U.S. Customs baggage stamps
an update and more

By Hermann Ivester, ARA

Introduction

In 1980, Lou Alfano and Ogden Scoville published the results of Alfano’s research and Scoville’s listing of the United States Customs Baggage inspection stamps. (Alfano, Scoville, 1980). Apart from this pioneering work little has appeared in the philatelic press about these stamps, before or since. Many stamps not listed by Scoville have come to light since the articles and listing were published, and this update will take a new look at these fascinating stamps, bring his twenty-nine year old listing up to date, and offer a revised numbering system.

Please see the following listing to view examples of the design types referred to in this article.

Are they revenue stamps?

While these stamps do not represent the payment of any specific amount of customs duty and are not typical revenue stamps, they are, in fact, properly classified as revenue stamps. Types 1, 1A, 1B, 1C and 2 of the accompanying listing were used to seal baggage that was to be carried unopened through Canada by railroad between two points in the United States, Detroit and either Buffalo, Niagara Falls, or Suspension Bridge, New York.

Figure 1. If the baggage arrived at its destination with the stamp unbroken the customs inspector did not need to conduct any further inspection of the baggage. Figure 2 illustrates a Series of 1879 customs baggage stamps. Lock seals were used to insure that distilled spirits were not removed from distillery warehouses without payment of tax. Bottle stamps for distilled spirits had no specific monetary value and signified that the proper amount of tax had been paid other than by means of payment for the stamps, and tax exempt potato stamps (Scott RI14–RI18) signified that the stamped potatoes were not subject to tax, to name a few examples. All of these stamps were an integral part of the revenue collection system for the products in question, just as the customs baggage inspection stamps were an integral part of the system for collection of customs duty and internal revenue taxes. All of them are, in fact, revenue stamps.

In one of Ron Lesher’s several attempts to answer the question “What are revenues?” (Lesher, ca. 1998), he offered the following definition:

In summary, a revenue stamp is issued under the authority of a federal, state, or local government and shows that:

1) A tax was paid.
2) An item was tax exempt.
3) A fee had been paid for a governmental service.
4) A requirement of a law was met, insuring that the proper tax would be paid.

The customs baggage inspection stamps fit under category four, as they were issued under the authority of the United States government and they show that the required inspection by a customs agent had been conducted, thereby insuring that any customs duty and/ or internal revenue taxes due were paid. In addition, the Canada transit stamps indicate that no tax or duty was due and fall within category two of Lesher’s definition. The others also indicate that a tax or duty was paid or that none was due, falling entirely within neither category one nor two alone, but entirely within categories one and two together. Lesher refers to lock seals as being revenue stamps in the “larger sense, ” that being that they helped insure the collection of duties and taxes, and this certainly applies to the baggage inspection stamps.

One author, John M. Hutchener, went so far as to caption an article “Customs Baggage Labels Not Revenue Stamps” (Hutchener, 1990). In the article he cites a letter from a customs official who stated that “the stamps are not connected in any way with collection of duties or taxes.” However, this view is directly contradicted by a regulation cited in the article, and the “Baggage Manual” used at the Port of New York in 1962, cited by Alfano (Alfano, 1980), provided that:

Baggage Stamps—(1) Upon completion of the examination of a passenger’s baggage and upon payment of any duty and/or tax found due, inspectors shall affix a baggage stamp (label) to each individual piece of released baggage in order to permit its passage through the customs barrier. No package shall be stamped for release until such duty or tax has been collected and all other customs formalities complied with.

The official’s opinion that the inspection stamps were not “connected in any way with the collection of duties and taxes” is a curious view, indeed, for their sole purpose was to help insure the proper collection of duties and taxes. Alfano concluded that the inspection stamps were “taxpaid fiscals.” Hutchener cited Alfano’s article but ignored his conclusion.

Baggage inspectors were responsible for collecting “external” revenues (i.e., customs duties) and internal revenues due long before the date of the manual quoted above. Figure 2 illustrates a Series of 1879 customs cigar stamps, Springer TCC22, that was handstamped “Passengers’ Baggage” and applied to cigars imported therein in 1904 to indicate payment of the applicable customs duty.

The collection by customs inspectors of internal revenue taxes due on items imported by passengers is illustrated in Figure 3, which shows a strip of four Series 107 baggage stamps.

In summary, a revenue stamp is issued under the authority of a federal, state, or local government and shows that:

(1) A tax was paid.
(2) An item was tax-exempt.
(3) A fee had been paid for a governmental service.
(4) A requirement of a law was met, insuring that the proper tax would be paid.

Figure 1. CB23B. Image courtesy of Bill Smiley.

Figure 2. TCC22. 25 Customs Cigars stamp, handstamped “Passengers’ Baggage.”

Figure 3. TA207b. Strip of four 50 Cigarettes taxpaid stamps handstamped “Imported in Passengers’ Baggage.”

Figure 4. Front and back of Customs Form S90, “Receipt For Duties and Tax,” dated February 2, 1959, with CB147 attached.
1938, but out of period uses are not uncommon.

Figure 4 shows a customs baggage stamp (CB147) affixed to the back of a form entitled “Receipt for Duties and Tax”, but it does not belong there. However, there is no reason to doubt that the passenger who paid the duties and taxes removed it from his baggage and placed it on the form after the fact. It just seems like something a person who would retain such a form would do.

Alfano quite rightly concluded that the baggage stamps were in the nature of taxpaid fiscals (Alfano, 1980), and the answer to the question “Are they revenue stamps?” is a resounding yes.

Methods of use

I am aware of no information regarding the use of Types 4, 4A, 9 and 10 stamps. It is not clear that their use was limited to, or was primarily for, passengers’ baggage inspection. They may have been used on other kinds of packages or goods that were required to pass customs inspections as well. Since they were listed by Scoville they are also included in the current list.

Figure 5 illustrates a Type 5, CB50 on a passenger ship’s cabin label that undoubtedly was attached to a piece of a passenger’s baggage. This provides circumstantial evidence that Types 5 and 6 were used for the inspection of passengers’ baggage, but I have not seen any rules or regulations for their use either.

Figure 6 shows the shipping label and part of a wrapper from a package that was mailed from Hamburg, Germany to a representative of the Goodyear Zeppelin Corporation who was staying, or perhaps residing, at the Hotel Frankfurter in Frankfurt, Germany. The German postmark is dated June 16, 1936. Affixed to the shipping label and package wrapper is a copy of CB105 dated June 22, 1936, in manuscript. It is not possible to tell with certainty that the package entered the United States as part of the recipient’s “passengers baggage,” but that seems a likely possibility. Unfortunately, the possibility that it entered in some manner other than as passengers baggage cannot be ruled out.

Unlike the Type 9 New York stamps, the similar Type 10 stamps were used throughout the United States. Unfortunately, they do not normally reveal their place of use. I have seen only five Type 10 stamps with legible cancels, showing use in Boston, El Paso, New York, Philadelphia, and San Francisco.

A handwritten note that accompanies the stamps in Figure 3 reads “Trip to Nassau with Ruth in 1939/Declared Abdullas/Later stuck for hers & mine by customs.” Series 107 stamps should not have been used after (1937) 50 cigarettes taxpaid stamps, Springer TA207b, that were handstamped “U.S. Customs/Miami, Fla.”, and “Imported in Passengers/Baggage.” Upon collection of the internal revenue tax due on cigarettes and other items subject to stamp taxes the customs inspectors supplied the requisite internal revenue stamps to indicate the tax had been paid.

Figure 7 illustrates the front and inside of a booklet cover for CB136, a Type 12 stamp, and Figure 8 illustrates a pane from the booklet. The instructions printed on the inside of the cover provide a great deal of insight into the use of the stamps. The purpose of the vertical roulettes through the center of the Type 12 and 12A stamps is explained as follows:

- If the piece of baggage can be passed without the inspector leaving it, both portions of the stamp should be affixed upon completion of examination.
- If it is necessary after examination and before final clearance of the piece of baggage, for the inspector to leave it for collection of duties, etc., the left-hand portion of the stamp will be torn from the book and affixed to the piece of baggage. When, after duties are paid, the inspector returns to the piece of baggage and finally clears it, he will tear from the book the right-hand portion of the stamp.
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The requirements appear to have been too impractical to enforce, notwithstanding the fact that they were in force from at least the mid-1930s (Alfano, 1980) until the early 1940s. The instructions conclude by stating that “the above instructions MUST be strictly followed.” However, it appears that they were not strictly followed, as the stamps usually come without name or date, and sometimes come affixed to tags as illustrated in Figure 9. The instructions direct an inspector to write his name on the stamp and affix it to the piece of baggage in the proper position adjoining the left-hand portion, after assuring himself that the left-hand portion bears numbers and letters identical with the right-hand portion.

The Customs Service issued inspection stamps for cigars and cigarettes but not specifically for tobacco or snuff. The customs cigar and cigarette stamps in use during the late 1930s and 1940s were Springer Nos. TCC58 and TAC25-27, respectively. This undoubtedly accounts for the requirement that customs inspection stamps be placed on returned packages of cigars or cigarettes and an internal revenue stamp affixed to each package of manufactured tobacco or snuff. Manufacturers were required to produce their own labels to mark their produce brought back into United States, must be entered at the customhouse...duty equal to the internal revenue tax due must be paid and in evidence of payment a customs inspection stamp affixed to each package of cigars or cigarettes and an internal revenue stamp affixed to each package of manufactured tobacco or snuff. (I.R. Reg. 1938)

Figure 11. Block of four manufacturer’s labels for sea stores. The Customs Service issued inspection stamps for cigars and cigarettes but not specifically for tobacco or snuff. The customs cigar and cigarette stamps in use during the late 1930s and 1940s were Springer Nos. TCC58 and TAC25-27, respectively. This undoubtedly accounts for the requirement that customs inspection stamps be placed on returned packages of cigars or cigarettes and an internal revenue stamp affixed to each package of tobacco and snuff.

Regulation ‘76 clearly explains the presence of the handstamped legend on the stamp in Figure 10. A similar printed inscription appears on the TAC25 shown in Figure 12.

The fragment of the cigarette package on which the stamp in Figure 12 was affixed shows that the cigarettes were “packed expressly for Commissary Division Panama Railroad Company.” Thus, the cigarettes were internal revenue tax and delivered for consumption on ships operating outside the territorial limits of the United States. Such products were referred to as sea stores. (I.R. Reg. 76, 1938) Article 24 referred to in the handstamp provided in pertinent part: All unstamped tobacco, snuff, cigars, cigarettes of domestic manufacture brought back into United States...must be entered at the customhouse...duty equal to the internal revenue tax due must be paid and in evidence of payment a customs inspection stamp affixed to each package of cigars or cigarettes and an internal revenue stamp affixed to each package of manufactured tobacco or snuff. (I.R. Reg. 1938)

Manufacturers were required to produce their own labels to mark their produce brought back into United States. These labels were used “in place of the internal revenue stamp”[1]. A block of four sea stores labels containing mandatory wording is shown in Figure 11. (I.R. Reg. 76, 1938)

not sea stores, but domestic cigarettes exported without payment of tax. Upon their entry into the United States they were inspected and assessed duty under provisions similar to Regulation 76. (Customs Regulations, 1915)

The stamp in Figure 10 was converted to a provincial customs cigarette stamp by the handstamp. It should be listed as such in Springer’s catalog with a TCA prefix, but has also been assigned CB136a as a variety of CB136.

Pre-clearance stamps

Alfano (1950) described baggage pre-clearance stamps used on baggage inspected by United States customs inspectors in eight non-U.S. cities in the Bahams, Bermuda and Canada. By arrangements with the governments of those countries U.S. customs agents there would inspect baggage of passengers bound for the United States, collect any duties and taxes due, and seal the baggage with pre-clearance stamps. Provided the baggage remained sealed, this allowed passengers to bypass customs clearance upon arrival in the United States. Alfano stated that he had seen such stamps for use in Nassau, Vancouver and Winnipeg, that they were printed in red on white self-adhesive paper, and that their dimensions were 152 x 12½ mm. The only such stamp I have seen is CP7, printed in red on green on white paper and shown in the listing. The dimensions match those reported by Alfano.

One type of pre-clearance stamp was not mentioned by Alfano. Although the United States Virgin Islands are a possession of the United States, there are limits on the amount of certain goods that passengers may bring from the Virgin Islands into the United States free of customs duties. Therefore, the baggage of passengers traveling from the Virgin Islands to the United States proper must be inspected by customs agents. Such baggage could also be pre-cleared by customs agents in St. Croix, Virgin Islands, and a pre-clearance stamp was used in the same manner as in non-U.S. cities. The St. Croix stamp, CP9, is shown in Figure 13.

Figure 12. TAC25a, with printed inscription American/Goods/ Returned/Duty paid/Equal to/Int. Rev.

Dates of use

It is not possible to give precise dates during which the different types of customs baggage stamps were used (Table 1). However, for some types approximate periods of use can be determined from datelines, manuscript or handstamped dates on the stamps or Alfano’s articles (Alfano, 1980). Earliest and latest known dates of use for...
TABLE I

<table>
<thead>
<tr>
<th>Type</th>
<th>Approximate usage</th>
<th>Earliest and latest known dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1</td>
<td>1890s</td>
<td>(July 25, 1880 - 1882)</td>
</tr>
<tr>
<td>Type 1A</td>
<td>1890s</td>
<td>(October 4, 1891 - 1892)</td>
</tr>
<tr>
<td>Type 1B</td>
<td>1890s</td>
<td>(1899)</td>
</tr>
<tr>
<td>Type 1C</td>
<td>1890s and 1900s</td>
<td>(October 24, 1899 - 1908)</td>
</tr>
<tr>
<td>Type 2</td>
<td>1910s</td>
<td>(September 5, 1918)</td>
</tr>
<tr>
<td>Type 3</td>
<td>1880s</td>
<td>(December 24, 1888)</td>
</tr>
<tr>
<td>Type 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type 5A</td>
<td>1900s and 1910s</td>
<td>(March 29, 1907 - February 28, 1912)</td>
</tr>
<tr>
<td>Type 5B</td>
<td></td>
<td>(April 23, 1910 – November, 1913)</td>
</tr>
<tr>
<td>Type 7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type 8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type 9</td>
<td>1910s</td>
<td></td>
</tr>
<tr>
<td>Type 10</td>
<td>1900s and 1930s</td>
<td>(September 6, 1932 - May 11, 1945)</td>
</tr>
<tr>
<td>Type 11</td>
<td>1900s</td>
<td></td>
</tr>
<tr>
<td>Type 11A</td>
<td>1930s</td>
<td>(October 10, 1930 - January 2, 1939)</td>
</tr>
<tr>
<td>Type 12</td>
<td>1939, 1940s, and 1950s</td>
<td>(March 14, 1940 – August 26, 1959)</td>
</tr>
<tr>
<td>Type 12A</td>
<td>1950s</td>
<td>(October 28, 1952 - June 4, 1953)</td>
</tr>
<tr>
<td>Type 13</td>
<td>1950s</td>
<td>(April 4, 1953 – April 27, 1956)</td>
</tr>
<tr>
<td>Type 14</td>
<td>1950s</td>
<td>(February 1, 1959)</td>
</tr>
<tr>
<td>Type 15</td>
<td>1950s and 1960s</td>
<td></td>
</tr>
<tr>
<td>Type 16</td>
<td>1950s and 1960s</td>
<td></td>
</tr>
<tr>
<td>Type 17</td>
<td>early 1970s</td>
<td></td>
</tr>
<tr>
<td>Type 18</td>
<td>early 1970s</td>
<td></td>
</tr>
</tbody>
</table>

Table I: Dates of usage of Customs Baggage Labels.

The figures illustrate the various formats and positions of the stamps. For example, Figure 16 shows the relative positions of stamps 1 through 10 as denoted by the last digit in the serial numbers. Types 10 and 11 stamps were the first self-adhesive stamps issued by the United States, predating the experimental Christmas Peace Dove postage stamp of 1917. Types 12 and 12A stamps were the first self-adhesive stamps issued by the United States, predating the experimental Christmas Peace Dove postage stamp of 1917.

Errors, freaks and oddities

A Type 11 stamp with inverted serial number, CB117a, is shown in Figures 17 and 18. While the serial number is inverted with respect to the stamp, it could be said that it is the stamp that is inverted. The last digit in the serial number represents the position of the stamp in the pane. Figure 16 shows the relative positions of stamps 1 through 10 as denoted by the last digit in the serial numbers. And that is how the inspector viewed the stamp design but correctly at the top with respect to the design, normally an impossibility.

The pane was printed as part of a sheet containing a number of panes, the serial numbers were printed on the panes, the stamps were perforated, and then the panes were cut apart, with a strip of selvage at the top and all stamps are rouletted vertically through the center of the stamps. The last digit in the serial number indicates the pane position of any Type 12 or 12A stamp. The illustrations show an intact pane of Type 11 stamps with a strip of selvage at the top and all stamps are rouletted vertically through the center of the stamps.

Additional Errors, freaks and oddities are shown in Figure 19. This is a cover or envelope that was examined by the customs service and assessed a customs clearance fee of 10¢. The cover bears an example of CB114 with a manuscript date of August 16, 1933, and on the reverse a Chicago, Illinois, postmark of August 14, 1933. Wawrukiewicz states that:

Articles coming into the US, not subject to duty, were to be stamped “Passed Free of Duty” or “Not
The American Revenuer, September-October 2008 (Vol. 62, No. 5)

The numbering system adopted for the listing leaves open numbers for new discoveries. Some numbers are reserved for specific stamps that should or did exist. Other unused numbers are to be used for unrecorded discoveries.

Condition and pricing

As with match and medicine and taxpaid stamps, these stamps were usually damaged or heavily cancelled during use and removal from baggage and other packages. Values given are for used examples with minor faults and cancels that are reasonably presentable. Values should be multiplied several times for stamps of high quality or for stamps on baggage labels, luggage tags or other papers or documents.

Rarity

The only custom baggage stamps that can be said to be common are Types 11, 12, 13 and 14. In addition, there is a large number of full panes of CB153, CB161, CB163 and CB164 that are readily found.

I know of only one or a few examples of several of the stamps. Admittedly, this observation is based on my own limited, personal knowledge, but the number of certain stamps known to exist is offered in the hope that it may prove useful. Table II lists the number of examples known of some of the rarer stamps.

The only known copies of CB2 and CB6 have been trimmed, perhaps by a die cut, to a size of approximately 77 x 41 mm, with the approximate shape of semicircles at the left and right ends. Other stamps, particularly certain of the Type 5, 6, and 10 stamps may also belong in this list of rarities. There undoubtedly are examples of some and possibly all of the rarities of which I am not aware, not to mention those that once existed and hopefully still do.

Acknowledgements

Several collectors provided invaluable assistance on this project. Two individuals, Ed Andrews and David Semnott, made particularly significant contributions to this article and accompanying listing, and were instrumental in setting this project in motion. Without their input the article and listing would be much less complete and informative. I also wish to thank Bob Hotchner, Ron Lesher, Rick Scott, and Bill Smiley for sharing their collections, knowledge, and insights. A special thanks goes to Cathy Brauth, law librarian extraordinaire for Mitchell, Williams, Selig, Gates & Woodyard, PLLC, Little Rock, Arkansas, for tracking down some obscure and obscure Customs Service and Internal Revenue regulations.

Additional information

Obviously, there is much that is still unknown about these stamps. Anyone having copies of the rarer stamps, unlisted stamps or varieties, dated stamps that extend or establish earliest or latest known dates of usage, or additional information or sources of information about these stamps, such as applicable regulations or relevant correspondences, is invited to contact me at 5 Leslie Circle, Little Rock, Arkansas 72205-2529, ivesters@swbell.net.

Table II

<table>
<thead>
<tr>
<th>Number known of rarer stamps</th>
<th>One known</th>
<th>Two known</th>
<th>Three known</th>
<th>Four known</th>
<th>Five known</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB1, CB2, CB4, CB5, CB8, CB9, CB12, CB16, CB33, CB38, CB62, CB80, CB96 pane, and CB112 pane</td>
<td>CB17, CB19, CB34, and CB44</td>
<td>CB21, CB22, and CB43</td>
<td>CB17, CB21, CB22, CB34, and CB44</td>
<td>CB17, CB19, CB21, CB22, CB34, and CB44</td>
<td></td>
</tr>
</tbody>
</table>

References

Customs Regulations of the United States, Treasury Department, 1915, Articles 201, 335, 442.
# A new listing

## U. S. Customs baggage stamps

By Hermann Ivester, ARA

Dates in parentheses are dates seen on used stamps.

### Type 1—CB1A

**78 x 42 mm.**

<table>
<thead>
<tr>
<th>Date Line 18</th>
<th>White Paper</th>
<th>Blue Paper</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB1 From Detroit, black (1880)</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>CB2 From Buffalo, black (1882)</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>CB4 From Suspension Bridge, black (1881)</td>
<td>200.00</td>
<td></td>
</tr>
</tbody>
</table>

### Type 1.78 x 42 mm.

**Date Line 18**

<table>
<thead>
<tr>
<th>White Paper</th>
<th>Blue Paper</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB6 From Buffalo, black (1891)</td>
<td>200.00</td>
</tr>
<tr>
<td>CB9 From Detroit, black (1892)</td>
<td>200.00</td>
</tr>
</tbody>
</table>

### Type 1C—CB21B

**77 x 42 mm.** Similar to Type 1B.

**2-190 at lower left inside border.**

<table>
<thead>
<tr>
<th>Date Line 189</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CB17 From Detroit, black (1899)</td>
<td>150.00</td>
</tr>
<tr>
<td>CB19 From Niagara Falls, black (1899)</td>
<td>150.00</td>
</tr>
</tbody>
</table>

### Type 1B—CB16A

**78 x 42 mm.** Similar to Type 1A.

**2-427 at lower left outside border.**

**Perforated 10½.**

<table>
<thead>
<tr>
<th>Date Line 18</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CB16 From Suspension Bridge, black (1899)</td>
<td>200.00</td>
</tr>
</tbody>
</table>

### Type 2—CB33

**78 x 42 mm.** No pre-printed city. Treasury Department. / Customs Cat. No. 6057 at upper left, 2-6369 at lower right outside border.

<table>
<thead>
<tr>
<th>Date Line 191</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CB33 Black, Ed 700,000-F.C., July 10-12 at upper right (from Buffalo)</td>
<td>200.00</td>
</tr>
<tr>
<td>CB34 Black, C.F.C., June 4-14 at upper right (1918, from Detroit)</td>
<td>150.00</td>
</tr>
</tbody>
</table>

Note: Although Type 3, 5 and 6 stamps were clearly in use before Type 2 stamps were used, and Types 4 and 4A may also have been, all of the Type 1, 1A, 1B, 1C and 2 stamps are listed consecutively due to the different manner in which they were used.

### Type 3—CB38

**125 x 66 mm.** On lined, gummed paper.

“Inspector’s Pass Ticket” used at the Port of New York. (Ed. 7-30-’88-100,000.) at upper right, 2-279 at lower right, both outside the border

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CB38 Black on pink (1888)</td>
<td>500.00</td>
</tr>
</tbody>
</table>

### Type 4—CB43

**49 x 34 mm.** White paper, perforated 12, thin border. 

Blue, 5½ mm, six digit serial number.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CB43 Blue</td>
<td>125.00</td>
</tr>
</tbody>
</table>

### Type 4A—CB44

**49 x 32 mm.** White paper, perforated 12, thick border.

Blue, 5½ mm, six digit serial number.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CB44 Blue</td>
<td>150.00</td>
</tr>
<tr>
<td>Type 5—CB50c</td>
<td>Same as CB50a, except fugitive ink (1909)</td>
</tr>
<tr>
<td>CB50a</td>
<td>Same as CB50, except blue pointed serial number</td>
</tr>
<tr>
<td>CB51</td>
<td>Same as CB50, except 2-5106 in lower left corner (1911)</td>
</tr>
<tr>
<td>CB51a</td>
<td>Same as CB51, except 2-5106 in lower left corner (1911)</td>
</tr>
<tr>
<td>CB52</td>
<td>No series, purple, probably fugitive ink, Blue pointed serial number</td>
</tr>
<tr>
<td>CB52a</td>
<td>Same as CB52, except 2-5106 in lower left corner</td>
</tr>
<tr>
<td>CB52b</td>
<td>Same as CB52, except translucent paper</td>
</tr>
<tr>
<td>CB52c</td>
<td>Same as CB52b, except 2-5106 in lower left corner</td>
</tr>
<tr>
<td>CB52d</td>
<td>Same as CB52b &amp; c Mint 1x5 Pane of 5</td>
</tr>
<tr>
<td>CB53</td>
<td>Same as CB52c, except hyphen hole perforated 6 ¼, Fugitive ink.</td>
</tr>
</tbody>
</table>

**Type 5A—CB62. Image courtesy of Bill Smiley**

| Type 5A—CB62 | 76 x 34 mm. Thin white paper. Perforated 12, perforated 12 vertically through center of stamp. Blue, 5½ mm, six digit serial number. | |
| CB62 | Red | 200.00 |

| Type 6—CB73 | 57 x 33 mm. Thin white paper, perforated 12 except where noted. Red rounded; five digit serial number except where noted. | |
| CB70 | Olive green, fugitive ink (1911) | 125.00 |
| CB71 | Olive green, non-fugitive ink, red pointed serial number, translucent paper | 125.00 |

| Type 7—CB80 | Divided into two sections, perforated 12. Top, 15 x 33 mm; bottom, 40 x 33 mm. Thin white paper. Blue, 4½ mm, six digit serial number. There probably was a third section at the top for a declaration number similar to Type 8. | |
| CB80 | Red | 200.00 |

**Type 5 and 6 stamps were printed in a 5 x 1 pane format, with the pane booklets stapled in the margins at the top of the pane when viewed as the inspector would have used them, as illustrated.**

**For ease of viewing, the stamps have been rotated so the long edge of each individual stamp is horizontal. All descriptions refer to the stamps with US Customs (Type 5) or Tobacco (Type 6) reading in the horizontal position. When viewed in this manner, all Type 5 and 6 stamps are straight-edged at right and the bottom stamp in each pane of five, pane position 5 or 0, contains a Treasury Department form number in the lower left corner outside the border of the design. Type 5 and 6 Treasury Department form numbers found only on the bottom stamp in the pane of five.
**Type 8.**
Divided into three parts with top being retained by customs. White paper, perforated 12. Two lower sections each 25½ x 22 mm. Blue, 4½ mm, five or six digit serial number. Used in various cities. Gum on middle section only.

- CB81 Red
- CB81a Same as CB81, except 2-6800 in upper left corner of declaration stub
- CB81 & 81a Mint 5 x 1 pane of 5.  500.00

**CAUTION:** Other than CB90 and CB93, all Type 9 and 10 stamps are printed with fugitive ink. Use extreme caution when soaking.

**Type 9.**
Thin white paper. Eagle under U.S. Customs flanked by N & Y. Dateline 192_. 3½ mm, five or six digit serial number. Used in various cities.

- CB90 No series. Red, brown, blue, 4½ mm, seven digit serial number, red or blue as noted.
- CB91 Series A. Purple, blue serial number, hyphen hole perforated 6 ½.  25.00
- CB92 Series B. Blue, red serial number, perforated 12  25.00
- CB93 Series C. Red, brown, blue serial number, perforated 12  30.00

**Type 9—CB91 and CB81a**

**Type 10.**
Similar to Type 9, without N & Y. Purple, thin white paper, perforated 12. Blue, 4½ mm, four, five, or six digit serial number. Used in various cities. Dateline 192_.

- CB95 Series A  25.00
- CB96 Series B  25.00
- CB97 Series C (1928)  25.00
- CB98 Series D  25.00
- CB99 Series E  25.00
- CB100 Series F  25.00
- CB101 Series G  25.00
- CB102 Series H  25.00
- CB103 Series I  25.00

**Type 10—CB97**

**Type 11.**
45 x 32½ mm. White paper, perforated 10 and perforated 11. U.S. Treasury seal in center, black 4 mm serial number at top, six digits on perforated 10 and six or seven digits on perforated 11 stamps. Printed in 2 x 5 panes. First printed in May, 1930.

**Perforated 10**
- CB110 Green  1.00
- CB111 Red  1.00
- CB112 Orange  1.00
- Mint 2 x 5 pane of 10  500.00
- CB113 Purple  1.00

**Perforated 11**
- CB114 Green  1.00
- CB115 Red  1.00
- CB116 Orange (shades)  1.00
- CB116a Yellow  50.00
- CB117 Purple  1.00
- CB117a Purple, serial number inverted at bottom of stamp - earlier listing of this stamp as Type 11A is incorrect.  500.00

**Type 11A.**
Same as Type 11 except letter of alphabet precedes a six digit serial number. All letters except "O" were used.

**Perforated 10**
- CB118 Green  1.00
- CB119 Red  1.00
- CB120 Orange  1.00
- CB121 Purple  1.00

**Perforated 11**
- CB122 Green  1.00
- CB122a Green, Imperforate  75.00
- CB123 Red  1.00

**Type 12.**
72 x 38 mm. Serial numbers and letters in panel at top, white paper, perforated 11. Rouletted 7 vertically in center of stamp. Printed in 1 x 5 panes. The bottom stamp in the pane and the top selvage have a vertical guide line in the center. Issued in May, 1939.

- CB135 Green, letter G  2.00
- CB136 Red, letter R  2.00
- Mint 1 x 5 pane of 5  250.00
Reg. 76. Handstamp approximately 76 x 34 mm. 100.00
Mint 1 x 5 pane of 5 500.00
CB137 Yellow, letter Y (shades) 2.00
CB138 Black, letter B 2.00

CB144 Red, letter R (shades) 3.00
CB144a Light Red, letter R 3.00

CB145 Yellow, letter Y (shades) 3.00
CB145a Orange, letter Y 3.00
CB146 Black, letter B 3.00

Type 12A—CB141

Type 12A.
71 x 38 mm. Similar to Type 12, except rouletted 6-3/4 horizontally, white background border in area left of and above “INSPECTOR” is much sharper, and other variations.
CB139 Green, letter G 4.00
CB140 Red, letter R 4.00
CB141 Yellow, letter Y 10.00
CB142 Black, letter B 4.00

Types 13 to 18 are self-adhesive.

Type 12B.
CB143 Green, letter G 3.00
Mint 2 x 2 pane of 4 75.00

Type 13—CB146

Type 13.
52½ x 33½ mm. Inscribed “Inspected Baggage” in lower part of stamp. Serial number and letter in framed panel at right of design. First printed in February, 1953.
CB143 Green, letter G 3.00
Mint 2 x 2 pane of 4 75.00

Type 14.
42 x 33½ mm. Same as Type 13, except no panel or serial number at right. First printed in February, 1953.
CB147 Green 5.00
CB148 Red 5.00
CB149 Orange 10.00
CB149a Mint 1 x 4 pane of 4 50.00
CB149b Yellow 20.00
CB150 Black 8.00
CB151 Blue (shades) 10.00
CB151a Bright Blue 15.00

Type 14—CB151

Type 15—CB153

Type 15.
Same as Type 13, except unframed serial number in panel at right. Introduced in July, 1958.
CB152 Green, letter G 5.00
CB153 Red, letter R 2.50

Type 16—CB156

Type 16.
Same as Type 13, except blank panel at right. Introduced in July, 1958.
CB154 Yellow, letter Y 7.50
CB154a Orange, letter Y 7.50
CB155 Black, letter B 7.50
Mint 1 x 4 pane of 4 75.00

Type 17.
43½ x 33½. Similar to Type 15, central shield design altered. Larger objects in clean shield with no background color in circle. Unframed serial number in panel at right. Introduced around 1970.
CB161 Green, letter G 2.50
Mint 1 x 4 pane of 4 10.00
CB162 Red, letter R 10.00
CB163 Orange, letter Y (shades) 2.50
Mint 1 x 4 pane of 4 10.00
CB164 Black, letter B 2.50
Mint 1 x 4 pane of 4 10.00

Type 18—CB165

Type 18.
Same as Type 17, except blank panel at right. Introduced around 1970.
CB165 Green 25.00
Mint 1 x 4 pane of 4 100.00
CB166 Red 25.00
CB167 Orange 25.00
CB168 Black 25.00
CB169 Blue 25.00
CB169a Bright Blue 50.00

Pre-Clearance Inspection Stamps

CP7
152 x 12½ mm. Self adhesive white paper.
CP2 Nassau, Red 25.00
CP7 Vancouver, Red on Green on White 25.00
CP8 Winnipeg, Red 25.00
CP9 St. Croix, Black on Green on White 25.00