



PH Group



No. 01381025 9/2/2020



Professional Stamp Experts

PO Box 539309, Henderson, NV 89053-9309

gradingmatters.com

Expert Committee

We have examined the enclosed item submitted to PSE, of which an image is shown below, and are of the opinion that:

Cat No.	Issue	Denom.	Color
Scott 295 PR USA	1901	2c	Scarlet & black

"it is a genuine unused, o.g., never hinged, vertical pair."



Sophy

For The Expert Committee

THIS CERTIFICATE IS PRINTED ON WATERMARKED PAPER AND IS NOT VALID WITHOUT WATERMARK



No. 01333509 7/20/2017



Professional Stamp Experts

P.O. Box 6170, Newport Beach, CA 92658

gradingmatters.com

Expert Committee

We have examined the enclosed item submitted to PSE, of which an image is shown below, and are of the opinion that:

Cat No.	Issue	Denom.	Color
Scott 296 USA	1901	4c	Dp red brown & black

GRADE: VF 80, Mint OGnh

"it is genuine unused, o.g., never hinged."



Sophy

For The Expert Committee

THIS CERTIFICATE IS PRINTED ON WATERMARKED PAPER AND IS NOT VALID WITHOUT WATERMARK



No. 01165036 2/25/2008



Professional Stamp Experts
P.O. Box 6170, Newport Beach, CA 92658

Expert Committee

We have examined the enclosed item submitted to PSE, of which an image is shown below, and are of the opinion that:

Cat #	Issue	Denom.	Color
US#298	1901	8c	Brown violet & black

"it is genuine used."



[Signature]
For The Expert Committee

THIS CERTIFICATE IS PRINTED ON WATERMARKED PAPER AND IS NOT VALID WITHOUT WATERMARK

THE PAN-AMERICAN EXPOSITION

SS St. PAUL

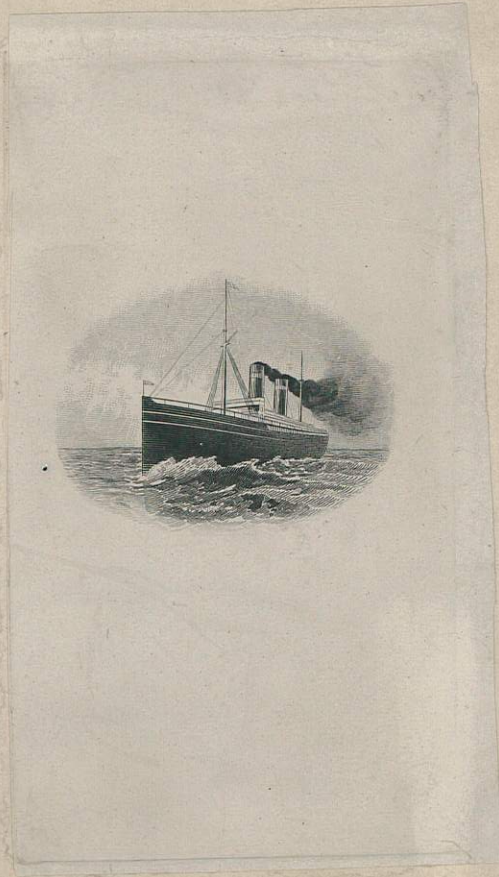
PROOF



EL SALVADOR

**THE STEAMSHIP ST. PAUL IS CONSIDERED AS THE SOURCE
FOR THE DESIGN USED FOR THIS STAMP.**

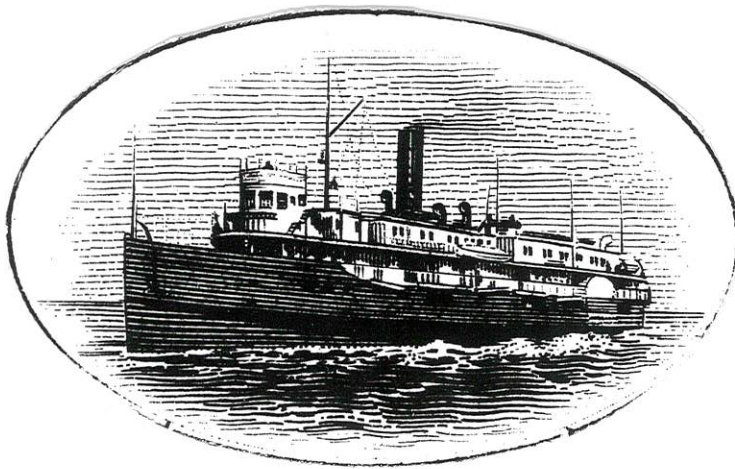
Pan-American Series of 1901



A very early lithograph of the steamship " St Paul".

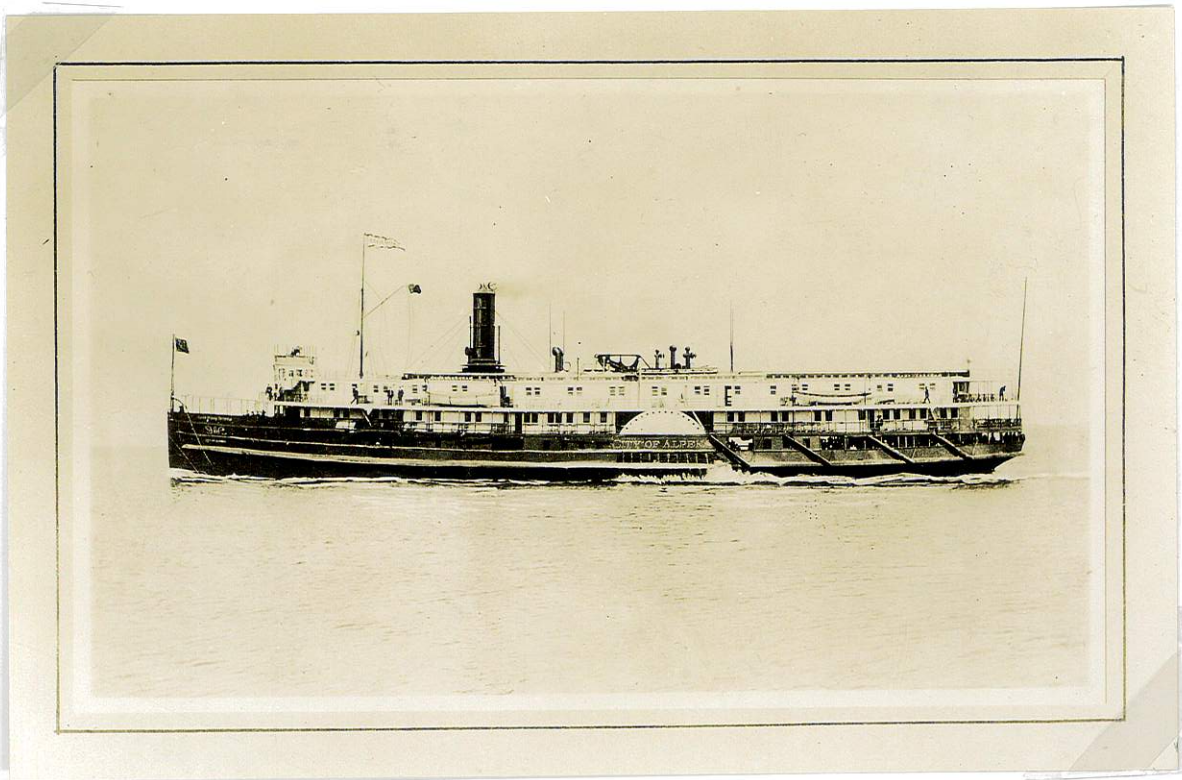
Pan-American Series of 1901

The Design



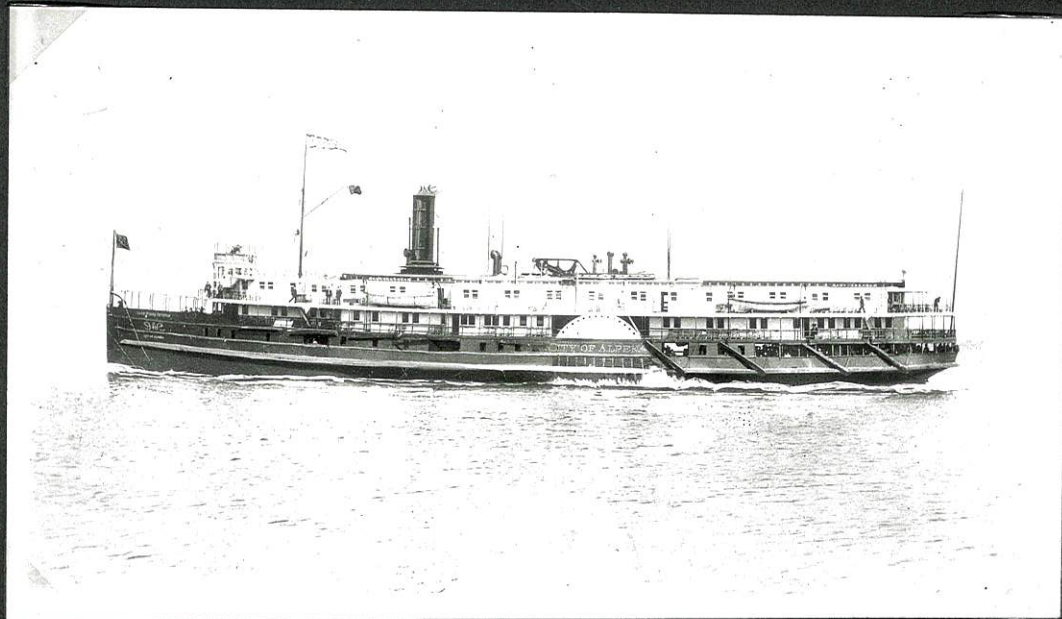
Enlarged Photograph of the one cent design.

The Source

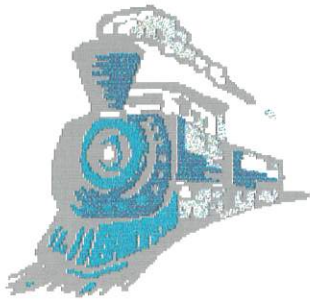


This Photograph shows the "CITY OF ALPENA".

1901



The steamer "City of Alpena"
This was operated on the Great Lakes
by the Detroit + Cleveland Navigation Co.
The vignette shows the port bow of
this steamer.
This stamp designed by Raymond
Ostrander Smith.



Pan-American Exposition

Buffalo, N.Y. May 1- Nov 1, 1901



The Pan-American Exposition stamp issues are listed in Scott as the # 294 to 299. The stamps were issued on May 1, 1901 and on sale from May 1 to October 31, 1901. This issue is also the first bi-colored stamps produced by the Bureau of Engraving and Printing. On this page I show several Scott# 295 which are in MNH (mint never hinged) condition. Some of these have the selvege attached (two with corner singles with bottom and right side) and one pair with bottom selvege and guide line. All these stamps show the train low in the frame, on some the words 'Fast Express' is difficult to read. All the stamps have the black shadow touching the frame.



Trains are low in the Frame

Since the first bi-colored stamps had to run through the printing press twice (the image in the center was added after the color frame was printed), the picture in the center can be found in various positions. The trains, e.g. on these 2 cent stamp is low, the black shadow is in the frame.

Pan- American Exposition

United States Railway Postal History
New York Central Railroad

Stamp- the 2 Cent Pan American Issue



The central feature of this stamp, issued May 1, 1901, is a picture of THE EMPIRE STATE EXPRESS operated by the New York Central and Hudson River R.R. The design was drawn by R. Ostrander Smith from a photograph taken by A.P. Yates of Syracuse, while the train was traveling sixty miles an hour. The engraving was done by Messrs. Baldwin and Ellis, of the Bureau of Engraving and Printing.



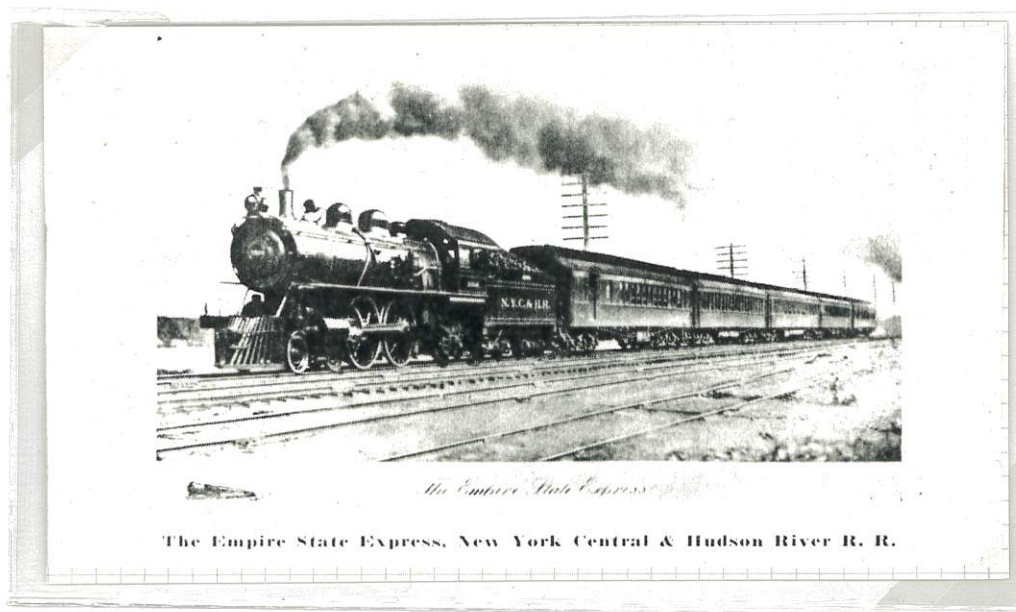
Print from Original Photo

Pan- American Exposition

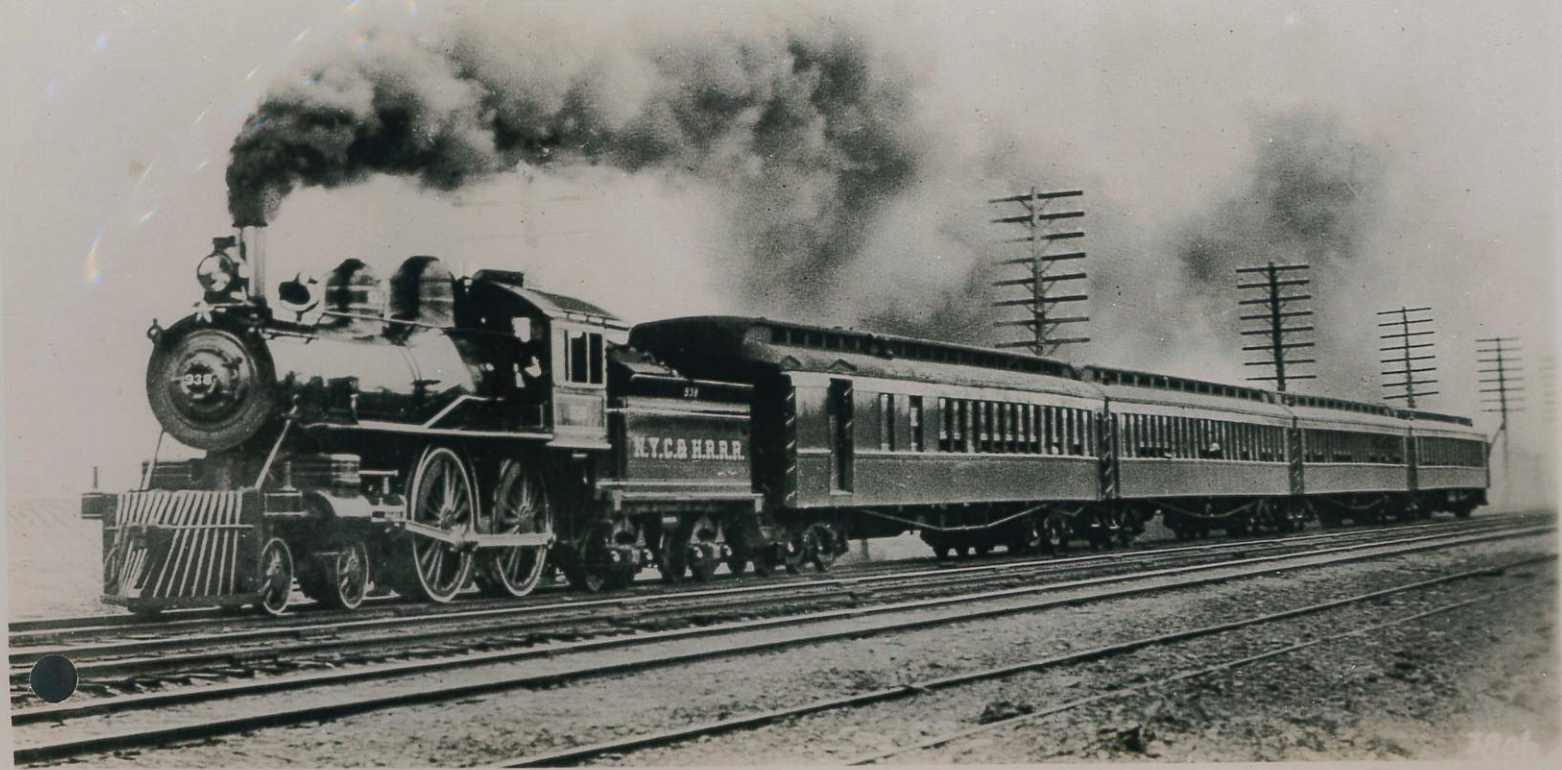
United States Railway Postal History
New York Central Railroad

Stamp- the 2 Cent Pan American Issue An Unforgivable Error in Judgment-1932

In "United States Postage Stamps of the 20th Century" by King and Johl, Vol 1, the authors stated that the photograph on this page was the one used as a model for the engraving of the postage stamp issued in 1901. With their tongue in cheek, the following quote of qualification was made - "it will be noticed that certain liberties were taken by the engraver"!



With minimum observation, one can quickly come to the conclusion that the engraver took no liberties whatever as it is an entirely different train and overall scene. The locomotive is an Atlantic 4-4-2 of the NYC & HRR 2200 Class which has an extended smokebox, three domes and a slightly larger cab. The engine in the stamp is a 4-4-0 of the old 300 class. The above train consists of the five cars where the stamp has four. Even the combine cars are different and the telephone poles are displaced.



The Pan-American Exposition

Electric

Scott#



Automobile

296

Photo electric car 1901

The Scott# 296 is the first stamp with an automobile. Some also say that this is the first stamp with a living man on a stamp. (see article beginning of album). Electric cars had been experimented with by Edison since the 1890s and were actually advertised in 1901. The pair on this page are in excellent condition (mint, never hinged). Do note how the car can shift within the frame. In this pair the car is moving a bit fast (the black insert is placed forward within the frame). The horizontal placement of the car and surroundings is excellent. A fine pair of high catalog value.



PAN-AMERICAN SERIES OF 1901

The source of the four cent design

In February, 1901, the Baltimore & Ohio Railroad Co. published this pamphlet for their customers in Washington, DC. and two other cities. The photo of the electric automobile made such an impact on the public at large, that we may conclude on the basis of historical evidence this photo in this booklet was the ACTUAL SOURCE of the four cent stamp.



REASONS WHY

Issued by the
PASSENGER DEPARTMENT
BALTIMORE & OHIO RAILROAD CO.
FEBRUARY, 1901

REASONS WHY

Special attention has been given to the beautiful and practical furnishings of the dining cars. They are the "Waldorf" and "Astoria," holding the same high station in their world as does the famous hostelry, from which they take their names, in its realm. One-half of each car is devoted to the regular dining-room, while the other half is the cafe. The linen, silver and glassware are in keeping with the other excellent features of the cars. The service in the dining-room is table d'hote.

*Dining Cars,
table d'hote.
Cafe Cars
a la carte.*

The cafe is a novel feature in itself. The finishings are in plain oak, the movable tables and chairs corresponding. The floor is laid with rubber tiling in attractive design. The service is a la carte and the buffet is amply furnished with choicest liquors and cigars.

*Cafe,
a la carte.*

ELECTRIC VEHICLE SERVICE.

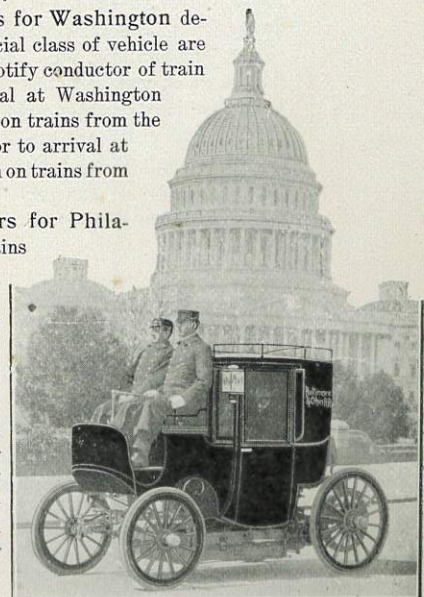
Electric Vehicles are in attendance upon all trains of the Baltimore & Ohio Railroad at stations, New Jersey Avenue and C Street, Washington; Twenty-fourth and Chestnut Streets, Philadelphia; and Liberty Street Ferry, New York City.

*Electric
Vehicle
Service.*

Passengers for Washington desiring any special class of vehicle are requested to notify conductor of train prior to arrival at Washington Junction when on trains from the West, and prior to arrival at Baltimore when on trains from the East.

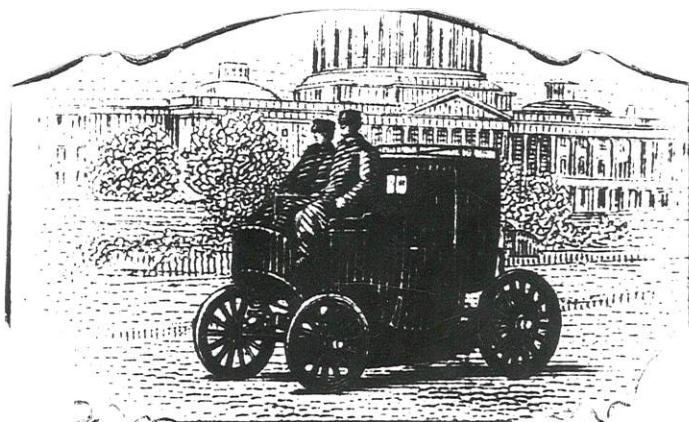
Passengers for Philadelphia on trains from the West, will notify conductor prior to arrival at Wilmington.

Passengers for New York City will notify conductor prior to arrival at Bound Brook, New Jersey.



PAN-AMERICAN SERIES OF 1901

The Design



Enlarged Photograph of the four cent design

THE SOURCE



This photograph of the subject of the four cent stamp shows an electric automobile with a chauffeur and Samuel P. Hege passenger representative of the B & O R.R. in the background we see the United States Capitol.

SERIES OF 1901

THE DESIGN

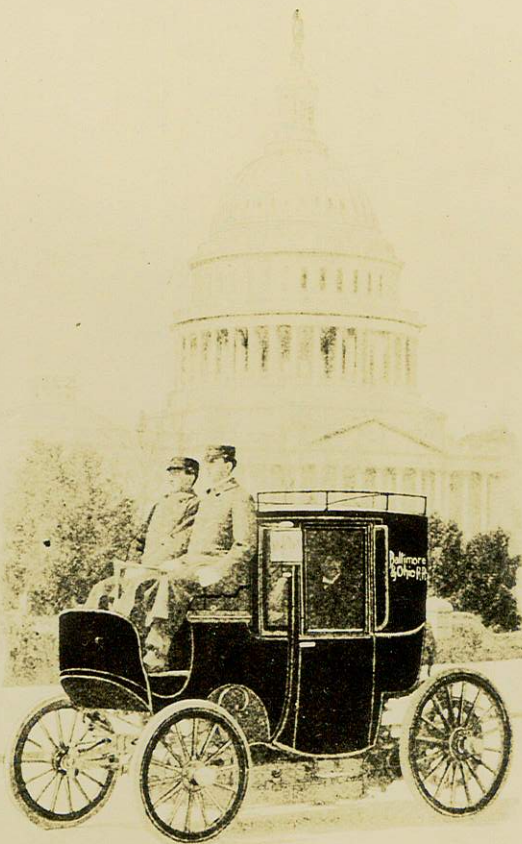
Baltimore & Ohio R. R.



Electric Vehicle Service



WASHINGTON * PHILADELPHIA * CHICAGO



Electric Vehicles are in attendance upon all trains of the Baltimore & Ohio Railroad at stations, New Jersey Avenue and C Street, Washington; 24th and Chestnut Streets, Philadelphia, and Grand Central Station, Chicago; and will deliver passengers and baggage therefrom to all points within the limits of each city at very reasonable rates. Ordinary trunks will be delivered to FIRST FLOOR ONLY.

Service at any Hour of Day or Night.

Passengers for Washington desiring any special class of Vehicle, will please notify Conductor of train prior to arrival at Washington Junction, when on trains from the West; and prior to arrival at Baltimore, when on trains from the East.

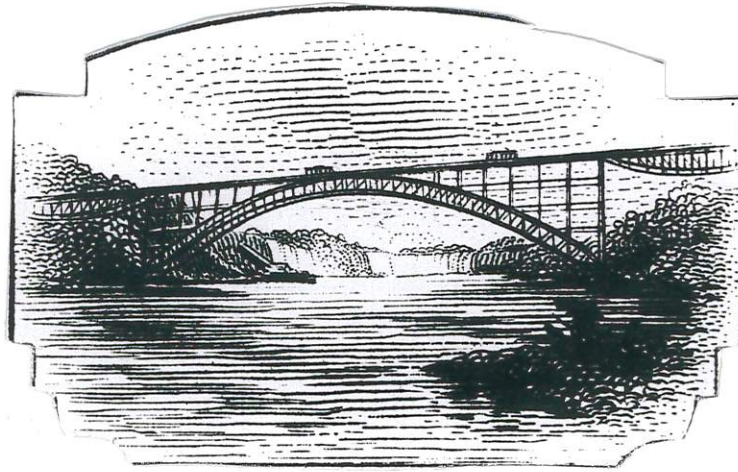
Passengers for Philadelphia, on trains from the West, will please notify Conductor prior to arrival at Wilmington.

Passengers for Chicago will please notify Conductor prior to arrival at Walkerton.

PHOTOGRAPH USED BY JOHL IN HIS BOOK WHEN DESCRIBING THE FOUR CENT STAMP OF THIS SET.

Pan-American Series of 1901

The Design



Enlarged Photograph of the five cent design.

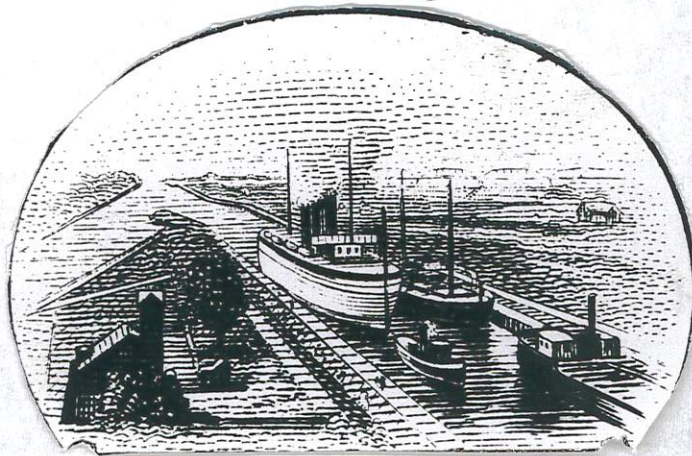
The Source



Shown above is a photograph of the bridge at Niagara Falls, New York. A similar view was selected for the five cent design.

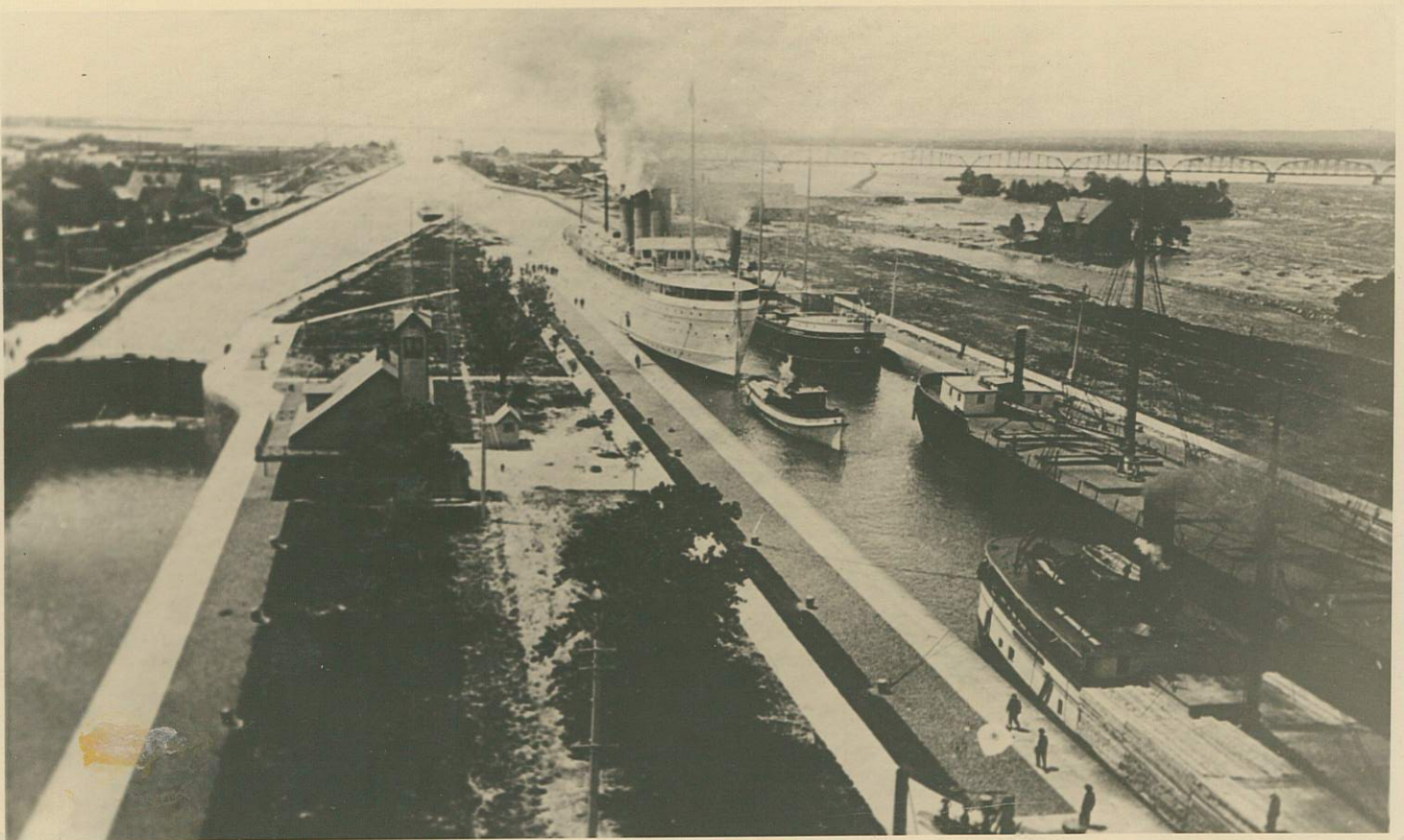
Pan-American Series of 1901

The Design



Enlarged Photograph of the eight cent design

The Source



This photograph taken by Mr. W.J. Bell shows the subject used for the design of the eight center.

THE SOURCE
THIS PHOTOGRAPH TAKEN BY MR. W. J. BELL SHOWS THE
SUBJECT USED FOR THE DESIGN OF THE EIGHT CENTER.

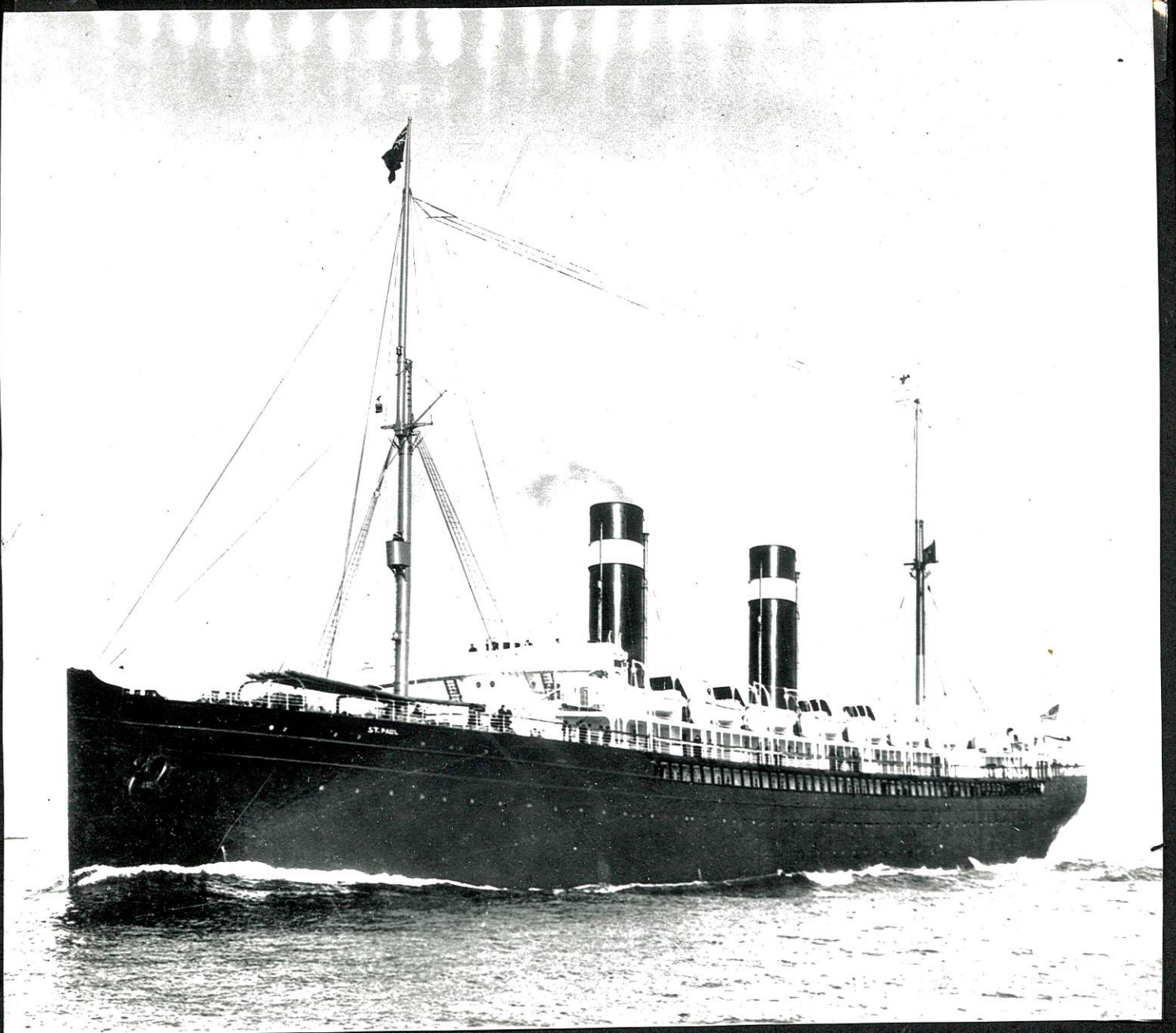
PRINT from the Original Negative of photograph taken by MR. W. J. BELL of SAULT SAINTE MARIE in 1900,
showing the "S.S. Monthurst" in the "POE LOCK" with 3 freighters and a tug, in the distance can be
seen the "WEITZEL LOCK." This exact scene was the basis for the VIGNETTE of the 8¢ valve.



ears later. Note
t. Marie, on St.

Pan-American Series of 1901





THE PAN-AMERICAN EXPOSITION, 1901

Two ships were built W. Cramp & Sons of Philadelphia. Both ships were identical and as such called sister ships. One was completed in 1895, the "SS St Paul", the ship which graces the scott# 299. The other ship received the name "SS St Louis" and had been completed a year earlier in 1894. This ship must not be confused with the well-known German built SS St Louis which left Hamburg for the US during WW II with Jewish refugees.



An early lithograph of the SS St Louis, the sister ship of the SS St Paul, both built in the mid 1890's