

Notes on

19th Century  
U. S. POSTAL HISTORY

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A SPECIAL SERVICE  
Prepared by  
STANLEY B. ASHBROOK

For A  
Selected Group of Philatelists

Who are  
Especially Interested in  
U. S. Postal History,  
Postal Rates,  
Postal Markings,

and

The Unusual in U.S. Domestic & Foreign  
Rate Covers

June 1, 1951

Cover No. 1 - See Photograph No. 1

5¢ 1847 - Pair on Cover

From Canada to Illinois in February of 1850. This was a use prior to the U. S./Canadian Postal Agreement which went into effect on April 6, 1851. Postage in each country was "Paid to the Lines," and at the period of use of this cover, Canada had not issued any postage stamps. The cover is addressed to "Professor J. B. Turner, Illinois College." This dark buff envelope originated at St. Catherines, U.C. (Upper Canada) on Feb. 11, 1850. The writer paid the Canadian postage "to the line" in cash and applied a pair of 5¢ 1847 to prepay the U. S. postage. The manuscript "4 $\frac{1}{2}$ " (pence) and the crossed out "PAID" were applied at St. Catherines, an office a short distance due west from "Queenston, U.C.," on the Niagara River opposite Lewiston, N.Y. Mail between the two countries was exchanged between a number of exchange offices, of which Queenston - Lewiston was one center. On the back of the envelope is the postmark of Queenston Feb. 12, 1850 - and the Lewiston postmark on face shows entry into the U. S. on Feb. 13.

The payment of "4 $\frac{1}{2}$ " pence (currency) in Canada was the rate per  $\frac{1}{2}$  ounce for a distance up to 60 miles.

From Lewiston, the cover was forwarded to "Illinois College," but there was no post office by that name in Illinois at that time. Mr. Richard Ramey of Champaign, Ill. very kindly furnished me with the information to complete the story of this interesting cover. Mr. Ramey stated, quote:

"The Illinois College addressee on the cover no doubt is the 'Illinois College' which then was located, and still is, in Jacksonville, Ill. The town was named for Andrew Jackson, and was founded in 1825, although it was not chartered until 1867. The first college in the State, (Illinois College) was opened a few years after the founding of Jacksonville. xxxxxx The cover traveled to the home town of Stephen A. Douglas in the very year when he was talking about the 1850 Compromise. No doubt Prof. J. B. Turner must have been a friend of Douglas." (end of quotation).

Cover No. 2 - See Photograph No. 2

5¢ 1847 - single

On cover addressed to Coburg - Canada West, - in March 1848. Here we have a cover apparently originating in the U. S. and exchanged thru Queenston from Lewiston, N.Y.? - and forwarded to Coburg, (correct spelling "Cobourg") - a town on the north shore of Lake Ontario, 69 miles N.E. of Toronto. This portion of a folded letter shows nothing more than is shown by the photograph. The original letter is missing and the only evidence of U. S. origin is the 5¢ 1847 stamp. The manuscript marking in upper right which looks like "G" is the Canadian rate of "9 pence, currency." This was the rate per  $\frac{1}{2}$  ounce for distances between 101 and 200 miles (8 pence sterling).

The question arises, did this cover actually originate in

the U. S.? If so, why no postmark of a U. S. post office? If it originated elsewhere than at Lewiston why the absence of the postmark of origin and the postmark of Lewiston, N.Y., the exchange office with Queenston? The grids on the stamp are of U. S. origin(?) but the "tie" to cover is very minor. I think that due to the absence of the original letter that it is only fair to question the actual origin of the cover. For example, was this a prepaid Canadian stampless to which someone added the 5¢ 1847 stamp? Did the pen "PAID" refer to the payment of 9d at Queenston? If the letter originated in the U. S., then the "PAID" referred to the 5¢ 1847 stamp(?) and 9d was due at Cobourg.

What about the stamp on this cover? If it originated, as we see it, then it had to come out of the first lot of 600,000 of the 5¢ stamps delivered by the engravers on June 3, 1847. That number means 3000 impressions, and again the question arises - does this stamp, in color and sharpness of engraving, look like a stamp from that first consignment? After a careful examination of the cover and taking into consideration the various features mentioned above, I concluded that in all probability the cover is genuine, that it could have originated at Lewiston, N.Y., the 5¢ stamp was applied and canceled there and that the postmark is missing because of some reason not apparent.

Covers No. 3 and No. 4 - See Photographs No. 3 and No. 4. Here we have two very remarkable and extremely rare covers, both of which are probably unique in their proper classifications. These two rarities were acquired by Mr. Henry W. Hill of Minneapolis, Minn. in Paris, France on a recent trip to Europe. Both came from an original find that was made in recent months in the small town of Maubourguet, in the extreme southern portion of France not far from the Spanish border. Covers from this correspondence covered almost two decades, from the middle eighteen fifties, to the middle seventies and the majority were from Donaldsonville, La. I believe the study of these two covers is extremely interesting.

Cover No. 3 - See Photograph No. 3.

Block of four of the 5¢ 1856 plus a 1¢ 1851, Type II. Cover to France of the Pre-Treaty period. Rate 21¢, representing the rate by "American Packet" direct to France - in this case to Havre. From Donaldsonville, La. on Sept. 8, 1856 via New Orleans to New York - from New York by American Packet to Havre, postmarked there on Oct. 3, 1856. The 21¢ payment (per  $\frac{1}{2}$  oz.) represented payment only to the French Frontier, French domestic postage was extra, and shown by the manuscript figures which look like "19" but are the French "12" decimes. (see my One Cent Book, Vol. II - page 336, tracing "F"). This was the equivalent at that time of approximately 23¢ U. S., or a total of approximately 44¢ collected by the two countries on this letter. I have no record of any other cover to France with the "21¢ rate" paid by such a combination, viz., a block of the 5¢ plus a 1¢. The stamps are canceled in black by the rather distinctive grid that was in use at the Donaldsonville office in the fifties (see Photograph, No. 3A).

Cover No. 4 - See Photograph No. 4.

Block of six of the 5¢ 1857 - Type I - Red Brown - S.U.S. #28. Cover to France of the U.S./French Postal Treaty period. 30¢ payment, double the single rate of 15¢ per  $\frac{1}{2}$  ounce. From Donaldsonville, La., April 9, 1858, via New Orleans to Boston, thence by British Packet to England, and by Anglo/French mail to French destination. The red Boston postmark has a "24" at the bottom. This was a double credit of 12¢ per  $\frac{1}{2}$  oz. to the French P.O. Dept. Our portion of the 30¢ paid was 2 x 3¢. On a letter such as this, transmitted across the Atlantic by a British Mail steamship, we credited France 12¢ per  $\frac{1}{2}$  ounce and in turn, the French paid the British for transmitting the letter from our shore to the French Frontier. The British were paid approximately 18¢ (2 x 9¢) for their service on this letter. All this accounting between three countries on a single letter seems very complicated, but the system, (so far as U.S./French mail), was in effect from April 1st, 1857 to January 1st, 1870.

#### MAIL TO GREAT BRITAIN

1849-1868

The original U.S./British Postal Treaty was signed in December 1849, and became effective in the U. S. the middle of February 1849. It expired as of December 31, 1867. The rate of postage between the two countries was fixed at 24¢ per half ounce, (for the first ounce), with pre-payments optional. This rate was arrived at as follows: British domestic 3¢, U. S. domestic 5¢, sea postage 16¢. If a letter was forwarded by a British Mail ship, their share of a single rate was 3¢ plus 16¢. If by an American Packet, 5¢ plus 16¢. On each letter sent fully paid, the forwarding country credited the other with the sum due, and stamped the sum on the face of the letter in Red. If a letter was sent unpaid, the forwarding country stamped in black the sum debited. Covers showing single and double rates of 24¢ and 48¢ are well known. Quad. rates of 96¢ are scarce. The question arises, why do we never see a triple rate of 72¢? (3 x 24). I seriously doubt if it ever occurred to very many specialists in "Foreign Rates" to search for such a cover. The original treaty provided that a letter of not over  $\frac{1}{2}$  ounce was to be charged one rate, not over one ounce, two rates, but if over one ounce, four rates were to be charged up to two ounces. Such rating was in accord with the British system but not in accord with the U. S. system which was "per  $\frac{1}{2}$  ounce" according to weight.

The British did not change their system of rating until 1865 and the change was not made in the Treaty until 1866 (effective April 1, 1866).

Covers to or from England showing a triple, or 72¢ rate, (or 3 shillings) are exceedingly scarce.

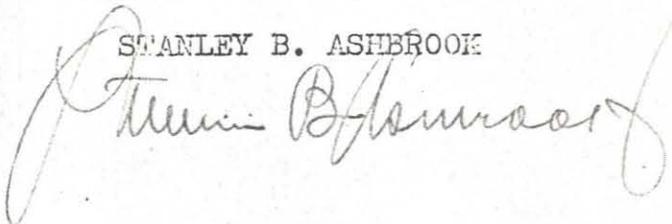
I am indobted to Mr. Maurice C. Blake for the date the new rating went into effect. As the Treaty expired as of Dec. 31, 1867, the triple rate was in effect for only 33 months.

In the Next Issue we will further discuss this subject and include some interesting photographs.

Comments on any subject discussed will be welcome.

Respectfully submitted,

STANLEY B. ASHBROOK



P.O. BOX 31  
FORT THOMAS, KENTUCKY.

THE WAR RATE COVERS OF 1815-1816.

To help defray the expense of the War of 1812, Congress levied a tax of 50% to the rates of postage then in effect, effective February 1, 1815. Postage at that time was not by weight but according to the number of sheets comprising a letter. The tax added 50% to the following rates:

not exceeding	40 miles	-	8¢
"	"	"	10¢
"	90	"	12½¢
"	150	"	17¢
"	300	"	20¢
"	500	"	25¢
over	500	"	25¢

Two pieces of paper - a double rate.  
Three " " " - a triple rate.

The 50% tax was repealed by Act of Congress of February 1, 1816, effective April 1, 1816, on which date the old rates again went into effect, but on April 9, 1816, Congress fixed new rates, effective May 1, 1816 as follows:

Single sheet of paper - one rate

not exceeding	30 miles	-	6¢
"	"	"	10¢
"	80	"	12½¢
"	150	"	18½¢
Over	400	"	25¢

The above rates were in effect until April 1st, 1825, when a slight change was made. The "War Rate" covers are very scarce and covers with the "Restored Rate of April 1, 1816" are exceedingly rare, as the "Restored Rate" was in effect only during the month of April 1816.

## WHERE IS FORT THOMAS, KENTUCKY?

Fort Thomas is a residential suburb of Cincinnati, Ohio, located in the highlands of Northern Kentucky, some four miles from the heart of the City. One-half hour by bus or fifteen minutes by car or taxi. It is in Campbell County, one of the two Kentucky counties opposite Cincinnati, the two separated by the Licking River, which empties into the Ohio River opposite Cincinnati.

The town of Fort Thomas bears the name of the U. S. Military Post established by the Government in 1890. This Post was the direct descendant of one of the first military posts established west of the Allegheny Mountains in 1789, and was named Fort Washington. The City of Cincinnati now occupies the site of the old Fort.

Fort Washington was a log stockade and was built on high ground above the Ohio River and directly opposite the mouth of the Licking River, the source of the latter being in the mountains of Eastern Kentucky about 200 miles from its mouth.

In 1808, Fort Washington was abandoned, because of the growth of the town around it and the garrison was moved to a site across the Ohio River at the mouth of the Licking River and the Post was thereafter called the "Newport Barracks." It was an important military post during the War of 1812, and the Mexican and Civil Wars.

In 1890, a large tract of ground was purchased in the Kentucky highlands overlooking the Ohio River S.E. of Newport, Ky. by the War Department and the garrison was removed to the new site, which was named "Fort Thomas" after General George H. Thomas, of Chickamauga fame.

After the close of World War II, the buildings and grounds were transferred to the Medical Corps and the Reservation is now a Military Hospital.

STANLEY B. ASHBROOK

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FORT THOMAS, KENTUCKY.

ASHBROOK SPECIAL SERVICE

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"IT IS THE STORY BEHIND THE COVER THAT MAKES THE COVER"

Photographs, Nos. 5 & 6.

Photo No. 5 shows a very interesting cover with a 3¢ 1861, and while there is no evidence of actual year-use it is believed that it was either 1865 or 1866. The stamp is tied by the postmark of Harrisburgh, Pa. and by a "Shield" marking that was used at that office. In addition, there is part of a target (concentric circle) cancel at lower left corner of the stamp but no trace of this cancel exists on the cover.

Print #6 is a photo enlargement of the stamp and the three markings. This cover is the property of Mr. C. M. Phillips, Jr. of Winter Haven, Fla., and in my opinion it is genuine in all respects. It is quite evident that the target marking was applied before the stamp was attached to the cover and it is but natural perhaps to assume that someone might have used a canceled stamp that "got by" a postal clerk, but such is not the solution, as it has been established by students of "Precancels" that the target marking is a "precancel," or rather a "control" marking.

When Mr. Phillips submitted the cover to me, I had no recollection of ever seeing such an item before, but I was convinced that the target, the "Senate" envelope, and the signature (Frank) under the stamp, all tied together in some way, and that sheets of the 3¢ 1861 had been precanceled before the stamps were placed on Official mail from the State Senate.

I sent a photograph of the cover to that very keen student of postal markings, Harold W. Stark, of Ann Arbor, Mich. and stated that I suspected the target was some sort of a control mark, and received the following reply:

"I believe that you might have something in your theory of a control precancel on the stamp. It is perfectly logical to assume the State Government did want to reduce the thief loss on their stamps and to do this made arrangement with the local post office that the State would use this four concentric ring marking to cancel stamps before using (half on each stamp, at least) and that when State mail with State corner card on the envelope and showing this marking on the stamp were placed in the mail, they were to honor the stamp; but if any of these precanceled stamps were used on ordinary stationery to refuse to honor them. A similar condition prevails now with the meter stamps. At our Commonwealth Industries we have a meter machine, but our meter can only be used on our regular envelopes. A similar condition in the past, was the perforating of the Company initials in the stamp." (end).

I quote the above because it is such a clear and concise analysis by Mr. Stark without any previous knowledge of this Harrisburgh precancel.

I then wrote to Mr. J. R. Boker of New York City, with whom I had had correspondence in the past regarding early 19th Century precancels, and received the following reply:

"Thanks for yours of the 19th. I am familiar with the Harrisburgh, Pa. "Legislative" covers. There is a very good article written by Allan R. Brown, concerning them in the Norona "CYCLOPEDIA OF U. S. POSTMARKS." (Note by S.B.A. - Volume 1 - article 16 - Handbook by American Philatelic Society - issued 1933 - a very valuable reference book).

I have six of these 3¢ '61's in my collection, three are 'House of Representatives' and three are 'Senate' covers. All show the same characteristic in that they are precancelled with a TARGET or a pen-stroke, or gen-cross, or both. In all cases there are additional Harrisburgh postmarks on the covers, and in some cases the already precancelled stamps are 'tied' to the cover by the postmark. In all instances at either upper right or upper left, there is a manuscript 'FRANK' by the Senator or Representative. On a visit to Harrisburgh I was unable to unearth any official information about them, but I believe that the following is the case. The Pennsylvania Legislature at that period had the 'Franking' privilege given them by their own action which naturally did not extend to the Federal Government. Thereafter the Legislature purchased 3¢ stamps, (I have seen no other denominations on about a dozen covers examined - all of which I have a record) and supplied them to both the Clerk of the House and the Senate. To prevent misuse, I believe that the stamps were precancelled by the Harrisburgh Post Office and supplied in precancelled form to the Clerks. It is possible that the Legislature ran an account with the Post Office. Letters written by members of the Legislature were manuscript Franked by them, handed to the Clerk, who then mailed them after putting on a precancelled stamp. This is, of course, conjectural, but I believe, quite probable. You are familiar with the analogous case of the "O.U.S." (Oxford Union Society) overprints in Great Britain when stamps were overprinted "O.U.S." and pasted on Society envelopes, supplied free to members in the Society's writing room at Oxford." (end)

In the Brown article the author referred to such items as "Legislative Precancels" and stated, quote: "The period of use as determined by these covers ranges from Jan. 24, 1865 thru 1867. The use xxxx undoubtedly began much earlier and lasted a longer time." (end)

Mr. Phillips acquired his cover in a sale by Laurence & Stryker - Apr. 4-7, 1951. As Lot 557, it was described: "3¢ 1861, fine, beautifully tied with Shield & Harrisburgh, Pa. on Penn State Official Senate corner card cover in green," etc. No mention of the precancel feature. The sale price was \$9.25 but in my opinion, the cover is worth at least five times that price.

"It is the Story behind the cover that makes the cover." - Yes, it makes the cover of much greater interest and incidentally of greater intrinsic value.

#### COVER #7

1866 - 33¢ Rate from Philadelphia, Pa. Feb. 23, Via London, to Lisbon, Portugal, and forwarded back to London. Two photo-prints #7 and #8, both of the same cover. #8 shows a tracing of the faint red Philadelphia postmark superimposed over the cover when photographed, also tracings of three(3) postmarks on the back of the cover, are shown on print #8.

This cover, the property of Mr. V. E. Sisson of St. Petersburg, Fla. is an extremely interesting study. The following is my analysis.

The Philadelphia postmark was one that was used in the "Foreign Division" of that office in the year 1866 - It is as follows:

"PHIL. AM PKT - FEB 23 PAID" - Note the "AM PKT". This designation did not necessarily

mean that the letter was carried by a mail ship of American register but rather that the sea postage to England was at the expense of the U. S. Post office department. This is a point it is well to remember as it applied to all such "Am. Pkt." markings on U. S. foreign mail of the approximate period 1850-1870. "Paid - Only to England" meant "Paid only to the British Frontier" but as this letter was paid beyond, this marking was stamped thru error on this letter and should have been crossed out as will be explained later. Incidentally, "Paid Only to England" under the U.S./British Treaty of 1848 required 5¢ (inland) plus 16¢ Sea (Atlantic crossing) - not exceeding  $\frac{1}{2}$  ounce.

In 1866 the U. S. rate to Portugal (frontier only) was "British Mail - Via England, 33¢ per  $\frac{1}{4}$  oz., or 45¢ per  $\frac{1}{2}$  oz."

This letter did not weigh over  $\frac{1}{4}$  ounce, hence the payment of 33¢ was correct and the British applied marking "Paid - Only to England" did not apply to the transmission from the U. S. Via England to Portugal.

Carried to England, "Am.Pkt.," the division of the 33¢ rate was as follows:

5¢ U. S. Inland
<u>16¢ Atlantic Sea</u>
21¢ The total U. S. share
12¢ Britain's share (six pence) for carriage to
Portugal by British Mail Ship.
Total - <u>33¢</u>

Below and to the left of the handstamped "160" is a red penciled "12," which was applied at Philadelphia and represents the U. S. credit to G.B. of the above 12¢ (or 6 pence British). The handstamped "160" was applied at Lisbon and represents the Portuguese domestic rate that was due from the addressee.

According to my understanding a Portuguese Milreies was equivalent at that time to \$1.08 in U. S. currency - 1000 Reis made a Milreis, hence a Reis was 1/10 of a U. S. cent - thus the sum of "160" due, was equivalent to 16¢ in U. S. currency or 8 pence British.

The letter was not delivered but was forwarded back to Southampton, England, with the following sums due on delivery:

The "160" Reis that was due at Lisbon, equal to 16¢ U.S. or British .....	8 pence
The "Packet" charge back to england from Portugal of 12¢ or .....	<u>6 pence</u>
	14 pence

Thus we account for the marking reading: British 6  
Foreign 8

The sum of 14 pence was one(1) shilling 2 pence(12 pence equal 1 shilling) - hence the total due from the addressee at Southampton was "1/2" and this appears in manuscript below the stamps, over the Lisbon address.

Regarding the crossed out manuscript "6" in upper left. In all probability this was in accordance with the handstamp "Paid-Only to England" and indicated that if the letter was only paid in the U.S. to the British Frontier that "6" pence was due to carry the letter from England to Portugal. When the error of the handstamp was discovered, the "6" was crossed out.

Regarding the manuscript markings -

P.B. 120  
P.P. 40

The meaning is as follows:

P.B.	1.20	- (Por Barco) By Ship
P.P.	<u>40</u>	- (Perte a pagar) Freedom to pay
	1.60	

In other words, - (in my opinion) - a "Ship Letter" (unpaid).  
 At that period, the U. S. did not have a postal convention with Portugal where-  
 by mail originating in either country could be prepaid to destination in either.  
 Mail to Portugal, was not sent by private ship direct to that country, but thru  
 regular channels, viz.:

Via England - British Packet to Portugal	.....33¢	per ½ oz.	-45¢	Per ½ oz.
By Bremen Mail (Via Germany)	.....30¢	" "	-42¢	" "
By Hamburg Mail (Via Germany)	.....30¢	" "	-42¢	" "
By French Mail - (Via Behobia)	.....21¢	" "	-42¢	" "
By " " - (Via Bordeaux & Lisbon)	.....30¢	" "	-60¢	" "

COVER #9

See Photograph No. 9.

1851 - 5¢ 1847 on cover to Germany.

From Boston Jan. 28, 1851, Via New York and England to Germany.

A very rare and interesting cover.

Covers with the "Forty-Sevens" used to foreign countries are much scarcer than  
 is generally supposed, and those that do turn up occasionally in auctions are  
 either to France or to England. For many years I have kept a record of such  
 uses and in all the time I have recorded only three covers with 1847 stamps to  
 Germany. It is odd how many collectors will include in their collections a num-  
 ber of 1847 covers and fail to show even one that went abroad. I imagine a  
 collection of 1847 covers that was confined solely to "Used Abroad" would be  
 very novel and would prove a very safe and profitable investment in the long run.  
 In such a collection a cover to Germany would be outstanding.

This letter was sent "Via England" under the terms of the U.S./British Treaty  
 (1848) and the 5¢ paid the "shore to ship" charge. It was routed "per Steamer  
 Asia from N.York." The "Asia" was a British Mail Steamship of the Cunard Line,  
 and the sailings of this Line were every other Wednesday from New York or  
 Boston. The letter inside is dated Boston Jan. 28, 1851, which was Tuesday.  
 The records show that the "Asia" sailed from New York on Wednesday, Jan. 29,  
 1851. The stamp is an "Orange Brown" tied to cover by a black grid. It is  
 well to recall that 5¢ 1847 stamps with black grids, (or towns), are far from  
 common. Boston used a black grid late in 1850 and in the early part of 1851.  
 It is rather odd that there is no Boston or New York postmarks on front or  
 back. The manuscript marking to right is the British 1/4, (one shilling - 4  
 pence - approximately 32¢ in U. S. currency). This was the British charge to  
 Prussia for carriage from the U. S. Frontier to the German Frontier. The  
 blue manuscript marking to left is the German postage due, representing the  
 sum due from the addressee, and includes the shilling four pence due the  
 British.

On the back of this cover is a red framed S.L. marking, "AMERICA per ENGLAND."  
 No doubt this was British applied. It is the only record that I have of it,  
 but it may be well known on stampless covers.

ASHBROOK SPECIAL SERVICE

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SOME INTERESTING NOTES ON POSTAL  
REGULATIONS IN EFFECT IN 1860

Letters Mailed direct with Route Agents - No letters should be given to Route Agents upon the cars or steamboats, except such as cannot be written before the closing of the mail at the post office. Under no circumstances can Route Agents receive letters that are not prepaid by stamps,

Stamped Envelopes were issued in 1853, for the purposes of enabling mail to be carried "outside of the Mail" by private carriers, without a mail contract. Note the following instruction of October 1860, quote: "Legal provision has been made by Congress, by which letters may be sent out of the mail in cases of emergency. By the use of the Government envelopes, with the stamps printed thereon, and constituting a part thereof, letters may be so sent, provided the envelope is duly sealed and addressed with ink, and the date of receipt or transmission of such letter written or stamped thereon. The use of such envelope more than once, subjects the offender to a fine of fifty dollars. A letter or ordinary envelope with a postage stamp, put on by the writer, cannot go out of the mail (except by private hand) for the reason that the law confines the matter entirely to the envelopes furnished by the Department. Were the privilege extended to the other kind of stamps, there being no way of cancelling them by their re-use, extensive frauds upon the revenue might be the result. A singular notion seems long to have prevailed that it is no violation of law to send an unsealed letter outside of the mail. This makes no difference whatever. Even if the paper written upon is not folded, it is a letter."

Stamps cut from Government Envelopes not legal, quote: "A letter bearing a stamp, cut or separated from a stamped envelope cannot be sent through the mail as a pre-paid letter. Stamps so cut or separated from stamped envelopes lose their legal value.

The Registered Mail Fee - The Act of Congress, which provided for the registration of letters - (March 3, 1855), went into effect on July 1, 1855. From that date until 1867, registration fees were payable in cash at the time of mailing. Payment by postage stamps was not accepted. Each Registry Clerk had to account in cash for letters registered. For a clerk to have accepted a letter for registration, with the fee paid by a postage stamp would have caused him to be short in his cash account. Note the following instruction, quote: "Letters can be registered on the payment of the registry fee of five cents for each letter, but if lost Congress has made no provision for restitution, if the letters contains valuables."

Carrier Delivery - Not until after June 30, 1863, was there any free delivery of letters by Government employed letter carriers. However, a number of the larger cities had carriers, but the service was at the expense of the public. An interesting instruction of October 1860 read as follows, quote: "The address of letters intended for delivery in cities, especially should include, if possible, the occupation, street and number of the party addressed."

Business Cards on Circulars - Note this instruction: "A printed business card or the name of the sender, placed upon the outside of a circular, subjects it to letter postage." The following is also of interest, quote: "A Price Current sheet with the card of a mercantile house substituted for the name of the publisher may be mailed as a circular for one cent postage. If the name of the publisher and of the business firm both appear upon the sheet, it will be subject to two cents postage."

Time required in 1860 to transmit mail to New York from Buffalo 2 days - Pittsburgh 2 - Richmond, Va. 2 - Charleston, S. C. 2 - Columbia, S. C. 3 - Mobile, Ala. 5 - Montgomery, Ala. 4 - Nashville 3 - Louisville 2 - Jackson, Miss. 5 - Little Rock 8 - New Orleans 5 and 6 - Baton Rouge 9 to 10 - Galveston 8 to 10 - Chicago 2 - Detroit 3 - Cincinnati 2 - St. Paul 7 to 8 - California, Overland Mail 25 to 26, Steamers Via Panama 20 to 23 - Oregon 30 to 40 - Utah 30 to 40 and New Mexico 30.

Regarding Foreign Rates (1860) - In the 1850's - 1860's and early 1870's, mail to the far East is found with two principal routing instructions, viz: "Via Southampton" or "Via Marseilles" - Regarding the first - Such mail was sent across the Atlantic by "British Packet" (Cunard), or "American Packet" to England, from whence it traveled in British mail ships sailing from Southampton Via Gibraltar, Suez Canal, etc. to India, and the far East. Such mail was rated only per  $\frac{1}{2}$  ounce. Mail routed "Via Marseilles," was likewise sent to England in British or American Packets, thence across the Channel to Calais and overland thru France to Marseilles - saving much time in transmission. At Marseilles it was picked up by ships bound for Suez and the far East. France rated mail at  $\frac{1}{4}$  oz., (or rather - per  $7\frac{1}{2}$  grammes), and for passage thru France from Calais to Marseilles a charge was made of 6¢ (U.S.) per each  $\frac{1}{4}$  ounce. For example, we see rates quoted as follows, (October 1860):

	<u>Per <math>\frac{1}{4}</math> oz.</u>	<u>Per <math>\frac{1}{2}</math> oz.</u>
SINGAPORE - "VIA SOUTHAMPTON" .....	(none)	33¢
" - "VIA MARSEILLES" .....	39¢	45¢

Overland thru France was 6¢ more per  $\frac{1}{4}$  oz., than the 33¢ per  $\frac{1}{2}$  oz. rate "Via Southampton" and the  $\frac{1}{2}$  oz. rate thru France was 2 x 6¢ plus the 33¢ rate "Via Southampton."

In 1860, the China and East India mails were dispatched from London "Via Marseilles on the 10th and 26th of each month and "Via Southampton" on the 4th and 20th of each month.

3¢ plus 1¢

New York City - November 1860 - Mail with 3¢ postage, addressed to out of town points - dropped in street letter-boxes without the extra payment of 1¢ for conveyance to the post office by carriers. The following is a comment at the time: "The Street Letter-Boxes - We have ascertained that many of the complaints or delays in the receipt of letters sent by mail from this city, are traceable to the following cause; A merchant located at some distance from the general post office in Nassau Street, prepares his letters just in season for the afternoon mails, and hands them to his clerk or porter to be taken to the Post Office, xxxxx who sometimes drop the letters into the most accessible street letter-box. The collector may have been his rounds but a moment before, and when he makes his next visit, it is too late for the mails of that day. Nor is this the worst of it. The postage by mail only, is prepaid, 3¢, the extra penny for the collecting being of course omitted, and the letter cannot go into the mail at all, until the deficient postage is paid."

Referring to the above, it is of interest to note that earlier in 1860, letters addressed out of town with only 3¢ payments, were frequently found in letter-boxes in New York, Boston and Philadelphia. At first it was the custom to mark such letters, "Due 1 cent" and let them go forward, but this practice was soon stopped by the Post Office Department at Washington. There was no provision under the law whereby a "Carrier Fee" could be sent as a "Postage Due." Such covers are known but they are rare and are really worth much more than is generally supposed. Washington ruled that such mail should be held, the addressee notified to send 1¢, and the letter would be forwarded. Examples are known and they are exceedingly fine items to own, (in my opinion).

Regarding the accounting system under the "Due 1 cent." For example, a letter from New York to Albany. One Cent was paid the New York Carrier, on the 3¢ box-letter, and in the Quarterly Report, the payment was charged to Washington. When the letter was delivered at Albany, the 1¢ was credited to Washington, but such debits and credits were not legal and were forbidden by the Postmaster General.

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FOR THE RECORD, THE FOLLOWING IS INCLUDED AS A PART OF THIS SERVICE

THE FRAUDULENT 5¢ 1847 COVER WITH A 10¢ ADDED KNOWN AS THE "KNAPP COVER"  
(From the Knapp First Sale, May 10, 1941 -Lot #2284 - Sale Price \$325.00)

Photograph No. 10. This well-known fake shows a 5¢ 1847 tied to a cover (folded letter) by a blue Philadelphia postmark. Some faker added a 10¢ 1847 stamp and tied it to the 5¢ with a fake blue grid. The cover was from Philadelphia, Pa., postmarked "JUN 20" (1848) and addressed to Amsterdam, Holland (see Photo #10). The blue postmark originally read, "PHILAD<sup>A</sup> PA - JUN 20-5 CTS." The faker painted a slanting "1" before the "5 CTS" and made it read, "15 CTS." In the lower left corner is the manuscript routing, "Per Steam Ship Acadia - from New York June 21st."

In my opinion, this fake was made by a notorious philatelic faker who has for years operated in Paris, France, and has made a specialty of faking covers with U.S. stamps, and disposing of his crooked material thru agents in London and New York.

There is no question but what this cover fooled the late Edward S. Knapp and I am sure that he never doubted it was genuine. It also fooled the Expert Committee of The Philatelic Foundation. It was submitted to the Committee in the Spring of 1950 by Mr. Gordon Harmer of Harmer, Rooke & Co. at my suggestion and it was in the hands of that Committee until June of 1950 at which time they issued their certificate, stating it was genuine. That certificate was numbered, "No. 2160," and dated "June 12, 1950." It read as follows, quote:

"We have examined the enclosed United States 1847 - 5¢ #1 - 10¢ #2 on cover, submitted by Harmer, Rooke & Co. Inc. - of which a photograph is attached on the reverse, and are of the opinion that it is genuine in all respects.

(signed) Theodore E. Steinway  
For The Expert Committee  
Chairman"

In any expert examination of this cover the first point that should have been considered was, "WHY A PAYMENT OF 15 CENTS ON THIS FOLDED LETTER?" If anyone

connected with the Committee had any knowledge of the actual meaning of the markings on this fake cover, surely the above certificate would never have been issued. It is a very glaring example of amateur experts attempting to pass "expert" opinions on items of which they have little if any knowledge. This, I will clearly demonstrate in the remarks to follow.

This fake cover did not weigh over  $\frac{1}{2}$  ounce, and all the U. S. postage required on the letter was the U. S. rate (a single of 5¢) from Philadelphia to New York City. There, the letter was put aboard the British Mail Steamship "Acadia" - and postage was due from the addressee from the U. S. frontier thru England to destination. There are two manuscript markings on this cover, both of which clearly prove that the rate was a single. The one directly under the faked Philadelphia postmark was applied by the British Postal Officials, and represented the sum due the British P.O.D. from the P.O.D. of Holland for the carriage of the letter from New York by the British to the Dutch frontier. As stated, this letter was originally a single rate, hence required only 5¢ U. S. postage from Philadelphia to New York City. It must be remembered that the date was Jun 20 1848, over six months before the U.S./British Postal Treaty went into effect, and prepayment beyond our frontiers was not possible. That this letter was a single rate, and not over  $\frac{1}{2}$  ounce is proved by the British debit marking to the Dutch which actually reads, "1/8" - or, one shilling - 8 pence, - or 40¢ in U. S. currency. Had this letter required 15¢ to carry it from Philadelphia to New York it would have weighed over one ounce. The fact that both the British and Dutch post offices rated it as a single - not over  $\frac{1}{2}$  ounce - is surely sufficient proof that the letter did not require a 15¢ payment at Philadelphia. The partly erased manuscript marking over the address was applied by the Dutch and read, "120" and meant 120 Dutch "Cents." 100 Dutch cents made a guilder, hence "1 guilder, 20 cents." Thus the total sum due from the addressee in Amsterdam was "120 Dutch cents" or 48¢ in U. S. currency (2 shillings British. Of this sum 8¢ U.S. or 20 Dutch cents belonged to the Dutch P.O.D., and 40¢ U.S. or one shilling 8 pence belonged to the British P.O.D.

I submit further evidence that this letter did not weigh over one-half ounce, and was a "single rate." During those years the British rated their mail as follows:

Not over  $\frac{1}{2}$  ounce - one rate - not over 1 ounce - two rates - over 1 ounce but not over 2 ounces - four (4) rates

Thus it will be noted that if a letter weighed over one ounce and not over one and a half ounces - four rates were charged by the British instead of three.

This system of rating was included in the 1848 Postal Treaty with the United States, and no change was made in the treaty in this respect until 1866 (April 1st)

Had this letter required a 15¢ payment in the U.S., the British would have charged Holland four times a shilling, 8 pence. And this same ratio would have been charged the addressee in Amsterdam.

In authenticating this cover as "genuine in all respects," the Expert Committee of the Foundation entirely ignored evidence that actually exists on the face of the cover that this item is a rank fake.

Photograph No. 11. Regarding the strange looking "15 CTS" with the painted in slanting "1." (see Photo #11). How this doctored postmark would fool any competent Board of Experts is beyond understanding - In the first place, the Philadelphia Post Office never used a postmark with a "15 CTS" at the bottom, and had

the Committee consulted with students of Philadelphia postal markings they would have been informed to that effect. The faker not only painted a "1" before the "5 CTS" but he also "painted over" other parts of the two postmarks, one on the face, and the other on the 5¢ stamp, thus making it appear that his faked "1" was stamped in the same blue ink as the genuine blue used at the Philadelphia Post Office in June 1848.

Photograph No. 12. Further regarding the 10¢ 1847 stamp which was added to this cover. Here the faker used a 10¢ stamp that originally had a pen cancellation. He removed the pen markings and applied a fake imitation of a Philadelphia grid. My photographs made Ultra Violet Ray of the 10¢ 1847 stamp made under my powerful Hanovia Lamp show very clearly the pen removed lines on the 10¢ stamp. No pen lines show on the 5¢ stamp. (see Photograph #12)

Our Postal Treaty with Great Britain was dated Dec. 15, 1848, and it became effective in the U. S. the middle of February 1849. Additional articles were added in May 1849. The "Additional Articles" had effect on the total rate between the U. S. and Holland as well as other countries on the Continent. For example, the British rate, (single) prior to the Treaty, from the U.S. Frontier to the Dutch Frontier, was "1/8" - one shilling, eight pence. This also applied to Germany, and Belgium, but this rate was reduced to "1/4" - one shilling, four pence, effective in May or June(?) 1849 ("additional articles"). The reduction of four (4) pence was reflected in a reduction of the sum due in Holland from the addressee, from "120" Dutch cents to "100" cents (100 cents equal to one guilder - also the equivalent to "1/8" Sterling, or 40¢ U.S.).

Photograph No. 13. Photograph No. 13 is an example of a cover addressed to Amsterdam, during the Treaty period. This cover shows payment of the 5¢ rate from Philadelphia (Dec. 17, 1849) to Boston (5¢ under the Treaty), also the British "1/4" (one shilling, four pence, or 32¢ U.S.) - due from the Dutch for British transit from Boston to the Dutch Frontier. Also the Dutch postage due from the addressee of "100" Dutch cents. A comparison with the Knapp cover follows, in U. S. currency:

	<u>U.S.Pay</u>	<u>British</u>	<u>Dutch</u>
Knapp cover .....	5¢	40¢	48¢
Dec.17, 1849 cover (No. 13) .....	5¢	32¢	40¢

Photograph No. 14. Again referring to the partly erased Dutch postage due marking on the Knapp cover, which read "120" Dutch cents. Photograph No. 14, shows a cover that was sold in the "Moody Sale" in October 1950. This pre-Treaty cover shows the same manuscript markings as the Knapp cover and is an example of a single rate of the period. It was sent to Boston for the sailing of the British Mail Ship, "Caledonia" (Cunard), which the records show sailed from that port, on Thursday, Sep. 16th, 1849. The U.S. postage was 10¢ from Philadelphia to Boston (over 300 miles) - the British shows "1/8" and the Dutch "120." Incidentally the "2" looks like a "9." However, if any doubt exists that the figure was a "2" may I call attention to my "One Cent 1851-57" Book, Volume two - page 336 - Figure "F" in Fig. 56UA, the same being a "12" but appears to be a "19."

Photograph No. 15. Photograph No. 15 shows a cover with a 5¢ 1847 postmarked "Philadelphia, Jan. 14, 5CTS" - (1848). I believe that this is a marking from the same stamper that was used on the Knapp faked cover.

FURTHER REGARDING THE KNAPP FAKE

When it was reported to me that the Knapp cover was to be offered for sale by Harmer, Rooke & Co., I wrote to Mr. Gordon Harmer, advising him that in my opinion, the cover was bad and that before offering it for sale, it would be advisable to submit it to the Expert Committee of the Foundation. I was of the opinion that the Committee would condemn it and that their action would be the end of the cover. However, the cover was never sent to me for my opinion during the months the Committee had it under discussion, though I am quite sure that they were well aware that I considered the item to be bad.

On the strength of the Foundation certificate, Mr. Harmer entered the cover in the Harmer, Rooke & Co. Sale of September 26, 1950, but before this was done I again advised him that the cover was fraudulent, but that in my opinion he could not do otherwise because the cover was accompanied by a Foundation certificate that it was "genuine in all respects." In other words, it was up to Mr. Harmer to accept my opinion or that of the Expert Committee of The Foundation. On the strength of the P.F. certificate, a collector purchased the cover in the sale @ \$220.00, but he was not advised that I had condemned the cover. Fortunately, right after the sale, he submitted the cover to me, and on my statement that the cover was a fake he returned it to Harmer, Rooke & Co. and the sale was canceled.

Since the sale in September 1950, I have repeatedly requested the Expert Committee of the Foundation to recall their certificate and cancel it, but all my appeals have so far been in vain. Last January (1951) I submitted a full report of my examination of the cover, together with numerous photographs, to the committee and appealed for a cancellation of the erroneous certificate that they had issued. They certainly owe that duty to American Philately, and as long as that certificate is outstanding it is a disgrace to serious philatelic research work.

Photograph No. 16. A prominent British collector exhibited a similar 5¢ plus 10¢ 1847 cover at the International Exhibition, held in New York in May 1947, and at the time I felt sure that the cover was not genuine. In later years, at my request, the owner was kind enough to send the cover to me and I made a careful examination of it and also a number of photographs by Ultra Violet Rays. This was apparently a very beautiful and convincing looking cover with a 5¢ and 10¢ 1847, - also postmarked Philadelphia and addressed to Bridgewater, Mass. The postmark had "15 CTS" at the bottom and the two stamps - apparently very fine, were tied by blue grids to the cover. This fake was originally a stampless folded letter sent unpaid and the Philadelphia postmark originally had "10 CTS" at the bottom. The crook changed this to read, "15 CTS," and added two damaged and pencanceled and cleaned 1847 stamps (5¢ & 10¢) to the cover. The whole right side and bottom had been added to the 5¢ stamp and the missing parts of the design "painted" in. The damaged 10¢ had been skillfully repaired. Photograph No. 16 shows this fake.

At my suggestion, the owner had the stamps removed from the cover and submitted to the famous British Expert, on repaired and faked stamps, Mr. W.H.S. Cheavin of London. Mr. Cheavin made some wonderful photographs by X-rays and confirmed my findings in each respect.

Notation by E.S. Knapp

On the back of the Knapp cover at the time I examined it was a signed memo by

the late Edward S. Knapp, which read as follows:

"Careful examination under a quartz lamp proves it to be absolutely O.K. and Kleeman says its positive. Under the light the 1 of 15 in cancel shows up as a 'Paid' letter - E.S.Knapp - Jan. 1934."

The Kleeman referred to was John Kleeman of the old Nassau Stamp Co., who doubtless obtained the cover from the French crook and sold it to Knapp, probably assuring him that the cover was "positively" genuine. The notation indicates that the queer painted "1" was questioned, but the lamp showed it to be okay. Mr. Knapp was evidently not aware of the fact that the faker had changed the original U.S. rate from a single to a triple, but had not changed the British and Dutch rates to agree with same, and it is quite evident that this error was repeated by the Expert Committee of the Philatelic Foundation, of the City of New York.

"JUST BECAUSE A COVER  
LOOKS GOOD  
IS NO INDICATION THAT IT IS GOOD."

I recall an instance where a cover was submitted to a Board of Experts, one of whom wrote on the slip - "It looks good to me" - and signed his name. Just that and nothing more - just a look and an expert opinion. I was so impressed with such nonsense that I made a photograph of the cover and the slip.

Years ago, many advanced collectors passed on the validity of covers simply because the stamps were convincingly tied and because the item "looked good." If the cover happened to be fraudulent in any way and was made by a clever crook, it was not surprising that the faker endeavored to accomplish that very end, viz., make it look good, so as to fool amateur experts. Unfortunately we still have experts who have very little knowledge of the actual meaning of many postal markings and who attempt to express expert opinions on covers. It frequently happens that "faked covers" are declared "genuine in all respects" - or a perfectly genuine cover is declared to be bad, such as "this stamp was not used originally on this cover."

The following is quoted from Chapter One in the new book recently published, entitled, "THE POSTAL HISTORY OF THE PORT PHILLIP DISTRICT - 1835-1851," by J.R.W. Purves, F.R.P.S.L. Published by the Royal Philatelic Society of Victoria, (Australia), quote: "In the second place it is important for any relatively serious collector, - he need not be a profound student, - interested in the 'Classic' items of a particular country, - to realize that, at any rate in their last stages, certain conditions applicable to 'pre-stamp' covers - viz., rates of postage and routes - were precisely those obtaining when the first stamps were issued. Stamps were only a more convenient method of denoting pre-payment, and as a result, subsequent 'collect' payments by the addressee became fewer and fewer. The other existing factors, - e.g., "rates and routes" - persisted, until they too had to be altered to comply with the altered facts of history. It therefore follows that a student with a knowledge of a country's Postal History prior to the issue of its first stamps is so much better equipped to study the stamps themselves. As a concrete instance of the value of a knowledge of Postal History, I need only quote the case of my friend Stanley B. Ashbrook, one of the truly great experts today on United States stamps. He has, over many years, made a profound study of the early postal rates on the various routes (and of course the postal markings). This has enabled him to detect many 'faked' covers which had 'beaten' others. Those covers were originals, but they had had genuine stamps (usually already postmarked), cleverly added to them to present the appearance of a genuine 'entire.' The first thing Ashbrook, looking at a cover, asks is - Is the rate of postage shown by the stamps the correct one? If it isn't, then he goes on to

look for other evidences of faking, e.g., 'painting' on of an additional piece of cancellation in order to 'tie' the stamp to the cover, and so on. The last thing the faker knows anything about is the rate of postage, and in the great majority of such cases this is where he has fallen down." (end of quote).

A Review of the above book appeared in "Stamps" - issue of January 6, 1851, page 21.

Further re - the Knapp cover - I offer my apologies to my friends for going into such detail regarding this cover. The reason that prompted so much detail and repeated statements was because I wanted to make my examination of the cover a matter of record, and to describe it in a way that would leave no misunderstanding of the points involved.

1863 - 1865

DROP LETTERS

LOCAL DELIVERY LETTERS

The Act of March 3, 1863 - Sec. 11, provided that letter carriers be employed for the free delivery of mail at such post offices as the Postmaster General selected, effective July 1, 1863. The postage on Drop letters was raised from 1¢ prepaid, to 2¢ (per  $\frac{1}{2}$  ounce). It was an unfair bit of legislation as the new 2¢ rate was the same at post offices, that did not have free delivery, as it was at the large offices that had the new free service. Section 23 of the same Act also provided - "But no extra postage or carrier's fee shall hereafter be charged or collected upon letters delivered by Carriers, nor upon letters collected by them for mailing or delivery."

This inequality in rates for local letters was corrected by the Act of March 3, 1865 - Sec. 15, which fixed the prepaid Drop Letter Rate at One Cent, at all offices except those which had free delivery service. The part of the Act read, quote: "And provided further, That the prepayment postage on drop letters in all places where free delivery is not established shall be one cent only."

The S.U.S. states on page 42, (1951 Edition), quote: "The Act of Congress, approved March 3, 1863, abolished carriers' fees and established a prepaid rate of two cents for Drop letters, making necessary the 2 cent Jackson (No. 73)."

This notation fails to state that 2¢ was not required on "Drop Letters" after June 30th, 1865, that is, Drop Letters, not delivered by Carriers.

The term "Drop Letters" should only be applied to letters deposited in post offices that did not have free delivery service, that is, Dropped in an office to be called for, no delivery service furnished. And likewise, the term "Local Delivery" should be applied to letters, delivered by Carriers at offices of origin.

ASHBROOK SPECIAL SERVICE

Issue No. 4 - August 23, 1951

- A VALUABLE CONTRIBUTION TO PHILATELIC RESEARCH WORK

At the CENEX, held in Philadelphia last month, Mr. Philip H. Ward, Jr. was host at a luncheon to a number of his friends and exhibited for the first time, a copy of a document that had recently been called to his attention. This amazing bit of U. S. Postal History was the Receipt given to Toppan, Carpenter & Co., for the Dies, Transfer Rolls, and Plates which they had used during the term of their contract for supplying U. S. postage stamps to the Post Office Department for the period 1851-1861. Mr. Ward very kindly gave me a copy and permission to convey this information to subscribers to this Service. The Receipt reads as follows:

Received Phila. Aug. 14th 1861 of Toppan, Carpenter, and Co.,  
the following stamp plates:

viz.

29 plates of Three Cent Stamps  
14 " " One " "  
2 " " Five " "  
2 " " Ten " "  
3 " " Twelve " "  
1 plate " Twenty-  
four " "  
1 " " Thirty " "  
1 " " Ninety " "  
4 plates " Frail and broken  
1 plate " Carrier's Stamp Franklin Head  
1 " " " " Eagle

also

10 Dies of Stamps  
24 Rolls of Stamps

The above Rolls, Dies and Plates are the property of the U. S. Government and delivered in accordance with the terms of the Stamp Contract between the Post Office Department and Toppan, Carpenter & Co., as verified by Jonathan Guest, as Special Agent, P.O. Dept.

I. H. Walton,  
Treas. U.S. Mint.

The original contract with Toppan, Carpenter, Casilear & Co., to supply postage stamps to the P. O. Department was signed on June 10, 1851 and was for a period of six years. A four years extension was granted in April 1857, with the expiration as of June 10th, 1861.

(See copy of contract - Brazer Chapter - Ashbrook Book, One Cent 1851-1857, Vol. 1, pages 48-49).

The contract did not specify that the transfer rolls were to become the property of the Government but the receipt shows that "24 Rolls" were surrendered. The contract read in part as follows: "And all the dies and plates engraved and provided under this agreement are to belong to and be the exclusive property of the United States, etc."

Ten Dies were delivered which no doubt were as follows: 1¢, 3¢, 5¢, 10¢, 12¢, 24¢, 30¢ and 90¢ - Franklin and Eagle carrier. It would be wonderful if we had

a detailed description of the 24 transfer rolls.

Regarding the plates.

One Cent - The receipt lists 14 plates, but I have no evidence whatsoever that any One Cent stamps were issued to the public other than stamps from Plates One to Twelve, inclusive. Further, I have recorded imprints, with the plate number, from all the twelve plates except Plate No. 6. In my One Cent Book, Vol. No. 1, page 264, I stated, in reference to Plate 6, "We have never seen an imprint containing any part of the plate number. This Plate is unique in this respect, as plate numbers, or parts of plate numbers, exist from all the other eleven plates." This was published fourteen years ago and no Plate 6 imprint with the plate number has been discovered during that time to my knowledge.

Two new plates of the One Cent were made late in 1860 and were given plate numbers "11" and "12." My earliest record of a use of a stamp from Plate 12 is Jan. 25, 1861. With the contract due to expire on June 10, 1861, it seems most improbable that two additional plates following Plates 11 and 12 were made in 1861. Could it be possible that two One Cent plates that were used and are well known were among those four plates listed as "Frail and Broken?" For example, Plate 2, with the big "Flaw" and the mysterious Plate 3, which we have long suspected was retired rather early in its life probably because of some defect.

Three Cents - The receipt lists "29" Three Cent plates, which agrees with the Chase record, viz., Plate "O" plus Plates 1 to 28 inclusive. Dr. Chase stated that Plate "O" was probably made late in August 1851 and discarded several months later, "probably because of some serious defect." Could it be possible that Plate "O" was one of the four broken plates, mentioned in the receipt?

Five Cents. The receipt lists two plates, which are of course, the two well-known Plates 1 and 2, the former made late in 1855, or early in 1856, and consisting of 200 Type I stamps. The latter, made in the spring of 1860, consisting of 200 Type II stamps. The S.U.S. lists the date of issue of the first 5¢, (S.U.S. No. 12) as January 1, 1856, but to my knowledge there is no official data to confirm that date. Tiffany, in his book published in 1887, listed January 5, 1856 as the date of issue. The earliest use in my records is March 15, 1856. Copies of the 5¢ imperforate (Plate No. 1) showing a part of the imprint are extremely rare and I have no record in my files of an imprint copy showing any part of the actual plate number, "No. 1." I certainly would like to see such an item. In the Paul Rohloff collection there is a cover with a horizontal strip of four of the 5¢ 1856 (plus a 1¢ 1851). The strip is 37R1, 38R1, 39R1, 40R1; the 40R showing part of the right pane imprint as follows: "ON & CINCINNAT" (No. 1 in Cincinnati, due to a short transfer). This cover was in the Wm. West Sale in 1943 (Ward), and also in a Bartels Sale in 1924. My earliest record of a use of a stamp from Plate 2, (Type II) is May 14, 1860. The date in the S.U.S. (No. 30a) is from my records. Singles and multiples, used and unused, showing the plate "No. 2" are a matter of record.

Ten Cents. In the receipt, two (2) plates are listed, and these are the well-known 10¢ Plates No. 1 and No. 2. Imprint copies showing the plate numbers are known from all four panes.

Twelve Cents. The receipt lists three(3) 12¢ plates, yet only two plates are known to have been used. The 12¢ 1851 imperforate was issued in July 1851, and I have never seen any evidence that indicated that all of the 12¢ imperforates did not come from the "first plate," or the plate that we have always called Plate "No.1." The "second" plate bore an imprint of the "second type." See my One Cent Book, Vol. 1, page 301, Fig. 28A; also page 311, Fig. 20R; also page 322, Figures 29S and 29T. This imprint of the "second Type"

read: "TOPPAN, CARPENTER & CO., - PHILADELPHIA" and underneath was "3" - not "No. 3P," but merely "3."

My earliest recorded use of a stamp from 12¢ Plate 3 is June 1, 1860 (Ward). The S.U.S. states that 12¢ 1857 stamps (36) came from two plates, "1" and "3," the letter, the stamps with the broken frame lines.

For the record, I would like to record the following facts as they are known to me. Some thirty or more years ago, an officer in the Marine Corps became very much interested in the 12¢ stamp and he accumulated a large amount of material, poor to fine, with the intention of reconstructing the first plate. I refer to that very competent philatelic student and valued friend of mine, the late Lt. Col. J. K. Tracy. In the early nineteen twenties I worked with Col. Tracy on his plating and when he had about completed his reconstruction of the early plate, I urged him to publish an article on the subject. This he was reluctant to do but instead, in 1923, he turned all of his material over to me, together with all his plating notes, so that I could put his work into print. For months I checked and double-checked his reconstruction and then wrote an article under our joint names. This was published in 1924 in the May and June issues of "Scott's Monthly Journal" and in 1926 it was published in booklet form by the Scott Co., under the title of, "Notes on the Twelve Cents 1851-57 United States Adhesives - by Lt. Col. J. K. Tracy and Stanley B. Ashbrook."

In the above article we stated, quote: "Mr. Luff in his excellent book on U.S. Stamps, states that there were probably three plates used for the 12¢ value, inasmuch as Plates '1' and '3' were known to exist. We do not know whether Mr. Luff referred to the actual plate numbers or not. We have seen an imprint bearing the number '3' but have never been able to turn up any imprints from the Twelve Cents plates bearing the figures '1' or '2.'" (end)

The above was written 27 years ago and to this date I have never seen a 12¢ 1851, or 1857 imprint with a Plate "No. 1" or "No. 2."

Further quoting from the Tracy-Ashbrook 12¢ Book: "All stamps issued from 1851 to 1860, so far as we know, come from one plate and one plate only. Every 12¢ imperforate stamp, 'regularly issued' comes from this 'early' plate, xxxxxxxx. We do not know if the 'Early' plate bore a number though we do know it had an imprint, which was of the same type used on the 1¢ and 3¢ plates of that period. This 'Early' 12¢ plate was in use from July 1, 1851 until Plate '3' was made; and as far as we know, it produced all of the known imperforates and a great percentage of the perforates. xxxxxxxx While it is not probably that the plate we know as the first plate may have been numbered 'No. 2', still it is possible, but we will go on the theory that this plate xxxxxxxx was number '1.' Mr. Luff in his book reproduced a letter from S.H. Carpenter of the firm of Toppan, Carpenter & Company, and dated April 2, 1863. The letter was addressed to the Commissioner of Internal Revenue, and contained the following - 'In 1857 xxxxxxxx it became necessary for us to make 3 NEW plates of 1 cent, 6 plates of 3¢, 1 plate of 5¢, 1 plate of 10¢, 1 plate of 12¢, etc.' Mr. Carpenter closed this letter with the following remarks: 'I have given the above facts not only from my own recollection of them but from the contract with the P.O. Department which is before me.'" (end of quote).

In spite of Mr. Carpenter's statement it is my belief that his memory was at fault. He stated a 5¢ plate was made in 1857, but he must have referred to the Type II plate which was surely(?) not made until 1860. He also listed a 10¢ plate made in 1857, but I feel sure he referred to Plate No. 2 which was not

made - in my opinion - until 1859. It is, therefore, possible that the "1" plate of 12¢ could have been "Plate 3" which was not made until the spring of 1860, in my opinion.

I am quite frank in stating that up until Mr. Ward discovered the above receipt, that I always thought that a "2" was placed on the 12¢ plate thru an error, and that it should have borne the figure "2." Perhaps future research work will give us the facts regarding the mysterious third 12¢ plate. Until then, we can only theorize.

In the October 1926 issue of the American Philatelist, Colonel Tracy published a short article on the 12¢ stamp from which I quote:

"As far as is known all the twelve cent stamps were printed from two plates, each of 200 positions, the first plate being probably marked Plate One though no copy has yet been found with plate number, and the other Plate Three. There is no evidence that the missing plate, Plate Two, ever existed, or if it did, that any stamps were printed from it." (end of quote).

Colonel Tracy passed away some twenty years ago and in after years his collection of the 12¢ was acquired by the late Paul MacGuffin of Libertyville, Ill. In the fall of 1934, Mr. MacGuffin was very anxious to have an article published on the plating of the First Plate, with illustrations of each position, so that collectors could plate copies in their collections.

The late Adolph Fennel, was Editor of the American Philatelist at that time and Mr. MacGuffin made a number of trips to Cincinnati in the endeavor to have a 12¢ article published, with the result that the entire matter was placed in my hands. Mr. MacGuffin turned over all of his 12¢ 1851-57 collection to me together with all the Tracy material and voluminous notes. Once again I checked and double-checked the plating, corrected numerous errors, made a detailed record of each position on the first plate. No article was ever prepared because I was quite sure that plating was not possible by the use of zinc etchings or half-tone engravings. It is possible that the Tracy-MacGuffin reconstruction of the First Plate may still be in existence but I am rather sure that I am the only one who possesses an accurate record of all of the positions on "Plate One." My "accurate," I do not mean a record of one or two copies of a given position, but a composite record of numerous copies from the same position. Plating the 12¢ 1851 is as fascinating a bit of philatelic work as one can possibly imagine. It is to be regretted that only a few collectors have paid an attention to the plating.

#### THE RECEIPT

Thank you, Philip H. Ward, Jr., for the discovery of such an interesting document and here is the wish that more will come to light from the same source.

#### THE TWELVE CENTS 1851

The earliest actual use recorded in my files of a 12¢ 1851 stamp is August 4, 1851, the second earliest is August 7, 1851, and the third August 21, 1851. I have never been able to locate a cover showing a use in July 1851.

Back in 1915 the late J. K. Bartels published an article in the old "Philatelic Gazette," in which he gave a list of the dates of the "first consignments" and receipts of the 1¢, 3¢ and 12¢ 1851 stamps. His record showed that 1000 of the 12¢ were shipped to Albany, N.Y. on June 30, (1851) and were received on July 2;

also 1000 to Buffalo on June 30th, received on July 3; also 500 to Auburn, N.Y. received on the 4th, etc.

The above data is probably incomplete, because consignments of the three values were evidently shipped to other post offices prior to June 30th and if we can believe a news item of the period, the three values were placed on sale as early as June 30th, 1851, or at least at one post office.

Mr. Wilson Lynes of Westernville, N.Y. was kind enough to furnish me with an actual clipping, cut from a weekly newspaper of the period, viz:

"Moore's Rural New Yorker" published every Thursday, at Rochester, N.Y. by D.D.T. Moore. Publication office in Burns' Block (No. 1 - 2nd floor) - corner of State and Buffalo Sts. In the issue of Thursday, July 3, 1851 was the following news item, quote:

"During the forenoon of the 30th ult., five thousand three cent postage stamps were sold at the Post-Office in this city. A very considerable number of twelve cent and one cent stamps was also disposed of." (end).

Here is evidence that the three values, the 1¢, 3¢ and 12¢ 1851 stamps, were placed on sale at Rochester, N.Y. on June 30th, 1851.

#### U. S. POSTAL HISTORY

To the student of U. S. Postal History, the most valuable reference work available are the various editions of the "P. L. & R.," meaning "Postal Laws & Regulations," the official title a century ago being, "Laws and Regulations for the Government of the Post Office Department." This bible of the U. S. P.O.D. is still being published under the title of "Postal Laws and Regulations of the United States of America." Any philatelic student who possesses a complete file of the various editions is indeed most fortunate, as he has a veritable mine of postal history data and regardless of what they cost him, he has an investment which will surely enhance in value in the years to come.

The earliest edition that I possess is that of 1825. It bears the title, "POST OFFICE LAW, INSTRUCTIONS AND FORMS," published for the REGULATION OF THE POST OFFICE."

I do not possess the earlier editions which were published as follows: 1798, 1808, 1809, 1810, 1817, 1818, and the one mentioned above 1825. Whether the early editions were "official" or not, I do not know. Subsequent editions were 1828, 1832, 1843, 1847, 1852, 1854 (unofficial), 1855 (unofficial), 1857 (unofficial), 1859, 1866, 1873, 1879. I have made little effort to acquire later editions but I have the following: 1887, 1893, 1902, 1913 and 1932. I was advised that an unofficial edition was issued in 1863 but I have never been able to find a copy or to obtain any definite information regarding it. Seven years elapsed between the 1859 and 1866 editions and during that period some very important postal history was made, and no P. L. & R. of the period has proved quite a handicap to the postal history student. Also there was no "P. L. & R." published between 1866 and 1873, a period of seven years during which time there were many important changes in U. S. postal affairs, covering the reconstruction period, expiration of important postal treaties, new postal treaties, many changes in foreign postal rates, many changes in ocean routes and methods of transmission of our foreign mail, etc., etc., etc. In the absence of "P. L. & R.'s" during those two long seven year periods, the student

of postal history has been compelled to seek information from many sources, bit by bit, and few realize what a tedious task this really is. I make special mention of all this because within recent months I became aware of a regular gold mine of postal history that covered a period extending from October 1860 until the middle of 1876. I refer to a four-page publication - newspaper style - approximately 12 x 24 inches - which was published monthly at New York, commencing in October 1860. It was entitled, "THE UNITED STATES MAIL & POST OFFICE ASSISTANT," and its publisher and Editor was "J. Holbrook" who many years previous was an employee of the General P.O.D. as a "Special Agent." Holbrook is better known to postal history students as the author of the book - "Ten Years Among the Mail Bags" (1855)

Holbrook's "U. S. Mail" was published for the benefit of postmasters and postal employees thruout the country and it had the official endorsement of the Washington authorities.

It is a question whether a complete file of this interesting publication is in existence but I have been in communication with numerous libraries thruout the country and have located various files covering many of the important years. I have had microfilms made of all the monthly editions for the first five years and intend to eventually have all available issues clear thru to the middle of 1876, microfilmed. As all students of "Foreign Rates" are fully aware, such rates were constantly changing from time to time, Therefore, one of the most valuable classes of data are the "Tables of Foreign Rates of Postage" for a certain year, or a certain month in that year. On the fourth page of each monthly issue of the "U.S. Mail" a "Foreign Rate" table was published. Each Table was official, as any changes that were made in Regulations, Rates, etc., were immediately passed on to Editor Holbrook by the Department, so that all his postal subscribers would have the information. Eventually I hope to have almost a complete official monthly record of "Foreign Rates" from October 1st, 1860 to the middle of 1876. To the advanced collector and to the student of U. S. "Foreign Rate" covers, such data is of the greatest value and assistance.

Philatelic criminals change rates and stamps on covers, converting inexpensive covers to those which appear to be genuine and very valuable. I have spent many years in the study of foreign rates and the markings on foreign rate covers and I am ever on the alert to add more data to my files on the subject. The "U. S. Mail" has proved to be a real gold mine, and in future issues of this "Service," much interesting and valuable postal data will be passed on to subscribers.

ASHBROOK SPECIAL SERVICE

Issue No. 5 - September 10, 1951

Postmaster General, J. Holt, Vs J. Holbrook (editor of "U.S. Mail & Post Office Assistant.")

RE - CARRIER SERVICE - PRIOR TO JULY 1, 1863 - 3¢ plus 1¢.

This writer has for many years been of the very positive opinion that the extra payment of 1¢ on a letter would have prepaid Carrier delivery in cities which had Carrier Delivery Service. To be explicit - if a person, in the year 1862, mailed a letter from a small town which did not have any Carrier Service, to New York City and wished it delivered to a street address, all he had to do was to attach a 3¢ 1861, plus a 1¢ 1861, and the latter would prepay the Carrier's delivery fee. Letters dropped in lamp-post boxes and addressed to offices beyond New York City were not forwarded unless a prepayment of 4¢ was made, viz: 3¢ regular postage and 1¢ to pay the Carrier Fee to the New York Post Office - (pick-up fee). In the Annual Report of the Postmaster General for the fiscal year ending December 1, 1860, P. M. G. Holt stated:

"It is contemplated to introduce immediately two new denominations of envelopes; one embossed with a one cent stamp, the other with both the one and the three cent stamps. The one-cent envelope is designed mainly for circulars, of which many millions are annually distributed through the mails. The same envelope, however, will also be largely used for city correspondence. The envelope with the one-cent and three-cent stamps (note by S.B.A. - reference is made to the "Compound - Star Die" - issued in December 1860), will be required in cities where there are lamp-post letter-boxes or other depositories for the carrier's fee, and the other stamp paying the postage on letters to be sent out of the city by mail. This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicile." (end)

In a monthly publication of the early eighteen sixties, entitled, "THE U.S. MAIL & POST OFFICE ASSISTANT" - issue of August 1862 - (Vol. 2, No. 11 - whole 23) and edited by J. Holbrook, appeared the following notice, quote:

"THE FOUR-CENT RATE - There is a somewhat prevalent impression that the fixing of a penny stamp to an otherwise prepaid letter, designed to be forwarded by mail, will pay the carrier's fee when it arrives at the place of destination, and many letters thus prepaid are received at New York and other offices employing carriers. The impression is entirely erroneous. When a mail letter is deposited in a U. S. lamp-post box or other receptacle provided by the Government, to be carried from thence to the post office, the extra penny stamp is then requisite to pay the carrier's fee for delivering to the office. In all other cases, any prepayment of a penny beyond the regular rate, is simply money thrown away." (end)

The Editor, J. Holbrook was an ex-post office employee, a former "Special Agent" of the General Post Office, and his publication had the official endorsement of the Washington Department.

I believe that Elliott Perry stated at one time, in commenting on the

statement of P. M. G. Holt, as quoted above, that "Holt didn't know what he was talking (or writing ?) about."

To be perfectly fair, and quite frank, it certainly does appear that Editor Holbrook should have been reliably informed to have published such a positive statement, and if his statement was absolutely true, then it seems to me inexplicable as to why prepayment of the Carrier's fee of 1¢ to the post office was compulsory, but prepayment of the Carrier's delivery fee in the same manner, (by a 1¢ U. S. postage stamp), was not permitted, or as Holbrook stated was "simply money thrown away."

FURTHER REGARDING CARRIER DELIVERY SERVICE PRIOR TO JULY 1, 1863.

In the "U. S. Mail" - issue of July 1862, appeared an article copied from the Boston Chronicle. According to this article, every letter taken out of the Boston Post Office for delivery had to be accounted for by the carrier in cash or its return to the P. O. - We quote in part:

"THE PENNY-POST - We copy the following from the Boston Chronicle. Although written for that locality, which it is admitted is blessed with a penny-post system, as perfect, to say the least, as in any other of our large cities, is still applicable to the penny-postman everywhere, as are the wholesome suggestions to those whose servant he is; - 'Our Penny-Postman- There are thousands of our citizens who are served daily by the penny-postman, and served very faithfully too, who are not aware that by a very little attention on their part they could greatly relieve them of a portion of their most disagreeable duties. xxxxx A few suggestions may be advantageous. Every letter xxxx taken from the Post Office for delivery is charged to the postman, and on his return to the office from his route he must either pay for it or return it. How unfair, then, is it to blame him, because he will not trust or change a bill to take from it one or two cents.'" etc. etc.

THE DEMONETIZATION OF THE "OLD STAMPS & ENVELOPES"  
COMMENCING IN AUGUST 1861.

With the commencement of the Civil War in 1861, the U.S. P.O.D. was compelled to demonetize all postage stamps and envelopes of the "old style" because of large amounts held by postmasters in the Seceded States. The original circulars issued to postmasters in the Loyal States declared all stamps and all envelopes of the old style to be invalid for postal use after a period given for exchange of the new for the old. It is well known that the 1¢ Star Die envelope of 1860 and the 4¢ Star Die "Compound"- (3¢ plus 1¢) of 1860 were afterwards recognized as valid, as was the 1¢ newspaper wrapper and all three are legal for postage at the present time. I believe the question has been raised as to whether the 6¢ Star Die envelope was actually demonetized, because it is believed that very small supplies were sent to Southern Post Offices.

In the Luff book, (page 81), is a copy of a circular that was sent to postmasters with supplies of the new adhesive stamps, and the wording of a similar circular appeared in the Tiffany book (1886), but I do not recall that I ever saw a copy, or the wording, of one of the circulars that was sent out with supplies of the new envelopes. (Supplies of the new envelopes were sent to post offices before the adhesive stamps.)

A careful search thru the 1861 June and July issues of the "U. S. Mail" failed to disclose any mention that the P. O. D. intended to issue new envelopes or postage stamps, but in the August issue, (Vol. 1, No. 11), I found some interesting data. It is my belief that issues of this publication were mailed to subscribers about a week before date of publication. As I suspected the first(?) circular referred only to the envelopes and no exception was made as to those which were declared invalid. The U. S. Mail item was as follows:

"IMPORTANT INSTRUCTIONS

The introduction of new styles of Government envelopes and postage stamps has rendered new instructions to postmasters necessary, respecting the disposition of such of the old issues as remain on hand. These instructions require that as soon as a supply of the new stamps or envelopes are received by a postmaster, he is to give immediate notice through the newspapers and otherwise that he is prepared to exchange them for an equivalent amount of the old issue, during a period of six days from the date of the notice, and that after the expiration of the six days, the old stamps and envelopes will not be received in payment of postage on letters sent from his office. xxxxxx The CIRCULAR referred to, which is from the "FINANCE OFFICE" of the Department further instructs postmasters as follows:

"Immediately after the expiration of the above period of six days, you will return to the Third Assistant P. M. General, all stamped envelopes of the old style in your possession, including such as you may obtain by exchange, placing them in a secure package which must be carefully registered xxxxxx. Instead of sending the old envelopes to the Department, you can if convenient exchange them for new ones at some city post office, where large supplies are to be found." (end)

THE 4¢ ENVELOPE DECLARED VALID

In the Issue of the "U. S. Mail" for July 1862, the following notice appeared, quote:

"It has been ascertained at the Post Office Department that single rate letters, which are enclosed in envelopes embossed with both the one cent and three cent stamp of the "old style," have, in some instances, been treated by postmasters as wholly unpaid. Public notice is therefore given by the Department that stamped envelopes of this description, which are designed to facilitate the prepayment of the Carrier's fee in cities, have not been superseded, and that they are perfectly valid for the prepayment of postage to the amount which the stamps indicate." (end).

U. S. - BRITISH MAIL - 1866 & 1867

On pages 4 and 5 of this Service I explained why covers showing triple rates of 3 x 24¢ to Great Britain are so scarce, and that such a rate was only in effect for 21 months from April 1, 1866 to Dec. 31, 1867 inclusive. (A typographical error on page 5 gave the time as 33 months, whereas it should have read 21 months).

Photograph No. 17 - shows a cover (face only) in the collection of Mr. Donald MacGregor of Detroit, Mich. This is a very interesting item as it shows the rare triple rate to G. B. which was in effect for only the "21 months as mentioned above. In addition, this cover was a "Registered"

letter. There is no evidence of the actual year use but I believe the year was 1867 for the following reasons =

(1) Because the triple rate was only in effect for 21 months, the use must have been Dec. 18, 1866 or Dec. 18, 1867.

(2) The cover was routed for the "Asia," thus by "British Packet." This was a Cunard Mail Steamship, a wooden side paddler and a great ship in her day. She was built in 1850 and at different times held the record for an east-bound crossing of the Atlantic, and later for a western. From data that I have, I note the statement, "Her last sailing on the Cunard Service was in 1867." I doubt if her last sailing was as late as December 1867 from New York.

(3) From and after January 1st, 1867, all registered fees, domestic and foreign, were payable in stamps rather than in cash.

The Cunard Mail Ships sailed regularly every other Wednesday from Boston and New York. In 1866, the 18th of December fell on Tuesday, hence it is possible that this letter was Registered at New York on the 18th to catch the Boston sailing of the Asia on Wednesday, the 19th, 1866.

If my deductions are true then this is the latest record that I have of a foreign registered letter showing payment of the Registered Fee in cash.

Further regarding this very interesting and rare cover. The registration fee in 1866 was 20¢ for each letter, both domestic, and to Great Britain, one-half of which was to be credited to that country. The "Asia" shows the letter was transmitted by a British Packet, hence the British P.O.D. was entitled to credits for; (1) sea carriage, 3 x 16¢, (2) British domestic, 3 x 3¢, plus (3) half of the registered fee - 10¢ or a total of 67¢. (The U. S. received a total of 72¢ plus 20¢ cash). What appears to have been a "67" in red pencil is shown at left, thus the credit to the British P. O. D.

Further. Mr. MacGregor, who is our foremost student of "Registered covers," informed me that the double circle New York marking was used in 1866 but not again until 1873 or 1874.

The red British "Registered" marking with crown was so faint that I made a tracing which is shown to left of the one on the cover.

Photograph No. 18 is also of a Registered cover in the collection of Mr. MacGregor. This is a use from New York on Sept. 12, 1868, and the following is an explanation of this interesting cover.

On January 1st, 1868 a new postal convention with Great Britain went into effect. The 24¢ rate per  $\frac{1}{2}$  ounce was reduced to 12¢ (per  $\frac{1}{2}$  ounce) and each country was to retain postages and registration fees collected in each country. The registration fee was fixed at 8¢. Thus the payment of 32¢ on cover No. 18, shows a double rate of 2 x 12¢ plus the 8¢ registration fee. The 12¢ rate was in effect until December 31st, 1869 inclusive - a period of but twenty-four (24) months, and registered covers of that two years period to G.B. are, in my opinion, very scarce and very desirable. They certainly are items which should be added to a representative collection of U. S. 19th Century covers whenever the opportunity presents itself.

Photograph No. 19 is of another cover with the triple 24¢ rate to G. B. This one from Cincinnati on November 18, 1867, to London, England. At left is a red pencil "9," same being the credit to the British P. O. D. of 3 x 3¢ for the British domestic. This credit shows that the letter was transmitted by "American Packet," hence the U. S. share of the 72¢ paid, was 3 x 21¢ (16¢ sea & 5¢ domestic) or 63¢ and the British share was 3 x 3¢.

I am especially desirous of making a record of all the known covers showing the triple rate of 72¢ to G. B. - Can any of my friends show such a cover? If so, please send it to me.

Photograph No. 20 shows a cover that was submitted to me last month for examination and opinion. The question - "Is this cover genuine - Were these three stamps used originally on this cover?" My opinion was that the three stamps were not used on this cover, because the various markings prove that the letter was forwarded without any prepayment, or an "unpaid stampless" cover. The New York postmark is in black. Had the postage been prepaid, this marking would have been in red and this also applies to the black "4" in top center, which was applied at New York and was the U. S. debit to the British P. O. D. for our carriage of an unpaid  $\frac{1}{2}$  ounce letter to the British Frontier.

The letter inside bears the date line of "New York Jan. 17, 1871." The black postmark is "Jan. 18" and the letter was transmitted via England to Havre, France. At the period of this letter we did not have a postal treaty with France. (The old one expired on Dec. 31, 1869, and was not renewed). Mail to France was to a large extent forwarded to Britain under the U.S./British Treaty, and thence to France under the Anglo/French Treaty. (All very complicated). Our rate to Britain at that period was 6¢ per  $\frac{1}{2}$  ounce, and represented 2¢ U. S. - 2¢ sea - and 2¢ British. The carriage of this letter to the British Frontier was at the expense of the U. S. P. O. D., hence our debit to Britain of 4¢. In France the letter was rated at "8" decimes postage due, or approximately 15¢ in U. S. money.

It will be noted that the black cancel on the 24¢ stamp is entirely different from those on the two 3¢ stamps, but this difference was not quite as apparent to the eye as is shown in the photograph which was made by special color filter.

Further, there was no 30¢ rate to France in 1871. The faker, being unaware of the real rates, copied a double 15¢ rate of the period prior to January 1st, 1870. The "8" French Due proves that no payment was made in the U. S.

ASHBROOK SPECIAL SERVICE

Issue No. 6 - September 20, 1951

"VIA PRUSSIAN CLOSED MAIL"

We see numerous covers of the period of the eighteen fifties and eighteen sixties with the above routing addressed to Germany, or to points beyond thru the Prussian Postal System, but I doubt if few advanced collectors have a correct understanding of how such mail was handled and the actual meaning of the various markings which appear on such mail.

Photograph No. 21, shows a single rate letter prepaid by 30¢ in cash at St. Louis on Dec. 2, 1858. This is addressed to Prussia and it was forwarded by "PRUSSIAN CLOSED MAIL." The St. Louis office handstamped this letter with a brown oval marking, - "PAID - 30." The letter was forwarded to the "Foreign Division" of the New York Post Office where it was postmarked in red with a departure date of "Dec. 8" (1858). The letter was deposited in a sealed bag (closed mail) and as the postmark shows, was forwarded to England by a Cunard (Br.Pkt.) Mail Steamer. Why the "7" in this New York postmark? We will explain this later. Arriving in England, the sealed bag was sent across the Channel to Ostend, Belgium, and thence to "Aachen" (Aix-la-Chappelle), at the Prussian border. Here the sealed bag was opened and this letter was handstamped with the familiar red rectangular marking of "AACHEN." The letter was then sent to its German destination as fully paid.

For this Service, I have prepared the following data on the Postal Treaty of 1852, between the U. S. and Prussia under the terms of which mail was transmitted.

POSTAL TREATY WITH PRUSSIA

Signed at Washington July 17, 1852  
" " Berlin Aug. 26, 1852  
Went into effect October 16, 1852

Rate 30¢ per ½ ounce

Prepayment optional

No part payments - all or none.

U. S. Exchange Offices - Boston & New York.

Prussian Exchange Offices - Aachen (Aix-la-Chapelle).

Closed Mail by American & British Packets to England, and English & Belgium Mail Lines to Ostend, Belgium.

Mail forwarded in sealed bags thru England, - thence across Channel to Ostend, Belgium, and to the Prussian Frontier at Aachen. Sealed Bags opened at Aachen, mail was postmarked there, and forwarded to destinations in Prussia, and to all states belonging to the German-Austrian Postal Union, and foreign countries beyond.

Rate. The 30¢ rate per ½ ounce was arrived at as follows:

- (1) The U.S. postage on each letter not exceeding ½ ounce ..... 5¢
  - (2) The charge imposed to meet the expense of transmission  
in Closed Mails between the two countries, including  
sea (Atlantic crossing to England) and British & Belgium  
transit postage ..... 20¢
  - (3) The Prussian postage ..... 5¢
- Total ..... 30¢

RATES

Above a single rate. Over  $\frac{1}{2}$  ounce the rate was as follows:

Over $\frac{1}{2}$ ounce but not above 1 ounce .....	60
" 1 " " " " 2 ounces .....	\$1.20

It will be noted there was no triple rate of 1 ounce to  $1\frac{1}{2}$  ounces.

For each additional ounce above one ounce ..... .60

WEIGHTS. The U. S. Exchange Offices to use the American ounce for unit. The Prussian Office of Exchange to use the Prussian LOTH, with two(2) loth being considered equal to one American ounce.

ACCOUNTING

P.C.M.

(1) The Prussian Post Office to account to the U. S. P.O. as follows:

Unpaid letters from U. S. to Prussia .....	23¢
Prepaid " " Prussia to the U. S. ....	25¢
The Prussian Post Office to account to Belgium for <u>its transit rate</u> on all letters <u>received</u> in the Closed Mails from the U. S.	

(2) U.S. P.O.D. to account to the Prussian P.O.D. on each prepaid single rate letter from the U. S. to Prussia ..... 7¢

(3) On each UNPAID letter sent from Prussia, the postage (30¢) collected in the U. S. .... 5¢

(4) ACCOUNTING TO GREAT BRITAIN  
FOR BRITISH TRANSIT - by bulk weight.

The U. S. to account to Britain at the rate of 57 $\frac{1}{2}$ ¢ per ounce when the mails are conveyed by the British packets across the Atlantic, and at the rate of 17 $\frac{1}{2}$ ¢ per ounce when conveyed by U. S. packets.  
In addition - the U.S. P.O. to account to the British P.O. for the BELGIUM TRANSIT POSTAGE, at 8¢ per ounce, on all letters sent FROM Prussia in the Closed Mails, that is, when the British and Belgium conveyances are used.

To sum up - a single letter - (not over  $\frac{1}{2}$  ounce).

(1) Paid in the U. S. to Prussia.

A letter to Prussia Prepaid in the U. S.  
The U. S. credited Prussia in red the sum of ..... 7¢  
out of which Prussia paid Belgium for the transit charge from Ostend to Aachen (see Photo. No. 21).

(2) Unpaid in the U. S. to Prussia

A letter to Prussia - Unpaid - in the U. S.  
The U. S. debited Prussia in black the sum of ..... 23¢  
out of which the U. S. paid G. B. for transit to Ostend, and Prussia settled with Belgium for the Belgium transit.

Photograph No. 22 (Marked "3") shows a letter by P.C.M. in a 3¢ 1853 U. S. envelope. Because no partial payments were permitted this letter was rated as "entirely UNPAID" with a U. S. debit in black to Prussia of 23¢. (30¢ U. S. was due at destination).

(3) Paid in Prussia, to the U. S. - Photograph No. 23

A Letter from Prussia - "Prepaid" - in Prussia - Prussia credited in red the U. S. P.O. the sum of ..... 25¢  
out of which the U. S. settled with G. B. for the transit from Aachen - (Belgium and British)

Photograph No. 24 - From Freiberg, Saxony, Dec. 10, 1858, to Oswego, N.Y. "30¢ Due."

(4) Unpaid in Prussia to the U. S.

A letter from Prussia - Unpaid in Prussia - Prussia debited in black the U. S. with the sum of ..... 5¢  
On such a letter the U. S. collected 30¢, out of which payment was made to Britain for the transit from Aachen, via Ostend to the U. S. (Belgium and British).

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Article VII - of the Treaty provided that if in the future any reduction was made in the sea postage on closed mails between the U. S. and England, a corresponding reduction would be made in the rate for the "Prussian Closed Mail."

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Why the rate of 30¢ Via Prussian Closed Mail?

The rate was adopted on the supposition that four (4) letters to the ounce would be about the average, but Art. VIII provided that should it be found that the average was less, that a higher rate be established, (after a trial of one year).

P.C.M. (continued)

Settlements to be made quarterly.

POSTAL MARKINGS - ART XVI

All prepaid letters were to be stamped "PAID" together with the amount paid in RED INK in the upper right hand corner, together with the stamp of the Exchange Office sending the letter (Boston or New York) - same to be impressed on the face of the letter. The stamp of the Exchange Office receiving the letter "shall, in every instance, be impressed on the back of same."

P.C.M.

In this connection it will be noted that the markings of the Exchange Offices are almost invariably found on the face of letters. For example, the rectangle marking of "AACHEN," so familiar on all covers that were transmitted from the U. S. by "P.C.M." It was also stipulated that the (quote), "name of the ship by which the letters are received or sent, or the words 'Am. Packet' or 'Br. Packet.' xxxxxx shall also be stamped on the back of each letter, so that the amount of credit to be allowed in the British Post Office for dead letters returned can be shown."

"PRUSSIAN CLOSED MAIL" - U. S. - Prussian Treaty of 1852.

Article XVIII is very interesting as it displays the rather minute postal accounting, of ninety-nine years ago. I quote it as follows, (with abbreviations): "The U.S. P.O. is to take credit from the British P.O. for all

British transit and sea postage charged on such letters transmitted in the U. S. and Prussian Closed Mails as have become dead, or were mis-sent or misdirected, as well as for the Belgium transit postage on such letters sent in said closed mails from Prussia; and the Prussian office is to take credit of the Belgium office for the Belgium transit postage on such letters sent in said closed mail from the U. S." (end)

U.S./Prussia - ADDITIONAL ARTICLES OF 1855 - Re - REGISTERED MAIL.

The U. S. Registration Act (March 3, 1855), went into effect on July 1, 1855. Additional articles to the U.S./Prussian Treaty were agreed upon and signed at Washington on August 29, 1855 and at Berlin on October 14, 1855. The new articles provided for the Registration of letters exchanged between the two countries, but stipulated that the postage had to be prepaid, and a registration fee of 5¢ be paid at the office of mailing. (Note, - the registration fee, at that period, was payable in cash in the U. S. - not in postage stamps.)

The articles provided that registration fees collected in either country should accrue to the country of origin. While the fee was fixed at 5¢ in the U. S., it was not stipulated what sum was to be charged in Prussia.

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SEP. - 1861 - OCT.  
CHANGE IN RATE OF "PRUSSIAN CLOSED MAIL"  
28¢ PREPAID - 30¢ UNPAID

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A most unusual change was made in the rate to Prussia in the latter part of 1861, when the old rate of 30¢ paid or unpaid, was changed to 28¢ prepaid and 30¢ unpaid. This was most unusual for a rate to a foreign country. According to the best information available I believe the new rating went into effect about the middle of September or the first of October 1861. The following is from the "Instructions" given the New York and Boston Foreign Exchange Offices by the General P.O.D., (quote in part):

"A reduction of one penny (two cents) the single rate having been made by Great Britain on prepaid letters mailed in the United Kingdom and addressed to Prussia, Austria, Bavaria, Saxony, Wurtemburgh, Mecklinburgh-Shelitz, Aldenburg, Luxemburgh, Brunswick, Lubeck, Hamburg, or Bremen, the British Office has consented to extend the benefit thereof to the "PAID" correspondence between the United States and those countries respectively, transmitted through England, in the "United States and Prussian Closed Mail," by reducing the British territorial transit rate in respect to such prepaid letters from 8<sup>3</sup>/<sub>4</sub> pence to 6<sup>1</sup>/<sub>4</sub> pence per ounce." (From the "U.S.Mail" - October 1861 - Vol. 2, No. 1)

In respect to the above Editor Holbrook commented, quote:

"This reduced rate is confined to PREPAID letters, and to those only which are addressed to the several states enumerated above, therefore all unpaid letters to whatever part of Germany they may be addressed, and all prepaid letters addressed to any other German state than those mentioned, will continue to be chargeable with the existing rates of thirty cents." (end)

Photograph No. 25 shows a very rare and unusual cover in the collection of Mr. Edgar B. Jessup. Here is a cover from Honolulu on May 18, 1865, thru San Francisco on June 12, 1865 and from New York on July 8, 1865, via Prussian Closed Mail to Saxony at the prepaid rate of 28¢. The unusual part about this cover is that it was not overpaid by 2¢ but on the contrary the extra 2¢ paid the "Ship Fee" into San Francisco from Hawaii. The Honolulu postmark actually meant the following:

"Hawaii and U. S. postage PAID at Honolulu."

In other words, 35¢ in cash was paid at the time the letter was mailed at Honolulu - 5¢ was retained for the Hawaii postage and the 30¢ 1861 was applied to prepay the 2¢ Ship Fee and 28¢ rate to Saxony. When the Captain of the ship deposited the letter in the S.F. P.O. he was entitled to receive a 2¢ Ship Fee. This is a beautiful cover with the various postal markings in red and black arrayed in a row across the top of the cover. A tracing of the Prussian marking on the back is shown in lower left. The elapsed time was as follows:

Honolulu - San Francisco .....	25 days
San Francisco - New York (Via Panama ?) .....	26 "
New York - Prussia .....	13 "
Total	64 days

This cover is the only record in my files where a 30¢ 1861 was used to pay a foreign rate plus a Ship Fee of 2¢.

\* \* \* \* \*

"P.C.M." PREPAID - 28¢ IN PRUSSIA - 1861-1867 inc.

Photograph No. 26 shows a cover from Hamburg, August 17, 1864 to Aachen and "P.C.M." to Boston (Sep. 2, 1864) - prepaid at the 28¢ rate at Hamburg. It will be noted that the Aachen credit was 23¢, Prussia retaining her 5¢ internal. When the prepaid rate was 30¢, prior to October 1861, the Prussian credit (at Aachen) to the U. S. was 25¢. See cover No. 23.

ASHBROOK SPECIAL SERVICE

Issue No. 7 - October 20, 1951

POSTAL HISTORY

At the International Exhibition held at Toronto last month I attended two luncheons given by two British societies, one by the POSTAL HISTORY SOCIETY, presided over by Major Adrian Hopkins, of Bath, England; the other by THE SOCIETY OF POSTAL HISTORIANS, presided over by Mr. Robson Lowe of London. Incidentally I am listed as a member of the latter Society, and I note the following well known fellow citizens are listed as FELLOWS: Jere H. Barr, Winthrop Boggs, Dr. C. W. Hennen and Prof. H.E. Lobdell.

It has been proposed to organize a "Postal History Society" in this country and our good friend Charles F. Meroni of Chicago has undertaken the task. Such a society was under informal discussion at Toronto and the consensus of opinion seemed to be that the new society should be entirely independent and not affiliated with any other organization or group, such as a Unit of the A. P. S., etc., etc.

Mr. Meroni is a very thorough student of postal history, not only of our own country, but of the world and we wish him all success possible in the new undertaking.

U. S. POSTAL HISTORY

Many interesting and unusual covers come to my desk each month and it would be a pleasure indeed if I could share each and every one with the subscribers to this Service. By "unusual" covers I refer to those which have some connection with an historical event or with some unusual rate or some unusual use, etc., etc. What could be more interesting than a collection made up entirely of "unusual U. S. postal history" covers. Each unusual cover has its own story to relate, but the average collector does not possess the necessary reference material, perhaps enough spare time to be able to solve many of the problems that are present on unusual covers. Quite often a very ordinary looking cover, perhaps one that cost very little may have a very rare rate, postal marking or use that make it an outstanding item to the student of POSTAL HISTORY. I will mention some "unusual" covers.

(1) A two-page printed circular (Price Current) dated Baltimore Oct. 21, 1859, addressed to New York with two One Cent Type V 1857 stamps. The circular rate, prepaid, was 1¢ for three (3) ounces at that time - (See my One Cent Book - Vol. 2 - page 81). The query: Why 2¢? Surely this circular did not weigh 3 ounces. On the face was written, "2 Price Currents" - Section 119 - of the "Regulations" - P.L. & R. - 1857 - specified that when more than one circular was enclosed, that a separate rate be charged for both.

(2) Here is another cover of the late fifties that came under the same "Regulation." It is a buff envelope with a corner card in upper left of a drug firm. It was mailed unsealed from New York to a small town in

Vermont with a 1¢ 1857, Type V stamp. It is marked "DUE 2" - Why "DUE 2"? Here is a most unusual item and as near as I can recall, it is the only one that I have ever seen. It is indeed a real "Postal History item," and surely an item that is far more rare than a cover with a St. Louis Bear P. M. Provisional. What a simple explanation there is to this intriguing item, because the wording of the "Regulation" is as follows:

"A BUSINESS CARD ON AN UNSEALED ENVELOPE OF A CIRCULAR, SUBJECTS THE ENTIRE PACKAGE TO LETTER POSTAGE."

(3) A cover showing a use late in 1863. It has a 3¢ 1861 and a large handstamped numeral "6." It is a very ordinary looking "3¢ 1861" cover but why the "6"? Was it a postage due marking and if so, why? We are reminded that the Act of March 3, 1855 made the prepayment of postage on first-class domestic mail, compulsory and later the P. M. G. ruled that as of January 1, 1856, that payments had to be made by stamps or Government envelopes. The Act of March 3, 1863, effective July 1, 1863, went further, - Section 26, provided, - that if any matter on which postage was required to be prepaid should reach its destination without such prepayment that double the rate be collected on delivery. The "Regulation" on this section read in part: "If postage is partly prepaid, the unpaid postage will be charged at double rates." Thus the cover above mentioned weighed over one-half ounce and should have had a prepayment of 6¢. The deficient 3¢ was rated as "6" cents due on delivery. While a cover such as this is not especially rare, they are not common, and in my opinion are very interesting items of Postal History.

#### 3¢ ON ALL DOMESTIC FIRST-CLASS MAIL

Mention of the above reminds us that the Act of March 3, 1863, effective July 1, 1863, was a most important bit of Postal Legislation. It was enacted during a critical period of the Civil War. It became effective on the day of the opening struggle at Gettysburg, the supreme test of arms between the North and the South, the result of which spelled the doom of the Southern Confederacy.

On July 1, 1863, - 3¢ was established as the single rate of postage upon all first-class domestic mail thruout the U. S. regardless of distance. From April 1, 1855 to June 30, 1863, inclusive, the single rate to and from the Pacific Coast was 10¢. From July 1, 1851 to June 30, 1863, the single half ounce rate, to and from California, Oregon and Washington to Great Britain was 29¢. On July 1, 1863, this rate was reduced to 24¢.

Prior to July 1, 1863, the Registration Fee on domestic mail had been 5¢, (since July 1, 1855). On July 1, 1863, the fee was raised to 20¢, and this also applied to Registered Mail to Great Britain, which since January 1, 1856 had been 5¢.

Our original postal conventions with Prussia, Bremen and Canada provided a fee of 5¢, hence no change was made. (Mail to Prussia, or any part of the German - Austrian Postal Union by The Prussian Closed Mail - To Bremen "by the Bremen Mail").

Our Postal Treaty with France (April 1, 1857 - Dec. 31, 1869 inclusive) had no provision for the registration of mail which accounts for the

reason why we never see any registered covers to or from France during those years.

ANOTHER UNUSUAL COVER

Period of 1855. A cover with a 3¢ 1851 and two singles of the 1¢ 1851 - Type IV. Covers to France with this combination are well known and are not rare, but the cover which I have before me is in an entirely different class and examples are extremely rare. Here is a cover, a folded sheet with the above combination, the three stamps tied by a New York postmark of "NOV 17" (1855). It is addressed to New Bedford, Mass., but the letter is missing and no evidence of actual origin is evidenced. Why 5¢ on a letter which apparently originated in New York City and going the short distance to New Bedford, Mass.? In the upper corner is the manuscript "Augusta."

Here we have a rare "prepaid Ship Fee" letter, a letter that was brought into the Port of New York by a private ship. On such a letter the captain's fee was 2¢. Had the writer sent the letter with no payment of postage, the captain of the ship would have been entitled to a Ship Fee of 2¢ when he delivered the letter to the New York Post Office. The 2¢ fee would then have been added to the 3¢ postage due, and 5¢ would have been collected from the addressee. In this case, the writer prepaid the postage and the Ship Fee, - something that was evidently very seldom done during the years that the 1¢ 1851 or 1857 stamps were current. I made an investigation of this unusual item and learned that the "Augusta" was a ship that operated without any mail contract between Savannah, Ga. and New York City. A memo on the back reads: "PADEFORD, FAY & CO. - 11 mo. - 13 - 1855," which indicates a passage of three or four days. I have a record of a similar cover evidently from the same source and to the same address at New Bedford with a New York postmark of "NOV 11" (also 1855), and carried by the ship "KNOXVILLE."

The records show the following: "NOV 10 - arrived Steamship "KNOXVILLE," Ludlow, (Captain), (from) Savannah, Nov. 7, merchandise and passengers" - (New York Tribune - Monday - Nov. 12, 1855 - p.9 "Marine Journal, Port of New York."

I have a record of another unusual "Ship cover," one which has a single 3¢ 1851 tied by a black p.m. of "Newport, R.I." - (Year ?) - Addressed to Boston. On face is a large "SHIP 2". In this case the addressor paid the postage but did not prepay the captain's "Ship Fee," which was collected from the addressee.

U. S. - CANADIAN MAIL

THREE VERY UNUSUAL COVERS

Photograph No. 27 - herewith - is of a cover which is a great rarity and a most interesting Postal History item. It is genuine in every respect.

Some eight or nine years ago this cover came to my attention. As will be noted, it bears a U. S. 2¢ 1869 stamp, with the origin postmark of HOULTON, MAINE, of APR 29, 1870, and is addressed to Woodstock, New Brunswick. On the back is the postmark of "Woodstock, N.B., Ap - 30 -"

1870." The envelope was sealed, hence, first - class mail, but why only a payment of 2¢ on a letter to a town in New Brunswick when the rate to Canada at that time was 6¢, (payment optional).

The U. S. domestic rate in 1870 was 3¢ and our "local delivery" rate was 2¢, so why 2¢ from a post office in Maine to an office across the border in New Brunswick? A careful search thru my various "P.L. & R.'s" - "P.M.G. Reports" - "Postal Treaties" - etc. - etc. - yielded no clue in explanation of this 2¢ rate. I realized that it would be practically a waste of time to attempt to obtain any information from the Department at Washington but nevertheless I advised the owner to try. In view of later developments I think that the reply he received is rather interesting. I quote as follows:

Post Office Department  
Third Assistant Postmaster General  
Washington

April 21, 1943

Mr. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

My dear Sir:

Reference is made to your communication of March 4, accompanied with a letter you received from Mr. Stanley B. Ashbrook further relating to the postage affixed to envelopes which you previously submitted and which were used in the mails during or shortly after the Civil War period.

I regret to have to inform you that although diligent search has been made of the Department's records covering the period you mention, no information could be found to support your opinion that letters prepaid two cents instead of six cents were delivered without additional charge when mailed under the conditions prevailing in the instances represented by the envelopes you submitted.

Very truly yours

Ramsey S. Black  
Third Assistant Postmaster General."

Referring to a map of Maine I noted that the town of Houlton is located near the eastern border, about five miles west of the border line separating the State of Maine from New Brunswick, and that the town of Woodstock, N.B., is located directly to the east, approximately fifteen (15) miles distant on the left bank of the St. John River. The two towns showed a railroad connection and I surmised that a special rate of 2¢ between the two towns had been agreed upon between the two Post Office Departments. A further search thru the two B.N.A. books by Jarrett and Holmes failed to give any information.

The handstamped "PAID 2" certainly indicated that a 2¢ rate was in effect, at least between these two offices. I communicated with some well-known collectors of B.N.A. but none seemed to have any explanation.

In 1870, the postal rate between Brooklyn and New York was 3¢, between St. Paul and Minneapolis 3¢, between New York and Newark it was 3¢, between San Francisco and Oakland it was 3¢, so could it be possible that 2¢ was a legal rate between Houlton, Maine and Woodstock, N.B. - a distance of some fifteen miles?

Several years after I was shown a similar Houlton to Woodstock cover from the same correspondence, and not long after, in a search thru a U. S. Postal Guide of 1873, I stumbled across the following, quote:

"248 - letters originating at either of the following line offices, and destined for the corresponding line office, the distance being short, are allowed to go at a postage of two cents each, without regard to weight, viz:

SAULT ST. MARIE, MICH.	-	SAULT STE. MARIE, CANADA
PORT HURON, MICH. -	-	PORT SARNIA, CANADA
DETROIT, MICH.	-	WINDSOR, CANADA.
ETC. ETC. ETC.		

In the list given there was no mention of HOULTON, Me., or Woodstock, N.B.

In 1948, the two-volume book, "POSTAL HISTORY OF CANADA" by Winthrop S. Boggs was published and I then obtained the information that I had sought for some years previous. In Volume 1, page 45, the author stated, quote:

"On the 10th of June 1851, the United States agreed to a rate of 1d (2¢) for letters between Canada and the United States where the only transportation was the ferry, or a short land journey over the international boundary between the two points, an arrangement which continued until February 1, 1875. The special ferriage charge was the continuation of a practice which had been in use for many years." (end of quote).

The author stated that the special "ferriage rate" was "a continuation of a practice which had been in use for many years." I wonder? I am aware of the fact that from 1829 until 1837, that "ferry postage" was added to the total Canadian rate on mail to and from the United States, and I suppose that after 1837 there was a small ferry rate from a frontier town in Canada to a frontier town in the U. S., but as far as I am aware there was no reduced U. S. rate from a frontier town in the U. S. to one in Canada until the special arrangement of 1851. If I am wrong, I will welcome a correction,

In the Winthrop Boggs book, the author in Volume 2, (pages 6D, 7D, 8D and 9D) quoted correspondence of 1851 between the postmasters general of the two countries (U. S. & Canada) whereby the special 2¢ rate was established. In this exchange the rate was referred to as a "reduced" or "Ferry Rate" between "frontier towns" and "without regard to weight."

The following letter is from the Boggs book, Vol. 2 - pages 8D - 9D. From the P. M. General of Canada, to the postmaster at Sault Ste. Marie - dated, "P.O.D. 18th June '51 J. Wilson, Esq.

P.M. Sault. Ste. Marie

Sir:

The Postmaster General of the United States having agreed that your

office may be placed in official communication with the United States Post Office at Sault Ste. Marie, I have to instruct you that from the receipt of this letter you may commence forwarding to that office all letters which you receive addressed to the United States, bearing in mind that the postage may be prepaid, or not, at the following rates:

On letters posted at your office, addressed ) to the United States P. Office at Sault Ste.) Marie )	One penny (2 cents)
On letters for other places in the United ) States )	sixpence (10 cents)
On letters for Oregon or California )	ninepence (15 cents)

XXXXXXXXXXXXXXXXXXXXX

I am, J. Morris."

In the Postal Agreement of 1851 between the U. S. and the Government of New Brunswick, the towns of HOULTON, Me and WOODSTOCK, N.B., were among post offices specified as "Exchange Offices," - (offices which exchanged mail). Therefore, I assume that there was probably a 2¢ rate between these two border offices no doubt as early as the fall of 1851.

I have seen but four (4) covers showing the "2¢ Frontier Rate," and all were from the same correspondence and between Houlton and Woodstock. I have never seen a 2¢ rate cover from a Canadian town to one in the U. S. I imagine a "frontier" cover to Canada with a pair of the 1¢ 1851 would be something to dream about.

Photograph No. 28 - A cover from Canada to the United States with a U.S. stamp to pay the 10¢ rate. A most unusual cover. No actual evidence of year use but apparently 1860, from Montreal, Canada, "May 10," addressed to Burlington, Vermont. The rate at that time to Canada was 10¢, (California and Oregon, 15¢) and from Canada, sixpence, (the equivalent of 10¢ U.S.) and ninepence (U.S. 15¢) to California and Oregon. Rates were from origin to destination. Prepayments were optional, but no part payments were recognized. Because the use of U. S. stamps in Canada on mail to the U. S. had been tried on numerous(?) occasions, the Canadian P.O.D. had issued instructions to Canadian postmasters as early as 1852, not to recognize such payments, but to rate such mail as entirely unpaid, with the full rate due in the U. S. Further, the U. S. stamps were not to be defaced or canceled.

In the Boggs book, Vol. 2, page 10D, the author quoted a letter dated Feb. 14, 1854, from the Canadian P.O.D. to a local postmaster which read: "Dear Sir; When letters are posted at your office bearing stamps of the United States - you are right in rating them as unpaid - but it will be better not to obliterate or deface the stamps in any way - let them pass to be accepted or rejected by the United States Post Office authorities." (end)

Cover No. 28 is most unusual because the Montreal office failed to rate the letter as entirely unpaid and in addition, apparently recognized the U. S. stamp and canceled it. Because the Burlington, Vt. office received

a U. S. stamp canceled outside our borders I suppose the postmaster should have refused the stamp as evidence of payment and rated the letter as "Due 10," but no doubt he saw no reason why our P. O. Department should receive a double payment on this letter, especially in view of the fact that if sixpence (6d) had been prepaid in Canada the U. S. P. O. D. would not have received any payment.

Photograph No. 29. Here we have a very unusual cover - one that probably originated in Canada - was transmitted thru the United States to London, England. There is a red postmark which ties the Canadian and U. S. stamps but it is not legible other than apparently having an "APR" date in the center thus "APR 1?". Whether this is Canadian or U. S. is not evidenced. The solution of this cover seems to be that the two 3¢ Canadian stamps paid the postage to the U. S. and the pair of 3¢ 1869 paid the U. S. rate of 6¢ to London. The Canadian stamps are the "DULL RED" of 1870, Scott's #36.

Last month, at Toronto, I showed this cover to Mr. Gerald E. Wellburn, recognized authority on the stamps and postal history of British North America. Mr. Wellburn stated that he was familiar with such a sue and that the origin was probably from some town in Western Canada. Whatever the correct explanation, the cover is an exceedingly nice U. S. - Canadian combination and quite an unusual postal history item.

#### U. S. - CANADIAN MAIL

#### THE 15¢ RATE

Back in 1851 when a postal agreement was signed with Canada, a single rate of 15¢ (per  $\frac{1}{2}$  ounce) was agreed upon on mail from Oregon and California to Eastern Canada, or ninepence (15¢ U.S.) from Eastern Canada to points in California and Oregon. According to the Boggs book (Volume 1, page 53), this 15¢ rate remained in effect until April 1, 1868. However, such a statement is in error. Collectors of "Westerns" are quite familiar with covers showing the 15¢ rate, but I doubt if many are aware that at a certain period, the 15¢ rate was discontinued and 10¢ became the legal charge. If there is any mention of this reduction in the Jarrett book, I was not able to find it.

At Toronto I had several chats with students of Canadian Postal History and mentioned the 15¢ California rate, but none seemed to be aware that it had not been in effect from 1851 until April 1, 1868. Mr. Wellburn was the one exception, - "Yes," he replied to my query, "the 15¢ rate was discontinued and a 10¢ rate was put into effect, and this occurred sometime in 1864," which was quite correct.

The original 1851 postal agreement mentioned "California and Oregon" but editions of the P. L. & R. of later years were more specific, listing the rates as follows, (1857 Edition): "10 cents when not over 3000 miles from the line of crossing; 15 cents where distance exceeds 3000 miles."

#### 15¢ RATE DISCONTINUED

The following is the wording of the official ruling abolishing the 15¢ rate

to and from Canada.

"(OFFICIAL)

ORDER ESTABLISHING A UNIFORM RATE OF LETTER POSTAGE BETWEEN  
THE UNITED STATES AND CANADA.

Post Office Department  
Washington February 17, 1864

Whereas the actual distance between San Francisco and the frontier line of Canada, VIA THE OVERLAND MAIL ROUTE, as at present traveled, is under the limit of 3,000 miles, within which, by the terms of Article 3d of the postal arrangements between the United States and Canada of 25th March 1851, the combined international rate of ten cents is chargeable; and whereas the Post Office Department of Canada has, for the sake of uniformity, consented to so modify the provisions of Article 3d of the said postal arrangement as to abolish the international postage charge of fifteen cents, the single rate heretofore levied upon letters passing between Canada and California, Oregon and Washington Territory, and thus establish a uniform postage for letters of ten cents the single rate between Canada and all parts of the United States; IT IS HEREBY ORDERED that in future the international postage charge upon all letters between Canada and any part of the United States shall be ten cents the single rate of half an ounce or under, prepayment optional, without regard to difference of distance or route of conveyance.

M. Blair  
Postmaster General"

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Inasmuch as the Overland Mail was moved up to the Central Route as of July 1, 1861, it does seem odd that the 15¢ rate was not reduced before February of 1864. As of April 1, 1868 the rate was further reduced to 6¢.

Covers showing the California 10¢ rate are scarce and are "unusual" postal history items.

END OF ISSUE NO. 7

Oct. 20, 1951

Three photographs included, viz - No. 27 - 28 - 29

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ASHBROOK SPECIAL SERVICE

Issue No. 8 - November 15, 1951

Again we discuss

"THE PREMIERES GRAVURES OF 1861"

The 1936 Scott Catalogue was the last edition to list "two 1861 Issues." In that edition, the Catalogue numbers 55 to 62a were listed as the "First Issue" and no warning was inserted that these bits of paper were not rare U. S. postage stamps that were "regularly issued."

The 1937 edition changed the heading "First Issue" to "First Designs," but again no warning that Nos. 55 to 62a were nothing more than privately printed samples of work of a bank note engraving firm. In that edition (1937) the term "Second Issue" was changed to "Regular Issue." It was not until the 1940 Edition that the following warning appeared under the heading of the "First Designs", quote:

"It is doubtful that Nos. 55, 56, 57, 59, 61 and 62 were regularly issued." Note the word "DOUBTFUL."

In the 1945 Edition the following additional warning was inserted: it is believed that Nos. 55, 56, 56a, 57, 59, 62 and 62a are essays and No. 61 is a color trial." Note, "It is believed." As if there was ever any doubt of the fact.

OMITTED BY THE GIBBONS CATALOGUE

I suspect that few collectors of U. S. 19th Century stamps and covers are aware of the fact that the so-called "Premieres Gravures" were taken out of the British Gibbons Catalogue in the 1948 edition, but no doubt many in this country noted that the 1951 S. U. S. omitted the warning that these bits of paper "are believed to be essays, etc."

It appears that a concerted effort is being made to re-establish in the Scott Catalogue the standing of the "Premieres Gravures." What the purpose of this backward move really is, is anybody's guess but I wish to bring before all my friends some of the recent developments, hence this further discussion of this subject.

In the Sloane column in "Stamps", issue of September 15, 1951, appeared the following under a heading, "Scott's 1952 Catalog, Volume 1" - quote:

"It is of particular interest to note that the 1861 First Issue, generally known as the 'August' issue, Nos. 55 to 62, are all, and once again, individually priced, quotations ranging from \$35 for the 3¢ stamp, up to \$3000 for the 12¢ black. The 3¢ lake, No. 66 and the 3¢ scarlet, No. 74 are likewise priced again. This restoration of price quotations may well be interpreted as a significant proclamation from the desk of Gordon A. Harmer, of his final determination not to delete these items from the U. S. listings." (end of quotation)

Sloane referred to Nos. 55 to 62 as "the FIRST ISSUE, generally known as the 'August issue,' etc." Even the 1951 S. U. S. did not refer to these labels as "the First Issue of 1861." Perhaps Sloane is not aware of the fact that there is no evidence whatsoever to indicate that these labels were ever regularly issued as U. S. postage stamps, hence it is certainly a misnomer to refer to them as "the 1861 First Issue."

The 1951 S. U. S. Catalogue has a heading which reads, quote: "It is doubtful that Nos. 55, 56, 56a, 57, 59, 61, 62 and 62a were regularly issued." Why was the word "doubtful" used when there exists no evidence whatsoever to indicate that these labels were ever issued to the public?

Beneath the listings of 66 (3¢ lake) and 66a (lake - imperforate) is the statement, "Nos. 66 and 66a were not regularly issued." - Also under 74 (3¢ scarlet) and 74a is the same wording, "Nos. 74 and 74a were not regularly issued." Why is the Catalogue so positive regarding the Lake and the Scarlet things and a bit "doubtful" regarding the "First Designs," or as Sloane calls them, "the 1861 First Issue?" In the 1944 S. U. S. Catalogue unused copies of the "Premieres Gravures" were priced as follows:

1¢	-	\$2500
3¢	-	27.50
5¢	-	750
12¢	-	3500
30¢	-	1250
90¢	-	1500

In the 1945 S. U. S. the above prices were deleted and no prices have been given since. And further, the notation, in the 1945 S. U. S., heading the listing of the "First Designs" read as follows, quote:

"It is doubtful that Nos. 55, 56, 56a, 57, 59, 61, 62 and 62a were regularly issued. It is believed that Nos. 55, 56, 56a, 57, 59, 62 and 62a are essays and No. 61 is a color trial." (end)

The statement that these bits of paper were believed to be "essays" remained in the S. U. S., editions of 1946, 1947, 1948, 1949 and 1950, but in the present, or 1951 edition, it was removed and the only warning given to collectors possessing more money than philatelic knowledge was, "It is doubtful that Nos. xxxxx were regularly issued." Collectors were not warned that these bits of paper were not stamps but merely essays. I choose to call them sample labels.

Sloane stated that the "restoration" of price quotations may well be interpreted as a significant "proclamation" from the desk of the editor, Gordon R. Harmer, of his final determination not to delete these items from the U. S. listings."

What about the British Catalogue, the very reliable (in my estimation), "Stanley Gibbons Postage Stamp Catalogue?"

In Part III - United States and Possessions - 1948 Edition, our "Premieres Gravures" were "deleted" from that publication and the following notation was inserted, quote:

"With the exception of the 10¢, the stamps formerly known as 'Premieres Gravures' are now believed to be printers' samples or essays and are therefore omitted."

Mr. Phillips, the editor of the Gibbons Catalogue, referred to them as "Printers' Samples," or essays, but I call them the "sample labels," because these things that Sloane referred to as "the 1861 First Issue" were not printed by the U. S. Government and at the time they were manufactured in the early part of 1861, the Company that produced them didn't even have a contract to manufacture postage stamps for the U. S. Government. In spite of the facts, these privately printed labels are given almost a full page in the S. U. S., and the only warning in the 1951 Edition of the true nature of them is the line reading, "It is doubtful that Nos. 55, 56, 56a, 57, 59, 61, 62, 62a were regularly issued. Again I inquire, why the word "DOUBTFUL?""

In the "Introduction" to the 1948 Edition of the Gibbons Catalogue of U. S. Postage Stamps, the editor made the following statement, quote:

"Readers who are familiar with our previous lists of United States stamps (the last of which appeared in Part II of our catalogue for 1945), will find many improvements in the present edition, as much work has been done to bring the list into line with modern knowledge. The descriptions of the types of the early issues are now clearer; those Premieres Gravures which are now known to be only printers' samples or essays have been deleted;"(end)

#### THE BRAZER BOOK ON ESSAYS

This book was published by the Handbook Committee of the American Philatelic Society and was copyrighted by that Society in 1941. It, therefore, has an official standing. In this book an "Essay" is defined as follows, (quote page 2): "An Essay is any design essayed for a Government stamp and differing in design in any particular from an officially issued stamp. There are die essays, plate essays and experimental forms of essays." (end)

In this Brazer book, entitled, "Essays for U. S. Adhesive Postage Stamps, By Clarence W. Brazer - 1941," the "Premieres Gravures," or as Sloane described them, "the 1861 First Issue," are listed as Essays, "By National Bank Note Co." and are headed as follows: "1861 - Premiere Gravures," the author, Mr. Brazer commented in part as follows, (page 33) quote: "My study of the National Bank Note Co. essays and proofs for the 1861 issue (1) leads me to believe that the following are essays, as they were considered prior to 1895, and should be listed here as the designs are not identical with the regularly issued stamps. The numbers used are Scott's 1941 numbers listed under stamps and proofs etc. etc." (end). The author listed the things I call "sample labels" as follows:

(C) (1¢) - June 1861 - Premiere Gravure, finished essay on transparent stamp paper perforated 12 and with brown gum (very rare) Scott's 55.

(F) (3¢) - June 1861 - Finished Premiere Gravure - Essay on transparent stamp paper, perforated 12 with brown gum - Scott's 56.

(D) (5¢) - Finished Premiere Gravure essays on transparent stamp paper perforated 12 with brown gum (very rare) Scott's 57.

(E) (12¢) - "Finished Premiere Gravure essay on transparent stamp paper perforated 12 with brown gum. Scott's 49 (very rare)

(G) (30¢) - Finished Type I Premiere Gravure on transparent stamp paper, perforated and gummed, probably exist but have not been identified. Scott's 61.

(G) (90¢) - June, 1861 - Premiere Gravure impressions from Plate 8. On transparent stamp paper imperforate; (rare) - Dull blue - (Scott's 62a)  
Blue green (Scott's 62TC)

(H) (90¢) - June 1861 - Premiere Gravure finished essays on transparent stamp paper perforated 12 with brown gum. (very rare) - Scott's 62.  
Dull blue.

#### "SAMPLE LABELS"

Under the above term, I have referred to these bits of paper for years past and I have insisted that they be removed from catalogues listing "regularly issued U. S. postage stamps."

Why should privately printed labels that resemble postage stamps be listed among our legitimate postage issues? Mr. Phillips referred to them as "Printers' samples," but as long as they are known for what they really are what difference does it make what we call them just so long as we do not refer to them as "the 1861 First Issue."

As stated above the "sample labels," viz., 1¢, 3¢, 5¢, 12¢ and 90¢ - (S. U. S. numbers 55, 56, 57, 59, 62 and 62a) were produced in the plant of a private bank note engraving firm which did not possess any Government contract for manufacturing U. S. postage stamps, at the time that sheets of these labels were manufactured. The printed, gummed and perforated sheets of these labels were produced by The National Bank Note Co. as "samples, or specimens of work" that the Company was capable of producing, provided the Company would be awarded a contract for supplying the Post Office Department with adhesive postage stamps. Full sheets of these sample labels with their unfinished designs accompanied the bid of the National Bank Note Company in 1861, and the sheets, representing different values, were intended to fully demonstrate the various features of fine and artistic workmanship the Company was prepared to furnish the Government. These full sheets of 200 labels were not only samples of skilled engraving, beautiful designs, accurate transferring from rolls to plates, but samples of paper and samples of fine inks, gum and last, but not least, of the ability of the Company to furnish adhesive postage stamps in perforated panes. Yes, these labels were "samples," - "printers' samples," of the finest, and at that time, the most up-to-date workmanship. At any rate they accomplished their intended purpose, because they secured for the National Bank Note Company a six years Government contract, hence there can be little doubt that the money expended in making the dies, transfer rolls and plates was money wisely invested.

In 1868 when the contract of the National Bank Note Company was due to expire, the Company adopted the same methods to again secure the postage stamp contract, they engraved new dies, made transfer rolls, and plates and from the latter they produced full sheets of finished labels -

"samples" of the product they were prepared to furnish, and these "sample" sheets were submitted to the Post Office Department officials with their bid. Again these samples of the finished product secured for the National Bank Note Company, the coveted stamp contract. It is interesting to note that these samples of the engraver's art are now known as the "1869 Essays." No one, to my knowledge, ever claimed that they "were regularly issued" postage stamps or were "the First Issue of 1869." One wonders why fish was made of the 1861 samples and fowl was made of the 1868 samples? Both are in the same category, that is, "printers' samples," and it is immaterial what we actually call them as long as none of the two batches are not misrepresented as "rare United States postage stamps" as was done for many years, aided and abetted by the Scott Catalogue, and the Luff book.

The Government postage stamp contract with the engraving firm of Toppan, Carpenter & Co. was due to expire as of June 30th, 1861 and as early as March 28th of that year the Post Office Department advertised that bids for a new contract would be received. The Advertisement headed, "Proposals for Postage Stamps" and signed by M. Blair, Postmaster General, was inserted in the "Daily National Intelligencer," (Washington, D.C.), issue of March 28, 1861, and one of the significant features of this advertisement was the following, quote:

"Each bid is to be accompanied with a specimen of the style of engraving and the quality of paper to be furnished, which will be submitted to a board of disinterested experts or artists for examination, etc. etc." (end of quote)

#### ADVERTISEMENT OF 1868

A similar advertisement for submission of bids for a new contract was published by Postmaster General Alex. W. Randall in June 1868. It will be noted that the wording is much the same as that of 1861.

"Each bid is to be accompanied with a specimen of the style of engraving and quality of the paper to be furnished, which will be submitted to competent persons to be selected by the Postmaster-General, for examination; etc." (end)

#### THE POST OFFICE DEPARTMENT 1861 ADVERTISEMENT

Because the entire wording of this advertisement has never been given heretofore in any philatelic publication, I am reproducing it word for word as follows:

"Proposals for Postage Stamps.

Post Office Department, March 27, 1861.

PROPOSALS will be received until 12 M. of 30th April next for furnishing Postage Stamps of the general style and description of those now in use, on suitable paper of the best quality, for a term of six years, commencing first July next.

Bidders will state the price per thousand stamps, deliverable in packages of ten thousand each at the Post Office Department in Washington.

Also, the price per thousand, in similar packages, deliverable to the agent of the Department at the place of manufacture.

Also, the price per thousand, delivered in larger packages, as required, either at the Department or place of manufacture.

Also, the price per thousand, separated in such quantities as may be daily ordered for the use of post offices, never less than two hundred stamps, and securely packed in tin cases, suitable binder's-board boxes, with muslin or other equally strong covers, or lined envelopes, according to the quantity and distance to be conveyed, as may be required by the Department, stating the difference, if any, between the cost of delivery to an agent at the place of manufacture and at Washington, D. C. All such packages, before mailing, to be re-examined and the stamps re-counted by an agent of this Department.

Bidders will also give the additional cost for directing packages for the mails and preparing blank receipts, under the direction of an agent of the Department, either at the Department or manufactory. Proposals must be made for the stamps in sheets, perfectly gummed, and perforated in such manner that each separate stamp can be readily detached and used.

The denominations of stamps now in use are one cent, three cents, five cents, ten cents, twelve cents, twenty-four cents, thirty cents, and ninety cents. The heads of Washington and Franklin are to be preserved as the leading designs; the former on all the stamps, except those of one cent and thirty cents, on which are to be the head of Franklin. On all of the stamps the denomination must be given distinctly, in figures as well as letters, and the whole work must be executed in the best style of line engraving on steel.

The whole number of postage stamps furnished to the Department during the year ending the 30th June, 1860, was 216,370,660.

From pass experience it is supposed that the number of packages mailed will average above two hundred daily, varying in size from two sheets, or 200 stamps, up to 500 sheets, or 50,000 stamps; but by far the larger proportion of packages contain not more than 20 sheets, or 2,000 stamps.

Each bid is to be accompanied with a specimen of the style of engraving and the quality of paper to be furnished, which will be submitted to a board of disinterested experts or artists for examination; and the accepted bidder, before the final consummation of a contract, will be required to prepare designs and furnish proof impressions of the engravings of the several denominations of stamps.

Specimens of board and tin-boxes and lined envelopes must also be submitted with each bid. It is necessary to protect the boxes by muslin or other covers in the most effectual manner against wet and abrasion. The contract will require all dies and plates to be prepared and kept in repair, and that new dies and plates shall be made, either for the present denominations of stamps or others, without charge, at the pleasure of the Department; and all such dies and plates are to be the property of the United States for the service of the Post Office Department.

No bids will be considered except from parties who have been actually

engaged in the business of copperplate and steel engraving and printing, and are thus engaged at the time of bidding, and who are occupying suitable fire-proof premises and provided with all the necessary facilities to execute the work promptly, and give the requisite protection to the stamps, dies, and plates in their possession.

Parties not known to the Department will furnish proof as to these points with their bids.

In awarding the contract the Postmaster General reserves the right of deciding which bid in its practical results may be most to the interest of the Department, having reference to the style of the work, security, mode of packing, etc.

Proposals should be carefully sealed, and marked 'Proposals for Postage Stamps,' and addressed to the 'Third Assistant Postmaster General.'

N. BLAIR  
Postmaster General"

1944 - 1952 PRICES

In re-establishing a list of prices in the 1952 Edition of the Scott Catalogue, a comparison of prices with the 1944 Edition, (when these samples were last priced) is of interest. The 1931 quotations are also included.

	<u>1944</u>	<u>1952</u>	<u>1931</u>
1¢	\$2500.00	\$1,500.00	\$3,000.00
3¢	27.50	35.00	30.00
5¢	750.00	600.00	1,800.00
12¢	3500.00	3,000.00	7,000.00
30¢	1250.00	1,000.00	3,500.00
90¢	1500.00	1,250.00	2,000.00
Totals -	<u>\$9527.50</u>	<u>\$7,385.00</u>	<u>\$17,330.00</u>

ADDITIONAL INFORMATION

For anyone desiring more information regarding the "Premieres Gravures" may I recommend my booklet entitled,

"The United States Issue of 1869  
Preceded by Some Additional Notes on  
The Premieres Gravures of 1861"  
(1944)

Copies of the above will be supplied upon request.

End of Issue No. 8

November 15, 1951

ASHBROOK SPECIAL SERVICE

Issue No. 9 - December 4, 1951

COMBINATION OF U. S. - CANADIAN

Covers showing U. S. and Canadian postage stamps to pay different combined rates

On page 41 of this Service, (Issue No. 7), I discussed and furnished a photograph of a very unusual and rare cover - See Photograph No. 29. This cover showed a use in 1870 to London and it has a pair of the U. S. 3¢ 1869 and a pair of the 3¢ Canadian of 1870, known as the small Queen designs. At the time I was unable to identify the red postmark on this cover but a cover of 1873 that subsequently showed up gave the solution to the 1870 cover. The red postmark, which was lightly struck and not legible was undoubtedly applied at New York in the Foreign Division. It was the type commonly used on mail to England after Dec. 31, 1869. In all probability this cover originated in some place in Western Canada and to insure its more rapid transmission to England, it was not placed in a Canadian Post Office but was entrusted to an express company for conveyance to the United States. Evidently the Express Company carried it all the way to New York where it entered the U. S. Mail for the first time. Payment of the Canadian postage evidently complied with the law for transmission of mail by a Private carrier, "outside of the mail."

Photograph No. 30, shows the 1873 cover and the same payment, 6¢ Canadian and 6¢ U. S. This cover is also addressed to London and evidently originated in Western Canada and was probably transmitted direct to New York by Wells Fargo & Co. It shows a manuscript routing "VIA OLYMPIA." There is a very faint black circular marking tying the 6¢ Canadian, and this might be a postmark of Olympia, Wash., inasmuch as the killer on the envelope stamp is in black. If such is true, then Wells Fargo deposited the letter in the Olympia(?) Post Office.

In addition, there is a blue marking at left which reads, "FOR GREAT BRITAIN AND IRELAND"(?) Perhaps this was applied by the Express Company in Canada. The red New York postmark on this cover is of the same size (24 III) as the faint circular strike on the 1870 cover. These two covers make a wonderful pair and it is covers such as these that add so much interest to an outstanding collection.

Photograph No. 31, shows another extremely rare U.S.-Canadian combination, a cover which is most unusual, a regular "show piece" and genuine in every respect. Here we have a use in July 1853, the 3 pence Canadian Beaver paying the Canadian postage to the border and the 3¢ U. S. 1851 used at Toronto to pay the U. S. postage. The U. S. Postal Convention of 1851 provided that on letters to the U. S., the Canadian rate was sixpence, and the U. S. rate to Canada was 10¢. All or none had to be paid, hence this letter was contrary to the Treaty Rate, and the office of origin, Toronto, rated it as entirely unpaid with "6" (pence) or 10¢ U. S. due at New York. No "postage due" was collected from the addressee at New York, and no doubt that office concluded that inasmuch as Canada had received her full threepence and the U.S.

the full 3¢ rate, there was no sense in taxing the addressee with 10¢. Incidentally, the letter is addressed to the prominent New York firm of E. D. Morgan & Co. Edward D. Morgan, the head of this wealthy New York commission firm is given credit for the nomination of Abraham Lincoln for president in 1860. Mr. Morgan at that time was Governor of the State of New York.

#### A CLEVER FAKE

Photograph No. 32, shows a fake cover which was sold in recent weeks in a New York auction. Fortunately the true character of the cover was discovered, and it was returned to the auction firm and a refund was made. In this case, I am sure that the auction firm was not aware that anything was wrong with the cover but in my opinion, this is not always the case. There are certain classes of U. S. covers which are "fixed" and faked by the philatelic criminals on the Continent and in some cases they turn out some exceedingly "artistic" work. A reputable auction firm should not offer without a certificate of genuineness certain classes of covers that are known to be faked by the Parisian crooks. For example, covers with the 24¢ and 30¢ 1869. To pass on many such covers requires the knowledge of a student who has devoted years of study to all phases of the rates, markings, and numerous other factors that determine whether a given cover is a clever fake and worthless, or perfectly genuine and, therefore, valuable. I will cite an example. In the Harmer, Rooke & Co. Sale scheduled for December 10-14 next is a cover with a 30¢ 1869 stamp, Lot 232, and described as follows: "30¢ blue and carmine. Tied by black pinwheel and red 'London, Ap 1 70' on cover to France. Very fine (see photo)." Apparently there is no Philatelic Foundation certificate accompanying this cover, an illustration of which is shown on page 44 of the auction catalogue.

The French due marking on this cover is "5" decimes or approximately 9½¢ in U. S. currency, which indicates that only a single rate of 4¢ was required in the U. S. This same cover was offered in a Harmer, Rooke & Co. Sale of Oct. 25, 1949 - It was Lot 275 and was reported to have been sold "to order" for \$190.00.

The same markings on this cover also occur on covers to France in early 1870 with pairs of the 2¢ 1869. No doubt you have some of the latter, and if so, you can make a comparison. If not, I will be pleased to loan photographs.

Further referring to Photograph No. 32, this shows a 30¢ 1861 tied by a black encircled "30," from San Francisco July 3, 1865 to Paris, France. In my opinion, this was a stampless cover which was forwarded unpaid with 30¢ U. S. due or "16" French decimes, approximately 30¢, - a letter weighing over ½ ounce but not over ⅓ ounce. San Francisco did use a "30" retining stamp of this type in the eighteen fifties and sixties, and inasmuch as such a letter would have been "rated," it is very probable that a faker added a "cleaned" 30¢ 1861 and "painted" the lower part of the encircled "30" on the stamp. The black New York Foreign Exchange postmark shows a debit to France of 6¢ - (2x3) which was the U. S. share of the rate by this transmission. An odd feature of this cover is the date in the French receiving marking of "7 JUIL - 65." Evidently the clerk failed to change the July logo to August.

WHY ONE CENT DUE?

Photograph No. 33, shows a post card postmarked at Troy, N. Y. Feb. 18, 1897 and addressed to Albany, with a 1¢ postage due stamp canceled with the same Albany postmark as struck in the lower left corner. The question arises, "Why was 1¢ due on this card?" On the back of the card there is no evidence of actual origin, merely "2/18-97." The Troy postmark is the same day and has 11 A M (?). The Albany shows "130 P M" of the same day. Evidently the card did not travel much distance. Inasmuch as Troy is only about six miles north of Albany one wonders why a rate of 2¢ was required? About the only explanation that I can suggest at this time is that perhaps the card originated at some place other than Troy - perhaps only a short distance, and was conveyed by some private carrier to Troy, with such carriage entitling the carrier to a fee of 1¢, which was collected from the addressee. One wonders if this could have been carried by a canal boat and sent across the Hudson River to enter the U. S. Mail at Troy? The Postmaster General possessed the authority to issue rulings to apply to special cases at special post offices. One wonders if this card originated at a point which was not located on a Post Route, but on a private carrier, said carrier being entitled to a fee for conveyance of mail to a U. S. P.O.? Comment will be appreciated.

CANAL BOAT MAIL

Photograph No. 34, is a photograph of two photographs which were made by Dr. W. S. Pollard of San Rafael, Calif. The one to the left shows the outside of a folded Bill of Lading, the one to right, the inside. The use was October 1851 and the 3¢ 1851 Orange Brown is canceled with a black circular marking reading: "WAY 6." I believe that this rare "Way" marking was applied at the Lynchburg, Va. Post Office. It is known in both black and blue. The B/L is dated "Richmond, 21 Oct. 1851" and the carrier is designated, - "ON BOARD THE CANAL BOAT EAGLE."

On the face of the cover there is a manuscript "27 Oct 1851" which may have been the date of receipt. I assume that this folded B/L accompanied the shipment of goods from Richmond to Lynchburg by the Canal Boat "Eagle" and that the elapsed time of travel was 6 days. In all probability, the communication was handed over to an agent of the Lynchburg Post Office who used his rating stamper (for unpaid Way mail) to cancel the 3¢ 1851.

One of the Regulations of the P. O. Dept. required that all mail carried by a private vessel (non-mail contract) had to be turned over to an agent of the P. O. before the vessel was permitted to "break bulk." The following is an interesting P. O. Dept. Regulation:

P. O. REGULATIONS - 1852 Edition - P. L. & R. - page 40 - Sec. 159 - "All letters conveyed by steamboats, packets, or other vessels, relating to the cargo, must be left unsealed; and if sealed, must be delivered into the post office and charged with postage; but if upon being opened in the presence of the postmaster, and found to relate to the cargo, the postage may be remitted. The law relating to this subject is often violated. Postmasters will use diligence to correct the evil, and prosecute for the penalty, in every case where they can

obtain testimony." (end)

The "James River Canal" extended along the banks of the James River from Richmond to Lynchburg, a distance of 147 miles. In its day it was a very important means of freight transportation. In the middle of the last century Lynchburg was the largest tobacco center in the world.

#### FURTHER REGARDING CANAL BOAT MAIL

It is questionable if any great amount of mail was ever carried over our early canals, the reason being that transit was much too slow as compared to mail by coach.

It is of interest to note that an Act of Congress, approved July 2, 1836, provided, quote: "Sec. 42 - and be it further enacted, That the Postmaster General shall be authorized, in his discretion, to contract for carrying the mail on the navigable canals of the several states, in all cases where, in his opinion, the public interest and convenience shall require it; and for the time during which mails may be carried on such canals, or any parts thereof, the same are hereby declared to be post roads." (end)

#### "THE 24¢ 'STEEL BLUE' OF 1861 A COLOR CHANGELING"

In the "American Philatelist" for July 1946, (Vol. 59, No. 10), I published an article with the above title, and in which I presented my belief that the 24¢ 1861 "Steel Blue" was not a natural color, by which I mean, that the 24¢ stamp was never issued in that color but rather that the "Steel Blue" listed in the S. U. S. as  $\frac{1}{2}$ -70B was a "natural color changeling" of the 24¢ Violet, listed as  $\frac{1}{2}$ -60. No one has ever produced any evidence to my knowledge that even indicated that my conclusions were wrong, but it is true that certain individuals differed very sharply with my study. However, my article is a matter of record and I have no intention of discussing it further at this time, but rather to relate an incident that happened to a very good friend of mine this past summer. My friend acquired two covers that were used in September and October of 1861, both had single copies of the 24¢ 1861 Violet (S. U. S.  $\frac{1}{2}$ -60), and were from New York to Dublin, Ireland.

The cover postmarked "Sep 25" had an exceptionally fine example of the Violet, in fact, my friend described it to me as follows: "Beautiful 24¢ August tied with red grid on homemade Patriotic, handstamped (on back) 'Dublin Oct 5 1861,' Color is as good as \_\_\_\_\_. The stamp that he compared his copy to, is one that is very familiar to me and is on a cover that I have known for many years and shows a very early use in September 1861.

After my friend had these covers for several weeks I received a letter from him which I quote in part:

"Enclosed are two philatelic tragedies - the 24¢ August covers; the photographs I sent to you, I am not sure what happened, but here is

