

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 22 - JANUARY 1, 1953

THE 90¢ BANK NOTE

ON COVER

S. U. S. Numbers 144, 155, 166, 191 and 218.

The 1952 S. U. S. quotes the various 90¢ Bank Note stamps as follows:

NATIONAL BANK NOTE CO.

#144 - 90¢ Carmine - with grill - Apr. 12, 1870 - used .....\$52.50  
Same on cover .....no quotation

#153 - 90¢ Carmine - without grill - 1870 - used .....\$14.00  
Same on cover .....no quotation

CONTINENTAL BANK NOTE CO.

#166 - 90¢ Rose Carmine - 1873 - used .....\$15.00  
Same on cover .....no quotation

#191 - 90¢ Carmine - 1879 - used .....\$15.00  
Same on cover ..... 75.00

#218 - 90¢ Purple - Feb. 28, 1888 - used .....\$15.00  
Same on cover ..... 50.00

It will be noted that the first three, on cover, are unpriced. I have no record in my files of a 90¢ grill on cover, and if such an item exists, I would welcome an opportunity to record it.

90¢ NATIONAL - NO GRILL- ON COVER (#155)

In the S. Newbury collection there was quite a rare and remarkable "Court House cover" with a 90¢ Carmine (#155), plus a 12¢ National, no grill(#151), from Cincinnati, Ohio, Oct. 1, 1873, to the Clerk of the U. S. Court, St. Louis, Mo. A domestic rate of 34 x 3¢. This cover was from an original find to the S.W. Richey collection. For illustration, see the Brookman book on 19th U. S., Volume No. 2, page 61, Fig. 63.

90¢ 1873 - CONTINENTAL - ON COVER (#166)

In the Emerson Sale by Kelleher, Oct. 19, 1937, Lot #252 was a large piece of a wrapper with a 90¢ No. 166, a 24¢, and three 10¢ (#161), a domestic rate of 48 x 3¢, from Brownsville to Galveston, Texas. This same item again appeared in the West Sale by Ward, April 1943, Lot #1613.

In a sale by J. M. Bartels, March 1-2-4, 1922, Lot #26 was described as a cover used in 1891, with a 90¢ 1873 Carmine (#166), a 10¢ 1879, and a 5¢. This is the only record that I have of this item, hence cannot vouch for it. The year 1891 appears to be very late for a 90¢ 1873, but perhaps such a use was possible.

90¢ 1879 - AMERICAN - ON COVER (#191)

The 1952 S. U. S. quotes a cover with No. 191 @ \$75.00 and I wonder if such a figure really reflects the scarcity of such an item? I suspect that the late New York veteran dealers, the Burger Brothers, had some real appreciation of how few such items really exist.

Some years ago, Burger & Co. advertised in STAMPS as follows, quote:

"We offer - A possibly unique United States cover, sent from New York, June 17th, 1880 and addressed to Boston, Mass., bearing the following stamps, all well tied, No. 159 - 6¢ Dull Pink (Pair). No. 166 - 90¢ Rose Carmine. #190 - 30¢ Greenish Black. Total postage \$1.32. Price of this remarkable item - \$450.00 - Burger & Co. - 90 Nassau St. - New York, N.Y." (unquote).

I sent for the above item and found that the 90¢ was not No. 166 - a 90¢ 1873 Continental, but rather a 90¢ 1879 American. It was a "Court House" cover from New York to Boston, June 17, 1880. A 44 x 3¢ rate.

In the Harmer, Rooke sale of Dec. 13, 1949, Lot #308 was described as a "face of a large cover to Germany" with a 90¢ carmine of 1879 (#189). This was a registered rate of \$1.65, (31 x 5¢ plus registered fee of 10¢, U. P. U. rates) from New York Feb. 22, 1888, to Berlin, Germany. The sale price was only \$115.00 and someone obtained quite a bargain.

90¢ 1888 - PURPLE - AMERICAN - ON COVER

Covers with this stamp, while scarce and perhaps under-priced in the S. U. S., are not actually rare. Various registered covers are in existence showing rates to Berlin, Germany, with combinations of different Bank Note stamps. One high rate cover of \$2.30 came up in a sale by Morgenthau in 1920 - July 7 to 14th. Lot 80, was described as having a horizontal pair of the 90¢, a 30¢ Orange Brown (#217) and two 10¢ (#209). The sale price was only \$11.50. I wonder what it would bring today at auction in Truman dollars?

In the Krug collection, was a registered cover to Germany with a rate of \$1.75, made up of a 90¢ (#218) a pair of 30¢ (#217) two 10¢ and a 5¢.

90¢ BANK NOTE COVERS

I am especially anxious to add to my records, descriptions of 90¢ Bank Note covers and I will greatly appreciate assistance from subscribers to this Service.

FRAUDULENT 90¢ BANK NOTE COVERS

Photograph No. 70, shows a cover that was sold recently in a sale by Herman Herst, Jr. This was a small white envelope and it looked to me like it might have been "revamped" by the notorious Parisian manipulator of 19th Century U. S. covers. In all probability a 15¢ red orange (#189) of 1879, was used originally on this cover - catalogue value \$4.00. The 15¢ was removed and a 90¢ substituted. The use was from New York to France on March 6th, 1883, at which time, the U. P. U. rate was 5¢ per half ounce plus 10¢ registered fee. I haven't the slightest doubt that the faker was quite positive that a buyer in the States would never raise the question as to why a small envelope such as this could possibly require a 16 x 5¢ rate. Such a small envelope could



hardly have an enclosure weighing 8 ounces. This 90¢ stamp was "nicely tied" to the cover, showing that the crooks appreciate the fact that American buyers prefer their covers that way.

#### RE - FAKE COVERS IN EASTERN AUCTIONS

I believe that the majority of reputable Eastern auction firms will promptly refund the purchase price on items sold in their sales that proved to be faked, regardless of the date of the sale. I have never known of a case where Dan Kelleher of Boston refused a refund regardless of the elapsed time, if convincing evidence was presented to him. The late Percy Doane enjoyed the same high reputation, and I could, of course, name others.

Some auction catalogues have the following clause under "TERMS OF SALE," quote: "Each lot is sold as genuine, but when in the opinion of the Philatelic Foundation, or any competent authority acceptable to us, the lot is declared otherwise, the purchase price will be refunded in full, provided such claim is received by us within a period of twenty-one days from the date of the auction."

It has been my experience that it is almost impossible to obtain a certificate from the Expert Committee of the Philatelic Foundation within 21 days. I have known of instances where opinions were not forthcoming for three or four months. I recall quite distinctly an 1847 cover that Mr. Emmerson Krug bought several years ago in a sale by a prominent New York auction firm. The cost was well in excess of a hundred dollars. I failed to discover that there was anything wrong with the cover until about a year after the sale and when Mr. Krug presented undeniable evidence that the 10¢ stamp was not used on the cover, together with a request for a refund of his money, he was turned down cold, and instructed to read Article No. 7 in the front of the catalogue. Mr. Krug was thus defrauded out of a sizeable sum, thru no fault of his own.

Why should a buyer be obliged to prove whether an item he buys in an auction sale is fraudulent? Why shouldn't every reputable auction house stand by every item they offer in their sales? Why should anyone of them attempt to saddle a loss on the buyer by invoking their 21 days clause?

#### FRAUDULENT COVERS

Perhaps it may appear that I have dwelt far too much in the past in these Service Issues on the subject of fakes, but I have followed this line in an effort to assist subscribers to avoid, if possible, financial losses thru the purchase of fraudulent material. Every subscriber to this Service doubtless has quite an investment in his collection and in any number of instances, I have saved subscribers from serious losses. In each instance where I illustrate and describe some fraudulent and worthless item, I do so with the hope that it will benefit each and every subscriber, by educating him in the class of material to avoid.

#### EACH COVER HAS ITS OWN STORY

Down in Eastern Pennsylvania is a small town set in a beautiful countryside. Its name is Gettysburg. Here in the first days of July 1863 was fought the decisive battle of the Civil War. Visitors from all over the world come to view the field of that bloody conflict, but I dare state that few have but a scant knowledge of the history making events that occurred on this hallowed

ground. How different it all is to a student of history who has versed himself with every important feature of that great battle between the Blue and the Gray.

Here was the spot where General Lee stood when he watched the gallant charge by Pickett across the field that led to the stone wall and the Union guns that took the lives of thousands of sons of the South, and spelled defeat to Lee's bid for victory.

There is no philatelic connection in the above, unless it might be that one with a knowledge of that great battle is equipped to derive quite a bit of satisfaction from a visit to the Gettysburg Battlefield. And, so it is with a collection of stamps or covers. To merely put together a collection is one thing, but to collect, and to have a knowledge of what one collects, is quite a different proposition.

The above is a sort of preface to a discussion of what I consider a most unusual and interesting Confederate cover.

CONFEDERATE 2¢ USED OVER A 10¢

Photograph No. 71, illustrates a perfect gem of a Confederate cover - Truly a bit of Philatelic Americana. Perhaps you do not collect the stamps and covers of the "Lost Cause" but I think you should. They are not foreign stamps and covers, but postal items that were used right here within the borders of this great country of ours. They are not postal items that were used for a few weeks or several months, but for almost four long years.

Of course, cover No. 71 wouldn't mean much to one who had merely collected Confederates, and had but a smattering of knowledge of C. S. A. rates and uses, and no doubt it wouldn't mean a thing to one who had never collected Confederates. Sort of similar to a visitor to Gettysburg who had never heard of Meade, or Lee, or Longstreet, or Pickett, or Reynolds, or Sickles or Little Round Top or the Devil's den or the bloody angle.

WHY 2¢ OVER 10¢?

This cover has a blue 10¢ Jefferson Davis stamp, S. U. S. #11, tied by a Richmond postmark and over this is a 2¢ Brown Red, #8, tied by a Charleston, S.C. postmark. This is a folded letter and my pencil notation on the photograph discloses that the letter inside was dated, "George Town - Aug. 17, 1864." The letter was addressed to "Mr. James C. Reynolds, Charleston, South Carolina." To the left is a large "2" canceled by a round grid - both in black. In fact, all the postal markings are in black.

MOST UNUSUAL BUT NO FREAK.

Why so unusual? Why so rare? Both stamps on this cover were steel engraved and both were issued in 1863, the 10¢ in April, the 2¢ in May. The 10¢ is known as the Type I (or Die A) and it is common on cover. The 2¢ catalogues @ \$1.35 unused and \$22.50 used. Numerous copies exist with fake postmarks and cancelations, and copies with genuine cancelations are undoubtedly worth much more than the S. U. S. quotation. A 2¢ on cover is quoted @ \$75.00, which figure does not reflect the actual scarcity or value for a cover in even fair condition.



What is the story that this interesting cover can relate?

THE STORY BEHIND THE COVER

When this letter was written on the 17th of August, the Southern cause was all but lost, but the armies in Virginia and elsewhere were destined to go thru another long winter before peace was to come.

If the letter originated at Georgetown, why no postmark of that town? Was the origin Georgetown, S.C. and was it carried to Charleston and placed in the C.S.A. mail? But if so, why a Richmond postmark on the 10¢ stamp under the 2¢? Fortunately the inside letter has been preserved and one little item therein furnishes the clue that provided what I consider to be the correct analysis of this interesting item. The letter is in a female hand and headed, "My dearest James"- and is signed, "H. H. Marbury." Here are some of the contents:

"I received two letters from you yesterday, one dated 14th June, the other August 8th, it is strange how they are sometimes delayed."

However, here was the clue, quote: "My brother is absent buying goods in New York after which he intends to rusticate somewhere in the country for a few days." This led me to believe that the letter originated at "Georgetown" D.C. and that it went via of Flag of Truce boat from Old Point Comfort up the James River to Confederate Territory and on by land to Richmond. Such a letter would have been sent under separate cover to the officer at Old Point Comfort, known as the Commissioner of Exchange, and stamps or coin would have been enclosed to prepay the Confederate postage. By exchange officers, such "Flag of Truce" mail was carried to Richmond, carefully examined, and in this case, a 10¢ Confederate stamp applied and canceled, to carry the letter to Charleston, S.C. The Richmond postmark is dated "Sep 5" - hence 19 days in transit from George Town, D.C. adjacent to Washington, D.C. "Via Flag of Truce" mail to Richmond, the capitol of the Confederacy. Thus, I think it is safe to assume that the addressee, one "James C. Reynolds" was a prisoner of war, no doubt a private of the Federal Army, in Confederate custody. Officers were generally addressed with their rank.

No doubt the writer did not know where in Charleston Reynolds was confined, so merely addressed him "Charleston, S.C." Arriving at that office and being in due time undelivered, the letter was "ADVERTISED" by the Charleston P.O. in a Charleston newspaper and stamped at left with the large and well-known "2" of that office, indicating that a 2¢ advertising fee was due on delivery. It is our guess that prisoner of war Reynolds was watching the papers for advertised letters addressed to him and noticing his name, he forwarded a 2¢ stamp and 2¢ in money for the advertised fee to the Charleston office with instructions to forward the letter, (or letters?) to him, care of Col. Yates, Fort Johnson. The Charleston office attached and postmarked the 2¢ stamp over the 10¢, and canceled the "2" with a round grid as paid.

Incidentally, Fort Johnson was on Morris Island in Charleston Harbor, hence only a local rate of 2¢ was required for the forwarding charge.

Here we have quite a combination of rates and uses - A letter originating in the U. S. very near to the U. S. Capitol, going across the lines to the capitol of the Confederacy. A Flag of Truce letter from North to South, and thence to the historic city of Charleston, and from there sent to Morris Island in

Charleston Harbor, which was not far from Fort Sumter, where the great conflict started in 1861.

In addition, an advertised cover and lastly a "Forwarded cover." However, this last feature is most unusual and it is the principal feature that makes this cover so extraordinary, viz., a "Forwarded with the 2¢ Local Rate." I have only seen one other cover with a 2¢ over a 10¢ but it does not compare in my opinion with the cover I have described above.

#### THE LARGE CHARLESTON "2"

This rating mark "2" is well known to students of Charleston, S.C. postal markings. It was in use at that office before the war and during the Confederacy, but the stamper probably went out of use after the "surrender."

I believe the above is a true and correct story of this interesting cover and strengthens my claim that - "It is the story behind the cover that makes the cover."

#### FLAG OF TRUCE MAIL

The following notice appeared in the monthly publication, "THE U. S. MAIL & POST OFFICE ASSISTANT" - Issue of June 1863 - Vol. III - No. 9 - Whole 33:

#### LETTERS "BEYOND THE LINES"

The "National Intelligencer" publishes the following:

"RULES FOR LETTERS GOING SOUTH - In order to secure the transmission of letters across the lines, the following rules, established by order of Gen. Dix, must be complied with:

1. No letter must exceed one page of a letter sheet, or relate to other than purely domestic matters.
2. Every letter must be signed by the writer's name in full.
3. All letters must be sent with five cents postage enclosed if to go to Richmond, and ten cents, if beyond.
4. All letters must be enclosed to the commanding General of the Department of Virginia, at Fortress Monroe. No letter sent to any other address will be forwarded.

All letters sent to Fortress Monroe without a strict compliance with these rules, except for prisoners of war, will be transmitted to the Dead Letter Office."

In reply to some inquiries as to the above rules, Gen. Dix writes to us as follows: "The rules adopted in relation to the transmission of letters across the lines are not to be considered as authorizing correspondence, and it is not to be inferred that all letters complying with those rules will be forwarded. It is entirely discretionary with the commanding officer here, (Fortress Monroe), and there may be times and circumstances which will render all correspondence inexpedient except with prisoners of war. The published memoranda are only intended to give notice that no letters of any description would be forwarded unless certain rules were complied with." (end)



All such letters should be left unsealed, of course, or the authorities will most assuredly open them (under the war power) before transmitting them to rebeldom." (end)

(Note - Also see page 54 of this Service)

MAJOR-GENERAL BEN BUTLER

In 1864, General Butler was in command at Fortress Monroe, Old Point Comfort. After the war, he published a book which he called, "Butler's Book." On pages 844-845, I noted the following, quote: "I found that flag of truce officers received an immense quantity of letters with money accompanying them to pay their postage to their destination within the Confederate lines. I saw an opportunity to pay the expenses of the office by collecting these stamps and exchanging our money and stamps for Confederate money or stamps, with which to pay Confederate postage to our prisoners. I employed three clerks, paid them out of that fund, and in addition to that I turned over three thousand dollars extra postage, saved by the difference between our postage currency and Confederate currency." (unquote)

Again we refer to

DEPRECIATED CURRENCY COVERS

The following appeared in the publication, "THE UNITED STATES MAIL" for July 1863, quote:

"Three Cent Pieces - The annexed official letter will settle a matter which has frequently been referred to us:

Post Office Department - Finance Office  
Washington, June 24, 1863.

Sir: In answer to your letter of 22nd instant, I have to say, that by the law authorizing their coinage three cent pieces were made a legal tender for any sum not exceeding thirty cents. They are therefore to be received to that extent by postmasters.

Unpaid foreign letters being stamped with two amounts, - one representing the postage payable in coin, and the other that payable in currency - the latter only is charged upon the post bills, and the instruction invariably been given, that in the event of payment in coin, the difference between the two amounts should be entered as an overcharge.

Respectfully yours  
A.N. ZEVELY.

Third Assistant P.M. General.

J. Holbrook, Esq. Special Agent P.O. Dep't."

VIA NICARAGUA

Photograph No. 72, is a reproduction of a map of the Vanderbilt "Via Nicaragua Route" which was published at the time this route, across Nicaragua, was in operation. It bears an 1855 year-date. I will be pleased to furnish a duplicate print to any subscriber who desires to mount one on an album page with a "Via Nicaragua" cover.

(END OF ISSUE NO. 22)  
(Second Series)

January 1, 1853

ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 23 - FEBRUARY 1, 1953

CONFEDERATE 2¢, USED OVER A 10¢

BY FLAG OF TRUCE

(A Correction)

On page #155, of the January issue, I stated that "FORT JOHNSON, S. C." was on "Morris Island in Charleston Harbor." My good friend Van Dyk MacBride, called my attention to the fact that this statement was in error, and that Fort Johnson was located on a northern tip of James Island, which was west and not a great distance from Fort Sumter. In fact, at the time that the Reynolds letter, (Photo #71) was written, Morris Island, outside Charleston Harbor and facing the Atlantic Ocean, was in the hands of Federal forces, it having been occupied a year previous. It was from batteries located on Morris Island that the City of Charleston was bombarded. It will be recalled that the Reynolds cover was addressed to Charleston, S. C. and was later "forwarded" to Fort Johnson. It is also interesting to note that the first gun fired in the Civil War was from this same Fort Johnson. This first shot occurred at 4:30 A. M. on April 12, 1861.

WEEKLY PHILATELIC GOSSIP

GOSSIP will issue a special edition, dated February 7th, 1953, devoted to the stamps and covers of the Confederacy. Because my notes on the "Reynolds cover" (Photo No. 71) proved so interesting to several subscribers to this "Service" I decided to revise them into an article for the above issue. If you are not a subscriber to GOSSIP and would like to have a copy of the Confederate Issue, please advise me and I will send one to you. This weekly publication from time to time carries some very interesting articles, and I always find something of special interest in Editor Harry Weiss' "Inside Straight" editorials.

FIVE CENTS 1847 COVER TO HOLLAND

Postmarked "WILMINGTON & RALEIGH RAILROAD"  
May 12, 1849

Photograph No. 73, illustrates a very interesting cover that traveled from Charleston, S. C. to Amsterdam, Holland, in May 1849. The cover is genuine in every respect, but I wonder how many collectors would realize that the rate paid on this cover was in error. The letter inside is headed,

"Charleston S.C. 11th May 1849,"

but it was not placed in the Charleston Post Office, but rather, handed direct to the Mail Agent on the route of the "Great Mail." See Ashbrook - 1¢ 1851-57, Vol. 2, page 220.

On the face of the cover is the postmark, "Wilmington & Raleigh Rail Road, May 12." This was a U. S. Mail Route marking, not the name of any railroad, as there was none by that name in 1849. And in addition, there was no rail-



road that ran direct from Wilmington to Raleigh, N. C. This Rail Route marking was evidently one that was used on U. S. Mail Route #2825, which was part of the "Great Mail," and was by steamboat from Charleston, S. C. to Wilmington, N. C. (165 miles) and thence north by the "Wilmington & Weldon R. R." to Weldon, N. C. (165 miles). From there the Great Mail traveled to Washington and New York. The manuscript routing on the cover reads literally - "Per 'America' from New York." This was a British mail steamship of the Cunard Line, and she sailed from New York on Wednesday, May 16, 1849 for Liverpool with the U. S. mail for Great Britain and the Continent. On the back of the cover is the British marking of May 28, 1849, presumably Liverpool, thus a 12 days Atlantic crossing. On the face of this cover are two manuscript markings, the top one being the British debit "1-4" or one shilling and four pence, (U. S. equivalent of 32¢) and the lower one, the Holland postage due of "100," or "100 Dutch cents," (U. S. equivalent of 40¢). Thus the postage due from the addressee for carriage from the U. S. frontier was 40¢ U. S., of which 32¢ U. S. belonged to Britain.

This letter was forwarded under the terms of the U. S. - British Postal Treaty, which became effective in the U. S. on February 15, 1849. Both of the manuscript markings prove that the letter was a single rate, and did not weigh over one-half ounce. Had the letter weighed over half an ounce, the British due would have been "2-8" and the Dutch "200."

This was a letter in the "open mail, thru Great Britain, for transit to Holland" and on such mail, conveyed by British Packet, the only U. S. postage required to be prepaid was the "Inland," which was so termed in the U. S. - British Postal Treaty. This "Inland rate" was 5¢ from any post office in the U. S. with the exception of those in California and Oregon. See pages 130 to 136 inclusive of this "Service."

Thus this letter, not over 1/2 ounce in weight, required only the "Inland Rate" (under the Treaty) of 5¢, hence it was over-paid by 5¢. Previous to the effective date of the Treaty, such a letter would have required a payment of the U. S. domestic rate of 10¢. (over 300 miles from Charleston to New York). Perhaps the writer was not informed that he only had to pay five cents.

Photograph No. 13 (for description of same, see page 15), shows a "Treaty cover" with a 5¢ 1847 from Philadelphia to Amsterdam on Dec. 17, 1849. It has the same manuscript markings.

The fake Knapp cover (see Photo #10) was a Pre-Treaty cover dated Philadelphia June 20 - 1848. It originally had only the 5¢ 1847 and the manuscript markings were "1-8" British and "120" Dutch.

#### LETTERS IN THE OPEN MAIL VIA ENGLAND

##### BEFORE TREATY PERIOD - - - - - DURING THE TREATY PERIOD

Photograph No. 9 (see page 10) of this Service, shows a Treaty period cover to Germany from Boston Jan. 28, 1851. Note the British "1-4," denoting a single rate.

Photograph No. 14 (see page 15), illustrates a cover, pre-treaty from Philadelphia via Boston to Holland in September 1847, (over 300 miles - Phila. to Boston - domestic rate of 10¢). This cover shows the British "1-8" and the Dutch "120."

Photograph #59 (see page 139), illustrates a cover to the Free City of Bremen, of the Treaty period - a single with the British debit of "1-4."

Photograph #60 (see page 137), a pre-treaty single rate, shows the British debit of "1-8."

Special attention is called to Photograph #62, (see page 143). This shows a cover from Charleston, S. C., Feb. 19, 1848 to Belgium, a pre-treaty cover, with the British debit "1-8." This letter was not placed in the Charleston Post Office, but similar to cover No. 73, it was mailed direct with the U. S. Mail Agent on Route #2825. This cover, No. 62, also shows the Route marking, "WILMINGTON & RALEIGH RAIL ROAD."

Letters by the "Open Mail thru England" to various offices in Germany, required higher British rates than the "1-8" and "1-4," as for example, note Photograph No. 51, (see page 117), a single rate in 1852, from New Orleans to Frankfort, Germany, with a British debit of "1-6."

Photograph No. 52, (page 117), illustrates a double rate (over half ounce), in March 1849 (Treaty) from Philadelphia to Colonge (Colen) Germany. This has a British debit of "2-10" (2 x 1-5). It will be noted that originally this had "2-8" (2 x 1-4), but this was crossed out when the clerk realized that an extra British penny was to be added to each single rate of "1-4" due to extra passage thru Belgium.

THE U. S. - BRITISH POSTAL TREATY  
"VIA OPEN MAIL THROUGH ENGLAND"

Article XI of the above treaty, provided for mail to be forwarded in the open mail, through England, to certain foreign countries. Article XI of the original treaty (signed at Washington, February 15, 1849), read as follows, quote:

"Letters posted in the United States, addressed to foreign countries, and intended to pass in transit through the United Kingdom, shall be delivered to the British Post-Office free of all United States postage, whether packet or inland."

This wording was rather queer, but what it meant was that such mail was to be delivered to British handling "free" of any debit charge to the British. In other words, the U. S. Inland under the Treaty, had to be prepaid in the U. S., but Great Britain was to collect from the country of destination her rate of postage from the U. S. frontier.

Article XI, also read, quote: "And letters from foreign countries addressed to the United States, passing in transit through the United Kingdom, shall be delivered to the United States Post-Office, free of all British postage, whether packet or inland." (end).

COUNTRIES TO WHICH THE U. S. INLAND RATE APPLIED  
U. S. - British Postal Treaty.  
Mail in Transit through England.  
("Open Mail")

Amended articles to the original Treaty were signed at Washington on May 14, 1849. These articles were termed "Settlement of Details under the Postal



Treaty with Great Britain." In this amendment to the Treaty, Article XIII, Exhibit "B," named a list of cities and countries to which the U. S. 5¢ per 1/2 ounce "Inland Rate" applied. Exhibit "B" was as follows:

Alexandria - City of - Via Marseilles	Moldavia
Algeria	Naples, Kingdom of
Austria, & the Austrian States	Norway
Baden	Oldenburgh
Bavaria	Poland
<u>Belgium</u>	Prussia
Bremen, Free City of	Roman, or Papal States
Brunswick	Russia
Beyrout, City of, Via Marseilles	Saxony
Dardanelles, The, Via Marseilles	Scutari, City of
<u>Denmark</u>	Smyrna, City of
<u>France</u>	Sweden
German States	Switzerland
Gibraltar	Turkey, In Europe
Greece, Via Marseilles	Tuscany, Via Marseilles
Hamburg & Cuxhaven	Venetian States
Hanover	Wallachia
<u>Holland</u>	Wurtemberg
Hong Kong (China) Island of	<u>West Indies &amp; C, British,</u>
Ionian Islands	Viz The Following
Lubec, Free City of	Antiqua, Barbadoes,
Malta, Island of	Bahamas, Berbice,
Mecklenburg Schwerin	Cariacou, Demerava,
Mecklenburg Strelitz	Dominica, Essequibo,
	Grenada, Honduras
	Jamaica, Montserrat,
	Nevis, St. Kitts,
	St. Lucia, St. Vincent,
	Tobago, Tortola,
	Trinidad.

#### AGAIN TRANSIT MAIL THROUGH ENGLAND

I have, in the following wording, elaborated on an unofficial "Regulation" of the period of July 1851, quote: "On all letters from the United States and Territories, by this route to places listed in Exhibit "B," there must be prepaid in the U. S. an 'Inland Postage' under the U. S. - British Treaty, and that only, which is five cents per half ounce, (unless from Oregon and California, when it is ten cents.) This however is on condition that the letter is conveyed by a British Mail Steamer; if it is conveyed by a United States Mail steamer, then the amount which must be prepaid is 21¢. (5¢ Inland - 16¢ Sea to England), (or if from Oregon or California, 26¢). Postmasters and correspondents can only determine by whose packet the letter is to go, and the proper amount to be prepaid, by observing the times of departure of the several packets, or by distinctly marking on the letter which packet is preferred. Where an American and a British mail steamer sail nearly simultaneously, it would be well for correspondents to indicate their preference for the American steamer - this would only be retaliating upon Great Britain for the invariable preference shown by Britain for her steamers. The U. S. 'Inland Postage' being paid in advance, for each of the destinations in Exhibit 'B,' the British and foreign postage remains to be collected at

the place of Destination, but, according to our treaty stipulations, no British domestic postage is to be collected in such cases, our country forwarding letters in like manner, when originating in Great Britain." (end)

In the final wording of the above, we have the explanation of the difference of four (4) pence (British) on British debits of "1-8" on single rates of the pre-treaty period, and "1-4" of the Treaty period. In the former, a transit, or domestic postage, was charged, but under the terms of the Treaty, this was eliminated.

In connection with the above, I trust that I will be pardoned if I again refer to the fake Knapp 5¢-10¢ 1847 cover, as illustrated by Photograph No. 10 in this Service. This was a pre-treaty cover of June 20, 1848 and the British debit of "1-8" proves conclusively that this letter was a single rate of not over 1/2 ounce. This weight and single rate was again confirmed by the Dutch postage due of "120" Dutch cents. To carry this single rate letter from Philadelphia to New York, (less than 300 miles), required only 5¢ in postage, and that was the sum as originally paid on this cover. Some crook added a pencanceled and cleaned copy of the 10¢ 1847 stamp to this cover. In the light of all the facts, I sincerely regret to state that up to this writing I have been unable to convince the Expert Committee of the Philatelic Foundation, New York City, that the 10¢ stamp was added or that some crook did not paint a "1" before the "5 CTS" in the two Philadelphia postmarks. The Committee refuses to admit the "1" is a paint job. And all this on their part in spite of the fact, that no genuine Philadelphia postmark with "15 CTS" is known. The fact is, no such a postmark with "15 CTS" was ever used at Philadelphia.

#### GENERAL ETHAN ALLEN HITCHCOCK

Please refer to Photograph No. 43, (see page 89) of this Service. This is quite a remarkable cover showing an unusual rate of 3¢ by the Overland Mail (stage coach), from San Francisco to St. Louis in the summer of 1860. The envelope bears the address of "Gen'l E. A. Hitchcock." Who was this man? Perhaps a brief review of his career will be of passing interest. His full name was Ethan Allen Hitchcock, and he was born in Vermont in 1798 and died in Hancock, Ga. in 1870. His father was a circuit judge during Washington's administration and his mother was a daughter of Gen'l Ethan Allen. Hitchcock was graduated at West Point in 1817, commissioned 1st Lieutenant in 1818, Adjutant in 1819 and Captain in 1824. He was assistant instructor of military tactics, and in 1829-33, commandant of cadets at West Point. For the next ten years, he was on frontier duty, and served in the Seminole War. He was promoted Major of the 8th Infantry in 1838, and became a Lieut. Colonel in 1842. During the Mexican War he was engaged in all of the important battles, serving part of the time as inspector general on the staff of Gen'l Winfield Scott. In 1851 he was promoted Colonel of the 2nd Infantry and in 1851-4 commanded the Pacific military division. In 1855 he became involved in an argument with the Secretary of War, Jefferson Davis, and as a result he resigned from the army, after which he resided in St. Louis, devoting his time to literary pursuits. At the beginning of the Civil War, he re-entered the army and was made a Major General of Volunteers, and was stationed in Washington, serving on the Commission for the exchange of prisoners and that for revising the military code. He was the warm personal friend and the military adviser to President Lincoln. He was a member of the court martial in 1862, which heard charges preferred against General Fitz John Porter, which later resulted in Porter being found guilty and dismissed from the army. His grand-



father was the famous General Ethan Allen of the "Green Mountain Boys," (1737-1789). This is just a bit of a story behind an interesting cover.

#### VERY EARLY USE OF AN ENVELOPE

Photograph No. 74, illustrates the earliest use recorded in my files of an envelope in the United States. The letter enclosed in this envelope is dated, "New York, 14 April 1838." The envelope bears a New York postmark in red of the next day, "Apr 15" and it is addressed to a "Miss Garvis" "Middletown." The rate was first fixed at "12 $\frac{1}{2}$ ," - but this was crossed out and "25" substituted, thus Miss Garvis had to pay 25¢ to obtain possession of this letter, which was twice the rate, because it was enclosed in an envelope. Prior to the Act of Congress of March 3, 1845, (effective July 1, 1845), letters were not rated according to weight and distance, but rather by the number of sheets of paper, and the distance between origin and destination. For example, the Act of March 3, 1825, stipulated, - "For every letter composed of a single sheet of paper conveyed over 80 miles and not exceeding 150 miles, 12 $\frac{1}{2}$  cents." So Middletown, wherever it was, was more than 80 miles from New York, but not over 150 miles. No wonder that the public refused to pay double postage merely for the convenience of enclosing a letter of one sheet of paper in an envelope and sealing the flap. This is the reason that the use of envelopes in the U. S. before July 1, 1845 was so very unusual. The Act of March 3, 1845, provided a single rate by weight and distance, as for example, "For every single letter conveyed under 300 miles, and not exceeding one-half ounce in weight, 5 cents, over 300 miles, 10 cents." Even with this great improvement in postage rating, the public was very slow in adopting the use of envelopes and they did not come into general use until almost a decade later. A collector who can exhibit an envelope used in this country, prior to 1840, possesses a very rare item.

#### TWO 12¢ 1851 BISECT COVERS

##### USED FROM NEW YORK AUG. 21, 1851

Kindly refer to page 98 of this Service wherein I described a very remarkable cover illustrated by Photograph No. 47, the same being a 10¢ rate from New York to Quebec, Canada, in August 1851, with the postage paid by a H. S. of four, 1¢ 1851 and a 12¢ 1851, bisect, the lower left diagonal half. The date of use Aug. 21, 1851. Also please refer to page 106 of this Service, where I described a second and similar 12¢ bisect on cover, from New York to Quebec, Canada, on the same date, Aug. 21, 1851. The bisect on the latter being the upper right diagonal half. As stated in my notes, I called the left diagonal bisect the "Arthur Hind cover," Photograph No. 47, and the right diagonal bisect the "Emerson cover." When I compiled the notes on page 106, I did not possess a photograph of the Emerson cover, but recently thru the kindness of Mr. Philip H. Ward, Jr., I am now able to supply a print. See Photograph herewith No. 75. This remarkable cover is in the private collection of Mr. Ward. Comparing the two photographs side by side, it will be noted that No. 75 has a notation at the right end indicating it originated at Havana, Cuba, on Aug. 7, 1851. The address of the other cover, #47, is in a different handwriting and a notation at left indicates that its origin was from New York City. In all probability, the letter from Havana was sent unsealed (no stamps) and under separate cover to a New York correspondent by the name of Coit. The latter probably wrote a separate letter, put the stamps on both and mailed both on the same date. The two halves of the 12¢ were probably from the same stamp, and the two One Cent strips were probably a block of eight.



1869 COVERS  
24¢ and 30¢

The S. U. S. lists the 24¢ 1869 on cover @ \$400.00 and the 30¢ on cover @ \$300.00. I doubt very much if any such covers in prime condition could be purchased in today's market at such prices. Pairs of the 24¢ and pairs of the 30¢ are known on covers but such items are very rare and not as much appreciated as they will be in the years to come. Covers showing the 24¢ and 30¢ in combination with other 1869 stamps make a really wonderful addition to any collection of 19th U. S., as for example, a 24¢ plus a pair of 2¢, or a 24¢ plus a 1¢, or a 24¢ plus a pair of 3¢, etc., and in the 30¢, a 30¢ plus 15¢, a 30¢ plus 12¢, etc. These are combination of values, but there is another class of 19th U. S. combination covers that are far more rare, and it is a class that I have never mentioned in print and I doubt if any other writer on 19th U. S., has ever put such items in a class by themselves and emphasized their true significance and extreme rarity. I refer to what I class as,

COMBINATION RATE COVERS

In other words, a cover showing a rate into the U. S. paid by U. S. stamps, and an outgoing rate to a foreign country paid by U. S. stamps. There was such a cover in the "Hurd Sale" back in 1928.

THE HURD SALE  
Rich in 19th U.S. covers

On January 11, 12 and 13, 1928, the extremely fine collection of 19th U. S. covers formed by Mr. C. R. Hurd of Milton, Mass., was disposed of at auction by Dan'l F. Kelleher of Boston. In this sale, lot #1470 was described as follows:

1869 Issue - 30¢ blue and dark carmine used on a small cover from New York to France with a 10¢ yellow No. 116. The stamps neatly cancelled in black and a blue foreign postmark falls on the 10¢. Very fine and rare." (end). The sale price was \$162.50, and, as I recall, the buyer was the late Harry D. Ullery of South Bend, Ind. This cover showed a 40¢ rate to France from New York on Sept. 25, 1869, yet there was no such a thing as a 40¢ rate to France from the U. S. at that time, as the rate was 15¢ per 1/4 oz. Why the extra 10¢? The answer is that this is one of the extremely rare "Combination Rate" covers. It is genuine in every respect. The explanation is as follows -

This letter originated at Havana, Cuba on Sept. 18, 1869, and was mailed direct with the mail agent on a U. S. mail steamship bound for New York. The rate from Cuba to the U. S. was 10¢. Inasmuch as the letter weighed over 1/4 ounce, the rate to France from New York required 2 x 15¢. Thus in this rare gem we have a "combination rate" - viz - TO the U. S. from Cuba by U. S. "Steam-Ship" 10¢, FROM the U. S. to France 30¢. I seriously doubt if any subscriber to this Service, with one exception, can find a similar cover in his collection, if so, will he please advise me.

Photograph No. 76, illustrates this remarkable cover, (a white envelope). On the back is a blue handstamp reading, "CARD-HERMANOS Y WATSON - SEP 18 1869 - HABANA." The French Receiving on face is in blue and dated "7 OCT 69" and shows the letter was transmitted by American Packet to England, thus requiring a credit to France of 6¢ per 1/4 oz. The red New York foreign mail marking shows the proper 12¢ credit. This cover is not only a combination of rates but a combination of 1869 stamps.



ANOTHER EXTREMELY RARE  
COMBINATION RATE COVER

Photograph No. 77, illustrates a folded letter that originated at Havana, Cuba and traveled to New York, and thence to Lima, Peru. The date in the forwarding handstamp in lower left is New York Apr. 5, 1870. As of April 1st, 1870, the rate to Peru was 22¢ made up as follows: By U. S. mail to Panama City, 10¢ - Via British mail from Panama to Peru, 12¢ - total 22¢. This cover shows a 24¢ 1869 used to pay the 22¢ rate to Peru from New York, (2¢ overpay), and a 10¢ 1869 to pay the 10¢ "U. S. steamship" rate from Havana to New York City. This was a white two-page folded letter, first-class mail, and was a signed printed notice of a change in partnership of the Havana business firm of "Lago, Ziegler & Co." The signatures of the new partners are in manuscript. There is no written date, but the circular has a printed date of "HABANA - 1 - de ENERO - de - 1870." The second page containing the written letter is missing, but a memorandum shows that this letter was sent from "Habana" on "20 Feb 1870" and received at Lima "2 May" and answered "27 May." The receiving Lima postmark on back shows "2 MAY 70."

On the face of the cover is a red "12" of the New York Foreign Mail Division, indicating a credit to Great Britain of 12¢, or six pence from Panama, by British mail ship to Peru. In upper left is a crossed out "Henry Chauncey" and a substitution of "Alaska." These were U. S. Mail ships plying in the U. S. Mail Route between New York and Aspinwall.

The forwarding handstamp of the New York commission firm (in lower left corner) of "J. de Rivera & Co." indicates that this letter was sent under separate cover, (with the two U. S. stamps applied by the Havana firm) to their New York correspondent to place in the mail at New York to Peru.

On January 1st, 1870, the U. S. rate to Peru was 34¢ per 1/2 ounce. I have an official publication issued by the New York Post Office with that date showing the 34¢ rate. At that time, the British Packet Rate down the West Coast of South America was one shilling or 12 pence, (24¢ U.S.). Sometime between January 1, 1870 and April 1, 1870, the British Post Office cut the above packet rate from a shilling, or 12 pence, to 6 pence. As a result, the U. S. likewise reduced the rate by 12¢ from 34¢ to 22¢. I have been unable up to this writing to learn the exact date the new British Packet Rate became effective. This, in spite of urgent inquiries I directed to the General Post Office in London, and to a number of foremost students of British postal history in England. Also to various Departments in Washington, including Post Office and State. In addition, I have been unable so far to locate copies of the "U. S. Mail & P. O. Assistant" for the months of January, February and March 1870, in any U. S. library, but I have a copy of the issue of April 1, 1870, in which the official rate to Peru is listed as 22¢. Thus it is possible that there are two solutions of this cover as follows -

(1) When it was sent from Havana on Feb. 20, 1870, the reduction in the rate from 34¢ to 22¢ had been made and the sender was aware of same and placed a 10¢ stamp on the cover to pay the rate to New York and a 24¢ stamp to pay the 22¢ rate to Peru. Though he enclosed his letter under separate cover, as indicated by the New York firm forwarding marking, he complied with the U. S. Postal Regulations by paying the 10¢ rate to New York.

(2) When this letter left Havana, on February 20, 1870, the sender was not aware that a cut had been made (or was to be made) in the U. S. rate to Peru,

hence he paid the old rate of 34¢ with a 24¢ and 10¢ 1869. It is an established fact that Havana merchants kept on hand supplies of U. S. postage stamps to prepay (rather than send collect) their mail to correspondents in the U.S. and to other points reached by U. S. Mail.

If solution No. 1 is correct, then this is a "Combination Rate" cover, but if No. 2 is the correct solution, then this is a "combination" 24¢ 1869 cover, with 10¢.

This cover came from the Sam'l W. Richey collection (Cincinnati), and it was acquired by Mr. Richey in a sale by Bertrand L. Drew, held on Nov. 23, 1923. As Lot #859, it was described as follows, quote: "1869 - 24¢ used with 10¢, both fine copies, canc. black and New York pmk., an extremely fine and very rare cover addressed to Lima, Peru." (end) The sale price was \$150.00.

The First Edition of the S. U. S. was published in 1923 and for the first time, stamps on cover were quoted. In the First Edition, a used copy of the 24¢ 1869 was quoted @ \$8.00, and a copy on cover @ \$150.00.

Previously this 34¢ rate to Peru cover came up for sale in a sale by J. C. Morgenthau & Co. on July 7-14, 1920. It was Lot No. 73 and was described as follows, quote: "1869 - 10¢ - 24¢ (116 -120) used together on cover from New York to Lima, Peru, stamps and cover very fine and of the greatest rarity." (end). The sale price was \$130.00.

This cover bears my endorsement on the back as follows: "In my opinion, this cover is genuine in every respect - signed - Stanley B. Ashbrook."

Someday I hope to learn the exact effective date when the British Post Office reduced their packet rate down the West Coast of South American from one shilling per 1/2 ounce to six pence.

Regarding the two mail ships in manuscript in upper left corner. The "Henry Chauncey" was a wooden side-wheeler, built in 1863-64 at New York, and entered the New York - Aspinwall Mail Service on November 1, 1865. She remained on this run until burned at sea off the coast of North Carolina on Aug. 16, 1871, enroute from New York to Kingston and Aspinwall. The mail ship, "Alaska" was also a wooden side-wheeler, built for the Pacific Mail S. S. Co. in 1867. She entered the New York - Aspinwall run in August 1868. Later she was sent to the Pacific and engaged in the San Francisco - Panama Service and the Hong Kong Service. She was rebuilt in 1882 and served as a coal hulk and store ship at Acapulco, Mexico until 1885.

(END OF ISSUE NO. 23)

Second Series  
1952-1953

FEBRUARY 1, 1953



ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 24 - MARCH 1, 1953

CONFEDERATE 2¢, USED OVER A 10¢

BY FLAG OF TRUCE

Further regarding the Reynolds cover (Photo #71) that I discussed in the recent January (1953) Issue of this Service, I theorized that the addressee, one "Mr. James C. Reynolds" was probably a Federal Prisoner of War, who was confined in Fort Johnson, and therefore under fire of the Federal guns on Morris Island, which was not a great distance to the east. My good friend Mr. Thomas Parks of New York City, read my article about the Reynolds cover in GOSSIP - issue of February 7th last, and upon investigation, on his part, learned that my "Mr. Reynolds" was not a Union soldier, not a prisoner of war, but in fact a Lieutenant in the Confederate Army and stationed at Fort Johnson. This was exceedingly interesting, because it disclosed that Southern sympathizers within Federal territory were able to communicate with relatives or friends in the Rebel Army, provided no hint was given to the Federal Army censors stationed at Old Point Comfort that the letter to be sent by "Flag of Truce" - "Thru the Lines" to Richmond, was to go to a Confederate soldier. Hence the address, to a "Mr." and seemingly, a civilian. No hint of Fort Johnson. That "Mr." address deceived me completely and I assumed that "Mr. Reynolds" was surely a Federal prisoner of war.

Because the letter from Mr. Parks is so interesting, I am reproducing it in full herewith, quote:

"Mr. Stanley B. Ashbrook,  
Box 31,  
Fort Thomas, Ky.

February 11, 1953.

Dear Mr. Ashbrook:

I read your article in the Confederate Issue of 'Weekly Philatelic Gossip' with fascinated interest.

That folded letter is even more remarkable than you think - it was sent to a Confederate officer via flag of truce, being mistaken for civilian correspondence.

Last night I looked up the name in the 'Official Records of the Union and Confederate Armies.'

Volume 35, Part 1, of Series 1, on index page 705 refers to James C. Reynolds on page 167. On page 167 there appears part of a report of Brig. Gen. Wm. B. Taliaferro to Major Stringfellow, Assistant Adjutant General, written from James Island on July 23, 1864, describing one of a series of attacks on Fort Johnson which took place about the time the letter arrived in Charleston.

'On the morning of the 3rd (July 1864) at daylight, two columns of barges were observed rapidly approaching the Shell Point Beach, upon which the several batteries known as Simkins are situated, and which is immediately connected

with the important post and harbor defense of Fort Johnson. One column landed its men near the end of the point, and the other and larger between Battery Simkins and Fort Johnson, which post was, simultaneously with Shell Point, furiously assaulted. The gallant garrison, under the command of Lt. Col. Yates, received them with heroic determination, and the efficient and rapid discharge of heavy and light guns, and the withering fire of our musketry, soon staggered and drove them back, when, with a rapid charge upon the enemy, headed by Lieutenants Waties and Reynolds, First South Carolina Artillery, 140 prisoners, including 5 commissioned officers, were taken before they could make good their escape.---

Inasmuch as Fort Johnson was under frequent attack, I rather imagine that the prisoners who were captured by Lt. Reynolds were not kept at Fort Johnson but were sent to the mainland. Other attacks followed quickly after this one.

I have sometimes wondered whether mail managed to get through to military personnel, and this apparently answers the question of how it was done. The fact that the letter is inscribed 'Care Col. Yates' clinches the identification.

I have always maintained that studies as interesting as this one cannot be found anywhere except in Confederate philately.

Yours for more such articles,

Sincerely,

(signed) Thomas Parks."

(end of quotation)

Incidentally, Fort Johnson did not come into being during the Civil War but goes far back to the days of the Revolution. I have before me an old map of Charleston and Charleston harbor during the siege of that city by the British, in the War of the Revolution, and shown on this map, at the tip of James Island was the important fortification of "Fort Johnson." At that time there was no Fort Sumter, of Civil War fame.

A VERY RARE COVER - 5¢ 1851 PLUS TWO 1¢ 1851

PREPAID SHIP RATE

On page #37 of this Service (Issue No. 7 - Oct. 20, 1951) - I described a very rare "prepaid Ship Letter" rate - This was a letter with a 3¢ 1851 and two 1¢ 1851, tied by two New York postmarks of Nov. 17, and addressed to New Bedford, Mass. This was originally a two-page letter sheet with the sheet containing the letter missing. A receipt memo is as follows: "PADEFORD FAY & CO - 11 MO 13 - 1855." This was a business firm at Savannah, Ga. In the upper left corner of the envelope is "Augusta," the same being the name of the ship that carried the letter from Savannah to New York City.

Photograph No. 78, illustrates this rare cover. Evidently the "Augusta" was a ship of a coast-wise line running between Savannah, Ga. and New York City. Because 2¢ was added to the regular 3¢ postage to pay the captain's ship fee at New York, it would appear that this ship, or the line which owned it, did not have a U. S. Mail contract.



In all my many years of search for the unusual in covers bearing the One Cent imperforate stamp of 1851, I have only been able to locate and record three(3) of these rare prepaid ship letters. (3¢ '51 plus 1¢ '51). In addition to this cover, (#78), I have a record of another cover from the same firm in Savannah (as above) - This cover has a circular New York postmark reading, "NEW YORK SHIP" and used six days earlier, or Nov. 11, 1855, and carried by a ship by the name of the "KNOXVILLE." (see page #37 - this Service).

This second cover is also addressed to the same person in New Bedford, Mass.

The third cover is also from the same Savannah firm, but it is addressed to Hartford, Conn. The letter inside is dated "Savannah 5 DEC 1855." A regular circular type of New York postmark is dated "DEC 8." This was routed by the ship "KNOXVILLE."

These three letters were not placed in the Savannah Post Office but were taken direct to the ship and handed to the purser for delivery to the U. S. postal agents upon arrival in New York. For each letter so carried by a non-mail contract ship of American registry, the ship captain was paid 2¢.

The annual report of the Postmaster General for 1855 lists Mail Route #6309 between Savannah and New York by steamboat, as 800 miles long, one trip a week and the sum of \$2,080.00 as the annual compensation, or at the rate of \$40.00 per round trip.

Photograph No. 79, illustrates a cover with a 3¢ 1851, tied by the well-known New York two-line marking, "STEAM-SHIP." The New York circular postmark is NOV 16. Inside, this two-page folded letter, is dated Savannah, (Ga), Nov. 12, 1853, and the letter is addressed to Boston, Mass. This letter was not placed in the Savannah Post Office but was mailed direct with a U. S. Mail contract ship bound for the port of New York. It bears the manuscript routing "Per Augusta." Cover #78 was from Savannah and routed also by a ship of this name. Perhaps the "Augusta" was of a line, in November 1853, that had a mail contract, but did not have one two years later.

Covers bearing single copies of the 3¢ 1851 and tied and canceled by this "STEAM-SHIP" marking are most unusual. This scarce item was Lot #135 in a sale by John Fox of Jan. 20, 1853. The sale price was \$20.00. Someone evidently got a bargain.

The P.M.G. Report of 1853, lists the "Steamboat" mail route between Savannah and New York as Route #3413, one trip a week, with annual compensation of \$4,160.00 or at the rate of \$80.00 per round trip. Looks like some competitor cut the cost in half by 1855.

#### A FAKE COVER THAT WOULD PROBABLY DECEIVE MANY

Photograph No. 80, illustrates a fraudulent cover that was probably turned out by the notorious Parisian forger who has made a specialty of "fixing" 19th Century U. S. covers for so many years. Here we have what appears to be a single rate to France in October 1863. The 10¢ is the Type I, miscalled the "August" or "Premiere Gravure" and the 5¢ is the brown of 1863. Quite a combination, because a genuine combination use of these two stamps would be quite a rarity. The stamps have a target cancellation and the 5¢ is tied by a New Orleans postmark. The French postmark on the face reads, "ETATS-UNIS-PAC-BRIT-8 NOV - 63 - PARIS." There are several other French postmarks on the back, and



year dated "63," and one British with "1863." The handstamped French marking that looks like "19" is the French postage due of "13" decimes or approximately 25¢ in U. S. currency at the time this letter actually went thru the mail. However, at the time that it was sent over sea Via England to France, no 1861 stamps had been issued, in fact, no perforated stamps had been issued in this country, and the chances are that no stamps at all were used on this letter. In addition, this letter originated at New York and was never near New Orleans, therefore, the New Orleans postmark which is a bit faint, is fraudulent.

This cover was originally a stampless cover that was, in all probability, mailed from New York on Oct. 25, 1853. The faker added the two 1861 stamps and changed the year dates in all the markings from "53" to "63."

Had any postage been due on such a letter in France in 1863, the letter would have been marked at New York as "SHORT PAID" and any payments that had been made would have been null and void.

Under the U.S.-French Treaty of April 1, 1857, no partial postage payments were permitted, hence it was, full postage, or none. Inasmuch as there was no such a thing as a "13" decimes rate to France, this French marking is one of the features that prove conclusively that the cover is fraudulent.

One more point is proved by this French postage due, is that the letter did not weigh over 1/4 ounce or rather 7½ grammes and that the sender at New York had paid 5¢ postage, which was the U. S. "Inland Rate" under the U.S.-British Postal Treaty. I have mentioned this 5¢ "Inland" rate on numerous occasions in these Service Issues. New Orleans never used a postmark such as the one on this "fixed" cover.

The New York Post Office should have marked this stampless cover as "PAID 5¢," but as this "Inland" payment was of no concern to the British or to the French, it was not always noted on stampless mail at New York. Had this letter originated for example at New Orleans, and the postage of 5¢ "Inland" been paid by cash or charge instead of by stamps in 1853, the New Orleans Office would have handstamped it "PAID 5," otherwise in all probability the New York Office would have returned it to that office. This "Inland Rate" had to be paid. And just one more point - New Orleans never used an old style of large single circle postmark in 1863, but rather the later small double circle type.

Regarding the two stamps on this cover. Assuming that the target cancel is a forgery, indicates that the former cancels on these two stamps were cleaned, which reminds me that it must not be assumed that the only cancelations that are cleaned from old 19th U. S. are pen markings. Collectors who prefer their early U. S. in "unused o.g." condition should bear that point in mind, because the crooks on the Continent have a system of "removal without a trace" and "gum" is a very cheap commodity.

#### HERE IS A PERFECT GEM

Photograph No. 81, illustrates a rare cover that was loaned to me several years ago by Mrs. John Dale of New York. Mrs. Dale is the daughter of the late Alfred Lichtenstein, prominent New York philatelist for many years. This cover evidently originated at some place in New Brunswick, no doubt St. John, and was brought down to Boston by the "Colonial Express Mail," and sent on its way Via New York by U. S. Mail to Glasgow, Scotland. The cover shows the 24¢ rate to



Great Britain paid by two pairs of the 5¢ 1856, a 3¢ 1851 and a 1¢ 1851. The stamps are canceled by a small S.L. black Boston "PAID," and in addition, the 3¢ and 1¢ have a strike of the "Colonial Express Mail" marking.

This is only a face of the original cover, and there remains no positive evidence of the year of use but it is believed to be 1856, or possibly 1857. There is a faint trace of a Liverpool marking on and below the 3¢, but it is too faint to show the year. The red "19" is the U. S. credit to Britain on the 24¢ rate, and this is a well-known New York marking, proving that the letter went thru that office in the absence of a New York postmark.

I believe this is the only cover that I can recall with the 24¢ rate to G. B. paid with a combination of imperforate 1851-1856 stamps such as these. Two pairs of the 5¢ 1856 to Britain may be unique. I remember this cover when it came up in a Morgenthau sale almost thirty years ago, and sold \$360.00 (Sale of the Adutt Collection by J. C. Morgenthau & Co. June 26-27, 1923, Lot #120).

U. S. ENVELOPES  
ISSUE OF 1860  
THE STAR DIE TYPE

Here is a very interesting subject and one which the great majority of collectors of adhesive stamps and covers seem to have very limited knowledge. Please refer to pages 263 and 264 of the S. U. S., 1953 edition, for illustrations of the Star Die envelopes. The S. U. S. gives very little information as to when the "Star Die" values were issued, as for example, merely "1860-61." The values were as follows: 1¢ blue, 3¢ red, 6¢ red, 10¢ green and the carrier, 3¢ red plus 1¢ blue, commonly called the "Compound." There was also a 1¢ blue, wrapper. The "Bartels Catalogue of U. S. Stamped Envelopes," Fifth Edition, Edited by P. H. Thorp, states, page 7, that the 3¢, 6¢ and 10¢ envelopes of this series were put into circulation in October of 1860, but this statement is only partially correct, because the 3¢ was issued as early as August 1860, and it is possible that the 6¢ was issued in September 1860. The earliest known use in my records of the 3¢ is a cover from New York City, plainly postmarked

AUG 29 1860

I also have records of four 3¢ covers used in September 1860.

The 1¢ envelope and the Compound (3¢ plus 1¢) were issued in December 1860, but I have no record of an early use of either one, and further, I have no record of an early use of the 10¢ value. The 10¢ is believed to have been issued in October of 1860 as stated by Mr. Thorp.

According to "Pat Paragraphs" - Issue #39, the following news item appeared in the New York Herald on Dec. 9, 1860, quote: "New Stamped Envelopes - Envelopes ruled and unruled, with a one cent stamp, have been ordered by the Post Office Department, and will be for sale at the Post Office on Tuesday, the 11th inst. There will also be in readiness at the same time envelopes, ruled and unruled, embossed with the one cent and the three cent stamps. The former are intended for city use - the postage and carrier's fee being both paid by the three and one cent stamp, and for circulars to be transmitted by mail. xxxxxxxxxx. The four cent envelopes will be a great convenience to those who use the lamp-post boxes for letters to be transmitted by mail, the two stamps covering the mail postage and the Carrier's fee." (unquote)



PURPOSE OF ISSUE OF THE 3¢ PLUS 1¢ STAR DIE ENVELOPE

The Postmaster General in his annual report of December 1860, made special mention of the 3¢ plus 1¢, and plainly stated that it could be used to prepay the carrier fee to the post office and also to prepay the carrier delivery fee on mail from out of town to street address.

When the Civil War broke out in the summer of 1861, the Postmaster General demonetized the 3¢, 6¢ and 10¢ Star Die envelopes but the 1¢, the 1¢ wrapper and the 3¢ plus 1¢, the "Compound" were not demonetized and all three remained legally good for postage, and are so to this day.

The 1¢ Star Die wrapper was the first wrapper to be issued by the P. O. Department and it made its first appearance in October of 1861.

A new series of stamped envelopes was issued in August 1861, just a short time prior to the appearance of the new 1861 adhesives, and the "Star Die" 1¢, 3¢ plus 1¢, and 1¢ wrapper were continued to be issued with the new series up to the quarter ending June 30, 1863. The S. U. S. states that the 1¢ Star Die wrapper was "suspended in 1863" but their use was "resumed in 1864." Both the 1¢ envelope and 1¢ wrapper were issued right up to the time of the new Reay contract in 1870.

Regarding the 1¢ Star Die envelope, the Department did not go to the expense of issuing a new 1¢ envelope in August 1861, because a very limited supply had been sent to post offices thruout the Southern States. I do not recall ever seeing a 1¢ Star Die used in any of the Rebel States prior to Secession. The 1¢ and the 3¢ plus 1¢ envelopes were not issued until December 1860 and at that time, it seemed certain that the Southern States would secede, so perhaps no supplies of these two values were sent South.

Attention is called to the values quoted in the S. U. S. for the "Compound." This is one of the most interesting of all postal items issued by our Post Office Department and in my opinion, is an item that is much more rare than the quotations indicate. Also note the values quoted on the two 6¢ Star Die - the white envelope - entire - unused @ \$300.00 and the buff - entire - unused - @ \$350.00. No quotations are listed for used examples, either cut square or entire. The Department demonetized this 6¢ red envelope in August 1861 and issued a new 6¢ pink. This precaution would seem to indicate that a sufficiently large supply had been sent to Southern post offices as early as September or October of 1860, but examples of this 6¢ Star Die are extremely rare. We wonder why? In fact, I am reliably informed that only one cover is known, this a use from a small town in New York State by the name of Oxford, the date "Sep 14" - year either 1860 or 1861(?). In addition, a used cut square is said to be in existence, the postmark unidentifiable. It is believed that only a dozen examples of the 6¢ Star Die in unused condition are in existence today.

The S. U. S. could greatly improve the listing of the "Star Die" envelopes by giving collectors some information regarding dates of issue, demonetization, etc.

FURTHER REGARDING THE 3¢ PLUS 1¢ STAR DIE ENVELOPES

The following notice appeared in the publication, "The U. S. Mail & Post Office Assistant," issue of July 1862, quote:

"It has been ascertained at the Post Office Department that single rate letters,



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

It is perhaps interesting to note that an envelope with the single 3¢ red Star Die stamp was not legal for postal use after demonetization, but the Compound envelope with this same 3¢ red die, accompanied by the 1¢ blue die, was perfectly legal for postal use. I might also call attention to a significant statement in the above notice, viz: "Stamped envelopes of this description, which are designed to facilitate the prepayment of the Carrier's fees in cities." etc.

In my opinion, this meant the fee "to the Post Office" or "from the Post Office" and not exclusively prepayment from lamp-post box to the post office as has been suggested by some students.

#### DID YOU KNOW

that in the early years of the War Between the States, that the Post Office Department endeavored to encourage the use of stamped envelopes and even went so far as to permit the public to bring or send their own envelopes or wrappers to the Department and they would have the Government dies impressed thereon. Lots of less than 500 were not permitted. In addition, the P. M. G. requested authorization to allow a discount of not exceeding 5%. This is such a bit of interesting U. S. postal history that I will quote in full the remarks on this subject in the annual report of Montgomery Blair, Postmaster General, dated Dec. 1, 1862, quote:

#### "Advantages of Stamped Envelopes.

There are advantages incident to the employment of stamped envelopes for correspondence which separate postage stamps do not possess. The address and sealing of the former preclude their use a second time, while the latter are subject to such fraudulent use if imperfectly cancelled, or if the cancelling marks have been erased. On the other hand, stamped envelopes relieve the public from the trouble and delay of attaching separate stamps, which, in the hurry of business, is not unfrequently forgotten, while the stamps are also liable to removal, accidental or otherwise, occasioning a detention of letters. Correspondence covered by stamped envelopes can, moreover, be lawfully conveyed outside the mail. I would therefore suggest that the Postmaster General be authorized to sell stamped envelopes, in quantities of not less than five hundred, at a discount not exceeding five percent on the charge made by the Post Office Department for smaller quantities thereof, which charge should include the value of the postage stamp impressed thereon. And as an additional inducement to stationers and other dealers to provide themselves with varieties of stamped envelopes suited to the wants of their customers, and to make such envelopes a part of their stock in trade, it has been determined to try the experiment of embossing postage stamps on envelopes belonging to private individuals or firms, who shall have previously applied for the privilege, and have paid the full value of the stamps, (less the discount, if the same shall be allowed by law, as suggested,) provided the number shall not be less than five hundred in any one case."



ASHBROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 25 - APRIL 1, 1953

FORT JOHNSON, S. C.

In the January Issue of this "Service" I described a cover (Photo No. 71), addressed to Charleston, S. C. and forwarded to Fort Johnson, S. C. I again referred to this same cover in the February and March issues. The March 1953, current issue of the "National Geographic Magazine" contains an interesting article on South Carolina and on pages 284-285 is a fine up-to-date map which shows the locations of historic Fort Johnson, Fort Sumter in Charleston Harbor and also Morris Island, which faces the Atlantic.

"THE UNITED STATES MAIL AND POST OFFICE ASSISTANT"

The above was the name of a four-page monthly publication that was published at New York in the eighteen sixties and seventies for postmasters, postal officials, and post office clerks thruout the country. It had the endorsement of the Post Office Department and its editor and proprietor was J. Holbrook who had long been in the service of the Department as a special agent. I have referred to this publication frequently in past issues of this Service.

The "U.S. Mail," was generally forwarded to subscribers between the 1st and 5th of each month and was supposed to contain the very latest information and instructions of interest to postal employees. It is interesting to note the following which appeared in the August 1st, 1861 issue, regarding the new 1861 stamps which had not been issued at the time this August 1st monthly was forwarded to subscribers. Special attention is called to the statement that supplies "are now being distributed among postmasters." This was a misstatement as the official records show that the first deliveries of the adhesive stamps were not delivered by The National Bank Note Co., until Friday, August 16, 1861. The following is from the "U.S. Mail," quote:

"New Postage Stamps - Heretofore all the Government postage stamps have been manufactured at Philadelphia, by Messrs. Toppan, Carpenter & Co., who have, it is understood executed their contract with that degree of promptness and fidelity which was originally guaranteed by the high character and standing of that well-known house. The old contract having expired, proposals were called for by the Postmaster General, for the new one, and it has been awarded to the National Bank Note Company of this city; (New York), the leading members of which Co., are Messrs R. S. Oakley, J. McDonough, W. D. Nicholas, G. H. Danforth, Filch Shepard and Lloyd Glover.

New dies have been prepared for all the denominations of stamps; differing somewhat from the old styles, and presenting a marked improvement in coloring, the distinctness of the rate of each, and in some other respects. We have no doubt that the public will be well pleased with the new issue. They are now being distributed among postmasters. The stamps are hereafter to be manufactured in the new substantial fire proof edifice at the corner of Nassau and Pine Streets, known as Duncan's and Sherman's building. The machinery is all new, and of the most costly and approved description and everything is in keeping with the importance and magnitude of the undertaking. It is calculated that there will be about two hundred million stamps used during the coming year, from August 1st, 1861." (unquote)



THE NEW THREE CENTS OF 1861

The earliest use known of the 1861 stamps is a 1¢ postmarked at Baltimore on Saturday, August 17, 1861. Our earliest record of a use of the 3¢ is a "PINK" used on Sunday, August 18, 1861, from Nashau, N. H. The 3¢ Rose also appeared at about the same time, and I have a record of three different covers used on Monday, August 19th, 1861. Evidently the PINK color was not satisfactory as the following appeared in the "U.S. Mail" issue of September 1861, quote:

"We learn from the Department, that the three cents stamps is not quite satisfactory, or what was required of the contractors. It is understood that they will experiment until they get a good decided carmine, or dark pink - similar in color of the stamp on the new white envelopes. On the buff envelopes the color shows up imperfectly." (unquote)

The envelope referred to "on white" is the well-known S. U. S. No. U34.

MAIL BETWEEN NORTH & SOUTH IN THE SUMMER OF 1861

The transmission of mail between the loyal states of the North and far west and the seceded states, ceased as of May 31, 1861. On June 1, 1861, all post offices in the Southern Confederacy were taken over by the Richmond Government under the direction of Postmaster General John H. Reagan. Commencing the latter part of June, mail between the two sections was carried by the Adams Express Company over the L. & N. Railroad between Louisville, Ky. within the Union Lines and Nashville, Tenn., in the Confederacy. This carriage continued during July and into August, but on August 10, 1861, President Lincoln issued a proclamation declaring that all communications between (quote) "The insurgent states, or the people thereof, and the loyal states is unlawful." Postmaster General Blair followed this up with a proclamation on August 26, 1861, in which he authorized postal officials as follows, quote:

"Without further instructions to lose no time in putting an end to written intercourse with the so-called Confederate States by causing the arrest of any express agent or other person who shall, after the promulgation of the order, receive letters to be carried to or from the seceded states, and to seize all such letters and forward them to Washington." (unquote)

In view of the above, I was surprised to find an advertisement in the "National Intelligencer," a daily newspaper published in Washington, D. C., in the issue of September 13, 1861, as follows, quote: "Letters for the Seceded States. Postal Arrangements. Persons wishing to forward letters to the Seceded States can do so by directing their letters properly and enclosing them, together with ten cents in money to the undersigned, who will remail them daily in Nashville, Tennessee, and pay the postage on the same to the Confederate States. Letters weighing over half an ounce, or whose point of destination is five hundred miles or more from Nashville must enclose fifteen cents. Transient newspapers five cents each. In like manner, all letters from the Seceded States should be directed to me at Nashville, Tennessee. No detention whatever by this route for I send them daily each way by courier. Refer to the Postmasters at Franklin, Kentucky and Nashville, Tennessee. This arrangement will continue during the war.

M. D. Whiteside  
Franklin, Kentucky." (end)

This was known as the "Whiteside Route" and it was mentioned in the Ward Column in Mekeel's as early as September 23, 1922. Mention of this route was also made by Chase in his book on the 3¢ 1851-57. Franklin, Ky. was on the L. & N. R. R., 22 miles S.W. of Bowling Green, Ky., which town was occupied by Confederate forces on September 18, 1861. Also please refer to my article in the American Philatelist of March 1946, entitled - "THRU THE LINES IN SIXTY-ONE VIA EXPRESS - THE WHITESIDE ROUTE."

I have never seen a cover which I was sure had been carried thru the Lines by Whiteside. Perhaps such envelopes had no features of identification,

#### THE 3¢ PLUS 1¢ STAR DIE ENVELOPE OF 1860

The March 1st, 1953 Issue of this "Service" (page 171) contained some interesting data regarding the above envelope which is commonly known as the "Compound." I regard this unique envelope as one of the most novel of all postal issues of our P. O. Department. Here we have an envelope with two stamps - one embossed and printed in red, the other in blue and with the white envelope we have our national colors. Here was 3¢ to pay the domestic rate and 1¢ to pay a carrier's fee. It is believed that this envelope was first placed on sale at the New York Post Office on Tuesday, Dec. 11, 1860, just nine days before South Carolina seceded from the Union. The One Cent Star Die was issued at the same time and Postmaster General J. Holt had some interesting remarks regarding these two envelopes in his annual report, dated December 1, 1860, from which I quote as follows:

"It is contemplated to introduce immediately two new denominations of envelopes, one embossed with a one-cent stamp, the other with both the one-cent and the three-cent stamps. The one-cent envelope is designed mainly for circulars, of which many millions are annually distributed through the mails. The same envelope, however, will also be largely used for city correspondence.

The envelope with one-cent and three-cent stamps will be required in cities where there are lamp-post letter-boxes or other depositories for letters, to be conveyed by carriers to the post office, the one-cent paying the carrier's fee, and the other stamp paying the postage on letters to be sent out of the city by mail. This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicil." (unquote)

This positive statement by the Postmaster General in December 1860 regarding prepayment of a carrier's delivery fee to street address speaks for itself.

In connection with the above attention is called to the fact that only a comparatively few cities thruout the country had letter carrier service in the early sixties. The P. M. G. stated that the "Compound" quote: "will be required in cities where there are lamp-post letter-boxes or other depositories for letters." In short, in those cities which had letter carriers to collect mail and carry it to the main post offices or to branch post offices and carriers to deliver mail from the post office to business or home addresses.

"Prepaid Way" covers with 3¢ plus 1¢ stamps are often confused with "Carrier covers."



A UNIQUE 3¢ plus 1¢ STAR DIE

Photograph No. 82, shows a perfect gem. Here we have a "Compound" used from New York to San Francisco on Feb. 21, 1861 with 11¢ in postage, viz - the 10¢ rate to California, plus 1¢ Carrier Fee from a lamp-post box(?) to the New York Post Office, the adhesive stamps being two 3¢ 1857, Type II and a 1¢ 1857, Type IIIA. In addition to the above features, the cover is struck four times with the very desirable "New York Ocean Mail" postmark. This cover first came to my attention when it came up in a sale by, "The Collector's Shop" on April 24, 1941. It sold at the very modest price of \$52.50. It is the finest "Compound" I have ever seen. I have no record as to who owns it at present.

LETTER SHEET

All collectors of 19th Century are familiar with the two cents Letter Sheet that was issued in 1886, printed in green on white paper with a portrait of Gen'l U. S. Grant in military uniform. The General passed away on July 23, 1885. The Grant letter sheet was issued August 18, 1886 and was withdrawn June 30, 1894. It is listed in the 1953 S. U. S. under "envelopes" on page 277. In 1947, a 10¢ foreign air-mail "Letter Sheet" was issued and this is also listed under envelopes on page 292 of the "S. U. S." I wonder how many collectors are aware that the P. O. Department issued a 3¢ Letter Sheet in 1861 with the die of the 3¢ 1861 Pink, the envelope that was issued to replace the demonetized 3¢ Star Die of 1860? This letter sheet is also listed under envelopes on page 264 of the 1953 "S. U. S.," as "U 36," "Die U 13."

THE 1861 STAMPED LETTER SHEET

I am not very familiar with printed stamp albums but to the best of my recollection, the Scott albums have long provided a space for the 1886 Grant 2¢ Letter Sheet but do not provide one for the 1861 3¢ "stamped letter sheet." I have noted a statement made that this first letter sheet was issued in August 1861 to provide soldiers of the Civil War with a convenient method of carrying writing paper that would not require the addition of an envelope and postage stamps. Strange to relate, this letter sheet was authorized by an Act of Congress, passed February 27, 1861, several months before the actual outbreak of the Civil War, so I doubt that they were issued for the use of soldiers of that conflict, but if so, the author of the bill must have possessed unusual foresight for a politician.

The Act of Congress of February 27, 1861, Sec. 2, read in part as follows, quote: "The Postmaster General is hereby authorized to procure and furnish letter-sheets with postage stamps impressed thereon, (combining in one, both a sheet and envelope) and to adopt such other improvements as may be deemed advisable, from time to time, in connexion with postage stamps, or stamped envelopes for letters or newspapers, subject to the provision that such stamps or envelopes shall be sold at the cost of procuring and furnishing the same as near as may be, and to all other provisions of the eighth section of an Act of Congress entitled 'An Act to establish certain post roads and for other purposes,' approved August thirty-first, eighteen hundred and fifty two." (unquote)

Readers are reminded that at the time the above law was passed by Congress that the old 1857-1860 adhesive stamps were in use, also the stamped envelopes of

the "Old Style" and surely in February of 1861 there was no thought that the adhesive stamps and stamped envelopes, then in use, would be demonetized and new ones issued within six months. Mention is made of this at this time because unused letter sheets on blue paper with the 3¢ Star Die are known.

The following news item appeared in the "U.S. Mail" for April 1861, quote: "Stamped Letter Sheets. The Postmaster General has ordered the preparation of sheets of letter paper, cut, gummed and embossed with the three cent postage stamp - combining in one, both a letter sheet and envelope. Also similar sheets, note size, to be packed in such manner as may be necessary to insure the safe transmission of the sheets by mail. This will be a capital safeguard against the carelessness of correspondents who are prone to omit placing postage stamps on their letters. It will also be just the thing to obviate the legal difficulty which sometimes arises in identifying the date of an enclosure with that of the official postmark." (unquote)

There is nothing in the above from a semi-official Post Office publication to indicate the 1861 letter sheets were issued to provide soldiers of the Civil War with a convenient method of correspondence.

#### DATE OF ISSUE OF THE FIRST LETTER SHEET

The 3¢ stamped letter sheet was probably issued in August 1861, as the following news item appeared in the "U.S. Mail," - issue of September 1861, quote: "The New Letter Sheet envelope. The letter sheet and envelope combined, ordered some time since by the Department, has been issued by the establishment of Mr. Nesbit, of this city, the contractor of the Government envelopes. It is a neat and convenient contrivance, and will, we have no doubt, at once become quite popular. In business transactions it will overcome a difficulty which has often been experienced in legally connecting the envelope with the enclosure, while to the traveling correspondent they will be found exceedingly handy, as the paper, envelope and stamp are all combined in one. There are two sizes, note and letter, of three cents postage rate each. The small size are sold at 91 cents per package of twenty five, or \$3.64 per hundred. For the letter size, 97 cents per package of twenty-five or \$3.88 per package of one hundred." (unquote)

The Thorp catalogue of U. S. Envelopes, states on page 14, that the letter sheets failed to be popular and were withdrawn in April 1864. It was also stated on the same page that previous to the issuance of the letter sheet that experiments had been made and that blue letter sheets are known with the 3¢ Star Die stamp of 1860 but that such are considered as essays.

The 1861 sheets were distributed to postmasters after being folded once.

The "S. U. S." should give #U36, a separate listing as a "LETTER SHEET" and as the first one that was issued by the P. O. Department. It was not an envelope, nor a wrapper.

#### 3¢ 1861 LETTER SHEET

The 3¢ 1861 stamped letter sheets were printed in PINK on a fine quality of blue paper.



Photograph No. 83, shows one of the sheets from the L. H. Barkhausen collection, in used condition. There was no printing of any kind with the exception of the 3¢ stamp.

#### THE 6¢ STAR DIE ENVELOPE

In last month's issue of this "Service" (March 1, 1953- No. 24), I mentioned that so far as I was aware, there was only one 6¢ Star Die entire envelope in used condition known to collectors. Later I was pleased to learn that a second cover was in the collection of Mr. L. H. Barkhausen of Chicago and Mr. Barkhausen was very kind to loan it to me to photograph and use same in this Service.

Photograph No. 84, shows this great rarity which is No. U31 in the "S. U. S.", the 6¢ RED ON BUFF, and unpriced in used condition. This is the "legal" or large size, the only size in which this 6¢ was issued. This rarity came from the famous Carroll Hoy & Co. find made in New Orleans many years ago. The envelope shows carriage "Outside the Mail" by The Adams Express Co. from New York to New Orleans and while the envelope fails to show any date of use, front or back, I presume the use was in the spring or summer of 1861. In the spring of 1861 conditions were so unsettled that business and banking firms in New York City and other large eastern cities feared to entrust valuable papers addressed to Southern correspondents to transmission by the U. S. Mail, hence forwarded same by special express messengers. Such carriage "Outside of the Mail" was legal, before communications between the North and South were forbidden, provided that such communications were enclosed in U. S. stamped envelopes. Because of the carriage of this letter by The Adams Express Co., this item assumes even greater importance. It is surely a very rare piece of Philatelic Americana, and my sincere thanks are acknowledged to Mr. Barkhausen for his kindness in permitting me to give subscribers to this Service a view of this interesting cover.

#### RE - THE APPLICATION OF GUM TO POSTAGE STAMPS IN 1861

Recently a subscriber to this Service inquired if I had any definite information regarding the manner in which sheets of stamps were gummed prior to the Civil War. Quite an interesting article on the methods employed by the National Bank Note Co. in manufacturing postage stamps appeared in the September 1861 issue of the "U.S.Mail." I quote from the same as follows:

"The process of printing is the same as in ordinary copper or steel plate work. The ink is applied so as to fill the lines of the engraving, the plate is wiped clean, the dampened paper applied and the impression taken on a cylinder press. There are nine presses in this establishment, six of them driven by steam and now running night and day to meet the demand for new stamps. From the press the sheets are taken to the drying room and dried in an atmosphere heated to about one hundred and twenty degrees, after which they are gummed. The adhesive applied is a secret of the inventor, but for the benefit of those who wet the stamps on their tongues (which is a matter of taste), it may be stated that the new gum is an improvement upon what has heretofore been used, and contains a small quantity of sugar. The gum is applied by hand. In drying the gummed sheets no less than 2500 small frames with canvas coverings, and each containing two sheets of stamps are employed. These are laid upon each other, making huge piles, and almost filling the large-sized room



devoted to this department of manufacture. The smoothing of the sheets in a hydraulic press completes the process. The work in this room is performed almost exclusively by girls." (unquote)

21¢ TO PRUSSIA IN SEPTEMBER 1861

Photograph No. 85, shows a cover used from Boston on Sep. 13, 1861 to Berlin, Prussia. It has two 10¢ 1861 plus a 1¢ 1861, tied by the large Boston "PAID" in grid. This looks like a common-place item and one that apparently would not have much value, but it is really a very unusual and rare cover. In fact, this is the first one in this class that I have ever seen. The rates to Prussia in September 1861 were as follows:

	per $\frac{1}{4}$ ounce	per $\frac{1}{2}$ ounce
By Prussian Closed Mail, (thru England) .....	-	30¢
" Bremen or Hamburg Mail .....	-	15¢
" French Mail .....	21¢	42¢

Because there was a fast mail every week to England, by the Cunard Line, the great percentage of mail to Germany was forwarded by "Prussian Closed Mail" at a rate of 30¢ per half ounce. It will be noted that a letter could be sent by French Mail at 21¢ per  $\frac{1}{4}$  ounce, but this carriage was by the American "Havre Line" (Amer. Pkt.) and sailings by this Line were only once a month, or, in fact, every fourth Saturday.

Cover No. 85 shows the following French receipt marking on the face of the cover, "ET UNIS SERV. AM. D. 27 SEPT 61 - HAVRE" which literally meant, "From the U. S. by American Packet to Havre" - and in addition, "by direct mail to Havre." The letter bears a Boston postmark of "Sep 13" which was Friday. The Havre Line sailing was from New York, the next day - Saturday, the 14th. The receipt at Havre was 13 days later. The red Boston postmark is a "Foreign Exchange" marking - (red for "PAID" - black for "UNPAID") - and at bottom shows a "9" which was the U. S. credit to France of 9¢ U.S. - This left the U. S. with a balance of 12¢ which, under the Postal Treaty, was 3¢ per  $\frac{1}{4}$  oz. for the U. S. "Inland" and 9¢ per  $\frac{1}{4}$  oz. for the Atlantic sea crossing. The credit of 9¢ to the French was 3¢ Inland and 6¢ for transit to Berlin. Thus payment in full from addressor in Boston to addressee in Berlin of 21¢. Incidentally, the two 10¢ stamps on this cover are early prints and in the rich dark green shade listed in the S. U. S. as #68A - and frequently referred to as the "August" shade. The S.U.S. also lists a "deep yellow green on thin paper, August shade." I call the #68 the Type II and the #58 the Type I, and this is the way that they should be listed in the "S. U. S." instead of the obsolete and absurd listing of "FIRST DESIGNS." Incidentally, the Type II in the first color, the "August shade" comes on a thin and a thick paper. I might also mention that the Type II was issued in August of 1861, hence it is appropriate to refer to the "dark green" as the August shade. While the Type I is frequently referred to as the "August" stamp, no postal use of it is known before September 17, 1861, and I do not believe any Type I stamps were placed on sale as early as August of 1861.

I have gone into some detail in describing cover No. 85 with the thought in mind that we frequently have some item in our collection that we do not fully appreciate as most unusual, and also most desirable.



"SHORT PAID" TO FRANCE

Photograph No. 86, shows a very interesting cover of the same period as the above cover No. 85, as it bears a New York postmark of Sep 17 (1861). This was Tuesday and this letter was sent to Boston to catch the Cunard mail ship which sailed from that port on Wednesday Sept. 18, 1861. The French receipt postmark on this cover is "Oct - 1 - 61" or 14 days from New York to Calais as compared to 13 days from New York to Havre by cover No. 85. Had the sender of the letter to Berlin chosen to forward his letter by "Prussian Closed Mail," rate 30¢, it would have gone by the mail that carried cover No. 86 and it would have reached the Continent four days later.

Cover No. 86, is quite an interesting study. It shows a 5¢ Buff of 1861 and a 10¢ Dark Green, Type I. I mentioned above that no use of this 10¢ stamp is known before Sep 17 1861 and here is a use of the stamp on that date. This cover came up for sale in a New York auction on Feb. 26-27 last, being Lot 34, in a sale by a firm known as the "United Stamp Company" of Tuckahoe, N.Y. Who comprises this outfit I do not know, but I was informed they are "foreign refugee" dealers. There seems to be quite a few of these engaged in the stamp business in and around New York City. The cover was described as follows, quote:

"First Day cover Sept 17, 61; First Design 10¢ dark green on letter sheet with First Day canc. According Scott's 'NEW 6 YORK SEP 17' in circle, tied together with 5¢ buff to Bordeaux. Add. 'Short Paid' boxed in red, backst 'Calais 1 Oct 61' Paris and Bordeaux on back. Stamps V.F. cat. \$102.50 possibly unique (Photo) 58-67." (unquote)

The above description failed to state whether the "First Day" referred to the 5¢ or the 10¢, but the impression was certainly given that it referred to both. It is quite true that the S. U. S. gives a date of "Sept. 17, 1861" in the listing of #58 the 10¢ Type I, but this is merely a date from my records, i.e., "the earliest date of use of this stamp in the Ashbrook Records." We do not know the exact date when this 10¢ stamp was placed on public sale, so this may be a First Day of use and it may not. This also applies to the 5¢ Buff which has a date of "Aug. 19, 1861." Inasmuch as a 1¢ is known used from Baltimore on Aug. 17, 1861, it is possible that 3¢ - 5¢ and 10¢ stamps of the new 1861 issue were sold at that office on that date but perhaps none have survived.

This cover, No. 86, is genuine in every respect and the "SHORT PAID" which was applied in the Foreign Division of the New York Post Office, in conjunction with the large "16," (French applied), proves that the sender paid the single rate of 15¢ per 1/4 ounce but the letter weighed over a quarter ounce at the N.Y. Post Office, hence it was stamped "SHORT PAID" (in red), which meant that the letter was to be rated as entirely unpaid and two rates were to be collected in France, thus the New York Post Office postmarked the letter in black, with a debit charge to the French P.O.D. of 6¢. Fully paid mail was postmarked in red, unpaid mail in black. The French receipt postmark literally reads - "From the United States - 1 Oct 61 - By British Packet, entering France at Calais." The large "16" is the French postage due of 16 decimes or approximately 30¢ U.S. (2 x 15¢). The ringless grids canceling the stamps were also struck in black, also denoting an unpaid letter, with full postage due. No part postage payments were permissible under the U.S.-French Treaty, as it was "all or none."

The letter was routed "Per Arabia." This was a famous British Mail Steamship of the Cunard Line.

I have a record of two other covers with the 10¢ 1861 Type I used on September 17, 1861. One is a "Payen" cover from New York to Lyon, France with a 75¢ rate (5 x 15¢) - a pair of 30¢ 1861, a 5¢ Buff and a 10¢ Type I (Ex-L.B. Mason). The other cover has a single 10¢ Type I from Rochester, N.Y. to Toronto, Canada. Perhaps an earlier use will show up in the future.

Photograph No. 87, shows a 3¢ 1851 cover from Boston with a fake "1852" cancellation. This no doubt was made to imitate the Boston PAID in grid with "1852" replacing the "PAID." This is a very crude piece of work but it might fool some unsuspecting buyer. The stamp is either an 1854 or 1855 shade and impression, rather hard to determine, which, no doubt due to the severe cleaning to which it was subjected.

Photograph No. 88, shows what I call a "Zareski" - a fake cover which was probably "fixed" by one Michel Zareski of Paris, France, who is said to be the most notorious faker of U. S. 19th Century covers on the Continent. I have little doubt that this person has swindled U. S. philatelists out of thousands and thousands of dollars. For many years I have studied his faked items as well as his "markings" and methods.

Cover No. 88 was an unpaid stampless cover from New Orleans on Aug. 17, 1859 thru New York to Bordeaux, France. Compare it with cover No. 86 and note that both have black New York Foreign Exchange postmarks, denoting unpaid mail. No. 88 shows "8" decimes was due in France, or approximately 15¢ U.S., a single rate. The other, No. 86, shows "16" decimes due in France or approximately 30¢. Both were transmitted across the Atlantic by British Mail Packets of the Cunard Line to England and thence across the Channel to Calais. In the "fixing" of Cover No. 88, it is quite obvious that the crook used an unpaid stampless cover to which he attached two cleaned U. S. stamps, viz., a 5¢ and 10¢ 1857, and canceled, and tied them to a cover with a fake "PAID." I never saw a cover of this period from New Orleans with stamps canceled by a "PAID." In my opinion, the crook who "fixed" this cover was none other than Michel Zareski of Paris, France, the author of a book that was published and recommended to American collectors by Herman Herst, Jr., with a foreword by Harry M. Konwiser.

(END OF ISSUE NO. 25)  
(Second Series 1952-1953)  
APRIL 1, 1953

ISSUE OF ASHBROOK SPECIAL SERVICE



ASHEROOK SPECIAL SERVICE (Second Series 1952-1953)

ISSUE NO. 26 - MAY 1, 1953

"X-RAYS AND PHILATELY"

I would like to call special attention to a series of articles now being published in "Weekly Philatelic Gossip" by W. H. S. Cheavin of London. For a number of years past, Mr. Cheavin has been experimenting with the application of X-rays, for the detection of philatelic faking and as far as I am aware, his methods are the most efficient that have been devised to date. There are crooks in Europe who perform almost unbelievable work in the faking repair of postage stamps and covers, and it is an established fact that these parasites do a lot of their "repair" work under ultra-violet rays (commonly called "quartz lamp") and employ methods that leave practically no evidence of their crooked handling. For example, the removal of a cancelation which leaves no evidence whatsoever of such when the stamp is exposed to the ultra-violet lamp. I have had stamps under examination which I was positive were cleaned copies but they showed little or no evidence of same under the lamp. I have made photographs by the ultra-violet rays and still no evidence of the removal of a cancelation. However, any removal of a cancelation will be quite evident by the use of X-rays. In short, this latter method will disclose any faking, or repair work, that is not shown by an ultra-violet lamp.

For some years I have been in correspondence with Mr. Cheavin and he was kind enough to furnish me with copies of all of his articles which have appeared in the British philatelic press. I was so impressed with his work that I appealed to him to publish a series of his articles in one of our U. S. philatelic publications and I recommended "Weekly Philatelic Gossip" because of the quality of paper used which is adapted to the use of half-tone illustrations. He very graciously consented and after months of preparation by all parties concerned his first article appeared in the March 28th issue of GOSSIP, and the second, in the April 18th issue. Every serious collector with a substantial investment in his collection should obtain copies and read these highly interesting articles by an X-ray scientist who has made an outstanding contribution to scientific philately. Our sincere thanks to Mr. Cheavin and to the Editor of GOSSIP, Mr. Harry Weiss.

ONCE AGAIN - FORT JOHNSON, S. C.

The following are some very interesting facts regarding historic Fort Johnson, on James Island, Charleston Harbor.

Fort Johnson is Charleston's oldest fortification and was built in 1704-08. It was a fully garrisoned British post in 1765, but was nevertheless quietly occupied one night by a group of Charlestonians, who trained all its guns, cannons and personnel, on a British war sloop anchored alongside with a cargo of the despised tax stamps. Next morning the Charlestonians invited the British commander of the ship into the fort, showed him their preparations, and threatened to sink his ship unless he returned to England with the stamps. Bewildered, he accepted the ultimatum and sailed. The flag used by the Carolinians on this occasion, a blue field with three white crescents, was the first used by any American colony. Here on September 5, 1775, General Wm. Moultrie first hoisted his blue banner. The colors of this first "flag of liberty" raised in America are retained in the present state flag of South



Carolina. On the 17th of February 1865 Fort Johnson was evacuated by the Confederate Garrison.

"BOSTON POSTAL MARKINGS  
TO 1890"

The above is the title of an extremely fine book by Maurice C. Blake and Wilbur W. Davis, and published in 1949 by the Severn-Wylie-Jewett Company of Portland, Maine. It contains not only a mass of data on the history and postal markings of the Boston Post Office, but valuable and accurate information on 19th Century U. S. postal rates, routes, foreign mail, etc., etc. Every serious collector should have a copy of this outstanding philatelic study.

On page 157 of this book are shown two Boston circular postmarks, (712-713), reading - "BOSTON BR. PKT." with month and day in the center and "PAID" at the bottom. This marking was generally applied to the back of mail leaving Boston by Cunard mail ships for England. I have noted it also on the face of covers, but I do not seem to have any record of a cover with this marking used to cancel a stamp, and this in spite of the fact that single off cover copies of the 3¢ 1857 - the 5¢ 1857 - and the 10¢ 1857 - the 12¢ 1857 - the 24¢ 1860 and the 30¢ 1860, do not seem to be exceptionally scarce. Therefore, I would like very much to see a cover with this type of marking canceling the stamp. Will you please look thru your collection and if you possess such a cover will you please loan it to me.

You probably have a copy of the auction catalogue of the Emerson sale of November 29, 1947 by Kelleher (441st sale). Lot 365 shows an illustration of this type of marking applied in red on a 24¢ Lilac of 1860.

In this same sale, Lot 308 was a 10¢ 1857, Type V, described as a, quote: "Very fine horizontal strip of four, neatly cancelled in red BOSTON BR. PKT. PAID - pretty." I imagine a cover with such a strip would be quite a rarity. At least something I do not recall having seen. Again the query - Why off cover copies with no other marking but this one, and no such covers? Can you assist me in solving this problem?

PONY EXPRESS COVER

In a sale by Robert A. Siegel, held in New York City on April 1st and 2nd last, Lot #424 was a Pony Express cover with a vertical pair of the 10¢ 1857, Type V, and two Wells Fargo Pony Express stamps, one a \$1.00 value, the other a \$2.00 value. The cover was from San Francisco and addressed to New York City. The \$1.00 Wells Fargo red stamp is S. U. S. 143L3 (Locals) and catalogues used, @ \$30.00, and \$400.00 used on a U. S. 10¢ stamped envelope. The \$2.00 Wells Fargo green stamp is S. U. S. 143L4 and catalogues used, @ \$75.00, and on U.S. envelope U41, is quoted @ \$1,250.00. In the Siegel Sale this cover was described as follows, quote:

"Lot - 424 - Running Pony in blue oval San Francisco tied \$1.00 red and \$2.00 green (143L3 - L4) in combination, with vertical pair 10¢ green (35), cover has closed tear, one 10¢ green defective, Ex-Seybold collection. Extremely rare usage, no other record of similar usage. A great rarity." (unquote)

I regret that I did not send for this cover before the sale so that I could carefully examine it and make a photograph for my records. No doubt this is the same cover that was sold by J. C. Morgenthau & Co., in the sale of the



John F. Seybold collection on March 15-16, 1910. In that sale, Lot 171 was described as follows:

"Wells Fargo 1860 \$1.00 red, \$2.00 green, (2757), (2758), used on cover with the 10¢ of 1857." (unquote) The sale price was \$9.00.

In the Siegel Sale on April 1st, 1953, this cover was reported to have sold @ \$1,250.00.

I have no information regarding the date of use, year and month, of this cover, but it was surely used at the time the Wells Fargo rate was \$1.00 per 1/2 ounce, and the U. S. rate was 10¢ per 1/2 ounce. The cover certainly shows one of two things, viz., either a U. S. short payment of 10¢ or an overpayment to Wells Fargo of \$1.00. In other words, for each 10¢ U. S. payment there should have been a payment to Wells Fargo of \$1.00. For the record, I would like to have information as to why there were three \$1.00 payments to Wells Fargo and only two 10¢ U. S. rates. Can you assist me?

2 X 5¢ U. S. INLAND - U. S. MAIL TO FRANCE  
VIA ENGLAND - JAN'Y, FEB'Y, MARCH 1857.

The following has to do with mail to France during the first quarter of 1857, and in particular to such mail that was transmitted Via England, from the U.S. to England under the U.S.-British Postal Treaty and thence to France under the terms of the Anglo-French Treaty.

The U.S.-French Treaty did not go into effect until April 1, 1857. On January 1st, 1857, a new postal treaty between Great Britain and France went into effect, superceding one that had been in effect for some years past. This new treaty brought into use certain new markings that were applied to U. S. mail enroute thru England to France. Thus we have a period of ninety days during which time, markings were used on U. S. mail to France that are quite different from any other period.

Photograph No. 89, illustrates a cover of that ninety days period, one that is most unusual, inasmuch as it required a double U. S. 5¢ Inland Rate, with the 10¢ postage paid by a 10¢ green of 1856. This cover is postmarked New Orleans Jan. 19, 1857, and it was sent from New York by a Cunard ship sailing on Wednesday Feb. 4, 1857. Postage was due in France from the U. S. frontier and the due marking, in black, is shown in top center, the queer French handstamp being a "24" or 24 decimes, or approximately 46¢ in U. S. currency (24 X 1.90¢).

During this ninety days period the French Due markings were 8 decimes per 7½ grammes, multiples being 8 - 16 - 24 - 32 - etc. etc. (See Ashbrook - 1¢ '51-'57 - Vol. 2 - page 339 - 16 decimes due - January 1857, also page 340, Fig. 562 - 8 decimes, this latter cover showing departure from New York on same date as cover, Photo No. 89). The "24" on this cover indicating that the letter weighed over 15 grammes in France, requiring three rates.

Prior to Jan. 1st, 1857, the French Due markings on such mail from the U. S. Via England to France were in multiples of "13" decimes per 7½ grammes. For example, 13 - 26 - 39 - 52 - etc. etc. (See Ashbrook - 1¢ '51-'57 - Vol. 2 - page 336 - 337 - Fig. 56U).

In lower center of cover No. 89 is one of the new Anglo-French rectangular

markings which reads, "G.F. 1f 60c," and this related to settlements between the two countries, England and France. Here we have it on a 2 X 5¢ U. S. rate, but it is well known on covers with 5¢ U. S. postage payments during this three months period.

Single U. S. rates of 5¢ to France were usually prepaid with a 3¢ 1851 and a pair of 1¢ 1851, those with a single 5¢ 1856, are scarce but covers with a 10¢ 1855 are even more rare. Covers with a pair of the 5¢ 1856 to France are exceptionally rare.

This cover is addressed to "A. Garnier & Co., Nantes, France." I have been reliably informed that a notorious Paris faker and manipulator of U. S. 19th Century covers came into possession of a large lot of the "Garnier" covers and faked many of the stampless covers and switched many of the common stamps from others. Some of his work is exceptionally clever. Perhaps you have a "Garnier" in your collection. Are you sure it is genuine? Remember the name - "A. Garnier & Co. - Nantes" and be careful.

To sum up in brief, covers with 5¢ inland payments, (or multiples) prior to Jan. 1, 1857 should show French Due markings of "13" or multiples of "13." Covers during the first quarter of 1857 with 5¢ inland payments, or multiples, should show French Due markings of "8" decimes or multiples. There may be certain exceptions to these ratings, and any such exceptions, I would be delighted to examine.

A MOST UNUSUAL COVER TO FRANCE  
PROBABLY UNIQUE

Photograph No. 90, illustrates a cover to Paris, France, postmarked Athens, Ga., July 24th, in the year 1857. It has a payment of 26¢ in postage, viz., a vertical pair of the 3¢ 1851 plus a vertical pair of the 10¢ 1855, the top stamp a Type III, the bottom stamp a Type I. It shows a New York foreign office postmark in red of Aug. 1, and "Atl. PKT." On the back is a red British postmark of "1857 - 12 AU," and a black Paris postmark of "13 AOUT 57." Tying the 10¢ Type III to the cover is a French postage due marking of "10" or 10 decimes or approximately 19¢ in U. S. currency at that time.

The U.S. - French postal treaty went into effect on April 1, 1857, just three months prior to the date of the New York postmark.

All mail to France after March 31st, 1857, was required to be transmitted under the terms of the Treaty and it specified the routes of transmission, the rates, weights, etc., etc. There was no such a rate as 26¢ in July or August of 1857. The address appears to be in a female handwriting, hence we infer that the addressor did not know the exact rate and failed to inquire at the Athens P.O. regarding same, but put on what she thought might carry the letter - prepaid - to Paris. There is no evidence that any stamps are missing from front or back. This is mentioned because the markings disclose that the rate should have been 30¢ to Paris.

Kindly refer to the Ashbrook book on the U. S. One Cent Stamp of 1851-1857, Vol. 2, page 343. Figure 56DD, is a reproduction of two pages of the 1857 P. L. & R., dated July 1, 1857. The table quotes the rate to France as 15¢ per 1/4 ounce and 30¢ per 1/2 ounce, or 15¢ for each 1/4 ounce, or in France for each 7½ grammes. Fig. 56GG on page 346 explains the rating of letters to



France. Had there been any such a rate of 26¢, or a multiple of same, it would have been given in this official P. O. publication.

On pages 323 and 324, Fig. 56E and 56F are reproductions of pages 30 and 31 of the 1852 edition of the P. L. & R. In the second column opposite France is the instruction: "and 21 CTS the single rate when conveyed by United States packet," etc. This meant that if a letter was sent by an American Packet a rate of 21¢ per 1/2 ounce had to be prepaid, but such a pay merely paid the postage to the British frontier. No such a rate was in effect to France after the U. S. - French Treaty went into effect on April 1, 1857.

Again referring to Cover No. 90, its story was no doubt as follows: When this letter reached the foreign division of the New York Post Office, it was found to weigh over 1/4 ounce and therefore should have had 30¢ in postage. Under the Treaty no partial payments were permitted, it was a case of pay in full or none. The payment of 26¢ should have been ignored and the letter sent as unpaid with a postage due of 30¢ U. S. or 16 decimes at Paris. In addition, there should have been a black New York postmark, with a debit charge to the French P. O. of 18¢ (2 X 9¢ - each 9¢ per 1/4 ounce representing 3¢ U. S. internal and 6¢ Atlantic crossing). I assume that the clerks in the New York P. O. thought it extremely silly to disregard the 26¢ that was paid, so they violated the Postal Regulations and rated the letter as "21¢ Paid by American Packet - per 1/2 ounce - Paid only to England," in accordance with the old rate which became obsolete on April 1st, 1857. Thus this letter was way-billed as "Paid only to England," that is, to the British frontier. After that it was regarded as an unpaid letter to France of over 1/4 ounce but not over 1/2 ounce, and originating in England. Thus the "10" decimes due at Paris. The "G. B. 40c" was an accounting marking between England and France.

The very unusual part about this cover is that it was "Short Paid" under the Treaty terms and should have been marked "Short Paid" and rated at New York as entirely unpaid. Instead it was sent as a 5¢ overpay as "Paid only to England." See Photograph No. 7 in this Service with such a marking.

#### PAID ONLY TO ENGLAND

Further regarding the 21¢ rate by "American Packet to England." This rate was applicable to certain countries with which the U. S. did not have a postal treaty and to mail addressed to such countries that was sent by an American Packet. Officially this rate was termed, "In the Open Mail, Via England, by American Packet."

#### VERY HIGH RATE - NEW YORK REGISTERED

Photograph No. 91, illustrates a very rare block of the 90¢ 1879, Carmine Rose, S. U. S. #191, American Bank Note Co., printing on semi-soft porous paper. This large piece was evidently on a heavy registered package and represents postage paid of at least \$22.50. A used block of four of this stamp is quoted by the S. U. S. at \$90.00. Here is one-fourth of a pane. A most remarkable gem.

I recall having read a small news item in the "U.S. Mail" about a piece of registered mail from England arriving at the Boston P.O. in the early seventies with British postage stamps to the value of \$72.00 in U. S. currency.

90¢ 1869 ON COVER

From time to time some rare item comes up at auction and is described as "Ex-Ackerman collection" and no doubt collectors of recent years wonder as to who this man Ackerman was who was sometimes referred to as "Senator Ackerman."

Ernest R. Ackerman was elected to the State Senate of New Jersey in the early nineties after amassing a fortune in the cement business. In 1919 he was elected a member of Congress, and he played a prominent part in the early campaign to have Congress pass sensible legislation in respect to the illustration of U. S. postage stamps. From early boyhood he was a most ardent and enthusiastic collector and student of philately. He was one of our earliest collectors of U. S. stamps "on the original cover" and he gathered together the finest lot of the "Eighteen Forty Sevens" ever housed in one collection. The "Senator" traveled all over the world and was ever on the alert for unusual material for his collection. What a marvelous lot of U. S. 19th Century covers were housed in his numerous albums but for many years there was one cover that he lacked, and that was a cover with a U. S. 90¢ 1869. I became acquainted with the Senator along about 1915-16 and on frequent trips to New York, back in the days of the first World War, I spent many enjoyable hours at his office viewing gems in his collection that I had no idea were in existence. I merely had to express a wish that I could borrow this piece or that for study and photographing, and it was ordered sent to me. I do not remember the incident but it is said that the Senator advertised in the philatelic press that he would pay \$1,000.00 for a cover with a 90¢ 1869, but it was not until the middle twenties that he acquired one.

I am pleased to present to the subscribers of this Service thru the courtesy and kindness of its present owner, a photograph of the famous Ackerman cover, a cover that is unique and the only cover known with the 90¢ 1869 stamp. See Photograph No. 92.

Senator Ackerman passed away suddenly with a heart attack at his home in Plainfield, N.J. on Oct. 19th, 1931. He was only 68 years of age at the time.

THE STORY BEHIND THE UNIQUE 90¢ 1869 COVER

The cover, a large size legal envelope, was from Boston on August 8th, 1873 and addressed to Calcutta, East Indies, (India). It was routed "Via Brindisi" and the postage paid was \$1.12, consisting of a 90¢ 1869, a 10¢ and 12¢ 1870, National Bank Note prints. The single rate to Calcutta in 1873 "Via Brindisi" was 28¢, (per 1/2 oz.), hence this was a quad rate of 4 X 28¢. A red penciled "4" is shown at left on the cover, indicating same, and a red 96 over a 4 is shown at center. The "96" was the U. S. P.O. credit of 96¢ to Great Britain for transmitting the letter from England to India at one shilling or 24¢ per 1/2 ounce. The U. S. share of the rate was 4 X 4¢ or 16¢, the same being 4¢ per 1/2 ounce U. S. payment to the British frontier. Brindisi is a town at the southern tip of Italy, on the heel, facing the Adriatic Sea. Mail from England to the Far East was transported by rail to Brindisi, by fast express, and thence by water to Suez and to the Indies, etc. This cover shows postmarks front and back as follows:

Boston Aug. 8, 1873  
 London Aug. 19, 1873 - 11 days  
 Sea Post Office Aug. 29, 1873 - 10 days  
 Calcutta Sep. 15, 1873 - 17 days.



Total Boston to Calcutta - 38 days.

BY MAIL-SHIP "NEVADA"

This mail-ship was owned by the "Liverpool & Great Western Steamship Co.", better known in the eighteen sixties, seventies and eighties as the "GUION LINE." Ships of this Line sailed from New York, not from Boston.

DISCOVERY OF COVER BY J.M.BARTELS

J. M. Bartels, a New York stamp dealer, who passed away in the nineteen forties, discovered this cover in the collection of an old New York collector, and in several statements over the years, Bartels furnished the following details.

On March 19, 1926, Mr. Bartels called on an old friend of his, Mr. Grant Squires of New York City, at the latter's request to look over his stamp collection. He had known Mr. Squires for over 30 years. The latter had spent much time in traveling around the world and in 1914, before the outbreak of the first World War, Mr. Squires had visited India and while there had acquired this cover. Mr. Bartels was rather amazed to find the cover, loose and unmounted, in the back of one of Squire's albums. Squires informed Bartels that he had never taken much interest in the cover because of the poor condition, principally due to the way it had been torn open. The 90¢ stamp had been torn in two pieces, that is, the upper left hand corner was severed from the balance of the stamp. In addition, a stamp was missing between the 90¢ and the 12¢. Squires thought he still had the stamp but after a thorough search he was unable to find it. Bartels had previously handled the "Bissell" find of covers to India, which included numerous 28¢ rates "Via Brindisi" as well as doubles, triples and quads, so he was right in believing the missing stamp was a 10¢ Bank Note.

Bartels offered Squires \$50.00 for the cover which he gladly accepted. He then searched his stock for a 10¢ National stamp and found one that had a cancel that was a good match to the part of the cancelation on the cover. Bartels then turned the cover over to what Bartels later termed a "skilled repairer." No doubt he referred to the late Sam Singer of Nassau St., New York. I have seen and studied a lot of Singer's work. Singer evidently removed the two pieces of the 90¢ stamp from the cover and rejoined the edges, also rejoined the torn parts of the envelope, carefully replaced the 90¢ and added the 10¢.

Bartels then sold the cover to Senator Ackerman for \$400.00, after explaining in detail exactly what had been done in the work of restoration. After the Senator's death, a large portion of his collection was disposed of by the Scott Stamp & Coin Co.

In a sale held by J. C. Morgenthau & Co., a subsidiary of Scott Stamp & Coin Co. Inc., held on April 12, 1943, this cover was offered as Lot No. 175. It was stated that some of the material offered was from the stock of Scott Stamp & Coin Co. Lot 175 was described as follows, quote:

"90¢ Carmine & Black, used on combination cover with 10¢ and 12¢ Bank Notes to make \$1.12 rate to Calcutta. Envelope repaired but stamp intact. Ex-Ackerman. Unique & rare, only known existing copy known on cover (Photo) - (122) \$1000.00." (end of quote).

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It will be noted that the description was not in accord with the facts. The Scott Co. at that time was the property of Norman Serphos. The sale price was \$380.00 but it was reported that the purchaser was dissatisfied with the cover and returned it. Prior to the sale I had Mr. Serphos send it to me and I photographed it, and advised a friend that I believe the 90¢ stamp was used on this cover.

Within the past month the owner of this unique cover loaned it to me for further examination and new photographs, several of which I made by ultra-violet.

It is my firm conviction that this 90¢ stamp was originally used on this cover in August 1873, and that aside from the substituted 10¢ stamp and the repair to the tears in the 90¢ stamp, and in the envelope, that the cover is unquestionably genuine. There is no evidence whatsoever that I could discover that any of the postal markings had been tampered with in any way.

Here is the story of the only cover known to philately with a 90¢ 1869 stamp. While the cover is not all that could be desired in condition, there is no denying the fact that it is a great rarity and one that any true lover of U. S. postal history would be proud to include in his collection. "A half a loaf is certainly better than none."

(END OF ISSUE NO. 26)  
(Series 1952-1953)

MAY 1, 1953

ASHBROOK SPECIAL SERVICE



ASHBROOK SPECIAL SERVICE (Third Series 1953-1954)

ISSUE NO. 27 - JUNE 1, 1953

"A. GARNIER & CO - NANTES, FRANCE"

On page 186 of the May 1953 issue of this "Service" reference was made to covers from the U. S. addressed to the above firm in France, and that a great many of such had been manipulated and faked by the most notorious faker of U. S. covers on the Continent. I could also have included covers from another correspondence which were faked by the same crook, and addressed as follows: "MONSIEUR A. QUERTIER JR - 2 RUE RESSINI - PARIS, FRANCE."

American collections are full of "Garnier" and "Quertier" covers, many of which are genuine in every respect, and also many are very rank fakes but believed by their owners to be absolutely good.

Back in the middle nineteen thirties, there was a prominent dealer in London by the name of Stuart Anderson, and it is believed that he was the British outlet for the Paris faker who made many of the common "Garnier" and "Quertier" covers "very rare" and "very valuable." I haven't the slightest doubt that many of the fakes were declared as genuine by the Expert Committee of the Royal Philatelic Society of London.

Perhaps the majority of subscribers to this Service have received an illustrated catalogue from the London auction firm of Robson Lowe Ltd., for a sale of the "Major Tapp collection" of U. S. stamps and covers to be held on June 10th, 1953. It appears that the Major acquired quite a number of "Garnier" and "Quertier" covers.

During the days of World War II, I had quite a lot of correspondence with Major Tapp regarding U. S. rates and markings and I recall one very interesting letter in which he gave me a very vivid account of the bombing of his neighborhood by the Germans and how his home was partially wrecked.

Lot 131 in the Tapp sale, is a "Quertier" cover with a horizontal strip of three of the 5¢ 1856 from New Orleans to Paris in May 1857. While it is a bit risky to judge a cover by an auction catalogue illustration, this particular item appears perfectly good, and if so, it is quite a desirable gem. The use was just a little over a month after the new 15¢ Treaty Rate went into effect. Here is a Quertier cover that was apparently good enough not to require any faking.

Lot 146 in the Tapp sale is another very unusual cover. It has nine copies of the 10¢ 1857 from Plate One, with Types II - III and IV, in fact, three of the eight Type IV positions. The rate and markings appear quite correct, a 6 times 15¢ rate with a credit to France of 6 times 12¢ because it was transmitted by British Packet to England.

AGAIN WE MENTION - "BOSTON BR. PKT."

On page #184 of this Service, (May 1953), mention was made of a Boston type of marking reading, "BOSTON BR. PKT - (Month and Day in center with) PAID" at the bottom. Again may I repeat that I have no record of a cover with this type of

Boston marking tying a stamp to the cover, and this in spite of the fact that various off cover values of the 1857-60 issue are in collections with this marking in both red and black. I have requested the loan of covers showing stamps tied by this marking alone but none have so far been reported to me.

Photograph No. 93, shows tracings of four examples of this particular type, two with "BR. PKT." and two with "AM. PKT." The S.U.S. lists the 24¢ 1860 with a cancelation "Packet Boat" and I suppose it refers especially to this particular Boston marking. A used copy of the 24¢ lists @ \$20.00, an. unused copy @ \$22.50, but a stamp with a "Packet Boat" has a tag of \$75.00. Thus it can be appreciated that a Zareski could find it profitable to clean used copies of the 24¢ and apply an imitation "PACKET" cancelation, or he could even enhance the value of an unused 24¢ 1860 to a considerable extent by such faking. I dare say he would find it quite a simple task. Neither the 30¢ or 90¢ 1860 (#38 and #39) are listed with this marking but copies of the 30¢ are known. The 10¢ 1857, Type IV has a cancelation listing of "Packet Boat" (unpriced) but whether it refers to one of the Boston types I do not know. I rather imagine a 10¢ 1857 Type IV with a genuine "Packet Boat" cancelation of any type would be a very great rarity.

In the Gore sale by Costales, on Oct. 28-30th, 1947, Lot 191 was a common 3¢ 1857, Type II (off cover) with the "Boston Br. Pkt" marking. It sold @ \$16.50. The cancelation on this particular stamp could be perfectly genuine, and also it might be a product of some philatelic crook. I would not be so skeptical of this Boston marking if I could carefully examine a cover with a stamp tied by one of these markings, and arrive at the conclusion that the cover was genuine.

#### THE HIOGO MARKING

I would like to cite another marking that is rather common on "off cover" stamps but quite rare on the original cover. I refer to the marking "HIOGO, JAPAN," and listed in the S.U.S. under cancelations as "JAPAN." I believe the listing first appears under the 10¢ 1861, Type II, #68, also the 30¢ 1861 #71. It is listed among the 1867 grills, the 2¢, 10¢, 15¢, 30¢ and 90¢. All the values of the 1869 issue are listed with "JAPAN" with the exception of the 24¢ and 90¢. May I inquire if you ever saw a cover with a stamp tied by this cancelation? Why are there so many off cover stamps known with this cancelation and so very few covers? I will revert to this marking later.

#### NEW YORK "SUPPLEMENTARY MAIL"

I also wish to cite another similar example, viz., the Type A "Supplementary Mail" marking of the New York Post Office, as illustrated on page 18 of the 1953 S.U.S. Glance thru the catalogue and note how many different stamps are listed with this "Type A" marking, then ask yourself if you have ever seen a cover with any stamp tied to the cover with this lone marking and no other. If you possess such a cover and it is genuine, I can assure you that you have a very rare and valuable philatelic gem.

Some years ago I published quite a lengthy article in the "STAMP SPECIALIST" on the "Supplementary Mail" of the New York Post Office, and I advanced a theory regarding the numerous off cover stamps with the "Type A" marking. The article can be found in the "Orange Book" (1941) of the above. If you have never read it I can heartily recommend it to you. I will not dwell further on



the subject at this time except to state that there are numerous off cover stamps with genuine strikes of this interesting marking, and also it is a marking that has been extensively counterfeited in Europe. The genuine is good property, especially on cover, whereas the counterfeits are worthless.

I am always seeking covers with this Type A marking to add to my record. Can you assist?

#### AGAIN THE HIOGO

Photograph #94 shows a cover in my reference collection that I prize very much, because it contains what is unquestionably a genuine strike of the HIOGO marking, and as such it is a wonderful item for checking the genuine with the counterfeit. This envelope was from the U. S. Consulate at Hiogo, Japan and sent "FREE" by the U. S. subsidized China & Japan Steamship Packet Line, service of which was inaugurated in 1868. The oval and San Francisco markings are in reddish purple. There are no markings of any kind on the reverse.

Back in the nineteen twenties and early thirties there was a philatelic criminal who lived at various points in New England and earlier had sojourned at cities in China and Japan. His name was William Hale. Eventually the law caught up with him and he was sent to the Federal Penitentiary at Atlanta, and while confined there he died. Too bad all of such can't go the same way. After his death a public executor was appointed to take charge of his effects, and among his belongings was a trunk in which was found a number of postal handstamps, which were recorded and then destroyed in the presence of witnesses including several prominent officials of philatelic organizations. By recorded, I mean, that for future reference, a set of impressions were made from the fraudulent stampers on sheets of paper using an ordinary ink pad. Hale was very clever, as all of his fake stampers were hand-carved in boxwood by a skilled engraver in Holland. Made in this manner they were not actual counterfeits but rather imitations, and thus different than the genuine in minor details. As I recall, his death occurred about 1935. Many of his stampers were evidently made to be used on fake covers from the U. S. to foreign countries and a number were of the Ship Letter type.

In the lot were U. S. postmarks of various cities and I have a record of one which read, "Boston Br. Pkt." with date, but it was larger than the 25½ MM type we have previously discussed, but I have a suspicion that if the latter are fakes, then in all probability they were put out by Wm. Hale.

Photograph #95 shows a 10¢ 1857, Type V, tied to a small piece of paper with a fake stamper (in my opinion) but this one does not have the "PAID" at the bottom. If this had its origin with Hale, perhaps he desired to make a different variety. This 10¢ "on piece" was Lot 157 in the Robert Siegel Sale of May 27th, 1953. I am always suspicious of rare cancelations on stamps attached to "a piece" of cover.

Among Hale's fake stampers was one reading, "HIOGO JAPAN," cut in boxwood by the engraver in Amsterdam.

In "Postal Markings" along about 1936-1937 a number of strikes from the fake Hale stampers were illustrated and among these was his "HIOGO - JAPAN". No wonder I prize cover No. 94, with the genuine strike.

5¢ 1857 - TYPE II - PLATE 2  
PLATE PROOF

Kindly refer to the September 1952 Issue of this Service, page #123, and photograph No. 55. This, a horizontal strip of three of what appeared to be an unused strip of three of the 5¢ 1856, Type I, imperforate, S. U. S. #12, with a catalogue value of \$1,500.00. I stated that this had been submitted to me with the query, "Is this an unused strip of this stamp?" I can now divulge that this item was submitted to me in July of last year by the Expert Committee of the Philatelic Foundation of New York City. My reply was, that the item was not a strip of the #12, the 5¢ 1856, but rather it was an "India paper proof of Type II", (no projections top and bottom) from Plate 2 - the plate positions being 1R2, 2R2 and 3R2, and that quote, "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. See Photograph No. 55. On page #124, I stated, quote: "The strip illustrated is in a color which to some extent, resembles the regular 5¢ stamp of 1856." (unquote)

On page #123, I mentioned that I had seen similar Type II proofs with painted projections including pairs, strips and blocks, and that I suspected that such fakes had their origin in Switzerland. Well do I remember a Swiss stamp collector, who located in Cincinnati after World War I and joined The Cincinnati Philatelic Society. He was very proud of some "great rarities" that he owned and which he said he had purchased in his home city of Basle. These "rarities" were pairs, strips and blocks of the Plate 2 proofs with painted Type I projections and added backs, but all were in the light orange-brown shade of the 1875 proofs. The original stamp was never issued in such a shade. How come the proof of Photograph No. 55 was different from the yellowish orange-brown proofs of 1875?

In the Chase sale in 1925 there was a pair of what was described as original plate proofs from Plate 2, and it was stated that they date back to the period when the Type II stamps were current, (1860-1861) and can be distinguished from later proofs by the color. I am not prepared to state whether the fake proof strip is one of the "original" proofs or a chemical changeling of the 1875 printings.

Photograph No. 68 (December 1952 Issue) illustrates another one of these faked proofs in the 1875 shade with an added back of thin paper in order to give it the postage paper thickness. This has the painted projections at top and bottom and a fraudulent New Orleans postmark of "FEB 4 - 1856."

THE PHILATELIC FOUNDATION CERTIFICATE

The Expert Committee of the Philatelic Foundation issued their certificate No. 3785, dated July 21, 1952, on the faked proof, Photograph No. 55, and stated as follows, quote:

"We have examined the attached item, a U. S. 1851, 5¢ red-brown unused strip of three of which a photograph is attached below, submitted by Carl E. Pelander and are of the opinion that it is a proof."

It will be noted that no mention is made in the above certificate that the item is a fake, that it has painted projections, which changed the type from II to I, that it has a backing of thin paper to make the paper appear as



stamp paper. The certificate stated that the "attached item, a U. S. 1851, 5¢ red brown, unused strip of three." This was not a U. S. 1851, 5¢, but rather a U. S. 1860, 5¢, Type II. Further, there is no such a thing as a "U. S. 1851, 5¢" as no 5¢ stamp was issued in 1851. The certificate stated that the Committee was of "the opinion that it is a proof." A proof of what? Surely the impression was given that this was a "proof of the U. S. 1851, 5¢." I claim that this certificate is misleading and should never have been issued and that the Committee should be severely censured for such incompetence.

Plate proofs of the 5¢ 1856 in single copies are in existence on what is claimed to be regular stamp paper of the period, and I think it is generally believed that such proofs were trial colors which were printed at the time the 5¢ stamp was issued in 1856. However, as far as I am aware, no multiple proofs are known to exist from Plate One, that is, no pair, strip or block of Type I plate proofs are known. In spite of this the Expert Committee of the Foundation issued a certificate which surely gave the impression that the strip they examined was a proof of the Type I Plate One.

In the Carroll Chase sale by Kelleher on May 22-23, 1925, (at which I/<sup>was</sup> present), Lot 874, was described as follows, quote:

"Superb plate proof on regular stamp paper from Plate #1 in brown. This lot and the next three undoubtedly came from sheets sent to the Postmaster General so that he might select the color. This is the color selected altho it was never exactly matched in any of the issued stamps. A rare proof, often sold as an unused original." (unquote)

Lot 875 was one of these proofs in black, Lot 876 was described as in an "odd shade of brown" and in Lot 877 were five Type I, plate proofs "in trial colors," olive green, vermillion, pale brown, olive brown and brick red, all described as "on regular stamp paper."

#### SOURCE OF THE FAKED PROOF

On October 16th, 17th and 18th, 1952, Carl Pelander offered at auction in New York City what his catalogue described as, quote: "Specialized United States - property of a prominent Eastern collector." The prominent collector was one Julius Windner, address 1728 Marilton Ave., Philadelphia 4, Pa. Member of the American Philatelic Society No. 5688, and Life Member L-107. Mr. Windner's fake strip was illustrated and described in the Pelander sale as Lot 240, as follows, quote:

"240P - 12P - 5¢ proof strip of 3, possibly #30 with the projections superbly painted in. Foundation certificate - V.F. (Photo) - 3." (unquote).

Why the word, possibly?

S.U.S. catalogue number of "12P" was given above which is a die proof of the Type I. Again a misleading reference. No. 30 in the S. U. S. is the 5¢ orange brown Type II, thus a "5¢ proof strip of 3, possibly #30, the 5¢ orange brown Type II with the projections superbly painted in." This fake proof was not orange brown. After the sale I heard indirectly the strip sold in excess of \$100.00. According to the P.F. certificate it was a proof of the Type I, and as such was no doubt a bargain at that price.

AGAIN THE FAKE PROOF IS OFFERED  
IN A PELANDER SALE

In a sale on May 1st and 2nd, 1953, this strip was again offered for sale as Lot 72P, illustrated and described as follows, quote:

"72P - 1851-57 - 12P - 5¢ Red Brown proof strip of 3 - unrecorded, normal stamps would cat. \$1,500. Foundation certificate, V.F. (Photo) 3" (unquote)

Here this fake was described as an "unrecorded" proof strip of three of the 5¢ red brown 1851-1857, and that the "normal stamps" "cat. \$1,500." The latter statement is correct, an unused strip of three of the 5¢ 1856 is quoted in the 1953 S. U. S. @ \$1,500.00.

Just to be sure that this was the same strip that I examined last summer for the Foundation I sent for it before the sale and compared it with my Photograph No. 55. After the sale I was reliably informed that Lot 72P was sold @ \$105.00 but was later returned as not being as described. Incidentally, the buyer was an expert on Essays and Proofs.

To the credit of Mr. Pelander attention is called to item No. 5 in his "Terms of Sale" in his auction catalogues, quote:

"Each lot is sold as genuine, but when in the opinion of any competent authority acceptable to us, the lot is declared otherwise, the purchase price will be refunded in full, without time limit." (unquote)

When you bid at an auction sale look at the "Terms of Sale" and see if a refund will be made on a fake "without time limit." This advice could save you money.

"COLONIES &C - ART. 13"

A rectangular marking in red with the above wording is found on covers from the U. S. Via England to France with 1847 stamps, and also on such stampless covers of the period prior to 1852. I have never seen its use on such covers after 1851, and have occasion to believe its use was discontinued after that year. It is listed and illustrated in the French catalogue of Postal Markings, hence one is apt to infer it was applied in France. Photograph No. 69 of this Service shows a 5¢ 1847 cover from Cleveland, Ohio to Paris, France with a rather indistinct strike of this marking. The French catalogue lists three types, the other two with "ART. 12" and "ART. 18," the latter two evidently used on mail originating elsewhere than the U. S. and conveyed thru England to France.

Regarding these rectangular markings, the British book, "The Postmarks of Great Britain and Ireland," by R. C. Alcock and F. C. Holland (1940) has the following on pages 421 and 422, quote:

"International agreements were entered into by Great Britain for the conveyance of letters from British Colonies and British Post Offices abroad to certain European countries. In addition to charge marks indicating the amount of postage due to this country, there is also found a series of London rectangular stamps in red of the type illustrated in Fig. #1680. (This reads - "Colonies - ART. - 18"). We have records of the following and there are



probably others:

ART. 9  
CANADA &C - 11  
CANADA &C - 12  
COLONIES &C. ART. 12  
COLONIES &C. ART. 18  
COLONIES ART. 17  
COLONIES ART. 18  
TABLE 3 ART. 19  
FOREIGN COUNTRIES ART. 20

All have the lettering in two straight lines as in Fig. 1680, except those with 'ART 9' and 'COLONIES ART. 17' which are in one straight line with a double and single frame respectively. The varieties mentioned above occur on letters from Australia, Callao, Canada, Havana, Maderia, Martinique, Montevideo, Rio de Janeiro, etc. to France, Germany and Switzerland during the period 1848 to 1856, but it is likely that earlier and later examples exist." (unquote)

"G. B. 1F 60C"

Photograph No. 89 (May 1953 Service Issue), shows a cover from New Orleans in January 1857 via New York and England to France with a black rectangular marking in two lines with the above wording. The British book above quoted has the following remarks re - this marking and similar ones in the same class, on page 422, quote:

"A Postal Convention between Gt. Britain and France came into being on the 24th September 1856" (Note by S.B.A. - It is my understanding that such a treaty was signed on the above date but did not go into effect until Jan. 1st, 1857). Resuming the quote: "Agreement was reached not only as regards the charges and arrangements for correspondence passing directly between the two countries, but also for the exchange of each other's mail from elsewhere. It was laid down in connection with the latter that where one of the countries levied sea and transit charges on unpaid letters for the other country, special stamps in black should be impressed to indicate, quote, the rate at which the dispatching office shall have delivered those letters to the other office. A number of stamps therefore, came into use including the initials 'G B' and the amount in francs and centimes due to Great Britain for her services in the conveyance of the mails to France. Similar stamps with "FR" in place of 'G B' were employed for indicating the amounts due to France for the letters destined for Great Britain. The stamps with 'G B' were used during the late 1850's (from Jan 1, 1857. S.B.A.) and 1860's, (and later. S.B.A.) in many British colonies, at the Foreign Branch of the G.B. P.O. in London and at certain British ports. They occur in numerous varieties with rectangular, oval, diamond, hexagonal, octagonal, and other frames. We have also seen a few of these stamps in red on insufficiently prepaid letters, though no stamps with 'G B,' or 'F R' seem to have been used for fully prepaid letters." (unquote)

A 24c 1869 COVER

Photograph No. 96 shows a cover with a 24c 1869 and addressed to London. The red New York postmark is "Aug. 31" and the red London postmark reads, "LONDON - SP - 12 - 69 PAID." The top address is "A. Lopez & Co. - Alicante," presum-

ably a city in Spain. This was a blue folded letter, but the letter sheet is missing and there is nothing on the remaining sheet to indicate other than what appears on the face of the cover. This cover was delivered to a London firm and then sent under separate cover to the Spanish address. This appears to be quite a beautiful and rare cover but unfortunately the use was not 1869 or later, hence the 24¢ stamp was not used originally on this cover. The London year-date "69" appears to be genuine in every respect, but it is not and the chances are that the actual use was 1859, and the cover was a stampless item with the postage charged to the New York business firm by the New York Post Office or paid in cash at time of mailing.

Because a stamp is nicely tied to a cover by a "killer" or a postmark is far from furnishing positive proof that the cover is genuine. Here we have a rather fine copy of the 24¢, lightly canceled and apparently genuinely "tied" to the cover. However, the single rate to Great Britain in 1869 was not 24¢, and further, the New York postmark with "19," a credit marking, was not used after Dec. 31, 1867. This old credit marking was applied to 24¢ single rate letters of not over 1/2 ounce, which were transmitted to G. B. by British Mail ships of the Cunard Line. The "19" was a credit to Britain as follows - 16¢ for the Atlantic crossing and 3¢ for the British Inland. On January 1st, 1868, the single rate to G.B. became 12¢, hence the old "19" marking became obsolete, was never used after the old 24¢ rate was discontinued. This also eliminates any possibility of a 2 x 12¢ rate in 1869.

Under the ultra-violet lamp there is practically no evidence that any faking was done with the "69" in the London postmark but in my opinion the actual use was "59," the original "5" being changed to a "6." This type of New York postmark was in use in the late fifties and early sixties so 1859 would be exactly right for this type. Also the London postmark is a type that was used in 1859.

I have one more bit of evidence that seems to confirm the 1859 year of use. Cunard sailings were every other Wednesday from New York and Boston. In 1870, Aug 31st fell on Wednesday, but previous to that year, Aug. 31st did not fall on that day until back in 1859.

Fortunately the crooks do not have facts such as mentioned above, and they seldom bother about facts. What they endeavor to do is to make their crooked items look perfectly genuine, so that they can deceive collectors who think a cover is good because it looks good.

#### 3¢ 1851 DIAGONAL HALF USED AS 1¢ FROM CALIFORNIA

Let us suppose it is the year 1855 and in the early part of the month of June, the place, San Francisco. We are watching a person addressing a letter to New York State, and the only stamps on hand are 3¢ 1851. Several months back, to be exact, on April 1st, the rate to the Eastern States was raised from 6¢ prepaid to 10¢. The addressor needed a 1¢, to put on the letter, but none were on hand - so one of the 3¢ was cut in two and applied to the folded letter. The other half would be used on another letter to be written later. Thus on the two letters only 1¢ was sacrificed, whereas if four 3¢ had been put on each of two letters, 4¢ would have been wasted. A penny back in those days, did have some value, but that was 98 years ago.

Photograph #97 illustrates a cover that may have originated in the manner above



described. This folded letter is addressed to "South Oyster Bay - Queen's Co., N.Y." and has a H.S. of the 3¢ 1851 plus an upper right diagonal half of another 3¢. The stamps are all securely tied by two different types of a San Francisco postmark. One is the regular type with "CAL" at the bottom and date of "JUN 9," the other has "FREE" at the bottom and date of "16 JUN." These two markings indicate that the letter was mailed on "June 9th" but departed by mail ship for Panama on June 16th. We fix the year of use as follows - Prior to April 1st, 1855, the rate to the East was 6¢ prepaid. Also, prior to September 5th, 1855, the U. S. Mail ships sailed from San Francisco on the 1st and 16th of each month, hence the combination of a 10¢ rate with a sailing of the 16th would indicate an 1855 year use.

There is another cover known from San Francisco with the 10¢ rate paid by a half of a 3¢ 1851 and three 3¢ 1851. This cover was Lot 66 in the Emerson sale of Oct. 19, 1937, and it was described as "undoubtedly unique." The description was as follows, quote: "Lot 66, upper left diagonal half of the 3¢ red used as 1¢ with horizontal pair attached to it above and used with another 3¢ red to make up the 10¢ rate from San Francisco to No. Providence, R.I. The town postmark clearly applied falls directly on the stamps and covers the cut edge. The use of a bisected 3¢ stamp to help make up the 10¢ rate is undoubtedly unique. A real show piece." (unquote) No date was included.

There is a third cover listed in my records from California. This is a 6¢ green U. S. envelope with a 3¢ 1851 and an upper right diagonal half of a 3¢ 1851. The 3¢ stamps are tied by a postmark of Nappa City, Cal - Aug 10. The address is "Mrs. A. Swart Port Jackson, Montgomery Co., N.Y."

Several covers from Eastern cities to California are of record with 3¢ '51 halves used with three other 3¢ '51 stamps to make the 10¢ rate.

(END OF ISSUE NO. 27)

(SERIES 1953-1954)

June 1, 1953

ASHBROOK SPECIAL SERVICE (Third Series 1953-1954)

ISSUE NO. 28 - JULY 1, 1953

"BOSTON BR. PKT. PAID"

In the June Issue of this "Service" I made the statement that I had no record of a cover with a stamp tied to the face of same with the above marking. Photograph No. 98, illustrates a cover, a blue folded letter, from the well-known Augustine Heard find, that was sold on June 5th last, in a sale by Kelleher of Boston. It was Lot 16 and was described as follows, quote: "30¢ orange with 'BOSTON BR. PKT. PAID' in red directly over it on cover to Hong Kong headed Boston Aug. 17, 1860. Wonderfully fine." (unquote). I am pleased to report that I made a very careful examination of this cover and it is unquestionably genuine in every respect. The cover sold @ \$285.00. In comparison, Lot 17 in the same sale was a cover to France with a single 30¢ 1860 described as "superb," which sold @ \$88.00. The S. U. S. quotes a #38, the 30¢ 1860 on cover @ \$100.00. No listing is made of "Packet Boat."

Cover No. 98, was previously sold in a Kelleher sale, held Jan. 30, 1943, (423rd), and was Lot 169. The sale price was \$240.00. In this same sale, the next lot, #170 was a single 30¢ 1860, also to Hong Kong, tied by the Boston "Paid in grid," but the auction catalogue description failed to give any information as to the route the letter traveled. For example, in 1860, there was a rate to Hong Kong of 30¢ per 1/4 ounce by "FRENCH MAIL," also a rate of 30¢ per 1/2 ounce by "Bremen or Hamburg Mail."

In determining whether any cover is genuine it is of the first importance to know by what route the letter traveled. In the case of the rare cover, Photograph #98 herewith, this letter was not a 30¢ rate by either "French Mail," or "Bremen or Hamburg Mail," but was by the route described officially at that time as "Open Mail by British Packet Via London," @ 5¢ per 1/2 ounce. In other words, the single 5¢ U. S. internal rate under the U. S.-British Postal Treaty of 1848. Because of enclosures, cover #98 was a 6 x 5¢, with all postage due at Hong Kong from the U. S. frontier.

Photograph No. 49 in the August 1, 1952 issue of this Service, page 115, illustrates a cover with a 5¢ 1857 from New York with the 5¢ single rate to Hong Kong.

Again regarding the remarkable 30¢ cover #98. The red Boston postmark (26MM) shows "AUG 22" and the letter inside bears the 1860 year date. The earliest known use of the 30¢ stamp in my records is Aug. 10th, 1860, which is repeated in the S. U. S.

British mail packets in 1860 sailed every other Wednesday from New York and Boston, and Aug. 22 of that year fell on Wednesday. My records show that a Cunard mail ship sailed from Boston on August 22, 1860. The cover shows a routing "Via Southampton" which meant that the letter was routed and rated to go to Hong Kong from England by British mail, that is, from Southampton, Via Gibraltar and Suez to China.

Positive proof that this was a six times rate is found in the manuscript marking under the 30¢ stamp which reads, 6/6 or six shillings six pence, sterling.



This was the British postage due, and in U. S. currency, the equivalent of \$1.56. This, together with the U. S. pay of 30¢, made a total of \$1.86 on this letter. On the back of this cover are two postmarks, viz: "London Sep. 3, 1860" and Hong Kong "Oct. 1, 1860."

Photograph No. 26, in the Sep. 20, 1951 Issue of this Service, page #34, illustrates a stampless cover from Hamburg to Boston with the "Boston Br. Pkt. Paid" marking in red. A use in September 1864.

#### THE "BOSTON BR. PKT." AS A BACK STAMP

Photograph No. 99, illustrates another cover from the Augustine Heard correspondence that was discovered in the very early nineteen thirties. This is the back of the cover and the stamps, several of which are tied by genuine strikes of the "Boston Br. Pkt." marking without the "PAID" at the bottom. The address on the face is "Mess. Augustine Heard & Co. - Hong Kong - China." Also "Via Marseilles." There is a red London postmark on the face reading, "LONDON - DJ - JY 9 - 60 - PAID" - also a red pencil "80," the U. S. credit to the British P.O.D. of 80¢. Also at left a large manuscript "2." Our share of this rate was 10¢ or 2 x 5¢, the U. S. internal.

The rate in 1860 "Via Marseilles" was as follows:

39¢ per 1/4 oz.  
45¢ over 1/4 - not over 1/2  
84¢ over 1/2 - not over 3/4  
90¢ over 3/4 - not over 1 oz.

Thus this letter weighed over 3/4 but not over 1 oz., and our share was 5¢ per 1/2 oz.

#### NEW YORK POSTMASTER PROVISIONAL

Photograph No. 100, shows another cover that was sold in the Kelleher Sale, Boston, on last June 5th (457th), and described as "300 gems from the William O. Sweet collection." It was Lot No. 4 and was described as follows, quote: "5¢ Black on blue paper (9X1a), tied by the red N.Y. town postmark on cover to New Jersey, wonderfully fine and a rarity on cover. Photo" (unquote). The sales price was \$975.00 and the cover was purchased by an agent for the principal, a subscriber to this Service, who specified that he would accept it only if I signed it on the back as the blue paper.

The 1953 S. U. S. lists 9X1 as 5¢ (on) Bluish (paper) @ \$75.00 on cover. No. 9X1A is listed as "BLUE PAPER - USED - \$350.00." No listing of this stamp on cover is given. The S. U. S. fails to explain the difference between the ordinary 9X1 on bluish paper and the rare 9X1a on blue paper. It is my guess that very few present day dealers know the difference, mainly because it is doubtful if many have ever seen a copy of 9X1a, the real "BLUE PAPER" variety.

The MacGuffin - (Ashbrook) book, published in 1936, (see pages 107-108 of this Service) had the following remarks regarding the papers of the stamp, quote: "The paper on which the stamps were printed is variously described as being blue, gray, gray blue, bluish white, and white, the true blue paper being very rare." (unquote). I recognize the fact that under exposure to

light a blue paper will fade into a bluish or pale grayish blue and I believe that copies of this stamp that appear to be on a white paper are bleached out bluish paper. The same applies to the 5¢ and the 10¢ 1847 stamps. The 5¢ New York was for years listed with a variety "on white paper." Along about 1939, the listing was deleted in the S. U. S. upon my recommendation. However, in my opinion the 9X1 bluish stamps are most assuredly not faded copies of the 9X1A blue, as the latter is different in grade and texture. The real BLUE is invariably a thicker paper than the bluish.

#### THE HATFIELD BOOK ON THE 5¢ NEW YORK

In 1921, the Scott Stamp & Coin Co. published an exceedingly fine book by A. Hatfield Jr., entitled, "The New York Postmaster's Stamp." This was devoted mainly to the plating, but the author had the following regarding the papers, quote: "There has been considerable difference of opinion regarding the different kinds of colored papers used in printing the stamps, and the following is a list of all the colors that I have heard described: Blue and Gray (both same paper), Gray Blue, Bluish White, Yellowish White. The last three can be found on the following varieties of paper: ribbed, pelure, thin, medium and thick. Personally, I am inclined to the opinion that time and conditions have had a large part in the making of many of these varieties, and I would reduce the varieties to Blue, Gray and Bluish. (Note by S.B.A. - It will be noted that these three are the only ones listed in the 1953 S.U.S.). The bluish tint could easily have faded, and time would assist in the so-called yellowish tints. I do not think the so-called white paper was ever used, and think it but a thoroughly bleached bluish paper. The stamps on Blue and Gray paper seem to have a distinctive quality that differs strongly from the others in the grain of the paper. I consider both these varieties rare. The Gray seems to be more difficult to find than the Blue and appears to be somewhat yellowish from age. (Note by S.B.A. If this statement is true, what about the S. U. S. quotations of \$75.00 for the Gray paper and \$300.00 for the Blue paper?) (resuming the quote) "If anyone has doubts regarding a stamp belonging to the blue class he has only to photograph it and the result will settle the question at once. The quality of the paper, however, is a much easier guide." (unquote).

Regarding Mr. Hatfield's reference to photography, I very seriously doubt if a photograph of the blue and bluish side by side would reveal anything more than the eye sees. Naturally the blue would be darker on the negative than the paler bluish.

#### THE O. S. HART COLLECTION OF THE 5¢ NEW YORK

One of the earliest students of the 5¢ New York was the late Mr. O. S. Hart of Cleveland, Ohio, who gathered together a very fine specialized collection of the stamp in the first decade of this century. Way back in 1911 he published a little booklet on the stamp, entitled, "SOME NOTES ON THE NEW YORK POSTMASTER'S PROVISIONAL, FIVE CENTS, BLACK, 1845", with an introduction by Hiram E. Deats and a Foreword by John N. Luff." This is a fine and rare bit of Philatelic literature and I am quite proud of my Edition Deluxe, #39, signed by Mr. Hart.

The Hart collection of the 5¢ New York was sold at auction by the old Nassau Stamp Co., John A. Klemann, Pres. on October 2, 1913. The sale consisted of 343 lots of the stamp comprising of 400 copies in singles, pairs and strips,



both on and off the cover. In the entire collection there were only five singles and one pair of the Blue paper all off cover.

Lot No. 22 was a copy on blue paper and signed R.H.M. It was described as follows, quote: "signed R.H.M. Type I - Blue paper - No. 40 - large margins, lightly cancelled in red, exceptionally fine and a great rarity; we do not know of another on this paper." (unquote). The sale price was \$211.00. Approximately 22 copies were offered as on Gray paper.

My good friend Dr. Carroll Chase attended the Hart sale in 1913 and I have the catalogue that he priced on that occasion. Quite a valuable bit of philatelic reference material.

Again referring to Photograph No. 100, after a very careful examination it was my opinion that Lot 4 in the Kelleher sale of June 5, 1953 was not a 5¢ New York on the blue paper, not 9X14, but rather an extremely fine fresh sheet margin copy of the #9X1 on bluish paper. Plate position #26, variety, "Line Thru Head."

#### 2¢ BLACK JACK TO BREMEN

#### CIRCULAR MAIL

Photograph No. 101, illustrates a printed circular with a 2¢ 1863 from New York on Oct. 3, 1867. This has a large "1/2" in black on the face of the cover below the stamp. A tracing is shown of this marking and also a single 2¢ on a piece with this same 1/2 marking in red. This "1/2" marking was no doubt applied at Bremen and was probably the German postage due, but I regret to state that I have no definite data on this point.

#### SOUTHERN LETTER UNPAID

#### OLD STAMPS NOT RECOGNIZED

Photograph No. 102, illustrates a cover postmarked New Orleans "10 JUN" (1861) and addressed to France. It has the Louisville postmark of "JUN 27" and a black New York postmark of "JUN 29," also the Louisville dark blue marking, "SOUTH<sup>N</sup> LETTER - UNPAID." Here is a very rare cover and a most interesting bit of Philatelic Americana. The white envelope is what is known as a "Ladies Envelope." As of June 1st, 1861, ten southern states had seceded from the Union and on that date, the postal service within the Confederacy was taken over by their Post Office Department.

As of May 28th, U. S. Postmaster General, M. Blair, ordered the discontinuance of mail service between the loyal states and those that had joined the Southern Confederacy. The U. S. P.O.D. announced early in June 1861 that there were no longer any U. S. postmasters in the seceded states who were authorized to sell postage stamps or collect postage, since the 1st of June (1861). Postmasters in all the loyal states were instructed to treat all matter coming from the seceded states since June 1st and mailed within those states as unpaid matter to be held for postage. All such matter was, in the early days of June, ordered to be sent to the Dead Letter Office at Washington.

My thanks to Mr. Edward Brooks of Louisville, Ky. for copies of the following

notices which he stated appeared in the Louisville Daily Journal on the dates listed, quote:

"Louisville Daily Journal, Saturday, June 22, 1861, 3 A.M.

THE SOUTHERN MAILS-Instructions to Postmasters: The Postmaster General has issued instructions to the postmasters in relation to the suspension of mail service in the states of North and South Carolina, Florida, Georgia, Alabama, Mississippi, Louisiana, Texas, Arkansas, and in Virginia, except the Western portion thereof, in which the mails were still transported safely.

The following are the instructions: The use of United States stamps and stamped envelopes by the discontinued postmasters is nothing less than embezzlement, and cannot be recognized by any postmasters as a payment of United States postage. All postmasters are, therefore, immediately upon the receipt of any letter mailed from the mentioned states, coming to or through their post offices, and whether appearing to be prepaid or not, to hold it for postage and transmit it directly to the Dead Letter Office, to be disposed of according to law: but if the letters actually arrive at the office of delivery they may be delivered upon payment of postage, as upon letter wholly unpaid.

The same order will be applied without further notice to all letters mailed (prepaid or not) at any discontinued post office, whether hereafter discontinued by special order, or by general discontinuance of service in the district or state.

No letter or package can be forwarded to its address through the United States mails except from foreign countries with which this government has postal treaties, unless regularly mailed at one of the established post offices of the United States, and the postage there regularly prepaid. All matter not thus mailed must be forwarded without delay to the Dead Letter Office at Washington.

No mail pouch, sack, or lock can be sent by any postmaster to any point or place where such service has been discontinued.

All pouches, sacks, or locks coming to a post office from such discontinued offices and routes will be retained and sent to the proper depositing offices.

M. BLAIR  
Postmaster General"

"June 25, 1861

NEW POSTAL ARRANGEMENT: Postmaster Speed received an order from the Post Office Department yesterday to forward all letters to their destination from the Southern Confederacy for loyal states as unpaid, after removing postage stamps and other evidences of prepayment, save, in the instance of foreign letters upon which prepayment is compulsory, which letters must be sent to the Dead Letter Office under the late rule of the department will then be sent to their proper destination in due time; an extra force having been employed in the General Post Office to facilitate their distribution. That description of mail matter intended for Louisville had not yet been reached."

OLD STAMPS NOT RECOGNIZED

Cover 102 was probably sent to Nashville and thence to Louisville where it was probably held until June 27 when it was postmarked and rated as unpaid, and sent on to New York, from there forwarded by American Packet to England.



The New York postmark is in black, and the "9" was the U. S. debit of 9¢ to the French P.O.D. Underneath the "KY" of the Louisville postmark is a penciled "10" in blue, which was doubtless the payment of the Confederate postage. This letter reached Paris on July 13th, 1861. The large black "8" to left of the 12¢ 1857 was the French postage due of "8" decimes or approximately 15¢ in U. S. currency at that time.

I have a record of another cover, almost an exact duplicate of this #102. From the same addressor to the same addressee - mailed from New Orleans on the same date, June 10th, same Louisville postmarks and dates and same New York. Also a single 15¢ per 1/4 oz. rate, with "8" decimes due at Paris.

It appears that a large quantity of mail from the South accumulated at Louisville prior to June 26th, 1861, where it was held until final and definite orders regarding it was received from Washington. When orders were received to deliver the accumulation it was postmarked "Louisville June 26" and hand-stamped "SOUTH<sup>N</sup> LETTER UNPAID." (Also June 27 and succeeding dates).

Cover #102 was Lot #13 in the Kelleher sale of June 5th and sold for \$840.00. This cover and its duplicate from the same source are truly wonderful gems. How fortunate that they have been preserved to our day.

BUCHANNAN CARROLL & CO.

NEW ORLEANS

One of the greatest of correspondence discoveries was made in New Orleans in the early years of the present century. I refer to the well-known Buchanan Carroll & Co. find. Thru the kindness of Mr. Leonard V. Huber of New Orleans, I am able to give a record of the original firm and its successors from 1846 to 1874, compiled from old New Orleans directories and other sources. This correspondence contained a veritable gold mine of southern river packet covers as well as many rare Confederates.

- 1846 - G. & R. Buchanan & Company, Commission Merchants,  
64 Tchoupitoulas Street,
- 1847 - 1848 - 1849 - No Directories
- 1850 - Buchanan, Carroll & Company, Commission Merchants,  
85 Gravier Street  
Henry Buchanan - J. W. Carroll
- 1851 - 1853 - 1854, Same. Removed to 20 Union Street
- 1855 - 1856 - 1857 - 1858 - Same
- 1859 - Buchanan, Carroll & Company is not listed  
(No Henry Buchanan either) But -  
Carroll, Hoy & Company, Commission Merchants & Cotton Factors  
38 Perdido Street  
Jos. W. Carroll, Joseph Hoy with Wm. V. Kimball
- 1861 - Carroll, Hoy & Company, firm composed of same men as in 1860,  
but with J. N. Niven
- 1862 - 1863 - 1864 - 1865 - No Directories
- 1866 - Carroll, Hoy & Company. Kimball is not listed as a member
- 1867 - Carroll, Hoy & Company. J. W. Carroll, Jos. Hoy & Chas. Hardenbergh  
Joseph Hoy & Company  
Joseph Hoy, Wm. J. Pattison and Jas. M. Pattison, Partners,  
36 Perdido Street, Cotton Factors & Commission Merchants.

Page #206

- 1869 - 1870 - No Directories
- 1872 - Joseph Hoy & Company, listed
- 1873 - No Directory
- 1874 - Joseph Hoy & Company has disappeared.

(End of Issue No. 28)  
(Series 1953-1954)

ASHBROOK SPECIAL SERVICE  
THIRD SERIES



1849 - 1953

Covington, Ky. is located in the northern most part of the state in a county named after Simon Kenton, the companion of Daniel Boone in the settlement of the Blue Grass State. It is on the Ohio River, directly opposite Cincinnati, and its eastern boundary is along the Licking River, which empties into the Ohio, directly opposite Cincinnati. In the year 1849 Cincinnati was the most important city west of the Appalachian Mountains and was known as the "Queen City of the West." Its public landing was constantly lined with numerous steamboats and its trade by river with the south was enormous for those days. There were no bridges connecting Covington with Cincinnati and all the traffic was by steam ferries.

The 1847 stamps were issued in July 1847 but it was not until almost two years later that any supplies were sent to Covington, Ky. Evidently the local postmaster never requested any. The records show that on May 5, 1849, the Washington Department forwarded 400 of the 5¢ and 100 of the 10¢ to the Covington Postmaster. We presume these consisted of one sheet of 100 of the 10¢ and four sheets of 100 of the 5¢, some five sheets in all.

Mr. Philip Ward, Jr., several months ago, searching thru old records at the Post Office Department in Washington ran across quite an interesting letter which he published in his column in Mekeel's, issue of July 3, 1953, and which I take the liberty to quote as follows:

"P. Office, Covington Ky.  
June 14, 1849.

Sir:

I find, by trial, that we cannot sell any of the stamps which you furnished us at this office. The Post-Master at Cincinnati will buy them. Will it be proper to let him have the whole lot? We have sold none yet, and I presume cannot sell any.

Should the Dpt. allow the transfer of them to Cincinnati (\$30 in all) Whatever directions you may give as to the mode of the transactions, will be punctually observed by

Very respectfully  
Yr. Obt. Svt.  
Arthur Cridfield P.M.

J. Maxton  
3rd Asst. P. M. Genl."

The Covington Postmaster received the stamps early in May but a month later he had not been able to sell any of them. Five sheets with a face value of \$30.00. What would those five sheets be worth today? Of course, no full sheet of either value is known to exist. I have little doubt that a full mint sheet of the 10¢ would bring at least \$35,000.00 at auction and a sheet of the 5¢ \$10,000.00 or more, thus approximately \$75,000.00 for that lot that was sent to the Covington Postmaster 104 years ago. Incidentally, I was born and reared in the City of Covington.

AGAIN THE 5¢ NEW YORK  
POSTMASTER PROVISIONAL

The earliest use known of the 5¢ New York is July 15, 1845, though it is possible that some may have been placed on sale a day or two earlier. In the Luff book, page 35, a letter is quoted, dated July 12, 1845, that the New York Postmaster, Robert H. Morris, addressed to the postmasters in Boston, Philadelphia, Albany and Washington. In this letter, Mr. Morris stated that he was adopting a 5¢ postage stamp that he would sell to the public at face value and he enclosed a sample copy. He stated that letters might be mailed at their office with one of the stamps and bearing a New York City address and if so they were to mark the letter as unpaid, the same as if no stamp was on it. When the letter reached his office, he would deliver it as a fully paid letter.

The 1953 S.U.S. states that covers are known of the 5¢ New York used from Albany, Baltimore, Boston, Charleston, S.C., Elizabethtown, N.J., New Hamburg, N.Y., Philadelphia, Sing Sing, N.Y. and Washington, D.C. with a use reported from Jersey City, N.J.

Photograph No. 103, is a photograph of a photograph of a cover, a folded letter, used from Canada to New York City with a pair of the 5¢ New York in May 1847 or a little over a month before our 1847 stamps were issued. I regret to state that this great rarity is no longer in existence as it was destroyed by fire some years ago as will be explained later.

The letter originated at Hamilton, C.W. (Canada West) on May 24, 1847 and Canadian postage "to the Line" was prepaid at the rate of  $4\frac{1}{2}$  pence, "currency." The exchange was made at Lewiston, N.Y. and the addressor prepaid the U. S. postage from the line to New York City with the horizontal pair of the 5¢ New York. The Canadian P.O. handstamped the letter with a straight line PAID and with the rate " $4\frac{1}{2}$ " in manuscript. When the letter reached the Lewiston, N.Y. Post Office, the pair of New Yorks were disregarded, and the Canadian "PAID" was crossed out and a duo of "10" was handstamped. Upon arrival at New York, the stamps were recognized, and the pair was canceled with the well-known "square N.Y. grid" and the letter was marked, "PAID" with the familiar curved PAID of that office.

The firm of "A. Bell & Son" was a large New York firm of commission merchants and they evidently furnished their Canadian correspondents with supplies of adhesive postage stamps in order to facilitate the payment of postage in full to New York City.

Lewiston is on the Niagara River, a short distance directly north of Niagara Falls. Hamilton, Ontario is on the extreme southwestern shore of Lake Ontario, a short distance west of Lewiston.

The story goes to the effect that this cover was once the property of the late Dr. Lewis L. Reford of Toronto, Canada, and that it was housed along with some other very valuable covers in some celluloid envelopes, and in some inexplicable manner the batch came in contact with a lighted match and the whole lot were reduced to ashes before anything could be done.

Dr. Reford passed away in 1949 and his holdings of Canadian stamps and covers were sold at auction in 1951 at New York.

How fortunate a photograph exists to show this very rare use which is not



mentioned in the S.U.S.

Photograph No. 104, is a photograph of a photograph of a similar cover that was in the Reford lot which were accidentally burned. This shows a vertical pair of the 5¢ New York used from Hamilton, C.W. on Nov. 19, 1847, and exchanged through Lewiston on Nov. 20. The Lewiston P.O. crossed out the Hamilton "PAID" but failed to rate the letter as unpaid and with 10¢ due at New York City. This is an especially interesting cover because it has a vertical pair, and verticals are much more elusive than horizontals and also because here we have a use of the 5¢ New York, some five months after our 1847 stamps were issued. I judge that this pair was canceled at New York with pen strokes in the familiar blue ink.

Photograph No. 105, is also a photograph of a photograph of one of the non-existent Reford covers. Evidently the use was from the City of Quebec, Canada, in April 1850 with the Canadian postage To the "Line" franked "FREE" and the U.S. postage from the "Line" to Cambridge, Mass., (less than 300 miles), prepaid with a 5¢ 1847, and with the stamp canceled by a Quebec postmark, most unusual and contrary to Canadian Postal Regulations of a later period. The framed marking that looks like "O.L.D - FREE" was evidently "C.L.D - FREE" - or "CROWN LANDS DEPARTMENT - FREE." I regret that I have no explanation for the handstamped "15 CENTS." This does not seem to be of U. S. origin and it hardly fits a Canadian period of 1850.

#### A NEW U. S. CATALOGUE

George Sloane's column in STAMPS of July 18th last, stated that there are some well substantiated and widely circulated reports that a new catalogue on U. S. stamps was to be published by (quote) "people who have already invaded the album field with marked success." (unquote)

I have reason to believe that such rumors are true, but the new catalogue, as I understand, will not be a "specialized" but rather a simplified listing for the non-specialist collector of U. S. 19th and 20th. I believe that the Editor has been selected and when his name is announced it will be universally agreed that no better choice could have been made. If you failed to read Sloane's remarks you missed some very pertinent comments regarding the Scott Publications.

#### MUCH ROOM FOR IMPROVEMENT IN THE SCOTT SPECIALIZED CATALOGUE

Mr. Gordon Harmer of the New York auction firm of Harmer, Rooke & Co. is Editor of the S. U. S. It seems to be his policy to make little, if any, improvement in the listing of our early issues. They remain year in and year out much the same as the edition of the S.U.S. when he assumed control. I have at times made suggestions for improvement in various sections of the S.U.S. to conform to modern day research work, but very few of my suggestions have met with favor.

#### ESSAYS LISTED AMONG REGULARLY ISSUED POSTAGE STAMPS

For example, consider the discredited "Premieres Gravures of 1861." It is my opinion that no informed student of the present day believes that these bits of paper are other than "ESSAYS." (I call them "Sample Labels"). As Essays why do they continue to be listed among our regularly issued postage stamps? Gordon Harmer is a Britisher and the Gibbons catalogue is the Bible of Philately among Britishers. The Gibbons catalogue of United States Stamps does not list these

"Essays" but omitted them five years ago with the following explanation, quote:  
"Those Premieres Gravures which are now known to be only printers' samples, or essays have been deleted." (unquote)

I believe that the 1861 issue and the listed "1861-66" issue should be put under one heading as the "1861-66 Issue" with earliest dates of use opposite each listing, as for example -

- 1¢ Blue Aug. 17, 1861
- 2¢ Black July 1, 1863
- 3¢ Pink Aug. 18, 1861
- 3¢ Rose Aug. 19, 1861
- 5¢ Buff Aug. 19, 1861
- 5¢ Red Brown Jan. 2, 1862
- 5¢ Brown Feb. 3, 1863
- 10¢ Green Type I - September 17, 1861 ("August")
- 10¢ Green Type II August 20, 1861
- 12¢ Black Sept. ? 1861
- 15¢ Black April 15, 1866
- 24¢ Violet Aug. 20, 1861
- 24¢ Steel Blue Oct. 4, 1861
- 24¢ Red Lilac Jan. 7, 1862
- 24¢ Lilac Feb. 20, 1863
- 30¢ Orange Aug. 20, 1861
- 90¢ Blue Sept. ? 1861

Naturally such items as the 3¢ Lake (No. 66) and the 3¢ Scarlet (No. 74) should be deleted and listed under "Trial Color Proofs" where they belong. How much more sensible and convenient would such a grouping be as above suggested. But the S.U.S. goes ahead each year with such an out-of-date method, as the present listing of the stamps issued in the sixties, probably because a change in the catalogue would require a change also in their printed albums. Consider the present listing of the 24¢ 1861-1866. The same 24¢ design is scattered over three pages, viz., 39 - 41 - 43. As suggested above, all the 24¢ stamps would be in one group and not over three pages. Suppose a collector wanted to know when the 24¢ Red Lilac was issued. Would he find the information in the S.U.S.? The answer is no. Why has no effort been made to include such data?

How perfectly absurd is the group designated as the 1861. "FIRST DESIGNS." Here we have two regularly issued stamps listed among a bunch of ESSAYS, and it is stated on page 39 that it is "doubtful" if the Essays were "regularly issued." I wonder who is trying to fool whom? What is the purpose?

#### THE LISTING OF THE 5¢ 1857-1860

Consider the order of listing of Types I and II of the 5¢ 1857-1860, which is at present as follows:

- #27 - 5¢ Brick Red Oct. 6, 1858
- 28 - 5¢ Red Brown - Type I - Aug. 28, 1857
- 5¢ Henna Brown - Type I - Mar. 31, 1858
- 29 - 5¢ Brown - Type I - July 6, 1859
- 30 - 5¢ Orange Brown - Type II - May 8, 1861
- 30A- 5¢ Brown - Type II - May 14, 1860.

I believe these stamps should be listed in catalogues in the order in which they were issued to the public, viz:



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

The above grouping is as it should be and reflects the correct change from color to color, the first color listed first, the last, last. Further, I believe that the "Henna Brown" should be given a major listing as it is a distinctive and beautiful shade and sufficiently different from the Red Brown to deserve major recognition. I believe that serious collectors would welcome data in the S.U.S. regarding this stamp, as for example, a used copy of the Henna is quoted @ \$65.00. What is the estimated value of a strip of three or a single on cover or a strip on cover? The publication of such data is beneficial because it stimulates specialization. I might also suggest that the name HENNA be dropped and Indian Red be used. The stamp was formerly known by that title.

THE 5¢ 1857 - ORANGE BROWN- TYPE II

The S.U.S. lists this No. 30 @ \$17.50 unused, and \$37.50 used, but I am sure that no well-informed collector of 19th U. S. believes that a genuinely used copy of this stamp is worth only \$37.50. A real value should be quoted and a note inserted that fraudulent cancelations are numerous.

The earliest known use of the O.B. in the S.U.S. is from my records - May 8, 1861 - the same being a superb cover in the famous Newbury collection. The S.U.S. does not list a strip of three either used or unused. Such data should be included.

GENUINE COVERS WITH THE  
1861 5¢ TYPE II ORANGE BROWN

For many years past I have searched for genuine covers with the 5¢ Orange Brown but have been able to record comparatively few. Demonetization of the 1857-1860 "old stamps" commenced in August 1861 and as far as we know the 5¢ Type II in the Orange Brown shade was not issued before May of 1861. Thus we can account for the rarity in used condition, on or off cover.

Mr. Henry W. Hill of Minneapolis, specializes in the 5¢ of 1856 and 1857-1860, and is doing some special research work on the plating of the Type I, the Plate One. He would greatly appreciate the loan of material such as imprint copies, center line, sheet margin, multiples, etc., etc.

On a trip to the Continent this spring, Mr. Hill acquired a most notable item, a genuine cover with a vertical strip of three of the 5¢ 1857, Type II Orange Brown. It is the only record that I have of such a cover. Photograph #106 illustrates this rare gem of which more later.

In the Paul Rohloff collection is a cover with a vertical pair and a single of the 5¢ O.B., the three stamps may have originally been a vertical strip of three. This was a use from New York in August 1861 to Paris.

Back in December 1913, J. C. Morgenthau & Co. sold at auction in New York, the fine collection of U. S. of Mr. Chas. Gregory. Lot 133 in that sale was described as a used vertical strip of three of the 5¢ 1857 O.B. "canceled in red." The sale

price was \$7.75. Either the cancels were faked or collectors of that period did not appreciate the value of genuinely used singles or multiples of the 5¢ O.B.

Back in July 1920 Morgenthau & Co. sold a "piece of cover" - which had a horizontal strip of three of the 5¢ O.B. and two 30¢ 1860, canceled with black grids. I suppose this might have been a 5 x 15¢ rate to France but all details are lacking.

Kelleher held a sale in January 1928 of the C. R. Hurd collection, and many fine and rare covers went under the hammer. The above 1920 item was lot 700 in the Hurd sale. It "fetched" the sum of only \$35.00. Maybe the bargain hunters of that time didn't care much for the heavy black grids.

Searching thru the Chase records I found a listing of an item that he recorded back in September 1923. It was a used horizontal strip of three of the 5¢ O.B. "off cover," postmarked in black in circle "NEW YORK JUL 16 1861." Dr. Chase added, "Cancellation looks perfectly good. Fairly clear. Date is unmistakable." For many years this was the earliest known use of the O.B. in the Chase-Ashbrook records of early uses.

I believe that Mr. Hill's cover (No. 106) is unique but if anyone knows of another, will they kindly advise Mr. Hill or this writer.

#### THE UNIQUE HILL COVER

Again kindly refer to Photograph No. 106. This is a blue folded letter from New York to Bordeaux, France on Sep. 7, 1861. The Orange Brown strip is tied to the cover by (1) red grids, ringless, (2) by a framed French "PD" and (3) by a French receiving marking which is quite faint in the photo print. This marking reads, "ETATS UNIS - SERV - AM - CALAIS" with date in the center of "22 SEPT 61." The letter shows a routing by the Mail Ship "TEUTONIA," which was a ship of the "HAMBURG LINE," and my records disclose that this particular ship did sail from New York for Europe with mail on Saturday, the 7th of September 1861. The New York postmark shows a credit of "6" or 6¢ to France and this is in accordance with the "SERV AM" in the small French postmark.

Incidentally this is a late use of "old stamps" and this stamp was no longer valid for postage at many post offices, for example, Philadelphia, Baltimore and other large cities, but the "old stamps" were still valid at the New York Post Office up until about the middle of September 1861. There is one interesting feature of this cover. At that period the small French postmark was generally struck in black, but on mail that was despatched on the "Teutonic" on Sept. 7, 1861, the marking was struck in red. Other covers in my records prove this fact. Such evidence may seem of little consequence but it is of much value in combating the clever work of the foreign fakers.

#### MIS-DESCRIBED

I am presenting herewith a sketch of a cover that was illustrated in the Konwiser column of STAMPS, issue of July 18, 1953, page 94. See Fig. 105A. The caption read, "Postmaster's letter sent by Express, as discussed by Harry M. Konwiser in accompanying items." His item read as follows, quote:



"Postmaster's Letter Sent by Express. A. T. Crane, Postmaster at St. Louis sent a letter to New York, in 1818, but couldn't get it sent free of cost, so put it in charge of the Express, paying 25 cents to convey the letter to New York. This letter was sent when Missouri was a Territory. Most letters of this period bear St. Louis markings—straight lines. Hank Rubin, 6509 Dolmar Blvd. University City 5, Mo., owns the unusual cover illustrated here." (unquote)

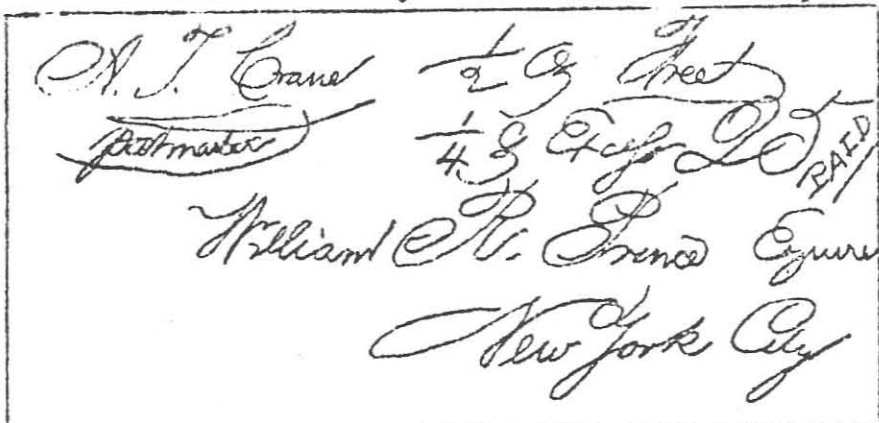


FIG. 106A

Here is a very interesting and unusual postal use but its true significance was entirely overlooked by Konwiser. If there were any express companies operating out of St. Louis in 1818, I have never heard of them. In fact, there were no express companies operating anywhere in the U. S. at that time. This letter shows the word, "Excefs," or EXCESS, one of the "S" written to resemble an "F" which was the custom at that period, long before and afterwards. I wonder if Konwiser thought this word was "Express?" Here are the facts regarding this cover. Postmasters under the law, were permitted to send and receive mail free, but were limited to a weight not to exceed 1/2 ounce. Whether A. T. Crane was postmaster at St. Louis in 1818, I have no evidence, but the statement is made above that he was. What he put on this letter to New York was as follows:

1/2 oz. FREE  
1/4 oz. Excess 25 Paid

I have before me a copy of the P. L. & R. of 1817, entitled, "The Post Office Law with Instructions and Forms, published for the Regulation of the Post Office-1817."

Rates of postage at that time were according to (1) distance and (2) by number of sheets of paper. Here the law specified a rate by weight, which applied to Free letters of not over 1/2 oz. On page 14 of the above "P. L. & R." is Section 24 of an Act of Congress of April 30, 1810. Also see Luff - Appendix - page 384. In the above P. L. & R. - on page 91 is "Instruction XV." This related to "FREE FRANKING." On page 92 is the following, quote:

"Postmasters can only frank and receive as free, letters and packets which do not exceed half an ounce in weight." (unquote)

The true significance of this cover was apparently overlooked by Konwiser, as it is most unusual being part FREE and part PAID. I do not recall seeing a similar item.

It is true that Missouri was a Territory in 1818 but it was a part of the U.S. and there was a regular U. S. Mail Route running from Vincennes, Ind. to St. Louis. This route is listed in the above 1817 P. L. & R. Whether this was by coach or horseback I am not informed. The National Road thru Indiana and Illinois was to come much later.

Indiana became a state as of Dec. 11, 1816, Illinois as of Dec. 3, 1818 and Missouri as of Aug. 10, 1821.

Photograph No. 107, illustrates a New York Carrier cover of 24¢ plus 1¢, the rate being 24¢ to England plus 1¢ Carrier Fee from "lamp-post letter-box" to the New York Post Office. The use was Sep. 4, 1860. The "19" in the red New York postmark was the U. S. credit of 19¢ to Great Britain and shows that the letter was transmitted by British Packet, in all probability a sailing from Boston on Wednesday, the 5th.

Carrier covers from New York used to California in the early eighteen sixties with a rate of 10¢ plus 1¢ are semi-scarce. I have noted rates to Germany of 30¢ plus 1¢ by Prussian Closed Mail and 15¢ plus 1¢ to France, but foreign rates plus a 1¢ Carrier Fee are rare.

(END OF ISSUE NO. 29)  
(SERIES 1953-1954)  
August 1, 1953

ASHBROOK SPECIAL SERVICE  
THIRD SERIES.



ASHBROOK SPECIAL SERVICE (Third Series 1953-1954)

ISSUE NO. 30 - SEPTEMBER 1, 1953

POSTMASTERS STAMPS ILLEGAL AFTER  
JUNE 30, 1847

Kindly refer to photograph #104 of the August 1953 Issue of this Service. This shows a cover with a vertical pair of the 5¢ New York P.M.P. used from Canada, (Hamilton C.W.) on November 19, 1847, over five months after our 1847 stamps were issued.

Mr. Morris Fortgang of New York City, called my attention to the fact the postmasters stamps were not legal after June 30, 1847, a fact which I had entirely forgotten in commenting on the above cover. Mr. Fortgang called my attention to a part of Section #11 of the Act of March 3, 1847. This is the section which authorized the Postmaster General to issue postage stamps to, quote: "facilitate the transportation of letters in the mail." The part of Section 11 that has some relation to photograph #104 reads as follows, quote: "but it shall not be lawful for any deputy postmaster to prepare, use, or dispose of any postage stamps not authorized by and received from the Postmaster General." (unquote)

The New York pair on cover #104 was perfectly legal because the New York postmaster had issued his "provisional" prior to the Act of March 3, 1847 and had received pay in advance for the letter from Canada.

The "Appendix" at the end of the Luff book is an extremely fine and careful digest of our postal laws. Mr. Luff quoted from Sec. 11 of the above Act, but omitted reference to the last paragraph of the section (see page 389).

A RARE 5¢ NEW YORK COVER

Photograph #108 illustrates a use of the 5¢ New York from Sing Sing, N.Y. to New York City on May 18th, 1846. I am reliably informed that this cover is unique, that is, the only known use of this stamp from that post office, and the cover from which the listing was made in the "S.U.S." This is a blue folded letter dated inside, "Sing Sing, 15th of May 1846." The stamp (plate position #7) is tied by a red Sing Sing, N.Y. postmark and is canceled by the familiar red curved "PAID" of the New York P.O., another strike of which appears to the left of the stamp. When this letter was mailed at Sing Sing it should have been rated with 5¢ due at New York, that is, as an unpaid letter. When it reached New York it was handstamped as "PAID" and delivered as such. One wonders why the writer used this stamp on this letter? We assume that he did not wish to burden the addressee with the postage, but he could have accomplished the same purpose by prepaying in cash or having the postage charged by marking it PAID. Perhaps he had considerable correspondence with clients in the big City and provided himself with the Morris adhesive stamps to save the trouble of paying in cash or charging. After all, the law stated that the 1847 stamps were to be issued for the purpose of "facilitating the transportation of letters in the mail." I feel confident that the officials of the Post Office Department greatly desired that all postages be prepaid at origin, thus saving the annoyance of accounting and collecting the postage on each letter delivered. I think that to accustom the public to prepaying postage was the real purpose behind the issuance of our first postage stamps in 1847, and led eventually to the law of March 3rd, 1855, requiring the



prepayment of postage on domestic mail, and later to the ruling by the P.M.G. requiring payment by postage stamps or stamped envelopes.

#### PREPAYMENT OF CARRIER DELIVERY FEE

In connection with the above, I am reminded that a certain student of the U.S. Carrier System as it existed prior to July 1, 1863, held the opinion that while the Department required the prepayment of the Carrier fee from street letter-boxes to the general post office in our largest cities, the Department did not permit prepayment of the Carrier fee on mail delivered from the general post office to a street address. Such a theory has always seemed very illogical to me in view of the fact that prepayment of postage was compulsory by law, and also that prepayment of the Carrier collection fee was required by the Post Office Department.

Photograph No. 109 illustrates a very interesting cover, a "Compound" envelope of 1860 of 3¢ plus 1¢. This shows the postmark of West Point, N. Y. and it is addressed to New York City. Further, it bears a street address - viz., "92 Wall Street." The month and year in the postmark are not legible but the date may have been "JAN 24 1862." This rare cover appears to fully confirm the statement made by Postmaster General J. Holt in his annual report, dated Dec. 1, 1860. (Note: It is generally believed that the "Compound" envelope was issued about the middle of December 1860) - quote: "It is contemplated to introduce immediately two new denominations of envelopes; one embossed with a one-cent stamp, the other with both the one-cent and three-cent stamps. ~~xxxx~~ The envelope with the one-cent and three-cent stamps will be required in cities where there are lamp-post letter-boxes or other depositories for letters, to be conveyed by carriers to the post office, the one-cent paying the carrier's fee, and the other stamp paying the postage on letters to be sent out of the city by mail. This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicil." (unquote)

It will be recalled that the "Compound" was not demonetized in 1861 along with "old stamps and envelopes."

I am not unmindful of the fact that this "Compound" postmarked "West Point, N.Y." may have been a "Prepaid Way cover," into that office, and not a prepaid Carrier's delivery fee to "92 Wall St., New York City."

On page #25 of this Service, I quoted a notice that appeared in "THE U. S. MAIL & POST OFFICE ASSISTANT," issue of August 1862, (Vol. 2, No. 11 - whole 23) which reads as follows, quote:

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

The Editor of the "U. S. Mail" was J. Holbrook, an ex-post office employee, and



former "SPECIAL AGENT." He should have been well-informed on Postal Laws and Regulations. I have quoted the Postmaster General in an official report to the Congress stating that the 4¢ Compound envelope of 1860 could be used to prepay "the payment of the carrier's fee for delivering xx letters (to) their domicile." Editor Holbrook stated in August 1862 that "any prepayment of a penny beyond the regular rate, is simply money thrown away." In explanation of Holbrook's statement, I wonder if he was referring to letters that were mailed at New York for example and addressed to small post offices which, of course, had no carrier delivery system? May I suggest that you again refer to pages #25 and #26 of this Service.

#### THE SMALL BOSTON PAID IN GRID



This small and attractive cancellation measures 17 mm in diameter and as far as we know it was used at Boston for less than seven months, that is, from July 7, 1851 until Jan. 15, 1852. These are the earliest and latest recorded dates of use. Up to Jan. 15, 1852, only five U. S. postage stamps had been issued, the 5¢ and 10¢ 1847 and the 1¢, 3¢ and 12¢ 1851. In my records I have recorded this cancel on four of the five stamps, viz., the 5¢ 1847, the three 1851 stamps. I have never been able to locate a 10¢ 1847 with the marking. Inasmuch as the 1847 stamps were demonetized after June 30, 1851, this cancellation, therefore, would be on 1847 stamps that were used after that date. Two 5¢ 1847 stamps are known with the cancellation, one an off cover single, the other a cover with the cancel in black.

Photograph No. 110 illustrates the above cover which came from the J. W. Sampson collection and is now the property of Mr. Paul W. Rohloff of Chicago. This cover is doubtless unique and in my opinion, it is a perfect little gem. It shows a use of the 5¢ 1847 from Boston to New Bedford, Mass. on July 16, 1851. The remarkable part about this cover is that although the Postmaster General had ordered that none of the 1847 stamps be recognized for postal use after June 30, 1851, the Boston Office disregarded the order and permitted the stamp to pay the postage. Another interesting feature is that the rate was overpaid by 2¢ as the 3¢ rate went into effect on July 1st, 1851. And, of course, another feature is the use of the small "PAID in grid" to cancel the stamp. Truly, it is the story behind the cover that makes the cover.

This marking is well known on the 3¢ 1851 Orange Brown, and in my reference collection is a 3¢ on the rare thin "India proof paper" canceled with a strike in black. It is known on singles and strips of three of the 1¢ 1851, from Plate One Early and I have recorded a few 1¢ 1851 covers that I consider very desirable and extremely rare.

Photograph No. 111 illustrates a superb cover in the Edgar B. Jessup collection with a single 1¢ 1851, Plate One Early, tied in black by the small Boston PAID. A Boston postmark for the cover and a separate cancellation for the stamp.

Perhaps the most unusual example of this cancellation is the cover illustrated by Photograph No. 112, which shows a pair of the 12¢ 1851, very early shade and impression, used from Boston in December 1851 to Wurttemberg, Germany. This is the only 12¢ 1851 known to me with this cancel, and I have little doubt the item is

unique. Covers with the 12¢ 1851, single or multiple, used in the year 1851, are most uncommon. I doubt if very many are in existence. This letter had the postage paid only to England and the "19" handstamped in red, shows that the letter was transmitted to England by a British mail ship of the Cunard Line. The pair has two strikes of the Boston PAID in grid cancel and is tied by a French postmark showing that the letter was forwarded thru Calais to Germany. The cover came up for sale in a New York auction on July 9, 1952.

Another interesting cover with this Boston marking is a folded letter addressed to New London, Conn., a prepaid stampless with a red circular postmark of "Boston - 24 - JUL - 3CTS" and the small 17 LM "PAID in grid" applied in red. Instead of using the regular straight line "PAID" to indicate that the postage had been paid, the Boston Post Office clerk used this canceling device. Surely a most unusual item and probably unique.

The marking is known in black, red and magenta, but the latter is extremely rare. Earliest and latest uses in my records are as follows:

	<u>Earliest</u>	<u>Latest</u>
Magenta .....	July 12, 1851	?
Red .....	July 7, 1851	July 28, 1851
Black .....	July 12, 1851	Jan. 15, 1852

#### WHY STAMPED ENVELOPES WERE FIRST ISSUED

Back in April 1942 I published an article in STAMPS, entitled, "THE FIRST U. S. STAMPED ENVELOPES" and in same, I made the following statement: "The one purpose - Thus I think it is quite evident that the main reason why the Government first issued stamped envelopes was not for the benefit and convenience of the public, but to provide a means whereby the illegal conveyance of mail 'outside of the regular mail,' could be legalized and revenue from such sources could be obtained by the Department." (unquote)

Some of the leading authorities of that day took issue with me on the above statement, among whom was Mr. Thomas D. Perry, who was quoted as stating in my article that envelopes were first issued because "they were popular, economic and convenient," and, further, because "Local mail service had both shown the advantages of stamped envelopes." Even Elliott Perry disputed my statement though I never could understand how any unprejudiced student of our postal history could disagree if they had ever read the wording of the Act of Congress of August 31st, 1852 - Section 8. This is the law which authorized the Postmaster General to issue "suitable letter envelopes."

#### WARD IN MEKEEL'S

In Philip H. Ward's column in Mekeel's Weekly Stamp News of July 6, 1951, were some remarks on the above subject under the heading, "WHY OUR EARLY ENVELOPES?", from which I quote in part as follows:

"Stamped envelope students of our early issues - the Nesbitt Printings of 1853-1861-have maintained that our first varieties were prepared mainly for the convenience of the public. Stanley B. Ashbrook, xxxx has always believed that these were prepared to prevent the loss of revenue to the Government and to enable the early western express companies to carry letters 'outside of the U.S.'"



Mail. We have just acquired an official Post Office document from the early days confirming Mr. Ashbrook's studies. xxxxx

In a 16-page pamphlet just acquired signed by S. D. Hubbard, Postmaster General, and dated September 20, 1852, entitled 'Laws Relating to the Service of the Post Office Department, passed by the 32nd Congress at its First Session: with instructions to Postmasters for carrying them into effect', Mr. Hubbard states on page 15:

'The act of 1845 prohibits the carrying of mailable matter by private express, and imposes a fine of \$150 for each offence upon the person who may establish such express, and upon each person acting as such express, or aiding and assisting therein. It imposes the same fine upon the owner of any stage coach, railroad car, steamboat, or other vehicle, or vessel, making regular trips at stated periods, and carrying--with the knowledge of consent of such owner, or of the captain, conductor, driver, or other person in charge of such vehicle--any person acting or employed as such express. It prohibits the conveyance of mailable matter otherwise than in the mails, by the owners, managers, conductors, crews, or servants of any vehicle, or vessel, making stated trips as aforesaid, under a penalty of \$100 to be paid by the owner, and \$50 to be paid by the captain, conductor, driver, or other person having charge of such vehicle or vessel, for each offence.

By the 8th section of the foregoing act, the Postmaster General is authorized to provide and furnish to Postmasters, and other persons applying therefor, suitable letter envelopes with postage stamps thereon for prepayment of postage; and by the same section it is provided that letters inclosed in such envelopes with postage stamps thereon of a value equal to the postage which would be chargeable upon such letters and envelopes if the same were conveyed in the mails of the United States, 'may be sent, conveyed, and delivered otherwise than by post or mail.' The envelopes here authorized are soon to be prepared and distributed, with suitable instructions, and will furnish to the public the means of sending letters over all the post routes of the United States by private expresses, or other means, without defrauding the revenue of this Department--leaving no color of excuse to persons who may still attempt to violate the law by sending letters otherwise than by mail, without the protection of such envelopes. It is expected by the Postmaster General that each Postmaster will give notice in his neighborhood that after such envelopes shall have been furnished to Postmasters for sale, and have in that way been placed within reach of all persons desirous of purchasing them, the law authorizing search for and seizure of all letters illegally carried will be rigidly enforced.

It is known to the Department that upon many of the principal lines of travel and commercial intercourse by steamboat and railroads--and especially on those where frequent trips are made by public conveyances other than those carrying the mails--large quantities of mailable matter have been illegally conveyed by private expresses, and by the captains, managers, agents and conductors, of the vessels and vehicles employed on these lines; and that large sums have in this way been diverted from the revenues of the Department. As Congress has now provided convenient means for the lawful conveyance of letters both in and out of the mails, and has at the same time imposed additional restraints upon the unlawful conveyance of mailable matter, it is confidently expected by the Postmaster General, that the existing abuses from this cause will be abated: to this end postmasters should keep themselves supplied with postage envelopes for the accommodation of the public in their several neighborhoods, and should diffuse



as widely as possible a knowledge of the law and its penalties, that public opinion may be directed to the subject, and the agents of the Department assisted in protecting its revenues.'

From these remarks it will be seen that our early envelopes were first and foremost provided for the carrying of letters outside of the regular mail. The pamphlet from which we quote and which we have just acquired for our library, was published in 'Washington: C. Alexander, Printer, F. near Seventeenth Street.'" (1852) (end of quote by P. Ward, Jr.)

(A condensed version of the above appeared in the P.M.G. Report of 1852)

The above speaks for itself and is included in this Service for record. Incidentally the law was passed August 31, 1852 - the above from the P.M.G. was dated Sept. 20, 1852, and the first U. S. envelopes were issued to the public in June and July of 1853.

"The Essay Proof Journal" is the official journal of the "Essay Proof Society" and it is published quarterly. The editor is Mr. Prescott H. Thorp, who is our foremost authority of the stamped envelopes of the U. S.

In the current July 1953 issue of the above Journal (Vol. 10 - No. 3 - Whole 39), is an exceptionally fine article by Mr. Thorp, entitled, "OUR FIRST STAMPED ENVELOPES," from which I quote as follows:

"As to why envelopes were issued, and after careful study and consideration, I have adopted as conclusive the opinion held by Stanley Ashbrook; that government envelopes were primarily issued to provide the express companies, especially the western express companies, a means of legally carrying the mail in competition with the government itself. The situation confronting the postal service at the time was insoluble. By law Congress had decreed the carrying of the mails to be a monopoly enjoyed only by the government. The various 'local' carriers of the larger cities had been forced to stop delivery of mail matter and indeed, the government had even taken over in toto Greig's City Despatch Post (1842) and had even adopted the Greig stamp for its own. By 1851 the Post Office had its own fairly well established carrier services in the larger cities of the East."

#### AN OUTSTANDING, SUPERB PACKET COVER

Photograph No. 113, illustrates another gem from the Edgar B. Jessup collection. Here we have a packet cover with a use in October 1852, a superb center line copy of the 3¢ 1851, in the beautiful 1852 shade, tied by a red framed marking reading, "STEAMER - LADY PIKE." To the left of this white envelope is the scarce Route Agent's marking also in red, which reads, "LOU. & CIN. S. B. MAIL LINE - 25 OCT." ("Louisville & Cincinnati Steam Boat Mail Line"). The manuscript notation at the left end indicates the letter originated at Louisville, Ky., and addressed to Wisconsin. It is my guess that the letter was mailed on the boat enroute to Cincinnati, and perhaps put off at Madison, Ind., where it went by rail to Indianapolis and thence to Wisconsin.

In 1852, the Louisville and Cincinnati Steamboat Mail was "Route 5101." The contract called for seven trips a week at an annual compensation of \$10,500.00. The length by river was listed as 142 miles.

It is not often that a packet cover turns up with the U. S. stamp (adhesive or envelope) tied to the cover by a marking with the name of the steamboat. In fact, such covers with adhesives are of extreme rarity but I doubt if this important fact is really appreciated by collectors of 19th U. S. covers.




In the late eighteen forties, and early fifties, Cincinnati, the "Queen City of the West" was a big steamboat center. The river trade with the East, West and especially the South was enormous for that early period. Cincinnati's "Public Landing" was daily lined up for blocks and blocks with steamboats. As the years slipped by, and more and more railroads entered the city, the river traffic gradually declined, until today, after a century, the "Public Landing" is still there but very seldom do we see a steamboat tied to a wharf boat. A century ago it was all hustle and bustle and the busiest and noisest section of the city. Today, quiet reigns supreme.

#### DON'T DISTURB DEAD DOGS

I believe that it has been stated that it is much better to let dead dogs rest and not to disinter them. In this case may I be pardoned if I transgress. Again I refer to the 4¢ Compound envelope, issued in December of 1860, photograph herewith No. 109 from West Point, N.Y. to New York City and bearing a street address. In the issue of "Pat Paragraphs" - #43 - dated April 1943, Elliott Perry, the Editor, had a very pertinent if not caustic comment on my claim that the Carrier fee for delivery to a street address could be prepaid in the large cities which had Carrier Service, (at the public expense). In an article I had previously published, I recall that I stated that the statement of the Postmaster General in his annual report of 1860, proved that the Carrier delivery fee could be prepaid as above. The following was part of Mr. Perry's remarks on the subject: "Pat Paragraphs would agree with Mr. Ashbrook that the statement quoted (note, the P.M.G.'s remarks) may be accepted as conclusive proof that the prepayment to which he refers could be made by using the 4¢ envelope, if the Postmaster General permitted the 4¢ envelope to be used for that purpose. xxxx Pat Paragraphs denies that the quotation from the report of 1860 is conclusive proof that the 4¢ envelope was ever properly used for the purpose indicated. The quotation is not an order authorizing such service, neither is it a statement that such service was being performed. Instead, the most that can be said for it is that it expresses an intention of Postmaster General Holt at the date when the report was being prepared." (unquote)

(END OF ISSUE NO. 30 - SEPTEMBER 1, 1953)



ASHBROOK SPECIAL SERVICE (Third Series 1953-1954)

ISSUE NO. 31 - OCTOBER 1, 1953

A COVER WITH A VALENTINE

Photograph No. 114, illustrates a small valentine and a cover with a New York postmark in black with a date of "FEB 14," but no indication of actual year use. This is a brown envelope of thin paper and the valentine which evidently was sent in this cover, was enclosed in the small glazed paper envelope as per photograph No. 115.

The envelope is addressed to Mrs. Margaret Bailger, Gilmanton Center, New Hampshire.

Attached to the cover are two stamps, a 5¢ 1847 in the 1848 color, and incidentally a very early print, and an exceedingly fine engraving. Unfortunately the stamp has a vertical crease at left. The other stamp is a New York Carrier, S. U. S. #61B10 - 1¢ Yellow, (S.U.S. page 249), apparently "tied" by a red "PAID." The 5¢ 1847 is also apparently tied by a red grid.

If you were offered this cover would you question it? Here is a valentine that was evidently mailed from New York on St. Valentine Day, "Feb. 14," and the New York postmark reads, "5 CTS" and there is a 5¢ 1847 on the cover. There is also a New York Carrier's stamp, and this stamp is listed in the S.U.S. "as on cover with a #1, or 5¢ 1847." Is anything wrong, and if so, what?

In my opinion, neither of the two stamps were used on this cover, therefore, the valentine was sent unpaid from New York, with 5¢ due on delivery as per the "5 CTS" in the postmark. It seems odd that a person would mail a valentine and require the recipient to pay the postage, but perhaps it was to a wife or mother and the sender was a bit careless in this respect. The handwriting looks feminine so it may have been from a daughter. It was also mailed a bit late, and was not received until after Valentine Day. What about the year of use? The shade and impression of the 5¢ stamp would indicate a use in 1848 but it could not have been that early because this type of New York postmark was not put into use before July of 1851. It was first placed in use during that month at the New York Post Office to be applied to unpaid first-class mail. It will be recalled that commencing July 1, 1851, the domestic rate in the U. S. (except to and from California and the West Coast) was 3¢ per 1/2 oz. if paid and 5¢ if unpaid. Therefore, the use of this cover was surely not earlier than Feb. 14, 1852, and after the 1847 stamps had been declared invalid for postal use. Further, the "tie" of the red grid on the cover is not genuine but a "paint job" and this also applies to the "tie" of the Carrier stamp to the cover. New York certainly did not use a red grid to cancel stamps in February 1852 or later.

As mentioned above, there is a bad vertical crease in the stamp but no crease in the cover, but a faker could explain this feature by stating the stamp had a crease before it was used.

A NICE STORY, BUT NOT TRUE

What a nice story this cover would make if these two stamps had actually been used on this cover. I believe that this little valentine and its fancy envelope were mailed in this brown envelope and here is the imaginary story. The Carrier stamp was used to convey the letter by a Carrier to the New York:



Post Office and a 5¢ 1847 stamp was used to pay the postage to New Hampshire, (though the rate was 3¢), but the use was 1852 or later, and because the 5¢ stamp had been demonetized as of June 30, 1851, the New York Office refused recognition and rated the letter as "unpaid" with 5¢ due on delivery. A nice story but unfortunately not true. I note that I failed to mention that the 5¢ stamp has a part of a town postmark in the left bottom corner, proving it came from some other cover.

#### A SUPERB 5¢ 1856 COVER

Photograph No. 116, illustrates a cover, (a blue folded letter), from New Orleans, Nov. 16, 1856, to Bordeaux, France. This has a red New York postmark of Nov. 26, but this does not mean that it took 10 days for the letter to reach New York, but rather it indicates the date of departure, which in this case, was by a British Cunard Mail Steamship.

This 5¢ payment was the U. S. Inland rate under the U.S.-British Postal Treaty, a payment I have frequently mentioned in issues of this Service. All the service that the U.S. P.O.D. performed on this letter was to transmit it from New Orleans to New York and place it aboard the "British Royal Mail" ship. For this, the Department received 5¢, whereas the ordinary rate was 3¢. The odd looking handstamped marking that resembles a "19" was applied in France and was the French due of "13" decimes or approximately 25¢ in U. S. currency at that period. This was the sum charged the addressee for the transmission of the letter from the U. S. frontier to England and thence to the French destination. The French due indicates that the letter, upon arrival in France, did not weigh over  $7\frac{1}{2}$  grammes which was approximately  $\frac{1}{4}$  of an ounce. However, all of the above features are insignificant when we consider the gorgeous copy of the 5¢ Jefferson on this ninety-seven year old philatelic gem. It is a bottom right corner copy of the left pane (Plate #1) and shows part of the center line, the plate position, #10011. In all my experience I have never seen as fine a copy of this beautiful old stamp, and in order to give my friends a better close-up view, I am including as photograph #117 an enlarged print.

This cover was Lot 9 in a sale by Kelleher, held on June 5th last. It realized the sum of \$700.00. Quite some price for a cover quoted at \$150.00 in the S.U.S.

#### THE DESIGN OF THE 5¢ 1856

This enlarged photograph is a rather interesting study but I wonder if many collectors have paid much attention to the intricate design. Mr. Luff, in describing the design, stated, quote:

"Around the whole (referring to the center medallion) is a four-sided oblong frame, with rounded corners terminating in slight incisions, the whole filled in with two rows of geometric lathe-work, and bearing in a wavy line at the top," etc. etc.

What I am especially referring to is the "two rows of geometric lathe-work." These two rows consist of bands of wavy lines but instead of being like engraved lines in color, they appear white, indicating, of course, they are of the surface of the plate, rather than engraved lines transferred to the plate from reliefs on a roller. Note the outer line of the entire design is in color, but next to it is a thin white line. The former was engraved in depth on the die but the thin white line is the surface of the steel plate, the same as the white wavy lines in the two bands.

Note the same white wavy lines in our paper money or in any fine engraved stock



certificates or bonds, etc. These white lines are the product of the "geometric lathe," a machine so complicated that it has been stated that "only a few men can operate it." Again consider the work on a dollar bill, and especially the ovals with "1" in the top corners, right and left. The figure "1" was, of course, engraved by hand on the die but the intricate white wavy lines of the background are the direct opposite, as they are the surface of the plate rather than lines cut into the plate. It would be impossible for a human to engrave by hand the background surrounding the figure "1," hence this process is the safest guard against counterfeiting. In operation "dies" on which the "white" lines are cut by the machine are flat and very thin "softened" steel, usually about 1/16 of an inch. When the planned design has been engraved the "die" is removed from the "lathe" and is curved to the periphery of a special transfer roll. All of the surface of the die outside the design is then very carefully filled, or cut away, until that part of the die is of the same depth as the recessed lines cut by the lathe. By this operation, the recessed die is, in reality, converted into a relief with the higher-standing surface of the first die becoming the top of the relief and the bottom of the incised lines of the first die becoming the base of the relief. After hardening, this newly formed relief is securely fastened to a special transfer roll and is used in the same manner as an ordinary roll in transferring the design. In short, an original die is used as a transfer roll relief, whereas in the ordinary process a "relief" on a transfer roller, is a transfer from the engraved die.

I have a recollection that Jacob Perkins was the inventor of the geometric lathe but of this I am not certain. For further data, kindly refer to page 31 of Volume One of my book on the U. S. One Cent of 1851-1857.

#### 5¢ NEW YORK USED TO PRUSSIA

Photograph No. 118, illustrates a very interesting cover from New York to Prussia. This cover shows a very early use of the 5¢ stamp, on July 31, 1845, only 16 days after its date of issue. It has the small "A.C.M." which Mr. Luff stated was applied by Marciana Monson, brother of A.C. Monson, the latter, a brother-in-law of the New York Postmaster, Robert H. Morris, who issued the stamp.

This cover was Lot 3 in the Kelleher sale of June 5, 1953, but was described as a use to Russia, whereas it bears an address to PRUSSIA - (Prussia). This letter was carried to England by the Cunard Mail ship, the "S.S. Britannia" which sailed from Boston with U. S. Mail on Aug. 1, 1845. The 5¢ stamp paid the rate from New York to Boston. In the lower left corner is the British due marking of "1/8" or one shilling eight pence and to the right, the Holland due marking of "120" or one guilder twenty cents. These same manuscript markings appear on the Knapp fake 5¢, 10¢ 1847 cover. See photographs #10 and #14 of this Service.

Covers with the 5¢ New York or the 1847 stamps used to foreign countries are much scarcer than is generally supposed and in my opinion, such items are an exceedingly fine and safe philatelic investment. Cover #118 sold @ \$325.00 in the Kelleher sale. A superb stamp on a rare cover.

#### INSUFFICIENTLY PREPAID

Photograph No. 119, illustrates a rather interesting cover to England in September-October of 1860. This cover originated in some mid-western town but the postmark which ties the 10¢ stamps to the cover is not legible, though the date is "Sep. 25." The postage paid, amounting to 42¢, consists of four 10¢ 1857, Type V and two 1¢ 1857, Type V.

The letter was sent to the foreign division of the Chicago Post Office where it



was found to weigh over 1/2 ounce, hence was handstamped, "INSUFFICIENTLY PREPAID." The Chicago "foreign exchange" postmark reads, "CHICAGO - AM. PKT. SEP. 27 42." This "42" oddly is the same that was paid in postage but there is no relation between the two. A mere coincidence. There appears to be no real reason why the sender paid 42¢ on this letter as the rate to England was 24¢ per 1/2 oz., and all or none of a rate had to be paid. Because this letter weighed over 1/2 oz., the letter required a payment of 48¢. Because the letter was transmitted by "Am. Pkt." (American Packet) our share of a 48¢ rate was 2 X 5¢ "Inland" plus 2 X 16¢ Sea, thus the "42" in the Chicago postmark was a debit to the British P.O.D. The payment of 42¢ was entirely disregarded and was null and void. The U.S. P.O.D. did not do so bad on this letter, receiving a total of 84¢ for transmitting it to the British frontier. Quite an interesting feature.

The British rated the letter as entirely unpaid and marked it with "2/" (two shillings - 24¢) as due.

We wonder if the addressee entered a protest against paying 2 shillings, noting that 42¢ had been paid in the U. S. The Chicago foreign office used a blue ink on this letter which was contrary to the U.S.-British Treaty and to the U.S. P.O.D. Regulations. Black should have been used.

The foreign division of the Chicago Post Office was established under amended articles to the U.S.-British Postal Treaty in December 1859, hence types of markings, as per this cover, were not in use before that period.

#### BY THE FAMED PONY EXPRESS

Photograph No. 120, illustrates a letter that was carried across the western plains by a Pony Express rider from Sacramento to St. Joseph, Mo. in April 1861 - the time consumed being 13 days from San Francisco (by boat to Sacramento). Just imagine such marvelous time when we consider how long such a trip required a decade earlier.

This is a superb cover and was transmitted by the "original" Pony Express Company in the closing days of their operation. It will be recalled that the "original" Company was operated by the old freighting firm of Russell, Majors and Waddell but the venture proved a heavy financial loss and in the late spring of 1861, the operation of the route was taken over by Wells Fargo & Co. and operated until November 1861.

In my opinion, covers showing carriage by the "Original" Company was far more desirable than those carried by Wells Fargo, but this may be a matter of taste, rather than based on any actual fact.

I believe that it has in the past been stated that Wells Fargo took over the operation by the Line in April 1861, but the fact is that they did not assume control until the middle of May 1861. This cover shows an April 1861 use.

The following notice is stated to have appeared in the Sacramento "Union" of May 16, 1861, quote:

"Pony Express Notice. Orders having been received from W. H. Russell, President Pony Express Company, I hereby transfer the office and everything pertaining thereto to Messrs. Wells Fargo & Co. All letters to be forwarded by Pony

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Express must be delivered at their office on Second Street, between 2 and 4, Sacramento.

J.W. Coleman  
Agent Pony Express Co.

For carriage from San Francisco to St. Joseph, the sum of \$5.00 for 1/2 ounce was charged on this letter, and a 10¢ U. S. envelope was used, the U. S. rate from the West to the East, thus complying with the law that mail carried "outside of the mail" must be enclosed in U. S. stamped envelope.

President Lincoln was inaugurated on March 4, 1861, and many writers have mistakenly stated that Lincoln's inaugural address went thru from St. Joseph to Sacramento in "seven days and seventeen hours."

The newspaper records of the day show that the message was telegraphed from St. Louis to Fort Kearney and that it took twelve days to reach Fort Churchill, Nevada.

The winter schedule of the Pony varied from eleven to seventeen days between Kearney and Churchill and it is to be assumed that bad weather conditions existed along the route in the early days of March 1861.

Extraordinary efforts were made to get the President's message thru in the fastest time possible and due to such efforts, five days were doubtless cut from the time which might have been required. Thus it can be appreciated how foolish have been statements of "seven days, seventeen hours."

#### AGAIN THE 3¢ PLUS 1¢ STAMPED ENVELOPE OF 1860

In Mekeel's of September 25, 1953, Mr. Philip Ward, Jr. published a copy of an interesting letter from the New York Post Office, dated March 31, 1862, to Third Assistant P. M. General, A. N. Zevely, Washington, relative to the "4¢," then current stamped envelope. Because of the importance that I attach to the contents of this letter, I wish to include it in this record of our postal history for the benefit of future students.

Much important postal history data is published in our journals and then buried and forgotten. I am hoping that this will not be the case with this monthly record that the subscribers to this Service are making possible.

The remarks by Mr. Ward and the letter follow, quote:

"At the outbreak of the war between the States when certain stamps were demonetized, the 4c compound envelope was not among the lot. However, many Postmasters evidently considered this envelope demonetized and frequently marked such communications 'Due 3 Cents.'"

We have located a most interesting letter on this subject from the Post Office of New York, from which we quote:-

'POST OFFICE, NEW YORK,

Mar 31 1862

A. N. Zevely Esqr.  
Third Ass't P M Genl.  
Washington, D.C.

Sir:

Allow me to trouble you with another enquiry? Has the Dep't ever instructed



country Post Masters not to receive as paid letters sent from here in the '4 ct' envelopes? You will remember that that denomination of the old envelopes was not withdrawn at the time that the orders were given for the exchange of the others. I have been called upon all along for explanations in this matter & have no objection required, informed those who charge 'Due 3' on letters in such envelopes, of their error. But such cases multiply daily & have, respectfully, to suggest that, in case the Department is getting out a new circular, it would aid this office & enlighten our country cousins by having an item to the effect that the '4 cent' envelopes of the old issue were not withdrawn from circulation.

Very resp'y  
R O Morgan  
Sec'y"

These compound envelopes used from any other city than New York are exceedingly scarce. You will see from this letter that the Post Office at New York was receiving a lot of communications sent through the smaller offices of our 'country cousins' wherein they failed to recognize this prepayment of postage. The New York Postmaster wants the smaller offices notified that these stamps are current and good for postage. He must have found quite a few such letters passing through his office, otherwise he would not have addressed Washington on the subject. To date, while we have seen numerous collections and visited dozens of exhibitions, we have as yet to see one of these covers used from a small town. We do not have our records in front of us but we are under the impression that we have seen these covers used from Philadelphia, Boston and possibly one other city. Star die envelopes of any denomination in used condition are not common. The 3c can be had with little trouble and the 1c is available but the compounds, the 6c and 10c, are indeed choice pieces in cancelled condition." (end of quote)

The reason that the "Compound" was not demonetized in the fall of 1861 was because it was not necessary to do so because it is believed that practically little if any supplies had been sent to Southern post offices.

#### KNOWN USES OF THE COMPOUND

My records disclose that uses of the 3¢ plus 1¢ stamped envelope are known from the following offices: New York, Baltimore, Boston, Philadelphia, Washington, D.C., Chicago and West Point, N.Y. Mr. Ward has seen a photograph of the rare West Point cover but evidently it did not make much of an impression.

Incidentally, this West Point cover is photograph #109 in this Service and is perhaps the rarest of all the known Compounds as it was from a small post office to New York City. Can anyone prove that the 1¢ did not pay the carrier delivery fee in New York City? (See page #216 of this Service).

#### REGARDING 2¢ BLACK JACK (2¢ 1863) BISECTS

As early as the fall of 1853 the Postmaster General issued an order to postmasters thruout the country not to recognize as payment of postage, halves or pieces of adhesive postage stamps, and in addition, to refuse recognition to uncanceled stamps cut from stamped envelopes. In spite of this order the practice persisted thru the years. By the middle 1860's stamp collecting had become quite a fad and with the increased number we had the advent of the "fixer" who was intent on making rarities. This may account to some extent for the numerous covers that come up from time to time with splits or "bisepts" of the 2¢ Jackson of 1863, the "Black Jack." I regard such items as philatelic

trash because they had no legal status with the U.S. P.O.D. I tobacco tag had as much legality and if some fool postmaster permitted one to appear to pay the postage on a letter, such use does not prove a "provisional use."

In the October 1865 issue of the "U. S. Mail" appeared a short communication from a Postmaster to the Editor, which I quote as follows:

"FRACTIONAL STAMPS

Some economical people attempt to pay their 3 cent postage by placing on their letters one two cent stamp and the half of a second one. Some postmasters, ill-informed as I think, relative to their duty, forward such letters as paid by stamp. If the Mail agrees with me in opinion, will it not state for the information of whom it may concern, that letters thus stamped are to be treated as insufficiently prepaid, and, as such, are to be held for postage and in due course of business forwarded to the Dead Letter Office? (Yes Sir. - Ed. Mail)" (end of quote).

(END OF ISSUE NO. 31 - OCTOBER 1, 1953)

STANDARD B & P "NOTEAR"

STANDARD



ASHBROOK SPECIAL SERVICE (Third Series 1953-1954)ISSUE NO. 32 -- NOVEMBER 1, 1953"THE INTERNATIONAL POSTAGE STAMP CATALOGUE"EDITION OF 1897(SCOTT)

A valued friend has just presented me with a Scott catalogue of 1897 with the above title, stating that it was his first stamp catalogue. Instead of any mention of the Scott Company, it bears the name of a Boston dealer by the name of "E. A. Holton." I suppose dealers at that particular period objected to having the Scott Company name, or Scott Company advertisements, hence were supplied with copies with their own imprint.

It is interesting to note the catalogue quotations of those days:

	<u>Unused</u>	<u>Used</u>
1847 Issue		
5¢ .....	\$ 7.50	\$ .85
10¢ .....	20.00	4.00
1851 Issue		
1¢ .....	\$ 3.00	.30
3¢ .....	2.00	.02
5¢ .....	50.00	13.50
10¢ .....	15.00	1.00
12¢ .....	25.00	2.25
24¢ .....	100.00	
30¢ .....		
90¢ .....		

It will be noted that the 24¢, 30¢ and 90¢ "Imperforates" were listed. Among the perforates, are:

	<u>Unused</u>	<u>Used</u>
5¢ Brick Red .....	\$75.00	\$15.00
5¢ Brown .....	5.00	2.50
12¢ .....	3.00	1.25
24¢ .....	7.50	5.00
30¢ .....	12.00	7.50
90¢ .....	27.50	40.00

## 1861 Issue

5¢ Yellow .....	\$50.00	\$ 8.50
90¢ Blue .....	7.50	.50

## "1868 Embossed"

1¢ .....	\$ 6.50	\$ 1.25
5¢ .....	12.50	3.50
24¢ .....	15.00	6.00
30¢ .....	15.00	5.00
90¢ .....	50.00	18.00

## 1869 Issue

	Unused	Used
24¢ .....	\$20.00	\$ 7.50
30¢ .....	20.00	3.50
90¢ .....	40.00	20.00

## 1870 Embossed

30¢ .....	\$35.00	\$25.00
90¢ .....	25.00	7.50

IS THIS COVER GENUINE?

Illustration No. 121, printed in France and sent to many dealers and collectors in this country, shows a cover that originated in either China, Japan or Hawaii and was mailed direct to a U. S. Mail Ship (under contract to the U. S. P.O.D.), and brought into San Francisco and placed in the U. S. Mail. It shows an address to Lyon, France.

This half-tone illustration in color was published by L. Miro of Paris, France, and the cover was scheduled to be offered at auction in Paris on October 21, 1953. Mr. Miro was kind enough to furnish me with copies.

I advised Mr. Miro before the sale that if this cover was sold in this country, that he might have trouble, as the markings on the cover indicated that the rate was not 90¢, but more likely the sum of 45¢.

No doubt everything about this cover is genuine except the pair of 30¢ 1869. Did some faker remove a stamp or stamps of a value of 15¢ and substitute the pair of 30¢ 1869? One wonders if the space occupied by the pair formerly had a 3¢ and a 12¢ 1869? If so, then a very pretty cover was ruined.

The New York postmark of July 29, 1869 shows a credit to France of 18¢. Over this red N. Y. Foreign Exchange marking is a blue French "receiving" which reads: "ET. UNIS" - "SERV. AM. CALAIS." This meant, "From the United States, by American Packet to England, thence to France thru Calais." In other words, by mail to England at the expense of the U. S. P.O.D.

The "Serv. Am." did not mean that a ship of American registry transmitted this letter from New York to England but rather the U. S. P.O.D. paid for such carriage.

Inasmuch as postage to French destination had been paid to the U.S. P.O.D., we had to pay France for transmission from England to the addressee in Lyon. In turn, the French settled with Britain for carrying the letter across to Calais. Under the U.S. - French Treaty, the rate was 15¢ per 1/4 oz., and this was divided as follows:

U.S. Internal .....	3¢
French " .....	3¢
From England to France .....	3¢
Atlantic Crossing .....	6¢

To be specific, if a 1/4 oz. letter was sent direct to a French port at the expense of the U. S., our share of the single rate was 12¢, so we only credited France with 3¢.



A letter forwarded from New York or Boston by a British Mail Ship (to England) required a credit of 12¢. We retained only our internal of 3¢. On a letter forwarded by "Am. Pkt." to England (or at the expense of the U. S. P.O.D.), the U. S. share was 3¢ internal and 6¢ Atlantic crossing, requiring a credit to France of 6¢ per 1/4 oz. Cover No. 121, shows such transmission, that is, from New York on July 29, (1869) to England, requiring a credit of 6¢ to France. Inasmuch as the credit was 18¢, thus this must have been 3 x 6¢ and the original rate must have been 45¢, and not 90¢.

Regardless of where this letter originated, France was only entitled to 6¢ out of each 15¢ paid to the U. S. P.O.D., hence if we placed 18¢ to her credit the letter must have weighed over 1/2 oz., but not over 3/4 oz.

Inasmuch as the letter was mailed direct to a U. S. Mail contract ship, which was U. S. Territory, the total rate was the same as if it originated at San Francisco, from which office the single rate to France was 15¢ per 1/4 oz.

The small oval marking in magenta was applied at the San Francisco office and reads: "CHINA AND JAPAN-STEAM SERVICE." This did not mean that the letter originated in China or Japan or Hawaii, (these mail ships stopped at Honolulu), but rather, it was a "source marking," indicating by what "source" this letter reached the San Francisco Post Office.

Photograph No. 122, illustrates tracings of the types of markings shown on this 1869 cover.

Photograph No. 123, illustrates a cover from the well-known "Payen" correspondence but is of an earlier period, however, it shows a triple 15¢ rate to France from New York in September of 1861 with a French marking of "SERV. AM. CALAIS" and the proper credit of 18¢ in the New York postmark. Incidentally, this Payen cover is quite an interesting item as it shows very late use of the "old stamps" from New York. Here we have a use of 1857-60 stamps as follows: 5¢ Brown Type II, 10¢ Type V, and 30¢ 1860, on Sep. 7, 1861. In many eastern and mid-western post offices the "old stamps" had been demonetized in August 1861, but New York probably had a large supply and was permitted to recognize the "old" used there until the middle of September of 1861. The war was well under way by that time, and the old stamps had been refused recognition at Philadelphia since the latter part of August.

Photograph No. 124, illustrates a cover due to be sold in an auction by Bruce Daniels, of Boston, on November 5th, 1953, (Lot 588), of which there is a part illustration in the catalogue. This cover shows a triple rate to France of 45¢ by American Packet to England and a credit of 18¢ to France, the same as the "Miro cover" No. 121, and the "Payen" cover, No. 123. This use was from New York on Dec. 29, 1869, and is probably the last use that was made of this combination of markings as the U. S. - French Postal Treaty expired as of Dec. 31, 1869. Incidentally, no new treaty was concluded until 1874.

It is interesting to compare the New York postmark on #124 with the one on #121. The outer ring of both strikes show breaks between the "N" and "E" of NEW and above the "P" of PAID. Inasmuch as I am quite positive that cover #124 is genuine in every respect, I feel reasonably certain that the strike on #121 is genuine and not one that was manufactured by M. Zareski of Paris.

Again referring to Cover #121, a subscriber to this Service who received an illustration of this cover, wrote me that what looked suspicious to him was that apparently we kept 72¢ and credited France with 18¢ and if the cover was genuine why was the U. S. P.O.D. entitled to 72¢? Such a point is a mighty good thing to remember. In the October 1953 issue of the American Philatelist, this cover is illustrated on page 13 in an advertisement of L. Miro.

TO GERMANY IN APRIL 1851

Photograph No. 125, illustrates a most unusual and very rare 1847 cover to Germany in April of 1851. Here is a blue folded letter postmarked in blue, "Schenectady N.Y. Apr. 14" (1851). The 10¢ stamp is tied by a round grid in the same blue ink and there is a black "48". In two straight lines in red is the marking "AMERICA - UBER BREMEN." This cover has an interesting story to relate and the key lies in the rate of 10¢, the "48", the postmark and the "America - Uber Bremen." We are not particularly interested in the manuscript marking which were all applied outside of this country. What was the meaning of the black "48"? Incidentally, this cover was Lot 11 in the H. R. Harmer sale of Sep. 14, 1953 and sold at the low price of only \$62.00.

BY THE BREMEN LINE

The straight line marking was applied at Bremen, and as a source marking, meant, "From America, thru Bremen," or to be more exact, "From America by Bremen Steamer."

The U. S. Congress, on March 3rd, 1845, approved an Act entitled - "An Act - To provide for the transportation of the mail between the United States and foreign countries, and for other purposes."

This Act authorized the Postmaster General, under certain restrictions, to contract for the transportation of U. S. Mail between any of the ports of the U. S. and ports of foreign powers. All such mail contracts were to be made with American citizens and the mail was to be transported in American vessels. "Sec. 3" of this Act fixed the rates of postage to be charged, as follows: 24¢ per 1/2 ounce plus the regular U. S. domestic. This meant that the rates to be charged from July 1, 1845 to July 1, 1851 were as follows:

U. S. domestic 300 miles or less .....	5¢
plus the sea postage .....	24¢
Total .....	29¢

Over 300 miles .....	10¢
plus the sea postage .....	24¢
Total .....	34¢

The sea postage for the first half ounce was 24¢, for the second 24¢ or 48¢ and 15¢ for each succeeding half ounce.

This important bill which inaugurated the policy of subsidizing steamship lines, was passed without debate in the crowded hours at the end of the session of Congress (March 1845).



Arrangements for a postal treaty were inaugurated with the Postmaster of the Free City of Bremen and a contract was concluded with New York financial interests for the construction of two mail steamships which were constructed and named the "Washington" and the "Hermann." The "Washington" departed on her maiden trip from New York for Bremen, Via Cowes, England, on June 1st, 1847, and was followed later by the "Hermann" on March 21, 1848.

#### THE POSTAL TREATY WITH BREMEN

The treaty entered into with the Postmaster of Bremen, A. Duckwitz, was actually our first postal treaty with any foreign government and its provisions under which mail was handled between the two offices was most unusual. The Bremen Postmaster Duckwitz, was appointed U. S. Mail Agent at Bremen, and it seems that this was separate from his Bremen postmastership. As U. S. Mail Agent, he had authority to represent the Post Office Department of the United States and to receive and pay out money for the Department. The straight line markings, "AMERICA - UBER BREMEN" (as per cover #125), and "UBER BREMEN FRANCO" etc., found on mail that he handled as U. S. Mail Agent between 1847 and 1853, are really U. S. markings applied in a foreign country and as such are quite novel. Incidentally, his office as U. S. Mail Agent was abolished in 1853 under terms of a new treaty.

#### THE MAIL CONTRACT FOR CARRIAGE OF THE BREMEN MAIL

The contract for the mail to Bremen was awarded to Edward Mills of New York City, who, for a consideration, transferred it to an American steamship company by the name of the "OCEAN STEAMSHIP NAVIGATION COMPANY."

The mail was to be transmitted once a month, and could be sent thru Bremen to German destinations as well as other foreign countries that were provided for in the Treaty. We are principally concerned with mail from this country to Germany, so will discuss that feature. It should be understood that a U. S. rate of 29¢ or 34¢ was only a prepayment to the frontier at Bremen, and did not include any German postage. However, if a person desired to prepay the letter to a destination, he could do so by paying the equivalent of the extra German rate, and U. S. Agent Duckwitz would prepay the letter to destination and charge same to the U. S. P.O.D.

A letter from the port of sailing, New York City, required no extra U. S. domestic, only the sea postage to the German frontier at Bremen. Mail from the U. S. could be forwarded as follows:

- 1) Without any payment, that is, "Wholly Unpaid." This was the most popular method and accounts for the fact that so very few covers with 1847 stamps "Via Bremen" are in existence.
- 2) Fully paid to Bremen or beyond to German States, by charge, cash or stamps. Such covers are rare.
- 3) Partially paid, as for example, payment only of the U. S. domestic of 5¢ or 10¢, with the "sea" of 24¢ to be collected by U. S. Mail Agent Duckwitz.

A MOST UNUSUAL COVER

Again kindly refer to cover #125. This use was in April 1851 and the 10¢ 1847 paid the U. S. domestic rate from Schenectady to New York City of 2 x 5¢, hence the letter weighed over 1/2 ounce, and by the Bremen Line, required a rate of 2 x 24¢ sea to the German frontier at Bremen, thus the handstamp "48," which was applied at New York and was the U. S. debit to U. S. Agent Duckwitz at Bremen. Thus the explanation of the N. Y. handstamped "48."

The letter apparently bears an address to Baden, hence the addressee was charged in addition to the U. S. debit of 48¢, the German postage from Bremen to the Baden destination. According to the schedule of rates in the Treaty, mail to Baden was rated by the 1/4 ounce, at a charge of 18¢. This was no doubt because part of the carriage was by French land mails. If this letter weighed over 1/2 ounce, but not over 3/4 ounce, the addressee was probably charged 3 x 18¢ plus the U. S. debit of 48¢ or a total of \$1.02. In addition, the U. S. internal of 10¢ made the total rate, \$1.12. This was real money in 1851.

THE BREMEN TREATY

The treaty with the "HANSEATIC REPUBLIC OF BREMEN" was signed in September of 1847 but its full provisions did not go into effect until March 1st, 1848, due to the time required to put into effect arrangements for the handling of American mail to various German States.

Regarding the U. S. internal rate to be charged, instead of rating by mileage, as per the Act of March 3, 1845, (300 miles or less, or over 300 miles), the Treaty provided that on all mail to or from New York City, no U. S. internal postage was to be charged. On mail to or from the following states, a U. S. internal rate of 5¢ per 1/2 ounce was to be charged -

Connecticut	Massachusetts	Pennsylvania
Delaware	New Hampshire	Rhode Island
Dist. of Columbia	New Jersey	Vermont
Maryland	New York	

On mail to or from any other part of the U. S. or Canada, 10¢ per 1/2 ounce was to be charged.

Thus a person in some German state beyond Bremen could fully prepay a letter to a U. S. destination, and could rate same according to the state in which the U. S. town was located.

The Bremen Treaty provided that mail could be forwarded thru Bremen, not only to the German States, but to certain cities in Russia, Denmark, Norway, Sweden, Switzerland, Greece, etc., etc.

The original rates to be charged to points beyond Bremen were quite high, as for example (per 1/2 oz.), Hanover 6¢, Russia 24¢, Prussia 12¢, Lubec 9¢, Kiel 11¢, Copenhagen 22¢, Stockholm 39¢, etc.





NEW YORK MARKINGS FOR

BREMEN MAIL - RETALIATORY MAIL

The above tracing represents the New York marking that was used on mail from Bremen to a U. S. destination that required payment on delivery of 24¢ sea plus 5¢ U. S. internal. A similar marking was used with "34CTS" on mail that required 24¢ sea plus 10¢ U. S. internal. These two markings were also used on mail from Great Britain during the "Retaliatory Rate" period (approximately July 1, 1848 to Jan. 5, 1849). During that period mail from Great Britain was rated with 29¢ or 34¢ due, (Eastern U. S.) regardless of whether it was carried by an American Mail Ship or a British Mail Ship. Retaliatory rate covers can be readily identified if they show any British handling. Mail from England, during that six months period, which was brought to Boston or New York by a British Mail Ship (Cunard) required a prepayment in Britain of one shilling, indicated thus "1/". Upon arrival at those two offices it was rated the same as if it had been brought over in an American Packet, (24¢ sea plus 5¢ or 10¢ U. S. internal).

Photograph No. 126, illustrates two covers, both rated at "34CTS" (due). (24¢ plus 10¢) The top cover was from Bremen and was carried to New York by the famous American Mail Ship, the "S.S. WASHINGTON." It bears a South Carolina address. The lower cover is a "retaliatory rate" cover that originated at CAPTARVON, a seaside resort and tourist center in Wales, G.B. This letter was brought to New York by a British Mail Steamship and one shilling (1/) was paid by the sender for carriage to the U. S. frontier. In retaliation against the British, the U.S. P.O.D. charged the addressee 24¢ sea postage and 10¢ internal for charging British sea postage of a shilling on mail brought to England in American Mail Ships.

Photograph No. 127, illustrates a cover that originated at Havre, France on June 22, 1848. It does not show any German or Bremen markings, and likewise no evidence of any British handling, hence this letter was picked up at Havre by a Bremen steamer enroute from Bremen on a return trip to New York.

THE FIRST U. S. MAIL STEAMSHIP - THE "WASHINGTON"

This famous mail ship was a wooden paddle steamer built by Westervolt & Mackay of New York City in 1846-1847 for the "Bremen Line." She is noteworthy as being the first mail ship subsidized by the U. S. Government. She had a tonnage of 1750 with a length of 230 feet, a breadth of 39 feet and a depth of

31 feet. Her engines were supposed to develop 2000 horse power and were built by the Novelty Iron Works, but which gave very unsatisfactory results. This old wooden paddler was considered one of the ugliest ships ever put afloat. On her first trip to Bremen in June 1847, she was pitted against the old Cunard Mail Ship, the "Britannia" and although the latter had been built in 1839 and was supposed to be worn out, she crossed the Atlantic two full days ahead of the Bremen liner. The "Washington" served on the Bremen Line until 1857, when she was sold and transferred to the Pacific where she was finally broken up in 1863.

THE "S. S. WASHINGTON" - HER MAIDEN TRIP

The following advertisement appeared in New York newspapers during May 1847, quote:

"Ocean Steam Navigation Company.

U.S. Mail Line to Cowes, Southampton and Bremen.—The splendid new steamship WASHINGTON, 1750 tons burthen Frederic Hewitt, commander, will start from New York on the 1st June, 1847, carrying the United States mail. She will touch at Cowes and Southampton to land passengers and freight, and deliver the mails for England, France and Belgium, and will then proceed to Bremerhaven.

Returning will leave Bremerhaven on the 25th of June, and Southampton on the 1st of July, where she will embark passengers and freight from England, France and Belgium. Arrangements have been made to forward goods from Havre up to the last moment, for which, if desired, bills of lading will be signed by the agent at Havre.

Southampton connects by railroads with all parts of England, and by steamboats with all the Continent. From Bremen access may be had to all Germany, Austria, Russia, Italy, Switzerland, etc.

The Washington is built in the strongest manner, with a view of being converted into a ship-of-war, and subject at any time to inspection by officers appointed by the President, both during and after construction. She has two engines of 1000 horse power each, and accommodations for 140 first class, and 44 second class passengers.

Passage from New York to Southampton or Bremen,

First class .....\$120

Second class ..... 60

Passage from Bremen or Southampton to New York,

First class .....\$150

Second class ..... 60

She will carry about 300 tons freight which will be charged according to the nature of the goods offering. All letters must pass through the post office. Parcels, for which bills of lading will be signed, will be taken at \$5 each.

For passage or freight apply at the office of the Ocean Steam Navigation Company, 44 William St., New York, or to the agents at Southampton, Day, Croskey & Ross; Bremen, C. A. Heineken & Co.; Havre, William Iselin.

The Washington is intended to leave New York on her second trip on the first of August.

The second steamer of the line is in due course of construction, and will be in readiness in the ensuing Fall.

New York, April 27, 1847."

(end of quote)



THE INFAMOUS BRITISH POST OFFICE ORDER OF JUNE 9th, 1847

When the "Washington" reached Southampton on her maiden trip enroute to Bremen, she was given a very cool reception by the British, which was in keeping with the British Post Office's acceptance of the American mail to Britain carried by the "Washington."

When the American ship was less than ten days out from New York, the British Post Office ordered that the usual "packet postage" be collected on all mail-matter carried to Britain by American Mail Ships. Of course, this meant double sea postage, and was most unfair and a direct attack on the effort of the U. S. to obtain some of the large revenue to be derived from carrying mail-matter across the Atlantic, which was a British monopoly.

As a result of the British action, the U. S. Congress passed the "retaliatory rate" legislation in June 1848 and this eventually resulted in a postal treaty between the two countries, a 20-year treaty signed at London Dec. 15, 1848, effective in the U. S. on Feb. 15, 1849.

A cover carried by the famous "S.S. Washington" is, in my humble opinion, a wonderful piece of Philatelic Americana, and in the years to come will surely be one of the most sought for items to grace a truly fine collection of U.S. Postal History.

(END OF ISSUE NO. 32 - NOVEMBER 1, 1953)

ASHBROOK SPECIAL SERVICE (Third Series 1953-1954)

ISSUE NO. 33 - DECEMBER 1, 1953

AGAIN WE DISCUSS THE FAKE 30¢ 1869 COVER

A subscriber to this Service, very kindly called my attention to the oval marking, "CHINA AND JAPAN STEAMSHIP SERVICE," on the "Miro cover" illustration No. 121, November 1953 Service, and inquired if, in my opinion, the strike on this "30¢ 1869" cover is genuine, and he gave his reason why he questioned it. He is, in all probability, correct in his suspicion that the strike is fraudulent and it is my guess that the cover was fixed by Zareski of Paris, France. I assumed that the strike was okay and failed to make a careful comparison with strikes on covers known to be genuine.

Photograph No. 128, illustrates three examples of this marking. The one at top is the fake strike on the "Miro cover," the middle and bottom examples are on genuine covers. Also note a tracing of the genuine as per photo No. 122. The bottom example is an enlarged illustration of the strike on the "Hiogo" cover, photograph No. 94 of this Service. This marking was applied in a magenta ink in the late eighteen sixties and early seventies at San Francisco. The color is quite distinctive.

I have recently been advised by a friend in Paris who examined the Miro cover that the fake strike of the oval is not in the same color as genuine strikes. This fake strike was undoubtedly applied to this "fixed" cover to give it added value and thus is explained why there was no marking indicating a Chinese origin. There seems to be no question but what the letter originated at San Francisco on July 20, 1869, and that the original rate was 45¢. A letter weighing over 1/2, but not over 3/4 ounce to Lyon, France. Incidentally, the name of the addressee was changed.

TO SWITZERLAND IN 1869

Photograph No. 129, illustrates a cover to Switzerland in 1859, and shows the rate "Via French Mail" of 21¢ per 1/4 ounce. This cover has a 5¢ 1857, Type I, Brown; a 10¢ 1857, Type V; a 3¢ 1857, Type II; plus the 3¢ envelope. The small French receiving reads, "ET. UNIS. SERV. BR." etc. In other words, "From the United States by British Packet." (To England thence to France). This cover shows the New York Exchange marking (in red) with a credit of 18¢ to the French P.O.D. This is the same "18" credit marking as per the Miro fake cover No. 121, also the tracing No. 122, also cover No. 123, also cover No. 124. The rate was 15¢ to France, hence the 6¢ extra carried the letter to Switzerland. Out of the 21¢ paid, the U. S. was only entitled to 3¢ per 1/4 ounce, hence the 18¢ credit.

The 5¢ Brown, Type I was issued early in July 1859, or possibly in June.

THE U. S. FRENCH TREATY OF 1857

After many months of negotiations our first postal treaty with France



went into effect on April 1, 1857. The principal stumbling block to a treaty had been the fact that France rated mail by the single rate of  $7\frac{1}{2}$  grammes or approximately  $\frac{1}{4}$  ounce, whereas the U. S. single rate was per  $\frac{1}{2}$  ounce. The treaty provided a single rate of 15¢ per American quarter ounce on letters from the U. S. to France and a single rate of eighty (80) centimes, (8 decimes) on letters from France to the U. S. (100 centimes or 10 decimes comprised one franc). Prepayment was optional but no part payments were permitted. Settlements of accounts were to be made quarterly on the basis of five francs, thirty centimes per U. S. dollar. This was equivalent to a value of .1887¢ U. S. per franc, or .001887¢ per centime, or .0188¢ per decime. On an unpaid letter to France from the U. S. rated as a single in both countries, the sum of 8 decimes was collected in France, which was  $8 \times .0188¢$  or approximately 15¢ U. S.

#### OUNCES Vs. GRAMMES

Inasmuch as one U. S. ounce was not equal to 30 French grammes, but rather equal to 28.35 grammes, it will be evident that  $\frac{1}{4}$  U. S. ounce was the equivalent to 7.09 French grammes rather than  $7\frac{1}{2}$  grammes. This slight difference in weight, at times, caused a confusion in accountings between the two countries, during the treaty period. April 1, 1857 - 1869 inclusive. An unpaid letter weighing over  $\frac{1}{4}$ , (0.25) ounce in the U. S., but not over 0.265 of an ounce, was naturally rated as a double, with unpaid postage due of 30¢, but the French rated such a letter as a single, or  $7\frac{1}{2}$  grammes (7.50) and collected only 8 decimes, or 15¢ U. S. It is not difficult to imagine how such weight differences caused confusion in the quarterly settlements between the two countries.

Permit me to cite a typical example - An unpaid letter transmitted to France, direct (to a French port) by "American Packet." On such a letter the U. S. share was 12¢ per single rate and the French was 3¢. If this letter weighed over  $\frac{1}{4}$  ounce U. S. (0.25) but not over 0.265 of an ounce, the U. S. rated it as 30¢ due, with a debit to France of 24¢. However, in France, this unpaid letter did not weigh over  $7\frac{1}{2}$  grammes (7.50), hence it was a single rate and only 8 decimes or 15¢ could be collected, therefore, the U. S. was not entitled to 24¢ on this letter but only to 12¢.

Consider a prepaid letter from France Via England and British Packet to the U. S. France rated this as not over  $7\frac{1}{2}$  grammes and requiring 80 centimes in postage, and credited the U. S. with 3¢ for our internal. The U. S. found the letter weighed over  $\frac{1}{4}$  (0.25) ounce, hence considered it as a double rate, and as such, as totally unpaid with 30¢ due from the addressee. Thus on this letter, the U. S. received a credit of 3¢ from France and 30¢ from the addressee.

#### OUNCES Vs. GRAMMES

The following table shows single, double, triple, etc., etc., rates in ounces and grammes:

Single U. S. $\frac{1}{4}$ oz. - 0.25	equivalent to 7.09 grammes	French - Single
Double U. S. over $\frac{1}{4}$ oz. 0.265	" " 7.50	" " - "

OUNCES Vs. GRAMMES (Continued)

Double U. S. over 1/4 oz.	0.27	equivalent to	7.65	grammes French	- Double
" U. S. "	0.50	" "	14.18	" "	" "
Triple U. S. " 1/2 "	0.53	" "	15.00	" "	- "
" U. S. " " "	0.54	" "	15.31	" "	- Triple
" U. S. " " "	0.75	" "	21.26	" "	- "
Quadruple U. S. over 3/4 oz.	0.794	" "	22.50	" "	- "
" U. S. " " "	0.80	" "	22.68	" "	- Quadruple
" U. S. " " "	1.00	" "	28.35	" "	- "
5 times U. S. " 1 "	1.06	" "	30.00	" "	- "
etc. etc. etc.					

It was bad enough to keep an account of every single letter, but worse to have the accounting confused by the difference between ounces and grammes. Incidentally, covers which show such differences in rating are eagerly sought after by specialists who recognize their significance and appreciate their scarcity.

BEFORE AGREEMENT ON THE 1857 FRENCH TREATY

It is interesting to note the comments by Postmaster General James Campbell in his 1856 annual report to Congress, quote: "I regret that the differences hitherto preventing the conclusion of a postal convention with France are still unadjusted. The hope was entertained that as this department had yielded to the desire of the French government, as regards the adoption of the quarter - ounce scale for letters, an arrangement would, before this, have been consummated and in successful operation. The terms offered on the part of the United States are certainly liberal, and there appears to be no good reason why they may not be accepted. It was with reluctance, however, that consent, on our part, was given to the quarter-ounce scale, since the half-ounce for single letters is the scale observed with us, and in all our postal arrangements with foreign countries: and looking to a cheap, simple, and, as far as practicable, uniform system of postage, which, it is hoped, may before long be arranged for international correspondence throughout the civilized world, it would be an important point gained were the French government to assent to the half-ounce scale." (end)

From the 1857 P. M. G. annual report.

Postmaster General Aaron V. Brown in his 1857 annual report stated as follows, quote: "A postal convention has been concluded between the United States and France, having been signed on the part of the United States by my immediate predecessor, and on the part of France by the French minister, on the 2nd of March last, and has been in operation since the first of April, (1857). The rate of postage for letters of the weight of one quarter ounce or under is fifteen cents, irrespective of the route, whether through England or direct, by which they are conveyed. France accounts to Great Britain for the British sea, and transit postage, as explained in the articles of agreement hereto annexed. This is the first postal convention between the two countries." (end)

THE U. S. - BRITISH AND FRENCH POSTAL TREATIES  
A COMPARISON

In 1857 when the French Treaty became effective, the single rate to Great



Britain (1/2 oz.) was 24¢. In comparison, a half-ounce letter to France was charged 30¢. As of January 1st, 1868, the British rate was cut in half to 12¢ per 1/2 ounce, but the French rate remained the same at 15¢ per 1/4 or 30¢ per 1/2 ounce. As of January 1st, 1870, the British rate was further reduced to 6¢ per 1/2 ounce, but our postal authorities were unable to effect a suitable agreement with France and the old Treaty of 1857 was permitted to expire at midnight on December 31st, 1869. During the early eighteen seventies, U. S. officials were still unable to reach an agreement with the French and as a consequence there was no postal convention between the two countries until 1874, when a new treaty became effective on August 1, 1874. This Treaty remained in effect until January 1st, 1876, at which date France became a member of the U. P. U. (Universal Postal Union).

#### MAIL TO FRANCE IN 1870

During the early part of 1870, there was quite a bit of uncertainty on the part of the public regarding the proper rates of postage on mail to France.

Postmaster General J. A. Creswell made the following statement in his 1870 annual report, dated Nov. 15, 1870, quote: "Since the 1st of January, 1870, all direct postal intercourse with France has been suspended, in consequence of the abrogation of the postal convention with that country and no progress has since been made in the negotiations for a new convention. It is hoped, however, that a satisfactory arrangement may be agreed upon with the government of France, when peace shall be re-established within her borders." (end)

Letters could be sent direct to France by American Packet at a rate of 10¢ per 1/2 ounce. This meant to the French frontier, not to the destination. French internal postage was collected from the addressee. Or letters could be sent Via England with a payment of 4¢ per 1/2 ounce, which payment paid the rate merely to the British frontier. Thereafter the letter was routed the same as an unpaid letter originating in Britain with postage due in France from the addressee under the terms of the Anglo-French Postal Treaty.

In the official rate of postages published in the "U. S. Mail" for April 1870, the two rates as above were listed, and I quote:

\*FRANCE - Direct - 10¢ per 1/2 ounce

"        Open Mail Via England 4¢ per 1/2 ounce"

(note - prepayment of the 4¢ was optional)

I have examined many covers to France showing uses in March, April and May of 1870, and among these were rates of 15¢ Via England, with a credit of 8¢. However, I have been unable so far to find any table of rates of the first quarter of 1870 which quoted a 15¢ rate. I have failed to find any covers to France with a credit of "8" (to G.B.) in the first part of 1870, with dates later than May. After that a 10¢ rate shows a 6¢ credit.

I have been unable up to this time, to locate official confirmation, but

from a great many covers that I have examined of the period of the first six months of 1870, it appears that some arrangement was made with Great Britain in the Spring of 1870 whereby letters of not over 1/3 ounce could be sent fully paid Via England, to a French destination at a rate of 10¢. On such mail we find a credit to Britain of 6¢. Letters with 16¢ or 20¢ payments show credits of 12¢. The earliest cover that I have been able to locate with a 10¢ payment and a credit of 6¢ bears a postmark of NEWPORT, R. I. June 28 (1870). A New York postmark of July 2, 1870 is on the back and a London postmark on the face is dated July 13, 1870. A large single "6" in red shows the 6¢ credit to G.B.

It appears that many letters that bore 10¢ payments and were intended to go "by direct mail" to France at 10¢ per 1/2 ounce, were found to weigh not over 1/3 ounce at New York and were forwarded Via Britain as fully paid with a credit of 6¢ to Britain.

Incidentally, I found no reference in the "U. S. MAIL," (a publication issued monthly to postmasters), regarding a 10¢ per 1/3 ounce, Via Britain, until it was mentioned in the issue of November 1871. The weights and rates were for the first time quoted as follows, quote:

"Via England - Open Mail - Prepayment Compulsory.

For 1/3 ounce and under .....10¢  
Over 1/3 and not over 1/2 oz. 16¢  
Over 1/2 and not over 2/3 oz. 20¢  
Over 2/3 and not over 1 oz. 26¢

1870 - 1874

#### RATES AND CREDITS

For each of the above rates it appears that the U. S. P.O.D. retained 4¢ per 1/2 ounce or under, hence the rates and credits "Via England" were as follows:

10¢ rate - (not over 1/3 oz.)	A credit to G.B. of 6¢
16¢ " - (over 1/3 - not over 1/2 oz.)	A credit to G.B. of 12¢
20¢ " - (over 1/2 - not over 2/3 oz.)	A " " " " 12¢
26¢ " - (over 2/3 - not over 1 oz.)	A " " " " 18¢

In the examination of a great many covers to France covering the period, June to December of 1870, and the years 1871, 1872 and 1873, the above credits do not in all cases agree with the above rates and the reasons are doubtless due to two principal causes, viz;

(A) Much uncertainty on the part of the U. S. public regarding the proper sums of postage required, resulting in letters being mailed with under-payments, or over-payments.

(B) "Faked" or "Fixed" covers. By faked, I especially refer to those which have had year dates or other markings changed as well as scarce stamps substituted for common. By "fixed," I refer to those with no faking of the cover with the exception of the substitution of scarce



stamps for common. I have run across more fraudulent "Bank Note covers" than perhaps any other one class of 19th U. S. For example, a cover with the 10¢ Bank Note is the usual cover of this period (1870-1873) to France. Fraudulent covers show removal of the 10¢ stamp, and substitution of stamps of a higher value, as for example, the 15¢, 24¢ and 30¢. Also the removal of common "Bank Notes" and substitution of stamps of the 1869 issue.

To sum up, because of the great number of fake covers to France, of the period of the early seventies, and also due to the uncertainty on the part of the public regarding correct rates to prepay, a collector should be over-cautious in paying a high price for a "Bank Note cover" unless he is certain it is genuine. Otherwise he should have such items authenticated by well-informed students of the rates and markings of the period.

THE U. S. - FRENCH POSTAL TREATY OF 1874  
EFFECTIVE AUGUST 1, 1874

After many months of negotiations an agreement was finally reached between the two nations and a postal treaty was signed at Washington on April 28th, 1874, to become effective on August 1st, 1874. At this point I wish to mention that the "U. P. U." went into effect on July 1st, 1875, but France did not join the Union until January 1st, 1876, hence the U. S. - French Treaty of 1874 was only in effect from August 1st, 1874 until December 31st, 1875, inclusive. Covers of the period are therefore not common.

The rates under the new treaty were as follows:

On letters from the U. S. to France  
9¢ per 15 grammes.  
On letters from France to the U. S.  
50 centimes per 10 grammes.

It will be noted that letters were rated by French grammes rather than by American ounces, and that the single weight rate in France was 10 grammes compared to 15 grammes in the U. S.

Prepayment was optional but on unpaid letters, a fine of 5¢ in the U. S. was chargeable, and in France, a fine of 25 centimes.

Regarding insufficiently paid letters, any part payments were to be recognized. The clause regarding such, read as follows, quote, (Art.III): "In regard to the letters insufficiently paid by means of postage-stamps, they shall be treated as unpaid letters, saving deduction of the amount of the postage stamps; but when the charge resulting from this deduction shall give a fraction of half decime French, or of a cent American, an entire half decime or cent, as the case may be, shall be levied for the fraction." (end)

REGISTERED MAIL TO FRANCE

The 1857 Treaty did not contain any provision whereby mail to France could

be registered and up to the time the Treaty expired as of Dec. 31, 1869, no additional articles were added providing for registration. I believe that some arrangement was made with Great Britain in the early eighteen seventies whereby mail to France, Via England, could be registered, in fact, the 1873 P. L. & R. quotes registered letters as follows, (postage plus registration):

not exceeding 1/3 ounce .....	16¢
over 1/3 - not over 1/2 ounce .....	28¢
over 1/2 - not over 2/3 ounce .....	32¢
over 2/3 - not over 1 ounce .....	44¢.

I have no record of a registered cover showing the above rates.

#### REGISTRATION UNDER THE 1874 TREATY

The 1874 Treaty provided for the registration of letters with a fee of 10¢ on mail from the U. S. and a fee of 50 centimes on mail from France to the U. S. Prepayment of the postage plus the registration fee was compulsory.

The period 1874-1875 is rather late for my records of postal uses and while I may have seen 1874 Treaty registered covers from the U. S. to France or vice versa, I find that I have no record of any in my files.

#### THE 1874 TREATY WITH FRANCE

##### EARLY COVERS - STAMP COMBINATIONS.

My earliest record of the Treaty rate is a cover from Walpole, N. H. on Aug. 3, 1874, addressed to Paris. It has a 10¢ Bank Note, thus an over-pay of 1¢. A cover from Syracuse, N. Y. on Oct. 2, 1874 shows a strip of three 3¢ green. A single rate of 6¢ (Continental) and the 3¢ green are quite desirable, and a 7¢ plus 2¢ (Continental) is quite a nice and scarce combination. I recall quite a nice double rate with a 6¢ and 12¢, both tied by a fancy New York foreign mail cancelation.

#### 1870 - 1876

Covers to France showing uses in the Seventies to Jan. 1, 1876 are a very interesting study and I have little doubt that many which are ~~exceedingly rare are not recognized as such~~ by the average collector.

I would appreciate the loan of any items from your collection that appear unusual.

(End of Issue No. 33 - December 1, 1953)