

ASHBROOK SPECIAL SERVICE

Issue No. 10 - January 7, 1952

AGAIN, CANAL BOAT MAIL

Kindly refer to Photograph No. 34 - and pages 52-53 of Issue No. 9. Before I was shown the 3¢ 1851 canal boat cover I had never heard of the James River Canal. I appealed to my good friend, Milton Moses, of Lynchburg, Va., for some data concerning that old waterway and he supplied some very interesting information. It is most too long to include in this "Service" but if anyone would like to have a copy I will be pleased to supply same. Don't hesitate to make the request. The data was compiled by Mr. Carter Glass and Mr. Moses.

"CONTRA COSTA, CALA"

Oakland, Calif., across the bay from San Francisco, is the business address of Edgar B. Jessup, President of the Marchant Calculating Machine Co. Mr. Jessup is one of our foremost collectors of Westerns, a native of Monterey, Calif. and an authority on the history of his state. We learn, thru the compliments of the Oakland Philatelic Society, and Mr. Jessup, that on Nov. 6, 1851, a century ago, that the name of "Contra Costa, Cala" was given to the small settlement which is today known as Oakland, and that the original name was not changed to Oakland until March 3, 1855. Contra Costa was the name of the county and still is.

"DEPRECIATED CURRENCY COVERS"

1863 - 1878

Photograph No. 35 - shows a cover which has a black New York marking which reads: "N. Y. 30. A^M. PKT - AUG 22 - OR U. S. 75 NOTES." No doubt you have seen covers with this type of marking and wondered what was the real meaning and where could one find a full explanation, by which I mean, why "30"? - why "75"? When were these markings first used and when was their use discontinued? You also probably noticed that the figure at bottom was changed almost from week to week. In other words, a type, with "30" at top, the "30" did not change but the figure at bottom was subject to constant change.

In this day and age we hear a lot about "inflation" and how the prices of all commodities have gone sky high. That is one way to look at it, but the other is that the value of our dollar has steadily declined for some years. I have no intention of discussing this very complicated subject but rather to attempt to give some information on the "Depreciated Currency covers" of the Civil War period and the years that followed.

Consider cover No. 35, here we have an unpaid single rate letter mailed at Hamburg, Germany, on July 8, 1864, and sent by "Prussian Closed Mail," the rate being 30 cents (unpaid - (See Service Photo No. 24). When this letter was delivered to the addressee in New Bedford, Mass., along about Aug. 23 or 24, 1864, he had the choice of two methods of payment, viz., if he had gold or its equivalent, he could obtain the letter for 30¢; if he did not possess the former, and had only U. S. paper money - called "greenbacks," he was required to pay 75¢ to obtain this letter.

In other words, gold was 250% in value of "greenbacks," meaning that a U. S. dollar note at that time was worth only 40¢ in gold. I wonder if our present dollar is worth as much?

Gold in those Civil War days of inflation was a commodity that was traded in, in New York, like stocks and bonds, or like cotton, grains, etc. The price of gold fluctuated from day to day, and at the time this particular letter was delivered, the Post Office Department used the quotation of 250. We have all read about the great panic of 1869, the "BLACK FRIDAY" of September 24th, when Jim Fisk and Jay Gould attempted to "corner" the "gold market" and how gold on that day hit a high of 163 1/8, but I doubt if many of us are aware that gold sold as high as 288 on July 11, 1864. Whether this was the peak or not I do not know at this writing, but if not the peak then very close to it. Just consider this particular cover with the two rates of "30" or "75." Early in 1863, this letter would have cost the addressee only 30¢ in any legal tender, but a little over a year later he had to pay 75¢ if he did not possess gold or its equivalent.

These are the bare facts regarding this class of covers but what about the story behind these facts? Here are some interesting features. Had the sender prepaid his letter in Prussian currency at Hamburg, when he mailed it, it would have come thru as "Paid" with no postage due. Likewise, anyone in this country mailing such a letter would only have been required to prepay it with 28¢ in U. S. postage stamps, obtainable with U. S. Notes (greenbacks). Thus it will be noted that gold premiums applied only to "certain class" of incoming and unpaid foreign mail. "Certain class," refers to mail transmitted to the U. S. under the Postal Conventions with certain foreign countries. The great bulk of incoming mail came in under the postal conventions with Great Britain, France, Prussia, Hamburg and Bremen. Each piece of mail, paid, or unpaid, was accounted for separately and the countries were credited or debited accordingly. Settlements were made quarterly and international settlements were payable in gold. To be more explicit, if a quarterly accounting showed that we were in debt to Britain for \$100,000, the settlement had to be made in gold - naturally Britain wouldn't accept such payments in greenbacks - not at that time, which is quite different today, as she will at present gladly accept any kind of U. S. dollars.

This brings us back to cover No. 35. Had the Post Office delivered this letter at 30¢ in U. S. Notes, and had to settle with Prussia for her share in gold, the Department would have, of course, suffered a loss paying 250 for gold, hence the public was made to pay - as always.

Again re - cover 35. This letter was written at sea - being headed, "Bark Louisa - June 27, 1864." I judge it was from the Captain of the ship to the owners at New Bedford, Mass. As stated, it was mailed at Hamburg on July 8, 1864, without any payment of postage. As an unpaid letter Via "Prussian Closed Mail" it is in the same transmission classification as Service cover No. 24.

Regarding the date when the P.O. Department commenced charging gold prices on unpaid incoming foreign mail. Several years ago, I made inquiry of Post Office officials at Washington, but was unable to obtain any information whatsoever. No one seemed to know anything about such

mail or its ratings. Along about the same time Mr. Maurice Blake loaned me two stampless and unpaid covers, both single rates, from France to Boston. The first bore a Boston postmark of May 23, 1863, and had a due of the regular single rate of 15 cents, thus no gold premium. The second bore a Boston postmark of June 8, 1863, just 16 days later and showed a due of 20¢ on a 15¢ letter (gold @ 133 - a dollar bill @ 75¢). From these two covers I assumed that the gold rating probably went into effect at Boston around June 1st, 1863

Whether there was any uniformity between the various foreign mail exchange offices in the premiums they charged I have not been able to discover. The most important of these offices were located at New York, Boston, Philadelphia, Baltimore and Chicago. I have a record of an unpaid cover from France, postmarked June 7, 1863 - (one day earlier than the above mentioned one to Boston), and rated with "41" due. This was evidently a 2 x 15¢ rate charged 41¢ with gold figured @ 136 5/8. The next day Boston rated a letter at 133 1/4.

Up to this time I have referred only to gold because it seems quite evident that the premiums charged were approximately in accord with the gold quotations in the New York market. However, Congress authorized the Postmaster General to make collections in "gold or silver coin."

"THE NEW SPECIE LAW"

By Act of Congress. Under date of April 1, 1863, Postmaster General Blair issued the following official order to all postmasters thruout the Loyal States, quote:

“(OFFICIAL CIRCULAR)

Post Office Department
Washington, April 1, 1863

Sir - Under existing postal arrangements, postages collected on foreign letters must be accounted for by the Department to foreign governments in specie or its equivalent; and at the present rate of exchange, the remittance of the balances of postage due to foreign post departments, in consequence of the very large excess of collections made in the United States, has been attended with heavy loss to the revenues of this Department. The following joint RESOLUTION to remedy this evil was approved March 3, 1863 -

A RESOLUTION

'Authorizing the collection in coin of postages due on unpaid mail matter from foreign countries -

WHEREAS, the failure to prepay foreign correspondence throws upon the Post Office Department of the United States large balances, which have to be paid in coin, -

THEREFORE,

Be it resolved by the Senate and House of Representatives of the United States in Congress assembled, That the Postmaster General be and is

hereby authorized to take such measures as may seem to him advisable to collect postages on letters from abroad not prepaid, in order to avoid loss in the payment of such balances.'

In pursuance of the provisions of this resolution, you are hereby directed, from and after the first day of May next, to collect in gold or silver coin all postages due on unpaid letters received from foreign countries in the mails despatched to this country from Great Britain and Ireland, France, Prussia, Hamburg, Bremen or Belgium and to hold the coin so collected subject to the special drafts or orders of this Department. Should however payment of such postage and of the premium on a corresponding amount of coin be tendered you in United States notes, you are authorized to accept the same in lieu of coin.

You will report weekly to the Third Assistant Postmaster General the amount of coin thus collected at your office, and also report separately the amount thereof received in the ordinary course of business, and retain the same subject to special draft or order.

For the present this order will apply exclusively to the mails received from the countries above mentioned. On outgoing letters the existing regulations remain unchanged.

I am, respectfully, Your obedient servant,
M. Blair
Postmaster General"
(end)

(The above is from the monthly publication - "The U. S. Mail & P. O. Assistant - Issue dated May 1, 1863 - page 2).

It appears that the above order, dated April 1, 1863, and effective May 1, 1863, was not actually put into effect at any of the "exchange offices" except New York, on the effective date.

The following notice appeared in the May Issue of the "U. S. Mail & P. O. Assistant" - page 2, quote:

"THE NEW SPECIE LAW"

The order of the Postmaster General, under authority of law, for the collection of postage on foreign unpaid letters in coin or its equivalent took effect on the 1st inst. It is believed that the number of such UNPAID letters will materially decrease hereafter, as parties will no doubt in very many cases urge upon their correspondents abroad, the propriety of prepaying their letters. It is hoped that the cause which required this measure, will be but temporary."

As it developed, it was not temporary but lasted for many years.

The following item appeared in the "U. S. Mail & P. O. Assistant" for

June 1863, page 2, and shows that Postmaster General Blair made his order to apply for the first month - May 1863 - to the New York office, but as of June 1st, it became effective in all of the exchange offices which handled foreign mail, thus the two Blake covers to Boston of May 23 and June 8, 1863 did indicate that the gold rating did become effective at the Boston Office on June 1, 1863.

The following is the confirmation, quote:

"Collections in Coin - It may be of service to some postmasters, to explain the plan adopted in the New York Office in carrying out the recent ORDER to collect postage on unpaid foreign letters, in coin or its equivalent.

Letter stamps (note, 'postmarks') are prepared with changeable figures, with which all such letters for this delivery are rated, as soon as they arrive by steamer; the premium on SILVER at that time being adopted as a basis. Thus on a letter from Great Britain 32 cts. would be stamped, if the coin then ruled at 33 percent. No matter when the letter is called for, the rate stamped must be paid, unless the gold or silver is offered, when, of course, only the 24 cts. can be demanded if the letter weighs a single rate only. This has been the practice up to the 1st inst., in the New York office respecting letters for delivery here, as before stated; but by order of the Department it was on the 1st inst., (June 1) extended to all such foreign letters passing through for other offices.

We mention this in order that distant postmasters may understand the new rating, and collect accordingly. The arrangement will no doubt relieve them of some trouble. Similar instructions have also been given to the postmasters of Philadelphia, Boston, Portland, Detroit, Chicago and San Francisco, there being the regular United States Exchange offices for foreign mails." (end of quote)

Among the original papers on philatelic themes presented to the Seventeenth American Philatelic Congress held at Chicago, November 2nd, 3rd and 4th, 1951, was a paper by Mr. Jere Hess Barr, entitled, "Postmarks and Postage Stamps Illustrate Inflation." This included a graph showing the price in currency of \$100 gold in the New York money market from the beginning of 1862 until the close of 1878. The author stated, quote: "In this country during the Civil War one of the reasons for rising prices or the lower value of the dollar was the issuance of \$382,000,000 of 'greenbacks.' These were non-interest bearing notes issued as a war measure in 1862 over the disapproval of President Lincoln, and they depreciated at one time to 35. Upon the resumption of specie payments in 1879, when they were redeemable in gold, they circulated at par." (end)

I can recommend this article and this Annual Congress Book to all my friends who do not possess a copy. Write James B. Shaner, Sr., 426 West Main St., Kutztown, Pa.

Incidentally the graph shown in Mr. Barr's paper shows a high for gold

during the period 1862 - 1878 of approximately 258, but we know that quotations ran much higher. Also a high in 1869 is shown of 140, but gold reached 163 on "Black Friday" - Sep. 24, 1869. From various sources I have noted the following prices for gold in the New York market, but whether all these quotations are absolutely correct I do not know.

1862 - Oct. 31	...	126 - 127
1863 - Feb. 11	...	154 3/8
" - " 18	...	161
1864 - May 18	...	182 1/2
" - June 29	...	260
" - July 11	...	288 high - 277 low
" - " 13	...	273
" - " 14	...	258 1/8
" - Sep. 12	...	219
" - " 26	...	189
" - " 29	...	190 1/2
" - Oct. 17	...	217
" - Nov. 2	...	219 3/4
" - " 9	...	257
" - " 18	...	211 1/2
" - Dec. 7	...	239
1865 - Jan. 11	...	219
" - Feb. 16	...	204 1/8
" - Apr. 13	...	146
1866 - Jan. 17	...	139 7/8
" - June 13	....	145 7/8
" - " 20	...	163
" - " 21	...	152
1868 - July 21	...	143
1869 - Sep. 24	...	163 1/8 high - 132 low.

I can highly recommend to all students of our postal history of the nineteenth century that extremely fine book by Maurice C. Blake and Wilbur W. Davis entitled, "BOSTON POSTAL MARKINGS TO 1890." While this book is devoted principally to the postal markings of the Boston Office, it contains a wealth of valuable data on U. S. postal history, rates, etc., etc. Three full pages are devoted to illustrations of Boston postal markings found on a number of "depreciated currency covers" from 1863 to the early 1870's, and I have found a study of these pages extremely interesting as well as instructive. Copies of this book may be obtained from Severn - Wylie - Jewett Co., 20 Temple St., Portland 3, Maine.

Again Cover No. 35. This remarkable cover shows the gold rate at 250 and it is one of the few covers that I have seen with such a high premium. No doubt the highest premium covers occurred from June to November 1864 and in comparison to the number of existing covers showing uses in the eighteen sixties, those of the above months are probably rare and most desirable as collectors items.

I have gone into some detail in explaining these very interesting historical covers which had their birth during the period just before

Gettysburg in the late spring of 1863. I have no record or recollection of any article on this subject of "depreciated currency covers" in the philatelic press, but if anyone knows of such, will they please advise me.

Incidentally the P. L. & R. of 1863, the Postmaster General's report for 1863, and the P. L. & R. of 1866, made no mention of the "Specie Law" of March 3rd, 1863.

("P. L. & R. of 1863" - dated October 1863, published by D. Appleton & Co. - New York, and entitled, "Appleton's United States Postal Guide, containing the Chief Regulations of the Post Office." This is the only 1863 "P. L. & R." of which I have any record at present.) (Kindly refer to page 23 of this Service re - an 1863 P. L. & R.).

REGISTERED MAIL

John K. Tiffany's book entitled, "The History of The Postage Stamps of the United States," was published in 1886 and on page 95, the author stated in reference to the 5¢ Jefferson of 1856 - (S.U.S. No. 12), quote: "This stamp was issued to prepay the registration fee, but it is often found in unsevered pairs upon California letters, and sometimes in triplets including the registration fee and a single postage to California."

Much of the above is untrue. For example, (1) the stamp was not issued to prepay the registration fee of 5¢ because the fee was not permitted to be paid by postage stamps but rather, was payable in cash at the time of mailing. Further, (2) unsevered pairs are not often found upon California letters. The fact is, covers to or from California with pairs of the 5¢ 1856 are extremely rare, and (3) such a thing as a "triple" - or strip of three, a 15¢ rate to or from California, viz., 20¢ plus 5¢ registration, surely must have been something Mr. Tiffany imagined rather than a use he ever saw or heard of.

Mr. John N. Luff repeated in his book, a part of the Tiffany statement, viz., (page 74): "The 5¢ stamps were for the registration fee and two of them were frequently used to pay the rate over 3000 miles, after it was changed in March 1855." (end)

The Tiffany and Luff statements that the 5¢ 1856 was "issued to pay the registration fee" has been repeated time and again for the past fifty years and probably will continue.

The P. L. & R. of 1863 (as above) contained the following instruction on page 64, quote: "Before any letter, package, or parcel will be registered, the postage thereon must be prepaid by stamps thereto affixed. The registration fee is to be paid in money." (end)

Please refer to page eleven of this Service, the paragraph, "THE REGISTERED MAIL FEE."

THE REGISTRY FEE PAYABLE IN POSTAGE STAMPS

From what evidence that I possessed, I was never able until recently to obtain the facts as to the exact date when, "New Regulations" in re-

spect to the Registry System, went into effect in 1867, providing for the payment of the registration fee in postage stamps.

On page 28 of this Service, I made the following statement, quote:

"(3) From and after January 1st, 1867, all registered fees, domestic and foreign, were payable in stamps rather than in cash." (end) I am now in possession of the facts which prove that the date January 1st, 1867 was five months earlier than the actual effective date.

Back in 1942, the late Donald MacGregor made inquiry at the Post Office Department, Washington, regarding the effective date, and in reply received a letter from Mr. Ramsey S. Black, Third Assistant Postmaster General, Division of Registered Mails, dated September 16, 1942, from which I quote in part as follows:

"Further reference is had to your letter of September 9, in which you state that you are endeavoring to set the date when the registry fee was specifically required to be paid in stamps instead of in cash, and request further information on the subject. xxxx instructions concerning the prepayment of the registry fee by postage stamps first appeared in 'Regulations Respecting the Registration of letters' which bore the date, 'Post Office Department January 1867.'" (end)

Mr. MacGregor and I were never able to locate a copy of the January 1867, "REGULATIONS RESPECTING THE REGISTRATION OF LETTERS" and in the absence of any evidence to the contrary we assumed that the effective date was January 1st, 1867. It now appears that while the order was prepared and dated "January 1867" that the New Regulations did not go into effect until June 1, 1867.

In my search for facts on this subject I found in the February 1867 edition of the "U. S. MAIL & POST OFFICE ASSISTANT," a notice which was headed, "THE NEW REGISTRY SYSTEM" and stated, quote: "The Postmaster General has prepared and will soon issue to postmasters New Regulations respecting the Registration of Letters."

Evidently a revamp was made in the entire Registration System in the early part of 1867 but because of the many new forms, blanks, envelopes, etc., etc. required, the date of inaugurating the "NEW SYSTEM" did not occur until June 1st, 1867.

In the May 1867 Issue of "THE U. S. MAIL & P. O. ASSISTANT" appeared an item headed, "THE NEW REGISTRY SYSTEM" from which I quote in part as follows:

"It is probable that before the next number of this paper reaches our subscribers, those of them that are postmasters will have received from the Department a copy of the New Regulations Concerning the Registration of Letters together with a supply of the necessary blanks and of the registered package envelopes which form a very prominent feature of the new system. We take this occasion to call their attention to some of the more important details to which it will be necessary to give careful heed to carrying out of the new regulations. It will be distinctly understood that the system is not to go into operation until the 1st day of June, up to that date the old system will be

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continued. xxxx

First, that the registry fee is to be paid in stamps attached to the letter and cancelled instead of in money as heretofore. This applies to all registry fees, the 20¢ fee on letters to any part of the United States, England, Ireland, Scotland, Wales, or the 5¢ fee on letters to Canada or Germany. 10¢ and 5¢ stamps for this purpose can be obtained from the Department by ordering in the usual manner. xxxx"(end)

EARLIEST KNOWN REGISTERED COVER SHOWING THE FEE PAID BY POSTAGE STAMPS

In the MacGregor collection is a cover with a 3¢ 1861 (postage) and a vertical pair of the 10¢ 1861 (Registry) postmarked, "YPSILANTI - MICH - JUL 3 1867," addressed to Woodland, Mich. In pen is "Registered No. 1." This is the earliest cover recorded in my files showing the registered fee paid by postage stamps. Two covers are known mailed from Albany, N. Y., with 3¢ and 5¢ stamps, the period probably 1856. Years ago, these two covers were exhibited as evidence that the registered fee could have been paid by stamps.

(End of Issue No. 10)

January 8, 1952

ASHBROOK SPECIAL SERVICE

Issue No. 11 - January 28, 1952

DEPRECIATED CURRENCY COVERS

1863 - 1878

Kindly refer to Service Issue No. 10, page 58, second paragraph, wherein I quoted the order of Postmaster General Blair, dated April 1, 1863, directing postmasters to collect postages on unpaid incoming foreign mail from specified countries, in gold or silver coin, or in U. S. Notes at the depreciated current quotations. In my remarks regarding this class of covers I used the term gold because international settlements were supposed to be made in gold or its "equivalent" which was silver. Further, I used "gold" because the percentage that postmasters were ordered to collect were apparently based on the daily quotations for gold as established on the "Gold Exchange" in New York City.

Regarding this feature, I am taking the liberty of quoting from a letter recently received from Mr. Maurice C. Blake, as follows:

"Whether International settlements were made in gold or otherwise in the 1860's. I believe my reference to the document you quoted clearly indicated that the U. S. NOTES postmark rates were fixed on the basis of contemporary value of the NOTES to the standard value of silver, when the U. S. monetary unit of 1837-1873 was a silver dollar of 412.5 grains of silver, .900 fine, kept at par with gold dollar of 23.22 grains of fine gold from 1873-1933. From 1821-1914 I believe Great Britain kept the pound sterling pegged at equivalent to 113 grains of fine gold. These values in gold gave appar value for the pound sterling to the silver dollar (or gold also) of 113 divided 23.22, approximately one pound equal \$4.866 $\frac{1}{2}$. The U. S. silver dollar of 412.5 grains of silver, .900 fine, was nearly identical with the old Spanish dollar or piece of 8 reals, called peso duro, or 'hard dollars,' widely circulated in America prior to the U. S. dollar first issue in 1794." (end)

To the above, the following data is added. Our American dollar, established by the Coinage Act of 1792, was taken from the Spanish dollar in circulation in the colonies, corresponding roughly to the average weight of the dollar, though it was slightly less than the legal weight. While the dollar since 1792 has been the unit of value in the United States, it was, prior to 1873, but little represented by coins of this denomination. The silver dollar, by the act of 1792, weighed 416 grains, and had a fineness of .8924. This weight was changed by the act of January 18, 1837, to 412.5 grains, .900 fine.

Under the act of 1873 "Trade Dollars" weighing 420 grains each, of limited legal tender were coined, in order to facilitate trade with China and Japan. Prior to 1873 only 8,031,238 dollars were coined. Large amounts of the half-dollars, which were then exactly half the size of the dollar, were, however, coined. Further coinage of the silver dollar was authorized by the acts of Feb. 28, 1878 and July 14, 1890. Gold dollars weighing 25.8 grains, with a fineness of .900 were authorized to be coined by the act of March 3, 1849, and over 19,600,000 were thus coined before the coinage was discontinued, Sept. 26, 1890.

The Civil War introduced new elements into our monetary circulation, viz.,

paper money and the national bank note. Soon after the outbreak of the war, between the states, specie payments were suspended and were not resumed until Jan. 1, 1879. Under the act of Feb. 25, 1862, one hundred and fifty million dollars of non-interest bearing notes were authorized and were declared legal tender for all debts, public and private, except duties upon imports and interest upon the national debt. Subsequent issues in July 1862, and March 1863, brought up the aggregate amount authorized to \$450,000,000.00. A tremendous sum in those days but mere chicken feed under the Truman Administration. This flood of paper money drove gold to a premium and swept away the silver subsidiary coinage, and it became necessary to supply the place of the latter, with small notes called postage currency, and later, fractional currency was authorized in 1862 to the extent of fifty million dollars. From the highest denominations down to three cents, the monetary circulation of the nation was paper only, the issues of the Government and the issues of banks. Fractional currency was known as "SHINPLASTERS."

To sum up, the person to whom Cover No. 35 was addressed had the option of paying the postage due in two ways: (1) in coin, the sum of 30¢, (2) in "shinplasters," the sum of 75¢.

REGISTERED MAIL
JULY 1, 1855 - to - JUNE 1, 1867

As stated previously the registration of letters was authorized by the Act of March 3, 1855, and the new law went into effect on July 1st, 1855. The Act provided, quote: "and to require the pre-payment of the postage, as well as a registration fee of five cents on every such letter, etc., etc." The word "fee" meant cash and not postage stamps, and the payment by cash was required from July 1, 1855 until June 1, 1867 (see pages 61, 62 and 63 of this Service).

In this connection it is interesting to note that Great Britain adopted a system of Registration, effective January 6th, 1841, and it appears that many of the provisions of our system were copied from the British, especially the use of the word "fee." However, the British were more specific and instructed their postmasters that the "fee" must be paid in money. The following data is from the British publication, "The Philatelist," December 1951, page one, (Vol. 18 - No. 3 - Robson Lowe Ltd - London):

"Registered Letters - Instructions to Postmasters, Sub-deputies, and Receivers. No. 21 - 1840 - General Post Office - December 1840 - On and after the 6th of January next, a system of Registration will be adopted, which will be applicable to all description of letters without distinction xxxxxxxx The Postmaster, xxxx on being applied to, to Register a Letter, will demand a Register fee of one shilling, xxxxxxxx The postage on Registered Letters must in every case be paid in advance, as well as the Registration Fee. xxxxxx Letters presented for the purpose of registration bearing a sufficient number of stamps will be considered paid letters, but the Registration fee of one shilling must always be paid in money, xxxxxx On the delivery of a Registered Letter to the party to whom addressed, a Receipt must be taken by the Letter Carrier, as was formerly the case with "PONEY LETTERS" xxxxxxxx No letters can be refused to be Registered xxxx provided the letters are posted in sufficient time, and the Registration Fee and postage are paid in advance xxxxxxxx" (end).

EARLIEST KNOWN COVER SHOWING THE
REGISTRATION FEE PAID BY STAMPS.

In Issue No. 10, page 63, I listed a cover in the collection of the late Donald MacGregor from Ypsilanti, Mich. - July 3, 1867 as the earliest use known showing the registration fee paid by stamps. I have recently recorded a much earlier use, viz., June 4, 1867, just three days after the new order (permitting stamps to pay the Registry Fee) went into effect. This cover was from New York, on that date, June 4, 1867, addressed to London, and it was a double 24¢ rate prepaid by a horiz. pair of the 24¢ 1861 lilac, the registration fee of 20¢ then in effect being paid by a horiz. pair of the 10¢ 1861. I will be glad to supply a photograph of this cover, free, to any subscriber upon request.

FROM VIENNA TO SAN FRANCISCO
OCTOBER 1849

Photograph No. 36, illustrates a very remarkable cover and one of the very few covers that I have seen making the long journey from Europe to California in the year 1849. This is a blue folded letter and bears the date line of "VIENNA 13 OCT 1849." In the upper right are three British stamps, viz: one shilling - a two pence and one penny (approximately 30¢ in U.S. currency). The letter was originally addressed to "LLOYD MINTURN, care of MINTURN & CO., 118 Wall Street, New York." I believe that this letter was sent under separate cover to England, probably with the three British stamps attached, and was placed in the mail at Liverpool, England on October 20, 1849. The markings show that this was a single rate letter of not over $\frac{1}{2}$ ounce. On such a letter the rate to New York was one shilling, or 24¢. One wonders the reason for the extra payment of three pence, (6¢), and the only explanation that I can offer is, that if the writer placed the stamps on this letter, then perhaps he intended them as a prepayment of a ship letter fee into England. We imagine that he surely knew that the rate from England to New York was only one shilling, not one shilling three pence. The letter was routed, "Cunard Steamer" and on the face is the British Exchange credit marking, in red, "5 CENTS" (for the U. S. Internal), showing that the letter was transmitted as directed by British Packet (Cunard). Arriving in New York, the letter was delivered to the Wall Street firm of "Minturn & Co.," where it was re-addressed to San Francisco and mailed on Nov. 6, 1849. From New York this letter traveled by the Ocean Mail, via Panama to San Francisco. On the face, in red, is the well-known New York curved "PAID," indicating payment by cash (or charge) from New York to San Francisco.

The amount of the rate "Paid" is not indicated but it was 40¢ per $\frac{1}{2}$ ounce at that period. (New York to California Via Ocean Mail). The original treaty with Britain (Dec. 15, 1849) did not include a rate between California and Great Britain, but the "Amended Articles" of May 1849, fixed the rate at 59¢ which was made up as follows: British Internal, 3¢; Atlantic Sea, 16¢; U. S. Internal (New York to California), 40¢; total 59¢. The total postage paid and collected on this letter was as follows: One shilling (24¢) - 3 pence (6¢); and at New York, 40¢ - total 70¢. Had the letter been prepaid from Liverpool to San Francisco direct, the rate would have been 59¢. On the back, there is a Liverpool postmark of Oct. 20, 1849, and one of New York, dated "NOV 6." On the face at left is an offset impression of the Liverpool marking. The stamps were canceled with the Liverpool numeral marking of "466" (black).

Regarding the New York postmark on the back with date of "NOV 6" (1849). According to my records there was no mail forwarded from New York to California on November 6th, 1849. The first mail sent in November was Nov. 13th, 1849.

In the issue of the New York "Herald" for Oct. 17, 1849, the "U. S. Mail Steam Ship Co.," advertised the departure of their mail steamship the "Ohio" for Nov. 13, 1849, at 1 P.M. It was stated that the "Ohio" would stop at the bar at Charleston, S. C., and Savannah, Ga., to land and receive mails and passengers, and, quote: "The 'Ohio' will carry the Government mails for the Pacific, etc., to go by the December 1st steamer from Panama (City). Passengers will go by the 'S. S. Falcon' from Havana, reaching Chagres in time for the California steamer of Dec. 1st (Note: Panama City to San Francisco). The voyage is made in eleven days. Rates to Chagres are much reduced." (and).

This was during the gold rush. There was no railroad across the Isthmus until 1855 and passage was by foot, mule and canoe. This is not a very attractive looking cover but it is a rare bit of Philatelic Americana, hence this rather lengthy analysis of it.

THE ONE CENT 1857 - PLATE SIX

When my two-volume study of the One Cent 1851-57 was published in 1938, comparatively little progress had been made in the plate reconstruction of the left pane of Plate 6, but I had completed quite a bit of the right pane. We were quite sure at that time, (and had been for many years previous), that transfer roll No. 3 was used exclusively on this plate, and produced the unlisted stamps that I designated as "Type Va" or the "Type V stamps with almost complete side ornaments." May I refer those interested to Chapters LXXI and LXXII in Volume One of my One Cent Book.

Transfer roll No. 3 was a six-relief roller and none of its reliefs had any of the "side scratches" at right or left, or both. Transfer roll No. 4 was used on Plates 5, 7, 8, 9 and 10, and it also had six reliefs, three of which had the "side scratches," viz., reliefs "B" - "C" and "D." The other three reliefs "A" - "E" and "F" - did not show the "scratches." On Plates 5, 7, 8, 9 and 10, the following horizontal rows had stamps with the "side Scratches" - 2nd, 3rd, 4th, 7th and 8th. None of the other five horizontal rows on the five Type V plates had any "side scratches."

In recent years I was shown a horizontal strip of three which contained side by side, a Type V (transfer roll No. 4) stamp with "scratches" and a Type Va (transfer roll No. 3) stamp with no side scratches.

Never before had I seen such an item and it proved that the original theory that roll No. 3 was used exclusively on Plate 6 was in error. The problem that confronted me at that time was as follows: (1) Were there any Type V stamps with "side scratches" on plate 6, that is, did this "discovery strip" come from Plate 6 or (2) did it come from one of the other Type V plates?

In time, a few other strips were discovered with similar "type combinations" (V and Va) and eventually I succeeded in plating one of the strips as from the left pane of Plate 6. On page 261 of Volume One of my One Cent study I gave the order of entry of the reliefs of Plates 5 to 10 inclusive.

I quote as follows from that page:

"The transferring of all of the six plates was started in the upper left corner of the steel plate, and the transfers were laid down in vertical rows of ten each. On the printed sheets of stamps the order of transfer was 10 R to 60 R, then 70 R to 100 R, followed by 9 R to 59 R, and 69 R to 99 R, etc.

There exists no question but what this order was followed because the proof is positive. If one steps into some oil and walks away on a paved sidewalk, there can be no doubt about the order in which the footprints were left on the walk. In a similar manner I have traced the direction and order of the transferring and proved conclusively several points that heretofore had been puzzling. We not only have one example to prove this order but a number of similar occurrences, the most outstanding of which perhaps are the six 'curls' on the right pane of Plate Seven. These 'Curls' are actually the footprints left by the 'F' relief and show conclusively the order of transfer." (end)

According to the above 10 R6 to 100 R6 were the first ten transfers made on Plate 6, and the first transfer (10 R6) was made in the top left corner of the steel plate. Moving forward on the steel surface to the right the 10th vertical row transferred would be the first vertical row of the right pane on the printed sheet. None of the ten positions in this first vertical row, (right pane) show any stamps with "side scratches," hence, in all probability transfer roll #3 (no "side scratches") was used to transfer all of the right pane of Plate 6, and apparently the 7th, 8th, 9th and 10th vertical rows of the left pane of the plate. At present, my plating indicates that a change took place in the 6th vertical row of the left pane, but so far my plating is too incomplete in the succeeding vertical rows (5th, 4th, 3rd, 2nd and 1st - left pane) to state definitely what actually may have happened.

It is extremely difficult to "plate" stamps from Plate 6 unless the prints are early enough to show identifying plating marks, thus plateable material is exceedingly scarce. On and off for over thirty years I have been working on the reconstruction of this plate and to date I have succeeded in locating 113 positions out of the total of 200, viz., 41 from the left pane, and 72 from the right pane.

SOME NOTES ON THE OCEAN MAIL TO CALIFORNIA

In the early days of the Gold Rush, 1849 and 1850, the Steamship Company under Government contract to carry the mail to Chagres, Isthmus of Panama, Government of New Grenada, transported the mail-bags to that Atlantic port, from whence they were sent across the Isthmus to Panama City from there, another steamship company under Government contract, carried the mail to San Francisco. When the California Ocean Mail Route was opened late in 1848 there was no provision for the transit of the mails across the Isthmus. Mail agents accompanied the mail-bags by sea but in the early days of the Route, there was no arrangement to carry them from Chagres to Panama City. It is interesting to note that in order to remedy this situation, the Postmaster General, on Oct. 25, 1848, ordered the extension of the Panama-Astoria Mail Route to include the Isthmian transit and accepted an offer from the Pacific Mail Steamship Co., (th Pacific side contractor), to carry this out for \$2,900 per year. The Pacific contractors had no establishment at Chagres, and the Isthmian service was very bad, resulting late in 1849 with an arrangement with the government of New

Grenada to provide transit across the Isthmus. Amos B. Corwine was the U. S. Consul at Panama City and he was appointed a U. S. Post Office Agent at \$500.00 per year, by the Postmaster General.

Mail from California-bound travelers was mailed back East from Panama City and mail from those Eastward-bound was sent back to California, hence there was a demand in 1850-1851 for supplies of U. S. postage stamps at Panama City.

Supplies of the 10¢ 1847 sent to Panama. Official records of the P. O. Department disclose that on June 22, 1850, twenty-five sheets of the 10¢ value of 100 stamps to a sheet were sent to A. B. Corwine, U. S. P. O. Agent at Panama City, and were received by him on July 16, 1850. A further supply of 2500 of the 10¢ were forwarded to him on Jan. 17, 1851, and were received on March 21, 1851. None of the 5¢ value were ever forwarded. The rate to or from Panama City was 30¢, by U. S. Mail, and covers are known mailed from that city with strips of three of the 10¢ 1847. Such mail was handled by Agent Corwine.

The above is a bit of a prelude to an interesting story that I would like to record.

THE EMERSON DELUXE SALE BY KEELEHER OF THE EIGHTEEN FORTY SEVENS

My old friend Judge Robert S. Emerson, passed away in January 1937. For many years previous the Judge had the pick of the finest specialized collections of the "Forty Sevens" that came up at auction in Boston and New York. Some time before his passing he separated his finest off cover material in a separate collection which he called his "Deluxe." His Deluxe "Forty-Sevens" were held intact by his Estate and not offered until November 16, 1946, when they were sold by Daniel F. Kelleher of Boston. In the sale were two superb strips of the 10¢.

THE EMERSON TOP ROW STRIP

Lot 376 was a used strip of three which was described as follows: "10¢ black, wonderfully fine top row horizontal strip of three, - round red grid on each stamp. Handsome and very rare." This fine sheet margin strip was purchased by the late Saul Newbury at a price of \$2,900.00, the highest price of record at which a strip of three of this stamp ever sold. "Wonderfully fine" was the description. This strip had wide margins on three sides and a wide sheet margin at top.

Lot 377 was a horizontal strip of four plus a single attached at right. This item went to a New York dealer @ \$2,800.00.

THE STORY BEHIND A REMARKABLE STRIP

A few weeks after this remarkable sale, I paid Mr. Newbury a visit of several days, and when we settled down to go over parts of his famous collection, he inquired what I wanted to see first, and my reply was, "The Emerson 10¢ 1847 top margin strip of three." After carefully studying this beautiful strip, for some minutes, I asked Mr. Newbury if he was aware that this item was not only unusual because of its superb condition, but also because of another feature, and I explained that this strip had paid a rate over a U. S. Mail route, but its use had been outside of the United States. He took a long look at the strip and inquired how I had arrived at any such a conclusion as all

he could see was that each stamp had, what was apparently a regular round grid cancellation of the period, applied in red. I then explained that this strip was originally used on a letter that originated in Lima, Peru, and was addressed to a town in Mexico, that the letter had been carried privately to Panama City and turned over to U. S. Mail Agent Corwine, to be forwarded by a U. S. Mail ship to the Mexican port of Mazatlan; that the 30¢ postage had been prepaid and that in all probability Agent Corwine had applied the top margin strip to the cover. Mr. Newbury remarked that it was a very interesting story provided it was true, which, of course, it was, as I will explain.

TWO RARE 10¢ 1847 COVERS

Some forty or more years ago one of the most prominent collectors of U. S. 19th Century stamps and covers was Ernest R. Ackerman, of Plainfield, N.J. - a State Senator, and quite a wealthy and charming gentleman. Senator Ackerman in his day owned what was probably the finest lot of the "Forty Sevens" that was ever gathered together in one single collection. For years he owned two very interesting covers (folded letters) with horizontal strips of three of the 10¢ 1847. Both of these covers originated in Lima, Peru, and were addressed to a town in Western Mexico by the name of Tepic. Both were sent under separate cover, or privately, to a firm in Panama City, who no doubt turned them over to the U. S. Mail Agent and paid the postage.

When the Ackerman collection was dispersed, one of the covers was acquired by Judge Emerson and in time the other one found its way into the collection of forty-sevens of J. W. Sampson. In recent years the Sampson collection was broken up and one of the covers now graces the collection of a prominent mid-western collector. This cover is a perfect gem and is a very great rarity as will be noted by Photograph No. 37, herewith. The letter inside bears a date of Lima, Peru, Nov. 9, 1851, but the use was probably 1850 rather than 1851, but if the use was 1851, then this cover shows a use after the 1847 stamps were demonetized as of July 1, 1851.

The Act of March 3, 1847, Sec. 7, provided the following rate: "and all letters carried to or from Panama shall pay a postage of thirty cents." The cover shows the handstamp of the Panama firm of "E. & T. SERRUYS & CA.", indicating that the letter had been sent to them by private ship or under separate cover for forwarding. It also bears the rare marking "PAN & SAN. FRAN. S.S." (red), with date of "DEC 4." This marking was the abbreviation of, "Panama & San Francisco Steam Ship" and was applied aboard ship by the U. S. Mail Agent. In all probability this letter was dropped off at the Mexican port of Mazatlan some 2100 miles from Panama and sent back south to San Blas (140 miles) and thence to Tepic, 25 miles distant. Incidentally this is the only "PAN & SAN" cover that is known with 1847 stamps.

Regarding the other cover. In the early nineteen thirties this cover was acquired by Judge Emerson, and it bore the same address as the above cover, but it did not have the "Pan & San" marking, nor the marking of the Panama forwarding firm, but rather a forwarding marking of "CORWINE BROS. & CO.", - Apparently our Mail Agent A. B. Corwine was a member of this firm. The cover itself was a bit ragged and not pleasing in appearance but it had a top margin strip of three of the 10¢ 1847 that was superb. Judge Emerson removed this fine strip from the cover and placed it in his "Deluxe collection of the 1847 issue," and years later it was acquired by Mr. Newbury as above related.

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In my opinion the story behind the stamp, or the cover, is sometimes of far greater interest than the item itself.

Mr. Newbury acquired the strip from this cover because it was "superb condition," with no knowledge of the story behind it.

WE GO BACK FORTY-ONE YEARS

On February 23rd, 1911, the Nassau Stamp Co., of New York, held their 22nd sale, and Lot 34 was a cover described as follows:

"10¢ 1847 - A magnificent strip of three showing top margin of the sheet, on entire original cover, cancelled in red, forwarded by Corwine Brothers & Co., Panama, a wonderful cover." The sales price was \$46.50.

Photograph No. 38, is a third cover from the "Barron, Forbes & Co. - Topic" find and it shows a triple 30¢ rate paid by two horizontal strips of three and three singles of the 10¢ 1847. This print is a photograph of a photo-print. I never saw the original cover. I have no information regarding the inside contents of this item, other than that there is no evidence of year use and that the stamps are canceled with red grids.

(End of Issue No. 11)
January 28, 1952

ASHBROOK SPECIAL SERVICE

Issue No. 12 - March 1, 1952

U. S. OVERLAND MAIL
STAGE COACH COVERS - WITH 3¢ RATES

In the Knapp Sale, Wednesday, May 7th, 1941, Lot #1528 was quite an exceptional cover. I regret that I do not possess a photo-print to include, but if you have a copy of the catalogue of this sale, there is an illustration on page 168. It shows a 3¢ 1857 tied to pictorial cover by a San Francisco postmark of Dec. 1, 1860, and addressed to Decatur, Ill. The cover was one of the "CHOO CHOO" envelopes with the "By the Overland Mail Stage Via Los Angeles - Hurrah - But we must have the." (Railroad). The cover was purchased by the late E. A. Wiltsee @ \$90.00. Pictorial and stage coach covers are wonderful bits of philatelic Americana but I sometimes wonder if collectors appreciate how much more rare is such a cover with a 3¢ 1857 (or 3¢ payment) than such covers with a 10¢ 1857 (or a 10¢ payment).

The Act of March 3, 1855, provided, - that the single rate of postage ($\frac{1}{2}$ oz.) on a letter conveyed in the mail for any distance between places in the U. S., not exceeding 3000 miles, be three cents, for distances in excess of 3000 miles, the rate was 10¢. At that time all mail between the Atlantic States and the states of the far Pacific was transmitted by the "Ocean Mail" Via Panama. That mail route was in excess of 3000 miles.

In the Fall of 1858 the Great Overland Mail Route was put into operation. The first west-bound mail left Memphis and St. Louis on September 16, 1858, and the first east-bound mail left San Francisco on September 15, 1858.

Before, and for several months after the Overland Mail Service was inaugurated, I believe it was the general impression that the total distance over the route was much shorter than it actually was. For example, an advertisement appeared in a Santa Cruz, Calif. newspaper of August 21, 1858, as follows:

"Three Cent Rate East Via Overland Mail. Letters for the stages by the Overland Mail should be endorsed 'Overland Mail Route.' The postage on letters by this route is only three cents."

In order to carefully check the new Overland Route as to condition, accommodations, distances, time consumed, etc., the Post Office Department sent one of their special agents on the first trip East, leaving San Francisco on September 15, 1858. His detailed report, dated Washington, October 18, 1858, listed the distance of the route from San Francisco to St. Louis as 2794 $\frac{1}{2}$ miles. (For a map of the route see Ashbrook One Cent 1851-1857, Vol. 2, page 277).

Shortly after this report was published, the postmaster at San Francisco notified the editor of the local paper, the "Alta," under date of Nov. 15, 1858, to advise the public as follows, quote:

"Three Cents will pay the postage on a single letter 'Via Overland' as far as Chicago, Ill. and Cincinnati, Ohio. Beyond these points the postage will be ten cents. Newspapers throughout the State will do the public a favor by inserting this in their columns." (end) - (See Ashbrook book - Volume Two - page 254).

In a Visalia, Calif. newspaper, dated June 30, 1859, a news item read, "Overland Mail - Postage 3 cents, $\frac{1}{2}$ ounce, San Francisco to St. Louis and Arkansas and Texas. All other places East - 10 cents."

There were two Eastern terminals of the "Overland Mail," viz., St. Louis and Memphis, hence the 3¢ rate must have applied to within 205 miles, (2795 to St. Louis) to the east of the two terminals.

It seems probable that there must have been some confusion regarding post offices where the 3¢ rate ended, and the 10¢ rate commenced, because in February 1861 Congress passed a law modifying the Act of March 3, 1855 and establishing a uniform rate of 10¢ on letters between points east and west of the Rocky Mountains. For further details see my One Cent Book, Volume One, page 11. The Act referred to, was the "Act of February 27, 1861 (12 Stat. 168-169) to require the 10-cent rate of postage to be prepaid on letters conveyed in the mail from any point in the U. S. east of the Rocky Mountains to any state or territory on the Pacific, and vice versa." This rate remained in effect until July 1, 1863, when a uniform rate of 3¢ per $\frac{1}{2}$ oz. on domestic letters became effective, regardless of distances transmitted. (See Ashbrook One Cent Book, Vol. 2, Chapter 52, page 275).

If a person desired a letter to be forwarded to the East by the "Overland Mail" it was required that it be so routed, otherwise it would be sent "Via Panama." The San Francisco postmaster advertised that he had been directed by the Postmaster General to so notify the public. (See Ashbrook Book, Vol. 2, page 253). Whether this was required on west-bound letters I am not informed.

In order to comply with this order California stationery stores supplied themselves with pictorial envelopes with various routings. For example, "From San Francisco Via Los Angeles" - or "Per Overland Mail Via Los Angeles," or "Putt's Overland Envelope - (Via Uncle Sam's great mule railroad)." One might wonder why the pictorial envelopes were apparently only prepared for east-bound mail. Why do we never see a printed stage coach cover routed westward with - "Overland Mail-Via St. Louis and Los Angeles."

In the early part of 1859, San Francisco was the starting point of four principal mail routes to the East, viz:

- (1) Via Panama - the Ocean Mail
- (2) Via Overland - Los Angeles and St. Louis
- (3) Via Tehuantepec - to New Orleans
- (4) By Overland Mail Via Placerville and Salt Lake, (Salt Lake City).

In 1859, (to be specific as to period), New York was the point of departure for the Ocean Mail to the Pacific Coast States, "Via Panama,"

and in all probability mail to the West was forwarded by whichever route was likely to make the best time, unless, of course, the letter had a special routing.

In the same Knapp Sale was another very rare cover, viz., Lot 1492, a stage coach cover published at Marysville, Calif. This was a west-bound letter "Overland - Via Los Angeles" with a 3¢ 1857 tied by a St. Louis, Mo. postmark, dated June 7, 1860. This extremely rare item sold at \$85.00.

To sum up - do not underestimate the rarity and real value of an "Overland Mail" cover with the 3¢ rate, but bear in mind the use must be earlier than March of 1861 and later than early September of 1858. "Westerns" are a great study. We can never learn enough about them.

DEPRECIATED CURRENCY

Six months after the war between the States commenced, it required \$120.00 in Confederate paper money to purchase \$100.00 in gold, but a year later the ratio was 3 to 1. A year later, on January 1, 1864, the ratio was 18 to 1. Surely by that time it must have been obvious that the South could not win. A year later the ratio was 34 to 1. It is remarkable that it was not greater. The following figures tell the story -

Approximate value of Gold and Confederate Currency from January 1, 1862 to April 12, 1865

<u>Date</u>	<u>Gold</u>	<u>Currency</u>
Jan. 1, 1862	\$100.00	\$ 120.00
Dec. 20, 1862	100.00	300.00
Dec. 20, 1863	100.00	1,700.00
Jan. 1, 1864	100.00	1,800.00
Dec. 20, 1864	100.00	2,800.00
Jan. 1, 1865	100.00	3,400.00
Feb. 1, 1865	100.00	5,000.00
Mar. 1, 1865	100.00	4,700.00
Apr. 10, 1865	100.00	5,500.00

SPERATI COUNTERFEITS

Sperati, the stamp counterfeiter of Paris, France, was written up in the Saturday Evening Post several years ago in an article entitled, "He fooled the Experts." It seems that there was more truth in that statement than fiction. There is no doubt whatsoever that Sperati has turned out some very clever reproductions of some U. S. postage stamps. For example, the 5¢ New York Postmaster Provisional, the 10¢ 1847, the Confederate Lithograph 10¢ Rose and the Confederate line engraved "TEN." He employs methods of reproduction that give his counterfeits of line engraved stamps, the appearance of an engraving, rather than an ordinary counterfeit made by a flat surface print. The Sperati fakes are constantly turning up and our Eastern auction houses should certainly exert more care and avoid the inclusion of such worthless trash in their sales.

In the Harmer Rooke Sale of Nov. 15th-16th, 1951, Lot #200 was a Sperati Confederate "TEN" described as unused and "very fine" - catalogue \$35.00. It sold @ \$15.00. I understand that Sperati charges half that sum for a copy, "used" or "unused."

Fortunately the buyer submitted the counterfeit copy to the Chairman of the Expert Committee of the Confederate Society and it was identified as a Sperati, and was returned to the auction firm and a refund was made. An Army officer recently returned from Japan sent me for examination some "bargains" he had obtained in some stamp shops in Japanese cities. His bargain lot contained a Sperati 5¢ New York, a 10¢ 1847 and a Confederate "TEN." Stamp shops all over the world are probably well stocked with these worthless counterfeits. Bargain hunters seeking mint copies of our forty-sevens at liberal discounts from catalogue should be wary. Barnum stated a century ago that there was a sucker born every minute but, of course, that was before there were any stamp collectors.

AGAIN - THE "PREMIERES GRAVURES OF 1861"

In Issue No. 8, pages 47, 48 and 49 of this "Service," I gave the text of an advertisement published in March 1861 by the Postmaster General with the heading: "Proposals for Postage Stamps." My copy was from the "Daily National Intelligencer," issue of March 28, 1861. In error, I made the statement that the wording of this advertisement had never been published in the philatelic press. I find that the text was published by Mr. Clarence Brazier in the Collectors Club Philatelist, issue of July 1941, Volume XX, No. 3, pages 183-184. His copy was stated to have appeared in the "New York Daily Tribune" of Saturday, March 30, 1861, page 3.

From evidence now available it appears that in answer to the advertisement of the P. M. G. that the National Bank Note Co., of New York City, submitted a bid to furnish the P. O. Department with postage stamps at a price of 12¢ per thousand stamps, and that under date of May 10, 1861, Postmaster General Blair accepted the bid of the National Bank Note Co., and awarded a six years contract to the Company. This acceptance was in the form of a letter from Mr. Blair to Mr. James Macdonough, the Secretary of the Company.

Mr. Philip H. Ward, Jr. recently furnished me with a typed copy of the Blair letter which he unearthed in the files of the Post Office Department of Washington. Mr. Ward stated that the original was in long-hand and evidently was a copy of the original which was retained by the Department, but that this copy bears the actual signature of Montgomery Blair, the "P.M.General." The text of the typed copy, furnished by Mr. Ward is as follows, quote:

"Post Office Department
May 10, 1861"

James Macdonough Esq. Secy

Accept proposal of National Bank Note Co. for Postage Stamps at twelve cents (12c) per thousand stamps, separated in such quantities as may be daily ordered for the use of Post Offices and securely packed,

agreeably to clause four of the advertisement of the Department dated 27 March 1861 (a copy of which is hereto annexed) including the direction of packages and preparing blank receipts, as described in clause five of the advertisement, and delivering the same into the Post Office at New York.

The Post Master General also reserves the privilege of requiring, whenever he shall deem it expedient, that the packing, directing, preparing receipts and delivery, as above, shall be at the Post Office Department for two and a half ($2\frac{1}{2}$) cents per thousand stamps additional making fourteen & a half ($14\frac{1}{2}$) cents per thousand, agreeably to the proposal of the said Company.

It is further provided, agreeably to the terms of the advertisement, (above referred to) that before finally closing a contract the National Bank Note Co. shall prepare designs and furnish impressions of the engravings of the several denominations of stamps, in sheets perfectly gummed and perforated, with samples of envelopes and boxes for packing, in every way satisfactory to this Department.

(signed) M. Blair
P.M. General

National Bank Note Co.
New York."

Special attention is directed to the last paragraph of the above Blair letter, because in my humble opinion, Mr. Ward has attempted to read into this paragraph an interpretation which has no basis of fact. I quote in part as follows from a letter I received from Mr. Ward, dated December 12, 1851:

"the official letter in the Washington files from Montgomery Blair, wherein he distinctly asks that before proceeding with the completion of the bigger contract that the Bank Note engravers furnish new 'stamps' fully gummed and perforated. This is certainly not asking for essays, proofs or labels." (end)

According to Mr. Ward, this last paragraph orders The National Bank Note Co. to produce and deliver to the Department the items listed in the S. U. S. and numbered 55, 56, 57, 59 and 62. These are Mr. Luff's "Premieres Gravures," and are what I call the "samples." The Blair advertisement, dated March 27, 1861, contained this stipulation, quote:

"Each bid is to be accompanied with a specimen of the style of engraving and the quality of the 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."

I think that any fair-minded person will agree that Mr. Blair in his letter of May 10, 1861, merely confirmed the above stipulation when he stated: "before finally closing a contract the National Bank Note Co. shall prepare designs and furnish impressions of the engravings of the several denominations of stamps, in sheets perfectly gummed

and perforated, with samples of envelopes and boxes for packing, in every way satisfactory to this Department." (end)

The actual contract was not signed until November 5, 1861, but deliveries of the regularly issued stamps commenced on August 15, 1861, and this date is mentioned in the official contract from which I quote:

"to manufacture and furnish for the use of the Post Office Department all the postage stamps which may be required by the Postmaster General for a term of six years to commence on the fifteenth day of August Anno Domini eighteen hundred and sixty one according to the stipulations and provisions herein contained viz." (end)

The contract provided for a price of 12¢ per thousand stamps, which was the figure stated in the Blair letter of acceptance, dated May 10, 1861.

I have been severely criticised by various American Philatelic students for my use of the term "samples" or "sample labels" and "printers' samples" etc. etc. The following is quoted from the official contract of Nov. 5, 1861, quote:

"and that all said stamps shall be furnished in sheets, printed upon good paper, equal to the approved sample, and in such colored inks, of the best quality as the Postmaster General may direct." (end)

Kindly note the line "equal to the approved sample." I wonder if anyone would dispute that this reference did not refer directly to the "samples" which obtained for the National Bank Note Co. the six years stamp contract in the summer of 1861?

According to my understanding of Mr. Philip Ward's present classification of the "Premieres Gravures," they are "stamps," which were prepared for use but were never issued to the public and as such according to Mr. Ward, they have a legitimate place among our regularly issued United States Postage stamps in the Scott Specialized catalogue. According to Mr. Ward, the "Premieres" are in the same category as the numerous foreign stamps, listed in the Scott catalogue. Some examples as follows: Barbados #21B, #22 and #23. The catalogue states these three "were never placed in use." Also, India #1, which the catalogue states, "was not placed in use." Also, Mauritius #7 and #8, which the catalogue states, "Nos 7 and 8 were never placed in use." Also, Newfoundland #14, which the catalogue states, "was never placed in use." Many others among the foreign could also be mentioned. However, in the cases cited above, the catalogue definitely states, that the items were "never placed in use," whereas the notation above the listing of #55, states: "It is doubtful that Nos. 55, 56, 56A, 57, 59, 61, 62 and 62A were regularly issued." Again I inquire, why the use of the word doubtful? There exists no doubt.

ASHBROOK SPECIAL SERVICE

ISSUE No. 13 - APRIL 3, 1952

PHILATELIC LITERATURE

Collectors are becoming more conscious each year, that in philately, there is possibly no safer and better investment than a fine philatelic library. In the years to come, long after we of this generation have passed on to a non-philatelic world, collectors and philatelic students of the future will treasure as collector items, such outstanding works as Tiffany's "United States," Luff's "United States," Brookman's "United States," the Dietz "Confederate States" and such valuable specialized studies as the Chase book on the 3¢ 1851-1857, the Brookman books on the 1847's - "the grills" and "Bank Note issues" and many others which are standard works. I rather imagine that a complete file of the old "Philatelic Gazette," published in the early teens would cause quite a bit of competition if offered in any auction sale today. That Journal published the Carroll Chase study of the 1847 issue, an article that surely blazed the path for serious study of the postal issues of our country.

In a sale held by John Fox in New York on March 4th, 1952, a number of items of philatelic literature were sold. I predict that the prices realized will appear very reasonable a decade or two hence. For example, Norona's two-volume "Cyclopedia" brought \$17.00. This has "aged" and is now, not only a valuable reference study, but it is a "collector's item," and surely a "must" on the list of any collector of standard philatelic publications. A Tiffany "U. S." brought \$10.00. I have in my collection a "First Edition," autographed by the famous Charley Mekeel, with date of Dec. 22, 1887. This I regard as a museum piece.

A copy of my book on the "10¢ 1855-57" realized \$7.50 and a copy of my deluxe edition of the "1861-1869" book brought \$21.50. Naturally I do not consider these two books were bargains at the prices.

A copy of the Crocker book on "Hawaiian Numerals" published in 1909 brought \$30.00. I have a fine copy that I prize very highly as it was presented to me by the late Admiral Harris. An incomplete file of Perry's "Pat Paragraphs" sold at \$57.00, and a complete file would no doubt bring a much higher price. A copy of the Knapp study of the Pony Express (1936) brought \$5.00, and the Souren booklet on the Knapp collection sold @ \$11.00. Eleven books issued by the American Philatelic Congress realized \$24.00 and I have little doubt that the buyer made an excellent investment.

Present day collectors should not neglect any opportunity to acquire additions to their philatelic library. They should search second-hand book stores for such items as copies of the Annual Reports of the Postmaster General, copies of the "Postal Laws & Regulations," U. S. Postal Guides, Lists of U. S. Post Offices, in fact, anything pertaining to U. S. postal history. And one should not pass up any offers of auction catalogues of outstanding collections. For example, the catalogues of the sale of the Green collection, the Arthur Hind collection, the catalogues of the sale of the Knapp collection, of the Moody collection and the famous Emerson collection and numerous others. These books, nicely illustrated, are invaluable text books and will be highly prized in the years to come.

In all modesty, I would like to mention a few of my most valued collector items. A copy of the deluxe edition of Luff on Heavy paper, copy No. 30, and autographed by Mr. Luff. Only fifty were issued. My copy was owned by my old friend, the late Charles W. Severn. I also have the Luff book from the Library of the late Robert W. Chambers, and bearing his autograph.

The Klein book on "Packets," the Slater book on the "Providence," the Waterhouse "United States," Stern's "Free Franking," Wiltsee's "Gold Rush Steamers," Hafen's "Overland Mail," Harlow's "Old Way Bills," Kemble's "Panama Route" and many, many other outstanding studies.

Take my advice, become a "serious collector" of philatelic literature. Watch the auction catalogues for offerings, and, if you are not a member of the "Philatelic Literature Association," it will perhaps prove advantageous for you to join.

STAMP COLORS
1847 - 1865

In my opinion, the most outstanding of colors listed in the "S. U. S." from the 1847 issue to 1865 are the following:

- (1) 5¢ 1847 - Orange - S. U. S. #IC
- (2) 5¢ 1857 - Indian Red (Type I) listed under #28 as "Henna Brown"
- (3) 5¢ 1857 - Orange Brown (Type II) - S.U.S. #30
- (4) 3¢ 1861 - Pink and Pigeon Blood - S. U. S. #64
- (5) 24¢ 1861 - Violet - S. U. S. #60.

5¢ 1847 ORANGE

The stamp listed in the catalogue as the No. IC - 5¢ 1847 Orange is what I call the "S. U. S. Orange," or the catalogue color. It is a bit too brown or reddish to resemble the peel of a ripe orange. The catalogue lists "Orange Brown" and "Brown Orange" and to describe the IC, perhaps it would be correct to state that the color listed as No. IC is a stamp which has a bit more yellow than either the Brown Orange or the Orange Brown. Hereafter I will refer to these two colors as "B.O." and "O.B." Stamps offered in auctions as the IC are almost invariably the "B.O." or "O.B." and very seldom is a copy of the real IC offered. The S. U. S. prices the IC at \$750.00 unused and \$100.00 used.

The 5¢ 1847 Orange should be accorded a major listing in the "S. U. S." An unused copy in sound condition of the IC that I would authenticate would certainly be a very great bargain @ \$750.00, hence such a figure in the catalogue is meaningless and with no basis of fact. While \$100 might be a bit high for a fine B.O. or O.B. it is rather way out of date for even a "good" copy of the S. U. S. Orange IC. One should not overlook an opportunity to acquire a copy of the IC, but it should be authenticated by a recognized authority.

5¢ 1857 - TYPE I - INDIAN RED

The second color on my above list is the 5¢ 1857, Type I, Plate One, the "Indian Red" (referred to as "I.R.") or the S. U. S. #28, minor variety without number, "Henna Brown." I suppose both names are very good but I prefer the one that the catalogue used for so many years, "Indian Red,"

but which was changed by Mrs. Hugh Clark who had a friend with red hair of a color that closely resembled a copy of the 5¢ 1857, Indian Red in the Luff reference collection. Way back in the nineties, Mr. Luff listed this color as "Carmine Brown."

The "I.R." is a very beautiful and rich color and fine "fresh" examples in well-centered condition are indeed rare. The S. U. S. prices the Red Brown, Type I, at \$32.50 and the "I.R." at \$75.00. In my humble opinion, one is either too low, (the "R.B."), or the other is too high. Perhaps the R.B. is too low. The figures in the S. U. S. under No. 28 for "On cover" - "Pair" - "Strip of Three" and "Block of Four," all refer to the Red Brown, Type I, and no estimates are given for the Indian Red. In my opinion, the color is outstanding and should be given a major listing in the S. U. S. with quotations for singles, pairs, strips, blocks, covers, cancelations, etc. Surely such additional data would be instructive and helpful to collectors and dealers alike.

The "I.R." is as distinctive a color as the 5¢ '57 - Type II - No. 30 - the Orange Brown; which has a major listing, or the 3¢ 1851 "Orange Brown" with a major listing as well as the 3¢ 1861 Pink with a major listing.

The S. U. S. supplies no information on the 5¢ "I.R.," except to indicate that a used copy is worth over 2½ times the Red Brown. When was the stamp issued? One would never learn from the catalogue. My earliest recorded use is March 31, 1858. By way of comparison, the #27, the Brick Red, Type I, is quoted at \$65.00 used, on cover @ \$90.00, so I suppose a single "I.R." on cover would figure about \$100.00, with a pair (off) @ approximately \$200.00 and a strip of three @ \$275.00 to \$300.00.

Incidentally, the listing of the 5¢ 1857 in the S. U. S. is not in the proper sequence of issue and it seems to me that it would be an improvement if the colors and types were listed in the following order. The dates given are the earliest recorded uses of genuine items in my record, which is regarded as official.

Type I - Red Brown - August 28, 1857 - Plate I
Type I - Indian Red - March 31, 1858 - Plate 1
Type I - Brick Red - October 6, 1858 - Plate I
Type I - Brown - July 6, 1859 - Plate 1 (note below)
Type II - Brown - May 14, 1860 - Plate 2
Type II - Orange Brown - May 8, 1861 - Plate 2

*Note:- The S. U. S. gives July 4, 1859 but I have no record of such a use.

5¢ 1857 - Type II - ORANGE BROWN

No. 3 on my color list above is the 5¢ 1857 - Type II - Orange Brown, S. U. S. No. 30. I believe that this color frequently proves puzzling to collectors and is very often confused with the S. U. S. No. 30A, the Type II "Yellowish Brown." Among copies of the 5¢ 1847, a "Yellow Brown" of the 5¢ 1857 would probably classify as a very good "Orange Brown" or possibly very near to the No. 10, orange.

Unused copies of the No. 30, the 5¢ 1857 Orange Brown, Type II, are not scarce and it is advisable to obtain a very fine color example and use it

as a reference copy to identify used copies of the O.B., but it is also advisable to bear in mind, that the great majority of "used" copies of No. 30 that are offered at auction, and also at private sale, have fake cancelations. A used copy is priced @ \$37.50, and, of course, such a figure for a genuine used copy is absolutely ridiculous, and it no doubt refers to copies with fake grids, or other type of fake cancelations.

At the outbreak of the Civil War all the stamps of the 1857-1860 issues, then in stock in post offices thruout the country, were demonetized, commencing in the latter part of August of 1861.

A use of the 5¢ 1857 O.B. is not recorded in my records earlier than May 8th, 1861, hence one can appreciate why genuinely used copies are scarce, and also why covers, that are unquestionably genuine are very rare. I dare state that the catalogue figures of \$37.50 for used, "off cover," and \$200.00 for "on cover," are very much out of line. I recall a very marvelous cover that was offered to me many years ago. It was truly superb, but unfortunately the date of use was in August 1859. The faker who substituted the "O.B." for another 5¢ was evidently unaware that no Type II, Plate 2 stamps were issued earlier than the spring of 1860.

3¢ 1861 PINK

No. 4 on my color list is the 3¢ Pink of 1861 - S. U. S. No. 64. We encounter all sorts of "Pinks," viz: "Near Pink" - "Rosey Pink" - "Pinkish Rose," the "S. U. S. Pink" and the rare and very elusive "Pigeon Blood."

The editor of an auction catalogue is given a 3¢ 1861 to enter in a sale and if it has any resemblance to a Pinkish tint, the chances are that it will be listed as a "Pink." In so many cases, I have found such stamps to be the "Pinkish Rose" and as such, to have a value far less than a real Pink.

Many years ago I started to put together some reference copies of the 3¢ 1861 Pink, and thru the years I have endeavored to select specimens which I considered were most typical of the tints ranging in scale, from the common Rose, (printings of 1861) to the finest "Pigeon Blood." When a stamp is referred to me for an opinion, I make a direct comparison with my reference copies. By such direct side-by-side comparison it really is remarkable what a great difference there is between a fine "Deep Pigeon Blood" and a "Pink," the latter being what I classify as the S. U. S. "Pink." Also what a difference there is between a "Pink" and the more common Pinkish Rose.

The 3¢ 1861 stamps in the "Pink" and "Pinkish Rose" colors of 1861 were probably printed in June and July of 1861, and such colors, were succeeded no doubt by the Rose. In the first deliveries of the 3¢, made to the P.O. Department in August 1861, stamps of early and later printings were surely mixed together, hence we have recorded uses at the same periods, (August - September 1861) of the Pink and Rose.

Inasmuch as 3¢ 1861 stamps in the Pink class were printed almost 91 years ago it is more than probable that a great many copies in existence today are a bit different from the original appearance. In other words, "natural changelings in color." For example, here before me is a stamp

which is a very pale "Pink," but though a pale tint, nevertheless it is a "Pink" - Perhaps when this stamp was printed in the summer of 1861 it was a very fine "deep Pigeon Blood" but over the years, due to climatic conditions, its once bright color has faded a bit, and now it is just a "pale Pink."

If one wishes to collect stamps of the rare colors, he should pay a great deal of attention to the paper. If the paper was originally of a fine quality and white, then specimens selected for color, should be restricted to stamps on white paper. Paper that was once white may today be a gum-stained yellowish white, or a pale brownish white or a grayish white. A fine Pink, or a Pigeon, on a white paper that shows no age or deterioration in color, or quality, is something very different from such colors on a paper that is yellow with age.

Perhaps the question might be raised as to the possibility that originally all of existing Pinks were Pigeon Bloods, or that all the inferior "Near Pinks" were originally Pinks. I doubt that such is true as I believe there is a difference between a faded color and one that has not faded.

In the Edgar B. Jessup collection is a most remarkable cover. It has two 3¢ 1861 singles. One is a gorgeous "Pigeon Blood," the other a very fine Pink. Here on a cover, side-by-side, are the two colors for comparison and the difference is remarkable. This rare cover came from the Harold C. Brooks collection and was in an original "find" made by him.

In the course of a year's time, I "pass" on many copies of the 3¢ 1861 "Pink," but the examinations are made in good daylight and by direct side-by-side comparison with my reference copies. Very, very seldom does a Pigeon Blood show up.

24¢ 1861 VIOLET

No. 5 on my color list is the 24¢ 1861 Violet - S. U. S. #60. This stamp should be listed in the S. U. S. under the heading "Regular Issue," following #69, the 12¢ Black. It should not be included with the "Samples" or "Essays" as some choose to call the "Premieres Gravures." And, of course, this also applies to the 10¢ Type I (August) #58. In listing of "The First Designs" we have a senseless error made over half a century ago and still perpetuated in the Scott catalogues. The British "Gibbons" Catalogue removed the "Premieres" several years ago.

Earliest dated covers with the 24¢ show the stamp in a "Bluish Violet" color, but covers dated in the last several months of 1861 show the 24¢ stamp in a color that is not as bluish as the earlier prints but in a color which has more red, and which I call a "Reddish Violet." The stamp listed in the S. U. S. as #70B, "Steel Blue," is, in my opinion, a "natural color changeling" of the 24¢ Violet.

EVEN EXPERTS DIFFER ON COLORS

Last fall, a collector advised a dealer that he wanted an unused copy of the 24¢ 1861 Red Lilac, #70C. The dealer obtained a copy from a fellow dealer and submitted the stamp to the collector, who in turn sent the stamp to the Expert Committee of the Philatelic Foundation, New York City. In due course, the Committee issued their certificate numbered 3442, dated

January 7, 1952 to Mr. _____, and signed by Theodore E. Steinway, Chairman of the Expert Committee. This certificate read, quote:

"We have examined the attached _____ United States 1861, 24¢, red lilac, of which a photograph is affixed below, submitted by Mr. _____, and are of the opinion that it is not #70, but #78, cleaned, not unused." (end)

The collector returned the stamp to the dealer and the owner, not being satisfied with the Foundation certificate submitted the stamp to me. Because my letter in reply to the owner, might be of interest to anyone who is interested in the 24¢ 1861 stamps I am quoting it herewith:

"March 3, 1952.

Mr. _____

Dear _____

Re - yours of the 27th and the 24¢ 1861 which I return herewith. This is the stamp for which the Philatelic Foundation issued their certificate No. 3442, dated Jan. 7, 1952, to Mr. _____ with the statement that the stamp was, quote: 'not #70 - but #78.'

I have carefully examined this copy. In the 'S.U.S.' under the listing of No. 70 is a notation which reads: 'Color changelings, especially of No. 78, are frequently offered as No. 70B.' - The latter is the so-called 24¢ Steel Blue. The enclosed stamp is a faded-out color and is, therefore, to a certain degree a changeling of color, and in all probability a 'chemical color changeling.' In other words, not a 'natural color changeling' but a changeling in color produced by some chemical agent used for the purpose of removing a cancellation. In my opinion this stamp is not #70, neither is it #78, because it is no longer what it was originally - not the original color, but a changeling of the original color. What the original color was is a bit immaterial but in all probability the stamp could be classified as follows:

'This was a Red Lilac before certain unknown elements or agents changed the original color to its present appearance.'

It is just as absurd and utterly ridiculous to classify this copy as a Red Lilac (No. 70) as it is to classify it as the Lilac No. 78.

I do not know positively whether this stamp has been cleaned of a cancellation or not, but I strongly suspect that such was the case and is the cause of its miserable appearance.

As you are well aware, I do not believe that the so-called '24¢ Steel Blue' S.U.S. No. 70, is an original color but that the stamps certified as genuine 'Steel Blues' by recognized authorities are 'natural changelings of color' from the 24¢ Violet #60. The S. U. S. states that 'color changelings' especially of No. 78 are offered as 70B. This I doubt, and would state that the items referred to are 'changelings in color' - (natural) of No. 60 and No. 70, the Violet and Red Lilac, respectively. There are many stamps which are sold as No. 78 which are in fact color changelings of the Red Lilac No. 70.

Would you care to challenge any of the facts as set forth above?

Among our revenue stamps, the '4¢ Playing Cards' is listed as VIOLET but I suppose there are more Steel Blues in existence than VIOLETS, yet the S. U. S. does not list a 4¢ Playing Card Stamp Blue. Do you suppose there is anyone so naive as to assert that the 4¢ Playing Cards stamp was ever issued in the Steel Blue color, yet we have many experts who assert that the 24¢ 1861 was issued in that 'peculiar' blue color, known as the 'Steel Blue.'

Sincerely yours,
(signed) Stanley B. Ashbrook"

AGAIN WE DISCUSS THE 5¢ 1847 ORANGE

The 35th Annual Convention of the A. P. S. was held at Providence, R.I. in 1920, and Dr. Carroll Chase was elected President, and Mr. Adolph Fennel was appointed Editor of the "American Philatelist," serving for approximately seventeen years thereafter. I attended that 1920 Convention and several events stand out very clearly in my mind, one of which was a gathering in the hotel room of Senator Ernest R. Ackerman, for a private showing of his magnificent collection of the U. S. 1847 Issue. Among those in attendance were Judge Robert S. Emerson, Dr. Carroll Chase, Mr. A. B. Slater, Elliott Perry and perhaps several others whom I do not recall. I believe the main topic of discussion was a single, off cover copy of the 5¢ 1847 "orange" that belonged to Mr. Slater, who was known as "Uncle John." Up to that time I had never seen such a remarkable example of the 5¢ 1847 "Orange," and if I have ever seen one that would match that Slater copy in the intervening 32 years I do not recall it. In later years, Judge Emerson acquired the "Slater copy" and well do I remember a visit to the Emerson home in Providence in October of 1935 and again having a good look at that 5¢ stamp. I may be mistaken but it is my recollection that the Judge told me at that time that he had never seen a 5¢ in as orange a color as that particular copy. I made a memo at the time that the color was similar to the peel of a ripe orange. My records show, that at my request, the Judge sent the stamp to me in August 1936 and my memo made at that time, reads as follows: "5¢ 1847 - Wonderful ORANGE, single copy off cover - the wonderful orange copy Ex-Slater collection is in collection of Judge Robt. S. Emerson - the most pronounced shade I have ever seen of this stamp - Slater - Emerson copy - R.S.E. sent it to me August 1936 - I read it by Ridgway as 'DARK ORANGE RUFOUS - II - J - Plate 2.'" (end)

Those who own a copy of the book, "COLOR STANDARDS AND NOMENCLATURE" by Robert Ridgway, can refer to the color chart and get an excellent idea of the color of that remarkable stamp.

In one of the sales of the Emerson collection, held by Kelleher on Nov. 16, 1946, the Slater copy was Lot #193. It was illustrated and briefly described as follows: "5¢ Bright Orange, blue town, extremely fine and rare." It was purchased by Edson J. Fifield for \$420.00.

Judge Emerson acquired the stamp in a sale of the Slater collection, held March 23, 1935. It was Lot 201 and was described as follows: "5¢ Bright Orange - No. 280 - town cancellation, tiny tear and faint crease, nevertheless desirable because of attractiveness and remarkable color." The sale price was \$160.00.

In August of 1917, the first auction sale of the remarkable collection of Commodore George H. Worthington (Cleveland) was held by J. C. Morgenthau & Co. in New York. In the session of August 21st, 1917, Lot #19 was the 5¢ 1847 that is now known as the "Slater copy." It was described as follows: "5¢ Orange (28B) - Brilliant shade - lightly cancelled in blue, very fine and rare (Catalogue \$7.00)." The sale price was \$48.00 (fine copies of the 5¢ 1847 were selling around \$4.00 at that time). I sent for the stamp before the sale but it was out on inspection and I did not get to see it, though I note I entered a modest bid. In the same sale, Lot 20, was described as a 5¢ Orange - horizontal pair. This was sent to me but my opinion at the time was that it was not "orange." The sale price was \$16.50.

Several years ago my good friend Carroll Chase presented to me the records that he compiled on the 1847 Issue, prior to the time that he wrote his 1916 article on the 1847 Issue, published in the old "Philatelic Gazette" and mentioned in the first part of this issue. I was unable to find any mention of the "Slater" copy in his records, so it is possible he was not aware of its existence when he wrote his article. I have three index cards from the Chase records, recording three exceptional items he had seen, viz:

(A) "5¢ BRIGHT ORANGE SHADE - Superb - New York May 6, 1851 to New Haven Conn - an 1850 shade used a little late."

(5) "5¢ Brilliant Orange shade - showing peculiar effect due to oxidation - From New York to Albany Apr 21"

(C) "Two - 5¢ - most brilliant orange shade seen. An 1850 shade. Blue thumb print cancellation. Oberlin, O. to Boston, Mass. Apr. 10, 1851"
(end)

Elliott Perry had some very interesting remarks on the 5¢ 1847 Orange in his "Pat Paragraphs" - Issue No. 46 - March '44, from which I quote in part as follows:

"The particular 5¢ 1847 stamp which has been recognized as THE true orange was in the Worthington collection and was cancelled in blue. At the A.P.S. Convention in Providence that stamp belonged to 'Uncle John' Slater and was carefully compared with every 5¢ 1847 stamp in the Ackerman collection. Some 1200 copies all told. Altho the Ackerman collection included all the varieties of color or shade which had been in the Chase, McDaniel and other collections, it did not contain one stamp of the exact color of the Worthington-Slater copy. There were not more than two or three which were close enough to the Slater copy to have perhaps come from the same sheet."
(end)

THE RIDGWAY READING

Attention is called to the fact that when I made my Ridgway reading of the Slater copy in 1936, I thought it was comparable to Ridgway's "II J" (Plate 2). Chase called "IIJ" "Brownish Orange" in his 1916 list of year colors. His "Orange" was given as "II - 1" which in the Ridgway book is a color with less black than "J," in other words, a lighter orange, or more of a true orange, and if perchance we were both right in our Ridgway readings, then Chase had seen a stamp before 1916 that was a lighter orange

than the Slater copy. Boiled down I think that this simply means that few of us see colors exactly alike.

Incidentally Mr. Luff did not list an "Orange" among the colors of the 5¢ in his book which was written about 1896 but he did list "ORANGE BROWN," and a "RED ORANGE." I am wondering if the S. U. S. #10 - the "S. U. S. orange" is what Mr. Luff called the "Red Orange," and I am also wondering if that term would not be far more correct for the catalogue than the term "ORANGE?"

5¢ 1847 - A MOST REMARKABLE COVER

While we are on the subject of the 5¢ 1847 I am including herewith Photograph No. 39. This is a photograph of a photograph, hence not as clear and sharp as one of my originals. I have no idea who owns this "Court House" cover which shows an entire horizontal row of ten of the 5¢ used from New York to Waukegan, Ill., apparently in the last month of use of the Forty Sevens - June 1851. I possess no other record of a cover with a strip of ten of the 5¢.

A VERY RARE WESTERN EXPRESS

Photograph No. 40, herewith, shows a very remarkable Western item. This is a 3¢ 1861 Pink on white U. S. envelope (U34) with the "Frank" of "Langton's Pioneer Express," and also the brown adhesive stamp of the "Humboldt Express" (86L1). I am reliably informed that a cover such as this is missing from some of our finest collections of Western Franks. The adhesive stamp reads as follows: "HUMBOLDT EXPRESS - NEVADA TERRITORY - 25¢ to ½ oz. - ENCLOSED IN OUR FRANKS - LANGTON & CO." - The large blue oval marking reads: "LANGTON'S - UNIONVILLE - PIONEER EXPRESS." The town of Unionville was in Humboldt County, Nevada Territory. The envelope is addressed to Bidwells Bar, Butte Co., Cal.

This cover is quoted in the 1952 S. U. S. at \$500.00, but in a sale of the famous Moody collection by H. R. Harmer, Inc., New York, held on November 27, 1950, this cover, Lot 205, changed hands @ \$1,000.00, though the catalogue value at that time was given @ \$300.00. This cover was probably acquired by Mr. Moody when the Stephen D. Brown collection was sold in New York by Harmer, Rook & Co. In one of the Brown sales, November 3rd, 1939, this cover was Lot 1935, and illustrated. The sale price was \$250.00 (Colson). The catalogue was \$300.00.

In "Stamps" issue of May 5, 1951, (Vol. 75, No. 5, whole 973), I published an article, entitled, "General James W. Denver." This was the man for whom the City of Denver, Colorado, was named, as Gen'l Denver was Governor of Kansas Territory when gold was discovered on Cherry Creek in 1858. Colorado at that time was a part of Kansas Territory.

Gen'l Denver was born in Virginia but at an early age his father moved to Ohio. He was in the War with Mexico and in 1850 he located in California where he was elected a State Senator in 1852. In 1852, in the most famous duel ever fought in California, he killed Edward W. Gilbert, ex-member of the U. S. Congress and senior editor of the "Alta California," largest and most influential newspaper in the state. Gilbert was elected to Congress in 1849 and took his seat when California was admitted as a

state in September 1850.

Photograph No. 41, shows a cover franked "Free" by Gilbert, as an "M.C." a few months after he began his term. This cover was mailed from New York on Dec. 11, 1850 and was first rated as unpaid with "40" due, the latter being crossed out. San Jose was at that time the capitol of the new state. I regard this cover as a very rare and interesting "Western." That unfortunate duel deprived the new state of the services of a very able newspaper man and affected the subsequent career of a great American, General James W. Denver.

(End of Issue No. 13)

April 3, 1952.

ASHBROOK SPECIAL SERVICE

ISSUE No. 14 - MAY 8, 1952

THE OCEAN MAIL TO CALIFORNIA
CALIFORNIA PENNY POST

Photograph #42, illustrates a very rare cover in the collection of Mr. Edgar B. Jessup of Oakland, Calif. This is a "California Penny Post cover," mailed from New York to San Francisco and addressed, "To Agent of the Penny-Post Co." It has a 10¢ 1855, green, Type II, which is tied to the cover by the well-known "New York Ocean Mail" (to Panama) postmark of "Sep 20," no indication of year use, but probably 1855. This cover is doubtless unique. It is one of two known Penny Post covers used East to West, that is, from the Atlantic States to California. It is the only one known with the New York "Ocean Mail" postmark, also the only California Penny Post cover with a stamp of Swarts' Local Post - (New York City). And further, this Penny Post cover with the frank "PAID 5" is the only one of which I have any record, and it is not listed in the S. U. S. - See 1952 Edition - "LOCALS" - page 413, illustration L98D. This shows "PAID 7" but there is no listing of a "PAID 5." The listing should be, "With U. S. No. 14 Local 136L14."

(See Ashbrook One Cent 1851-1857 - Volume 2 - page 309.- Figure 53M illustrates the listed "PAID 7" type).

Why this "Local" has never been listed in the "S. U. S." is a mystery as the cover is genuine beyond any question of a doubt and it has been known for over a decade.

The analysis of this great rarity is as follows: (The original letter was enclosed in another addressed envelope and enclosed in that of the Penny Post.) It was transmitted to the New York Post Office by Swarts' Local post and went by the U. S. Ocean Mail Via Panama to San Francisco - delivered to the "Agent" of the Penny Post, it was opened and the addressed envelope and enclosed letter was delivered without delay to its destination, the 5¢, "PAID 5" frank, insuring such delivery service. The notice in upper left corner stated: "Letters enclosed in these envelopes xxx directed to the Agent of the Penny-Post Co., xxxx will be delivered immediately on the distribution of the mails in San Francisco, etc., etc."

Further instructions on this envelope reads:

"Seal your letter and direct it as usual: then enclose the same in this envelope, writing nothing thereon except the town or city where the letter is to be delivered. It is unlawful to enclose in an envelope letters to more than one address." (end)

I believe this cover was first noted when it appeared in a Laurence & Stryker Sale held Feb. 20, 1942. It was Lot #199 and sold @ \$330.00, being purchased by Mr. Harold W. Garhart of New York City. Mr. Jessup was the runner-up.

Mention was made in "STAMPS," issue of February 21, 1942, from which I quote in part as follows:

"Laurence & Stryker in their 115th Sale, Feb. 21, 1942, feature an unlisted California envelope xxxx This newly discovered '5' was part of a recent find of unusual California material, now being made available through Laurence & Stryker of New York. The cover is 'black on buff.' etc., etc."

The cover again came up for sale by Vahan Mozian, Inc. on June 3, 1944, being Lot No. 1322, and described in part as follows:

"Unrecorded type of entire envelope, with 'California Penny Postage PAID 5,' in frame similar to the type L98D in the catalogue. xxx An unique and matchless piece; the gem of any collection."

The sale price was \$400.00 and the buyer was the late Y. Souren.

For a third time the cover came up in a sale by Eugene N. Costales, New York, on June 7, 1949, being Lot #290. For the third time mention was made that it was not listed, but Mr. Costales referred to the Ocean Mail postmark as the "CLIPPER SHIP," the silliest term, and the most ignorant, as has ever been applied to any U. S. postal marking.

The sale price was \$370.00 and Mr. Jessup was the buyer.

The California Penny Post Co. commenced operations in June 1855, with the purpose of furnishing more efficient postal service than the U. S. Post Office Department. Within a year their operation was stopped by the Government. The story of the short existence of this Penny Post Company and their fight for survival is very interesting. Mr. Jessup is one of our leading authorities on the subject and perhaps he will in the not too distant future, publish an exhaustive study.

THE NEW YORK "OCEAN MAIL" POSTMARK
(Mail Via Panama)

It is perfectly absurd to refer to this marking as the "Clipper Ship," because no mail that was ever carried by any "Clipper Ships" bore this marking. There was never any "U. S. Mail Route" by Clipper Ships "Around the Horn" and while the first U. S. contract mail to California was inaugurated in October 1848, the New York Post Office did not put this "Ocean Mail" postmark into use until over five years later, or February 1854. It was discontinued at some period during the latter part of 1861, but I have never been able to discover but one item of the 1861 issue showing its use. This is a block of four of the 5¢ 1861 buff, off cover, with the date "NOV 1," surely 1861. This block came from the Sir Nicholas Waterhouse collection and it now reposes in Mr. Jessup's collection.

VIA OVERLAND MAIL
"FORWARDED"

Photograph No. 43, illustrates a very rare cover in the collection of Dr. W. S. Pollard, which may be unique, at least, I have never seen another which is in its classification. What is it about this cover that makes it so very unusual? Here is a cover that was used in July - August of 1860, and traveled from San Francisco by the "Great Overland Mail" (Stage Coach) to Missouri and railroad to New York City for the sum of 2 x 3¢ when the regular rate was 10¢ either by the Panama or Overland Mail Routes. It was carried from San Francisco to St. Louis for 3¢, the legal rate at that time for half-ounce letters transmitted over a U. S. Mail Route for a distance of 3000 miles or less. At St. Louis, the letter was forwarded to New York for another 3¢, making a total of 6¢. Had this letter been addressed to New York City when it left San Francisco, it would have required a payment of ten cents, but because it was addressed to St. Louis and then re-addressed and forwarded to New York, it only required a total payment of six cents.

IT IS THE STORY BEHIND A COVER THAT MAKES THE COVER
(And incidentally adds to its intrinsic value.)

Kindly refer to pages 72, 73 and 74 of this "Service" regarding the "Overland Mail," "Via Los Angeles" to Memphis and St. Louis. Cover No. 43 is a pictorial stage coach cover supplied by "Geo. B. Hitchcock", a "stationer" of San Francisco, showing a coach and four horses, hence what is called a "Four horses Hitchcock." This same cut of coach and four horses was used by other stationery stores in California but I believe that the ones supplied by "Hitchcock" are semi-rare.

The envelope was addressed to Gen'l E. A. Hitchcock care of "Henry Hitchcock" - Saint Louis, thus three Hitchcocks, "George" - "E. A." and "Henry." Both 3¢ stamps are the Type II but the one placed on the envelope at St. Louis is on a very thin paper as a part of the San Francisco postmark under the stamp shows thru the thin paper. This is even more noticeable in the photograph. The date of the San Francisco postmark shows "JUL" but the day date is not legible. However, the mail coaches of the "Overland Mail" departed from San Francisco on the following dates in July 1860: 2nd, 6th, 9th, 13th, 16th, 20th, 23rd, 27th and 30th. An advertisement of the "Overland Mail" published in November of 1858 read as follows:

"Overland Mail Company
Via Los Angeles

Time of departure changed.

On and after the first day of December 1858, the coaches of THE OVERLAND MAIL COMPANY will leave the office, corner of Washington and Kearny Sts., (Plaza) as follows:

THROUGH MAIL

Monday and Friday, at 12 o'clock M.

Fort Yuma and intermediate stations

Monday, Wednesday and Friday, at 12 o'clock, Meridan, instead of 12 o'clock, midnight, as heretofore.

Fare - From San Francisco to Fort Smith, Arkansas, or to terminus of the Pacific Railroad,

One hundred dollars

Louis McLane

Agent Overland Mail Co."

The Act of March 3rd, 1855, provided,

"That from and after April 1st, 1855, the single rate of postage on a letter conveyed in the mail for any distance between places in the United States not exceeding three thousand miles, is three cents; and for any distance exceeding three thousand miles, ten cents."

This very unusual "Overland Mail" cover shows a legal transmission by the U. S. Mail for 6¢ at a time when the above law was in effect.

This cover is torn at upper left and part of the label that is missing has been added by pencil, also one of the stamps has a piece missing, hence the stickler for ultra-condition would probably turn this cover down, yet it is a postal history item of great interest and far more rare than a St. Louis Bear cover, or a Pony Express.

ANOTHER OVERLAND COVER
"FORWARDED"

Photograph No. 44, illustrates a "Randall" stage and six horses, pictorial cover in the collection of Dr. W. S. Pollard that is also most unusual. Note the routing on this cover, "Overland - Via Placerville & Salt Lake." Thus not by the southern route Via Los Angeles thru Texas to St. Louis over the great "Overland Mail Route" but rather from Placerville in California across the high Sierra Nevada Mountains to Salt Lake City. This Placerville - Salt Lake Mail Route was known as the "CHORPENNING ROUTE." At Salt Lake City it connected with the "Hockaday" Route which ran to St. Joseph, Mo. (See Ashbrook - One Cent 1851-1857 Book - Volume 2 - page 297. Also an illustration of the Ex-Wm. West cover, now in the Jessup collection on page 281, Fig. 55EE).

Again referring to cover No. 44, there is no actual evidence of the year of use but in all probability the year was 1860 (January and February).

Stage coach covers routed over the "Chorpenning Route" are very rare and when my One Cent Book was published in 1938, the only one that I had been able to record was the Wm. West cover (now Jessup).

As an "Overland Mail - Stage Coach cover," this "Randall six horses" is quite a rarity, but there is another feature that provides a real postal history story, and one that has proved very puzzling to a number of our leading students of U. S. postal history.

The cover originated at the mining town of Timbuctoo, Calif., on Jan. 9th (year ?) and was addressed to Carver's Harbor, Maine. From there it was "forwarded" to Belfast, Maine, but instead of the usual forwarding charge of 3¢, this letter shows a rating of "Due 4." Why was 4¢ due for the forwarding from one Maine post office to another? The regular forwarding charge was 3¢, but why the extra one cent? The only explanation for this particular rating on this cover is that it was a "Way letter" (at Carver's Harbor) and the final solution is found in the full original address on the envelope which reads: "VINALHAVEN, CARVER'S HARBOR, ME."

Way letters were defined in the P. O. D. "Regulations" as follows, quote: "Way letters are such letters as a mail carrier receives on his way between two post offices. The carrier will deliver them to the first post office at which he arrives. The postmaster will rate them with postage, writing against the rate the word "WAY." (end) . Also, the following "Regulation" read, quote: "The postmaster will pay the mail carrier one cent, if demanded, for each 'Way Letter' he delivers to him, and add that cent to the ordinary postage on the letter." (end)

At the period of this letter, there were two Maine villages just a few miles apart. One was "Carver's Harbor," which had a post office; the other was "VINALHAVEN" which did not have a post office. Thus the address, "VINALHAVEN- CARVER'S HARBOR - ME."

The Letter went to the office at Carver's Harbor, was called for and taken to Vinalhaven, where it was re-addressed and handed to a route carrier who carried it back to the post office at Carver's Harbor, where he claimed

his 1¢ Way Fee. This 1¢ fee was added to the forwarding rate of 3¢, making 4¢ Due, at the destination, Belfast, Maine. The postmaster at Carver's Harbor should have marked it:

Forwarded	3¢
Way	<u>1¢</u>
Due	4¢

This he failed to do.

This "Chorpenning" "Overland Stage" cover with the added features of "Way" and "Forwarded" make a very rare combination and furnishes us with a most interesting bit of U. S. postal history. Truly, it is the story behind a cover that makes the cover.

THE UTAH ROUTE - THIRTY-EIGHT DAYS

The "Chorpenning" and "Hockaday" overland routes to the East were known as the "UTAH ROUTE" and were referred to as such by Postmaster General Aaron V. Brown in his annual report dated December 4, 1858 (page 722). Mr. Brown stated: "UTAH ROUTE - The routes between St. Joseph, Missouri and Salt Lake City, and between Salt Lake and Placerville, California, have been so improved, that the trips through from St. Joseph to Placerville, and back, are performed once a week in thirty-eight days each way. For some months past this service has been performed with remarkable regularity, insomuch as to merit special commendation. It has received from the people of California the warmest applause and called forth public demonstrations of a most enthusiastic character." (end)

Mr. Brown was succeeded by Mr. J. Holt as postmaster general, and the latter, in his annual report the following year, dated December 3, 1859, stated, quote: "Independence, Salt Lake City, and Placerville Mails. This connection with the Pacific was formerly a monthly service; but, in consequence of the threatened rebellion of the Mormon population, it was improved to a weekly mail, at an annual compensation of \$320,000.00 - the product being but \$5,412.03. The object of this improvement was to enable the Government to communicate regularly and rapidly with the troops engaged in active military operations in Utah. Tranquility having been restored to that Territory, and the department having been assured by the Secretary of War that a weekly mail was no longer needed for the purposes of the Government, a reduction to a semi-monthly service was ordered to take place on the 30th June last, (1859), which, after making the most liberal allowance to the contractors will save to the department \$115,000.00 per annum." (end)

CHORPENNING CONTRACT ANNULLED

The following quote is from the fine book, "The Overland Mail," by LeRoy R. Hafen, page 156: "In February 1860, the legislature of Kansas granted a charter to the 'Central Overland California and Pike's Peak Express Company.' This newly formed corporation absorbed the 'L. & P. P. Ex.' which had been operating its line to Denver during the preceding year, and thus also obtained the United States mail contract for service to Utah. Soon the George Chorpenning contract for service upon the route from Salt Lake City to Placerville, California, was annulled for alleged failures, and a new contract made with William H. Russell for a semi-monthly 'Star' service." (end)

Regarding the annulment of his contract, G. Chorpenning stated: "May 11th, 1860, Postmaster-General Holt ordered my contract annulled on the ground that the service was not performed in accordance with the terms of the contract xxxxxx When my contract was annulled my coaches were running over the road weekly and carrying such of the mails as were given me. The department gave me no notice of dissatisfaction with the service, as was the regular custom. xxxxxx My contract was annulled upon charges I have proved false and unfounded." (end) (Quote from the "Overland Mail" by Hafen, page 157).

"CHORPENNING ROUTE STAGE COACH COVERS"

While it is quite possible that other covers are in existence of the same type as cover No. 44, I have only a record of the two mentioned in these notes, viz., Cover No. 44 and the Ex-West cover illustrated in my One Cent Book, Vol. 2, page 281. However, a second type is known, published by "Randall & Co., Marysville" - with the same cut of stage and six horses but with different type in the routing, "Overland - Via Placerville and Salt Lake." This cover is in the Jessup collection, and bears the postmark of "Forbestown, Cal. Mar 8." It was Lot 184T in the Gibson Sale by Ward in 1944 and sold @ \$245.00. Later it was sold in the Brigham Sale by Kelleher, Dec. 1, 1950. It is probably unique.

"CHORPENNING ROUTE CHOO CHOO COVERS"

Covers in this class are a combination of route direction and propaganda for a railroad to California. For example, such wording as, "PER OVERLAND MAIL VIA PLACERVILLE AND SALT LAKE. HURRAH! BUT WE MUST HAVE THE" with a hand pointing to a cut of a R.R. engine and cars. In a later issue of this Service I will discuss the various types of the "Chorpenning Choo Choo covers," which I have been able to record, with the assistance of my good friend Edgar B. Jessup.

For a map showing the Placerville - Salt Lake Route, kindly refer to my One Cent 1851-57, Volume 2, page 277, and may I remind those interested, that the Chorpenning - Hockaday Routes became the route of the famed "Pony Express" of 1860-1861.

THE ONE CENT 1851 FIRST DAY COVERS - JULY 1, 1851

How many first day covers are known bearing the One Cent 1851? In my book, Volume One, page 122, I stated that four covers were known showing a FIRST DAY use. Fig. 15U on page 120, illustrated a single used from Boston which we will refer to as No. 1. I quote from page 122: "Of the other three first day covers two were used from New York City and the other from Baltimore." (end) I will list the four covers as follows:

No. 1 - Single - Cover postmarked Boston "Jul 1" - A folded circular dated June 30, 1851. This cover was shown to me by Mr. Dan'l Kelleher in the early nineteen twenties, and went into the collection of Judge Robt. S. Emerson, who passed away in January 1937. On page 122 of Vol. 1 of my book, I stated that this cover was in "a famous eastern collection." When that part of my book was written, Judge Emerson was still alive. This is the only cover known to me with a single one cent 1851 with a postmark of

"Jul 1" (1851). In the First Emerson Sale, by Kelleher, held in New York on Oct. 19, 1937, this rare cover was Lot #42 and was sold to "Order" C \$175.00. Later, it passed to the collection of Mrs. Clara De Windt.

No. 2 - Horizontal Strip of Three (1L1E - 2L1E - 3L1E) on cover used from New York on July 1, 1851 to Lockport, N.Y. This is a folded letter with a New York postmark of "JUL 1" (1851). The strip is from the top row of the left pane of Plate One Early and is canceled and tied to the cover by the N. Y. square grid in red. This cover was in the Edw. S. Knapp collection during the nineteen thirties and was in the First Knapp Sale, held May 5 to 10th, 1941 as Lot 2374. The sale price was \$115.00. It is the only First Day One Cent cover that I have ever seen with a strip of three.

Covers No. 1 and No. 2 are the only One Cent covers in my record that show a postmark of July 1 (1851). I estimate that over twenty "FIRST DAY" 3¢ 1851 covers are in various collections thruout the country. (To those interested in the latter, kindly refer to the fine article by the late Leo J. Shaughnessy in the "3¢ '51-'57 Chronicle" - Issue, No. 7.

Philip H. Ward, in his column in Mekeel's - Apr. 24, 1950, had the following remarks about the Knapp cover, quote: "Quite recently we have been shown a strip of three on cover with bright red grid cancellation used from New York City on July 1. The letter is addressed to Lockport, N.Y. and a notation shows that it was received July 3, 1851 - Thursday P.M. The stamps in question are positions 1-2-3L from Plate One Early." (end) A part illustration of the cover was shown in the Knapp catalogue.

No. 3 - A single on a folded printed circular dated New York July 1, 1851. The stamp tied by a New York red square grid. This was formerly in my collection and while there is actually no evidence that it was placed in the New York Post Office on Tuesday, July 1, 1851, I was always content to believe that such was the case.

No. 4 - A single on a folded printed circular dated "Baltimore July 1, 1851." The stamp tied with a round grid (18 MM) in black. The cover addressed to Mt. Airy, Va. This cover was formerly in the collection of Mr. Harold W. Carhart. Similar to No. 3 there is no actual evidence of use on July 1, 1851.

Since my book was published in 1938, I have only been able to record one additional possible First Day cover, which I have listed as -

No. 5 - Likewise - a single on a folded printed circular, dated New York July 1, 1851. The stamp on this cover is tied by the New York square grid in black. Covers No. 2 and No. 3 have the square grid in red. I have a record of a 3¢ 1851 cover used on July 3, 1851 with the square grid in black, so no doubt, red and black were used as early as July 1, 1851. Cover No. 5 was shown to me by Mr. John A. Fox in December 1944.

ONE CENT 1851 COVERS
USED JULY 3 and 5, 1851.

Back in the nineteen twenties I had a cover used on July 3, 1851 but because it was not a First Day I failed to record a complete description of it. When the Carroll Chase collection of his 1¢ 1851-1857 was sold by

Kelleher in May 1925, Lot 40 was a beautiful cover with a H. S. of three, Plate One Early, used from Charleston, S. C. on July 5, 1851. The catalogue stated that only one earlier cover was known. Because this was the second earliest known use at that time, the cover fetched the high figure of \$81.00.

In the West Sale by Ward in May 1943, Lot 308, was a cover with a single 3¢ used from Nashua, N.H. on July 5, 1851. This cover bears the postmark of "JUL 5." It was purchased by Mr. Harry Keffer for \$31.00. I note that it is again coming up for sale in a Keffer Sale, ("The Collector's Shop - 105th Sale), scheduled for May 28th next, (1952), as Lot 24.

I have a clipping from a Rochester, N.Y. newspaper of July 3, 1851, which stated that supplies of the new 1851 stamps, 1¢ - 3¢ and 12¢, were placed on sale at the Rochester Post Office "during the forenoon" of the 30th of June, which was Monday.

I have never seen the use of a 12¢ 1851 during the entire month of July 1851.

(end of Issue No. 14)

May 8, 1952

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE No. 15 - JUNE 4, 1952.

ONE CENT 1851 - USED JULY 3, 1851

In my last Issue (No. 14 - p. 94), I mentioned a use of a One Cent 1851 on July 3, 1851. My attention has since been called to the following cover. A use of a folded letter from Boston to New York on July 3rd, 1851 with a horizontal strip of three of the One Cent 1851 - Plate One Early, comprising the positions 98, 99 and 100R1E. The cover is addressed to Mess. Cooper & Hewitt, New York. The stamps are canceled with three red grids and the red Boston postmark reads, "BOSTON - 3 JUL - 3CTS." The letter inside bears the date line of Boston July 3, 1851.

A remarkable feature of this cover is the plate positions of the strip of three. By referring to my One Cent Book, Vol. 1, page 110, Fig. 15P, it will be noted that 98, 99 and 100R1E are listed as three of the five misplaced "A" transfer reliefs and that 98 and 99 are Type II, but 100R1E is a Type IIIA. Quite a nice combination of types, two Type II, one Type IIIA.

Photograph No. 45 pictures a cover that was sold in a prominent London auction last April. It was guaranteed as genuine and was also authenticated by authorities in England who are regarded as competent. The buyer sent the cover to me for my opinion and my report informed him that the original rate of this letter was 15¢, not 45¢ and that the 30¢ 1860 stamp was not used originally but had been added by some faker and the New Orleans postmark "painted" on the 30¢ stamp. The stamp was originally a center line copy from the left pane of the plate with a straight edge at right. Fake perforations were added at right. This letter originated at New Orleans, January 26, 1861 - and left New York by the "Havre Line" (Amer. Pkt.) on Feb. 2. Thus the letter was forwarded at the expense of the U.S. P.O.D. with a credit of the French share of 3¢ per ½ oz. This "credit" is shown in the New York "Foreign Exchange postmark." Had the actual rate been a triple of 45¢, the credit in the New York postmark would have been 3 x 3¢ or "9."

When the faker added this 30¢ stamp he spoiled a nice historical cover because on this date, Jan. 26, 1861, the State of Louisiana seceded from the Union. Collectors of the stamps and covers of the Confederacy seek and highly prize U. S. stamps and stamped envelopes postmarked on the dates that the various southern states seceded from the Union.

Louisiana seceded from the Union on Jan. 26, 1861 and was admitted to the Confederate States of America on February 4th, 1861. Between those two dates, the people of Louisiana regarded themselves as a free and independent state. U. S. stamps, or covers, used during that period are of special interest to specialists and command premium prices.

CONFEDERATE STATES POSTAL SERVICE

The U. S. Postmaster General ordered the U. S. postal service discontinued in the Seceded States as of May 28th, 1861, this in accordance with authority vested in him by Act of Congress, Feb. 28th, 1861. And likewise

the Postmaster General of the Confederacy under proclamation dated May 13th, 1861, assumed control of the entire postal service in the Confederate States as of June 1st, 1861, this in accordance with an Act of the Congress of the Confederate States, dated May 9, 1861.

Every serious collector and student of 19th Century U. S. should include in a collection the stamps and covers of the Southern Confederacy. They are U. S. 19th Century, and not stamps of a foreign country and they include many varieties of great historical interest.

A RATHER CLEVER FAKE COVER

Photograph No. 46, illustrates a cover that was sold in the sale by the Collectors Shop of New Haven, Conn. on May 28th, 1952, same being Lot 559 and shown on page 27 of the Sales Catalogue. The stamps are the 7¢ Continental of 1873 - S.U.S. #160 (but listed in the auction catalogue as the National #149), and the 24 ¢ 1870 National #153. There is no evidence of actual year use but the 7¢ stamp would indicate that the use was 1873 or later. The cover is from the well-known "Goodhue" correspondence and covers from this find are included in many fine collections thruout the country. It is addressed to "A. P. Goodhue - Zanzibar, E. C. Africa, (East Coast of A.), 1/2 Dr. Brooks - Seychelles Isles - Via Marseilles." It bears an origin postmark of Salem, Mass. of "Mar. 11(?) -" The year not indicated. On the face is the Foreign Exchange postmark of Boston reading, "BOSTON BR. PKT - 14 MAR - 40." Also very faint traces of a London postmark which is not legible (probably erased). Also a British red marking which reads, "4 1/2d." On the back is the red "BOSTON BR. PKT - MAR 14 - PAID."

This cover is a fake, because these two Bank Note stamps were not used originally on this cover. At first glance, one familiar with debit and credit markings, can see that something is wrong, because the "40" in the RED Boston postmark shows that out of the original postage rate that was paid, that 40¢ was credited Great Britain and, of course, 40¢ cannot be taken out of 31¢. Further, this Boston postmark was not used in the eighteen seventies, but rather in the eighteen sixties and its use was confined to foreign-bound mail which required a rate of 45¢ forwarded by British Packet to certain foreign countries Via England, and "Via Marseilles."

This cover originally had a payment of 45¢, of which the U. S. share was 5¢ and the British share was 40¢. No doubt the two stamps that were used, were a 15¢ 1866 Lincoln and a 30¢ 1861, which the faker removed and substituted the two Bank Note stamps. Other Goodhue covers show such stamps.

If you have tables of foreign rates the chances are that you will not find "Zanzibar" or "Seychelles Isles" listed but mail to these places was listed under "Mauritius."

By 1870, the 1/2 ounce rate to Mauritius "Via Marseilles" had been reduced to 24¢ and it remained as such until the U. P. U. went into effect in 1875. The stamps on this cover are very pretty, the color of the 24¢ being rather exceptional, hence an attractive looking cover and one that would be apt to pass most any dealer or collector unless he was well

versed in rates.

It is advisable to be careful in buying foreign rate covers and the safe thing to do is to have them examined by a competent student. To do otherwise is somewhat similar to purchasing a piece of real estate without having an examination made of the title.

Photograph No. 47, illustrates a very remarkable and genuine cover with a diagonal half of a 12¢ 1851 used as a 6¢ stamp. This cover is remarkable because of several features. In the last paragraph of the last page of my last Service Issue, I mentioned that I had never seen a use of the 12¢ 1851 in the month of issue, viz., July 1851. In my records are only three uses of the 12¢ listed in August, and this is one of the three. (Aug. 4th, 7th and 21st). This is undoubtedly the earliest known 12¢ 1851 Bisect.

This folded letter was postmarked from New York on Aug. 21st, 1851 and is addressed to Quebec, Canada. The rate of 10¢ to Canada had only gone into effect a few months previous, viz., April 6, 1851. The strip of four 1¢ stamps are all Type II from Plate One Early - stamps that had been in use less than two months. I think the cover is especially noteworthy because it shows the use of a half of a 12¢ stamp at a time when there was no Post Office Department Order, or Regulation, in effect which prohibited the use of a half of a stamp to prepay half of its face value. Such an order was not issued until late in 1853.

This very fine and rare cover was in the Arthur Hind collection at one time, (the Hind of the unique One Penny British Guiana fame), and was Lot 145 in the Hind sale, held in New York on Nov. 20, 1933. It sold at the bargain figure of \$185.00 to the late Carl Brandenburg, and in the sale of his collection by Percy Doane on Dec. 6, 1943 it again changed hands at the lower figure of \$120.00. There is no telling what it would bring today.

<u>5¢ 1861 BUFF</u>	Va	<u>5¢ 1862 RED BROWN</u>
No. 67	Vs	No. 75

IS THE BUFF A RARER STAMP THAN THE RED BROWN?

This query was recently put to me by a subscriber to this Service. What is your opinion? Do you believe that you have seen as many Buffs as Red Browns? Or, as many covers with copies of the Buff as covers with the Red Brown, (R.B.)? In watching auction catalogues of past years did it occur to you that there were just about as many Buffs offered as R.B.'s? If you will communicate your opinions to me I will be glad to quote them in a future Issue of this Service.

It is my belief that three main colors were used for the 5¢ value from August 1861 until the 1869's were issued in March-April of 1869. These colors were issued as follows: - Buff, Red Brown and Brown. The dates given in the catalogue are from my records and denote the earliest uses I have ever been able to discover, as follows:

5¢ Buff - Aug. 19, 1861
5¢ Red Brown - Jan. 2, 1862
5¢ Brown "1863" (month?)

Regarding the Brown with just the year date of "1863." I regret that this is not more specific but it happens to be a subject which I have neglected to some extent.

Mr. Luff, on page 89 of his book, gave April 10th. 1863 as the earliest use that he had recorded of the Brown, and July 18, 1863 as the earliest Black Brown. It is well to bear in mind that we have no official records as to when or why the color of the 5¢ stamp was changed from Buff to R.B. or from R.B. to Brown. We have to rely on dated covers that we regard as genuine in every way. The war was on between 1861-1865 and the populace had more to worry about than the change in color of a 5¢ postage stamp. However, I am making a careful search of newspapers of the period to see if I can pick up any interesting news items.

THE 5¢ BROWN OF 1863

Again referring to the 5¢ Brown. A date for the Brown in the S. U. S. was first given in the 1931 Edition. It was listed as "March 1862" but I have no idea from what source this date was obtained. This date remained in subsequent editions of the S. U. S. thru 1940, but in the 1941 Edition it was changed to "1861." This was absurd because the Brown was not issued so early. Someone reported a cover to Hong Kong with a "5¢ Brown," used from New York on Oct. 12, 1861. I made an investigation and found that the stamp was a Buff, not a Brown, but the "1861" date remained in the catalogue thru the 1944 Edition. In the next edition it was changed to "1863" where it has since remained.

It is my belief that the Buff was the first color issued in 1861 and it was the only (?) color issued in that year (August thru December (?)). I believe that the R.B. was issued very early in January and was issued thruout 1862 and probably into 1863, and that the Brown was not issued until sometime early in 1863. This theory may be wrong and perhaps it is possible that the Brown was issued sometime in the late summer or fall of 1862.

SCARCITY AS REFLECTED BY CATALOGUE VALUES

	The BUFF	-	The RED BROWN
	1861		1862
The 1952 S.U.S. quotes:			
	<u>5¢ Buff</u>	-	<u>5¢ Red Brown</u>
	Unused \$200.00		\$55.00
	Used 40.00		17.50
	On cover 80.00		25.00
	Pair 225.00		45.00
	Block of four xxx		300.00

We wonder what the proper quotations would be for -

Vertical Pair on cover	?	?
Horizontal strip of 3 on cover	?	?
Vertical strip of 3 on cover	?	?

5¢ BUFF - BLOCK OF FOUR - UNUSED

An unused block of four of the 5¢ Buff, and said to be unique, was acquired by the late Arthur Hind from the Duveen collection thru the late Charles J. Phillips in the late nineteen twenties at a very fancy price. When the Hind collection was sold in 1933, this block realized \$1,300, though the catalogue value was \$5,000.00. When the Sinkler collection was sold by Ward in May 1940, this same block sold @ \$900.00, catalogue value then (and now) \$3,500.00.

5¢ BUFF - BLOCK OF FOUR - USED

The S. U. S. does not list a quotation for a used block of four of the 5¢ Buff and I have never seen or heard of but one, and it really is a most remarkable item (off cover) and surely unique so far as the cancelation is concerned, as it is hit with the New York "Ocean Mail" postmark of "NOV 1" (1861). Incidentally, this is the only stamp of the 1861 issue listed in my records with this N. Y. postmark of the Ocean Mail to the Pacific Via Panama. This rare block is in the notable collection of Mr. Edgar B. Jessup, of Oakland, Calif.

The first record that I have of this unique block is when it came up in a sale by J. C. Morgenthau & Co. of the Clarence Eagle collection in April 1923. It was Lot 135 and was described as on a cover from New York to San Francisco. It was evidently acquired by Sir Nicholas Waterhouse of London, because it was offered - off cover - as Lot #578 in a sale of material from his collection in London in November 1924. A notation read, "With the entire envelope from which this block was removed." It was again offered in January 1928 in a sale by Kelleher of the C. D. Hurd collection as Lot 929, "5¢ Buff - block of four on cover." And "A great rarity as this is believed to be the only used block in existence."

COVERS WITH MULTIPLES OF THE 5¢ BUFF

Covers with pairs of the Buff are really scarce and covers with strips of three are decidedly rare and covers with strips of four are rarities that are very seldom offered thru the years. I have a record of two very remarkable items - one is a cover in the Jessup collection with a horizontal strip of four, used from San Francisco on Oct. 16, 1861 to New York (double rate). The Buff was placed on sale at that office just a week previous. The other is doubtless unique - a vertical strip of four, with a 1¢ 1861 on a cover to Switzerland. This cover was sold by Morgenthau in April 1923 in the sale of the Clarence Eagle Collection.

5¢ BUFF - IRREGULAR BLOCK OF SIX

A cover with an irregular block of six of the 5¢ Buff was offered in the first sale of the Emerson collection by Kelleher, held Oct. 19, 1937. This unique cover was described in Lot #142 as a horizontal strip of five with another stamp above the fifth one, from San Francisco to Bremen, Germany, the stamps canceled with the S. F. cog cancels.

5¢ BUFF - PERF VARIETY

The S. U. S. lists as 67C - "Imperf. horizontally - (pair) - (used) - (no quotation). Philip H. Ward, Jr. in his column in Mekeel's of November 12,

1945, commented, quote: "Scott lists the 1861 5¢ Buff imperf. horizontally. We have looked for this for 30 years or more without success. Worthington had a single copy in his collection but this means little. Many of our early stamps at times have margins so large that they can be trimmed to make a part perf. or imperf. single. A pair imperf between is needed to prove such an item." (unquote).

In a sale held by Morgenthau on Jan. 25-26, 1921 of the M. H. Newmark collection Lot 162, was described as follows:

"5¢ Buff, imperf horizontally (67C), horizontal pair, cancelled in black, very fine, a great rarity." (unquote).

THE 5¢ 1862 RED BROWN

If one makes a careful search thru the auction catalogues of the past half century I doubt if one will be able to find as many multiples of the Red Brown offered as those of the Buff. The fact is that I have recorded very few pieces.

In the Sinkler sale by Klein in March 1940 a used block described as "perfect" was sold as Lot #82, and in the Worthington sale by Morgenthau in August 1917, Lot #309 was an unused block of six with straight edge at right.

I wonder if the Buff being the more popular, and, therefore, in greater demand is the reason why the Buff is quoted much higher than the Red Brown and thereby giving the impression of being a much rarer stamp? I am sure the Red Brown has been greatly neglected in years past. For example, in a sale by Kelleher, held March 25th, 1933, Lot 197 was a gorgeous vertical strip of three with red grid cancels. It sold for the ridiculous price of \$27.50. This same strip again was offered by Kelleher on February 26, 1944 in the sale of the Burroughs collection, as Lot 226. This time it realized \$145.00 and went into the Newbury collection. I wonder if this vertical is unique? No doubt there were a number of Red Brown items sold at auction in past years of which I have no record but if one goes on a search thru old auction catalogues for them I believe they will be surprised at how relatively few will be found. One thing is sure - a cover with a R.B. is worth a lot more than the S. U. S. quotation.

THE ONE CENT 1851 WE LIST ANOTHER EARLY USE

We take pleasure in adding a new record to our list of early dates of use. This is a cover reported as follows:

July 2, 1851

single

Used from Augusta, Me.

This is a folded circular with printed date of 4th of June 1851 and postmarked "Augusta - 2 JUL - Me" - The single stamp is tied by a black grid.

THE 5¢ NEW YORK

Harmer, Rooke & Co. of New York have just announced a most remarkable discovery and I am including same in this Service as a matter of record, quote:

"News Release (on or after June 2, 1952)
Harmer, Rooke & Co., Inc.,
560 Fifth Ave., N.Y. 36.

Just Imagine---12 of the 5¢ N.Y.

Postmaster's Stamp on ONE Cover!

A fabulous cover franked with a block of nine and a strip of three of the 5¢ New York Postmaster's Provisional stamp of 1845 has recently been found at Ogdensburg, N.Y. The owner has placed it in the hands of Harmer, Rooke & Co., the Fifth Avenue Auctioneers, and it will be sold in the Fall.

'The romance of finding an unsuspected fortune in your attic is still possible,' commented Gordon R. Harmer, 'even though most of us had thought that the era of great philatelic 'finds' had long since passed.'

This block of nine is the largest used multiple piece of the 5¢ New York known to experts. Philip H. Ward, Jr., recalls that a damaged used block of four was sold in a Klemann auction some years ago, and that one of the Burger Brothers found two used strips of five which had once been a block of 10. An unused block of 10 is pictured in the Postmasters' Provisionals section of John N. Luff's 'Postage Stamps of the United States.' (Note by S.B.A.- The Revised "Luff" By H.M. Clark - 1937).

An Ogdensburg businessman found this magnificent cover in a correspondence which also included three other covers, each bearing a pair of the 5¢ New York.

'It is impossible to place an estimate on this amazing cover, as there is no precedent,' said Mr. Harmer. 'When we were told about it by the owner, we didn't even believe such a piece existed. And when the thing arrived, it simply left us gaping! It's in a remarkable state of preservation for a cover that's 105 or so years old.'

The cover is addressed to 'Louis Hasbrouck, Esq., Ogdensburg, N.Y.' The stamps, which bear the magenta 'ACM' initials of Alonzo Castle Monson, are pen-cancelled. Postal markings on the cover are a curved red 'PAID,' a circular red 'NEW YORK' dated town mark and a manuscript '60.' The cover measures about 8½ by 4 inches."

ONE CENT 1851 - TYPE I

7R1E

An advertisement appeared in "STAMPS" - issue of May 17, 1952, on page 227 by Eugene N. Costales of New York City, announcing that a One Cent 1851, Type I - used with a red cancel would be "one of 1600 gems"

offered at unrestricted public auction by him on June 23, 24, 25 and 26. The stamp, an off cover single, was illustrated and advertised as "SUPERB."

That statement is simply not true as the stamp is a damaged copy that has been repaired. It is a stamp that I have known for some years past. In fact, when I first saw it, it was a single on an unsealed envelope from New York City and addressed to Hendersonville, N.C., - the stamp barely tied by the red New York square grid. The owner placed the cover in my hands to sell about twelve years ago. I discovered the repaired damage and returned the cover to the owner. Later I was informed that it had been sold at a greatly reduced figure by a New York dealer as a damaged copy.

This stamp should not be offered as a "SUPERB" copy but for what it actually is, viz., "DAMAGED AND REPAIRED."

(END OF ISSUE NO. 15)
(Second Series)

June 4, 1952.

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 16 - JULY 1, 1952

THE ONE CENT 1851 - 7R1E - Type I

In the last Issue of this Service I called attention to a copy of this stamp that was to be sold at auction by Eugene N. Costales of New York City in the sale of the Henry B. Close collection and advertised as "SUPERB." The sale was held on June 23, 24, 25 and 26th last. This stamp was Lot 68 and was described as, "One of the finest known copies of this very rare stamp." I advised Mr. Costales that this was a damaged copy that had been repaired and as a result it was announced at the sale that the condition "had been altered." It sold for \$420.00.

According to my records, the late Y. Souren paid \$750.00 for the stamp. One wonders if Mr. Close thought it was "superb" when he purchased it? The "repair work" evidently fooled Mr. Costales when he wrote the catalogue, so the chances are that in the future another buyer will acquire it as a superb copy and "one of the finest known." No business man would think of buying a piece of real estate without having the title examined.

In my last Issue, on page 103, I stated, quote: "Later, I was informed that it had been sold by a New York dealer as a damaged copy." The chances are that I was misinformed.

The above is for the record.

ONE CENT 1851 - USED JULY 2, 1851

In my last Issue (No. 15 - p.96), I mentioned a use of a One Cent 1851 on July 2, 1851 (See Page #101). My attention has since been called to another cover used on July 2, 1851, with a horizontal strip of three, 98-99-100LLL, from New York City to Walpole, N.H., the stamps canceled by the red New York square grid.

THE 5¢ BROWN OF 1863

In my last Issue (No. 15 - p.99), I discussed the period of issue of the 5¢ Brown of 1863, and later I had a notice inserted in STAMPS (June 28, 1952), requesting collectors to please report to me any covers with the 5¢ Brown used in March 1863 or earlier. This request brought to my attention a cover with the use of the 5¢ Brown on Feb. 3, 1863 from Dayton, Ohio, (plus a 10¢ 1861) to Hanover, Germany. This is the earliest use of the stamp recorded in my files at the present time. Will all interested collectors please look thru their covers and see if any have an earlier use (See page 99 - Issue No. 15).

THE 12¢ 1851 - 1857 - PLATE No. 1

In Mekeel's, June 27, 1952, Mr. Philip Ward, Jr., in his column, made reference to the specialized collection of the 12¢ 1851-1857 owned by Dr. Edward Hirstel of Portland, Oregon and stated that the Doctor owned the reconstructed plate which belonged to the late Paul MacGuffin of Libertyville, Ill. and that, quote: "Mr. MacGuffin was ably assisted by Stanley

Ashbrook in plating the stamp, etc." Just to keep the record straight and to give credit where credit is due, the original reconstruction of Plate One of the 12¢ 1851 was accomplished by the late Lt. Col. J. K. Tracy of the U. S. Marines.

Kindly refer to pages 20, 21, 22 and 23 of this Service for reference to the pioneer work accomplished by Col. Tracy on the 12¢. It is my recollection that Mr. MacGuffin did not do any of the original plating.

Col. Tracy was very enthusiastic over the 12¢ Plate One and the interesting varieties found among the stamps from that plate, and it was his desire that the plating of the stamp become as popular as the plating of the One Cent and Three Cents values. To that end he published a short article in the "American Philatelist" in October 1926 and at his own expense furnished page size actual photographs with each copy of the magazine showing the principal varieties of the recut positions on Plate One. The Society had approximately 3900 members at that time.

Col. Tracy suggested that all the stamps from Plate One be designated as Type I and all the stamps from Plate Three, as Type II, which was, and still is an excellent suggestion. It will be recalled that we know nothing about a possible "Plate 2" and we go on the theory that Plate 3 should have been numbered "No. 2." If types were given to the stamps it would eliminate such descriptions as "The pair from Plate 3" or "A Plate 3 single." It is really important that used and unused 12¢ 1857 stamps be described as from one plate or the other, because unused "Type I" stamps (Plate One) are far more rare than "Type II" (Plate Three) and vice versa, used copies of Type II are far more rare than used copies of Type I. The reasons for the above are obvious. For example, used copies of the 12¢ 1857, Type I, began to appear as early as July 1857, and stamps from Plate One were issued during the balance of that year, thru 1858, 1859 and 1860. Plate Three was not made until the late spring of 1860 and it was only in use a little over a year. Post offices thruout the Nation were stocked with Type II stamps when demonetization took place in the late summer and fall of 1861, accounting for the "unused remainders" many of which have found their way into collections.

In addition, there are in existence unused singles and pairs of imperforate Type II stamps, which are in exactly the same class as the so-called "imperforates" of the 24¢, 30¢ and 90¢ values of 1860, the latter listed in the S. U. S. as 37C, 38A and 39A.

Inasmuch as these "IMPERFORATES" were never issued to the public I do not believe that they should be listed among stamps that were regularly and legitimately issued. However, if the catalogue deems it advisable to list such proof material, then they should be consistent and list the "12¢ 1860 imperforate" as "17D - Type II."

You see, when a lot of sucker material was listed in the Scott Catalogue by the "Philatelic Exploiters" of over half a century ago, we had a "12¢ imperforate," so there was no need to list the "12¢ Type II imperforate," but we did not have any "24¢, 30¢ and 90¢ imperforates" to fill out the 1851-1856 set of values, so some un-issued sheets without perforations of the 12¢, 24¢, 30¢ and 90¢ were dug out of the files at Washington and hailed, and listed as "regularly issued stamps" by the busy "exploiters" of that day and age.

12¢ 1851 BISECT

In my last Issue No. 15, I furnished Photograph No. 47 and included a brief description of this rare cover, which has a horizontal strip of four of the One Cent 1851, from Plate One Early, and a diagonal half of the 12¢ 1851, the stamps tied by four strikes of a New York postmark of Aug. 21, the year of use 1851. Kindly refer to the photo-print, and note two features - the date of "AUG 21" and the fact that the bisect is the LOWER LEFT DIAGONAL HALF. The cover is addressed to "Quebec, Lower Canada."

Mr. Edgar Jessup inquired as to why a 12¢ bisect was used on this cover when surely there were plenty of 3¢ 1851 stamps on hand at New York in August 1851. His inquiry reminded me that I had failed to mention that this cover had originated in Cuba, and had been brought by private carrier to New York and mailed there. Presumably the writer had a supply of 1¢ and 12¢, but no 3¢, hence the occasion to cut a 12¢ in two.

We had no postal treaty with Spain (or Cuba) at that time, hence the letter was not placed in the Spanish mail. The U.S.-Canadian rate was 10¢.

In the Emerson Sale of October 19, 1937, by Kelleher, Lot #78 was described as follows: "UPPER RIGHT DIAGONAL HALF of 12¢ black used as 6¢ with horizontal strip of four 1¢ blue, Type II, to pay the 10¢ rate from Cuba, via New York to Canada. The bisected stamp and the strip are tied by the New York postmark. Mailed from Havana Aug. 7, arrived in New York Aug. 21 and delivered in Quebec Aug. 24, 1851. Probably the earliest known use of a bisected 12¢ stamp. The strip is a bit cut into, nevertheless a remarkably fine cover." (unquote). The sale price was \$400.00.

It will be noted that this cover had an upper right half of a 12¢ whereas cover #47 has a lower left half. Thus there are two covers both postmarked "New York Aug 21" - both from Havana, and both to the same address in Quebec, Canada. It has been stated the halves come from the same 12¢ stamp, and it is possible that the letters were written on different days in Cuba but were brought by the same private carrier to New York City and both mailed on Aug. 21, 1851. Of course, the auction description that the 10¢ paid the rate "from Cuba, Via New York to Canada" was in error. Incidentally I wish to emphasize the fact that any multiple piece of the One Cent 1851 from the original or first state of Plate One (Plate One Early) is a scarce item, and such pieces are worth a great deal more than is generally supposed.

Way back in January 1900, the Scott Stamp & Coin Co. sold at auction the fine collection of a very prominent New York collector by the name of F. W. Hunter, and in that sale were these two covers, described as follows, quote: "Lot 189 - Diagonal half used as 6¢ on cover, with strip of four 1¢, fine. (sale price \$18.50). Lot 190 - the other half of same stamp, used in like manner, on same day and to same address, fine. (sale price ?)" (unquote). I will refer to the two covers as, - Lower left diagonal as the "Hind cover," to the upper right diagonal as the "Emerson cover."

In a sale by J. C. Morgenthau on Jan. 10, 1911, of the "Spiegelberg Collection," the Emerson cover was Lot 15 and the description was in part as follows: "The bisect is in the finest possible condition, the New York cancellation covering it on all sides. A great rarity in this condition; from the W. A. Smith Collection." I have no record of the sale price.

In a sale of the "Barry Collection" by the Nassau Stamp Co., on Apr. 2, 3-1914, this same Emerson cover was again offered as Lot 84 and sold @ \$61.00.

THE 5¢ NEW YORK - A REMARKABLE COVER

In my last Issue No. 15, on page #102, I produced a news release by Harmer, Rooke & Co. of New York, describing the recent discovery of a very rare and remarkable cover with a block of nine (9) and a horizontal strip of three (12 copies) of the 5¢ New York Postmaster Provisional. I wrote Mr. Gordon Harmer with a request that he send the cover to me so that I could make a record of it for my files and he very kindly complied. I was thus able to make some very fine photographs and to plate the two pieces. The block was a 3H x 3V and my plating proved that the strip of three had been cut from the bottom of the block, hence the two pieces were originally a block of nine.

The "S. U. S." lists two important plate varieties from the 5¢ New York plate, viz:

"BOTTOM FRAME LINE DOUBLE (No. 31)"

(Note by S.B.A. - meaning a double transfer with the bottom frame line doubled, same being position 31 on the plate)

"TOP FRAME LINE DOUBLE (No. 36)."

(Note by S.B.A. - meaning a double transfer with the top frame line doubled, same being position 36 on the plate.)

The 5¢ New York stamp was printed from a copper plate of 40 subjects arranged 5 horizontal x 8 vertical, thus position 31 with bottom frame line doubled was directly above position 36 with top frame line doubled.

The block of nine on this remarkable cover consists of positions 21, 22, 23 (a fine double transfer) - 26, 27, 28 (a double transfer) and 31 - (the listed variety) 32 and 33. The horizontal strip of three consists of 36 (the listed variety) 37 and 38.

For many years the S. U. S. listed positions 31 and 36 as "Bottom frame line recut (No. 31)" and "Top frame line recut (No. 36)." In 1944 I advised Mr. Hugh Clark that these descriptions were in error that these two adjoining positions of a vertical pair were "double transfers," and neither one had any recutting. The correction was made in the 1945 Edition of the S.U.S.

THE PLATING OF THE 5¢ NEW YORK

Back in the fall of 1935, the late Paul MacGuffin prepared an article on the 5¢ New York and sent it to the Editor of the American Philatelist, Mr. Adolph Fennel of Cincinnati, for publication. Mr. Fennel was not greatly impressed with it and referred it to me for my opinion. I did not think much of it, especially the poor illustrations of the plate positions and advised Fennel not to publish it. I did recognize the need for a really fine plating article on the stamp and I advised MacGuffin that if he would send me all his 5¢ New York material I would check the plating very carefully, make new illustrations of each of the 40 positions and entirely re-write his text, adding much material and photographs from my files, and that I would consent to the publication under his name. This suggestion was agreeable to him and the finished article appeared in the "American Philatelist," in the TIPEX NUMBER for May 1936. Later it was issued as a

handbook by the Society. "Mac" sent me an autographed copy which I prize very highly. He signed it as follows:

"AUTOGRAPHED FOR STANLEY ASHBROOK
WHO WROTE THE ARTICLE

PAUL MACGUFFIN."

"Mac" passed away on Oct. 4, 1945. He was an ardent philatelist, a gentleman and a grand character.

My old and valued friend, Ernie Jacobs, tackled the plating of the 5¢ New York way back about 1912 or 1913. In fact, I think it was the first plating job that occupied his attention. Under date of January 12, 1947, "Ernie" wrote me as follows:

"Dear Stan: I have just been plating some New York 5¢. Everytime I read the MacGuffin book I get burned up. I know that you did this job and I say the work is one of the finest jobs ever done and S.B.A. did it. Gosh what a time I had trying to plate from the Hart book. I did not have enough material but I think I am the first one to be certain that there were not 50 stamps and so told McDaniel when I sold him my lot. He, I believe was the first one to prove the plate was 40 subjects. I worked with him but we both did not realize the importance of the guide dots. Your job is marvelous." (unquote)

The above is for the record and my sincere thanks to you, Ernie Jacobs.

In recent weeks, several writers in their write-up of the remarkable cover mentioned the block of ten that was discovered years ago by the late Gus Burger of Burger Bros., New York, and that the block was two severed strips of five from the two bottom rows of the pane. In the MacGuffin book I illustrated this remarkable piece and described it as, "Formerly in the Ackerman Collection."

I possess all of my original drawings, photographs, etc., etc., that were used for the MacGuffin book and someday I hope to produce a really fine article on the New York as I have added a great deal of material on the stamp to my files since 1935.

"VIA MARSEILLES - VIA SOUTHAMPTON"

The following data is information that I have never seen published in the American philatelic press, or for that matter, in any philatelic or other publication. Incidentally, this is a feature of this "Special Service" to serious collectors.

In every fine collection of 19th Century U. S. will be found covers addressed to the Far East with routing directions as above, or perhaps, just "Overland" or "Overland - Via Marseilles." I seriously doubt if very many collectors have much idea what those routings actually meant and more important, why it was more expensive to send a letter by one route than the other. Also why was one route more preferable than the other, etc., etc. For example, the P. L. & R. of 1859 quoted Rates to China and Japan as follows, quote:

"British Mail - Via Southampton	33¢ per $\frac{1}{2}$ oz.
" " - " Marseilles	39¢ " $\frac{1}{4}$ oz.
" " - " "	45¢ " $\frac{1}{2}$ oz.

Now if a person was sending a letter to China in those years why did a letter of only $\frac{1}{4}$ ounce cost 6¢ more "Via Marseilles" than a $\frac{1}{2}$ ounce letter "Via Southampton," and why did a $\frac{1}{2}$ oz. letter "Via Marseilles" cost 12¢ more than one routed "Via Southampton,"

The explanation is as follows:

British Mail ships with mail for the Far East, India, China, Japan, Australia, etc., etc., departed from Southampton, England on the 4th and 20th of each month. These mail ships traveled down the Atlantic past Gibraltar, into the Mediterranean, thru the Suez Canal and on to India and China. The U. S. and Britain rated mail by the half ounce. But suppose a person in Great Britain was late in getting a letter aboard the sailing on a 4th of a month, he could still get a letter aboard that particular mail ship by dispatching it across France to reach the ship when it touched at Marseilles, France. And furthermore, a person had up until the 10th of the month to post such a letter at London, because mail for the Far East routed - "Overland (meaning, thru France) Via Marseilles" departed from London on the 10th and 26th of each month, or just six days later than the mail "Via Southampton."

France rated mail per $7\frac{1}{2}$ grammes or the approximate equivalent of our $\frac{1}{4}$ ounce, and on each letter sent "Via Marseilles" there was a French charge of 6¢ (U. S.) per quarter ounce. Thus we have the explanation as to why a $\frac{1}{4}$ oz. letter "Via Marseilles" cost 39¢ in comparison to a $\frac{1}{2}$ oz. letter costing 33¢ Via Southampton, etc., etc.

Merchants in our Eastern cities who had extensive trade with the Far East kept well informed as to the dates of departure of mail for Britain from Boston and New York and also of departures from London, so their mail was routed accordingly. If a person on this side was aware that it was too late for a letter from New York to reach the Southampton mail steamer sailing on the 4th or 20th, the chances are, that he paid the extra French rate so that the letter would be sent on to Marseilles to catch the mail ship when it stopped there.

The following is also information that I have not seen published heretofore in any P. L. & R. or Postal Guide. The rates quoted above apparently remained in force thru August 1861, but the rate "Via Southampton" was raised to 45¢ per $\frac{1}{2}$ ounce in September 1861. In December 1861, the rates "Via Marseilles" were raised to 51¢ per $\frac{1}{4}$ oz. and 57¢ per $\frac{1}{2}$ oz., and these apparently remained in effect until July 1, 1863, though I have a Postal Guide published by "D. Appleton & Co." dated October 1863, which still quoted:

"China - Via Marseilles 51¢ per $\frac{1}{4}$ oz.
" " " 57¢ " $\frac{1}{2}$ oz."

This was an error as will be noted by official notices quoted in the monthly publication -

"THE UNITED STATES MAIL"
Issue of July 1863

"Changes in Foreign Postage - By an order of the Department which will be found elsewhere, the rates of postage to Borneo, China, Japan, Java, Phillipine Islands, Labuan, and Moluccas 'Via Marseilles' have been materially changed. The former rate of 51 cents per quarter ounce has been superceded by the rate of 53 cents per half ounce - \$1.06 for one ounce, and an additional rate of \$1.06 for each additional ounce or fraction of an ounce. This is the only change in foreign rates during the last month, and our table has been corrected accordingly."(unquote)

The following also appeared in the July number of this publication, quote:

"(OFFICIAL)

FOREIGN POSTAGE

Rates of postage to Java, China, Labuan, Borneo, Japan, the Moluccas and Phillipine Islands, in the British mail Via Marseilles
Notice has been given by the British Post Office, that on the 1st of June 1863, and thence forward, the whole postage on letters forwarded from the United Kingdom 'Via Marseilles' to Java, China, Labuan, Borneo, Japan, the Moluccas, and Phillipine Islands will be charged by the British scale weight, instead of, as previously, by the British scale for the British inland and sea postage, and by the French scale, advancing by quarter ounces, for the French transit rate; and that to cover the payment made to France for the transit of the letters over the French territory, there will be levied the sum of 4d (8 cents) up to the weight of half an ounce, instead of levying 3d (6 cents) for each quarter of an ounce. In future therefore, upon letters posted in the United States, and deposited in the mails to the United Kingdom, to be forwarded, by way of Marseilles, to any of the countries and places above mentioned, the following rates of postage (United States and British) must be prepaid at the mailing office; viz

On a letter not exceeding $\frac{1}{2}$ ounce in weight 53¢
 On a letter above $\frac{1}{2}$ ounce and not exceeding 1 ounce\$1.06
 On a letter above 1 ounce and not exceeding 2 ounces\$2.12
 and so on, making an additional charge of \$1.06 for each additional ounce or fraction thereof." (unquote)

The rate table in the July 1863 "U. S. Mail" accordingly did not quote a rate for quarter ounce letters or for any letters of less than half ounce - "By British Mail, Via Marseilles."

The rates of 45¢ "Via Southampton" and 53¢ "Via Marseilles," per $\frac{1}{2}$ ounce, remained in effect from July 1, 1863, thru December 31, 1867. As of January 1st, 1868, the rates were reduced, as follows:

Via Southampton 34¢ per $\frac{1}{2}$ oz.
 " Marseilles 42¢ " $\frac{1}{2}$ oz.

U. S. MAIL SERVICE TO CHINA & JAPAN

In the middle eighteen sixties a contract was signed with The Pacific Mail Steamship Co. to carry the U. S. Mail from San Francisco to China and Japan, touching at Honolulu. The Service was started in August of 1868 and thereafter practically all U. S. Mail to the Far East was sent Via San Francisco. The rate was only 10¢ per $\frac{1}{2}$ ounce.

ON AND AFTER JANUARY 1st, 1870

The rate of postage to Great Britain was reduced to 6¢ as of Jan. 1st, 1870, and if anyone desired to send mail to China and Japan by British mail, on or after that date, the rates were as follows:

Via Southampton - 28¢ per $\frac{1}{2}$ ounce
" Marseilles - 36¢ " $\frac{1}{2}$ "

UNPAID OR INSUFFICIENTLY
PAID FOREIGN MAIL

(effective January 1, 1870)

The following data is taken from a booklet issued by the New York Post Office, and dated Jan. 1, 1870, quote:

"By the postal conventions between the United States and the United Kingdom of Great Britain, xxx The North German Union, Belgium, the Netherlands, Italy, and Switzerland, each country collects for itself the amount of fine imposed on unpaid or insufficiently paid matter arriving in that country. The United States has fixed the fine on such matter arriving here at five cents for each letter or postal packet. The fine chargeable on such matter arriving in the foreign countries named above are fixed at the following rates:

Great Britain	6d sterling
North German Union - not exceeding 2 silver Groschen	
Belgium	30 centimes
The Netherlands, not exceeding 15 cents (Dutch cents)	
Italy	not exceeding 30 centissimi
Switzerland	not exceeding 25 centimes

These fines are for each unpaid or insufficiently paid letter or other postal packet, and not on each rate." (unquote)

The above data is quite important to students trying to figure out the sum due on unpaid mail.

(End of Issue No. 16)
Second Series
JULY 1, 1952

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 17 - AUGUST 1, 1952

TABLE OF POSTAGES TO FOREIGN COUNTRIES

AS OF OCTOBER 1, 1861

Photograph No. 48, herewith is a "Table of Postages to Foreign Countries" from the "U. S. Mail & Post Office Assistant," issue of October 1, 1861. This was a four-page monthly publication, whose editor, J. Holbrook, had formerly been a Special Agent of the U. S. Post Office Department. The "U. S. Mail" furnished official information to postmasters and postal employees throughout the country.

Regarding this table of foreign rates of postages, in addition to the invaluable information on rates, special attention is called to the column at right, headed, "FOREIGN MISCELLANY." At the bottom of this column it will be noted that the "Ocean Mail" from New York to California via Panama departed on the 1st, 11th and 21st for Aspinwall. Mail by the Cunard Line, (British Packet), sailed every other Wednesday for Liverpool from New York and Boston.

For example, the table shows a scheduled sailing from Boston on Wednesday, Oct. 9, 1861, which meant that this Cunard ship stopped at Boston but did not go to New York on the inbound trip, hence mail from New York had to be dispatched to Boston the day previous, or the 1st. The next sailing was Wednesday, Oct. 9, 1861, indicating that this inbound Cunard ship went direct to New York and did not stop at Boston, therefore, mail from Boston to Europe had to be dispatched to New York the day previous to catch the New York sailing on the 9th. Special attention is called to this table of "Mail Departures" because, when cover fakers change year dates on common covers to make them valuable, tables such as this, furnish evidence that the cover is not as represented.

EARLIEST KNOWN DATES OF USE OF U. S. POSTAGE STAMPS
1847 - 1870

The "S. U. S." catalogue, (Scott's U. S. Specialized) lists opposite various of our early stamps, dates which one might infer are the actual dates of issue but such is not true in each and every listing. The listed dates were obtained, thru past years, from various sources, viz -

(1) From Official records - (2) From early philatelic publications, where writers probably assumed that certain stamps might have been issued on a certain date and (3) From records compiled for many years by Dr. Carroll Chase and later by myself of covers showing earliest known dates of use.

For example, the 5¢ and 10¢ 1847 are listed as having been placed on sale on July 1, 1847, (Thursday), but we lack any actual proof that supplies of either were actually placed on sale on July 1. The Official records show that no supplies of the "forty-sevens" were sent out by the Post Office Department until July 1, 1847, and the only post office to receive supplies on that date was New York City. Supplies were not sent to any other office on that date. The second shipment was sent to Boston on

July 2, 1847. I am assuming these Official records are accurate. Whether or not the New York Postmaster, Robt. H. Morris, actually placed any of the stamps on sale on Thursday, the 1st, we do not know. The earliest known use of an 1847 stamp in the Chase-Ashbrook records is July 7, 1847.

Consider No. 2 - as above, "From early philatelic publications, etc." The "S. U. S." lists the 5¢ 1856, #12 - with the positive statement - "Issued January 1, 1856," but I know of no evidence to indicate that this is true. This date was probably taken from some early philatelic article. The Tiffany book on "U. S. Postage Stamps" which was published in 1886, stated the stamp was issued January 5, 1856, and some ten years later, Mr. John Luff listed the same date. The earliest use I have ever been able to locate was a cover with March 15, 1856. I seriously doubt if any supplies of this stamp were placed on sale on Tuesday, Jan. 1st, 1856, or Saturday, Jan. 5th, 1856.

Regarding No. 3 - above, "From records compiled by Chase and Ashbrook. As an example, note the 10¢ 1855 - The statement is made, "Issued May 19, 1855" (Monday). We have no evidence that the 10¢ stamp was actually issued on that date and the chances are that it was issued at an earlier date in May 1855. The "May 19th" listed in the "S. U. S." is from my records and is simply the earliest cover that I have ever been able to discover showing a use of a 10¢ Green. Tiffany in his book stated the 10¢ value was issued on May 5th, 1855 (Monday) but I have no information where he obtained that date. Mr. Luff gave May 4th, 1855, but I doubt if any of the 10¢ stamps were first placed on sale on Sunday, the 4th.

EARLIEST KNOWN DATES OF USE

Compiled By Stanley B. Ashbrook

IMPERFORATE

1847 - 5¢ BROWN (Plate 1)	July 7, 1847
" - 10¢ BLACK (Plate 1)	July 9, 1847
1851 - 1¢ BLUE (Plate 1 E)	July 1, 1851
" - 3¢ ORANGE BROWN (Plate 1 E)	July 1, 1851
" - 12¢ BLACK (Plate 1)	Aug. 4, 1851
1855 - 10¢ GREEN (Plate 1)	May 19, 1855
1856 - 5¢ RED BROWN (Plate 1)	Mar. 15, 1856

PERFORATED

1857 - 1¢ BLUE (Plate 1 L)	July 25, 1857
" - 3¢ RED (Type I)	Feb. 28, 1857
" - 5¢ RED BROWN (Type I) (Plate 1)	Aug. 28, 1857
" - 5¢ INDIAN RED (S. U. S. Henna) (Type I) (Plate 1)	Apr. 13, 1858
" - 5¢ BRICK RED (Type I) (Plate 1)	Oct. 6, 1858
" - 5¢ BROWN (Type I) (Plate 1)	July 6, 1859
" - 5¢ BROWN (Type II) (Plate 2)	May 14, 1860
" - 5¢ ORANGE BROWN (Type II) (Plate 2)	May 8, 1861
" - 10¢ GREEN (Plate 1)	July 27, 1857
" - 10¢ GREEN (Plate 2) (Type V)	May 27, 1859
" - 12¢ BLACK (Type I) (Plate 1)	July 30, 1857
" - 12¢ BLACK (Type I') (Plate 3)	June 1, 1860
1860 - 24¢ LILAC	July 7, 1860
" - 30¢ ORANGE	Aug. 10, 1860
" - 90¢ BLUE	Sep. 11, 1860

EARLIEST KNOWN DATES OF USE (Continued)PERFORATED

1861	- 1¢ BLUE	Aug. 17, 1861
"	- 3¢ PINK	Aug. 18, 1861
"	- 3¢ ROSE	Aug. 19, 1861
"	- 5¢ BUFF	Aug. 19, 1861
1862	- 5¢ RED BROWN	Jan. 2, 1862
1863	- 5¢ BROWN	Feb. 3, 1863
"	- 5¢ BLACK BROWN	July 18, 1863
1861	- 10¢ GREEN (Type I) ("August")	Sep. 17, 1861
"	- 10¢ GREEN (Type II)	Aug. 20, 1861
"	- 12¢ BLACK	Oct. 16, 1861
"	- 24¢ VIOLET	Aug. 20, 1861
"	- 24¢ STEEL BLUE	Oct. 4, 1861
1862	- 24¢ RED LILAC	Jan. 7, 1862
"	- 24¢ BROWN LILAC	Feb. 11, 1862
"	- 24¢ GRAY LILAC	Oct. 30, 1862
1863	- 24¢ LILAC	Feb. 20, 1863
1861	- 30¢ ORANGE	Aug. 20, 1861
"	- 90¢ BLUE	Nov. 27, 1861
1863	- 2¢ BLACK	July 2, 1863
1866	- 15¢ BLACK	Apr. 15, 1866
1867	- 3¢ GRILLED ALL OVER	Aug. 13, 1867
1869	- 1¢ BUFF	May 2, 1869
"	- 2¢ BROWN	Mar. 30, 1869
"	- 3¢ BLUE	Mar. 30, 1869
"	- 6¢ BLUE	Apr. 30, 1869
"	- 10¢ YELLOW	Apr. 7, 1869
"	- 12¢ GREEN	Apr. 5, 1869
"	- 15¢ BROWN & BLUE (Type I)	Apr. 3, 1869
"	- 15¢ BROWN & BLUE (Type II)	May 23, 1869
"	- 24¢ GREEN & VIOLET	Apr. 7, 1869
"	- 30¢ BLUE & CARMINE	May 29, 1869
"	- 90¢ CARMINE & BLACK	Sep. 9, 1869

U. S. STAMPED ENVELOPES

3¢ 1853 - July 6, 1853
 6¢ 1853 - July 31, 1853
 10¢ 1855 - Nov. 1855
 1860 - Star Die - 1¢ - Dec ? 1860
 1860 - Star Die - 3¢ - Aug. 29, 1860
 1860 - Star Die - 6¢ - Sep. 14, 1860
 1860 - Star Die - 3¢ plus 1¢ - Dec ? 1860

If any subscriber has any covers showing earlier dates of use than any listings above, will they kindly forward the cover to me so that I can record same.

THE NEW YORK OCEAN MAIL MARKING

VERY UNUSUAL USE

Photograph No. 49, illustrates a very unusual cover to Hong Kong, China with a 5¢ 1857, Type II - Brown - tied by a fine strike, (in black) of the New York "Ocean Mail" marking. This type was used almost exclusively on mail to California from New York by the "Ocean Mail" Route Via Panama. This cover shows no evidence of year use, but inasmuch as the 5¢ 1857 Brown, Type II, was issued as early as May 1860, this use was surely Aug. 21, 1860 - or 1861. During both of these years the sailings to Panama from New York by U. S. Mail steamships was on the 1st, the 11th and the 21st of each month.

The 5¢ payment on this cover represented the U. S. internal rate as provided for in the U.S.-British Postal Treaty of 1848, sometimes referred to as the "Shore-to-Ship" payment. At destination, postage was collected from the U. S. frontier via England and thence by British mail to Hong Kong. The total rate to Hong Kong was 33¢ per 1/2 oz., "Via Southampton," and with this 5¢ payment I judge the British manuscript DUE marking denoted "1-2" - or "one shilling, two pence" - (28¢ U.S.), though I must admit there is nothing much in that pen marking that looks like a "2." However, I have noted other covers to Hong Kong in 1860, with 5¢ payments with similar manuscript due markings (28¢ plus 5¢).

In a study of this cover, two questions arise - (1) was the year of use 1860 or 1861, and (2) did the Aug. 21 date denote a sailing of a Cunard ship for Liverpool? I believe the answer to the first is that the year use was probably Aug. 21, 1860, and to the second, it was a sailing date both to Panama and Liverpool. How extraordinary is the latter feature!! In 1860, the Cunard sailings from New York, were Aug. 15 and 29, and from Boston on the 8th and 22nd. Thus mail from New York to Britain, and points beyond, "Via Boston" and Cunard mail ships, would have been postmarked "Aug 21" at New York. This happened to be the same date for the California mail leaving New York for Panama. In 1861 Cunard sailings from New York were on Aug. 14th and 28th, and from Boston, on Aug. 7th and 21st, so it seems highly improbable that the year of use was 1861. The "Ocean Mail" marking was applied thru error and was later corrected by the regular postmark to left which reads, "NEW YORK - AUG 21 - BR. PKT."

I trust that I will be pardoned for going into so much detail regarding this cover but the object was not only to thoroughly analyse a very interesting and rare cover but to demonstrate how it is possible, in many cases, to arrive at an actual year of use when no outward evidence is shown on the cover. In this case, I first narrowed the year use to 1860 or 1861, because August 1859 would have been too early and 1861 would have been too late as the 5¢ 1857 was demonetized in the fall of 1861. It is most important to determine the actual year of use on most any cover that is under suspicion and investigation.

For example, I recall a cover with a 5¢ 1857 Brick Red - Type I, which apparently showed a use in April of 1858. Every bit of evidence that I have, indicates that this stamp, the Brick Red, was not issued before September of 1858, hence the cover could not be genuine. The 5¢ 1857 - Type V, is not a scarce stamp, hence covers showing the earliest uses should not be difficult to locate. I have never seen a use of this Type V stamp earlier than May

27, 1859. If someone would show me a cover used in April 1859 I would be more than surprised but would admit such an early use of a 10¢ 1857 - Type V was possible. If anyone would show me a use in March 1859, I would be more than suspicious that something was wrong, and, of course, any earlier use would not be possible in my humble opinion, no matter how convincing was the fake postmark that tied a 10¢ Type V to cover. The following will demonstrate such a case.

Photograph No. 50, illustrates a cover that was mailed from New York on Jan. 1, 1859. It has a 10¢ 1857, Type V stamp tied by a black marking reading, "STEAMSHIP" with a large "10" in the center. This was a folded two-page letter sheet with the letter page missing. A manuscript memorandum on the back indicates that the letter originated at Havana, Cuba, on Dec. 23, 1858, and no doubt it did, because there is a "Forwarder's" handstamp of a New York business firm on the back. In all probability this letter was sent under separate cover from Havana to the forwarding firm in New York City to be placed in the U. S. Mail for France and the town of Nantes.

STAMP ADDED - FAKE CANCELATION.

I made a very careful examination of this cover and was convinced that the year dates of "59" in the French postmarks on the face and those on the back had not been tampered with, and were, therefore, genuine. I was also convinced that the red New York postmark (indicating prepayment) was perfectly good. I was unable to find any evidence that any postage stamps had been removed from the cover. In my opinion, this cover was originally a prepaid stampless cover that weighed over 1/4 oz., and the rate that was prepaid was 30¢. This letter went by an American Packet to England, and thence by British Mail to France, as the French postmark on the face discloses, and the "12" credit in the New York postmark proves that the rate was 30¢. My records further show that the Steamship "KANGAROO" (Amer. Pkt.) of the American "Inman Line" sailed from New York with the European mail on Jan. 1, 1859. Thus the cover itself is genuine in every respect, except the 10¢ Type V stamp which some crook added to this cover and tied same with an imitation "STEAMSHIP 10" marking, this fake marking in all probability being a reproduction of this type and size (28mm) of a handstamp that was used at New Orleans in the late eighteen fifties and sixties. This faked cover has a very convincing appearance and no doubt it would deceive many an unsuspecting collector.

FIVE CENTS RATES TO EUROPE, PAID BY

3¢ 1851 plus a pair 1¢ 1851

Covers to France in the early eighteen fifties with 5¢ payments as above are not exactly scarce or unusual but such a cover to the German States is decidedly rare.

In 1852 the U. S. P.O.D. concluded a postal treaty with Prussia, the same becoming effective on Oct. 16, 1852. This treaty provided for a Closed Mail in each direction, twice a week, Via London and Ostend, Belgium and Aachen. This was known as the "P.C.M." or the "Prussian Closed Mail" - See Issue No. 6 of this Service - page 30 for complete details.

Prior to the inauguration of the "P.C.M.", mail to Germany went by "Open Mail thru England" or under a "Postal Arrangement" with the Free City of Bremen.

Regarding the former, the Regulation (P. L. & R. - April 1852) read as follows, quote: "On all letters between the United States and Germany, when sent through the United Kingdom, the U. S. postage and that only, must be collected in the United States by prepayment when sent, and on delivery when received, at the rate of 5 cents the single rate, when conveyed by British Packet (unless conveyed from or to Oregon or California, then 10 cts.), and 21 cts., the single rate when conveyed by United States Packet, unless as aforesaid from or to Oregon or California, then 26 cents." (unquote)

Photograph No. 9, (See Issue No. 2 - page #10 of this Service), illustrates a cover with a 5¢ 1847 from Boston to Germany in January 1851. Covers to Germany with the 5¢ 1847 paying the rate above quoted, are decidedly rare, but in my opinion, covers to Germany with a 3¢ 1851 and a pair of 1¢ 1851, used after June 30th, 1851 and before October 1852 are even more rare. The reason is quite obvious, they cover a shorter period of use.

Photograph No. 51, illustrates such a cover from the collection of Mr. Morris Fortgang of New York City. This cover has a 3¢ 1851 Orange Brown and a pair of 1¢ 1851, from Plate One Early. The black postmark is New Orleans, La. "Jan 8" (1852). The two-line handstamp, (black) in upper right reads, "AMERIKA - PREUSSEN," and this is the only record of this marking that I have on a U. S. cover to Germany. The cover is addressed to Frankfort and the British due marking in upper right is apparently "1-6" or one shilling sixpence. (36¢ U.S.). The routing reads, "per first steamer via New York, Liverpool and Ostend." This is the only record in my files of such a cover. If any of my friends can show a similar one will they be so kind as to forward it to me for recording.

It is information such as the above that makes this "Service" invaluable to any serious collector of 19th Century U. S. postal issues.

Photograph No. 52, illustrates a double rate cover to Germany from Philadelphia March 19, 1849, with the above rating. This has two 5¢ 1847 stamps tied by the blue Philadelphia double line octagon with a "6" in the center. (See Ashbrook Volume No. 2, page 133). The boxed marking in black at lower left reads, "AMERICA PER ENGLAND" and the British manuscript "due" in upper right is probably "2-10" (two shillings - tenpence or 68¢ U.S.). The routing is "per Liverpool Steamer via Ostend." This very rare and highly desirable cover is from the collection of Mr. J. D. Baker of Indianapolis. A cover that was a forerunner of the "Prussian Closed Mail."

Photograph No. 53, illustrates a very interesting "combination cover" showing two U.S. 5¢ Blue Taylor stamps of 1875 (S. U. S. #179) and two British sixpence stamps. This cover originated at Callao, Peru, the principal seaport of that country, evidently on Oct. 5, 1876. At that time, the U.S. did not have a postal treaty with Peru, hence mail could not be prepaid from origins in either country to destinations in the other. This letter was carried by a British Mail steamer from Callao to Panama City and their packet rate for such transit was sixpence per half ounce. (Reduced from a

shilling in February 1870). At Panama City the letter was transferred to the U. S. Mail Agency and transmitted from Aspinwall (Panama), on the Atlantic side by a U. S. Mail steamship to New York. The U. S. rate from Panama to U. S. destination at that time was 5¢ per half ounce. Thus the two 5¢ Taylor stamps denote a double rate of over 1/2 ounce, as does the two British stamps. This letter shows no Peruvian postal markings or payment of any Peruvian postage, which indicates that the letter was mailed direct with the British Mail Agent aboard the British ship. The Panama marking was applied at the British Mail Agency at Panama City as was the British "C35." The U. S. Consulate at Callao acted as the U. S. Mail Agency and they undoubtedly had on hand for such mail, supplies of U. S. and British postage stamps. The U. S. cancelation is the well-known "N. YORK STEAMSHIP" which meant that the letter had been carried to New York by a U. S. Mail steamship of a line holding a mail contract with the U.S. P.O.D. This is quite a nice and interesting combination cover.

(END OF ISSUE NO. 17)
Second Series

August 1, 1852.

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 18 - SEPTEMBER 1, 1952

THE U. S. ONE CENT 1851

EARLIEST KNOWN DATES OF USE

Compiled by Stanley B. Ashbrook

IMPERFORATE

PLATE ONE EARLY	JULY 1, 1851	.... Types I - IB - II - III - IIIA
PLATE ONE LATE	JUNE 8, 1852	.... Types II - IV
PLATE TWO	DEC. 5, 1855	.... Types II - III - IIIA
PLATE THREE	May 6, 1856	.... Type II
PLATE FOUR	Apr. 8, 1857	.... Types IA - IC - II - III - IIIA

PERFORATED

PLATE ONE LATE	JULY 25, 1857	(Earliest 1¢ Perforated)
PLATE TWO	July 26, 1857	^{July 25, 1857 - MLH}
PLATE FOUR	JULY 26, 1857	
PLATE FIVE .....	?	.... Type V
PLATE SIX	JAN. 10, 1858	.... Types V and Va
PLATE SEVEN	DEC. 1, 1857	.... Type V
PLATE EIGHT	NOV. 21, 1857	.... Type V (Earliest Type V)
PLATE NINE	OCT. 8, 1859	.... Type V ^{Nov 18, 1857.}
PLATE TEN	NOV. 30, 1860	.... Type V ^{Sept 23-24, 1859.}
PLATE ELEVEN	JAN. 12, 1861	.... Type V ^{July 25, 1860.}
PLATE TWELVE	JAN. 25, 1861	.... Types II - IIIA
		.... Types I- II (Earliest Type I)

THE U. S. THREE CENTS 1851

EARLIEST KNOWN DATES OF USE OF THE IMPERFORATE PLATES

Compiled by Dr. Carroll Chase (August 1952)

PLATE ONE EARLY	JULY 1, 1851	
PLATE ONE INTERMEDIATE	JULY 12, 1851	
PLATE ONE LATE	OCT. 12, 1851	
PLATE "O"	SEP. 2, 1851	probable, Sep. 8 sure.
PLATE TWO EARLY	AUG. 2, 1851	
PLATE TWO LATE	JAN. 12, 1852	
PLATE FIVE EARLY	JULY 22, 1851	
PLATE FIVE LATE	SEP. 3, 1855	
PLATE THREE	MAR. 9, 1852	
PLATE FOUR	MAR. 19, 1855	probable, Mar. 31, 1855 sure
PLATE SIX	FEB. 18, 1856	
PLATE SEVEN	FEB. 13, 1856	
PLATE EIGHT	APR. 25, 1856	

PERFORATED

Type I - 3¢ 1857 - Feb. 28, 1857 - from New York - Earliest 3¢ 1857.

Type II -	PLATE NINE EARLY	.....	OCT. 9,	1857	
" II -	" " LATE	.....	JAN. 22,	1859	
" II -	" TEN EARLY	.....	JULY 13,	1857	(Earliest Type II)
" II -	" " INTERMEDIATE	.....	MAY 17,	1858	
" II -	" " LATE	.....	JAN. 3,	1859	
" II -	" ELEVEN EARLY	.....	JULY 29,	1857	
" II -	" " INTERMEDIATE	.....	JULY 8,	1858	
" II -	" " LATE	.....	DEC. 23,	1858	
" II -	" TWELVE	.....	FEB. 18,	1858	
" II -	" THIRTEEN	.....	?	
" II -	" FOURTEEN	.....	OCT. 1,	1858	
" II -	" FIFTEEN	.....	OCT. 30,	1857	
" II -	" SIXTEEN	.....	OCT. 28,	1857	
" II -	" SEVENTEEN	.....	?	
" II -	" EIGHTEEN	.....	NOV. 19,	1857	
" II -	" NINETEEN	.....	MAY 9,	1858	
" II -	" TWENTY	.....	DEC. 15,	1858	
" II -	" TWENTY-ONE	.....	JAN. 18,	1859	
" II -	" TWENTY-TWO	.....	JULY 7,	1860	
" II -	" TWENTY-THREE	.....	DEC. 29,	1859	
" II -	" TWENTY-FOUR	.....	AUG. 22,	1859	
" II -	" TWENTY-FIVE	.....	JULY 26,	1859	
" II -	" TWENTY-SIX	.....	OCT. ?	1859	Probable-Jan.21-60
" II -	" TWENTY-SEVEN	.....	OCT. 4,	1859	
" II -	" TWENTY-EIGHT	.....	JULY ?	1860	
"Chicago Perf"	- Unofficial	.....	APR. 2,	1857	

THE U. S. ONE CENT 1857 - PLATE 4

Back in the early days of the study of the plates of the grand old One Cent stamp we did not know of the existence of the imperforate Plate No. 3, and inasmuch as we had never seen an actual plate number from Plate 4 we thought that Plate 4 was Plate 3, and that a Plate 4 was the first of the Type V plates. By "we" I refer to Dr. Carroll Chase, Ernest Jacobs, Alvin Good, Wm. Stevenson and myself who were possibly the most prominent in the middle and late nineteens, who were engaged in the study of the types and plates of the One Cent. Later Ernie Jacobs, discovered an "imprint" that proved to be from the unknown Plate 3 and established the fact that the plate we had been referring to as Plate 3 was actually Plate 4. I don't recall the year of that important discovery but it was probably in the summer of 1919.

While perforated stamps were issued in 1857, from Plates One (Late), Two, and Four, so far as we are aware none were issued from Plate 3, which evidently was made up entirely of Type II stamps. I mention this because in the famous Worthington Sale, by J. C. Morgenthau & Co., held on August 21, 22 and 23, 1917, Lot #122 was described as follows:

"1857 Issue - #122 - unused - 1¢ Blue Plate 3, sheet of 100 (left pane), the bottom row Type I (40), in its complete state, the ninth row Type I, with part of the scrolls removed, and in the other rows, numerous copies

of this interesting type, the rest of the sheet being Type II (#41). The sheet is full o.g. and in very fine condition and is especially valuable as it was from this sheet that the experts were enabled to reconstruct Plate 3 of the imperf issue." (unquote).

The author of the above was wrong as this sheet was never used to make a reconstruction by any of the students above named. It did furnish the first evidence that a six-relief transfer roll was used. One more point is worthy of mention. In those days any stamp with traces of the full bottom design was classed as a Type I.

I have before me the catalogue of the Worthington Sale, that I used at that time - some 35 years ago - and I note that I bid the very modest sum of \$204.60 for this sheet, which was purchased by John Kleeman of the old Nassau Stamp Company @ \$1,100.00. I never saw this sheet at that time, or before, and not until the spring of 1942. I never had any photograph of it prior to 1942, and I made a complete reconstruction of the left pane without any reference to it, thru the aid of pairs, strips and a few blocks. Although I fully intended to mention this rare and unique sheet in my two-volume study of the One Cent 1851-57 (1938), I somehow or other overlooked doing so. Perhaps the reason was as follows -

I have no record of what disposition John Kleeman made of the sheet but in the nineteen twenties I learned that the sheet had passed into the possession of Col. E. H. R. Green, the son of the famed Hetty Green. I had commenced work on the reconstruction of Plate 4 and was very anxious to locate the owner of the "Worthington sheet." I wrote Col. Green and explained I was making a study of the One Cent plates and would he kindly loan the sheet to me so that I could photograph it. If so, I would furnish bond in any sum for its safe return, etc. I never received any reply and several years later in the late nineteen twenties it was reported in the philatelic press that the Colonel's yacht had sunk at his private dock and on board were parts of his valuable stamp collection, all of which were ruined. Further, among the items destroyed was a valuable sheet of 100 of the One Cent 1857. I assumed that this was the "Worthington sheet" from the left pane of Plate 4, and after that report I never had any further word of the sheet until after Green's death, as I will later explain.

My second booklet on the One Cent 1851-1857 was published by the Scott Stamp and Coin Company in 1926, and was entitled, "THE TYPES AND PLATES OF THE U. S. ONE CENT 1851-1857." In the chapter on Plate 4, I stated, quote: "The writer has seen a marvelous block of 28 of the perforate from the right pane, same being 4 vertical by 7 horizontal. This belongs to a very prominent Eastern collector, and I have heard of a complete unused entire left pane in another Eastern collection, but have never been able to persuade the owner to permit me to even view it." (unquote)

What about the early history of this remarkable unique sheet of 100 stamps? Way back about 1911 - 1912, perhaps earlier, Dr. Chase started a card index record of unusual items of 19th Century stamps and covers, and in 1947 he presented this entire record to me. Filed under the One Cent 1857, one of his cards lists and describes this One Cent sheet as coming from a plate he thought was Plate 3. I quote in part as follows: "July 17, 1913 - Worthington shows a complete left pane unused o.g. of 100 - 1¢ 1857. Full margins at top, bottom and right. The left sheet margin is torn off as

nothing of the imprint or plate number shows. White gum. Beautiful clear impression. Deep blue shade. Purchased Dec. 17, 1911 from New England Stamp Company (Boston) xxxxxxx 15L3 shows 2 horizontal lines on Franklin's head as the upper line reaches to the stamp on each side of 15L3 xxxxxx For transfer roll relief varieties see card as marked. xxxxx etc." (unquote)

Wm. L. Stevenson, in an article in the "COLLECTORS' CLUB JOURNAL" for November 1913 (Vol. 4 - No. 4) also mentioned the sheet, quote: "The Worthington collection contains a sheet of 100 which shows all the varieties that have been noted xxx. It is perforated, shows the pane line at right, the top and the bottom margins, but the left margin with imprint and plate number is gone. I have carefully examined this sheet. xxx The bottom row shows the full bottoms and variously short tops. The top row shows the full tops and variously short bottoms." (unquote)

Stevenson was not interested in plating and never did any to my knowledge but he did study the Worthington sheet very carefully and he arrived at the correct solution that the plate had been entered with a six-relief transfer roll. It will be noted that this was the year 1913.

I was not a subscriber to the "COLLECTORS' JOURNAL" at that time and I never read the Stevenson articles until long after my two-volume book was published in 1938.

In the late nineteen thirties (as I recall) Colonel Green passed away and the Executor of his Estate, a New York Trust Company, selected the late Walter S. Scott to arrange for the disposal of the Green philatelic holdings. I was more than delighted to receive a letter from Mr. Scott advising me that he had found in the Green collection the Worthington One Cent Plate 4 sheet and he very kindly made the necessary arrangements with the Trust Company to loan it to me to photograph. As near as I can recall, this was late in 1941 or early in 1942.

Photograph No. 54, is one of a number of photographs that I made of the sheet at that time.

THE 1944 SALE OF THE WORTHINGTON SHEET

The One Cent sheet came up in a Green Sale by Harmer, Rooke & Co., on Nov. 13, 1944 and was described as follows, quote:

"Lot 25 - (unused) 1¢ Blue, complete sheet of 100. Plate IV, left pane (no sheet margin at left). Top row Type II, bottom row Type IA, (this row alone catalogues \$5000.00), other eight rows are Types IC, II and IIA. Stamp #39 defective, sheet slightly reinforced. On the whole the condition is fine, with full gum, bright color. A truly amazing sheet and one of the very finest of all existing pieces of this ever-popular stamp (40B - 41 - 42 - 42B)." (unquote)

The sale price was \$3,750.00 and the buyer was Y. Souren of New York City, N.Y. According to information furnished to me, Souren in later years sold the sheet to one of his clients whom we will call "Mr. X," at an undisclosed price, and the story goes that the buyer later changed his mind about retaining the sheet and left it together with a sheet of the dollar

Omaha with Souren to be sold, neglecting to obtain a receipt for either piece. The story is to the effect that Souren sold the 1¢ sheet for \$11,000.00 and the Omaha sheet for \$6,000.00 to one of his clients whom we will refer to as "Mr. Y." Mr. "X" claims that after the disposal of the two sheets that no settlement was made with him. Soon afterwards, Souren was taken ill, and later died. Mr. "X" made a demand upon the Souren Estate, according to information furnished me, but the Executors denied any knowledge of any ownership in the two items by Mr. "X," who has either entered suit or will enter suit against the Souren Estate in the near future. The attorneys for the plaintiff, Mr. "X," managed to locate the present owner of the two sheets and he stated, so I was informed, that he had purchased the two sheets at the prices mentioned above from Y. Souren.

My deposition was taken recently regarding my knowledge of the One Cent sheet, and in my opinion, it is unique. Naturally the attorneys for Mr. "X" were pleased to obtain a copy of the enclosed photograph, No. 54.

~~The~~ The above information was placed at my disposal by the attorneys of Mr. "X." It will be interesting to note the final outcome of this case.

According to the Chase records, Worthington purchased the sheet from the New England Stamp Co. of Boston, on Dec. 17, 1911, but I have no record of any previous owner. It has been suggested that it might have come from the Fred Ayer Collection.

It seems almost unbelievable that this sheet would have survived intact to the present day, a period covering 95 years. It is undoubtedly unique, hence is probably the rarest and most valuable One Cent 1851-1857 piece in existence, certainly the most valuable according to S. U. S. quotations.

I have a suspicion that when this sheet was originally found, it was accompanied by another partial sheet from the same left pane of Plate 4. I have no idea how large this second piece was but a few of the stamps comprising it, were torn and creased. This "piece" was broken up and sold, and I managed to locate and rejoin pairs and singles to make an irregular block of 16. When I had the "Worthington sheet" in my hands for photographing in early 1942, it is my recollection that the color was very similar to the irregular unused o.g. rejoined block, the same white gum, and perforations that were also similar.

ALL IS NOT GOLD THAT GLITTERS

Photograph No. 55, shows an item that was recently submitted to me for my opinion, the query being: "5¢ 1856 - Type I - unused - horizontal strip of three - without gum - Is this an unused strip of this stamp?" The answer was "no," that this was an india proof of Type II (no projections top and bottom), from Plate No. 2 - the plate positions being 1R2, 2R2 and 3R2. A thin paper of a different quality had been cemented to the back and the missing projections (Type II) at top and bottom had been added, i.e., very cleverly "painted."

I have seen similar items in the past of Type II proofs including pairs, strips, and blocks "fixed" in this manner, which I suspected were "fixed" in Switzerland but such items were in a light orange-brown, much the same as the Type II stamps of the 1875 re-issue (Plate 2).

The strip illustrated is in a color which to some extent, resembles the regular 5¢ stamp of 1856. Incidentally, an unused single of the 5¢ 1856 is quoted at \$400.00 with no quotation for a pair, much less a strip of three. The S. U. S. quotes a block of four @ \$3,000 but it is a thousand to one, that a block could not be obtained at that figure. However, that is just my opinion. This photograph was made by Ultra-Violet light.

Collectors with the necessary cash to purchase early U. S. 19th Century stamps in unused condition or with "original gum" should be exceedingly cautious and should demand authentication by the highest of recognized authorities on such material.

It is well to bear in mind that the great majority of dealers are merchandisers of a commodity known as postage stamps and they have neither the knowledge nor the inclination, much less the time, to devote to a minute examination of every item that passes thru their hands. It is much easier, and it is a time-saver, to make a refund of the purchase price in the event of a complaint by a purchaser.

THE 12¢ 1857

BLOCKS ON COVER.

Photograph No. 56, shows a cover to Baden by "Prussian Closed Mail" (P.C.M.) in January of 1860. The sum of 90¢ in postage was paid, consisting of a block of four of the 12¢ 1857 - Type I, (Plate One), also a pair and a single and in addition, a 3¢ 1857 - Type II. Covers showing a block of four of the 12¢ 1857 surely must be scarce, at least I have noted very few in my time. The 90¢ postage represented a triple, or 3 x 30¢ rate to Baden, but the red New York Foreign Mail Exchange postmark shows a "14" at the top which was the credit for a double rate by "P.C.M." (2 x 7). If this letter weighed over one ounce, then it would have required three rates (3 x 30) and the credit should have been 3 x 7. Two explanations are possible, viz: (1) the letter was a triple rate, but the clerk at the N.Y. P.O. made an error and only credited Prussia with 14¢ instead of 21¢; or (2), the letter was not over an ounce and had been overcharged at the originating post office, hence the New York P.O. clerk rated it as a double (2 x 30) and gave the correct credit (2 x 7) to the Prussian P.O.D. I am inclined to believe that the latter is the correct analysis. As previously set forth in an Issue of this Service, I call all 12¢ stamps from Plate One, Type I, and all stamps from Plate Three, Type II. (We know of no Plate Two). The S. U. S. lists a block of four of the 12¢ 1857 at \$100 unused, and \$175.00 used (off cover), but to which types do these quotations refer? I doubt if the editors could answer that query. Twenty years ago the S. U. S. quoted a used block of the 12¢ 1857, off cover, @ \$200.00. One wonders why such an item is worth less today in Roosevelt-Truman dollars? Perhaps the real answer is that the present day collectors do not possess a proper appreciation of the real value of a used block of four of the 12¢ 1857.

Years ago in the Richey collection (Cincinnati) there was a most unusual and very rare item. It was a piece of a cover, evidently a wrapper, enclosing valuable papers sent by first-class mail to England from Pontiac, Mich., in 1858, and requiring a very high rate of postage. This "piece" had fifty copies of the 12¢ '57 - Type I (Plate 1), but the original rate

had consisted of 56 copies - Thus six stamps were missing from the piece. In other words, this piece was originally a 28 times the 24¢ rate to Great Britain. This piece with the existing 50 stamps consisted of the following:

3 horizontal pairs	6 stamps
4 blocks of four	16 "
2 " " six	12 "
2 " " eight	16 "
	50 stamps

The stamps were tied together by strikes of a black circular grid. As I recall, Mr. Richey paid an Eastern dealer \$1,000 for this piece which had been a 28 times rate to Great Britain. It is the highest 24¢ rate to that country of which I have any record. Quite remarkable.

PROOF OF ACCURATE PLATE RECONSTRUCTION

In the middle nineteen thirties, when I was engaged in making an accurate record of all the 200 positions on the 12¢ Plate One, Mr. Richey loaned the "piece" to me and gave me permission to remove all the stamps in order to rejoin all the severed items to their original state and thus be able to accurately check much of the plate reconstruction work. The rejoined pieces consisted of an irregular block of 26, another block of 20, and two horizontal pairs, all from the left pane of Plate One. To my knowledge, no other blocks, whole or rejoined, as large as these two items are in existence.

FROM PERU TO THE U. S. IN THE MIDDLE EIGHTEEN SEVENTIES

In Issue No. 17, Photograph No. 53, illustrated a double rate cover from Callao, Peru, to Georgia, in October 1876. This was a "combination cover" (U. S. and foreign stamps), showing two sixpence stamps of Great Britain to pay the transit to Panama, and two 5¢ 1875 Blue Taylors to carry the letter by U. S. Mail steamship from Panama to the U. S. destination. I am now enclosing two photographs (57-58) of two covers which are of approximately the same class and period, both from Peru to U. S. destinations. These make nice companion items to cover No. 53. An analysis of the two, follows:

Photograph No. 57, originated at Callao, Peru, on Dec. 14, 1875. It has a 5¢ Taylor and a 10 centavos Peru stamp. On the back is a small blue circular British marking which shows that the letter was mailed at the "British Postal Agency" in Callao, rather than direct to the British Mail ship. Thus the payment of the Peruvian postage. No provision was made for the payment of the British transit charge of sixpence to Panama, hence the British debited the U. S. P.O.D. the sum of 12¢ (sixpence) by the large black "12." In lower left is a U. S. marking of "Due 14," but why was 14¢ due? This envelope was a dark blue, hence the poor photograph. There is a three-line British marking below the Peru stamp which reads, "Panama - 18 DE 18 - 75 - TRANSIT." It would have been nice had the sender put a sixpence British stamp on this envelope, because then we would have had the stamps of three countries.

Photograph No. 58, shows a letter that was evidently mailed direct with the British Mail steamer, with no payment of the Peruvian postage, or of the British transit charge of sixpence (12¢ U.S.). Here we also have the British debit of "12," and likewise the U. S. "Due 14." But why was 14¢ due on these two letters? The answer is that this "14" is the "Depreciated Currency Rate." Settlements with Great Britain were required to be made in "specie" or the gold equivalent, and "14" indicated that gold at that time was quoted at approximately 117. Had the addressee tendered 12¢ in "specie" the postal authorities could not have refused it, but doubtless it was assumed that the 14¢ due would be paid in paper, or what was known as fractional currency.

Cover No. 58 shows the 5¢ stamp tied with a very fine strike of one of the New York Foreign Mail cancellations.

This beautiful cover sold at \$80.00 in the Keffer Sale in May and Cover No. 57 at \$26.00. In my opinion, the prices should have been reversed.

(END OF ISSUE NO. 18)
(Second Series)

September 1, 1952

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 19 - OCTOBER 1, 1952

REGARDING A COVER, THAT IS IN MY OPINION, A RANK FAKE.

The following is an advance copy of an article that has been submitted to STAMPS and will no doubt appear in that publication at an early date.

***** It is being included in this *****
***** Service for the record. *****

THE 5¢ 1857 - TYPE I
BRICK RED

. By
Stanley B. Ashbrook.

Way back as early as 1912, Dr. Carroll Chase started to compile a record of "Earliest Known Dates of Use" of 19th Century U. S. postage stamps and in the late nineteen teens we consolidated our efforts along that line. Looking back thru our joint record I find that in the early nineteen twenties the earliest record that we had of a use of the 5¢ 1857 Brick Red was Feb. 7, 1859, a cover in the Ackerman collection, then several years later we found that there was a cover in the Sir Nicholas Waterhouse collection with a use on Nov. 20, 1858, and several years later we discovered a cover in the Armitage collection with a use of Nov. 2, 1858.

The hunt for early uses is really a very fascinating pursuit. For many years that Armitage cover remained the earliest use of the 5¢ Brick Red in our record, in fact, it was not until November 1935 I found an earlier use. At that time I discovered a cover in the Edward S. Knapp collection with a use from New Orleans to France on October 12, 1858. This was a horizontal strip of three. Some six months later, or on May 31, 1936, after the publication in STAMPS of our article on the "Earliest Known Dates of Use," a California collector sent me a cover with a vertical strip of three of the Brick Red used from New Orleans on Oct. 6, 1858. That was sixteen years ago last May and in the intervening years I have never seen a genuine cover with an earlier date of use of the 5¢ 1857, Type I, Brick Red.

After long years of study of the 5¢ 1856 and the 5¢ 1857 - Plates One and Two - there exists no doubt in my mind that the 5¢ 1857 stamps were issued in the following order:

- 5¢ 1857 Red Brown - Type I - Plate 1
- 5¢ 1857 Indian Red (Henna) - Type I - Plate 1
- 5¢ 1857 Brick Red - Type I - Plate 1
- 5¢ 1857 Brown - Type I - Plate 1
- 5¢ 1857 Brown - Type II - Plate 2
- 5¢ 1857 Orange Brown - Type II - Plate 2

The S.U.S. lists these stamps in the following antiquated order. Who will dispute that the listing should be in the order the stamps were issued?

- 5¢ Brick Red - Type I - Plate 1
- 5¢ Red Brown - Type I - Plate 1
- 5¢ Indian Red (Henna Brown) - Type I - Plate 1
- 5¢ Brown - Type I - Plate 1
- 5¢ Orange Brown - Type II - Plate 2
- 5¢ Brown - Type II - Plate 2

Regarding the dates given in the "S.U.S.," 1952 Edition.

#27 Brick Red - Type I. No date is given. But the earliest known date of use in my record is Oct. 6, 1858.

#28 Red Brown - Type I - Aug. 28, 1857. This date is from my records.

#28A - Henna Brown - Type I - listed as a minor variety with no date given. This is the stamp that was formerly listed as the "Indian Red" and as far as I am concerned I much prefer that term to "Henna Brown." The "Indian Red" is a gorgeous color and surely deserves a major listing in the catalogue. It is totally different from the Red Brown, the Brown or the Brick Red and I think that all serious collectors of our early stamps would welcome catalogue information regarding the value of unused and used copies, of pairs, strips and blocks, on and off cover, various cancelations, and approximate date of use. In my record, I have a use of March 31, 1858 listed but I cannot vouch for the cover as it was "reported," and I never saw it. I also have uses recorded of Apr. 13, 1858 and May 3, 1858. I believe the stamp in this color was first issued in March 1858, a change from the Red Brown to this very beautiful color. If you think this stamp is not semi-rare, try and make up a collection of covers showing singles, pairs and strips. I doubt if you will find any used blocks. Ridgway called this color "MAHOGONY RED" which is also a good term.

#29 - Brown - Type I - July 4, 1859. I don't know where the S.U.S. obtained this date, but no doubt it is correct as the earliest use in my record is July 6, 1859, a cover that was in the Waterhouse collection about 18 years ago. I doubt if the Type I Brown was issued much earlier than July 1859, as I have uses of record of the 8th, 12th, 14th and 21st, also Aug. 20, 1859.

#30 - Orange Brown - Type II - July 13, 1861. In the Newbury collection is a cover with this stamp used from New York on May 8, 1861. The cover is as good as gold, hence the S.U.S. date is a bit out of date, and it came from a cover that was at one time in the Armitage collection, and for years was my earliest of record. I also have July 1861 uses recorded as of the 16th, 27th and 31st, but I have never seen a use in June 1861 and only the one in May 1861 as above. This is not strange because the orange brown on cover is quite a rare item. Naturally I refer to genuine covers and not what I call a "ZARESKI."

#30A - Brown - Type II - May 14, 1860. This May 14th date is from my records, and has stood as the "earliest" of this plate and color since 1935.

WHY NO "S. U. S." DATE FOR THE BRICK RED?

Perhaps specialists in the 5¢ 1857, will wonder why no date is given in the "S.U.S." opposite #27, the Brick Red - Type I. The answer is that I understand that some people believe that a certain cover, as hereafter described, with an

early date is genuine, whereas others are of the opinion the cover is a fake.

In the Ward column in Hekeel's of August 29th last, Philip Ward reported as follows, quote: "1858 - 5¢ Brick Red - Earliest Usage - In our list last week we recorded the earliest known usage of the 5¢ Brick Red (Scott's No. 27) as October 6, 1858, this cover being in the _____ collection.

Mr. _____ now shows us a cover with a 5¢ Brick Red used in combination with a vertical strip of the 10¢, all nicely tied with a postmark of April 6 (1858). This is six months earlier than the previous early recording." (unquote)

Mr. Ward failed to state that the cover was from New Orleans to France and that so far as anyone is aware there was never any such a thing as a 35¢ rate to France. I have known this cover since 1936 when it was sent to me for my opinion by Frank Godden of London. I informed him that I did not believe the 5¢ Brick Red was used originally on this cover and that the New Orleans postmark used to tie the stamp to the cover was a counterfeit, an imitation of an original. I sent the cover to Dr. Carroll Chase and Edward S. Knapp, both of whom confirmed my opinion. I then sent it to Hugh M. Clark, Editor of the S.U.S. and advised him that if the cover was submitted as "an early use of the 5¢ Brick Red" not to list it as such.

In the issue of STAMPS of February 4, 1939, George Sloane illustrated this "35¢ rate" cover to France and had the following with reference to it, quote: "Illustrated herewith is a cover which shows the earliest use of the 5¢ Brick Red, Scott's No. 45, Series of 1857, a single used with a vertical strip of 3 of the 10¢ green of the same issue, postmarked, "NEW ORLEANS LA., APRIL 6, 1858," six months to the day in advance of the earliest, previously recorded usage, which is given in Scott's United States catalogue as October 6, 1858. This cover is in the collection of _____ of _____. The contents is a printed price-courant, dated at New Orleans April 3, 1858, and it was addressed to a small town in Nantes, in the Pyrennes France."

That statement was not true as the cover is addressed to "TRIE - HAUTES PYRENNES - FRANCE". Hautes Pyrennes is a Province or Department. Nantes is not a district, it is a commercial town, of great importance in Brittany, specifically the capitol of Loire Inferieure department. So much for inaccurate reporting.

Sloane further stated, quote: "The postage is overpaid by 5¢. The rate at that time was 30¢ to Germany for a single letter, and 30¢ to France for a double letter. A personal letter was written on the bottom of the circular which was not the usual routine and is a possible excuse for the error of over-payment on the part of the sender." (unquote)

The rate to France at that time was 15¢ per quarter ounce. This letter was a double rate (2 x 15¢) and was sent sealed, hence it was not a printed circular rate. Nor was it in my opinion "an overpayment of 5¢, an error," because in my search for facts regarding this "35¢ rate" to France I discovered a similar cover from the same New Orleans business firm, a folded price-current addressed in the same handwriting to the same "Jos Tardos" at Trie, (France). This cover has a vertical strip of three 10¢ 1855 which is plainly tied to the cover by three genuine New Orleans postmarks of "AUG 18 1857." I believe this cover disputes the assertion that the Apr 6 1858 cover was an "error" or an "overpayment." It certainly shows that in August 1857 the New Orleans firm was well aware that the correct double rate to "Trie - France" was 30¢ and because "a personal

letter, (quoting Sloane) was written on the bottom of the circular" no extra payment of 5¢ for that purpose was required under our postal treaty with France.

Within the past year this cover was submitted to the Expert Committee of the Philatelic Foundation of New York City and I have been reliably informed that they issued a certificate stating, that in their opinion, the 5¢ Brick Red was not used originally on this cover.

I have advised Mr. Gordon Harmer, Editor of the "S.U.S." of the above facts and I made a protest against the listing of the April 6, 1858 date on this single 5¢ Brick Red Type I stamp. An unused single of the 5¢ Brick Red is quoted at \$250.00, hence no one would be so foolish as to add an unused copy to such a cover and cancel it with a counterfeit postmark. The Zareskis don't do such things but they do clean cancelations from our early stamps and add them to U. S. covers or remove common stamps and substitute those that are rare.

When Philip Ward made his "important" announcement in Mekeel's of August 29th, would it not have been fair to all those who value accuracy in postal research work, to have informed his readers that the cover he was reporting had been condemned by the Expert Committee of the Philatelic Foundation of New York City.

If any reader can show any earlier dates of use of the 5¢ 1857 than those recorded above will they kindly advise, or better still, submit the item at my expense for recording.

Address: Stanley B. Ashbrook
P. O. Box 31
Fort Thomas, Ky.

September
22
1952

THE SO-CALLED

"SHORE TO SHIP RATE"
of
FIVE CENTS

My attention has been called to some statements made by Elliott Perry in his "Pat Paragraphs," current issue, No. 57, dated August 1952, under the heading of "Shore to Ship" postage. In his article, Perry attempted to explain the actual significance of payments of 5¢ on certain classes of mail going to foreign countries in the eighteen forties and eighteen fifties. It is evident that Perry did not have a correct understanding of his subject.

On page 1937 of his publication he illustrated a cover with a single copy of the 5¢ 1847 from Cleveland, O., on May 31, 1851, addressed to Paris, France. On page 1936, he headed his description of this cover as "Shore to Ship" cover,

and he described this cover as follows, quote:

"As Cleveland is more than 300 miles from any Atlantic port, the "Shore to Ship" rate was 10¢ and the cover should have had two 5¢ stamps."

In the first place, the proper term for this payment is not "Shore to Ship," and in the second place, this letter did not require "two 5¢ stamps," or a payment of 10¢. The 5¢ payment was proper in spite of the fact that Cleveland was over 300 miles from "any Atlantic port," and the 5¢ payment would have been sufficient had the letter originated at St. Paul, Minn., or St. Louis, Mo., or San Antonio, Texas, or New Orleans, La., all offices which were considerably more than 300 miles from (quote), "any Atlantic port."

Perry's description of this cover is proof that he was misinformed. I will prove this assertion later. One more point, Perry stated, "from any Atlantic port" - whereas the fact is, that regardless of where this letter had originated in these United States, there were two offices of embarkation where it had to be sent, one was Boston, the other was New York. I assume Perry was not aware of that fact, because he states, "from any Atlantic port."

On page 1933, Perry stated, quote: "The 'shore to ship' rates apparently date from the Act of March 3, 1845, which became effective on July 1st, 1845." (unquote)

I will prove that a letter to France with a 5¢ payment between July 1, 1845 and Feb. 15, 1849, had no relation whatsoever to a letter to France with a 5¢ payment between Feb. 15, 1849 and March 31st, 1857 inclusive. Perry was sadly in error when he put both in the same classification, and termed such payments as "Ship to Shore Rates."

The so-called "Ship to Shore" rate of 5¢.

We will confine our discussion of this subject to the period of July 1, 1845 to April 1, 1857, merely for the purpose of covering a stated period.

The Act of Congress of March 3, 1845, made several important changes in our domestic postal rates and method of rating letters. Effective July 1, 1845, a domestic single rate letter of not over one-half ounce was subject to the following rates:

Conveyed under 300 miles - 5¢
" over 300 " - 10¢.

NO POSTAL TREATIES WITH FOREIGN NATIONS

At that period we had no regular postal treaties with countries beyond the seas, whereby full postage could be paid in this country to foreign destination, hence no foreign rates of postage. If a letter was transmitted to some European destination thru England, or to the Far East, the only payment that could be made was the above internal or domestic, and it was not a "Shore to Ship," but the regular U. S. rate from an office of origin to a post office at a port of embarkation, as for example Boston and New York.

The P.L. & R. of 1847 - (dated April 25, 1847), listed the following principal post offices for the despatch and receipt of foreign mails, (page 64 - Regulation #458): "BOSTON, NEW YORK, CHARLESTON, S.C., and NEW ORLEANS, LA."

On pages 64 and 65 is Chapter #63, and Regulation #459 - from which I quote the most important parts as follows: "When a letter is sent to a foreign country, postage on it must be paid to the seaport, except letters and packets sent to the British American Provinces, and those to Bremen, in Germany, by the New York and Bremen Line of Mail steamers, and those places in Europe to which mail-matter will be sent by said line through the Bremen Post Office. #460. Postmasters at seaports will always receive letters that are offered for places beyond sea. xxxxxxxx #461. As soon as the postmaster finds that a vessel is ready to sail, which will be convenient to carry letters to the place of destination, he will xxxx examine all such letters, and see xxx none are destined to another place. xxxxxx And if there be many letters, and no bag furnished by the master of the vessel, the postmaster will furnish one, and charge it to the Department. #462. The postmaster will obtain from the master of a ship, a certificate, etc. etc. xxxxxx." (unquote)

Chapter 64

P. L. & R. of April 1847

Postage on letters etc. to foreign countries transported
In United States Mail vessels.

(Note by S.B.A. - The following rates applied to mail carried by U. S. Mail vessels - meaning ships of lines under contract to carry U. S. Mails).

Regulation #465, quote: "On all letters and packets not exceeding one-half ounce in weight, from any port in the United States to any foreign port, twenty four cents."

(Note by S.B.A. - Domestic postage was to be added to the 24¢ if the letter was from an office other than the port of embarkation)

"#466. Over one-half ounce, and not exceeding one ounce in weight, forty eight cents."

"#467. And for every additional half ounce, or fraction of an ounce, fifteen cents."

"#469. All letters not exceeding half an ounce to the West Indies and other islands in the Gulf of Mexico, Havana excepted, ten cents."

"#470. Over one-half ounce, and not exceeding one ounce, twenty cents, and five cents for every additional half ounce, or fraction thereof."

"#472. xxxxxx To Havana, to which port letters will be chargeable with twelve and a half cents postage."

"#473. All letters xxx to Chagres, when conveyed in mail vessels, shall be charged with twenty cents postage; to Panama, thirty cents, and to other ports on the Pacific, forty cents." (Act of March 3, 1847, Sec. 7)

THE U. S.-BRITISH POSTAL TREATY

In December of 1848, a postal treaty with Great Britain was concluded and it went into effect in this country the middle of February 1849. (Presumably Feb. 15, 1849). The single rate for one-half ounce that was agreed upon was 24¢ which was made up as follows:

The U. S. "inland postage" under the Treaty	- 5¢
" British " " " " "	- 3¢
" Atlantic sea postage	- 16¢
Total	24¢

The difference in the "inland rates" of each country was because of the far greater distances a letter was liable to travel in the U. S. as compared to the much shorter distances in the British Isles.

In the Treaty itself the term that was used for the British $1\frac{1}{2}$ pence, or U. S. 3 cents, and for the U. S. 5 cents was, quote: "An inland postage rate." Thus the correct and proper term for what has been called in the past, the "Ship to Shore rate," after Feb. 15, 1849 is -

"THE INLAND RATE OF THE U.S. - BRITISH TREATY OF 1849"

This Treaty was in effect from Feb. 15, 1849 until Dec. 31, 1867 inclusive, during which time the 5¢ inland rate was in effect for mail to foreign countries according to certain provisions of the said Treaty.

I wish to emphasize the fact that domestic rates of 5¢ and 10¢ required on letters addressed to European countries and carried by vessels not under contract to the U. S. Government of the period - July 1, 1845 - to Feb. 15, 1849 - have no relation to the "Inland Rate under the U.S.-British Postal Treaty" of December 15, 1848, effective in the U. S. on February 15, 1849. To be more specific, I will cite the following:

1) Steamships of the British Cunard Line were under contract to the British Government to transmit mail between the U. S. and England. These mail ships departed every other Wednesday with the British and Continental mails from Boston and New York. Postmasters in important American cities were well informed as to the exact date of the sailings. A Cunard mail ship might sail on a Wednesday of a certain week from New York, but on Wednesday of the next week, the sailing would be from Boston. I am specific, because, during the period, July 1, 1848 a merchant in Philadelphia mailing a letter to Britain for the Wednesday Cunard sailing of a certain week only had to pay 5¢, but the following week he had to pay 10¢ to carry the letter to Boston for the Cunard sailing. (over 300 miles from Philadelphia to Boston)

Perry terms such postage - "Shore to Ship rates," whereas they are nothing more than the U. S. domestic rate.

2) During the same period, a letter addressed to Britain or France or to the Continent and routed Via England from points within 300 miles of Boston or New York, required a 5¢ payment per half ounce, letters over 300 miles required 10¢ payments. Under the Regulations such mail had to be forwarded to either Boston or New York, not to some Atlantic seaport or Gulf port as suggested by Perry. Such payments were most assuredly not "Shore to Ship" rates but on the contrary were payments merely of the U. S. domestic rate from post office of origin to either New York or Boston. Postmasters at those two offices were required to put such mail aboard the regular mail steamships and such service was free and no extra charge was included in the regular U. S. domestic rate. A rate of postage is a rate, it is not one thing because of a domestic destination and another thing because of a foreign destination. I refer specifically to the period July 1, 1845 to July 1, 1848. For example, a letter from St. Louis addressed to New York

during that period required 10¢ in postage - This was an internal or domestic rate. A letter from St. Louis addressed to France, during this period, if forwarded from Boston or New York via England, by a Cunard British mail ship also required 10¢ in postage. Likewise this was an internal or domestic rate, it was not a rate fixed by any postal treaty and it did not include any extra payment to put it aboard the Cunard ship. Hence, why call this domestic rate, "SHORE TO SHIP POSTAGE?"

PERIOD OF THE RETALIATORY RATE

This rate for mail to or from Great Britain was in effect from approximately July 1, 1848 to January 10th, 1849. It may have gone into effect a day or so earlier and it may have been canceled a day or so earlier, but these points are really immaterial. This rate was established by an Act of Congress approved June 27, 1848. I will not go into the details of this piece of U. S. postal legislation other than to state that during the period this Retaliatory Rate was in effect there was no such a rate as a "Shore to Ship Rate" of 5¢ or 10¢. Domestic and sea postage of 24¢ had to be prepaid on mail forward by American packets and the same applied to mail forwarded by the Cunard British mail ships. (24¢ from ports of embarkation - or 24¢ plus 5¢ or 24¢ plus 10¢, from other U.S. post offices.) Mail from abroad, carried into U. S. ports by American or British mail steamers, was charged the same rates.

PERIOD JANUARY 10, 1849 - FEBRUARY 15, 1849

As of approximately January 10, 1849, the "U. S. Retaliatory Rate" was canceled by order of the President of the U. S., because of the signing of the Postal Treaty with Great Britain. However, the new treaty did not go into effect until approximately February 15, 1849, a period of a little over a month, during which time, domestic rates of postage again applied to mail addressed to Great Britain, and transported by British packets, or on mail addressed to Continental offices and carried to England by British packets. Such payments were certainly not "Shore to Ship rates" as termed by Perry, but were simply payments of U. S. domestic postage.

THE U. S. - BRITISH POSTAL TREATY EFFECTIVE FEBRUARY 15, 1849

As stated in the forepart of this article the new treaty with the United Kingdom provided for a rate of 24¢ per 1/2 ounce on mail between the two countries and it was made up as follows:

Atlantic Sea Carriage	16¢ - 8 pence
United States Inland Postage	5¢ - 2½ "
British Inland Postage	3¢ - 1½ "
Total	24¢ - 1 shilling

On mail to Great Britain, payment of the full rate was optional, but no part payments were permitted - all or none had to be paid. We had no postal treaty with France and the Treaty provided that mail to France could be transported from this country to England under the terms of the U.S.-British Treaty and from Britain to French destination under the terms of the Anglo-French Postal Treaty. If transmitted from New York or Boston in a Cunard mail ship Via England to a French destination, the only payment required was the "U. S. Inland Postage" under the terms of the U.S.-British Treaty. Thus we see mail from U.S. origins to French destinations by British packets to England between Feb. 15, 1849 and

March 31, 1857 with payments of 5¢. Perry called such payments "Shore to Ship" rates, whereas they were nothing of the kind. He even confused them with the 5¢ and 10¢ domestic rate payments of the period July 1, 1845 to July 1, 1848, and the period of January 10, 1849 and February 15, 1849, whereas there was no relationship between the two classes, and neither class was properly a "Shore to Ship" postage.

Perry displayed his lack of knowledge of the subject he was discussing by illustrating a cover from Cleveland, O. to Paris, France with a single 5¢ 1847 stamp. This cover was of the U.S.-British Treaty period (June 1851) and all the postage required was 5¢ which was not a "Shore to Ship" rate as he termed it but the payment of the "U. S. Inland Postage" as provided under the Postal Treaty with G.B. It was also not the "domestic rate" to Boston or New York as Perry assumed it was, - such a rate being 10¢ prior to July 1, 1851. Perry asserted, quote: "As Cleveland is more than 300 miles from any Atlantic port, the 'Shore to Ship' rate was 10¢, and the cover should have had two 5¢ stamps." That statement is absolutely wrong.

Photograph No. 59 shows a cover from Cincinnati on Jan. 2, 1851, via New York, (or Boston ?) by Cunard British packet thru Liverpool and Ostend, Belgium to the free city of Bremen. It has a 5¢ 1847, which paid the "U. S. Inland Postage" of the U.S.-British Treaty.

Cincinnati is over 300 miles from New York and Boston, and the domestic rate at that time was 10¢ per 1/2 ounce. This cover is in exactly the same class as the cover illustrated by Perry, and the 5¢ 1847 paid the correct rate, the same as the 5¢ payment on the cover which Perry illustrated, and which he stated "Should have had two 5¢ stamps."

JULY 1, 1851

On July 1, 1851, the U. S. domestic rate was reduced to 3¢ prepaid or 5¢ unpaid, on distances not exceeding 3000 miles in length. Where does a "Shore to Ship rate" fit in on this change? For example - On June 30, 1851, the domestic rate from Philadelphia to New York was 5¢ per 1/2 oz. To Boston it was 10¢ per 1/2 oz. From New Orleans to either city it was 10¢. In comparison, the "U. S. Inland rate" under the U.S.-British Postal Treaty was 5¢. In comparison, the domestic rate the next day, July 1, 1851, became 3¢, if paid from New Orleans to Boston, but the "inland Rate" under the Treaty on mail from New Orleans going thru Britain remained at 5¢, payment compulsory, and it remained at that figure until the Treaty expired as of December 31, 1867.

"THE U. S. INLAND RATE"

The 1852 P.L. & R. listed a number of foreign countries and gave the U.S. postage that had to be prepaid to these countries with the following remarks, quote: "On all letters between the United States and the countries here named, when sent through the United Kingdom, the United States postage, and that only, must be collected in the United States by prepayment when sent, and on delivery when received, at the rate of 5 cents the single rate when conveyed by British packet (unless from or to Oregon or California, then 10 cts) and 21cts, the single rate when conveyed by United States packet, unless as aforesaid from or to Oregon or California, then 26 cents" (unquote).

(See Ashbrook - One Cent 1851-1857 - Vol. 2 - pages 323 - 324)

"SHORE TO SHIP"

Perry quoted from a statement that I made in my book on the One Cent 1851-57, Volume 1 - page 19 - as follows, quote: "The real and actual need of a 5¢ stamp (note, the 5¢ imperf of 1856) was to pay the charge, Shore to Ship, on letters mailed to foreign countries. An immense amount of mail went to France in the middle fifties, especially from New Orleans, on which the 5¢ domestic charge applied. Prior to the issuance of the 5¢ stamp it required three stamps to prepay this charge. A 3¢ plus 1¢ plus 1¢." (unquote)

Instead of using the terms "Shore to Ship" and "5¢ Domestic" I should have used the proper term, viz., the "U. S. Inland Postage" under the U.S.-British postal Treaty.

(END OF ISSUE NO. 19)
(Second Series)

October 1, 1852.

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 20 - NOVEMBER 1, 1952

In so many cases -

IT IS THE STORY BEHIND THE COVER
THAT MAKES THE
COVER
OF GREATER INTEREST AND ADDS INTRINSIC VALUE TO IT

As an example of the above statement of a proven fact, I would like to cite an outstanding example. Back in the summer of 1944, Philip H. Ward, Jr. of Philadelphia sold at public auction in New York City (June 14-15), material from the collection of Mr. Henry C. Gibson of Philadelphia. Lot #33 was a cover from the U. S. to Belgium with a horizontal strip of three 10¢ 1847 and a single copy of the 5¢ 1847, used during the months of October and November in the year 1848.

Photograph No. 60, is an illustration of this very remarkable cover, which was purchased in the sale by my very good friend, the late Alfred C. Brigham of Worcester, Mass. Mr. Brigham was a prominent banker of that City as well as an ardent and enthusiastic philatelist. He greatly appreciated the fact that the story behind a cover was of prime importance, but in the case of this cover, I am sure that Mr. Brigham bought it because, (1) it had the 1847 issue, the 5¢ and 10¢, and (2) because the 10¢ was a strip of three. I believe that he was not aware of the real story behind the cover, nor was he conscious that when he paid \$700 for this item that he obtained a very great bargain. Whether Mr. Gibson was aware of the significance and great rarity of the cover I do not know, but I doubt it. Evidently Philip Ward was not, because he made no mention of its real merit in his catalogue description, which I quote as follows:

"#33 - 5¢ Brown, 10¢ Black horizontal strip of three, tied with red grid paying 35¢ rate to Belgium. A gorgeous item from the Waterhouse collection showing four bright red foreign postmarks. London mark reading, 'Nov. 14 1848' - A wonderful piece of greatest rarity (photo above)." (unquote)

The cover, a folded letter, had no U. S. postmark and Mr. Ward failed to give its U. S. origin. He stated, "tied with red grid," but he might have mentioned that the grid was not the usual circular type but the red square grid of the New York Post Office. He also stated, "paying 35¢ rate to Belgium," though there was no such a thing as a 35¢ rate to Belgium in 1848, or for that matter, at any other time.

This cover did come from the collection of Sir Nicholas Waterhouse of London, England, who for many years, has had no peer in England as an authority on the stamps of the U. S. A. The cover was sold in a London sale of Waterhouse material by Puttick & Simpson, on November 18-19-20th and 21st, 1924, and "fetched" the sum of 175 pounds sterling. As the British pound was then quoted at \$4.60, this was equivalent to \$805.00. Mr. Ward journeyed to London to attend that sale, so no doubt he was the buyer, later selling it to Mr. Gibson. Twenty years after the Waterhouse sale, the cover sold @ \$700 and I dare state that the dollar was worth 30% more in 1924 than it was two decades later.

There was no excuse for that rare item selling at the ridiculous low price in the Gibson sale. Had it been properly described in that sale, I believe it would have brought twice as much.

For the record, it was described in the London sale as follows:

"Lot 216 - 10¢ Black, superb strip of three used on the entire with a 5¢ brown to make a 35¢ rate to Gand, Belgium, with red obliteration (see photo)."
(unquote)

THE COVER WITH 35¢ to BELGIUM

What are the facts regarding this cover, a cover which is rich in philatelic Americana? As stated above, there was no such a thing as a 35¢ rate to Belgium, and further, at that period, the U. S. did not have a postal treaty with that country.

Photograph No. 61, illustrates the back of the cover and one of the markings is a Liverpool(?) England, reading, "O.D. - NO - 14 - 1848." This shows that the letter was transmitted thru England. Another marking shows "Ostend" and another that of the destination "Gand," (Belgium).

Again kindly refer to Photograph No. 60, and we find the following:

"Pr Mail to Boston for Steamer NIAGARA"

Inside there is a manuscript receipt memorandum which indicates that this letter originated at Charleston, S. C. on October 28th, 1848 and was received at Gand on November 15th, 1848, an elapsed time of some 18 days. The absence of a Charleston, S. C. postmark and the fact that the stamps are canceled by a New York grid, indicates that the cover, in all probability, was transmitted privately, or under separate cover, to New York where it was placed in the mail. Or perhaps it was handed to a mail agent on the Route of the Great Mail.

Re - the Steamer "NIAGARA," this was a mail steamer of the British subsidized "Cunard Line," whose vessels sailed every other Wednesday from New York and Boston (alternate sailings). In 1848 it took about ten or eleven days for the passage from Boston to Liverpool for a Cunard mail steamer. The Liverpool date of Nov. 4 is the departure date from that port for Ostend, and not the arrival date from Boston, so the Boston sailing might have been around the 1st to 3rd. By referring to a perpetual calendar I find that in 1848, November 1st, fell on Wednesday, so I think we can safely assume that this letter was transmitted as follows:

Dated Charleston, S. C. October 28, 1848 - Via New York to Boston. From Boston, Mass. on November 1st, 1848 - to Liverpool. From Liverpool on Nov. 14, 1848 - thru Ostend on Nov. 15th to Gand on the same day.

BUT WHY 35¢?

At this period in 1848, we did not have a postal treaty with Great Britain as above stated, hence postages to British destinations could not be prepaid, and as stated, postages could not be prepaid to Belgian destinations, so why 35¢? The U. S. postage in 1848 from New York to Boston was 5¢ single, (per 1/2 oz.) or 10¢ single from Charleston (per 1/2 oz.). Was this a 7 x 5¢? It could not have been a multiple of 10¢, so why 35¢?

Suppose we see if we can figure out what was the approximate weight of this letter that went all the way from Charleston, S. C. to Belgium in eighteen days in October and November of 1848. In the upper right hand corner is a manuscript scribble with an "8" which proves conclusively that this was a single rate letter of not over 1/2 ounce in weight. This applied by the British and meant "1-8" or one shilling, eight pence. This was a postage due marking or debit to Belgium, and indicated the sum that was due the British Post Office Department from the Belgium Post Office Department for transmitting the letter from the U. S. frontier - (Boston), thru Liverpool to Ostend. More on this 1-8 marking later in this philatelic analysis.

Inasmuch as the letter was handed to the British to transport from Boston, the only service that the U. S. P.O.D. actually performed was the carriage of the letter from New York to Boston (?), and it is well to ponder over this point, because here was a single rate letter on which 35¢ was paid; and yet the rate from New York to Boston was only 5¢ and the rate from Charleston was only 10¢. At this point, I wish to explain that this is no freak cover and although the letter was carried privately(?) to New York and placed in the U.S. Mail in that City, the legal postage of 10¢ per 1/2 oz. was paid by the writer from Charleston to Boston, just the same as if it had been placed in the Charleston, S.C. Post Office. But what about the extra 25¢ that was paid? The answer is that this is what I call a -

RETALIATORY RATE COVER OF 1848
FROM WEST TO EAST
POSTAGE PAID BY 1847 STAMPS

Perhaps, with few exceptions in our postal history, is there a more interesting chapter than that of the senseless effort that was made by British Post Office officials in the summer of 1847 to discourage the carriage of mail across the Atlantic by subsidized U. S. Mail steamships. Such carriage had been an absolute monopoly for the previous six years by the subsidized British Cunard Line. For approximately a year (June 1847-June 1848), our ambassador to the Court of St. James, Mr. George Bancroft, used every argument and exhausted every endeavor to persuade the highest officials of her Majesty's Government to rescind British P.O.D. ruling of June 1847, but to no avail. Inasmuch as the U. S. Postmaster General did not possess the authority to retaliate, it required an Act of the U. S. Congress to do so, hence the passage of the Retaliatory Act of June 1848.

THE 1848 RETALIATORY RATE
(over 300 miles)

The Act, as passed by Congress, required that on mail to England, or on mail to any foreign countries, transmitted thru England, there was to be charged in addition to the U. S. domestic rate, a sea postage of 24¢ per 1/2 oz., regardless of whether the letter was carried by an American, British, or any foreign packet. Thus the 35¢ rate as paid on this letter represented per 1/2 ounce, (single),

10¢ Charleston, S.C. to Boston

24¢ Sea Postage (In this case not performed at the expense of the U.S. P.O.D.)

1¢ overpay (in the absence of stamps to pay the 34¢)

WHY - THE RETALIATORY RATE?

In this analysis of a most remarkable and historical cover, I will attempt to

give an outline of the events that led to the passage by the U. S. Congress of the RETALIATORY ACT. In 1845 Congress passed a law which authorized the establishment of subsidized mail steamships and the first ship to sail from New York with foreign mail was the "S. S. Washington" June 1, 1847 for Southampton and Bremerhaven, Germany. On board was Major S. R. Hobbie, First Assistant Postmaster General of the U. S. P.O.D., who was sent abroad to effect postal agreements (if possible) with Great Britain and the free city of Bremen.

THE S. S. WASHINGTON - FIRST U.S. MAIL STEAMER

On June 1st, 1847 (the long advertised in advance date), the U. S. Mail steamship "Washington" departed from New York City on her maiden voyage to Bremen, this being the first fruit of the Act of March 3rd, 1845. A little over a week after the departure of the "Washington," officials of the British Post Office Department issued their "Post Office Order of June 9, 1847." By this action, the British officials ruled that the "usual packet postage" be collected on mail-matter brought to England by "American Mail Steamers." Inasmuch as sea postage had to be prepaid in the U.S. on mail forwarded by American Mail Packets, the British ruling meant that both nations would collect sea postage (24¢) on mail from America to Britain (or beyond). This was a very foolish and arbitrary action and it was a direct slap at the effort of the U.S. to participate in the mail carriage across the Atlantic. No other foreign nation had been singled out for such an insult.

This action of the British Post Office Department aroused a storm of protest thruout the length and breadth of the U. S. as evidenced by the remarks contained in the annual report to Congress of Postmaster General Cave Johnson, dated December 6th, 1847, from which I quote in part as follows:

"On his arrival at Southampton on the 15th of June (1847), Mr. Hobbie met a hostile movement of the English Government against the Line of American Mail Steamers. In a Post Office Order issued the 9th of June (1847) by the direction of the Lords of the Treasury. This order subjected all letters and newspapers, conveyed by the 'Washington' to England, to the same charge for postage as if they had been conveyed in the British steamers, at their own expense. The mails made up in this country for France, and left at Southampton to be forwarded to Havre, were subjected to the same charge, and all were required to be sent to the London Post Office. It being his duty (Major Hobbie) to proceed directly to Germany, Mr. Hobbie made a full communication to our Minister at London, and placed the matter under his immediate charge. Shortly afterwards he repaired from Bremen to London, and united with Mr. Bancroft in efforts to effect a withdrawal of the Order of the 9th of June, and the adoption of a reciprocal postal arrangement between the two countries. The British Government persisting in their "Order," he returned to the Continent and resumed the prosecution of his mail arrangements there. In the meantime, notice having been given to this Department of the course adopted by the British Post Office, the undersigned immediately gave notice to the Postmaster General of Great Britain for the abrogation of all agreements existing between the two offices, which, at the expiration of three months, annulled the agreement entered into in 1844, for the transmission of the British closed mails through the United States to Canada, as well as the arrangements heretofore made for the collection and payment of the postages of the United States in Canada.

XXXXXXXXXXXX Mr. Hobbie having again joined Mr. Bancroft in London, the

application for a recession of the Order of '9th of June' during the pendency of negotiations was renewed, but without success." (unquote)

The Act of March 3rd, 1845 fixed the rate of postage to Europe on mail carried in U. S. Mail steamers. The U. S. Postmaster General did not possess the authority, to retaliate, by charging the same sea postage of 24¢ per 1/2 oz. on letters carried from or to our shores by British (Cunard) mail steamers. The law provided that mail brought into the U. S. by Cunard Line ships be rated as "Ship Letters" with a postage of 6¢ if addressed to the port of entry or with regular domestic postage plus 2¢ ship fee if addressed to an office beyond the port of entry. It required an act of Congress to make any change in these rates and the British postal officials were well aware of that fact and they took advantage of the situation and obstinately refused to rescind the obnoxious British P.O. Order of June 9th, 1847.

I quote further from the report (as above) of the U. S. P.M.G. (December 1847) - to wit:

"In England, it is understood that the foreign postages are, by law under control of the Lords of the Treasury, and may be changed as circumstances render necessary. A similar power should be given to the Postmaster General, or some other authority in the United States, so as to secure, if practicable, fair and just mail arrangements between this and foreign countries. xxxxx Whilst this state of things continue, the British Government, by their Order of June last, appropriates the American Steamship 'Washington' to their own use, so far as postage is to be derived from it as fully as if it were her own, established and maintained at her own expense; and this for the avowed purpose of protecting the British Mail Steamers against those of the United States." (unquote)

THE RETALIATORY ACT OF
JUNE 27, 1848

Although Postmaster General Johnson in December of 1847, requested Congress for power to retaliate in like fashion against the British P.O. "Order," it was not until six months later that action was forthcoming. This was a law passed by Congress, approved June 27, 1848, and evidently effective as of that date. It was entitled, (quote), "AN ACT - To amend the Act to provide for the transportation of the mail between the United States and foreign countries and for other purposes." (unquote).

By this law the Postmaster General was authorized to charge and collect postages on all letters and other mailable matter, carried to or from any U. S. port, the same rate of American postage, which the government to which such foreign packets belonged, imposed upon mail conveyed in American packets.

In order that there be no misunderstanding of the situation as it existed in 1847 and 1848, and the effect that the British P.O. Order and the U. S. Retaliatory legislation had upon merchants in both countries as well as upon the public correspondence between the two countries, I will attempt to be explicit in giving a clear picture.

An Act was passed by Congress and approved March 3, 1845, which bore the title, quote: "To provide for the transportation of mail between the United States and foreign countries, and for other purposes." This is the Act which authorized the Postmaster General to make contracts for the transportation of the U.S. Mail

by American packets, preference being given to steam vessels. Sec. 3 of this Act fixed the rate of postage to be charged at, "twenty four cents with the inland postage of the United States added." This applied to letters of not more than one-half ounce in weight.

As stated above, the "Washington" was the first U. S. Mail steamship under contract with the U. S. P.O.D. to carry U. S. Mail to Europe. She sailed from New York on June 1st, 1847. Mail carried, had to be prepaid at the rate of 24¢ sea plus U. S. domestic of 5¢ or 10¢ depending on distance, (24¢ plus 5¢ or 24¢ plus 10¢), per 1/2 ounce. The sea postage was rated at 48¢, on letters weighing over 1/2 oz. but not exceeding one ounce. Above one ounce, fifteen cents was to be charged for each additional half ounce or fraction. When such mail was delivered in England, it should have been rated as "Ship Letters" but the British P.O. Order imposed a charge of one shilling (per 1/2 ounce), the same rate as if carried by a Cunard British mail steamer. In contrast, mail from the U. S. transmitted by Cunard ships only required payment of the U. S. domestic rate, with a shilling collected from the addressee in Great Britain.

The British P.O. "Order" worked a hardship on British correspondents because it forced them to pay the sea postage on mail brought to England by American packets, whereas such sea postage had been prepaid in the U.S.

In contrast, mail from Britain to the U. S. conveyed in British packets had to be prepaid in Britain, at the rate of one shilling per 1/2 ounce, but prior to the passage of the U. S. retaliatory legislation such mail was treated as "Ship Letters" with no charge for the sea postage. (The ship rate was 6¢ if addressed to port of entry, and regular postage plus 2¢ if addressed beyond a port of entry).

After the passage of the retaliatory legislation double sea postage was charged by both nations regardless of whether mail was carried across the Atlantic by British or U. S. mail contract ships.

THE COVER TO BELGIUM

A further study of this cover is very interesting. Over the address of "Gand" is a scribble in blue ink that was applied in Belgium and is the sum due from the addressee of "24" decimes or approximately the sum at that time of 48¢ in U. S. currency. There is also a Belgian rectangular marking which reads as follows:

DEBOURS ETRANGERS ..	1/8	(one shilling, 8 pence)
TAXE REDUITE	20	(20 decimes)
PORT BELGE	4	(4 ")

The 10¢ 1847 strip of three on this cover are from the following plate positions: 22R1 - 23R1 and 24R1.

THE S. S. WASHINGTON

Perhaps a word about this first American mail steamship will prove of interest. It was launched on Jan. 31, 1847 and was then the largest steamer afloat. She was painted black with imitation port holes and bore as her figurehead a full-length effigy of Washington. She was constructed under the supervision of a navy lieutenant and was described at the time, as "the most complete and beautiful ever constructed." She had four decks and three masts and her overall

length was 260 feet, a vessel of only 1,750 tons.

It is stated that the "Washington" received a very cool reception at Southampton and a London paper described her as about as ugly a specimen of steamship building as ever went thru the Port of Southampton.

MR. BANCROFT PROTESTS

It was stated that when U. S. Ambassador Bancroft first went to see the British Postmaster General to enter a protest against the obnoxious British P.O. Order of June 1847, that the P.M.G., the Marquis of Clanricarde, very frankly avowed that the object of the "Order" was to protect the revenue derived by the Cunard Line and while his Lordship promised to take up the matter with the Treasury he very explicitly declined a recommendation of a discontinuance of the imposition of sea postage on mail carried to England by American mail steamships.

Photograph No. 62. Here is a photograph of a cover that I am very pleased to include in this story of a rare 5¢-10¢ 1847 cover. It is addressed to the same person in Gand, Belgium as the 35¢ cover and the address is in the same handwriting. It is of the period between June 1847 (British P.O. Order) and June 1848 (Retaliatory legislation), and it confirms and verifies all of my analysis of the 35¢ cover. This cover No. 62, a folded letter, originated at Charleston, S. C. on February 19, 1848 (dated inside). It was not placed in the Charleston Post Office but was mailed direct with a mail agent on the route of the Great Mail. There is a very faint circular marking in red in the upper left corner which reads - "WILMINGTON & RALEIGH R.R. FEB 22." It is routed "Pr Steamer Hibernia" which was a British mail steamship of the Cunard Line. The cover has a horizontal pair of the 5¢ 1847, with pen cancelations. To the right in manuscript is the well-known British due or debit marking to Belgium of "1-8," or one(1) shilling (8) eight pence, and to the left is the Belgian due of "24" decimes. Both of these markings are the same as on the "35¢ cover" and all three prove that the letter did not weigh over one-half ounce. This letter and the "35¢ cover" were transmitted to England by Cunard mail ships, but this No. 62 shows only the required U. S. domestic rate of 10¢ from Charleston, S. C. to New York (or Boston) (Pre-Retaliatory legislation), whereas the "35¢ cover," being of the Retaliatory rate period (June 27, 1848 to Jan. 7 (?) 1849) shows that the latter required prepayment of 24¢ sea postage in addition to the regular 10¢ domestic rate from Charleston to New York or Boston. Just for the record, the following is included in this study.

The "10¢ cover" was in a sale by the late Percy Doane on June 26, 1939, being Lot #39. According to my records it was purchased by J. W. Sampson, whose collection of 1847 covers, was purchased by John Fox in 1948. In a Fox sale of Jan. 29, 1949, the cover was Lot 444.

FURTHER REGARDING THE BRITISH DEBIT

"1 - 8"

or One shilling eight pence
(U. S. equivalent of 40¢)

As stated above, the addressee De Coster, was charged a sum of approximately 48¢ each when these two letters were delivered to him. The British debit to Belgium was "1-8" or approximately 40¢ U.S., which was the postage charged by the British from the U. S. frontier to the Belgium frontier. Evidently Belgium charged approximately 8¢ each for their handling of these two letters.

Let us further consider the 10¢ cover, Photograph No. 62. Had this letter weighed over 1/2 oz., the postage from Charleston to New York or Boston would have been 2 x 10¢, but had this letter originated at Philadelphia (for example) the U. S. postage would have been 5¢ to New York or 10¢ to Boston. And likewise - the British debit or Due of "1-8" proves whether a letter was a single of not over 1/2 ounce.

In my study of the famous Knapp fake 1847 cover, I demonstrated that this fake had originally been a single rate as the British due or debit figure was "1-8." Please refer to Photograph No. 10 of this Service. This fake cover went from Philadelphia to New York and originally had a 5¢ 1847. Zareski of Paris or some other such notorious philatelic criminal added a 10¢ 1847 pen-cleaned copy and painted a "1" before the "5CTS" in the Philadelphia postmark. I also refer those interested to Photograph No. 14, a single rate cover which also has the British "1-8."

In the Gibson sale by Ward in June 1944, Lot #3 was a cover to Belgium from New York City on July 31, 1845 with a single copy of the 5¢ New York Postmaster stamp. This cover had the British manuscript marking of "1-8" - also the Belgian manuscript of "24" decimes and the handstamp rectangular marking as per Photograph No. 60. This 5¢ New York cover was transmitted by the Cunard mail steamer, the "Britannica."

RESULT OF THE RETALIATORY LEGISLATION

The direct result of the American legislation was to bring the British to their senses and a postal treaty was signed in London between the two countries on December 15, 1848. Early in January 1849, the President of the United States revoked the retaliatory rate legislation and on February 15th, 1849, the U.S.-British Treaty became effective in this country. These dates are official and I mention this point because so many mis-statements have been made in the philatelic press regarding them.

And now I come to the climax of this interesting story of the American Retaliatory Rate Legislation, and exhibit a photograph of a photograph of a cover which Philip H. Ward, Jr. once described as what he considered the most important cover known to American Philately. In his words, "Gorgeous."

Photograph No. 63, illustrates a cover that was also in the Henry C. Gibson Sale by Ward on June 14-15, 1944, and was described as follows, quote:

"Lot 34 - 10¢ Horizontal strip of six with sheet margins at right tied to small neat cover with bright red "5" in circle, also black French transit postmark. Cover which is postmarked in red "PHILADA RAILROAD" with red foreign marking is addressed to Richard Rush, our Minister to France. Manuscript marking 'British Mail Steamer of the 27th September (1848) Europa.' On back red London postmark. We consider this the most important cover known to American philately. Gorgeous." (unquote)

It was sold "to order" @ \$4,000. I have no information regarding who is the present owner of this cover.

This cover was used during the period that the U. S. "Retaliatory Law" was in effect, and it went by British Packet to England from New York on Wednesday,

September 27th, 1848. It originated at Philadelphia and the single domestic rate was 5¢. The sea postage was 24¢ or a total of 29¢. This cover shows a payment of 60¢, hence it weighed over 1/2 ounce, but not over one ounce, thus 2 x 29¢ with an overpay of 2¢.

This letter was not placed in the Philadelphia Post Office but was mailed direct with the mail agent on the railroad car from Philadelphia to New York. My photograph shows a tracing in the lower right corner of the rating stamper that was used at New York to cancel this remarkable strip of six 10¢ 1847 stamps. This encircled "5" was simply a cancel. I put a memo in the upper right in the photo to the effect that this cover was Lot No. 42 in that remarkable "Seybold Sale" by Morgenthau in March 1910, some 42 years in the now distant past. The sale price was \$110.00. Just imagine!!! The French due marking is "33" decimes or approximately 66¢ in U. S. currency.

This extraordinary cover is undoubtedly unique and while Ward was probably wrong in describing it as the "most important cover known to American Philately" it is indeed a gorgeous example of "Philatelic Americana."

Could better examples be cited than these two covers to verify my statement that it is the "Story behind the cover that makes the cover?"

WEST TO EAST

In conclusion may I mention that I class all covers as "Retaliatory Rate covers" regardless of whether they are to this country (east to west) or from this country to England or thru England to France, Holland, Belgium, Germany or other countries (west to east). It has been my experience that West to East covers are far more rare than East to West items, and in addition, the former with U.S. stamps (1847 issue) are extremely rare. It is well to bear in mind that the retaliatory period was only from June of 1848 to January 1849. Covers which are also rare and highly desirable are those from the U. S. to England, or thru England, by American Packet between June 1847 and June 1848. These would show the effect of the obnoxious British P.O. Order of June 9th, 1847, viz., double sea postage.

Comment on the above study by members of this Service will be greatly appreciated, and a look at any covers of the period will be most welcome.

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Note - In the above analysis of several very remarkable covers a number of statements were repeated over and over again, but I wish to explain that this was done on purpose so that a full understanding might be had by the reader.

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REGARDING A FRAUDULENT U. S. COVER
with a 5¢ 1857 TYPE I - BRICK RED.

In the October issue I described a cover to Trie, France which had a vertical strip of three of the U. S. 10¢ 1857 to which some faker had added a cleaned copy of the 5¢ 1857 Brick Red - Type I - and tied it with a faked New Orleans postmark of "Apr 6 1858." My discussion of this cover occupied pages 127 to 130 inclusive of this "SERVICE," and I stated that it comprised an article which I had submitted to STAMPS and that no doubt it would appear at an early date in that publication. I regret to state that the article will not appear because the publisher of STAMPS - Mr. Harry L. Lindquist - was threatened with a libel suit if he published the article. Not wishing to embarrass the publication in any way, I withdrew the article.

For the record, I am enclosing a photograph of the cover in question as per Photograph No. 64, herewith. I made this photograph in 1936, when the cover was the property of Frank Godden of London, England. The present owner of the cover is Mr. Frank Hollowbush, 17 Spier Ave., Allenhurst, N.J., who purchased the cover from Mr. Godden in 1938(?).

As stated in my article, (page 130), this cover was submitted to the Expert Committee of the Philatelic Foundation early this year and I have been reliably informed that they issued their certificate stating, that, in their opinion, the 5¢ Brick Red stamp was not used on this cover.

It will be noted from the enlarged photograph that the cover was mis-sent from New York to Prussia - Via Prussian Closed Mail (Note the Aachen marking) - was returned to New York and re-sent to France. There is one New York postmark with a credit of "12" (2 x 6¢) over the original N.Y. p.m. which had a credit of "7" - this was the one in error.

I stated on page 129 that George Sloane wrote an article about this cover in the issue of STAMPS of February 4, 1939, and proclaimed this fake as showing (quote): "the earliest use of the 5¢ Brick Red." This cover not only deceived Sloane but it also deceived Philip H. Ward, Jr., who only last August reported it in his column in Mekeel's. (Aug. 29, 1952). On page 129 of this "Service," I quoted Mr. Ward's remarks, which were to the effect that this cover shows a use of the 5¢ 1857 Brick Red, which is, quote: "six months earlier than the previous early recording." Inasmuch as the 5¢ stamp was not used on that cover, this statement was not true.

The owner of the cover, Mr. Frank Hollowbush, insists the cover is genuine in every respect, and Mr. Philip Ward, Jr. informs me that he examined the cover very carefully and is of the opinion it is genuine.

On page 129 of this "Service" I quoted some of Sloane's remarks on the cover, viz: "The postage is overpaid 5¢" and such was "the error of over-payment on the part of the sender." The sender did not overpay and he was well aware of the fact that the rate to France at that time was 15¢ per 1/4 ounce, as I will demonstrate.

Photograph No. 65, shows a cover from this same correspondence and mailed from New Orleans on August 18, 1857, over seven months earlier than the cover of Apr 6 1858. The August 1857 cover is addressed in the same handwriting as the April 1858 cover and in this case the Boston Post Office, Foreign Division, made an error on this cover and sent it Via Prussian Closed Mail to Aachen, from which place it was returned to the Boston office, the error corrected, and forwarded to France with the proper credit of 24¢. So it is quite evident that the person who addressed the letter in New Orleans in April 1858 was well aware of the correct rate to France at that time. I described this August cover in the last paragraph on page #129 of this "Service."

Again referring to Photograph No. 65. It does seem rather odd that a fake like this would deceive Mr. Hollowbush, or George Sloane, or Philip Ward, Jr. I believe that Mr. Ward wrote me to the effect that all of his associates in Philadelphia, likewise, were of the opinion that the cover was genuine. No doubt the crook who added the cleaned copy of the 5¢ Brick Red to this cover has laughed up his sleeve on many occasions at how easy it was to fool Americans with his crooked stuff of 19th U. S. covers, and I haven't a doubt that he has deceived me along with the rest on certain occasions.

The two New Orleans postmarks on the 10¢ vertical perf. strip on the Hollowbush cover are genuine, but the one that ties the 5¢ Brick Red is an imitation, a counterfeit. The black ink of the fake is different from that of the genuine and a careful examination of the letters of the genuine and those of the fake show quite a difference. Note the "L" of "La.," as well as others, among which there is one that is especially noticeable. In the fake, note the shape of the "N" of NEW. Compare this "N" with the "N" of "NEW" on the top stamp of the 10¢ strip. Please remember this same "N" of the fake because I will again refer to it later. Also note how different is the fake "N" from the genuine strikes on the August 1857 cover, Photograph #65.

When I sent my article on this fake cover to Mr. Lindquist to publish in STAMPS, I also sent a copy of it to the owner, Mr. Frank Hollowbush and advised him of my intention to publish it. A few weeks later, Mr. Lindquist advised me that he had received a letter from Mr. Hollowbush stating that if the article was published he would regard it as an unfriendly act. I then requested Mr. Lindquist to return the article to me, which he did. Upon receipt, I sent it to Mr. Harry Weiss, Editor of GOSSIP, but before Mr. Weiss received it, he received a letter from a New York attorney.

Photograph No. 66, shows this letter. I requested Mr. Weiss to return the article to me. These are the facts in the case of this cover and they are recorded here for future reference.

I feel rather positive that this cover is the work of a certain Parisian faker who has defrauded U. S. and British collectors out of many thousands of dollars. I believe that after long experience and study of the crook's work that I am a bit familiar with it. I recall that after the Expert Committee of the Philatelic Foundation of New York City authenticated the fraudulent Knapp, 5¢ plus 10¢ 1847 cover, (as described in an early issue of this "Service") that I addressed a letter to the Parisian faker and sent him a photograph of the Knapp cover. I stated that the thing was, in my opinion, some of his handiwork and that he should feel highly complimented that he had deceived such a highly regarded Committee. That up to that time I had been unable to convince

the Committee that the cover was a rank fake and that he could render a small service to philately if he would admit that he faked the cover. His reply was highly indignant and his denial that he had ever made any fakes was most emphatic. This, in spite of the fact that he is notorious.

ANOTHER COVER SHOWING THE EARLIEST
KNOWN DATE OF USE

Photograph No. 67, shows a cover from the Charles F. Meroni collection and was entered in the "Meroni Sale" by John A. Fox as Lot #1349. When I informed Mr. Fox that this cover is a fake he promptly withdrew it from the sale. Mr. Fox did not threaten me with a libel suit, nor did the owner, Mr. Meroni. My attention was called to this cover by my valued friend, Mr. J. G. Fleckenstein of Ionia, Mich. Mr. Fleckenstein had sent for the cover and noted that the date of use was, "New Orleans FEB 4 1856" and by referring to page #113 of this "Service" he noted that the earliest use of a 5¢ 1856 that I had recorded was March 15, 1856. Incidentally, the "S.U.S." gives January 1, 1856, though there is no evidence that I know of, that such is correct.

Mr. Fleckenstein also noted other features of the cover that caused him to suspect that something was wrong. For example, he noted that if this cover was genuine and was a pre-treaty use, why no French Due markings? And if a use during the Treaty period, (after Apr. 1, 1857), why no U. S. credit marking to France? (See my One Cent Book, Vol. 2 - the chapter on Foreign Rates). Mr. Fleckenstein informed me that he spent a couple of hours studying this chapter and couldn't make the cover fit the facts that I gave.

Hollowbush, Sloane and Ward could not believe that the postmark on the 5¢ Brick Red was a counterfeit, and this demonstrates, in my humble opinion, that the average collector regards the people who fake covers, as dumb clucks who would never be capable of turning out clever work. In other words, if a stamp is tied to a cover by a town postmark then the cover must be genuine, because no faker would have enough sense to employ a counterfeit town postmark, and yet such devices are easy and cheap to imitate.

The Parisian faker who turned out these two covers is no dumb cluck, when it comes to "fixing," but he is not conversant with U. S. postal history and intricate rates, and markings. He is in a general way, a "copyist."

THE MERONI COVER

In the Fox catalogue of the Meroni Sale (Nov. 13, 1952), the fake cover that was withdrawn was Lot 1349, and it was truly a very beautiful and "superb" cover, and, in my opinion, more apt to deceive than the Hollowbush 5¢ Brick Red cover. Mr. Fox described it as, "an immaculate cover to France and that each stamp was extremely fine with four margins."

I wonder if it is not fortunate for the sake of accurate philatelic research reporting that this Meroni cover did not come to the attention of Messrs. Sloane and Ward, and so avoided being proclaimed to the world as the "earliest known use of a 5¢ 1856."

What about this 5¢-10¢ cover showing a use on "FEB 4 1856"?

Here is the truth about this cover and for telling the truth I trust that no one hires a New York lawyer to threaten me with a libel suit. Both stamps are cleaned copies and both New Orleans postmarks are counterfeits, and, further,

all the markings on this cover are imitations, hence the "cover" is bad from A to Z.

Mr. Parisian faker was evidently not aware of the fact that New Orleans never used a year-dated postmark in 1856. See the Chase 3¢ 1851-57 Book - original, page 244, or the revised, page 250, or my 1¢ 1851-57 Book, Vol. 2, page 109. The New York postmark of "Feb 18" is a rather poor imitation of the genuine, and it will be noted that the faker tried to play safe and gave himself 14 days to carry the letter from New Orleans to New York. That lapse of time might have been okay for 1836 but not 1856. And further, the records show that no "American Packet" sailed from New York on Feb. 18, 1856 with U. S. Mails for Europe.

Now note the "French receiving marking" on this cover. It is very lightly impressed and the date seems to be "5 MARS - 56." Imagine 16 days from New York to France in 1856, when the average was about ten or eleven days via England to France. Evidently this marking was struck very faintly on purpose, probably because the stamper was a fake and was used in Paris. A fake and probably not a counterfeit of an original or an imitation of an original, because I doubt if there was ever an original that had what seems to be this wording, viz: "ETATS UNIS" - "AMB. CALAIS." I have no record of a French marking with this exact wording and no such a marking is recorded in the French book on French markings, entitled, "CATALOGUE DES ESTAMPILLES ET OBLITERATIONS POSTALES - DE FRANCE ET DES (OLONIES FRANCAISES.)" (By Yvert & Cie - 1929).

If there is any error in the above statement will some of my French friends kindly correct me? Of course, this fake New Orleans postmark is not from the same stamper as the one used on the Hollowbush 5¢ Brick Red cover but it has certain characteristics, as for example, the odd shape of the "N" of "NEW."

When an owner of a fake cover refuses to believe that he has been stuck with a fake, it sometimes happens that he don't want to be convinced of the truth but seldom does he threaten a libel suit against the culprit who exposed the fake. In the great majority of cases we can produce evidence which cannot be disputed, and in the case of this Meroni cover we will now play our trump card.

The Meroni cover was sold in a sale by Harmer, Rooke & Co., New York City, on Oct. 25, 1949. And was Lot #53, and was described as "extremely fine." It was purchased by John A. Fox for \$210.00.

A FAKE 5¢ 1856
EARLIEST USE KNOWN

Back in 1946 I spotted what appeared to be a very fine off cover copy of the 5¢ 1856 in a sale by H. R. Harmer, Inc., New York City. I sent for the stamp and found it to be a very clever fake. It was originally a plate proof on India paper from the 1875 Reprint plate and had been a Type II. The faker had painted in the top and bottom projections to change it to a Type I, and had pasted a piece of paper to the back to give it the approximate thickness of the postage paper. Then to his masterpiece he canceled it in black, with a fake New Orleans postmark, and what do you think was the date of that fake? It was none other than -

FEB
4
1856

which is the same date of the New Orleans postmarks on the Meroni cover as per Photograph No. 67. This India proof, printed in 1875, has a postmark showing a use on Feb. 4, 1856, and this strike is unquestionably from the same counterfeit stamper that was used on the Meroni cover. I acquired the "proof fake," for my reference collection and when I examined the Meroni cover, I made a very careful comparison of the two fakes.

Photograph No. 68, shows the proof fake with its painted projections. I also call attention to Photograph No. 55, in this "Service."

AGAIN - WE DISCUSS
THE "SHORE TO SHIP"

In the issue of this "Service" dated October 1, 1952, at the bottom of page #130, I described a cover that had been illustrated by Elliott Perry in his "Pat Paragraphs" of August 1952 - (No. 57). I regretted at the time that I did not have a photograph of the cover that he discussed. However, I can now furnish a photograph of a similar cover from the same correspondence.

Photograph No. 69, illustrates a cover to France from Cleveland, O., on Jan. 30, 1851, and it is addressed in the same handwriting and to the same address as the cover illustrated by Perry. Both covers have a 5¢ 1847 and both are canceled with a blue grid. Both have the rectangular "Colonies," both have "French receiving" markings and both have a manuscript "30 decimes" - French due marking.

Cover No. 69 bears a Cleveland date of "Jan 30" (1851) and the Perry cover is dated "May 31" (1851). Both were transmitted via England and Calais to Paris, France, under the terms of the U.S.-British Postal Treaty and the Anglo-French Postal Treaty.

Referring to the cover he illustrated (page 1937 - Pats), Perry stated, quote: "As Cleveland is more than 300 miles from any Atlantic port, the 'Shore to Ship' rate was 10¢, and the cover should have had two 5¢ stamps." (unquote)

The postage on both of these covers was quite correct and Perry's statement was an error. It is quite improper to refer to such payments as "Shore to Ship." Article II of the U.S.-British Treaty of 1848, stated in part, quote: "There shall be charged by the Post Office of the United States upon all letters not exceeding half an ounce in weight ~~xxxxx~~ an INLAND postage rate of five cents." (unquote). (California and Oregon excepted)

(END OF ISSUE NO. 21)
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