschland* before the 10 AM departure. (If the cover didn't make it on time, the cover would have been marked "TOO LATE" and the ship name would have been crossed out.) We know that all foreign mail was processed at Morton Street and supplementary mail closed at 7:30 AM. Since the cover was already

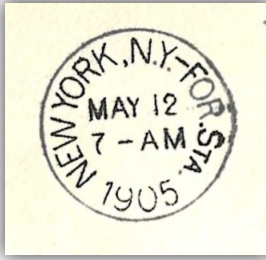


Figure 5. A typical 20 mm New York Foreign Station backstamp from the period.



Figure 6. The 24 mm New York Foreign backstamp on the supplementary cover.

in the postal system, it could not have been presented shipside for processing. And we know it bears an atypical backstamp.

The following is conjecture. The 7:30 AM closing applied to mail presented by the general public at the Morton Street Station and did not apply to mail already in the system. The clerk in Philadelphia knowing this cover would arrive after the closing times, charged it the supplementary rate accordingly. The most likely explanation is that the cover went to the Main Post Office, where it was processed with the rest of the foreign mail to be transferred to Morton Street. It was recognized as supplementary mail and received whatever backstamp was close at hand. Since the supplementary fee had been paid, it was immediately dispatched to make the one-mile trip to Morton Street, arriving in time to join the rest of the outgoing mail heading to the S.S. *Deutschland*.

Although Philadelphia had supplementary service, it did not have it in 1905. As collectors, we are inclined to classify covers into proper categories: this cover is a New York supplementary mail rate that originated outside of New York, a rare bird indeed. Yet this is merely semantics. Whether this is a New York or Philadelphia Supplementary cover was irrelevant to the sender and the postal clerks who processed it. It hails from a time when schedules and customer service mattered to the United States Post Office.

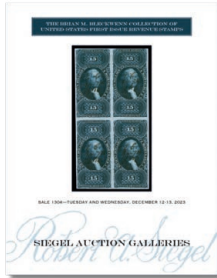
References:

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- James White, *Report of the General Superintendent of Railway Mail Service to the Second Assistant Postmaster General for 1905* (Washington, DC: GPO, 1905), 86–87, https://www.google.com/books/edition/_/ce49AQAAMAAJ?gbpv=1&bsq=109004.
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- White, *Report of the General Superintendent*, 306.
- Ibid.*, 86.
- Thomas Hicks, *Postal Guide, Philadelphia Post-office Containing Postal Information, Revised and Corrected to Date* (Philadelphia: Howard March Printers, 1900), 56.
- White, *Report of the General Superintendent*, 282.

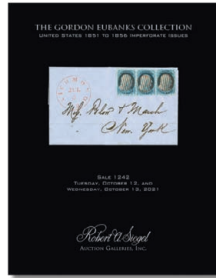
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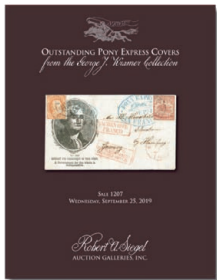
Bleckwenn



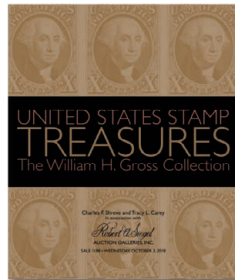
Eubanks



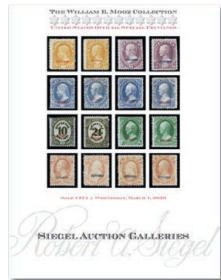
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Vintage Photo of the Month

by Rodney A. Juell

USSS # 13852 | P.O. Box 3508, Joliet, IL 60434





This month's Vintage Photo shows a Parcel Post delivery wagon in 1913 in New Bedford (Massachusetts?). Parcel Post, a service that provided for the delivery of larger and heavier parcels than could previously be mailed, began on January 1 of that year. Shown nearby is a plate block of one of the special stamps issued for use on Parcel Post.



Coil Stamps

Government Coil Stamp Supply and Demand: BEP Fiscal Years 1908 through 1925

Part IV: FY 1917–FY 1925: End- Versus Side-Coils Delivered & 2¢ Side-Coil Transition to the Fourth Bureau Issue

by Nancy Robinson, PhD, and James Robinson

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FY 1917–FY 1925: End- Versus Side-Coils Delivered

During this period, a new US definitive series, the Fourth Bureau Issue (FBI), was introduced, and the Washington-Franklin (W-F) series saw its final production. For the period encompassing FY 1917–1925, the Bureau of Engraving and Printing (BEP) annual reports^{1,2} provide the number of rotary coil stamps delivered for coils in the 4¢, 5¢, and 10¢ denominations for both series, in addition to the 3¢ Fourth Bureau Issue. Nothing new can be added to this raw quantity information because rotary side-coils were the only format in which these values were produced. But for the 1¢ and 2¢ denominations of both series, the 3¢ Washington-Franklin, and 1925 Fourth Bureau 1½¢ coils, the BEP numbers are a summation of both the end- and side-coils delivered.

Using the *two equations with two unknowns methodology* and reallocating excess stamps, the number of end- and side-coils can be calculated in the same manner as discussed in Part II. However, when this method was applied to flat-plate versus rotary press printed stamps, a single correct solution was obtained. Unfortunately, when evaluating the rotary end- versus side-coil information, the difference between the two plate sizes (150-subject and 170-subject) is relatively small, 20 stamps compared to 70 stamps between flat-plate sheets and the rotary side-coil sheets. Thus, two equally valid solutions are possible that differ by one 500-stamp coil. The two-solution concept and calculated quantities appear below.

Step One: Determination if Both End- and Side-Coils were Delivered

Using the 3¢ coils delivered in FY 1917 and FY 1918 as examples, the first step is to determine if both end- and side-coils were delivered in a fiscal year. This determination is easy to perform. The quantity of stamps delivered is divided by 170 (the number of stamps in a side-coil sheet). The result is compared to the quantity of coil sheets delivered as stated in the BEP Report. If, after rounding the decimal, the result of stamps delivered/170 is equal to the whole number of coil sheets delivered given in the Director’s report, only side-coils were delivered. If not, then the quantity of stamps delivered is divided by 150 (the number of stamps in an end-coil sheet). The result is compared to the quantity of coil sheets delivered, given in the BEP Report. If, after rounding the decimal, the result of stamps delivered/150 is equal to the whole number of coil sheets delivered as stated in the Director’s report, only end-coils were delivered. For the 3¢ coil in FY 1917, only side-coils were delivered (compare columns two and four for FY 1917 in Table 1). Rounding column four yields the value in column two.

Information from BEP Director’s Reports	3¢ Coil Sheets	3¢ Coil Stamps	Calculated # of Sheets if all Stamps Delivered were Side-Coils (Stamps/170)	Calculated # of Sheets if all Stamps Delivered were End-Coils (Stamps/150)	Conclusion
FY 1917	19,638	3,338,500	19,638.24	22,256.67	Only side-coils were delivered
FY 1918	3,557,395	600,432,500	3,531,955.88	4,002,883.33	Both side- and end-coils were delivered

Table 1. Determination if both side- and end-coils were delivered.

In FY 1918, the stamps delivered/170 quantity is 25,439 sheets less than that reported by the BEP director (column 2 minus column 4, Table 1 for FY 1918). The stamps delivered/150 quantity is 445,488 sheets more than that reported by the BEP Director. These results tell us that both side- and end-coils were included in the sheet and stamp tallies. Because end-coil plates have 150 stamps per sheet versus 170 for the side-coil, the aggregate number of coil stamp sheets given in the report is larger than it would be if the quantity were only 170-subject sheets. Likewise, the aggregate number of coil stamp sheets given in the report is smaller than it would be if the quantity were only 150-subject sheets.

Step Two: Algebraic Calculation

Now having established that both end- and side-coils were delivered in FY 1918, the equations below were used to calculate the number of end- and side-coil sheets and stamps based upon the rounded number of sheets given in the BEP annual report (see Table 2, Section I).

First, using the rounded number of sheets of coils, the algebraic method, *solving two equations with two unknowns*, is applied:

$$x(150) + y(170) = \text{Total Stamps Delivered}$$

$$x + y = \text{Total Sheets Delivered}$$

For which: x = the number of 150-subject sheets
 y = the number of 170-subject sheets

The equations above reduce algebraically to:

$$\frac{[(170 \times \text{Total Sheets Delivered}) - \text{Total Stamps Delivered}]}{20} = x$$

$$\text{Total Sheets Delivered} - x = y$$

Summing the calculated values, we get the number of sheets and stamps reported by the BEP Director. As before, it looks like we have the solution, but the number of stamps delivered in each format must equate to a whole number of coils (stamps/500 must be a whole number). They do not (see Table 2, Section I, row labeled 500 stamp units).

	Side-Coils	End-Coils	Total
Section I: Calculation using the Numbers provided by the BEP			
Stamps	567,997,625	32,434,875	600,432,500
Sheets	3,341,162.50	216,232.50	3,557,395
500 Stamp Units (Stamps/500)	1,135,995.25	64,869.75	1,200,865
Section II: Reallocation Solution A: 125 Stamps Removed from Side-Coils and Added to End-Coils			
Stamps	567,997,500	32,435,000	600,432,500
Sheets	3,341,161.765	216,233.333	3,557,395.098
500 Stamp Units (Stamps/500)	1,135,995	64,870	1,200,865
Section III: Reallocation Solution B: 375 Stamps Added to Side-Coils and Removed from End-Coils			
Stamps	567,998,000	32,434,500	600,432,500
Sheets	3,341,164.706	216,230.000	3,557,394.706
500 Stamp Units (Stamps/500)	1,135,996	64,869	1,200,865

Table 2. Calculation of 3¢ end- and side-coil stamps/sheets for FY 1918.

Coils can be either 500 or 1,000 stamps in length, and so the total number of stamps/500 must result in a whole number, because the BEP did not deliver partial coil rolls. The result is termed “500 stamp units” in Table 2 because the value obtained is not

equal to the number of coils delivered unless only 500-length coils were delivered. The important consideration for the calculation is that the numbers of 500 stamp units do not equal whole numbers (Table 2, third row Section I).

Step Three: Reallocation

For the side-coil, there are either 125 too many or 375 too few stamps. For the end-coils there are 125 too few or 375 stamps too many. As described previously, the cause of this difficulty is that the quantity of coil sheets in the BEP annual report has been rounded to the nearest whole number of sheets. However, by reallocating the imbalance of stamps to the other coil format, two possible solutions are obtained as outlined in Sections II and III of Table 2.

It is impossible to determine which of the two solutions is the correct one because the total number of sheets (rounded to the nearest whole number) and the stamps for both solutions equal the values given in the BEP annual report. The difference between the two solutions is in the allocation of one 500-stamp coil equivalent (500 total stamps). That is, these calculations provide the annual separation into side- and end-coils accurate to within one coil (500 stamps).

One may wonder why one correct solution resulted from earlier calculations when the aggregated quantity was the sum of 100-subject flat-plate sheets and 170-subject rotary side-coil sheets (Parts II and III of this series)? The answer is that the difference in the sheet size for the 100- versus the 170-subject sheets is 70 stamps, or 70% of a flat-plate sheet. When reallocating, one of the two possible solutions ends up with two extra 100-subject sheets than is given in the BEP annual report. That two-sheet difference makes it clear which of the two possible solutions is the correct solution. However, in the case of only a 20-stamp difference between the rotary end- (150-subject) and side- (170-subject) coil sheets, the same “plus two sheets” phenomenon does not occur. For both of the two possible solutions, the total number of sheets after rounding is equal to the BEP report number.

Table 3 collates the information for the side- and end-coils delivered for the 1¢, 2¢, 3¢, and 1½¢ denominations in FY 1917 through FY 1925. Only one of the two possible solutions is listed in this Table, the one in which the extra stamps are allocated to the side-coil format. This was an authorial choice, since throughout the period, side-coils vastly outnumber end-coils. But if desired, the second solution can be obtained simply by subtracting 500 stamps from the side-coil quantity and adding 500 stamps to the end-coil quantity shown in Table 3. The exceptions to this statement include the 1¢ W-F coils in FY 1923, the 1¢ FBI coils in FY 1925, and the 2¢ FBI coils in FY 1924. These three instances are occurrences when both the number of 170- and 150-subject sheets were whole numbers; that is, rounding to the nearest whole number of sheets was not required. Therefore, reallocation of stamps was unnecessary because the algebraic calculation (two equations with two unknowns) yielded the only correct solution.

Other instances in Table 3 where the listed values are the only correct solution are any FY in which *only* side- or end-coils of a denomination were delivered. This situation occurred:

- Five times for the 3¢ W-F coil (FY 1917, FY 1921, FY 1923–25)
- Two times for the 3¢ FBI coil (FY 1924–25)

- One time each for the FBI and W-F 1¢ coils (FY 1924 and FY 1925, respectively)
- One time each for the FBI and W-F 2¢ coils (FY 1923 and FY 1924, respectively)
- All instances (five total) for FBI 1¢, 1½¢, and 2¢ Bureau precancels, because the Bureau precancel coils were only issued in the side-coil format.

Tallying the Table 3 results, where there is a 500-stamp differential (two possible solutions), a composite overall uncertainty in the total number of coil stamps delivered was determined. The lifetime difference in the totals for each denomination ranges from 500 to 4,000 coil stamps. The overall uncertainty is only 10,000 stamps per format as presented in Table 3. This uncertainty is insignificant when compared with the total number of coil stamps delivered (17,848,955,000 side-coils and 513,872,000 end-coils).

The philatelic significance of this mathematical treatment is that the number of coils delivered annually in each format for each denomination can be determined to within 500 stamps. Summarizing the supply and demand represented by the Table data, in FY 1917 through FY 1925, side-coils represented from 94% to 98% of the coil stamps delivered in each fiscal year, for denominations produced in both formats that year. The average for the entire period shows that 97.2% of coil stamps delivered were side-coil format.

Low-Demand Rotary Coil Stamp Deliveries

In Part I of this series, it was determined that the high-demand coil stamp *denominations* represented, on average, 98.8% of the coil stamp deliveries during the studied era (FY 1910–FY 1925). This number can now be further refined for FY 1917 through FY 1925 by allocating the 1¢, 1½¢, 2¢, and 3¢ end-coils into the low-demand category. The total number of high-demand coil stamps delivered was 17,808,326,500 (3¢ side-coil was high demand only in FY 1918 and 1919). The combined number of coil stamps delivered over this same period was 18,557,236,500. Thus, the high-demand coil stamps accounted for 96% of total coil stamps delivered. The remaining 4% is made up of the low-demand coil stamps.

Table 4 shows the annual composition of low-demand coil deliveries by denomination for FY 1917 through FY 1925. The 3¢ side-coil is not included in this table for FY 1918 and 1919, when the 3¢ side-coil became a high-demand issue due to the congressionally imposed increase in the first-class letter-rate from 2¢ to 3¢ to finance World War I.

Over the entire span from 1917–1925, the 2¢ rotary end-coil was the most popular of the low-demand coil denominations, followed by the 1¢ end-coil, and the 4¢ side-coil. This distribution makes sense because 2¢ and 1¢ were the first-class letter and postcard rates, respectively and 1¢ was also the third-class rate for the majority of this era. Double first-class required 4¢, and affixing three 4¢ coil stamps paid the registry rate, together probably accounting for the relatively high ranking of the 4¢ side-coil. The 5¢ side-coil was the next most popular, paying the Universal Postal Union (UPU) international letter rate. The 3¢ end-coil is next at 6.6% of the low-demand deliveries, with the majority of its use occurring in FY 1918 and 1919 during the 3¢ first-class letter rate period. In FYs other than 1918 and 1919, the 3¢ side coil came in at 5.4%.

The best usage for the 3¢ stamp as a low-demand value is unclear. This coil stamp could have been used to pay triple the third-class rate, or perhaps two 3¢ coil stamps may have been used to pay a triple-multiple of the first-class letter rate. Just as an example,

FY	Format#	Issue [^]	Coil Stamps Delivered					
			1¢	2¢	3¢	1½¢	All	
1917	Side	W-F	264,050,000	884,806,000	3,338,500	-	1,152,194,500	
	End		17,357,500	56,179,000	0	-	73,536,500	
1918	Side	W-F	280,558,500	459,004,000	567,998,000	-	1,307,560,500	
	End		15,509,500	22,334,000	32,434,500	-	70,278,000	
1919	Side	W-F	365,026,500	454,907,500	544,262,000	-	1,364,196,000	
	End		23,802,000	20,259,500	16,984,000	-	61,045,500	
1920*	Side	W-F	422,211,000	1,417,001,000	1,739,500	-	1,840,951,500	
	End		15,193,000	28,552,000	5,000	-	43,750,000	
1921	Side	W-F	417,650,500	1,620,855,000	3,476,500	-	2,041,982,000	
	End		16,994,000	31,955,500	0	-	48,949,500	
1922+	Side	W-F	526,424,500	1,714,817,000	6,521,000	-	2,247,762,500	
	End		12,120,000	33,097,500	102,000	-	45,319,500	
1923	Side	W-F	602,335,500†	959,104,500	7,632,000	-	1,569,072,000	
		FBI	-	915,416,500	-	-	915,416,500	
	End	W-F	29,689,500†	41,453,500	0	-	71,143,000	
		FBI	-	0	-	-	0	
1924	Side	W-F	140,219,000	0	6,241,500	-	146,460,500	
		FBI	359,325,500	1,884,654,000†	807,000	-	2,244,786,500	
	Side PCCL	FBI	204,432,500	28,410,500	-	-	232,843,000	
		W-F	15,781,500	22,833,000	0	-	38,614,500	
	End	FBI	0	8,973,000†	-	-	8,973,000	
		W-F	0	0	306,000	-	306,000	
1925	Side	FBI	304,130,000†	1,928,456,000	10,566,500	185,881,000	2,429,033,500	
		Side PCCL	FBI	180,967,500	29,050,000	-	146,372,500	356,390,000
	End	W-F	3,407,500	0	0	-	3,407,500	
		FBI	5,674,500†	36,829,500	-	6,351,000	48,855,000	
	All	Side	All	4,067,331,000	12,296,482,000	1,152,888,500	332,253,500	17,848,955,000
		End	All	155,529,000	302,466,500	49,525,500	6,351,000	513,872,000
%=Side			96.3	97.6	95.9	98.1	97.2	
Uncertainty	Side	All	- 3,500	- 4,000	-2,000	-500	-10,000	
	End	All	+ 3,500	+ 4,000	+2000	+500	+10,000	

Side PCCL = Side-coil format precancelled at the BEP

[^] W-F = Washington Franklin; FBI = Fourth Bureau Issue

* The BEP Annual Report # for 1¢ coil stamps delivered is not divisible by 500. There are 30 stamps too many. The calculations use the BEP reported number—the 30 extra stamps.

+ The BEP Annual Report #s for all coil values stamps delivered are not divisible by 500. There are 10 to 20 stamps too few. The calculations use the BEP reported number plus 10 or 20 stamps.

† There is only one solution because the number of coil stamps was the unusual occurrence when both the 150 and 170-subject sheets were whole numbers.

Table 3. 1¢, 2¢, 3¢, and 1½¢ side- and end-coil stamps delivered in FY 1917-1925.

mass-mailings of heavy insurance policy renewals sometimes weighed from a few to several times the base limit.

The 10¢ side-coil and the 1½¢ Fourth Bureau end-coil are the least popular at 2.4% and 0.8% of the total low-demand coil stamps, respectively. The 1½¢ value is listed only as a footnote to Table 4. However, the reasons for the rankings at the bottom are entirely different for the two lowest issues. Both denominations were first issued only near the end of the studied period. For the 10¢ side-coil, the need is difficult to determine. Perhaps it was used with a 2¢ stamp to pay registry frankings or for heavy letter-rate multiples or parcels. However, the subsequent Fourth Bureau Issue also included a 10¢ side-coil, suggesting there was an ongoing commercial need, although limited. During the first several years of early Bureau precanceling between 1923 and early 1927, 128 of the largest cities in America ordered precancels. Only seven of the cities, headed by New York and Chicago, ever ordered the 10¢ coil precancelled.³

In contrast, the 1½¢ end-coil was first issued within the fourth quarter of FY 1925 alongside side-coil, imperforate flat-plate sheet, flat-plate sheet, rotary sheet, and stamped-envelope formats. The new issues were all produced in order to pay the new third-class rate, which had been increased from 1¢ to 1½¢ on April 15. Over the next 14 years of the issue's "series lifetime" through 1939, its relative ranking may have changed, but the dates extend beyond the scope of this study.

FY	Low-Demand Coil Stamps Delivered*						
	1¢ End	2¢ End	3¢ End	3¢ Side	4¢ Side	5¢ Side	10¢ Side
1917	17,357,500	56,179,000	0	3,338,500	6,081,500	2,384,000	-
1918	15,509,500	22,334,000	32,434,500	High Demand	4,516,500	3,355,000	-
1919	23,802,000	20,259,500	16,984,000	High Demand	2,210,000	3,714,500	-
1920	15,193,000	28,552,000	5,000	1,739,500	8,672,500	6,098,000	-
1921	16,994,000	31,955,500	0	3,476,500	13,179,500	6,239,000	-
1922 [^]	12,120,000	33,097,500	102,000	6,521,000	18,712,000	8,337,000	2,394,500
1923	29,689,500	41,453,500	0	7,632,000	20,594,000	7,316,500	4,013,500
1924	15,781,500	31,806,000	0	7,048,500	24,050,500	7,873,000	4,542,500
1925	9,082,000	36,829,500	0	10,872,500	26,432,500	6,599,500	7,093,500
Total*	155,529,000	302,466,500	49,525,500	40,628,500	124,449,000	51,916,500	18,044,000
% of Total*	20.8	40.4	6.6	5.4	16.6	6.9	2.4

[^]The BEP Annual Report #s for all values of coil stamps delivered are not divisible by 500. There are 10 to 20 stamps too few. The calculations use the BEP report number plus 10 or 20 stamps.

*The 1½¢ end coil was issued at the end of FY 1925. The total stamps delivered were 6,351,000, representing 0.8% of the total low demand coil stamps delivered.

Table 4. Delivery of low-demand rotary coils from FY 1917 through FY 1925 by denomination.

Importance of Separating the Side- from the End-Coils: The 2¢ Side-Coil Transition from Washington-Franklin to the Fourth Bureau Issue

By defining the numbers of end- and side-coils delivered, mistakes can be avoided when analyzing BEP data. As an example, the FY 1923–1924 transition of the 2¢ W-F side-coil to the 2¢ FBI side-coil is presented in this section. For the initial analysis, the BEP numbers were not split into end- and side-coils. The results were puzzling (see Table 5).

	1923	1924	1925
W-F	1,000,558,000	22,833,000	0
FBI	915,416,500	1,893,627,000	1,965,285,500
FBI PCCL	-	28,410,500	29,050,000

*Table 5. 2¢ Coil issue transition showing total coils (side and end).
Years are BEP fiscal years.*

The FBI 2¢ side-coil was issued at the start of January, 1923 (FY 1923). According to Table 5, it represents 47% of the 2¢ coil stamps delivered in that entire fiscal year, approximately half of the delivered stamps. With six months remaining in the FY, it appears there should have been adequate time for any remaining 2¢ W-F coils to be delivered from the stamp vault to the POD, thus fully depleting the issue. An associated expectation is that no 2¢ W-F coil stamps would be delivered the following year in FY 1924. But in fact, there were 22,833,000 2¢ W-F coil stamps delivered in that fiscal year. If all the coils were 500-stamps in length, then in FY 1924 there were 45,666 coils delivered, or 22,833 if they were 1,000-stamp coils.

The explanation becomes obvious when the quantities of end- and side-coils are defined (Table 3). All of the 22,833,000 W-F 2¢ coils stamps shipped in FY 1924 were end-coils. The replacement 2¢ FBI end-coil was not issued until December 31, 1923, (FY 1924), almost a year after its counterpart side-coil. Low demand continued for end-coils during FY 1923 and FY 1924, and W-F end-coils in the vault filled demand through the first half of FY 1924.

Press Mapping and Plate Records Illustrate the 2¢ Side-Coil Transition

Max Johl stated that the BEP ran out of W-F 2¢ side-coils too soon and was forced to issue the FBI coil early.⁴ Was his insight more than a conjecture? When the Press Map for FY 1923⁵ is included in the 2¢ side-coil transition story, additional information can be gleaned.

Figure 1 shows a Press Map snippet for November 11, 1922 through January 6, 1923 (FY 1923). For this figure, only rotary plate pairs printing 2¢ side-coils are listed in order to focus attention on the 2¢ transition. The transition to the new issue was planned early in the fiscal year. The last pair of W-F 2¢ side-coil plates (14056/14057) had been assigned at the end of August, 1922 (FY 1923).⁶ Two months later, on October 20, 1922, the first pair of FBI 2¢ side-coil plates were assigned.⁷

There were four presses printing the 2¢ W-F side-coil prior to the first 2¢ FBI side-coil plates being sent to *press*. The first set of plates printing the new FBI 2¢ coil

was announced for the “new 2¢ design” sheet-stamp with no mention made of a new 2¢ side-coil stamp.

In the FBI era, under normal circumstances, stamps were to be held until the official first day. However, cover evidence shows that FBI 2¢ side-coils were released earlier than January 15, with the earliest documented cover postmarked January 10, 1923, in Lancaster, Pennsylvania.⁹ The fact that Lancaster was not an officially designated first day city, but received stamps, strongly suggests that the stamps had been shipped to fulfill a regular postmaster order. If so, the implication is that w-F 2¢ side-coils were now severely depleted or completely gone at the BEP.

Johl states the following regarding issuance of the 2¢ FBI side-coil:

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.¹⁰

BEP delivery statistics confirm Johl’s statement regarding depleted supply at the BEP. The total number of 2¢ side-coil stamps of both issues delivered in FY 1923 was 1,874,521,000. Allowing uniform demand and delivery, about 156,210,000 stamps were delivered each month. Extending the concept, for the first six months before the FBI 2¢ side-coil was issued, about 937,260,000 w-F 2¢ side-coil stamps would have been delivered.

The total number of w-F 2¢ side-coil stamps delivered in FY 1923 was 959,104,500. Therefore, only approximately 21,844,500 would have remained in stock for delivery by January 1. Based on the delivery of 156,210,000 stamps per month, the remaining 21,844,500 w-F 2¢ side-coil stamps account for slightly over a four-day supply (156,210,000/30 days per average month). Stamps would have run out on or around January 5. Per Griffith’s BEP shipment letter, the FBI coils were shipped the next day, January 6. The assumptions and calculations fully support Johl’s idea that the w-F 2¢ side-coils were depleted, and regular delivery of the new FBI version was pushed forward in advance of the official first day release to fill the gap.

The End of the Coil Supply, Demand, and Production Story: Summary and Conclusion

In this four-part series, the delivery of coils by the BEP has been analyzed within the context of the coil production process. Initially, the production method was an inefficient and labor-intensive hand pasting of flat-plate sheets, which was so costly that a surcharge was instituted. Production was then partially mechanized using an automated coil splitting and winding machine. Finally, the entire production process was modernized via a high-speed rotary press printing method. Without these changes in production, the BEP would not have been able to meet the ever-growing national demand for this convenient stamp format, except by hiring an ever-increasing labor force dedicated to this one activity.

The coil story is a tale of high- and low-demand denominations. The high-demand values represented approximately 96% of the coil stamps delivered. Due to the

disproportionate distribution, the high-demand values were the first to see the various changes in production, such as the conversion from gauge-12 to gauge-8.5 perforation. This same change was not seen for the low-demand 5¢ value for an additional 27 months.

Through mathematical treatments of the BEP data, additional details concerning coil demand and production were discovered. The numbers of 500- and 1000-length coils of all denominations were calculated for FY 1910–1923, revealing that the 500-length coil was by far in the highest demand, representing 86% of the coils delivered over the 13-year period. For FY 1917–1925, the number of rotary end- versus side-coils was calculated for each denomination that had been delivered in both formats. The side-coil format saw overwhelming demand, with only 2.8% of the stamps delivered in both formats produced as end-coils.

Using similar calculation methods for FY 1915 and 1916, the number of coil stamps that were rotary printed and flat-plate printed was calculated when possible and estimated when calculation was not possible. These calculations, in conjunction with press maps graphically showing the plate utilization in FY 1915 and FY 1916, reveal that the rotary press startup in FY 1915 was not a turnkey operation. After the first rotary side-coil stamps were issued at the start of FY 1915, it required six or seven additional months for the rotary press production method to be developed into an efficient, reproducible, quality process. But by the start of FY 1916, three rotary coil presses were in operation, and the BEP was poised to begin printing all coil denominations using the revolutionary rotary press.

With regard to overall production demands, after transitioning all coil printing to the rotary press, the BEP was initially able to keep up with the coil demand. By FY 1919, shift work appears to have become a factor. By FY 1920, the bottleneck in converting the printed rolls into coils was alleviated in part by adding more pasting tables and coil machines. However, the large increase in demand from FY 1919 to 1920 was most likely met by adding shift or overtime work as well. For the next four fiscal years, a new press was added each year, although the increase in demand alone did not seem to warrant the addition of that many presses. The most likely explanation is that, seeking to eliminate shift work/overtime, more equipment was required to meet demand with only one shift. As late as the start of FY 1923, the BEP Director wrote that the coil demand still could not be met without overtime. He requested additional rotary coil presses, implying that the overtime was needed because there were not enough presses to print the coils.

As a final new insight based on mathematical treatments of the BEP annual reports, the utility of calculating end- versus side-coils was demonstrated. Framing the information in conjunction with press maps and the plate print-history information, the transition from the w-F to the FBI for the highest-demand coil stamp (the 2¢ side-coil) was explored and illustrated.

In conclusion, the authors hope that some of the information presented will be of use to collectors and researchers. The goal was to demonstrate the fact that, hidden within the BEP plate data compiled by Wallace Cleland, the BEP Directors' annual reports, POD reports, archival correspondence, and press maps, there are production and development stories that can illustrate the BEP/POD history and better inform our understanding of the stamps we collect.

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10. Johl, *United States Postage Stamps*, 321. Note that the issue date given by Johl is two days later than the BEP memo cited in reference 8.



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The Great Americans

Great Americans Issue Part XXII— Domestic Card Rates

by Jay Stotts

USSS #10921 | ✉ stottsjd@swbell.net

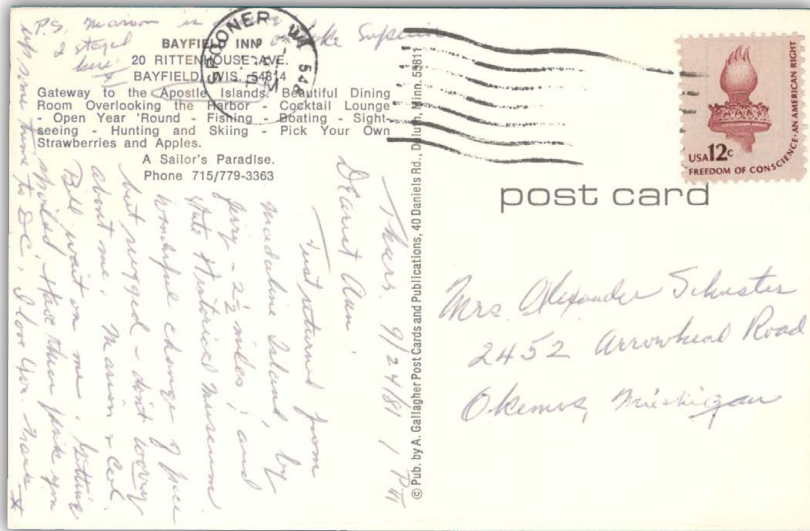


Figure 1. Use of the 12¢ Statue of Liberty Torch stamp.

This chapter examines Great Americans (GA) used to pay domestic card rates. Table 1 lists domestic card rates throughout the GA period and shows specific values issued to pay the card rates directly.

Dedicated Card Rate Stamps

The first stamp in the Great Americans Series was the 19¢ Sequoyah stamp issued on December 27, 1980. At the time, the domestic first-class card rate was 10¢ per piece.

The United States Postal Service (USPS) increased the card and letter rates the following spring, on March 22, 1981. The card rate was increased by 2¢ to 12¢ per card. At the time, there was no Great Americans stamp planned to meet the rate, so the USPS decided to fill the need by issuing a new value in the old Americana Series, the 12¢ Statue of Liberty Torch stamp. On April 8, 1981, these stamps were issued in sheet format, and on April 12, coil stamps were released. Figure 1 shows a card use.

The next domestic rate increase occurred later that year, effective November 1. The domestic card rate was increased by a penny to 13¢, and the GA Series got a new stamp to pay the rate, the 13¢ Crazy Horse value, released soon after, on January 15, 1982. Figure 2 shows the Crazy Horse stamp paying the 13¢ card rate.

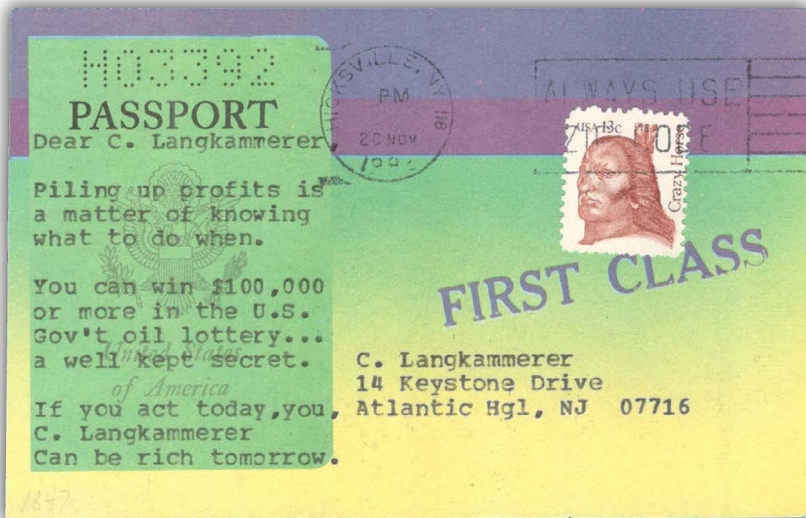


Figure 2. 13¢ Crazy Horse paid the domestic card rate.

It was almost three and a half years before the card rate was raised again. Effective February 17, 1985, it inched up another penny to 14¢. The Great Americans stamp provided to pay the new fee was the 14¢ Sinclair Lewis stamp released on March 21, 1985. Figure 3 shows the Lewis stamps on a K-Mart raincheck postcard.

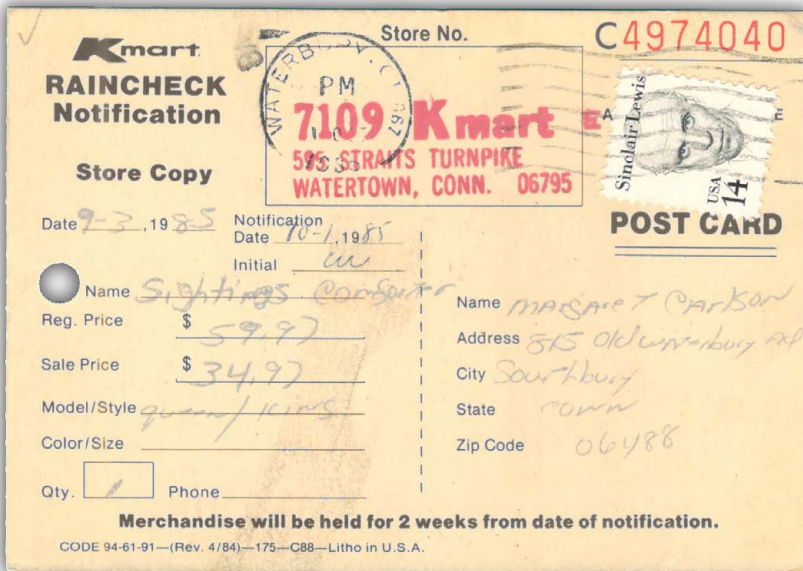


Figure 3. 14¢ Sinclair Lewis stamp applied to a card.

The 14¢ domestic card rate continued for a little over three years. During this period, the Sinclair Lewis stamp was replaced by the 14¢ Julia Ward Howe stamp, released on February 12, 1987. The change in subjects was tied to the production change, in which A Press stamps were reconfigured from floating plate numbers to corner plate blocks, associated with the advent of the Eureka Perforating Machine (see Part VI). An example of the Howe stamp paying the card rate is shown in Figure 4.

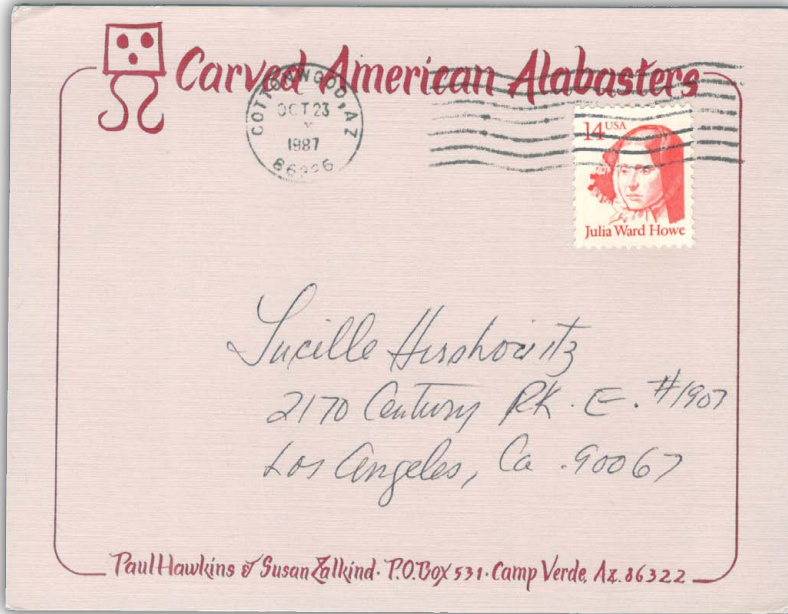


Figure 4. Postcard mailed using 14¢ Howe stamp.

Effective April 3, 1988, the card rate crept up another penny to 15¢ each. The 15¢ Buffalo Bill Cody stamp met this rate after being issued on June 6, 1988. Figure 5 provides an example.

A rate increase took effect on February 3, 1991, when the card rate jumped to 19¢. There was no new Great Americans stamp specifically issued to pay this rate, although we have seen 19¢ Sequoyah stamps used on cards during this period. The Sequoyah stamp was issued almost a decade earlier and was not contemporary with this rate period.

Another rate increase took effect on January 1, 1995, raising the domestic card rate to 20¢. The Harry Truman GA stamp was first issued on January 26, 1984, but lasted through several production iterations, including its last printing from plate 4 on prephosphored paper. Truman stamps remained on sale into 1997.

The 20¢ Virginia Apgar stamp, released October 24, 1994, paid the new 20¢ card fee throughout its rate period. Figure 6 shows an example. The next card rate was 21¢, implemented on July 1, 2001, after the end of new Great Americans issues.

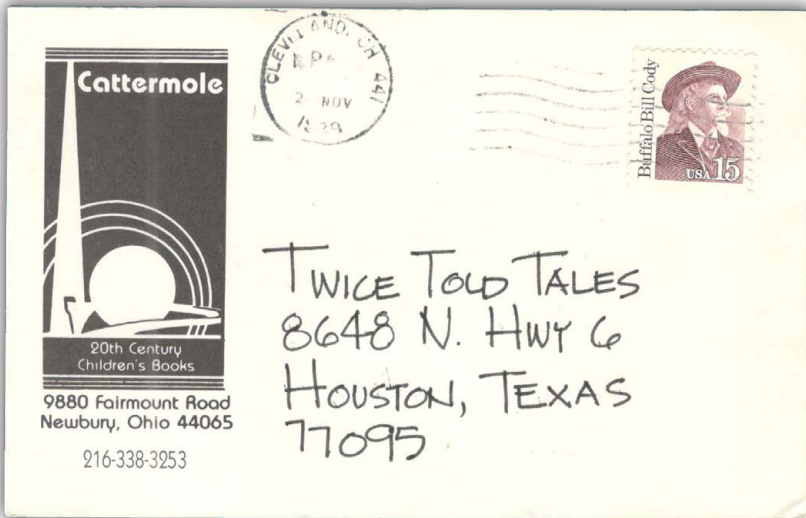


Figure 5. A card mailing between book sellers was posted at the 15¢ postcard rate.

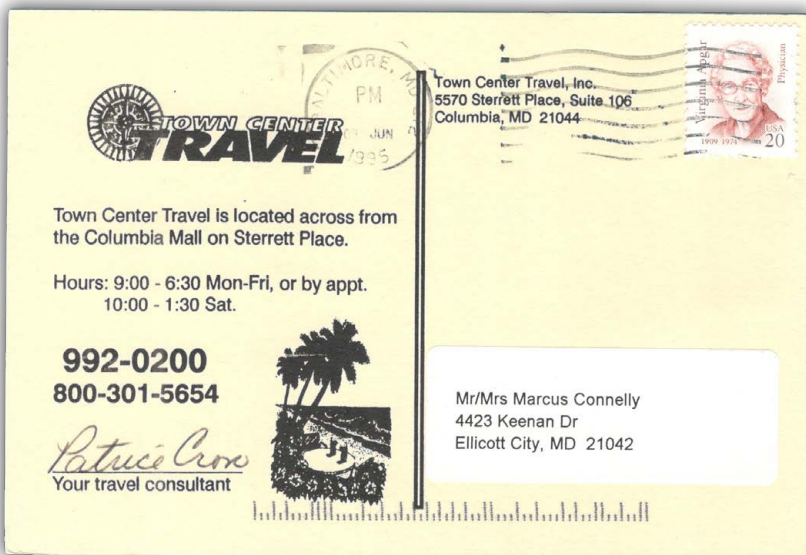


Figure 6. Virginia Apgar stamp paid the 20¢ postcard rate.

Variations on Paying Card Rates

There were three variations on paying domestic card rates that involved GA issues, in addition to the dedicated values described above. The first to consider is convenience frankings with combinations of two or more values. For example, during the 14¢ card rate, a pair of 7¢ Abraham Baldwin stamps would meet the rate, and we have seen examples of this franking. Figure 7 shows a card mailing accomplished by a combined 19¢ franking when there was no dedicated GA stamp to pay the rate.

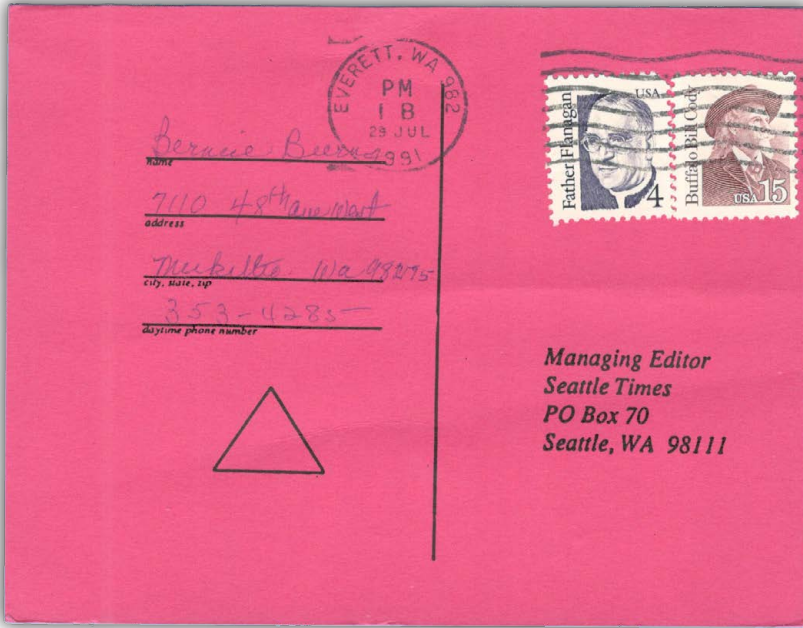


Figure 7. A combination franking during the 19¢ card period, when there was no GA stamp available to pay the postcard rate.

Another variation of paying the domestic card rate was fulfilled by the lower valued Great Americans stamps. Each time the rate was increased, the lower values were available for addition to USPS-issued postal cards. Figure 8 shows an example where the 4¢ Father Flanigan stamp was added to a 15¢ postal card to meet the new 19¢ rate.

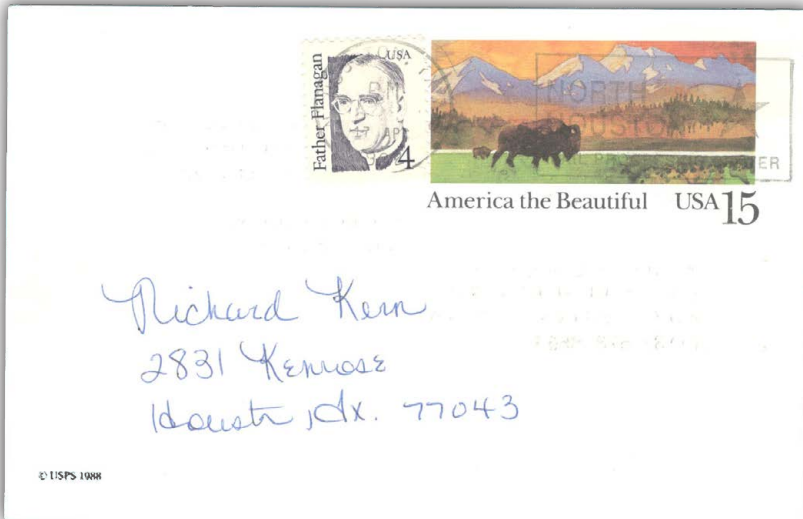


Figure 8. A Father Flanigan stamp added to a 15¢ postal card to uprate it to the 19¢ postcard rate.

Finally, a purely convenience franking was sometimes the chosen option. The most common of these was the application of a 17¢ Carson or Lockwood second-ounce letter rate stamp applied to overpay the 13¢, 14¢ or 15¢ card rate. Domestic letter rate stamps were also conveniently used as overpayments on a mailed postcard.

Combining the count of dedicated stamps released to pay specific domestic letter rates with the five stamps listed in Table 1 (don't double-count the Truman stamp) of this chapter for domestic card rates accounts for 33 face-different stamps, just over half of the total of 63 face-different Great Americans stamps.

In the next installment, we'll discuss issues that were released to pay international letter rates.

Start of Rate Period	Card Rate	Stamp(s) Issued for Rate
In effect at start of GA Period	10¢	
3/22/1981	12¢	
11/1/1981	13¢	Crazy Horse
2/17/1985	14¢	Sinclair Lewis Julia Ward Howe
4/3/1988	15¢	Buffalo Bill Cody
2/3/1991	19¢	
1/1/1995	20¢	Harry S. Truman Virginia Apgar
7/1/2001	21¢	

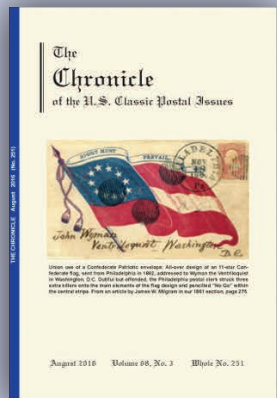
Table 1. Great Americans fulfilling domestic card rates.

**Quality
United States Stamps
(1847-1945)**

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Price lists-\$2.00 each category
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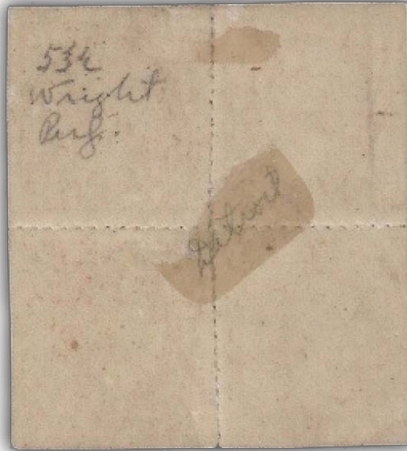


From the Washington-Franklin Head Committee

Did a Detroit Rouletter Named Wright Copy the Example of J. Hull Wilson?

by **Kevin G. Lowther**

USSS # 14367 | ✉ klowther5@gmail.com



Rouletted U.S. stamps were produced almost exclusively during the currency of the Washington-Franklins, between early 1909 and the early 1920s. Most are of unknown origin. Apart from the rouletting done by the Kansas City, Missouri, post office in late 1914 and the Cleveland post office a few months later, only three “private” rouletters have been identified: J. Hull Wilson, Melvin P. Rodermond Sr., and W. C. Phillips, a Connecticut stamp dealer.

Now there is a fourth. Shown nearby is the back of a mint block of four imperforate 2c stamps, which bears the notation “532 Wright perf.” Written diagonally across the middle of the back, under a hinge remnant, is “Detroit.” The dealer who sold it to me said it came from an old collection.

The Wright rouletting was done on a sewing machine. It is similar, but not precisely so, to that typically appearing on Wilson's rouletting of the same stamp—Scott 532.

Scott 532 was issued in 1920 and first listed as such by Scott in 1924. Wilson is believed to have rouletted this stamp, mainly in blocks, in the early 1920s. Wright's rouletting probably dates to this period.

Who was Wright? No one named Wright appears in the contemporary membership records of the American Philatelic Society. There is no mention of Wright in Donald R. Heath's 1939 book, *Michigan in Philately*, which names dozens of Detroit collectors from the 1920s and 1930s.

The 1920 Federal Census, available on Ancestry.com, lists hundreds of Wrights in Detroit. These include three "suspects"—John Wright, age 38, who was working as a dressmaker; and Samuel and Casper W. Wright, who owned tailoring shops. All, of course, must have worked on sewing machines.

Wilson and Wright could have met in Detroit when the former lived there in the late 1910s. Wilson is known to have associated with at least one prominent member of the very active Detroit philatelic community, although he is unmentioned by Heath. Assuming that Wright was a collector, he may have had contact with philatelists in Detroit. Was Wright aware of Wilson's proclivities and decided to copy his rouletting?

This is all speculative unless someone finds a corner card or other evidence to identify Wright conclusively. It is worth noting that the late Melvin L. Getlan, who assembled an enormous collection of roulettes and private perfs, did not own an example of Wright's rouletting. Given Getlan's prolonged and aggressive search for roulettes, the fact that he did not find a "Wright" suggests that few exist.

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Report of the Executive Secretary

APPLICATIONS RECEIVED FOR JANUARY 2026

17651 Nick Luciano, Concord, NC
 17652 Keith Bloss, Red Lion, PA
 17653 Vincent Sgro, Jackson, NJ

17469 Douglas Moss
 17477 Mike Eckert
 17531 Jamie Yakes
 17538 Mike Peich
 17585 Walter Kasell

APPLICATIONS PENDING

17644-17650

NEW MEMBERS

17640-17643

APPLICATION WITHDRAWN

17639

DECEASED

5593 Edward N. Chase
 12655 Joseph C. Reymers
 14681 Albert E. Thirkill
 15663 Dr. Harry K. Charles, Jr.
 16610 Robert I. Finkel

RESIGNED

8948 Hideo Yokota
 11831 Arleigh Williams
 12130 Dave Danner
 15490 Sal Spagnola
 15934 James Ginsburg
 16487 Beth Dukatz
 16586 David Horan
 16688 Bill Chrietzberg
 16875 Peter Schwartz
 16987 Stephen Licht
 17111 Rick Rosinski
 17128 Dan Fellows
 17340 Jim Krome
 17349 Clayton Pape
 17432 Gregg Redner

DROPPED

5824 John D. Spangler
 7340 Sherrill Burgess
 7951 Scott Pelcyger
 9314 Brian M. Bleckwenn
 10469 C. Aubrey Smith Jr.
 10680 Ralph E. Lott
 11024 George L. Young
 11472 Harold L. Carmichael
 12131 Gregory Lachowicz
 12548 Charles C. Marshall
 12567 David Wessely
 12581 Barry Goldin
 12589 James R. Hurst
 12787 Cuthbert L. Scott III
 12986 Paul Kattelman
 13567 Robert F. Bruhn Jr.
 13712 Douglas A. Banko
 13910 James H. Peterson
 13997 Raymond Doberneck
 14295 Robert Larson
 14587 James Bateman
 14631 O.R. Olson
 14829 Robert D. Peck
 14894 James A. Gongola
 14924 Kirby E. Willems
 15043 Richard Bielefeld
 15208 David Willig
 15456 Phillip T. Shafer
 15643 Jeffrey L. Kushner
 15655 Bob Bialo
 15866 Jack Place
 15926 Martin D. Green
 16165 David C. Clayton

16276 Alfred H. Olsen Jr.
 16341 John Bishop
 16450 Jacob Klerman
 16466 Gaylon Pemberton
 16562 Mike Farrell
 16580 Gary Overfield
 16611 David Squier
 16626 Charles Vella
 16650 Barbara Ruffle
 16729 Jason Dinger
 16759 Dave Loving
 16785 David Jones
 16841 Robert Riethe
 16906 Vera Hogan
 16946 Benjamin Whiteside
 16958 Andrew B. Simmons
 16979 Travis Eaione
 16981 John Cowan
 17010 Gerald Farrelly
 17054 Gregory Miller
 17114 Anthony Kaltenbacher
 17148 Brahm Goldstein
 17159 Norman Pence
 17165 Keith Knutson
 17169 Michael Jacobs
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TOTAL MEMBERSHIP

DECEMBER 31, 2025 **1303**

ADDITIONS:

New members 4

Total **+4**

SUBTRACTIONS:

Deceased 5

Resigned 20

Dropped 99

Total **-124**

NET CHANGE **-120**

TOTAL MEMBERSHIP

JANUARY 31, 2026 **1183**

ANNUAL DUES REPORT

Thanks to all who have renewed their memberships—both online and via snail mail. “Resigned” indicates members have notified us of changed direction or circumstances. “Dropped” means we have not had any response to numerous attempts to contact. Reinstatement is easy—just contact Bob Rufe: execsecretary@usstamps.org or USSS, Box 1602, Hockessin DE 19707-5602.

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WANTED: US REVENUES RVC 7, RVC10, RVT1, RY2, RY4, RY7, RY10, RY13, RJ5, RJ10, REF1, REF2, REF3, REF6, REF7, REF8, REF9, and REF10, undamaged only. Rob Washburn, P.O. Box 840, Skowhegan, ME 04976. Phone: (207)332-2737. [1153]

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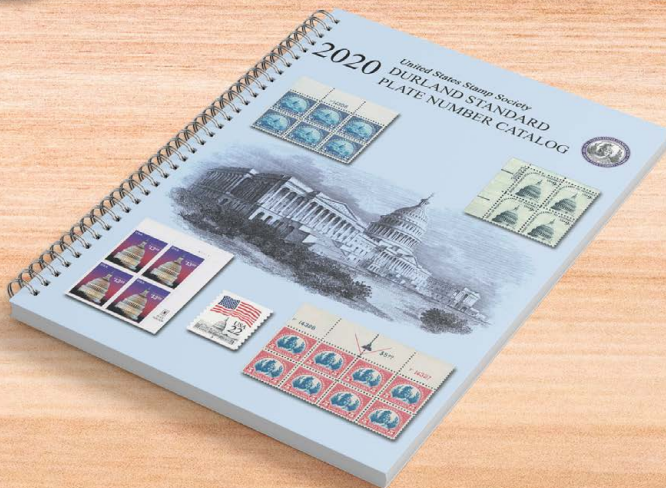
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