

ASHBROOK SPECIAL SERVICE (Third Series 1953-54)

ISSUE NO. 34 - JANUARY 1, 1954

BELIEVE IT OR NOT

Again we refer to the fraudulent 30¢ 1869 cover as per colored reproduction, No. 121. A letter dated Paris, Nov. 27th, 1953 from L. Miro, recently received, advised me that I was entirely wrong in my opinion regarding this cover, and that the cover, in his opinion, is genuine in every way, that he had examined it carefully and had sold it for 661,500 francs, the equivalent as I figure of \$2,646.00(?). That if it was not all that it should be he would not have sold it, and further, the buyer was told of my opinion. All of which is most interesting, if true. I wonder if we have heard the last of this "rare" and unique philatelic gem, which was probably "fixed" by the notorious M. Zareski of Paris, France, who incidentally, was the co-author with Herman Herst, Jr. of Shrub Oak, N.Y., of a book entitled, "19th Century United States Fancy Cancellations." Said book included a "FOREWARD" by Harry M. Konwiser, from which I quote as follows:

"Since it is customary to pay public tribute to the research which a philatelic writer evidences in his contribution to American Philately, it can be safely stated that Mr. Zareski has shown himself to be a compiler and author who can be rated 'an ardent student of United States Postal History.' xxxxx We all agree this type of book is a 'much needed work' for collectors of United States stamps." (end of quote)

Perhaps it would have been better if Konwiser had added, "But it is to be regretted that the author had to be the most notorious of all counterfeiters of U. S. postal markings and covers."

PHILATELIC AMERICANA

Several years ago a collector sent me some very interesting covers to record, one of which was postmarked Columbia, S.C. Dec. 20, 1860, an item that is truly "Philatelic Americana," because at Columbia, on that very day in 1860, the state adopted an ordinance of secession from the Union. What a cover to head a specialized collection of Confederates, or to include in a 19th Century U. S.

HISTORY REVIEWED

We will briefly review some of the historical events which followed the action taken by South Carolina on Dec. 20th, 1860. On Jan. 9th, 1861, the steamer "Star of the West" was fired upon in Charleston, S. C. harbor by South Carolina troops, and during January, Florida, Alabama, Georgia, Mississippi and Louisiana seceded. In February 1861, Texas seceded, and delegates from the various seceded states met at Montgomery, Ala. and formed "The Confederate States of America" with Jefferson Davis as the first Provisional President. On March 4th, Abraham Lincoln was inaugurated President of the U. S. On April 12-13 Fort Sumter was bombarded and

forced to surrender and several days later, on the 17th, Virginia seceded. On the 19th riots occurred in Baltimore. On May 6th Arkansas departed from the Union and on the 11th there was bloodshed in St. Louis. On the 20th, North Carolina seceded. During all this time, post offices thruout the seceded states were operated under supervision of the Federal Government at Washington, but late in May of 1861, the U. S. Postmaster General ordered the suspension of all U. S. postal service in the seceded states as of May 28th, 1861. This proclamation was soon followed by one issued by the Postmaster General of the Confederacy taking over the postal service as of June 1, 1861. Tennessee seceded on June 8th, making in all, eleven states.

Covers used in the seceded states between Dec. 20, 1860 and June 1, 1861 are correctly classified into two divisions, viz:

1) A use after secession, and before admission as a state of the Southern Confederacy - thus "an Independent State" and a cover showing use of U. S. stamps in the Independent State of -----.

2) A use after admission to the Confederacy and prior to June 1, 1861 - thus a use of U. S. stamps in the Confederate States of America. Examples of the above are as follows:

1) A cover from South Carolina between Dec. 20, 1860 and Feb. 4, 1861. On the latter date the state joined the Confederacy.

2) A cover from South Carolina between Feb. 4, 1861 and June 1, 1861.

During June 1861 frequent clashes occurred between Federal and Confederate troops in Virginia, Missouri and elsewhere, and these continued into July culminating in the first big conflict of the war between the states on July 21, 1861. This was the battle of Bull Run, also known as the first battle of Manassas.

Back in Civil War days the road from Washington, D. C. to Warrenton, Va., a distance of 46 miles, was known as the Warrenton Turnpike, and today this old road is Route #211. Leaving Washington it crosses the Potomac River and runs west a bit south thru Falls Church, Fairfax and Centreville, and later crosses Bull Run Creek about 30 miles from Washington. It was at the Stone Bridge across Bull Run where some of the bloodiest fighting occurred. A few miles westward down the old road is the small village of Groveton, Va., and it is this historical village that we would like to tie in with quite an interesting cover. Further down the road is the small village of Gainesville, some 12 miles from Warrenton.

In August of 1862, occurred the second battle of Bull Run or "Second Manassas." On August 27th, 1862, a clash between opposing forces occurred at the Stone Bridge over Bull Run, and the next day, the 28th, the first day's battle was fought. It is sometimes called the battle of Groveton but usually it is considered as the first half of the second battle of Manassas. On the 30th was the major clash. It was a bloody conflict and the loss on both sides ran to approximately 9000 men.



Photograph #130, illustrates a cover postmarked San Francisco, June 1, 1861 and addressed to Groveton, Va. The 10¢ rate was paid by a 3¢ star die envelope (issued in August 1860), a 5¢ 1857, Type II Brown, and a vertical pair of the 1¢ 1857, Type V (from Plate 9). This letter traveled by the Ocean Mail Via Panama to New York, and the sailing dates of the Ocean Mail from S.F. at that period were three times a month, on the 1st, 11th and 21st.

Here is a cover with a postmark with a date of June 1st, 1861, the date the Confederacy assumed sole control of their entire postal system. In addition, it is addressed to a town in Virginia, a Confederate state, in which was located the capitol of the Confederacy. And further, the letter was delivered to the addressee, and in all probability around the 25th of June 1861. A month later, Groveton and surrounding territory, was destined to be the scene of the opening conflict of a long and bitter civil war.

I was asked the question - "How come this letter to Virginia was delivered after June 1, 1861, a period when Virginia's postal system was under the control of the Confederacy?" The answer is obvious as the C. S. A. was not in control of all sections of the State of Virginia.

#### U. S. STAMPS USED IN THE CONFEDERACY

The U. S. 30¢ 1860 is priced "on cover" in the 1954 S. U. S. @ \$100.00, but if you had one in fine condition to France, (for example), from Mobile, Ala. on Jan. 20, 1861, it surely would be worth more than an ordinary cover. It would classify as a "30¢ 1860 to France used from an Independent State." Covers with historical connections are bound to assume more and more importance as the years slip by.

It is a great mistake to consider so many classes of Civil War historical covers as "Confederates" as, for example, "Prisoner of War," "Blockade Run Mail," "Flag of Truce covers," "Southern Letter Unpaid," "Express," "Patriotics," etc., etc. Specialists in Confederate postal history feature such groups. Why is it that so many fine collections of 19th U. S. ignore them? They are as much a part of U. S. postal history as a Western, a Railroad, a Packet or a Pony Express.

#### INDEPENDENT STATE

Perhaps in using this classification it is well to bear in mind that the states that seceded from the Union in 1860 and 1861 were of the opinion that under the Constitution a state had a perfect right to withdraw from the Union. However, this opinion was not shared by the Washington Government and the seceded states were considered as in a state of rebellion against the Federal Union, and naturally such rebellion was subject to suppression.

#### REGARDING MAIL FROM THE C. S. A.

MAY - JUNE 1861

The following is a notice that was issued and published by the postmaster

of Mobile, Ala. on May 28, 1861. It will be noted that the postmaster did not believe that there would be any interference with the passage of mail from and to the Confederacy and foreign countries thru Federal territory as long as the Confederate and U. S. postage was prepaid. The following is the notice, quote:

"In answer to many enquiries on the subject, I can state, from official information, that mail matter for the United States and other foreign countries will be forwarded to its address upon the payment of the Confederacy postage, in money, and the foreign postage in United States stamps. Persons who are insufficiently supplied with United States stamps, and who desire to continue their correspondence with that and other foreign countries, would do well to buy their supplies before the 1st proximo., as none will be sold at this office after that date.

With regard to letters from Europe, I will state that mail matter on which the foreign postage is prepaid in full, will, in all probability reach its address upon the payment here of the Confederacy postage. Unpaid European mail matter for offices in the Confederacy will probably remain in the New York or Boston or in the dead letter office in Washington until the parties to whom addressed make arrangements for the payment of the postage there.

LLOYD BOWERS, P.M.  
P. O. Mobile, Ala., May 28, 1861."

We wonder about those people who purchased U. S. stamps before June 1st on Mr. Bowers advice? Such supplies were of no use in the seceded states and it was not long before stamps of the "OLD ISSUES" became invalid for use in the Federal States.

MAIL THRU THE LINES IN SIXTY-ONE

The following notice appeared in the Louisville Daily Journal on June 8th, 1861, quote:

"Postmaster Speed received instructions from the Postmaster General yesterday morning to discontinue all further postal communications with the so-called Confederate States, the office at Memphis also having been discontinued. Correspondents will therefore take notice. It should be remembered that express companies and individuals even, are permitted to carry letters and packages, when such letters and packages are enclosed in Government envelopes. By taking advantage of this provision of the United States postal law, correspondents may send their favors to the Seceding States, although at an extra cost and at considerable inconvenience."

In the same paper, issue of Saturday June 22, 1861, the following order signed by the U. S. Postmaster General was published, quote:

"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."

In the same paper, issue of June 25, 1861, the following appeared, quote:

"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."

All during July of 1861, and for part of the following August, quantities of mail was transported by route agents of the Adams Express Co., and the American Letter Express Co., between the cities of Louisville, Ky. and Nashville, Tenn., which was at that time within the C. S. A., but on August 10th, 1861, President Lincoln issued a proclamation forbidding such

conveyance, declaring that all communications between, (quote) "the insurgent states or the people thereof and the loyal states is unlawful." U. S. Postmaster General Blair followed this up with a proclamation on August 26th, 1861, in which he authorized the arrest of any express agents engaged in carrying mail matter to or from the Seceded States. The following notice appeared in the Louisville Daily Journal of August 26, 1861, quote:

"ALL MAIL INTERCOURSE STOPPED: In consequences of the President's proclamation, Adams Express and American Letter Express Company issued orders to all their offices to cease immediately receiving letters for the Confederate States.

The Postmaster General has issued the following order: 'The President of the United States directs that his proclamation for the 16th, interdicting commercial intercourse with the South, shall be applied to correspondence.

'Officers and agents of the Post Office Department will, without further instructions, lose no time in putting an end to the written intercourse with those states by causing the arrest of any express agent or other person, who shall after this order, receive letters for transmission to or from said states, and will seize such letters and forward them to this department.'

Signed: M. BLAIR, Postmaster General"

In the same paper, the following news item appeared on August 30, 1861, quote:

"The American Letter Express Company messenger's last trip to Louisville started in Nashville at 7 P.M. August 28, 1861, the messenger arriving in Louisville at 10 A.M. on August 30, 1861.

As the messenger was handing in his saddlebags at the Company's office, a U. S. Marshal claimed them, and took them into custody.

This procedure was followed because, since the messenger had left Nashville, the Post Office Department had issued orders to intercept all mail from the South.

The messenger was brought up for hearing before the marshal, but was freed when Co-owner McGill of the Company said the agent was blameless, and the American Letter Express Company was suspending business.

The authorities kept the mail, but returned the saddlebags."

#### BY FLAG OF TRUCE

In later months, arrangements were made to transmit censored mail by "Flag of Truce," the principal exchange being made thru the lines to Old Point Comfort, Va. (in Federal hands).

#### PRISONER OF WAR AT BULL RUN

Photograph No. 131, illustrates a "Prisoner of War" cover and also the



letter that was enclosed. It was from a Union soldier captured during the first battle of Bull Run and is addressed to his mother in Vermont. The Battle was fought on July 21, 1861, and this letter bears the date line of "Richmond, Va. July 24, 1861." It is the earliest Civil War Prisoner of War cover known, so far as I am aware, and is doubtless unique in that respect.

Letter and envelope are both in pencil and the following is my analysis of the cover, the markings and transmission. In my opinion, the letter, written at Richmond, was in some manner given to the Adams Express Company with payment to the Company to convey it "thru the lines." No doubt the writer put the U. S. 3¢ 1857 stamp in the upper left corner. The Express Company took the letter to the Richmond post office, and paid the Confederate postage of 10¢, the rate required to Nashville, Tenn. The clerk handstamped the Richmond "PAID 10" in the upper right corner. This is partly under the other 3¢ 1857 which was attached at Louisville and canceled. The Clerk canceled the 3¢ '57 in the upper left with a Richmond postmark which was without any date in the center. The letter was then handed back to the Adams Company for conveyance thru the lines to Louisville, Ky. (Note:- This was established procedure at the time and later). At the Adams Louisville office their marking dated "Aug. 7, 1861" was applied (two weeks in transit). A 3¢ U. S. 1857 was attached and the letter placed in the Louisville post office where the stamp was canceled and the envelope postmarked the same day, Aug. 7, 1861. It was then sent on to the mother in "Vernon, Vermont."

"THE EARLIEST KNOWN P OF W COVER"

The letter that was enclosed in this rare cover is very interesting and I am quoting it just as written way back in July 1861, over 92 years ago, quote:

"Richmond, Va. July 24, 1861

Dear Mother:

We have been through the terrible battle of Manassas and came out safe and sound though prisoners of war. I and Philander and two others were carrying a wounded man off the field and had to go very slow and stop often. We had to carry him 2 miles and we fell behind the army while we were doing up his wound several of the Confederate cavalry rode up and of course we had to surrender. I and P. did not get so much as a scratch in the action though a ball tore my canteen to pieces and another cut the buttons off my coat. One took a cartridge out of P's fingers as he was loading his gun. My right and left hand man were both shot so you see I had a small chance for life. We passed through the field of battle after we were taken on our way to the junction and such a sight I hope never to see again. Our road was filled with ghastly and bloody corpses many of which were out of all human shape. Dead horses, dead and dying men were piled together, friend and foe occupied the same bed and quarreled not. A few years ago I could not have looked upon such a sight. My short experience in war has made a wonderful change in me. We are treated very politely by the officers that have charge of us, have plenty to eat that is good enough for anybody and nothing to do. We think we are quite as

well off as if we were in our own Reg't. I don't know how long they will keep us but they will probably exchange us for prisoners on the other side or let us take the oath not to take up arms against the south. At any rate we are very well off as we are and shall not have any fighting to do as long as we are here, but I hope we shall be released soon for I want to hear from the friends at home which I suppose is impossible as long as we remain prisoners. I will write to you again if I can in a few days, if I do not don't borrow any trouble on my account for I assure you we are fareing the best we have since I enlisted and of course our pay goes on just the same. I suppose I could not get a letter from you so it would be of no use for you to write to me at present. I must close now so goodbye

Your affect son  
Albert"

(end of quote)

I have a record of a similar cover, from the same writer but of a later date and without the original letter.

It is surely the story behind the cover that lends so much interest and surely most anyone would be intrigued by the above bit of philatelic Americana and they wouldn't have to be a philatelist or even a stamp collector.

Photograph #132, illustrates a cover with a 30¢ 1860, (S. U. S. #38), used from San Francisco, in September 1861, to London, England. We see uses of this 30¢ stamp on covers to Prussia and to France in 1860 and 1861, but here is a cover to England and if I have ever seen a similar item, I have no record or recollection of same. (a 30¢ 1860 to pay the rate to Great Britain).

To all of us, covers with the 24¢ rate to Britain, are quite familiar, but what about a cover to Britain with a payment in postage of 30¢? I believe that in our endeavor to put together interesting philatelic collections that we try to acquire the unusual, and this 30¢ 1860 cover certainly falls into that category.

From July 1, 1851 to July 1, 1863, the rate to Great Britain from California or the Pacific Coast was 29¢ per 1/2 ounce, as compared to 24¢ from the Eastern part of the country, therefore, this cover shows this 29¢ rate with an overpay of 1¢. The 30¢ 1860 was one of the "old stamps" that was demonetized in August and September 1861 but the "old stamps" were valid for postage in the Pacific Coast states until January 1st, 1862.

There is another minor feature about this very unusual cover. It shows no "credit" of Britain's share of the 29¢ rate. Inasmuch as the proper credit depended on the nationality of the Atlantic crossing, it appears that the San Francisco office applied no credit, having no advance knowledge whether it would be despatched from New York by "British Packet" or "American Packet." If the former the credit would have been 19¢, if the latter, only 3¢.



Photograph #133, illustrates a cover which I seriously doubt if many collectors would question. Here is a folded letter dated New York City June 8, 1849, and addressed to New London, Conn. It bears a pencanceled copy of the 5¢ 1847 and a 2¢ local stamp of "Swarts' City Despatch Post," New York, N.Y. - S. U. S. #136L2 (see 1954 S. U. S. page 438). Such a use and combination has a catalogue value of \$250.00 and such covers are of course rare and highly desirable. In addition, the cover bears a red "U. S. EXPRESS MAIL - N. YORK" postmark, a red "5" and a red oval marking "POST OFFICE - SWARTS - CHATHAM SQUARE." The 2¢ Swarts stamp is the dark green and it has a red PAID cancelation which is barely legible in the photograph. In my opinion, this was originally a "stampless cover" and genuine in every respect except that neither stamp was used on the cover. The letter was given to Swarts to convey to the "Post" - in this instance to the route agent bound for Boston aboard the "U. S. Express Mail." Swarts was paid the sum of 2¢. No payment of the 5¢ U. S. rate to New London was made, hence the mail clerk handstamped the letter with a "5" or 5¢ due on delivery. Here was a stampless cover with very little value to which some "fixer" attached two stamps and forthwith a very "rare cover" was produced. It does pay to be careful.

(END OF ISSUE NO. 34 - JANUARY 1, 1954)

STANLEY B. ASHBROOK  
P. O. Box 31  
FORT THOMAS, KY.

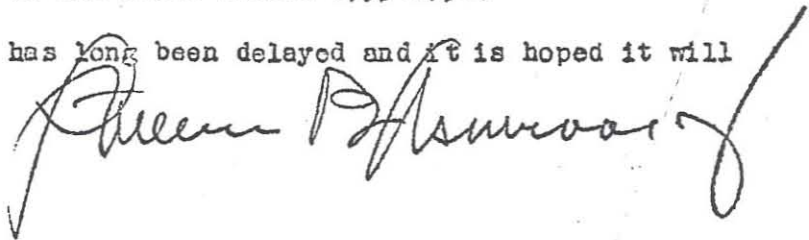
February 1, 1954

To Subscribers

ASHBROOK SPECIAL SERVICE

With this issue I am including an Index to the Contents of the FIRST SERIES 1951-1952. With the March issue, an Index to the SECOND SERIES 1952-1953 will be included and with the May issue an Index to the THIRD SERIES 1953-1954.

This Index has long been delayed and it is hoped it will prove useful.

A handwritten signature in cursive script, appearing to read "Stanley B. Ashbrook", is written over the printed name and extends to the right.



# INDEX.

## ASPBROOK SPECIAL SERVICE

SERIES NO. 1 - JUNE 1, 1951 - May 31, 1952

Page

Treaty Rates - 5¢ U. S. Inland - U. S. British Treaty .....	9
1815 War Rates - The Rates - The Restored Rate .....	5
<u>Mail to or from</u>	
Great Britain - Triple Rate (72¢) very scarce .....	4
" " - " " became effective .....	4-27-29
" " - Mail to, Period 1849-1867 .....	4
" " - "Paid Only to England" .....	9
" " - A cover to Portugal Via England .....	9
" " - Marking one shilling four pence .....	10
" " - U. S. - British Postal Treaty - effective Feb. 1849 ....	15
" " - Postage Due of 1/8 and 1/4 .....	15
" " - Postal Treaty of 1868 .....	28
" " - 29¢ Rate to or from California .....	36

### Canada

Covers to, with 5¢ 1847 .....	2
Cover from, with pair 5¢ 1847 .....	2
Postal History by Boggs .....	39
10¢ 1857 used from .....	40
2¢ Rate to .....	37
Ferriage Rate to .....	39
Combination uses of U. S. & Canadian stamps .....	41-50
Uniform Rate of postage to Canada - Blair order 1864 .....	42

### France

Fake cover #32 to .....	51
To France Jan. 1871 .....	29
French Due markings .....	3
30¢ Double Rate to .....	4
21¢ Rate by American Packet .....	3
French Due of "8" decimes .....	29

### Holland

Mail to .....	13
The Fake Knapp cover .....	13

### Portugal

Rates in 1866 .....	10
33¢ Rate in 1866 .....	8

### Hawaii

From Honolulu to Germany 1865 .....	34
-------------------------------------	----

### Austria

From Vienna to San Francisco in 1849 .....	66
--	----

Prussia

5¢ 1847 to .....	10
"Prussian Closed Mail" - Analysis .....	30
Treaty with Prussia 1852 .....	30
Rates of 28¢ and 30¢ .....	30
Registered Mail to (1855) .....	33

THE 1847 ISSUE

5¢ pair on cover from Canada to Illinois .....	2
Covers to foreign countries with 1847 stamps .....	10
5¢ on cover to Germany .....	10
5¢ " " " Canada .....	2
5¢ Orange .....	79-84
5¢-10¢ Fake Knapp cover .....	13-14-15-16
10¢ pancel removed .....	15
Supplies of 10¢ sent to Panama .....	69
10¢ H. S. of 3 - the Emerson Deluxe .....	69
10¢ H. S. of 4 - " " " .....	69
The 30¢ cover to Tepic, Mexico .....	70
" 90¢ " " " " .....	71

THE 1851 ISSUE

The 1¢ - 3¢ - 5¢ 1856 -- 10¢ 1855 -- 12¢ .....	20
1¢ 1851 - First day July 1, 1851 covers .....	93-94
1¢ - 3¢ - 12¢ placed on sale June 30, 1851 .....	95
5¢ 1856 block of four plus 1¢ on cover to France .....	3
12¢ 1851 - Early use .....	95
12¢ 1851 - Earliest use(?) .....	22
12¢ Earliest shipment to Post Office .....	23
12¢ 1851-57 Booklet by Tracy-Ashbrook .....	21

THE 1857 ISSUE

1¢ 1857 - Scarce Plate 6 - Types V and Va .....	67
5¢ 1857 - Type I - Red Brown - Block of 6 on cover .....	4
5¢ 1857 - Relisting in S. U. S. ....	80
5¢ 1857 - Indian Red (Ronna) .....	79
5¢ 1857 - Orange Brown .....	79-80

THE 1860 ISSUE

The United States Envelope 3¢ plus 1¢ - the Compound .....	25-27
--	-------

THE 1861 ISSUEThe Premieres Gravures

Discussed .....	43
Omitted from Gibbons United States .....	43
"Proposals for postage stamps" - Advertisement 1861 - .....	75
3¢ Pink and Pigeon Blood .....	81-82
24¢ Violet .....	79-82
24¢ Steel Blue .....	53-83
24¢ Red Lilac .....	82
30¢ 1861 on cover Portugal .....	3
30¢ 1861 - Hawaii to Germany .....	34



THE 1869 ISSUE

Page

2¢ to Canada .....	37
24¢ on cover .....	29
 <u>A</u>	
American Philatelic Congress (17th) .....	59
"Augusta" ship .....	37
"Aachen" .....	30-34
"Asia" - Cunarder .....	28
"Acadia" - Mail Ship .....	14
"America Per England" marking .....	10
 <u>B</u>	
Barr, Jere Hess .....	59
Black, Ramsey S. ....	38-62
Blake, Maurice C. ....	60
"Boston Postal Markings" (Blake) .....	60
Boston Penny Post - July 1862 .....	26
 <u>C</u>	
"Caledonia" Mail Ship .....	15
California Penny Post .....	89
Canal Boat Mail .....	55
"    "    " James River Canal .....	52
Carvers Harbor, Maine .....	91
Carrier Delivery - New York Nov. 1860 .....	12
"    "    at public expense .....	11
"    "    Letters should include street and number .....	11
Carrier Service - 3¢ plus 1¢ - Prior to July 1, 1863 .....	25
"    "    - 3¢ plus 1¢ Compound envelopes .....	25
Report of P. M. G. 1860 .....	18
"    "    - Carriers' fees abolished .....	16
Cheavin, W. H. S. ....	84
Colors - Stamp. The Ridgway Book .....	75
Confederates "TEN" Counterfeit .....	55
Contra Costa, Calif. ....	91-92-93
The "Chorpenning Route" .....	
 <u>D</u>	
Denver, James W. ....	86
Depreciated Currency covers .....	55-56-57-58-59-60-64-74
Depreciated Currency covers	
"New Specie Law - 1863" .....	57-58
Value of Gold in Confederacy .....	74
Donaldsonville, La. ....	4
Drop Letters 1863-1865 .....	18
Drop Rate 1¢ - Act March 3, 1865 .....	18
"DUE 1 CENT" marking .....	13

<u>F</u>	
Fennel, Adolph .....	22
Foreign Rates 1860 Via Marseilles - Via Southampton .....	12
Foreign Rate Tables .....	24
Fort Thomas, Ky. ....	6
<u>G</u>	
Gilbert, Edw. W. - cover by .....	87
Gold - Prices 1862 - 1869 .....	60
<u>H</u>	
Harrisburg, Pa. - Precancel .....	7
Holt, J. P. M. G. ....	25
Houlton, Me. ....	37
<u>K</u>	
"Knoxville" - ship .....	37
<u>L</u>	
Langton's Pioneer Express .....	86
Letter Carriers - July 1, 1863 .....	18
Luff, John N. ....	61
Lynes, Wilson .....	23
<u>M</u>	
MacGuffin, Paul .....	22
MacGregor, Donald .....	62
<u>O</u>	
Overland Mail (U.S.) .....	90
Stage Coach covers .....	72
3¢ Rate .....	72-89
Forwarded cover .....	89
Overland Mail Via Placerville and Salt Lake .....	91
Ocean Mail to California .....	68
" " " California Penny Post cover .....	88
"Old Stamps" demonetized August 1861 .....	26
Oakland, California .....	55
<u>P</u>	
Philatelic Literature - Fox Sale - 1852 .....	78
"Pan & San Fran S. S." .....	70
P. L. & R. Editions .....	23
P. L. & R. of 1863 .....	61
Postal Regulations in effect 1860	
Letters mailed direct with Route Agents .....	11
Re - use stamped envelopes .....	11
Stamps cut from stamped envelopes not legal .....	11
Business cards on circulars .....	12
Philadelphia, Pa.	
Foreign Exchange p.m. ....	8
p.m. Fake Knapp cover .....	14



P (continued)

"Proofs & Essays" by Brazer .....	45
Plates of the 1851-57 Series - Delivered by Toppan, Carpenter & Co. ..	19
Philatelic Foundation Expert Committee .....	13
Postal History Society of Great Britain .....	35
Precancels of Harrisburg, Pa. ....	7

R

Randall cover - (Western Stage) .....	91
Rates (Domestic)	
Prepaid ship - 3¢ plus 2¢ .....	37
3¢ on first-class mail thruout the United States on July 1, 1863 ...	36
Part Paid - Deficient sum to be charged double - Act March 3, 1863 ..	36
With corner card subjects to first-class rate .....	35
2¢ Circular of 1857 .....	35

Registered Mail

Act of 1855 .....	11
To Great Britain .....	27-28
Registered Mail in Great Britain in 1841 .....	65
Registered Mail to Prussia 1855 .....	33
France - no provision for Registered Mail to France .....	36
1863 - P.L. & R. - Instruction re - paying fee in money or stamps ..	61
Registered fee - 20¢ - 1863 .....	36
Revamp of Registry System in 1867 .....	62
Earliest known cover showing fee paid by stamps .....	63-66

S

San Francisco	
A cover from Vienna in 1849 .....	66
Postmark July 3, 1865 .....	51
Society of Postal Historians .....	35
Stamp colors .....	79
Ship Rates - Prepaid ship of 3¢ plus 2¢ .....	37
"Ship 2" .....	39
Stage Coach covers .....	89
Sperati Counterfeits .....	74

T

Timbuctoo, Calif. ....	91
Tiffany, John K. - Book on United States .....	61
Tracy, Lt. Col. J. K. ....	21
Toppen, Carpenter & Company .....	19
Toronto, Canada. - International Philatelic Exhibition 1951 .....	35
"Thru the Lines"	
Mail to the Confederacy by Flag of Truce - Federal Order 1861 .....	54

U

"Utah Route" .....	92
"United States Mail & Post Office Assistant" .....	24
Ultra-violet lamp .....	15

ASHBROOK SPECIAL SERVICE (Third Series 1953-54)

ISSUE NO. 35 - FEBRUARY 1, 1954

CORRECTION OF AN ERROR

In last month's issue of this Service on page #245, I stated that at Columbia, S. C. on Dec. 20, 1860, the state of South Carolina passed the "Ordinance of Secession." Mr. Van Dyk MacBride very kindly called my attention to this error. The Convention convened at Columbia on Dec. 18, 1860, but because of an epidemic of small-pox, which was prevalent in the city, the Convention adjourned the next day to Charleston, S. C. and at that city on Dec. 20th, 1860, adopted the Ordinance seceding from the Federal Union.

In the finely specialized Confederate collection of Mr. Earl Antrim of Nampa, Idaho, is a U. S. stamped envelope - a 3¢ Star Die. It is addressed to Statesburg, N. C. and is plainly postmarked, "CHARLESTON DEC. 20, 1860 - S. C." Quite an important date and city in American history. I have an idea that such a cover is far more rare than a St. Louis Bear.

REGISTERED MAIL

Again we refer to the fact that from July 1, 1855 to June 1, 1867 registered fees were payable only in cash and not in postage stamps. It was unquestionably the original intention of the Washington P. O. Department to discourage the use of any markings on a letter that would identify such as registered. And surely a 5¢ stamp on a 3¢ letter would have meant "REGISTERED."

A correspondent has recently furnished me with the following from an Eastern newspaper dated Monday, July 2, 1855, quote:

"REGISTERING LETTERS.- The system of registration of valuable letters, prescribed by the Post Office Department, went into operation yesterday, the 1st inst. The regulations provide that, on payment of a registration fee of five cents, a receipt shall be given by the Postmaster when a letter is mailed, and extraordinary precaution to be used in its forwarding and delivery. It is not to be confined to money letters, but any letter will be registered which the owner considers valuable, but for which the Department do not make themselves liable. Postmasters have been instructed to make no record or marks upon registered letters, by which the fact of their containing money or other valuables may be suspected or made known." (end)

Evidently a 5¢ stamp with a 3¢ would have identified a registered letter as a valuable or a "money letter." There was no 8¢ rate. Registered letters required payment in cash of the registration fee at the time of mailing.



THE PONY EXPRESS

Philip H. Ward, Jr. in his column in "McKeel's," issue of Dec. 18th, 1953, published some very interesting correspondence between an official of the Overland Mail Co., (operating the Pony Express), and the Third Assistant P. M. General, and dated, June 1861. For west-bound mail to go via the Pony Express it was necessary to address same to the Pony Express Company at St. Joseph, Mo. East-bound mail from the west was carried by Pony "outside of the mail" and entered the U. S. Mail at St. Joseph for transmission to addressed destination.

Writing from the New York office of the Pony on June 21st, 1861, the Treasurer of the Overland Mail Co. inquired of M. Blair, the U. S. P. M. G. as follows:

"Now the object of the present is to ask of the Department that such envelope may be mailed here, delivered to Pony Express Agent at St. Joseph and by Pony Express mailed again at Placerville, for its destination, without an additional stamp." (end)

In other words, if a person in the East wished to send a letter to some point in California (for example) did he have to prepay the U. S. postage of 10¢ and in addition, the local rate in California of 3¢ if the letter was placed in the mail by the Pony Co. at the end of the route at Placerville?

Under date of June 22nd, 1861, Mr. Zevely, the Third Assistant P. M. General, replied as follows, (quoting from Mr. Ward's column):

POST OFFICE DEPARTMENT  
Finance Office, June 22d, 1861

Sir:

I have to acknowledge the receipt of your letter of the 21st instant asking that all prepaid packages, delivered to the 'Agent of the Pony Express' at St. Joseph by the postmaster at that office, may be mailed again at Placerville for their destination, without additional postage.

In the 'extracts from postal laws of the Session of 1860-61, with instructions to postmasters,' published by the P. M. General on the 1st of May last, a copy of which I enclose herewith, it is expressly stated on page 5, that 'such packages cannot be remailed without additional postage, at the regular rate, to be prepaid at the point of remailing.' I deem it proper to add that the instructions on this subject were known before publication to John G. Camp, Esq of the 'Overland Mail Company,' and that they received his unqualified assent.

You will perceive therefore that the request contained in your communication is inadmissible.

Very respectfully,  
Your obedient servant,  
A. N. Zevely,  
Third Asst. P. M. Gen'l.

Fred. H. Cook, Esq.,  
Treasurer Overland Mail Co.,  
No. 84 Broadway, N.Y."

(end of quote)

I was surprised to read the above because I have never seen a Pony Express cover showing two payments of U. S. postage, to be explicit - (1) by U. S. Mail to the Pony Agent at St. Joseph, and (2) from the Pony Company to western destination by U. S. Mail. Our foremost authority on Pony Express covers is that native Californian, Mr. Edgar B. Jessup of Oakland, Calif., a great philatelist and student of our postal history. I inquired of Mr. Jessup if he had ever seen any Pony Express covers that showed two such payments of U. S. postage. His reply under date of Dec. 31st, was not only very interesting but quite informative. I quote in part as follows:

"I was shocked when I read the article by Ward -- that is the quotation from the 3rd Assistant Postmaster General.

I do not have, and I do not remember ever seeing, any Pony covers which had additional postage on them for having been picked up at this end of the Pony line. Of course, Pony mail was not always delivered to the Post Office Department at Placerville, when its destination was Sacramento or San Francisco. In other words, I have never seen an example such as Frederick Cook, Treasurer of the Overland Mail Company, presents to the Postmaster General.

I have Pony examples originating in Marysville with the \$2.00 Pony adhesive tied on by Marysville Wells-Fargo and sent to Sacramento where it was back stamped, the same day upon receipt. The face of that same cover shows an Eastern dispatch by Pony the next day. It bears the St. Joseph official postmark and its destination was Maine, with nothing but the 10¢ 1855 envelope in the way of U. S. postage paid. This is an example of East Bound.

I also have a West Bound cover, dropped off by Pony at Sacramento, with destination Vallejo. It was carried by the Post Office Department from Sacramento, the Pony destination, to its final destination at Vallejo Post Office, by the Government, but no additional postage was required.

These letters which Phil Ward quotes have a very official bearing and except for the misunderstanding of the question which Cook asks of the Postmaster General, it does seem as though the Post Office intended to collect additional postage whenever they were remailed to their final destination through official post. Don't you think it is odd we have never seen such a cover, or have you?

This is a very interesting controversy to me and I do hope that you get it solved." (end of quote)

Can any owner of a Pony Express cover show two payments of U. S. postage?

#### THE 1869 ISSUE

#### EARLIEST RECORDED DATES IN THE ASHBROOK RECORD

The following is a list of earliest known dates of use in my records,



Page #257

compiled over a period of 33 years.

1¢ - May 2, 1869 - The 1954 S. U. S. gives April 1, 1869, but I have no record of such a use.

2¢ - March 30, 1869 - S. U. S. listing from my records.

3¢ - March 30, 1869 - S. U. S. gives March 27, 1869 - no record in my files.

6¢ - April 30, 1869 - S. U. S. listing from my records.

10¢ - April 7, 1869 - S. U. S. gives April 10, 1869.

12¢ - April 5, 1869 - S. U. S. listing from my records.

15¢ - Type I - April 3, 1869 - S. U. S. listing from my records.

15¢ - Type II - May 23, 1869 - S. U. S. listing from my records.

24¢ - April 7, 1869 - S. U. S. - no date.

30¢ May 15, 1869 - S. U. S. lists May 29, 1869.

90¢ - Sept. 9, 1869 - S. U. S. listing from my records.

Will you please look over your covers and if you can show any earlier use will you kindly advise me.

#### PHILATELIC LITERATURE

Last month there was a sale in New York by Colby of a portion of the philatelic library formed by Ralph Kimble of Chicago. The prices realized demonstrated that there is undoubtedly a constant and growing demand for standard philatelic works, many of which have become library items.

Back in 1910, Charley Severn, for many years the capable editor of "McKeel's Weekly," published a little booklet on the "SANITARY FAIRS & THEIR ISSUES." I note that a signed copy "fetched" the sum of \$19.00. A signed copy of Clarence Brazer's "PROOFS & ESSAYS," (1941) brought \$17.50. A copy of the revised Chase 3¢ 1851-57 (1942) sold at \$9.00. The 1929 Edition is now a library item and probably worth twice as much or more. A book that is in demand and is scarce is the Eugene Klein, "U. S. WATERWAY POSTMARKS" (1940). A copy without the supplement, sold at \$14.00. I will gladly pay the buyer a substantial profit if he will sell. One of the finest bits of philatelic literature of recent years is the Carroll Chase - Caboen book on "U. S. TERRITORIALS" (1950). A copy sold at \$18.00. The Ashbrook two volumes of the 1¢ 1851-57, sold at \$35.00. The Brookman two volumes of U. S. 19th Century (1947) went at \$12.00.

Back in 1938, the late Ernest Wiltsee authored a superb volume,

"THE OLD RUSH STEAMERS." It is not only "chuck full" of valuable data but its story of the early California mail is most interesting. If you have a copy on your book-shelf, you have a gem. A copy in this sale brought \$21.00. An excellent investment. W. T. See's "PIONEER MINER & PACK MULE EXPRESS" (1931) sold \$22.00.

Auction catalogues of outstanding collections are items which should be bound and preserved. A set of the illustrated catalogues of the Edward S. Knapp collection realized \$19.00. This set is a regular text book on 19th U. S. postal history.

A copy of the Walcott "CIVIL WAR PATRIOTICS" sale (1995) realized \$17.50. The following are some other outstanding sales: Brown sale, 1949 - \$7.50. Hind Sale, 1933, U. S. and Confederates, \$10.00. Ewing 19th U. S. 1940, \$4.00.

I note that the British A. M. Tracey Woodward two volumes, "POSTAGE STAMPS OF JAPAN," an edition of only 100 (1928), brought \$270.00. Many standard items were missing in this sale, but perhaps some will be offered later, as for example, the Luff book (1902) on "19th U. S.," the Bible of American philately. Copies of the GREEN SALES in the 1940's. The Ridgway book on color and many other valuable philatelic reference books.

#### THE U. S. 10¢ OF 1847

Back in the middle nineteen twenties, Elliott Perry reconstructed the plate of the 10¢ 1847 and published a very fine article on the plating in the "Collectors Club Philatelist," official quarterly magazine of the Collectors Club of New York City, illustrating each of the 200 positions with half-tone engravings. He also described in minute detail the plating characteristics of each position. The series of articles ran in the "C. C. P." from July 1924 to July 1926 inclusive. At that time the Collectors Club only had about 700 members, hence less than a thousand perhaps only about 800 of the magazines were printed each quarter, which accounts for the scarcity of copies of the Perry article. There is no question but what worth while studies such as Perry's plating of the 10¢ 1847, should be published in book or booklet form, so that they would be available for the collector and student of future years.

On rare occasions files of the "C. C. P." with the Perry article and accompanying illustrations come up at auction and invariably bring up in the hundreds of dollars. The recent Kimble sale did not have a file.

It is my recollection that there are only two reconstructed plates of the 10¢ 1847 in existence today, one is in the Miller collection at the New York Public Library and the other is the one put together by the late Frank Sweet of Attleboro, Mass., and now the property of his son.

Elliott Perry was the first student to reconstruct the 10¢ 1847 plate



and at the time he accomplished the work he was philatelic secretary to the late Ernest R. Ackerman of New Jersey, who in the early twenties, owned the finest collection of the eighteen brty-sevens that had ever been gathered together.

The reconstruction of the 10¢ plate was possible because of the extensive recutting of the frame lines of the design after the plate had been transferred. In addition, because the stamps were printed in a black ink, which evidently was of a superior grade.

In comparison, the frame lines on the 5¢ plate were not recut, a brown ink of poor quality was used, and this "sticky" material had a tendency to "gum up" the plate and make it difficult to clean. Hence little trace was left of the necessary identifying plating marks that make possible a reconstruction of a stamp plate. In my opinion, no student will ever be able to make a reconstruction of the 5¢ 1847 plate from singles, strips and pairs.

In the Brookman two-volume book on 19th U. S., the author illustrated on page 43 (Vol. 1) two interesting varieties of the 5¢ 1847. One had an extension at top of the right vertical frame line - the other an extension at left of the top horizontal frame line. The author designated these as "false plate varieties" which is correct, because we have no evidence that the 5¢ plate itself had any position showing any such "extended lines." In other words, a "printing variety." Mr. Brookman made no mention of this variety in the 10¢ value and such a stamp was unknown to me until I ran across a copy recently.

Figure No. 134 illustrates a fine copy of the 10¢ 1847 with an extension at left of the top horizontal frame line. One wonders how such a thing occurred if there was no such extended line on the plate? Was the wet sheet lifted from the plate in such a way that some of the ink "ran" and formed such an extension to the left end of the top line? If so, why didn't this also occur at the left end of the bottom line? I have seen perhaps a dozen copies of the 5¢ with extended frame lines but this is the only example I have ever run across in the 10¢. Back in the early nineteen twenties I had over 400 of the 10¢ in my collection. This stamp is 32R1 but I have no record of any other 32R with an extended line at top left. It does seem very strange that this type of "ink variety" is unknown among similar shaped and framed stamps, such as, for example, the 3¢ 1851-57 or 12¢ 1851, or 12¢ 1857 - Plate 3. Frame lines were recut on plates of these values but I do not recall any stamps from such plates with "extended lines" that were not consistent plate varieties. Why should such extended lines occur on the 5¢ and 10¢ 1847 and the variety be unknown among the 3¢ 1851 or 12¢ 1851?

1857  
2¢ CIRCULAR RATE

Photograph No. 135 illustrates quite an interesting cover. This is a white envelope, postmarked in red "BRIDGEWATER - MS JUL 25, 1860." It has a 1¢ 1857 stamp tied by an odd shaped ringless grid in blue, of

which a tracing was photographed below the stamp. It is addressed to Candia, N. H. and in manuscript is "DUE 1." Why Due 1? This piece of mail was sent unsealed, hence it must have been a piece of printed circular mail, an envelope with printed matter. On page 81 of Vol. 2 of the Ashbrook book of the U. S. 1¢ 1851-57, is a table of rates for circular mail during the decade 1851-1861. The rate was fixed by the Act of August 30, 1852 at 1¢ per 3 ounces if paid but 2¢ if unpaid. The Act of January 2, 1857 required prepayment of postage on printed matter. Surely the Bridgewater piece of mail could not have weighed over 3 ounces so why was 1¢ due at Candia? The answer is that evidently two circulars were enclosed, and the Department charged not only by weight but by number of circulars forwarded. The Act of August 30, 1852 very plainly stated: "xxxx the rates xxx shall be as follows, to wit: Each newspaper periodical, unsealed circular, or other article of printed matter, not exceeding three ounces in weight, shall be sent to any part of the United States for one cent, xxx etc." Note that word "each." In all probability a great many business firms sent out printed matter that was considerably below three ounces in weight so to take advantage of this, more than one circular was quite often enclosed. I imagine this practice became quite widespread in the middle fifties and caused the P. M. G. to issue a special "Regulation" regarding it. The first notice that I have found of such a "Regulation" appeared in the "P. L. & R." of 1857 (July) and read in part as follows:

(Regulations - page 54) quote: "SEC. 119 - Unsealed circulars, advertisements, business cards, transient newspapers, and every other article of transient printed matter, (except books and packages of small publications, as above,) not weighing over three ounces, sent in the mail to any part of the United States, are chargeable with one cent postage each, to be prepaid by postage stamps. Where more than one circular is printed on a sheet, or a circular and letter, each must be charged with a single rate. This applies to lottery and other kindred sheets assuming the form and name of newspapers; and the miscellaneous matter in such sheets must also be charged with one rate. A business card on an unsealed envelope of a circular subjects the entire packet to letter postage. xxxxxxxx It is the duty of the postmaster at the mailing office, as well as at the office of delivery, carefully to examine all printed matter, in order to see that it is charged with the proper rate of postage and to detect fraud. At offices where postage stamps cannot be procured, postmasters are authorized to receive money in prepayment of postage on transient matter; but they should be careful to keep a supply of stamps on hand." (unquote)

Photograph No. 136 illustrates two examples of the prepaid "two circular enclosed" rate of 2¢, one a buff envelope, the other a printed price current from Baltimore, with the pen notation "2 Price Currents."

It is rather interesting to note that if a business firm printed their business card on an envelope enclosing a printed circular, it subjected the piece of mail to letter postage, i.e., first-class mail.



EARLIEST KNOWN USE OF A 1¢ 1857

TYPE V STAMP FROM PLATE 10

Again kindly refer to cover No. 135. The 1¢ stamp on this cover is from the top row of Plate 10 - Its plate position is 3R10. This is the earliest use that I have ever run across of a stamp from this plate. My One Cent Book, Vol. 1, gives Dec. 21, 1860, but here is a use much earlier - July 25, 1860.

FROM CALIFORNIA TO FRANCE

DECEMBER 1850

Photograph No. 137 illustrates an extremely interesting and rare cover of the early days of the Ocean Mail (Via Panama) from California. This is a blue folded letter with date line inside of "San Francisco, November 30, 1850." It is postmarked "SAN FRANCISCO 1 DEC CAL" in the familiar red-orange ink of that office, of that period. The letter is addressed to far away Bordeaux, France. My records show that the U.S. Mail Steamship "Oregon" departed from San Francisco with the Eastern mail and "treasure" on Sunday, Dec. 1, 1850. Going Via Panama by the Ocean Mail to New York, the letter was sent across the Atlantic to England and thence thru Calais to its French destination. The trip occupied a total of 53 days. I wonder how incredulous the writer would have been if someone would have told him that a century later such a letter could be sent in less than a week's time. It doubtless would have seemed beyond the range of possibilities.

An analysis of markings on this piece of mail is quite interesting. Here is the story - The writer was charged postage at the Frisco office of 56¢ and when the letter reached the foreign division of the New York post office it was sent by a ship of the famed Collins Line (American Packet) to England. The payment of 56¢ at Frisco paid the U. S. postage merely to the British frontier. After reaching the London office it was the same as a letter originating in England and sent unpaid to France. The French rated it with 28 decimes due, or the equivalent of about 53¢ U. S.

To right center is a London p.m. in orange with "PAID - 20 JA 20 - 1851." This indicated that all the U. S. postage had been paid. Under this marking is the familiar San Francisco "PAID" in red-orange and slightly further to right is the S.F. rating "56" also in red-orange. These two combined show "PAID 56" at S.F.

In lower left is a straight line "CALIFORNIA." This is in an oily orange ink, very similar, if not the same, as the London postmark, which leads me to surmise that this marking might have been applied in England. I wonder why.

What about the rate of 56¢? This was the U. S. internal of 40¢ plus the Atlantic crossing of 16¢, thus payment only to the British frontier.

Such payments could be made when mail was sent by the American Collins

Line. Perhaps you have noticed the marking which was applied in later years at New York - "PAID ONLY TO ENGLAND."

Ships of the Collins Line sailed from New York weekly on Saturday. In 1850, Dec. 28th fell on Saturday but evidently the Dec. 1st California mail failed to reach New York in time for the Dec. 28th sailing, so this letter was held over until the next sailing on January 4th, 1851. Evidently the Atlantic crossing occupied 15 days, a long trip, but probably due to severe winter weather.

#### A PAINT JOB

Photograph No. 138 illustrates a very cleverly faked 10¢ 1857. This was a 10¢ 1857, Type V stamp from Plate 2, which was changed by some skillful "artist" from a Type V to what purports to be a Type I, in brief, a "paint job", an unused o.g. S.U.S. #31 with a catalogue value of \$500.00. Incidentally an unused #35 - the Type V, lists at \$9.00, thus from \$9.00 to \$500.00 with a bit of paint, a brush perhaps, a bit of skill, a lot of steady nerves and infinite patience. The 10¢ Type V is described in the S.U.S. as - "The side ornaments are slightly cut away. Usually only one pearl remains at each end of the lower label, but some copies show two or three pearls at the right side. At the bottom the outer line is complete and the shells nearly so. The outer lines at top are complete except over the right "X." (end).

The Type V comes from a plate, which was made in the early part of 1859. All stamps from the plate are Type V. This plate had a grainy surface, not highly polished, hence the great majority of stamps show a slight film of the green ink. The stamps have incomplete side ornaments and should not be confused in any way with the stamps that come from Plate One, and known as Types I, II, III and IV.

Illustration No. 139 shows the full die design, ornaments complete on four sides. Illustration No. 140 shows a typical Type V design, a bit "shorter" in some respects than usual copies. Compare this illustration with the painted No. 138, and it is plain to see where the "artist's" work was very good and where it was very poor.

#### STAMPS TO BE FEATURED IN LIFE MAGAZINE

It is stated in New York circles that an illustrated article in color on rare postage stamps will be featured in a February number of Life Magazine. Rare specimens and covers from a number of well-known collections will be illustrated. Philately has gone a long way in the past thirty or forty years. At the turn of the century an adult who collected stamps tried to keep his "hobby" to himself. The advanced collector of the present day is a student and a scholar and he regards philately not only as a science but as one of the safest and soundest forms of scientific investments. Stocks go up and stocks go down, and when times go bad, bonds frequently default but in the past half a century there has hardly been a time when sensible philatelic investments have not proved the safest of the safe. As an example, the eighteen forty-sevens -



Page #263

they haven't made any more of these in over a century. Day by day in every way they become better and better.

Well do I remember the days before radio when a well-known member of the A.P.S. by the name of Diamond of St. Louis was in the habit of attending A. P. S. Conventions and pleading for an appropriation for newspaper publicity. All he wanted was just \$2,000.00 per year to inform the public of the joys of philately. Little did he dream that in a few short years to come that our beloved avocation would receive free publicity by radio, television and the press that would have cost more than his wildest dreams. And now "Life" is to feature a story on rare postage stamps. What better subject could the publishers have selected?

(END OF ISSUE NO. 35 - FEBRUARY 1, 1954)

ASHBROOK SPECIAL SERVICE (Third Series 1953-54)

ISSUE NO. 36 - MARCH 1, 1954

U. S. POSTAL HISTORY

SOMETHING THAT I NEVER KNEW BEFORE

Prior to 1845, postage rates in this country were regulated according to distance and the number of sheets of paper the letter contained. This was the principal reason why envelopes were so slow in being adopted by the American public, as a letter of a single sheet of paper enclosed in an envelope rated the letter as two sheets of paper, requiring a double rate of postage. Congress passed the Act of March 3rd, 1845 (effective July 1, 1845), changing the old system and rating first-class mail according to distance and weight. As for example, the law read in part, quote - (Sec. 1): "For every single letter xxx conveyed in the mail, for any distance under three hundred miles, five cents, and for any distance over three hundred miles, ten cents, and for a double letter there shall be charged double these rates; and for a treble letter treble these rates; and for a quadruple letter, quadruple these rates; and every letter or parcel not exceeding half an ounce in weight, shall be deemed a single letter; and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage." (unquote)

What I would like to emphasize about the above, is that there were "treble" or "triple rates" of postage established by the above Act of 3 x 5¢ and 3 x 10¢. These rates were in effect when adhesive postage stamps were issued to the public in July 1847.

The Act of March 3, 1851, (effective July 1, 1851), reduced the rate of postage from 5¢ and 10¢ to 3¢ (prepaid), and Sec. 1 of that Act read in part as follows, quote: "That from and after the thirtieth day of June, eighteen hundred and fifty one, in lieu of the rates of postage now established by law, there shall be charged the following rates, to wit: For every single letter xxxxx conveyed in the mail, for any distance between places in the United States not exceeding three thousand miles, when the postage upon such letter shall have been prepaid, three cents, and five cents when the postage thereon shall not have been prepaid; and for any distance exceeding three thousand miles, double those rates for every single letter or paper, when conveyed wholly or in part by sea, and to or from a foreign country, for any distance over twenty five hundred miles, twenty cents, and for any distance under twenty five hundred miles, ten cents, xxxxx and for a double letter, there shall be charged double the rates above specified; and for a treble letter, treble those rates, and for a quadruple letter, quadruple those rates, and every letter or parcel not exceeding half an ounce in weight, shall be deemed a single letter; and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage." (unquote)

Again I desire to call attention to the fact that the above Act provided for a triple rate of postage for domestic mail.



### WHAT I DID NOT KNOW

What I wish to emphasize in these remarks is the fact that for a two years period, apparently from July 1, 1849 until July 1, 1851, there was no such a thing as a triple rate of postage in the United States. Of that fact I was totally ignorant until within recent weeks when proof was submitted to me by Mr. Maurice C. Blake of Brookline, Mass. No triple rate of postage was recognized by the Washington Department for the two years period, July 1, 1849(?) to July 1, 1851, because the method of rating that was declared to be in effect was as follows:

A single letter, not over 1/2 ounce.

A double letter, not over 1 ounce.

However, if a letter weighed in excess of one ounce, four rates were charged. In other words, a letter weighing over one ounce but not over one and a half ounces was charged, not three rates, but four rates.

This feature in our postal history is very interesting from several angles. For example, as it pertained to our 1847 stamps. These two stamps were in use from early in July 1847 to July 1, 1851, a four years period. For the first two years there were triple rates of 3 x 5¢ and 3 x 10¢, also 5 x 5¢ and 5 x 10¢, also 7 x 5¢ and 7 x 10¢, but from July 1, 1849, (exact effective date not definitely established at this time), to July 1, 1851, there was no such rates as 3 x 5¢ and 3 x 10¢, or 5 x 5¢ and 5 x 10¢, or 7 x 5¢ and 7 x 10¢

In the Harmer Rooke & Co. sale of February 3rd, 1954, Lot #15 was an 1847 cover that had two 10¢ 1847 and a 5¢ 1847, 25¢ paid. It was from Rouse's Point to Plattsburg, N.Y., a distance of only about 20 miles. It was a legal size envelope and the date of use was March 4th, 1851. In manuscript was "Due 5." I imagine that the person who mailed the letter found that it did not weigh over 2½ ounces, hence only required five rates, hence prepaid it with 25¢, as per the custom prior to July 1, 1849, but because there was no 5 x 5¢ rate in March 1851, one of the postmasters, either at Rouse's Point or Plattsburg, added "5¢ Due," thus a letter over 2 ounces but not over 3.

### GOVERNMENT PUBLICATION

For the sum of 10¢ one can obtain from the "Supt. of Documents, Washington, D.C." a small publication, entitled, "Postage Rates 1789 - 1930 - Abstract of laws passed between 1789 and 1930 fixing rates of postage, etc." No mention is made in this little booklet of the fact that there was no such a thing as a triple rate for the two years period.

### BRITISH SYSTEM OF RATING

For many years, prior to 1840, British rates of postage were governed by distances, but in that year, a letter weighing not over 1/2 ounce, required a single rate of 1d, (one penny - 2¢ U.S.), over 1/2 ounce, 2d, over one ounce but not over two ounces 4d. This method of no triple rate was in effect thruout the British Isles until the latter part of 1865, when triple rates were recognized.

THE UNITED STATES - BRITISH POSTAL TREATY  
SIGNED Dec. 15, 1848 - EFFECTIVE Feb. 15, 1849

In the original draft of the U. S. - British Postal Treaty, the rate of postage was fixed at 24¢, for a single rate, not exceeding 1/2 ounce in weight. No mention was made of higher rates or what was later termed "PROGRESSIVE RATES OF POSTAGE."

In the early part of 1849 final details were arranged for putting the Treaty into effect and these were added to the original treaty as 24 additional "articles." Article XXIV stated in part - "The present articles so far as they are not already in force, shall come into operation on the first day of July next." (1849). Article IX of these "additional articles" provided that the progressive rates be as follows, quote:

"For every letter not exceeding half an ounce in weight .....ONE SINGLE RATE  
Above half an ounce, but not exceeding one ounce .....TWO RATES  
Above one ounce, but not exceeding two ounces .....FOUR RATES  
etc., etc., etc."

Thus it will be noted, first, that there was no triple rate of 3 x 24¢ provided in the Treaty and second, that the U. S. postal officials bowed to the demands of the British and embodied in the Treaty the British method of rating, and third, that prior to July 1, 1849, there was a triple rate of domestic postage in the U. S., but that the domestic method of rating was changed to conform to the method provided in a postal treaty with Great Britain. One wonders why this treaty should have required any change in the U.S. method of rating domestic mail? While the U. S. triple rate was restored by the Act of March 3, 1851, no triple rate was recognized on mail to or from Great Britain until after the British had adopted a full half-ounce scale in 1865. (See pages 4, 5, 27, 28 and 29 of this SERVICE re - triple rates to and from G.B. effective April 1, 1866, also photographs #17 and #19).

THE ACT OF MARCH 3, 1849

Congress passed the Act of March 3, 1849 and it starts off this way - "That the better to enable the postal treaty with Great Britain to go into effect, etc." I have long been familiar with this law but I always regarded it as a measure that was passed solely to legalize the method of rating mail as provided in the U. S. - British Treaty. It never occurred to me that this bit of legislation had any intention of changing the domestic rating of U. S. Mail. I will quote this Act in full so that readers can see for themselves that no reference is made to any change in the rating of domestic mail, quote:

"AN ACT

Making appropriations for the service of the Post Office Department, for the year ending the thirtieth of June, one thousand eight hundred and fifty.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the better to enable the postal treaty with Great Britain to go into full effect with equal advantage to both countries, letters shall be mailed as composing one rate only where the letter



does not exceed the weight of a half ounce avoirdupois; where it exceeds a half ounce but does not exceed an ounce, as composing two rates; where it exceeds an ounce but does not exceed two ounces, as composing four rates; where it exceeds two ounces but does not exceed three ounces, as composing six rates; where it exceeds three ounces, but does not exceed four ounces, as composing eight rates; and in like progression for each additional ounce, or fraction of an ounce, and that each rate shall be subject to the full postage charge; that letters refused, or which cannot be delivered, may be immediately returned to the dead letter office, and that newspapers not sent from the office of publication shall be charged with the same postage as other papers, to be pre-paid.

Approved, March 3, 1849."

(end of quote)

In the book on U. S. Postage Stamps by John Luff, reference is made to the above act in the "Appendix," page 389, and surely this reference was made with the thought in mind that it referred merely to mail to be forwarded under the U. S. - British Postal Treaty. Here is the reference in the Luff book - "Act of March 3, 1849. Section 1. Rates on letters transported under the postal treaty with Great Britain," following which is the "rates of progression." No reference to domestic mail.

CAVE JOHNSON, POSTMASTER GENERAL

Cave Johnson of Tennessee was the U. S. Postmaster General in the cabinet of President James K. Polk, from March 4, 1845 to March 4, 1849. It was under this P.M.G. that much was accomplished in postal legislation and the improvement of our postal system both foreign and domestic. The treaty with Great Britain was arranged and put into operation under his direction and supervision, and one can assume that the Act of March 3, 1849 had his approval and in all probability it was Johnson who requested its passage. One wonders if it was Johnson's intention to have this Act apply only to mail conveyed under the British Treaty or did he intend that it apply to all U. S. Mail? At any rate, Jacob Collamer of Vermont, became the new Postmaster General on March 4, 1849 in the cabinet of President Zachary Taylor, and it was P.M.G. Collamer who signed the "Additional Articles" to the British Treaty on May 14, 1849, (effective July 1, 1849). One wonders if P.M.G. Collamer was in favor of doing away with our triple rate and adopting the British system, and hence took advantage of the ambiguous wording of the Act of March 3, 1849 to issue a "Regulation" ordering the change. At this writing I have no record of his issuance of such a regulation or the exact date when the Act of March 3, 1849 went into effect, but assume it was July 1, 1849, as that was the effective date of the "Additional Articles" to the British Treaty.

P. L. & R.

"P. L. & R.'s" were issued by the Post Office Department in 1847 and again in 1852. These books were titled, "Laws & Regulations For the Government of the Post Office Department, printed by order of the Postmaster General." If P.M.G. Collamer issued a "Regulation" changing the domestic rating in the spring of 1849, it would not be found in any subsequent issue of a P. L. & R.

There was a semi-official Postal Guide published in Washington by the name of

the "United States Postal Guide and Official Advertiser:" I believe that this was a monthly publication with Vol. 1, No. 1, being the July 1850 Issue. Its editors and proprietors were Peter G. Washington and Charles M. Willard. In the Annual Report of the P.M.G. for 1849 (Dec. 3, 1849), a P. G. Washington was listed as the "Auditor" of the Post Office Department. It is my recollection that he had been connected with the Department for a number of past years. The 1850 Report gives J. W. Farrelly as Auditor.

POSTAL GUIDE OF SEPTEMBER 1850

In the above Washington-Willard publication for September 1850, page #69, is the following, quote:

"Letters to and from places within the United States and its territories are single, when not over a half ounce; double, when not over one ounce and not over two ounces, quadruple and so on, there being no triple or quintuple etc. rates. Rate to be charged accordingly."

In the July 1850 issue of the above publication, (Vol. 1, No. 1), page #13, is the following, quote:

	1/2 oz.	1 oz.	2 oz.	3 oz.
Letters not over 300 miles .....	5	10	20	30
Letters over 300 miles .....	10	20	40	60
Dropped letters .....	2	2	2	2
Letters by British Mail .....	24	48	96	1.44"

For the above information on the 1850 Postal Guide I am indebted to Mr. Philip H. Ward, Jr.

"THE BOSTON ALMANAC FOR 1850"

I am indebted to Mr. Maurice C. Blake for a copy of a small booklet with the above title. On page 149, under "BOSTON POST OFFICE" is the following, quote: "Letter Postage. All letters (with the exceptions specified below) weighing half an ounce or less, are rated as single letters; over half an ounce, and less than an ounce, a double charge is made; and two additional charges for each succeeding ounce, or fraction of an ounce." (unquote)

I am also indebted to Mr. Blake for the following. A large broadside was issued by the Boston Post Office, 20 x 26 inches, headed, quote:

"SCHEDULE OF MAILS AND POSTAGES  
POST OFFICE, BOSTON,  
AUGUST 1st, 1849

William Hayden  
Postmaster."

In a section headed, "NO. 8 Internal or Domestic Postage" is the following, quote: "Every letter, not exceeding half an ounce in weight, is rated with a single charge of postage. Every letter over half an ounce, but not ex-



ceeding one ounce, in weight, is rated with two charges of single postage. Every letter over an ounce, but not exceeding two ounces, is rated with four charges of single postage. Every letter over two ounces, etc., etc." (unquote)

#### THE P. L. & R. OF 1852

On page 102 of the "Laws" section of the 1852 P. L. & R., the Act of March 3, 1849 is given as above quoted. There is a footnote which reads, quote: "For scale of progression above one ounce - see 4th Art. postal treaty with Great Britain, and 9th article of the details under it. The act of 3d March, 1851, provides a scale of half ounces through-out in respect to domestic postages which is extended to postages with the British North American provinces, but leaves the former scale in force in respect to all other foreign letters." (unquote)

Note the wording, former scale, which surely referred to the British type scale which had been put into effect by the United States Postmaster General on July 1, 1849(?).

On page 62 of the "Laws" section of the P. L. & R. of 1852, certain articles of the Act of March 3, 1845 is given. At the bottom of this page there is a footnote which reads, quote:

"Scale of progression above one ounce changed by act of 3d March 1849, but in respect to domestic letters and letters to or from British North American provinces, restored by Act of 3d March, 1851." (unquote)

This footnote was entirely overlooked by me until my attention was directed to it by Mr. Blake. There is not a single word in the Act of March 3rd, 1849 that made any change in the scale of rating domestic first-class mail, yet the above footnote states that the scale as set forth in the Act of March 3rd 1845, was changed by the Act of March 3rd, 1849 and restored by Act of 3rd of March 1851. It appears to me that P.M.G. Collamer took it upon himself to read his own interpretation into the 1849 Act.

#### COVERS WITH 1847 STAMPS

What does all of the above mean? It means principally this - A cover with a single 5¢ and 10¢ 1847 stamps if used before July 1, 1849 shows a rate that was legal and recognized by the Washington Department. If such a cover shows a dated use between July 1, 1849 and June 30, 1851, inclusive, it shows a rate that was not stated to exist by the Washington Department. Perhaps such a rate was legal, perhaps it was not. The latter would depend on whether the Act of 1849 referred to all U. S. Mail, foreign and domestic.

A cover used after July 1, 1849 with singles of the 5¢ and 10¢, with such a payment recognized, could mean that the postmasters of origin and destination were either ignorant of the "no triple rate" or did not believe that the addressee should be charged with four rates if the letter weighed just a fraction over one ounce.

#### SINGLES 5¢ - 10¢ 1847 ON COVER

Domestic rate covers with a single 5¢ and 10¢ 1847 are exceedingly scarce

and command fancy prices. Such a cover shows the "entire" 1847 issue. Because there was no triple rate for two years of the four years that the stamps were in use, accounts for the scarcity of such covers. In the Brown sale, held Oct. 30th, 1939, Lot 175 was a cover with superb singles of the 5¢ and 10¢, the cover, a folded letter(?) used from Buffalo, N.Y. on "AUG 18" to Lockport, N.Y. No year of use was given in the catalogue and I regret that I did not record it at the time but I assume it was either 1848 or 1847, perhaps the former. The sale price of \$1,100.00 was most surprising to all in attendance at the sale, of which I was one. Never before had such an item realized anything near such a figure. I wonder if the buyer was buying "condition" or was he aware that such a 15¢ rate cover was only a recognized rate for the two years period, 1847-1849. The latter, I seriously doubt.

In my files I have records of other covers with singles of the 5¢ and 10¢ 1847, but in almost every case there is no evidence of the actual year use.

Mr. Maurice C. Blake is entitled to full credit for digging out the facts regarding this very interesting phase of our early postal history. He is engaged at present in preparing an article for publication in one of the prominent philatelic publications. It will doubtless appear at an early date.

#### CONFEDERATE STATES POSTAGE STAMPS

Earliest Known Dates of Use  
(in the ASHBROOK RECORDS)

Way back before 1920 I started to search for covers showing the earliest known dates of use of Confederate stamps and for a number of years I had the able assistance of my old friend, the late Edward S. Knap, of New York City. In later years, the assistance of the late Stephen Brown and in recent years of Lawrence Shenfield and Van Dyk MacBride. Searching for early dates of use has long been a fascinating pursuit, because quite a thrill can be had in turning up "an earlier" than any on record. Here is my up-to-date record of the earliest known (to me) Confederates:

S. U. S.	No. 1	5¢ Green Litho.	Oct. 16, 1861
"	" 2	10¢ Blue	" H & L Nov. 8, 1861
"	" 2	10¢ "	" Patterson July 25, 1862
"	" 3	2¢ Green	" March 21, 1862
"	" 4	5¢ Blue	" " 4, 1862
"	" 5	10¢ Rose	" " 10, 1862
"	" 5A	10¢ Carmine	" June 2, 1862
"	" 6	5¢ Blue - Typo	- London - April 16, 1862
"	" 7	5¢ "	" Local - August 15, 1862
"	" 8	2¢ Brown Red	..... May 8, 1863
"	" 9	"TEN" Blue	..... April 23, 1863
"	" 10	10¢ Frame Line Blue	..... April 19, 1863
"	" 11	10¢ Blue - Type I	- Archer ..... April 23, 1863
"	" 11C	10¢ Blue - " I	- K & B ..... Dec. 24, 1864
"	" 12	10¢ " II	- Archer ..... May 1, 1863
"	" 12D	10¢ " II	- K & B ..... Jan. 7, 1865
"	" 13	20¢ Green	..... June 1, 1863



(Note:- The earliest cover in my record of the 20¢ green is June 1, 1863, however, it seems probable that the stamp was actually put on sale at Richmond as early as April 20, 1863. This according to newspaper items.)

Advice of any earlier uses will be greatly appreciated. Practically all of the earliest dates listed in the S. U. S. are from my records.

UNITED STATES STAMPED ENVELOPES

Earliest Known Dates of Use

(in the ASHBROOK RECORDS)

- RED A) 3¢ 1853 - July 6, 1853 (not positive year use)
- RED B) 3¢ 1853 - July 7, 1853
- RED C) 6¢ 1853 - July 31, 1853
- GREEN D) 10¢ 1855 - April 25, 1855.

Regarding the above. While there is on No. A, a manuscript memorandum of "July 6/53" there is no actual evidence the year-use was 1853. However it has a Nesbit seal on the back. Some authorities believe this is the earliest known use of a U. S. stamped envelope, however, in the old "Philatelic Gazette" of June 1915, the late Dr. Victor Berthold published an article describing what he claimed was a use of a 3¢ stamped envelope postmarked, "Boston JUN 17." He illustrated this envelope and also the letter that he claimed was enclosed. The envelope was addressed to Mr. O. S. Chafee, Mansfield Centre, Conn. The letter was headed, "Boston June 16, 1853, Mr. Chafee, - Dear Sir, etc. etc." This envelope did not have the small Nesbit seal on the back flap and some authorities claim that all of the first issued Nesbitt envelopes had the seal, hence it was doubtful if the letter was actually conveyed in this particular envelope. Dr. Berthold listed ten envelopes with uses from June 16, 1853 to Dec. 25, 1853 and stated that only three of these had the seal on the back flap.

A use on July 7, 1853 has never been questioned to my knowledge, so it is a matter of opinion which of these three envelopes is actually the earliest use. I am inclined to believe that Dr. Berthold was correct and that the first U. S. stamped envelopes were issued prior to July 6, 1853.

EARLIEST "POSTAGE ENVELOPES" IN CALIFORNIA

On August 1st, 1853, an advertisement appeared in the San Francisco newspaper "ALTA CALIFORNIA" which stated that the firm had just received by the steamer "Sierra Nevada" a small supply of the new U. S. Postage Envelopes and the public was invited to call and inspect them. The "Sierra Nevada" arrived at San Francisco from Nicaragua on Sunday July 31, 1853. She had connected there with the steamer "Northern Light" which sailed from New York on July 5, 1853.

Regarding the 6¢ Red of 1853. All the data I have is that the earliest known use is July 31, 1853. The 6¢ Green of 1853 evidently was issued in August or September. I have no record of the earliest use.

Regarding the 10¢ 1855. Thorp gives April 25, 1855 as the date of issue, but

Page #272

I understand an advertisement appeared in a Sacramento paper on April 17, 1855, which stated that the new 10¢ green envelopes were on sale there.

THE "STAR DIE" ENVELOPES OF 1860

The following is my record of the earliest known uses of the 3¢ Star Die:

August 29, 1860  
September 7, 1860  
September 13, 1860  
September 17, 1860

The 6¢ Star Die is an extremely rare item, and the S. U. S. does not give any quotation for used entires or out squares. In a prominent eastern collection, there is an entire that is postmarked "Sep 14" and the use was evidently 1860. I have been informed that only eleven used items are known to exist.

The 10¢ Star Die is not rare but it is far from common. An entire postmarked "Oct 15" is believed to be an 1860 use.

The 3¢ plus 1¢, known as the Compound, was issued to the public in December 1860 as news items and official records disclose, but no envelope is known used during that month to my knowledge.

The 1¢ Star Die evidently was not issued until December 1860. A news item in a New York paper stated supplies would be placed on sale on Dec. 11, 1860.

(END OF ISSUE NO. 36 - MARCH 1, 1954)



ASHBROOK SPECIAL SERVICE (Third Series 1953-54)

ISSUE NO. 37 - APRIL 1, 1954

THE PONY EXPRESS

Perhaps no chapter in our postal history is quite as exciting and colorful as the famed Pony Express of 1860-1861.

San Francisco and California towns, Oregon and the whole West Coast, was a long distance from the Atlantic Seaboard in those days and it required an average of four weeks or more to transmit mail or news events from the East to West or the reverse. While the telegraph was in the offing, the only rapid means of transmitting news was by the U. S. Mail, either by the "Ocean Mail" Via Panama, or the "Overland Mail" by stage coach, south from San Francisco to Los Angeles, thence east along the border thru Texas and Northeast to Missouri and to the farthest western end of the Railroad.

When President Lincoln was elected in November, 1860, the whole country marveled at the fact that the news of his election was relayed to California in a matter of days, instead of weeks. That was 93 years ago last November. In this day and age a person can have breakfast in New York and dinner that night in San Francisco, but even more wonderful is that today, a person in New York cannot only hear a person talking in San Francisco, but can see him via T.V. To the teenager I suppose this is just as common place and matter of fact as the electric light, the automobile, the telephone or the airplane. But to those oldsters who knew nothing of such marvelous inventions in their youth, I am sure it seems very wonderful that they lived during a generation when all of these inventions took place.

NINETY-THREE YEARS AGO

Ninety-three years ago last November, the news of Lincoln's election was known in California in six days after it occurred. Up to that time it was the fastest transmission of news from the East to San Francisco.

RAPID MAIL COMMUNICATION

I wonder if any chapter in our postal history will ever quite equal in color, the famed Pony Express, a service established solely for rapid mail communication between the Eastern Seaboard and the far West, and by private enterprise was it established. No wonder the serious philatelist has great appreciation for Pony Express covers. What stories they could relate if they could only talk!! Much has been written about the "Pony" and "Pony covers," so we will avoid details and briefly call attention to the two principal classifications of Pony covers, as follows - covers that traveled (1) from West to East and (2) from East to West. I call the latter "E W Ponys" and the former, "W E Ponys." In addition, both classes can be further sub-divided, but in these notes we will not attempt a discussion of such.

### EAST TO WEST PONY COVERS

There is no question but that East to West covers are far more rare than those that traveled West to East. Why, this is a fact, I do not know. Perhaps there are several reasons. Did the Pony carry more mail East than was carried West? Or did recipients in the East keep letters and envelopes, whereas those in the West, as a rule, failed to do so?

Photograph No. 141, illustrates a Pony cover that traveled from West to East, from San Francisco to New York City. This is an early use as the service was inaugurated in early April 1860. This is a thin blue envelope and the large Pony marking of the San Francisco Office of the Pony Company is Sep 29 (1860). It reached the Pony Office at St. Joseph, Mo. on Oct. 10, 1860 or 12 days in transit across that wide stretch of mountains, desert country and plains between the two ends of the route. The following day, Oct. 11, it was sent on its way by U. S. Mail from the St. Joseph, Mo. Post Office.

Here we have a typical Pony Express cover; the large blue oval with the running horse - the blue oval of the Company at St. Joe and the double circle postmark of St. Joe, with the 10¢ U. S. rate canceled by the familiar blue "target" of St. Joe. The 10¢ stamp, a 10¢ 1857, Type V. Although this letter was carried by a private carrier, "Outside of the U. S. Mail" from San Francisco to St. Joseph, the regular rate of 10¢ was required by law. I might mention that 3¢ was the rate from St. Joseph to New York City.

Photograph No. 142, illustrates a cover that traveled in the opposite direction, an East to West, with the extremely rare oval marking of the New York Office of the Pony Company.

This is a blue folded letter with a date-line inside of "St. Leonards 26 July 1860." There were two "St. Leonards," one in England and one in France, so this letter was surely sent across the Atlantic under separate cover to the New York Office of the Pony Company where it was handstamped on "Aug. 10" (1860). Two of the 5¢ 1860, Type II, Brown (Plate 2), were attached and the letter again sent under separate cover to the St. Joe Office of the Pony Company, where it was handstamped in black eight days later (Aug. 18) which was doubtless the departure date for San Francisco, rather than the date of receipt from New York. Incidentally, the letter was taken to the St. Joseph Post Office and the two 5¢ stamps were postmarked and canceled. Date not legible.

### THE RARE DOUBLE OVAL PONY MARKING

The St. Joe marking on this cover is known as the "double oval" and it was almost invariably applied on mail from East to West, thus a very rare marking. I seriously doubt if the average collector of 19th U. S. has any real conception of the rarity of a cover such as this? I suppose I could advise a collector to make up a very wonderful page of two Pony covers, one an East to West, the other a West to East, but where would he be able to acquire the former? They very rarely come up at auction.



Photograph No. 143, is an excellent map of the early Trans-Continental Mail Routes west of the Mississippi River. Route numbered 14 is that of the Pony. From St. Joe to Fort Kearney, thru Fort Laramie and beyond at its most northern point, thence southwest thru South Pass to Fort Bridger into Mormon country and Great Salt Lake City, thence across desert and mountains thru Nevada and California to Sacramento City and on to San Francisco. Mile after mile, day and night, in rain or shine, snow, cold, etc., and much of the route thru hostile Indian country, but when humanely possible, the mail went thru. That was typical American private enterprise, of the brand that made this nation the greatest in all the long history of the world. This map shows the long round-about route of the stage coach "Overland Mail" from San Francisco to the East and numbered 9.

#### STAGE COACH MAIL TO DENVER

Covers to and from Denver with the oval "Central Overland" marking have been frequently classed as "Pony Express" covers, but such mail in 1859 and 1860 was carried by coach. No. 12 on the map shows the first route thru Kansas from Leavenworth to Denver and No. 11, the second or "Smoky Hill."

In passing, note route listed as No. 4, from Salt Lake City to Sacramento, known as the "Chorpenning Route." Covers carried over this route are extremely rare and are highly regarded by students and collectors of Western philatelic material.

#### RUSSELL, MAJORS AND WADDELL

Our forefathers, who risked their fortunes and their lives to open up the vast stretches of the western section of this country were to a great degree responsible for what Americans are blessed with today. As typical examples, the great firm of Russell, Majors and Waddell, the founders of the Pony. They were men of substantial wealth when they risked their all to establish a rapid mail service between the Mississippi and the Pacific, the Pony Express. However, Congress refused the essential financial aid in the form of a subsidized mail contract which they were confident would be forthcoming, and as a result their fortunes were swept away and they passed on as poor men. To the great majority of Americans of this generation their names mean not a thing, but not so to the student of "Westerns" and "Philatelic Americana." And with "Westerns" in mind I am reminded of a "NOISY CARRIER" cover which has never been mentioned in the philatelic press, to my knowledge, and which I believe has not received due appreciation.

#### A RARE NOISY CARRIER

Photograph No. 144, illustrates the cover referred to. It has a pair of the 3¢ 1851, and the familiar "NOISY" marking in black. What is most unusual about this cover is the fact that the stamps are tied by the postmark of Sacramento City, Calif. Until I ran across this cover, I had never before seen a Noisy Carrier cover for conveyance by U. S. Mail that did not have a San Francisco marking.

The "NOISY CARRIER" was a man by the name of Charles P. Kimball, originally from Bangor, Maine, who emigrated to California about 1850 or 1851, and in the early fifties established a news and stationery store at 77 Long Wharf. He maintained "mail-bags" where customers could deposit mail which he would con-

vey, just before closing time at the Post Office, or to ships of Independent Lines sailing for Panama or Nicaragua. As there were no lamp-post boxes or mail collection, the public had to take their mail either to the San Francisco Post Office or to the ships. Kimball's mail-bags saved his clients this trouble and for which no charge was made, to my knowledge.

Mail sent by the Independent Line ships "Via Panama" bear New York postmarks, as likewise, mail "Via Nicaragua." Kimball had special handstamps to distinguish various classes of mail deposited in his bags.

#### "NOISY CARRIERS" - "SACRAMENTO, CAL."

Now if Kimball conveyed mail from his mail-bags at his San Francisco stationery store to the San Francisco Post Office or direct to the ships, how come such a cover as No. 144? Why the postmark of Sacramento? In those days much of the travel between San Francisco and Sacramento was by river, and upon the river steamers it has been definitely established that Kimball had regularly traveling agents to and from the gold mines and it seems possible he might have operated news stands on the steamers where mail could have been deposited. In proportion to the large amount of mail deposited in his city mail-bags, the number deposited on the river steamers must have been very small, hence the extreme rarity of a "NOISY CARRIER" cover with a Sacramento postmark. I have been reliably informed that another such cover is known from the same "Nancy Delano" correspondence but I have never seen it. Look thru your "Noisy" covers and see if you have a "SAC. CITY." If so, you have a great rarity.

One more interesting point in regard to cover No. 144. The postmark was "30 Mar" and the year was 1855. My records show that on Saturday, March 31st, 1855, the U. S. Mail Steamer "John L. Stephens" sailed from San Francisco for Panama with "treasure" and the U. S. Mail, so this letter surely traveled by that famous old Pacific Mail Company steamship. The regular sailing date was the 1st, but in 1855, April 1st fell on Sunday, so the mail ship departed a day earlier, or March 31st. By the act of March 3rd, 1855, the rate to and from California and Oregon was increased to 10¢, effective April 1, 1855, so the "Stephens" carried out of San Francisco the last mail at the old 6¢ rate and no doubt this "NOISY" cover was in the lot. Since the 6¢ rate sailing occurred on the last day of March and the next sailing was April 17th, 1855, it follows that anything like a first day cover of the new 10¢ rate from California to the East, is practically an impossibility, (that is on April 1, 1855).

It is surely the story behind the cover that makes the cover, and here is quite a striking example.

#### THE 5¢ 1847 ORANGE

The S. U. S. had for many years prior to 1953, listed a 5¢ 1847 Orange color, in fact, the first edition of the S. U. S. dated 1923, listed an Orange and priced it at \$50.00 used, compared to \$5.00 for regular copies. No price listed for unused. Previous to that first "S. U. S." the Scott catalogue had for a number of years, listed No. 28C as a "5¢ Orange." The 1952 "S. U. S." listed No. 1C as "5¢ Orange" and priced same at \$750.00 unused and \$100.00 used. In the 1953 and 1954 editions of the S. U. S. the "orange" listing was dropped



and instead "No. 1C" is listed as "5¢ Red Orange" and quoted at \$1,000.00 unused, \$150.00 used. In my opinion, this was a very sensible correction because the stamp that is really an Orange, that is, the color very close to an orange peel, is a very rare stamp and as far as I am actually aware, may be unique. Where stamps of a certain color are unique or extremely rare, it is my opinion they should not be listed even in a specialized catalogue. For example, we have the 3¢ 1861 Pink, but there is a rare Pink color which is known as the "PIGEON BLOOD." This peculiar tint of the 3¢ Pink is quite a rarity and is eagerly sought after by students of the rare colors of our early stamps.

Personally, I never saw but one 5¢ 1847 which I could lay on top of a ripe orange and note that the colors of the orange peel and the stamp were much the same or quite similar. I refer especially to that unique 5¢ 1847 "Orange" known as the "Slater copy," because at one time, it belonged to the late A. B. Slater of Providence, R. I., known to all his close philatelic friends of his day as "Uncle John." Incidentally, Mr. Slater was an authority on the Providence Postmaster Provisional and wrote a book on the subject, entitled, "The Stamps of the Providence, R. I. Postmaster 1846-1847." (1930) It has been stated that the "Slater 5¢ 1847 Orange" came from the Worthington collection and perhaps it did, as Lot 19 in the Worthington sale of August 21, 1917 by Morgenthau was described as "Orange, brilliant shade, lightly cancelled in blue." The sale price was \$48.00. Fine copies of the regular shades in that sale averaged around \$2.00 or \$3.00.

#### THE SALE OF THE SLATER COPY

On March 23, 1935, portions of the Slater collection were sold at auction by Kelleher (381st), and Lot 201, the 5¢ 1847 Orange was purchased by the late Judge Robert S. Emerson of Providence, R. I.

The first time that I saw this unusual stamp was at the A. P. S. Convention held at Providence, R. I. in 1922. At that time Senator Ackerman had his magnificent collection in numerous volumes of the 1847 Issue on display, and well do I remember a private session in the Senator's hotel room. Among those present were Ackerman, Dr. Carroll Chase, "Uncle John" Slater, Judge Emerson, Adolph Fennel, Lyman Seely, Elliott Perry and perhaps a few others. Slater had his 5¢ Orange and we all searched the Ackerman collection to see if we could find a copy to match the orange-peel color. Years later Perry recalled that session by some comments in his "Pats" from which I quote as follows:

"The particular 5¢ 1847 stamp which has been recognized as THE true orange was in the Worthington collection and was cancelled in blue. At the A. P. S. Convention in Providence (about 1922) that stamp belonged to 'Uncle John' Slater and was carefully compared with every 5¢ 1847 in the Ackerman collection - some 1200 copies all told. Altho the Ackerman collection included all the varieties of color or shade which had been in the Chase, McDaniel, and other collections, it did not contain one stamp of the exact color of the Worthington - Slater copy. There were not more than two or three which were close enough to the Slater copy to have perhaps come from the same sheet. Whether the Worthington - Slater copy was orange when it was printed, or became orange later from an

unknown cause, is a matter of conjecture. In any event it seems exceedingly improbable that any 5¢ 1847 sold as "Orange" will match the particular color of that unique(?) stamp."(unquote)

(From Pat Paragraphs - March 1944 - No. 46)

A SECOND LOOK AT THE SLATER  
5¢ 1847 ORANGE

In the fall of 1935 I visited Judge Emerson at his home in Providence and again had a good look at the stamp. Later in August 1936, the Judge sent the copy to me so that I could make a careful reading of it by the Ridgway Color Book, and my reference card shows that I read it as, "Dark Orange Rufous II - J - Plate 2." Although Emerson died in January 1937, the Slater 5¢ Orange did not come up for sale until November 16, 1946, when it was sold in a sale by Kelleher. It was lot #193 and "fetched" \$420.00. It was purchased by a New York dealer for a prominent Eastern collector who possesses one of the finest collections in existence of the 1847 Issue.

AN UNUSED 5¢ 1847 ORANGE

This same Eastern collector is said to be the owner of a companion copy, that is, an unused copy with full original gum and in the "true" orange color. This stamp is known as the Gibson copy. I regret to state that I have no recollection of ever having seen it. It has been stated that it was in the Gibson collection for many years and was purchased by Philip H. Ward, Jr., who in turn sold it to Colonel Oliver S. Picher. In the sale of the Picher collection by Ward, Oct. 23-24, 1946, Lot #55 was described as a 5¢ 1847, "unused, the true orange, mint fresh, V.F. copy of a very rare stamp. Ex-Gibson 28c." (unquote) The sale price was \$775.00, so evidently the color must be exceptional

To sum up, we have two stamps which are regarded by the foremost students of the forty-sevens, past and present, as the "true Orange," and if only these two copies exist, then it was quite right to drop the color name "Orange" in the "S. U. S." and substitute a color name which is far more descriptive of the stamps which are apt to be offered in auction sales.

Mr. Luff did not list an "Orange" in his fine work on U. S. 19th Century stamps but he did include "Red-Orange." Personally I like the term "Reddish Orange."

"THE TRUE ORANGE."

Dr. Carroll Chase in his superb pioneer study of the 1847 Issue, which was published in 1916, listed an "Orange," as a color that was issued in 1850 and the Ridgway reading that he gave was, CINNAMON-RUFIOUS-II'1. Incidentally, this Ridgway color is entirely different from the recording that I made of the Slater copy in 1936 as above. The color that Chase listed as an Orange is more of a cinnamon and is undoubtedly the shade that Mr. Luff originally listed as "Red Orange."

The "Red Orange" should not be confused with the "Orange Brown" or the "Brown Orange" as the two latter shades are entirely different to a trained eye on



stamp colors.

It is not unusual to note a 5¢ '47 stamp offered in an auction as an "Orange," but the chances are it is some stamp in the Orange Brown classification. Also, the chances are many to one it would not be the very scarce S. U. S. "RED ORANGE," but if so, take a tip from me and refuse to permit catalogue prices to influence your ideas on values. Very, very few fine collections of the forty-sevens have a copy of the Reddish Orange. Do not expect to find a copy the shade of an orange peel, but even this might be possible.

AGAIN WE REFER TO THE  
NO TRIPLE RATE OF  
1849-1851

In the March Issue of this Service, I stated on page #267, quote: "One wonders if P.M.G. Collamer was in favor of doing away with our triple rate and adopting the British system, and hence took advantage of the ambiguous wording of the Act of March 3, 1849 to issue a "Regulation" ordering the change. At this writing I have no record of his issuance of such a regulation or the exact date when the Act of March 3, 1849 went into effect, but assume it was July 1, 1849, as that was the effective date of the "ADDITIONAL ARTICLES" to the British Treaty.

AN IMPORTANT DISCOVERY

I have just been advised by Mr. Maurice C. Blake that he had recently searched thru the files of the Washington newspaper, the "DAILY NATIONAL INTELLIGENCER" and in the issue of Friday, March 16, 1849, had found the "Regulation" or "notice to the public," and "Instructions to Postmasters," signed by the new P.M.G. J. Collamer, and dated March 15, 1849. Evidently the new P.M.G. who had just been appointed, lost no time in putting into effect the "no triple rate." I surmised that he had issued such a "Regulation" but it was my guess that the Act of March 3rd, 1849, did not go into effect until July 1, 1849. It appears it went into effect on March 15 or 16, 1849. His "Notice" to the "Public" and to Postmasters read in part as follows:

"Hereafter, when a letter exceeds an ounce in weight, but does not exceed two ounces, it will be rated with four charges of single postage; xxxx there being a single postage for the first half ounce, a double charge for the first ounce, and two additional charges for each succeeding ounce, or fraction of an ounce, beyond the first ounce. This is ordered by virtue of the provisions of an Act of Congress approved March 3, 1849. etc. etc. etc." (unquote)

A COVER TO FRANCE WITH A  
5¢ 1856

The S. U. S. gives the earliest known date of use of the 5¢ 1856 as March 15, 1856, which is from my records. The cover is one which is in the collection of Sir Nicholas Waterhouse of London. I never saw the actual cover but I

have a photograph of it. Apparently it is genuine, but the only evidence of same is the fact the 5¢ stamp is tied by a grid. That clever little crook, Zaraski, over in Paris, knows how to tie U. S. stamps to covers with grid cancelers, and also when the occasion arises, with very good imitations of U. S. town postmarks.

Photograph No. 145, is an illustration of a very beautiful cover with a 5¢ 1856, and it shows a use from New Orleans on March 14th, 1856, or one day earlier than the earliest known use. I have known this cover for almost thirty years because it came up in the Waterhouse sale in November 1924, and was Lot #316, described as "5¢ brown, used on entire to Paris, fine." It sold at eight pounds, and sterling at that time was \$4.60, thus approximately a sale price of \$37.00. I believe it was purchased by an American dealer attending the sale and brought to this country. It was sent to me in 1932 to record as the earliest known date of use. I examined it carefully and it "looked" good to me, so I recorded it as the "earliest known." In those days my knowledge of foreign rate covers was less than zero and about all that was required was for a stamp to be securely tied and the cover to "look good." At that time, the cover was the property of one of the most prominent and reliable of the New York dealers. I am certain he never suspected for a moment that anything was wrong. Note that French receiving postmark which reads, "5 AVRIL 56." On the back of this folded letter sheet are two French postmarks with "56" year-dates. Why should any collector doubt for a moment the genuineness of this cover? Is it not similar to lots of 5¢ 1856 covers that you have seen from New Orleans to France?

Now for an analysis. In the first place, this cover was not used in 1856, but rather in 1859. Second, it was originally a stampless cover, not from New Orleans but from New York City and as a stampless it was forwarded entirely unpaid. Further, it weighed over 1/2 ounce and required a triple rate of 3 x 15¢, or 45¢. Only half of the original folded letter is here, the letter itself is missing, and there are no markings on back except two French receiving. Note this black New York postmark. This is a "Treaty" marking and did not come into use until April 1857. It is a debit to France for the U. S. internal postage under the terms of the U. S. - French Treaty. The French marking reads, "ET - UNIS - SERV - BR - A.C.," meaning - "From the United States by British Packet." Thus this letter was forwarded by British Packet from New York to England and thence to France, and the New York debit of "9" means our share of the total rate was 3¢ per quarter ounce, hence the "9" shows this was a triple rate or over 1/2 oz. (15¢ per 1/4 ounce under the Treaty, effective April 1, 1857). That this was a triple rate, entirely unpaid, is also confirmed by the French manuscript due marking of "24" decimes, equivalent to 45¢ U. S. (8 decimes per 1/4 oz - 16 decimes per 1/2 oz. - 24 decimes per 3/4 oz. etc)

How do I know that the use was from New York on March 23, 1859? The Cunard sailings were every other Wednesday from New York and Boston. As there is no indication the letter was sent from Boston, it must have been sent from New York on a Wednesday, March 23rd. In what year did the 23rd of March fall on Wednesday? The answer is 1859. And further, the routing is, "Steamer Canada." The records disclose that this British Cunard Mail Steamship did sail from New York on Wednesday, March 23, 1859. The New Orleans postmark is a fake



and so is the small French "P.D." marking in red. This was applied only to fully paid mail, and meant, "Paid to Destination." Its inclusion here is absurd.

Incidentally, this cover is now in the collection of a New Yorker who sent it to me recently to show a date of use earlier than the one in the U. S. I informed him that I would furnish him with a complete analysis of the cover, but the fee for same would be \$5.00. I failed to receive any reply. I hope I am not sued for branding this "valuable" item as a rank fake.

One more point. Note how the crook changed the year "56" in the French marking. Apparently to make it look more convincing he painted a doubling of the "56," yet none of the other letters in this strike show any "shift," or doubling. And finally one more point - Note the address - viz - "B. MITJANS & CIE - PARIS." Bear that firm name in mind. By any chance do you possess any covers with that address? If so, it might be advisable to have them examined.

ANOTHER PRETTY LITTLE  
5¢ 1857 COVER

Photograph No. 146, illustrates a cover to Paris with a 5¢ 1857, Type I, Brown. The Charleston postmark is Jan. 22, 1858. If you will refer to the S. U. S., you will find that the earliest known use of this stamp is July 6, 1859, which date is from my records. In my search for early uses this date has stood as the earliest known for over 35 years. When the crook added this 5¢ stamp to this stampless cover, I suppose he was not aware that a Type I Brown perforated, was not issued as early as 1858, much less as early as January 1858. This was a double rate stampless with 30¢ U. S. or 16 decimes due at Paris. Our debit was 2 x 3¢, hence the "6" in the black Boston Foreign Exchange postmark (debits in black - credits in red). The French receiving is much the same as cover #145, and shows transmission by a British Packet. In 1858, Jan. 27, fell on Wednesday, a sailing date of the Cunard ships, so there was no tampering with the year-dates. And finally, note the address, viz., "MESSRS B. MITJANS & CO., PARIS, France." Someone did a lot of monkey-business with this correspondence.

This cover was Lot 126 in the Gibson sale of June 14-15, 1944 and "fetched" \$50.00. Later it came up as Lot #396 in a Laurence & Stryker sale on May 8, 1948. It keeps me busy keeping track of such fakes and I suppose I am the only one in American philately engaged in such work.

A PAIR OF ONE CENT 1857,  
TYPE IV ON COVER

Photograph No. 147, illustrates quite an unusual cover to France in 1858, during the Treaty period, a cover that is genuine in every respect. While it is not unusual to see covers of the period of the first quarter of 1857, the three months preceding the U. S. - French Treaty with a pair of 1¢ 1851 and a single 3¢ 1851, and with the "G. B. 1F 60C," it is most unusual to find a cover of the Treaty period with a 5¢ payment and the British applied "G.B." marking. In this case, the writer evidently thought that all he had to pay

Page #282

was 5¢ as in the period previous to April 1, 1857. However, no partial payments were permitted under the Treaty and hence this 5¢ pay was useless. The Boston office should have placed a debit of 6¢ on this letter but this was apparently overlooked.

WARNING - BE CAREFUL

I have gone into quite a bit of detail in describing and analysing the above covers to FRANCE for the sole purpose of emphasizing the importance of being careful in paying good money for stamps and covers unless you are reasonably sure that they are genuine. It is much safer to have your items authenticated by a recognized authority, and remember, "Just because a cover looks good is no sign at all." The crooks endeavor to make them that way.

(END OF ISSUE NO. 37 - APRIL 1, 1954)



ASHBROOK SPECIAL SERVICE (Third Series 1953-54)

ISSUE NO. 38 - MAY 1, 1954

LIFE MAGAZINE ILLUSTRATES RARE STAMPS AND COVERS  
IN NATURAL COLORS

\*\*\*\*\*

In the February 1954 issue of this Service (page 262), I stated that there was a rumor in Eastern circles that a February issue of "LIFE" would contain an illustrated article in color of rare postage stamps. It seems my information was correct but the date of appearance was in error. No doubt all the subscribers to this Service have seen the issue of "LIFE" of May 3, 1954 but if not take my advice and obtain a copy. The cover page contains color illustrations of numerous colorful foreign stamps and in the lot is one of the Confederate States. The article inside contains eight pages showing some of the world's great philatelic rarities, off cover, in color and some of the rarest of covers in color. A page in black and white is devoted to "U. S. errors."

The article states that there are "12 million collectors in the U. S. alone." I wonder? It appeared to me that too much emphasis was given to money values, and I wondered if most of the estimates were not greatly exaggerated. For example, the famed "British Guiana." Arthur Hind purchased this stamp back in the early nineteen twenties in a Ferrari sale in Paris for approximately \$32,000.00. After his death, his widow tried for years to obtain \$50,000.00 for the stamp. Later it was reported it had been sold at that figure but it was merely a rumor. Now it seems to be rated at \$100,000.00. I suppose the owner, whoever he is, could just as well appraise it at a million.

Last February I referred to the late Alfred Diamond of St. Louis who was in the habit of attending A. P. S. conventions in the late teens and early nineteen twenties and pleading for a cash appropriation for philatelic publicity purposes, that is, the publication of newspaper articles depicting the great pleasure to be derived from stamp collecting. Too bad Diamond is not around today to see this "LIFE" article. Just imagine - illustrations of some of the world's rarest philatelic gems, and in approximately their natural colors. And finally, not in some obscure magazine of small circulation but in "LIFE" with its enormous circulation. Well, there may not be 12 million stamp collectors in the U. S. today, but this article should convert many, many thousands to our avocation.

We have two national philatelic societies, the A. P. S. and the S. P. A. I suppose quite a number of collectors belong to both. The A. P. S. has approximately 11,000 members. It seems to me that if there are 12 million stamp collectors in the U. S. only a very small percentage are serious enough to belong to our foremost philatelic organizations. "STAMPS" magazine is the foremost philatelic publication in this country. I have no idea regarding its weekly circulation but I have heard that it is about

40,000. I wonder if the total weekly subscribers to Stamps, Gossip, Mekeel's, Linn's and Western Stamp Collector would total 75,000, without duplication? If there are 12 million collectors in the U. S. then there must be about 11,925,000 who do not take enough interest in stamp collecting to subscribe to a philatelic publication.

If there is any basis whatsoever for the above figures, viz., number of collectors versus readers of the philatelic press, then it seems to me that what American Philately needs above all else, is not more stamp collectors, but more and more serious collectors, which, of course, means a greatly expanded circulation of philatelic publications.

Personally, I think a statement that there are 12 million stamp collectors in the U. S. is mere tommy rot and further, I think it is harmful to publish such exaggerated statements regarding values. Why not stick to the facts? In citing the British Guiana why not state that it sold at auction for \$32,000.00, and let it go at that.

#### REGARDING ILLUSTRATIONS OF POSTAGE STAMPS IN COLOR

I suppose most every serious collector is aware that there is a U. S. statute that forbids the illustration of postage stamps, both U. S. and foreign, in color. Doubtless many were surprised to see such illustrations in the current issue of "LIFE." I doubt if permission was given by Washington to the publishers to violate any sections of the law, as no official could do so. I do believe however that the Treasury Department is assuming a more liberal interpretation of the postage stamp illustration act. I have heard that originally "LIFE" intended to publish illustrations of U. S. stamps in color but was advised not to make a test of the law, and this accounted for the delay in publication. Whether this is true I do not know.

Where illustrations of U. S. stamps in color are made for scientific purposes I do not believe Washington would regard such with disfavor. In the past year or more I have been doing a lot of experimental work in philatelic color photography, the main purpose of which was to record on "transparencies" the various rare shades of early U. S. 19th Century stamps. For example, the recording of such colors as the 5¢ 1847 "Orange Brown," "Brown Orange" and "Red Orange." The various colors of the 5¢ 1857, "Red Brown," "Brown," "Indian Red" and "Orange Brown," and many others.

It is surprising how many serious collectors are not familiar with these various colors. I have had wonderful success in recording on transparencies, (which are called "slides"), very accurate reproductions of such stamp colors. I consider such work as scientific and a very valuable contribution to philatelic research work. These transparencies are really wonderful in the study of stamp design, cancellation and shade. With a good "projector" they can be projected greatly enlarged upon a screen or viewed in a "viewer." I have found in a number of cases that studying a slide of a stamp in a "viewer," with a magnifying glass is even more satisfactory than a study of the stamp itself, because in the latter case the stamp itself is viewed by reflected light, whereas in a transparency the light is transmitted thru



the subject. Of course, all depends on the high quality of the photographic work and to obtain the highest efficiency some knowledge of photography is required together with the best in the way of photographic equipment. I employ two Leica cameras with very fine lens and all the accessory equipment available to enable me to obtain the most efficient results.

With a projector, a screen and color slides of the gems of one's collection is a wonderful way to entertain your philatelic friends, or for that matter, those with no philatelic knowledge. You can seat them comfortably in your living room or stamp den and give them a far better appreciation of your outstanding pieces than if viewed in your albums.

Supplying color slides to the public of scenic and historical places throughout the world has grown into quite a large business in this country. Thus one can employ a projector for purposes other than philatelic, or one can make their own color slides of friends and scenery.

#### THE USE OF WIRE STAPLES ON REGISTERED MAIL

Ever so often I receive a registered piece of mail with valuable enclosures and with one or two wire staples driven right thru the envelope. Recently I received one with a staple punched thru a valuable cover. Luckily it missed a 10¢ 1847 stamp, hence no particular damage. Such a practice is damnable and absolutely disgusting. The very idea of some fool post office clerk having the nerve and disregard for valuable enclosures as to punch wire staples thru a piece of registered mail. Whenever I receive such a piece of mail I immediately notify the sender to register a strong protest with his local postmaster. I also address a letter to the following post office official in Washington, enclosing the stapled envelope and respectfully request that the offending office be advised of such wanton disregard of valuable mail matter -

N. R. ABRAMS  
Assistant Postmaster General  
Bureau of Post Office Operations  
General Post Office  
Washington 25, D.C.

The use of wire staples was forbidden by the Department some years ago in the following official order, quote:

#### "STAPLES NOT TO BE USED IN ATTACHING RETURN RECEIPT CARDS IN CERTAIN CASES

The careful attention of all concerned is directed to the notice published in the Postal Bulletin of September 8, 1944, relative to the use of staples in attaching return receipt cards to registered letters. In this notice it was stated that postmasters or proper supervisors should see to it that at offices where staples are used for attaching return receipts to registered articles, the staples are used in such a manner as to avoid the possibility of injuring any contents of the letters such as, for example, valuable

documents, stamps often of considerable philatelic value, small pictures, etc; that if the staples cannot be used without damage to contents of registered articles, or to any postage stamps having philatelic value affixed to the outside of the registered letters, the return receipts should be attached with wire clips or by using small strips of gummed paper tape.

Return receipts should not be attached with staples unless it is apparent that it can be done without perforating any portion of the contents of registered letters. In no case should staples be used to attach return receipt cards to letters which are known or presumed to contain stamps or other items of philatelic value. Failure to strictly observe those instructions may result in damage to philatelic or other matter of considerable value or importance.

At offices where staples are used to affix return receipts to registered mail, postmasters should, as far as may be practicable, advise patrons dealing in stamps or other items of philatelic value as to the desirability of informing the accepting employee, when presenting letter for which return receipts are requested, that the letters contain matter which might be injured by the use of staples. It is possible that the stamp dealers would also be willing to disseminate the information to their patrons." (unquote)

I believe that in nearly all cases the sender is more responsible than the postal clerk, because he requests a "return receipt." This is an unnecessary request and simply invites trouble. When a person registers a letter, a receipt is given to the sender. A return receipt costs three cents. Rather than invite trouble I think it is wiser to enclose a 2¢ return addressed postal card and request the addressee to acknowledge receipt of the registered letter on same by return mail.

In forwarding a registered letter I never request a return receipt and to my knowledge no one has ever received a stapled registered piece of mail from me. There is enough trouble in the world today without going out and seeking more.

#### A 90¢ 1867 GRILL ON COVER

The S.U.S. lists the 90¢ 1867 grill (101) "on cover," but fails to give any estimate of the value of such an item. I regret to state that I have no description in my files of such a cover. However this does not mean a whole lot because it is quite possible that such a cover came up at auction in the past 30 or 40 years and I failed to record it. Mr. Brookman stated in his book on 19th Century U. S., "This stamp exists on cover but such items are extremely rare." (Vol. 1 - page 314).

#### A COMPARISON OF CATALOGUE QUOTATIONS

Elliott Perry in his "Pet Paragraphs" of March 1936, (No. 75), had the following quote: "90¢ 1867 on cover. Altho this usage catalogues only \$500.00 in my experience it is rarer than is the 90¢ of 1860 which is rated



at \$2,000.00 on cover. The 90¢ 1867 cover for sale here is priced very reasonably." (unquote)

The above was repeated in Perry's issue of April 1938 (No. 36, page 1073).

Glancing thru the sale catalogues of many famous 19th U. S. collections of past years, the absence of a cover with a 90¢ 1867 is quite noticeable.

Having no description of a 90¢ 1867 cover, I have no record of the earliest known use of this 90¢ stamp with grill but no doubt it was placed on sale in the fall of 1867 along with the other grilled values.

On January 1st, 1868 a new postal treaty with Britain went into effect and the single half-ounce rate was reduced from 24¢ to 12¢. This resulted in a cut in the rate to many foreign countries and undoubtedly was the reason why there was less and less occasion for the use of a 90¢ stamp on an ordinary letter.

#### BLOCKS OF THE 90¢ 1867

An unused block of four of the 90¢ 1867 described as "very fine" brought \$355.00 in the Worthington sale in August 1917. In the Sinkler sale by Klein in 1940 an unused block brought \$330.00. This was described as horizontal perforations severed and rejoined. There was a used block of four in the Waterhouse sale in London in 1924 that brought 78 pounds, (approximately \$359.00 at that time), and in the Emerson sale by Kelleher in May 1948, a used block of six described as "wonderfully fine, light black cancelation" sold at \$1,050.00. In all probability this block is unique.

#### A BEAUTIFUL COVER-A SHOW PIECE

In a sale by Samuel Paige of Boston, held on April 9th and 10th last, Lot 176 was described as a cover with a vertical strip of three of the 1¢ 1857, Type V, S. U. S. #24. A single on cover is quoted at \$2.50 and a strip of three, presumably off cover at \$6.50. I suppose those in attendance at the sale were amazed that this cover sold at \$290.00. No doubt many are still wondering why. If you have a catalogue of the sale you will find an illustration on page 21. Photograph No. 148 illustrates this beautiful cover which is indeed a show piece. I suppose several or more buyers were determined to acquire this item and when this occurs in an auction sale most anything can happen. However in this case I am sure the buyer knew exactly what he was doing, because he has a very thorough knowledge of the strip of One Cent stamps on this cover.

The strip comes from Plate Six, the stamps that were referred to back in the early days of the study of the One Cent, as the "Type V stamps with almost complete sides." Later I gave such stamps the type classification as Type VA, but I advised against the inclusion of this type in the S. U. S. as we had too many types and the addition of any more would only lead to confusion. I have a pencil notation on the cover that this strip is from Plate 6, positions 40R6 - 50R6 - 60R6. All three stamps are the unlisted "Type VA." If you have a copy

of my One Cent 1851-57 book, you will find a description of Plate 6 in Volume One, and a description of the "reliefs." This strip is from the "D," "E" and "F" reliefs and on pages 255, 256 and 257 illustrations 21G, 21H, 21J, 21K, 21L and 21M show the difference between the strip on this cover (Type VA) and the ordinary Type V stamps from similar rows of the common Type V plates. Compare the top stamp in this strip with Fig. 21G on page 255 of my book, and it will be seen that the ornaments on the right side are "almost" complete. There is a wide break in both top and bottom lines which causes many well-versed students of the One Cent to believe that many Type VA stamps are in reality finer examples of Type III than many of the Type III that come from Plate 4. (A single Type III from Plate 4 on cover lists at \$100.00).

Mr. C. W. Romele of Santa Barbara, Calif. is one of our foremost students of railroad markings so last January, I sent him a photograph of this beautiful cover. Under date of February 4, 1954, he wrote me as follows. His reference to this cover is so interesting, I am quoting it:

"As for the Rutland & Burlington cover, of which you sent the photograph, you really have come to the right person and for once I think I can give you some interesting information.

H. L. Sheldon, whose name appears in the oval marking, was the railroad station agent at Middlebury from 1857 to 1863 - and quite a remarkable person. Born on a farm in Salisbury, Vt., one of four brothers, he became a clerk in the Middlebury postoffice in 1841, at the age of twenty. He had already learned to play the organ - self-taught - and in 1842 began playing in the Episcopal Church, continuing to be the organist most of the time for 34 years. After three years in the postoffice, he became a clerk in a store for several years and in his spare time made an organ which he sold to the church - also made himself a broadcloth coat which lasted him the rest of his life. In 1850 he was appointed mail agent (route agent) on the Rutland & Burlington R.R. just completed, making the 234 mile trip from Boston to Burlington, one day, and back the next, with one week's rest out of three. In 1853 he went back to the Middlebury postoffice for a couple of years, then after a trip to Nebraska came back to become station agent. After 1863 he engaged in several business ventures, acquired some income property, etc., and in 1870 was elected Town Clerk, serving for 25 years. He died in 1907 at the age of 86. He gave all his real estate to a foundation for the operation of the Sheldon Museum which houses many and various things he collected and is still operated by the Sheldon Foundation.

Now about the marking. The R. & B. Railroad evidently furnished their station agents with oval handstamps with the name of the town across the top and R. & B. R. R. at the bottom - movable dates in the center. Dr. Chase lists the one for Middlebury, and I have seen one just like it, dated in the sixties, for Sutherland. Sheldon evidently had another stamp with his own name in place of the initials of the railroad. He used this stamp on his own incoming mail - mail addressed to him, I mean - and I have such a cover. Sometimes he used the railroad stamp on his incoming mail also. Clarence Wilson, of Detroit, has about eight of these covers, all addressed to Sheldon and stamped with one of the other of these oval markings which of course have no postal



significance when so used. However, there is at least one case - I have Dr. Chase's tracing of it - in which the railroad stamp was used to cancel a 3¢ '57 stamp on an outgoing letter to Brandon, Vt. And now you have a case in which he used his personal handstamp as a postmark! It is most interesting. If the owner of the cover wants to find out whether the letter was written by Sheldon, it would be very simple to prove by the handwriting. I suppose Sheldon got used to using a handstamp when he worked in the postoffice and also as route agent on the railroad. Anyway, I am delighted to have the photograph. If the owner wants any more information about Sheldon, I may be able to supply it. The whole story is doubly interesting to me because my paternal ancestors owned a farm about two miles west of Middlebury for over two hundred years. When I was a small boy we went there for a month or two every summer, so I know the town well indeed and have happy memories of it." (unquote)

It is my guess that the present owner is more than well pleased with his investment.

Years ago when I first met philately's beloved dean of U. S. philatelic research work, I remember well a remark he made. It was something to this effect - "No price, within reason, is too high to pay for a super superb cover, because the chances are that the next buyer will pay more." Of course this doesn't happen in 100 cases out of a hundred but the percentage, in my opinion, is exceedingly high. I wonder how many times each one of us have passed up some marvelous item because the "price was too high."

This photograph fails to do justice to the appearance of this cover but I have a color slide of it that shows it up in all its beauty. The envelope itself is a colorful yellow buff, as clean and fresh as the day it was used. The imprint across the top is in red, and the strip of stamps is in a beautiful blue and the stamps a very fine engraving. Personally, I can get up more enthusiasm over a cover like this with its historical background than I can over a 1918, 24¢ Air Mail Invert. Aside from the money value I would much prefer to own the 1¢ cover. Well, as the old woman remarked when she kissed her cow, "Everyone to their own taste," and that is one feature that makes philately so interesting to so many people, young and old.

5¢ HAWAII PLUS 12¢ 1851

Note the S. U. S. listing of Hawaii No. 7 on page 533 of the 1954 edition. This is the Hawaii 13¢ dark red (6) surcharged with a manuscript "5." This stamp catalogues at \$1,000.00 on cover. Years ago when Hawaiian - U. S. rates were not fully understood such surcharged 13¢ stamps were considered of little importance, in fact, many students doubted it was a Provisional.

Bruce Cartwright writing in Mekeel's, July 23, 1921, stated, quote: "The question as to the status of the "5" Ms. Hawaii (Scott No. 7) has been discussed by eminent authorities for many years. The late Henry S. Crocker, xxxx believed it to be a bonafide provisional issued in 1857, on account of

the shortage of the 5¢ blue on thick white paper, Scott No. 5." (unquote)

The 13¢ stamp was issued in 1853 and the wording on it is rather unique. On the left side is "Hawaiian - 5CTS," on the right side is "United States 8CTS." We had no actual postal treaty with Hawaii at that period and to send a letter from origin in the Islands to U. S. destination added up as follows:

5¢ Hawaii Internal
2¢ to the ship captain
<u>6¢ U. S. postage</u>
13¢

To facilitate prepayment of the above charges, Hawaii issued this 13¢ stamp. A person in Hawaii could purchase one of these 13¢ stamps and put it on a letter with a U. S. address, and the Honolulu office would then pay the ship captain his 2¢ and also put on the letter a pair of 3¢ U. S. 1851. Thus the Hawaii P.O. received its 5¢, the ship captain his 2¢ and the U. S. P.O.D. 6¢ to convey the letter from San Francisco to its U. S. eastern destination.

On April 1st, 1855, the U. S. rate from San Francisco to Eastern U.S. Via Panama, was raised to 10¢, making a combined charge from Hawaii to destination in the U. S. 17¢ instead of 13¢. In 1857 when supplies of the Hawaii 5¢ blue ran short, the Hawaiian Postmaster General authorized the surcharging of the obsolete 13¢ stamp with a manuscript "5" and sold them to the public @ 5¢.

On April 27th last, the magnificent collection of "Hawaii" formed by the late Admiral F. R. Harris was sold at auction in New York by Harmer Rooke & Co. No doubt all the subscribers to this Service have a catalogue. On page 18, is an illustration of Lot 97 in the sale. This shows a cover with a U. S. 12¢ 1851 plus a Hawaii 13¢ red surcharged "5." The Honolulu postmark is dated "JUNE 17" and has "U. S. Postage Paid." The two stamps are side-by-side in upper right and tied together and to cover by a San Francisco postmark dated "JUL 17 1857." The catalogue description reads, "Extremely fine. Beautiful cover and probably the finest of the 9 known. Ex-Green."

In the May 3rd issue of "LIFE" is a picture of the late L.H.A. Green, who at one time owned this cover. In one of the sales of the Green collection by the late Percy Doane on Nov. 4, 5 and 6, 1942, this cover was Lot 254. Admiral Harris was the buyer and it cost him \$660.00. Last week it sold at \$1,450.00.

Harmer Rooke described this as probably the finest of the nine known, which is probably true. In other words, a "show piece" hence the highest price one of these covers ever realized.

In comparing sales prices of 1942 with those of today it is well to bear in mind the value of the dollar in 1942 as compared to its greatly depreciated value today.



EARLIEST POSTAGE DUE STAMPS  
LEOMINSTER, MASS.

The first U. S. postage due adhesive postage stamps were issued in 1879, but the postmaster at Leominster, Mass. had his own postage due stamps as early as 1855.

Photograph No. 149, illustrates a stemless cover that was mailed from Buffalo, N. Y., on August 4, 1855 to a person in Leominster, Mass., from which office it was forwarded to Boston. Across the face is a blue adhesive sticker reading, "FORWARDED - DUE 3 CENTS." In 1855, Charles H. Colburn was postmaster and evidently he occupied this office for a number of years following, because I have a record of a cover as late as 1863 showing use of one of his(?) stickers on mail reading, "FORWARDED 1863 - DUE 3 CENTS," another with "FORWARDED 1862 - DUE SIX CENTS" and another with "DUE 6 CENTS." These various adhesive "stamps" were printed on either a dark blue or green gummed paper. I wonder if postmaster Colburn also ran a printing shop and found it more economical to provide his office with adhesive labels to attach to mail rather than go to the expense of stampers. At any rate, I think it is perhaps proper to term his "Due stickers" as the earliest(?) known "Postage Due Postmaster Provisionals." Nearly all that I have seen were turned up in original finds by my good friend Harold C. Brooks, so there is no question regarding their authenticity.

A CONFEDERATE CORNER CARD

Photograph No. 150, illustrates a cover that, in my opinion, must be very rare. Over the years I have seen a great many covers of the Southern Confederacy but never one quite like this.

As we of this generation look back to the days of our forefathers, we recognize that slavery was an evil thing that had to be eliminated from our national life. In the early days, in the build-up of this vast country of ours, it served its purpose but it eventually had to go regardless of the cost in blood and fortune.

Here is a bit of philatelic Americana that would be a valuable addition to any 19th Century collection. Here is a corner card of a firm of businessmen who dealt in human beings. This was the year 1862, just 92 years ago last March. We have gone a long way in those nine decades.

(END OF ISSUE NO. 38)

May 1, 1954

FINAL ISSUE OF THE THIRD SERIES 1953-1954.

Page 292

With this June 1st, 1954 Issue of the

ASHBROOK SPECIAL SERVICE

we commence the Fourth Series - 1954-1955, thus

ISSUE NO. 39 - JUNE 1, 1954

\*\*\*\*\*

AN INSIGNIFICANT LOOKING COVER

but

A cover with an interesting story.

Recently a collector of U. S. 19th Century covers sent me a stampless cover, a dark buff envelope, that originated at Utica, N.Y. on June 23, 1847 and addressed to Valpariso, Chili, South America. Routing directions were given as follows - "Per Ship Corsair at Boston."

Photograph No. 151 illustrates this item, which had no markings or memorandum on the back. Most of the stamped markings on the face were in blue and rather indistinctly struck. The owner sent me a list of his interpretations of the markings and against same he inquired as to their meaning. The following is a copy of the list he submitted:

- "A) Utica? - blue oval postmark, also fancy PAID, and a "V" in double circle.
- B) A blue double circle marking reading, "Empress of America, 28 AGO 1847."
- C) A red brown double circle marking which seems to read "La Guaira" balance indistinct.
- D) "Per Ship Corsair at Boston Mass." in manuscript.
- E) Addressed to Henry D. Cooke, Esq. care of Wm. G. Moorehead, U. S. Consul, Valpariso, Chili.
- F) Straight line in blue "PANAMA."
- G) A figure "1" in blue - what is the meaning of this?
- H) What do you know of the rate? The route etc. If 5¢ was paid at origin who paid the Panama charges and 2¢ Ship charges? Is this blue straight line "Panama" marking valuable?" (unquote)

In returning the cover to the owner I furnished the following information which I think is sufficiently interesting to herein quote:

The U. S. postage that was paid on this cover was but 5¢ which was the U. S. domestic rate from Utica to Boston. This is shown by the encircled "5" and the "PAID" in scroll of Utica. What you mistook for "Empress of America" was not a ship marking but rather it was applied at Havana, Cuba and reads, "Empresa - N. America." The word "Empresa" is Spanish and translated means "Enterprise" or "undertaking" and is often used in a firm name for what in English would mean "Company" as for example, "EMPRESA UNIDAS DE ENERGIA ELECTRICA." (United Electrical Energy Under-



takings). The Spanish mail line, which, before the revolution, used to run ships from Spain to Puerto Rico and Cuba, was an "Empresa." Hence in this case this marking indicated the origin of the letter as a mail ship from "N. America."

There is a large "1" in blue and this was likewise applied at Havana (Habana), and I believe this indicated the letter was a single rate. Covers to Cuba from the U. S. at that, and a later period, are apt to have a large "NA1" meaning a single rate from North America.

Regarding the straight line marking also in blue, and which was mistaken for "Panama." This was also applied at Havana and reads, "HABANA," not Panama.

Regarding the Route. About all the data I have on the ship "Corsair" is that she was a clipper ship, was built at Medford, Mass. in 1845 and was owned by Augustus Hemengway of Boston. Her master was Simon V. Peabody. I judge that this letter was placed aboard this ship at Boston and conveyed to Havana, Cuba, where it was turned over to the Spanish postal officials, and in turn put aboard some ship due to sail around the Horn for Chili and the west coast of South America. Or I suppose it could have been sent to Panama, thence across the Isthmus, and at Panama City put aboard a ship bound for Chili and the west coast ports of South America.

The year 1847 was earlier than the time when the U.S. P.O.D. had a mail line to Panama. Who paid for the carriage from Boston to Valpariso? There is no indication that the sender paid anything but the U. S. domestic rate of 5¢, so the addressee must have been taxed, but there is no marking indicating any such sum.

It is well to bear in mind that at the period of this letter the U. S. did not have a postal treaty with Cuba or any of the Central or South American countries, nor was there any established U. S. mail route, that is, "contract route," over which U. S. mail was regularly transmitted to such countries.

Instructions to postmasters for handling such a letter as this is contained in the P. L. & R. of 1847 - (Regulations - pages 64-65 - Sections 459 to 464 inclusive). In brief, these sections state that U. S. postage is to be paid to U. S. "seaports" and that it is the duty of postmasters to place such mail aboard a ship that is scheduled to sail.

To be explicit, this letter was sent to the Boston Post Office and it was the duty of the Postmaster of that city to put the letter aboard some ship sailing for or in the direction of Chili. The writer instructed the "Corsair" so doubtless such instructions were carried out.

There is a red brown double circle marking on the envelope which is so indistinct that I have been unable to decipher it. The owner seems to think it reads, "La Guaira." There is a seaport town in Venezuela by the name of "La Guaira" but if this marking was applied there, I have no explanation for it.

Regarding the person to whom the letter is addressed, "Henry D. Cooke." This person was the younger brother of the famous American banker, Jay Cooke, who was the founder and head of the New York banking firm during the civil War, and long afterwards, of Jay Cooke & Co. Some facts regarding Henry D. Cooke are quite interesting.

He was born Nov. 23, 1825 in Sandusky, Ohio, and was the son of a member of the U. S. Congress. He died at Georgetown, D.C. Feb. 29, 1881, aged 56 years. Graduated at Transylvania University, Lexington, Ky. in 1844, he soon after began the study of law, but later turned his attention to journalism. In 1847 he sailed for Valparaiso, Chili, to serve as an attache at the American Consul there but enroute he was shipwrecked. Being detained at St. Thomas after the wreck he conceived the idea of a U. S. steamship line from New York to California via the Isthmus of Panama, and wrote articles concerning it to the Philadelphia "United States Gazette," and to the New York "Courier and Enquirer." The attention of the U. S. State Department was called to the correspondence by Consul "G. Moorhead, (note his name on this cover), and it is believed that Mr. Cooke had a lot to do with the eventual formation of the mail steamship lines to California via Panama. Mr. Cooke afterward made his home in San Francisco where he was actively connected with shipping interests. It is stated that he was the first to announce to the authorities at Washington, through a despatch from the military governor of California, the discovery of gold in the Sacramento Valley. Becoming involved by suretyship for a reckless speculator, Mr. Cooke lost his fortune, and returned to Sandusky, O., in comparative poverty. He then engaged in journalism, becoming one of the owners of the Sandusky "Register," and afterward of the Columbus, Ohio "State Journal." In 1856 he was a presidential elector, and in 1861 became a partner in the house of Jay Cooke & Co. He was appointed the first governor of the District of Columbia, but resigned in 1873. The last twenty years of his life were spent in Georgetown, D. C., where he was noted for his benefactions. He built a mission church in that city, gave \$20,000 toward an Episcopal church, and made other gifts for public benefit.

A few words about the older brother, Jay Cooke. He had been a partner in a famous Philadelphia banking firm for many years but in 1861 he severed his connection and established the firm of Jay Cooke & Co. Through the influence of Salmon P. Chase, Mr. Cooke's personal friend, the Cook firm became the government agent for the placing of the Civil War loans, and by his success in negotiating them Mr. Cooke contributed materially to the success of the national cause. After the war the firm acted as agents for the Northern Pacific Railroad, and the firm's suspension in 1873, growing out of its connection with that railroad was one of the causes of the financial panic of 1873. Mr. Cooke subsequently resumed business with success.

I have given quite a bit of space to this cover, and its background - first, because I found its story quite interesting, and second, as a demonstration of what can be developed if one will study all the features of a cover. After all, in so many cases, it is the story behind the cover that makes the cover.



THE ENO SALE BY HARMER ROOKE & CO.

This was a sale last May 18th of 19th and 20th Century unused blocks from the collection of Amos Eno of New Jersey. It is said that Mr. Eno was one of the three star clients of the late Y. Souren of New York City. A very mysterious dealer who seemed to have a hidden power of persuading a client to buy whatever Souren wished him to purchase. In the Eno Sale, Lot 283 was a unique block of four of the 1918 24¢ Air Mail with inverted center, and sheet margin with plate number. Mr. Raymond Weill of New Orleans was the successful bidder, paying \$18,250.00 for this item, which was described as a truly gorgeous and spectacular block and one of the greatest show pieces in the entire world of philately. Just think, back in the nineteenth a collector bought the full sheet of 100, from which this block came, for \$24.00 at a stamp window in the Washington Post Office.

Lot 85 in the Eno Sale, a gorgeous block of four of the 4¢ Columbian blue error sold @ \$3,750.00. Lot 132 - a block of four of the 4¢ Pan American with inverted center brought \$3,100.00. Lot 3 was a block of the 1¢ 1857, from Plate 12, with Types I and II and a catalogue value of \$1,232.50. In my opinion, it sold very cheap at \$575.00. A rare piece such as this issued way back before the Civil War is certainly worth more. Lot 12 was a very rare block of 8 (2 x 4) of the 10¢ 1857, Type V, with full imprint and Plate No. 2. This was knocked down at the very low price of \$160.00. Lot 16 was a block of four of the 10¢ 1861, Type I, called the "August" and sometimes the "Premiere Gravure." It brought \$775.00. Quite a rare and desirable block. Lot 18 was an unused block of four of the 3¢ 1861 Pink. It was described as a "very fine color" and so it was. Most unused "Pinks" are poor color examples, they are generally pale and faded, but here was an unused block with an exceptionally fine real pink color. The above were a few of the items that especially appealed to me.

EARLIEST KNOWN USE

3¢ 1870 with grill

- My good friend and fellow student of 19th Century U. S., Mr. Lester G. Brookman, advised me, under date of May 17, 1954, as follows, quote:

"I have before me a cover with the corner card of the "Saratoga Star Spring Co.," bearing a 3¢ #136, (3¢ 1870 with grill), with a strong 'end-roller' grill. Postmarked Saratoga Springs, N.Y. "MAR 24" and bearing the receiving mark of the St. Nicholas Hotel as "Nicholas Hotel, Mar 31 1870." Cover is 100% O.K. It is owned by J. A. Farrington, Jr. of New Hope, Pa." (unquote)

The S.U.S. gives "April 12, 1870" as the earliest use known of this stamp and also as the earliest known use of any of the 1870 stamps with grill. Thus the discovery of this cover establishes the fact that the 3¢ stamp with grill was used as early as March 24 of that year, a date over two weeks earlier than any other record.

Mr. Luff in his book on "The Postage Stamps of the U.S.," stated that the

"proposed new issue" was announced as early as September 1869, but that, quote, "The stamps were not placed on sale however until about April 15th, 1870." This statement was based on a circular issued to postmasters thruout the country by the Third Assistant Postmaster General and dated April 9th, 1870, which stated, "At an early date xxxxx the Department will issue to postmasters, postage stamps for a new design. xxx You are required to exhaust all of the present style on hand before supplying the public with the new."

According to Mr. Luff, it appears that the "American Journal of Philately" got out an "Extra" dated March 25th, 1870, announcing the issuance of the new stamps, but Mr. Luff stated he had never seen a copy of the "Extra" and quote, "it would seem doubtful if the stamps were actually in issue on March 25th. Possibly they were described from proofs or from a set shown by some official." (uncquote)

The above is of special interest in view of the discovery of the cover with postmarked date of "March 24," (1870).

Again quoting Mr. Luff - "The stamps of this series were issued both with and without grill and both styles appear to have been in use at the same time."

In the listing of the issue without grill, the S.U.S. states, "Issued (except 7¢) in April 1870."

Mr. Brookman in Vol. 2 of his 19th U. S. study, also stated that it is believed that both the grilled and those without grill except the 7¢ were issued in April 1870.

#### A POSSIBLE EARLIER USE OF THE 3¢ 1870

Last summer Mr. J. M. Hardman of South Charleston, W. Va., sent me a cover with a 3¢ 1870 without grill tied by a double circle postmark reading, "SEABECK - ME - MAR 13 - 870." I repeat that the stamp was a National without grill. Unfortunately the "0" of 1870 was not plain enough for me to be sure whether it was an "0" or a poorly struck "6." Further, the style of the postmark did not appear to me as a type that was used as early as March 1870, but that was just my opinion and not based on any positive evidence. The cover was addressed to MILLBRIDGE, Me., and as far as I could determine no one had tampered with this cover or attempted to make an "0" out of a "6." I advised Mr. Hardman that because of the lack of some definite evidence of some kind I could not list this as a use on "Mar 13 1870."

In light of the above discovery of a 3¢ Green with grill, used on Mar 24 1870, it does seem possible that Mr. Hardman's cover might well be the earliest known use of a 3¢ Green of 1870 - a stamp without the grill.

Perhaps one would wonder why this small post office in Maine had a supply of this new stamp that early, and I wonder if the answer could be that



"Seabock" ran out of 3¢ stamps and rather than send any of the "old" 3¢ 1869, a consignment of the new 3¢ Green was shipped?

Incidentally, the postmark reads, "SEABECK" but all my postal guides from 1859 thru 1881 list the office as "SEBEC, ME." This seems strange - and I wonder why?

This cover was submitted to Mr. Brookman and he agreed with me that there was much doubt that the actual use was "Mar 13 1870." Now I really do wonder?

#### THE U. S. ONE CENT STAMP OF 1851

Way back in the days of World War I, I became absorbed in the study of this grand old stamp and the more I studied its types and its plates, the more convinced I became that it was the most interesting philatelic study of all the stamps issued by the U. S. P.O.D. Surely there is no other stamp that offers so many fascinating features - the different types - the different plates - the different colors and here the student who enjoys the thrill of plate reconstruction can spend a lifetime in such pursuit. Some of the plates are not difficult to reconstruct, others are much more difficult and there are several which have never been put together and in my humble opinion, never will be.

Just a few words regarding one of the most remarkable, (in my opinion), of all the plates from which U. S. stamps were printed. This was the first plate, or Plate No. 1. This remarkable steel plate was in use from the spring of 1851 until possibly the middle of 1857, a period of over seven years and in addition it was the only plate from which One Cent stamps were printed from 1851 until November of 1855. What a plate. To Dr. Carroll Chase goes full credit for the first entire reconstruction of what he originally termed, Plate One, Second State, because this plate had "two states," a first or original condition and a "second condition." The "First Condition" covered the period from early 1851 to May 1852, and thenceforth the plate was the "second condition." The change was due to a reconditioning of the plate, occasioned by a re-entry of the "reliefs" (designs) and a "recutting" of top and bottom lines of 199 out of the 200 positions on the plate.

Dr. Chase served in the French Army in World War One from 1915 to 1919 as a Major in the Medical Corps, in fact, specializing in surgical work. It was during his service in France that I became so absorbed in the study of the One Cent of fifty-one and with his notes before me and the assistance of my old friend Alvin Good of Cleveland, I succeeded in reconstructing the "second condition" of Plate One. When Dr. Chase returned from France he journeyed to Kentucky and spent a week with me. It was during that visit that we decided to do away with many of the old terms and we changed "Plate One, First Condition," to "Plate One Early" and the second condition to "Plate One Late." No doubt such terms will last as long as we have collectors of 19th U. S. Plate One Early produced but one stamp that had the full die design - and this we designated as the 7R1E, the only Type I among the imperforate stamps. When the plate was reconditioned in 1852,



position 7R1E became 7R1L - no longer a Type I stamp but a Type IV. And among other such changes, the 4R1E, a Type IB, became 4R1L, a Type II. When the engraver went over the plate and recut top and bottom lines of the designs he missed one position out of the 200, namely, 4R, but due to a re-entry of a different relief than was originally used, this position was transformed from a Type IB to a Type II. Being in the top row of the right pane, this Type II stamp had a Type IV to its left, to its right and below, so it is possible to obtain Types II and IV in two different horizontal pairs, (3R1L - 4R1L) and (4R1L - 5R1L), but only one vertical, viz., 4R1L - 14R1L. The S.U.S. lists under #9 - "pair, combination, Type II (4R1L) and Type IV - used \$200." Of course, a vertical pair is much scarcer and much more valuable than a horizontal.

Photograph No. 152, illustrates a very beautiful vertical pair of 4R1L - 14R1L - full margins all around, sheet margin at top and part of 24R1L at bottom. The top of the 4R shows the double transfer occasioned by the re-entry of a trimmed relief. The top line is heavy due to the re-entry but it was not recut, and of course no recutting was done along the bottom line. Due to the "burnishing tool" the original "Type IB" parts of the bottom of the design were "burnished out" and thus the change from Type IB to II. In a fine specialized collection of the One Cent could one wish for a finer pair than this one? Incidentally, this pair changed hands at a recent auction sale in New York City but at the time it was offered there must have been one of those ticker-tape parades because surely everyone in attendance was looking out of the windows.

#### A PERFORATED VERTICAL OF THE

#### 4R1L - 14R1L - ONE CENT 1857

Back in 1926, in May, the Carroll Chase collection of the 1¢ 1851-57 was sold at auction in Boston by Kelleher. Lot 193 in that sale was a pair of the 1¢ 1857 - Types II and IV - 4R1L - 14R1L, and described as "perfectly centered, lightly cancelled xxxxx paper slightly stained, otherwise superb." Also "many times rarer (than an imperf vertical pair) and possibly unique." It is possible that this Chase pair is unique because I have no other record of a perforated pair of these positions. The late Steve Brown acquired the Chase pair and after his death, when his collection was sold by Harner Rooke & Co., this pair was Lot #672 in the sale of Oct. 31, 1939. In the Chase sale the price was \$80.00. In the Brown sale, the price was \$175.00. The 1954 S.U.S. under #23 gives an estimate of \$300.00. In the specialized collection of the One Cent put together by Mr. Morris Fortgang of New York City, is a very fine pair of the 1¢ 1857, 3R1L - a Type IV, and 4R1L, the Type II.

#### A COVER TO BERMUDA.

Photograph No. 153, illustrates quite an interesting cover, and one that possesses several very unusual features. Here is a combination of a 3¢ 1853 U. S. envelope, a 5¢ of 1856, and a pair of 1¢ 1851, Type IV, to make up a rate of 10¢. It bears two postmarks of Georgetown, S.C. and is addressed to Mr. Henry B. Brown, U. S. Consul, St. Georges, Bermuda." Across the face



is a framed "NOT PAID" in black and at right is a manuscript "4." The date of the postmark is "29 DEC," which means that the use was December 1856 or later, let us suppose 1856 or 1857. I was a bit surprised when I searched my files for a record of a U. S. cover to Bermuda - an early use before 1870, and found I did not have even one. Whether this means that a cover to Bermuda prior to 1860, is a very scarce item, I do not know. Perhaps I might not have considered such an item of sufficient importance to record. However, one thing must be a fact, viz., a cover to Bermuda with a 5¢ 1856 must be very, very rare if not unique. This letter was forwarded to New York, and there it was hand-stamped "NOT PAID," and then sent to Bermuda. Why the "NOT PAID?" Referring to the P. L. & R. table of foreign rates for 1857, the rate to British West Indies, not exceeding 2500 miles - 10¢ per 1/2 oz. This referred to mail forwarded by an American Packet and I assume was to the frontier rather than to ultimate destination. In other words, local or domestic postage was extra, and in this case, the New York marking did not mean that the U. S. postage had not been prepaid, but rather, postage to destination, thus the manuscript "4," or 4 pence due from the addressee. This is my analysis and for lack of positive evidence I am not sure I am correct. At any rate, this is a most unusual cover and worthy of special mention in this Service. It reposes in the collection of Mr. Emmerson C. Krug.

#### A LARGE USED BLOCK OF THE 24¢ 1860.

Photograph No. 154 illustrates a piece of a cover with 12 copies of the 24¢ 1860 Lilac, S. U. S. #37, consisting of a large block of ten and at right a vertical pair. It was mailed from Wilmington, N.C. on Feb. 16, 1861, and was doubtless a part of a piece of Government mail as there was a slip attached reading, "Supreme Court of the United States - Washington, D. C." No evidence of the original address. A used block of four of this stamp catalogues @ \$750.00, and I believe this block of 10 must be unique as I do not recall ever having seen so large a used block. A postage rate of \$2.88.

Incidentally, blocks of various sizes in unused o.g. condition are well known, in fact, I recall two blocks of 15, (5V x 3H) formerly in the Richey collection that had originally been a large block of 30, and I believe there is still a large unused block of 40 in existence. Of course, such items come from the "remainders" at the outbreak of the civil war. Large supplies of the "old stamps" were given to a Boston dealer for arranging the Government collection, so the story goes.

#### FAKED WESTERN EXPRESS COVERS

For the past six months several New York dealers have been attempting to locate the source of fraudulent Western Express covers that were offered to them for sale. Most of these came from sources up in the northwest and consisted of genuine "Western Franks" to which had been added faked markings of various express companies. From time to time photographs of some of the fakes were shown to me. I suppose some crooks who should be jailed have an idea it is a very simple matter to have imitation rubber stamps

made of scarce express company markings and apply them to common Western franks and thereby make "a rare and unique" item - heretofore unknown. It seems that the latest bit of such work was done by a crook who had a preference for the handstamps of "Tracy & Co." I have just received advice that the culprit who made the fake Tracy covers has been apprehended and taken to the shop where 21 of his counterfeit rubber stamps were made. That he had confessed, turned over all his fake material and made reimbursement of hundreds of dollars. Incidentally this happened in Eugene Oregon. A person who would resort to such fraud should be prosecuted to the fullest extent of the law regardless of how much it hurts all concerned, so that others who would attempt such despicable fraud wouldn't dare make an attempt. We are unable to reach the Zarsels of France and other foreign places but we should make it mighty hot for such thieves in this country.

2¢ TO NEW BRUNSWICK

DEC. 17, 1883

On pages 37 to 40 of this Service, Issue No. 7, of October 20, 1951, I described an interesting cover with a 2¢ 1869 from Houlton, Maine to Woodstock, New Brunswick, a piece of first-class mail with a legal rate of but 2¢ when the regular rate was 6¢. This was due to the fact that the two offices were only a few miles apart, both very near the border-line. A special provision in the U. S.-Canadian postal treaty provided this special 2¢ rate to certain cities in both countries, the U. S. and Canada. Photograph No. 27 illustrated the above 2¢ 1869 cover.

Photograph No. 155, illustrates a cover from "Milo, Maine" on Dec. 17, 1883 to "So Ampton" (Southampton) - York Co., New Brunswick, with a 2¢ U.S. 1877 vermilion (p.183). These two towns are not close together, hence there is no relationship between this cover and the 2¢ 1869 (No.27). Why the 2¢ rate? The explanation is as follows: The Convention between the two countries of February 1, 1875, provided that the domestic rate of each country should apply to mail exchanged between the two. As of October 1st, 1883, the domestic rate in the U. S. was reduced from 3¢ to 2¢ per 1/2 ounce, so automatically the rate to Canada became 2¢. However, no reduction was made in the Canadian domestic rate and it remained at 3¢. This cover shows an early use, Dec. 17, 1883, of the 2¢ rate. As of July 1, 1885, the U. S. domestic rate was made 2¢ per one ounce instead of 2¢ per half-ounce. The Canadian rates remained unchanged. Effective May 8, 1889, the Canadian rate was based upon one ounce, the fee remaining at 3¢.

(END OF ISSUE NO. 39)

JUNE 1, 1954

FOURTH SERIES 1954-1955



ASHBROOK SPECIAL SERVICE

ISSUE NO. 40 - JULY 1, 1954 (Fourth Series - 1954-55)

\*\*\*\*\*



The postmark of the  
NEW YORK OCEAN MAIL  
Via Panama to  
CALIFORNIA AND OREGON  
1854 - 1861.

The above is a rough drawing of a very interesting postal marking, the "NEW YORK OCEAN MAIL." Years ago it was erroneously referred to as the "Clipper Ship" cancel and even to this day we find this term used from time to time in some auction catalogues. No Government mail contracts were ever awarded to any line of clipper ships or sailing vessels, whalers, etc., to carry mail "Around the Horn" to California and Oregon. The fact is that the first U. S. Mail Route to California and Oregon was the Ocean Mail by steam vessels to Panama across the Isthmus and thence to San Francisco with an auxiliary route to Astoria, Oregon. This mail route was opened in October 1848, and before the news reached the eastern section of the country that gold had been discovered on Sutter's Creek, the previous February (1848).

Previous to the establishment of the mail route there was considerable trade with the Pacific, and communication was conducted back and forth principally by whaling ships, west-bound mail being privately placed aboard a ship due to sail, and incoming mail by such vessels was rated, when placed in the U. S. Mail, as "Ship Letters." Thus there was no such a thing as a "Clipper Ship cancelation" or postmark.

The Ocean Mail was sent from New York to Chagres twice a month, and until 1854, the New York Office used various types of postmarks, but in February of that year, the type illustrated above first made its appearance, and shortly after was the type adopted for all the Ocean Mail Via Panama to California and Oregon. The type remained in use until at least September of 1861. I have never seen or heard of an example any later.

A SPECIALIZED COLLECTION OF THE  
NEW YORK OCEAN MAIL MARKING.

Mr. Edgar B. Jessup of Oakland, Calif has gathered together what is undoubtedly the most comprehensive and nearly complete specialized collection of this interesting postal marking in existence. It includes specimens of most all the values current during its period of use, imperforate and perforate, many different types of the 1¢, 3¢, 5¢, and 10¢ 1851-1855-1857-1860, and stamped envelopes, etc., etc. Also a wide variety of covers showing a great many very unusual uses. Incidentally only one stamp of the 1861 issue is known with the "Ocean Mail" and this happens to be a block of four of the 5¢ Buff of 1861. Imagine a used block of four of this semi-scarce stamp and to have it canceled with the Ocean Mail!! I never even heard of a single. This is one of the gems of the Jessup Specialized Collection.

THE OCEAN MAIL MARKING - SOME UP TO DATE DATA

The earliest use I have recorded is a cover with a single 3¢ 1851 used to Philadelphia on Feb. 25, 1854. I have a record of another 3¢ 1851 cover used to Washington on the same date, also another 3¢ 1851 cover used to New Haven on the same date, also a 3¢ 1851 cover to Boston on the same date, and also a cover with two 3¢ 1851 used to Boston on the same date, all five covers used on Feb. 25, 1854, and not a single record of an earlier use. Incidentally Feb. 25th fell on a Saturday in 1854. The earliest known use of the marking on a cover via the Ocean Mail to California is March 6, 1854 and is a cover in the Jessup Collection. It is a 3¢ U. S. stamped envelope with a 3¢ 1851 (6¢ rate) both tied by two strikes of the marking and dated "Mar 6" (1854). It is addressed to "Sacramento City, Cal."

SAILINGS, TWICE A MONTH  
ON THE 5TH - ON THE 20TH

In 1854, the mail steamships departed from New York, for Chagres, Panama, on the 5th and 20th of each month, provided those dates did not fall on Sunday. When this happened the sailing was delayed a day, or to the 6th or 21st. In 1854, March 5th fell on a Sunday, hence the departure date of "Mar 6." This is quite an interesting point because where a cover from New York to California shows no evidence of year use, the year can be identified if the "Ocean Mail" postmark has a day date of the 6th or 21st.

Photograph No. 156, illustrates a piece of cover with a 12¢ 1851 tied by the "O.M." marking of "Sep 21." A single 12¢ stamp seems to indicate a double rate (2 x 6¢) to California and if so one would imagine the use was September 1854. However, in that year Sep 21 fell on Thursday, so evidently this use was not 1854 and in addition my records show that the mail ship "North Star" departed from New York with the California mail on Sep. 20, 1854.



In 1857, September 20th fell on Sunday, hence the sailing was delayed until Monday "Sep. 21," hence this 12¢ stamp was probably sent on that trip together with additional postage as the single rate was 10¢ to the West Coast at that time. If the use of this 12¢ stamp was on Sep. 21, 1857, it recalls a terrible sea disaster of that month.

In the New York Herald of Sep. 14, 1857, the U. S. Mail Steamship Co. advertised that the "S.S. Central America" would sail with passengers, cargo and mail for Aspinwall, Panama on Monday Sep 21st, connecting with the "S.S. Panama" at Panama City for San Francisco. The "S.S. Central America" had departed early in September from Aspinwall, bound for New York with over 700 passengers and crew, and about one million and a half in gold. She stopped at Havana and left that port on Sep. 8th. A news item appeared in the N. Y. Herald of the 17th of Sep., stating that great fears were felt for the safety of the ship as no tidings had been received from her. It was reported that she was caught in a terrific hurricane on September 9th, and that the storm raged for five days. On September 18th, the N. Y. Herald reported that the ship had gone down on Sep. 12th in the storm and that only sixty lives were saved out of 700. A number of prominent people of the time went down with the ship.

In the issue of the Herald of September 21st, it was advertised that the Mail Steamship "Northern Light" had been substituted for the "Central America" and that she would sail that afternoon at 2 P.M.

#### THE CALIFORNIA RATE IN 1854

From July 1, 1851 to April 1, 1855, the rate to California from the eastern states was 6¢ paid and 10¢ unpaid, per 1/2 ounce. Years ago I recall that pairs of the 3¢ 1851, with the "Ocean Mail" postmark were rather scarce but by no means rare. It seems to me that in recent years such covers have become quite scarce. We can obtain a better appreciation of this fact if we consider that covers with pairs of the 3¢ 1851 canceled by the "Ocean Mail" cover only the period from March 6, 1854 to March 20, 1855. A good point to remember.

#### SOME UNUSUAL USES

It seems possible that at times pieces of mail at the New York Office were struck thru error with the "O.M." stamper, as for example:

- A) A cover to France with a 10¢ 1857 - Type V and a 5¢ 1857 - Type II brown - How very unusual!! (Jessup) (1861)
- B) A cover to Nova Scotia with a 10¢ 1855 (1856)
- C) A cover to Cuba with a 10¢ 1857 - Type V (1859 ?)
- D) A cover to Portugal with a 24¢ 1860 and a 1¢ 1857 - Type V in 1861. Most unusual - 24¢ plus 1¢ Carrier
- E) A cover to Hong Kong, China with a 5¢ 1857, Type II (Jessup). A great rarity

- F) On a California Penny Post cover. See Photograph No. 42, this Service. A Jessup cover, and very rare.
- G) A single off cover - 10¢ 1857 Type V and a H. Pair of the same (off) with the marking in red. Most unusual (Ex-Carhart)
- H) I have a record of an off cover copy of the 10¢ 1847 with the marking. This stamp became invalid for postal use after June 30, 1851, and as stated above, the postmark did not come into use until February 1854. Thus this copy might be a late use which "got by" the clerks of the New York Post Office or it could be a "Zareski." If I could lay hands on it and make a photograph by ultra-violet light, I might be able to learn if any pen marks had been removed. A collector is very foolish to pay a big price for an item like this unless he has some reasonable assurance it is not something that a Zareski made.

#### MORE "O.M." ITEMS

Imagine a H. pair of the 5¢ 1856 with full margins on three sides, with the "O.M." marking, but such an item was shown to me ten years ago, and I also have a record of a piece of a cover with two singles of the 5¢ 1856 tied by the marking. In the 10¢ 1855, I have a record of a vertical pair of Type IV with the "O.M." as well as a number of the other 10¢ types, and in the 10¢ 1857 (Type V) a block of four, and a H.S. of five.

In the Gibson Sale by Ward in June 1944, Lot 157A was a cover from New York (Nov 5) to San Francisco with a single 12¢ 1857 tied by the "O.M." postmark. It sold - \$185.00. I never examined this item, so I cannot vouch for it, but a 12¢ 1857 with the marking is exceptionally rare. The rate was 10¢, so why 12¢? I have a record of a single off cover 24¢ 1860, also several 30¢ 1860, and two 90¢ 1860.

And now for the real daddy of all items with the "O.M." marking. Photograph No. 157, is an illustration of a block of 18 of the 12¢ 1851 in the Jessup collection. Mr. Jessup shows on this page an illustration of an "O.M." postmark of "May 21" but I doubt if this is the date of the marking on the block, the month and day of which is not legible. May 21 fell on Monday in 1855. Also shown is a 12¢ 1857, Type I (Plate 1) and a 12¢ 1857, Type II (Plate 3) with the "O.M." marking, two very rare stamps.

Incidentally, I call the great majority of 12¢ stamps from Plate No. 1 as Type I, and all stamps from Plate No. 3 as Type II.

I believe that the above contains more data on this interesting postmark than has ever been published heretofore.

#### THE TYPES OF THE 12¢ 1851-1857

As far as we are aware, only two plates furnished all the 12¢ stamps that were issued to the public by the Post Office Department during the



decade - 1851-1861. The first plate was made in 1851 and it bore the plate number "No. 1." It supplied all the imperforates, and all the perforated stamps from 1857 until 1860, when the second plate was made, which was given the plate number, "No. 3." Why we do not know, as we have no record of a 12¢ Plate No. 2. One might have been made and ruined before it was put to press. The S.U.S. lists the 12¢ imperforate as #17 and quotes a used copy @ \$22.50. I call one hundred and ninety-five (195) stamps from this plate as Type I. In the catalogue under #17, is the minor listing, quote: "Recut in lower left corner (43L - 53L - 63L - 73L and 100L, Plate 1)." I call these five stamps Type IV because of the very unusual recutting. The S.U.S. quotes these five "Type IV" @ \$40.00 each (used), which seems rather out of line with the Type I regular stamp quoted @ \$22.50.

Under No. 36, the S. U. S. lists the perforated 12¢ 1857. Under the listing is the following quotation, quote: "This stamp was printed from two plates, (Nos. 1 and III). Plate 1 stamps have the outer frame lines complete. Those from Plate III have the frame lines broken or missing on one or both sides." (unquote) Why the catalogue refers to Plate 3 as "Plate III" - I do not know. Seems rather silly. I call the Plate 3 stamps as "Type III." Also under #36, we find the listing of the five "Type IV" stamps, with a quotation of \$17.50. Type IV imperforates were issued from 1851 thru half of 1857 and are given a quotation of \$40.00. Type IV perforated were issued from the middle of 1857 for three years and are quoted at \$17.50. Of course, \$40.00 does not reflect the scarcity of the Type IV imperf, and naturally the quotation on the Type IV perforated is way out of line. If you have a copy of the Tracy-Ashbrook booklet on the 12¢ 1851-1857, you will find diagrams of the five Type IV stamps on pages 8 and 9, also illustrations of the Type II stamps from Plate 3.

#### SOME FUNNY THINGS COME TO MY DESK

I remember a certain collector about a dozen years or so ago who accumulated about 150 copies of the 3¢ 1851, bought a Chase book and then wanted to write an article on the 3¢ 1851. I don't know why he thought he could do a better job than Chase but nevertheless I advised him to take it easy. Strange how many collectors have an ambition to become philatelic authors. I don't suppose I should be at all critical, because, come to think of it, the bug gave me a bite way back there in the nineteens. By some I believe I am classed as a philatelic author but I don't recall ever being invited to attend a philatelic writers breakfast.

Recently a very serious student of early U. S. sent me what he thought was a very important discovery - an unknown plate variety which he had recently discovered. He intended to write quite an article about it for "STAMPS" magazine but before sending it in for publication he wished to inquire if I had ever seen a duplicate. The item in question was a horizontal strip of four of the 12¢ 1851, and the owner had identified the plate positions as 67R1 - 68R1 - 69R1 and 70R1, because the stamp to left was the double transfer which I had illustrated in the Tracy-Ashbrook

book. (See Fig. 17, page 12). His strip apparently showed 69R1 to be a most remarkable double transfer and because no illustration was shown in the 12¢ booklet, or mention of 69R1 being a double transfer, he assumed that he had discovered a heretofore unknown variety.

It will be recalled that there is in existence a 10¢ 1855 double transfer of which only one copy is known (see my booklet on the 10¢ 1855-57). This unique copy known as the "Brown D.T." was "discovered" along about 1927 and no duplicate has ever come to light. And then there is the famous "Knapp Shift" which is certainly unique. I believe E. Perry called it an "imitation shift," a kind of variety not mentioned in the U. S. to my knowledge.

The owner of the strip of 12¢ wondered if his theory might be correct, viz., that in the early days of the 12¢ plate, that 69R1 had this very noticeable double transfer, that later, the position was "burnished out" and a fresh entry made - thus two states of the 12¢ Plate No. 1.

Photograph 158, is an enlarged illustration of the 69R1 in the strip of four. Note the word "CENTS," and what a variety, but unfortunately not a plate variety but a piece of faking, what we call a "painting," but in this case, not drawn in with a paint brush, but by a pen under a high power glass with infinite care. The owner will have to forego publication of his article.

I gave the Brown 10¢ 1855 unique D.T. quite a write-up in my 10¢ 1855-57 book and it was such a clever job I thought at that time, 1935, it was good as gold. It was reported that it had cost the late Steve Brown \$1,000.00, but he bought it long before I ever heard of it or laid eyes on it. In the Brown sale in 1939 it was lot 549 and Elliott Perry paid some \$500.00 for it, representing the late Harry Jefferys. I believe it is now in the Jefferys collection at the Franklin Institute in Philadelphia.

The European fakers must get a tremendous laugh when they find their wares pronounced good as gold by expert committees.

Photograph No. 159, illustrates a 30¢ 1869 that came up in a recent New York auction. It was described as follows, quote:

"Lot 271 - (used) (121) - 30¢ Red and Blue, design varying in detail from final printing, '3' of '30' narrower, 'United States' smaller, no curved shading lines below '30' etc. Faint penmark, a rare perf proof (?) with grill, very fine." A small illustration was shown. It will be recalled that the shield and spread eagle of the 30¢ 1869 was printed in red, which we will hereafter refer to as the "red design," and the two flags and stars were printed in blue, which we will refer to as the "blue design."

This stamp was loaned to me by a valued friend who purchased it in the



sale. So far I have not made a thorough examination of it but one thing is sure, this is no "rare perf proof" but rather a counterfeit, that is, the red design is a counterfeit, and in my opinion, printed from a counterfeit die. It is not a painting or a "pen job." The following are my conclusions at this time. (They are subject to change).

- 1) Originally a genuine 30¢ 1869 perhaps pencanceled.
- 2) Paper.- genuine.
- 3) Grill - genuine.
- 4) Perforations - genuine.
- 5) There is gum covering the back - fraudulent.
- 6) Pencanceled removed.
- 7) Blue design - genuine.
- 8) Red design - counterfeit.

Assuming all of the above are facts, what is the answer? It would have to be(?) that some crook bleached out the red design and printed in his fake die. Why? Perhaps he was experimenting with the purpose in mind of making a counterfeit 30¢ 1869 invert. I am, of course, going on the theory it was possible to bleach out the red without damaging the blue. Why the removed pencancels? They could be explained as having been partially removed after the red design was printed.

Surely this was a foreign job and evidently done by an "artist" who did not understand English as the "UNITED" is spelled "UNITED."

Photograph No. 160, illustrates the counterfeit photographed side-by-side with a plate proof of the genuine stamp. The red counterfeit is a very poor imitation of the genuine and I doubt if Sperati of Paris would turn out such a poor piece of work.

Whatever this thing is, it is the only 30¢ 1869 counterfeit of which I have any record. We wonder if the crook made any "Inverts?" At least we are flashing a red light. Bear this counterfeit in mind.

Where do elephants go to die?

I have often wondered-what becomes of stamps and covers submitted to expert committees for opinions and which such committees condemn. Owners surely return them to the seller and probably obtain refunds, but what does the dealer making the refund do with them? I believe in most cases that the item is taken out of circulation but I doubt if a certain eastern dealer does any such a thing. This is my guess based on evidence. He always has the "out" that he believes it genuine and his opinion is just as good as Ashbrook's or of the Expert Committee of the Philatelic Foundation. Here is a recent occurrence. I will refer to the dealer as "Mr.X."

Last fall a prominent collector sent me some copies of the 10¢ 1847 to have the plate positions identified. In the lot were several "unused o.g." copies, all of which I found were used copies with cancels removed. I have little faith in "superb unused 10¢ 1847" with "full original gum," so I invariably make enlarged photographs on special plates by the ultra-

violet ray. Seldom does this method fail to show up traces if a cancellation has been removed. Among the copies mentioned above was a "14R," of which I made an enlarged photograph by ultra-violet ray. I advised the owner that he had been "gyped," and I use that word advisedly because there was a record of the price he had paid for the stamp and the name of the dealer "Mr. X," who sold it to him. Not only was this "superb" specimen pen cleaned, but in my opinion, the whole bottom margin had been added and the bottom part of the design redrawn. No plumber did this job but rather a skilled philatelic artist. Other parts of the stamp had been repaired such as thin spots filled in, etc., etc. I don't know exactly what happened after I returned the stamp with the photo by ultra-violet but I presume the owner returned the stamp to Mr. X and obtained a refund. If he obtained a refund it was only because Mr. X was not able to pull the "out" that his opinion was as good as Ashbrook's. My photograph left no room whatsoever for argument. This all happened last October.

Last week I had several "unused" 19th U. S. submitted to me by a western collector for my examination, and lo and behold, there was my old friend the superb 10¢ 1847 - 14R1 - "unused with full o.g." There was certain evidence that it had been sold to the present owner by "Mr. X" and I have every reason to believe as a sound and superb 10¢ 1847 - four full margins, unused and with full original gum.

I have little doubt that this "14R" will travel back to "Mr. X" and if the next victim is wise he will send it to me. If he don't, he might be gyped to the tune of \$250.00 to \$300.00.

Photograph No. 161, illustrates a 30¢ 1869 cover that was Lot #286 in the Stolow Sale of June 2nd, 1954, and appeared to be very beautiful, but which is evidently some of Zareski's work. The use was from New Orleans on June 14, 1869 and evidently the crook removed a 15¢ 1869 and substituted this 30¢ stamp. The part of the New Orleans postmark on the stamp is a paint job as is also the "tie" of the New York postmark. In this case, the 30¢ stamp was canceled in the lower left corner, so the crook turned the stamp upsidedown and extended the cancellation to the cover to represent a "tie." The French receiving postmark shows this cover went by American Packet to England and thence across Channel and thru Calais to France. On a single rate letter by this route the French share of the 15¢ rate was 6¢. Had this been a double rate with 30¢ Paid, then the credit in the New York postmark would have been 2 x 6¢ or 12¢, not 6¢ as we see it. Incidentally the 24¢ 1869 cover in this sale, Lot 267 was also fraudulent, but the buyer probably is not aware of it.

#### PHILATELIC LITERATURE

In a sale by Colby on June 14th last, there were 20 lots of philatelic literature and because some of the prices were rather interesting, I will list them here. I think there is little doubt that standard philatelic works are quite a good and safe investment.



<u>Ashbrook</u> - 10¢ 1855 - 1857 booklet .....	\$ 2.75
<u>Ashbrook</u> - 1¢ 1851-57 - two volumes .....	40.00
<u>Boggs</u> - Canada (a very fine study) .....	17.50
<u>Chase</u> - 3¢ 1851-57 - Original Edition (a superb study) ...	22.50
<u>Chase</u> - same - Revised Edition .....	18.50
<u>Catalogue</u> - Hind Sale - First - IN N.Y. (cheap at this price) .....	5.00
<u>Catalogue</u> - Knapp Sale - Parts I - II and III, and priced (A great piece of reference material) .....	25.00
<u>Stamp Specialist</u> - Complete set - (very cheap) .....	23.00

### The d'Apéry Sale by Stolow

On the 2nd to 4th of June last, portions of the U. S. 19th and 20th Century collection of the late Dr. Tello J. d'Apéry of Philadelphia was sold at auction in New York by Stolow. This firm does not give out lists of prices realized at their sales. There were some nice things in this collection and I have a list of the prices realized on lots 1 to 590 inclusive, and will be glad to advise any subscriber of the prices on any of the lots. Here are a few that were interesting. Of course, I cannot vouch for any of the catalogue descriptions.

Lot 2 - 10¢ 1847 unused .....	\$ 220.00
" 6 - 1¢ 1851 Type IIIA - unused .....	\$ 90.00
" 10 - 5¢ 1856 - used .....	\$ 105.00
" 11 - 10¢ 1855 - unused - Type I .....	\$ 97.50
" 16 - 10¢ 1855 - used - Type IV .....	\$ 115.00
" 19 - 1¢ 1857 - " - " IA .....	\$ 97.50
" 26 - 5¢ 1857 - Block Four o.b. Type II .....	\$ 110.00
" 32 - 10¢ 1857 - " " Type V .....	\$ 67.50
" 36 - 24¢ 1860 - used - Block Ten and a pair .....	\$1250.00
" 38 - 90¢ 1860 - " - .....	\$ 50.00
" 46 - 24¢ 1861 - Violet - unused .....	\$ 165.00

(Note: How foolish a person would be to pay \$165.00 for Lot #46 unless he was absolutely sure this was THE VIOLET)

Lot 49 - 5¢ 1861 Buff - unused .....	\$ 105.00
" 55 - 2¢ 1863 Block of 10 - unused .....	\$ 160.00
" 140 - 2¢ 1869 Bisect .....	\$ 52.50
" 143 - 2¢ 1869 - Block of 32 - unused .....	\$ 380.00
" 174 - 6¢ 1869 - " " 9 - " .....	\$ 155.00
" 181 - 10¢ 1869 - " " 4 - " .....	\$ 190.00
" 219 - 12¢ 1869 - " " 9 - " .....	\$ 90.00
" 251 - 15¢ 1869 - " " 4 - " .....	\$ 220.00
" 267 - 24¢ 1869 cover (a fake) .....	\$ 210.00
" 268 - 15¢ 1869 Type II Invert .....	\$1700.00
" 269 - 24¢ 1869 Invert .....	\$1200.00

Page 310

Lot 270 - 30¢ 1869 Invert .....	\$4250.00
" 285 - 30¢ 1869 used block of six .....	\$ 87.50
" 286 - 30¢ 1869 cover - a fake - see Photo 161 in this Service Issue .....	\$ 230.00
" 292 - 90¢ 1869 Block of 4 - unused .....	\$1600.00

(END OF ISSUE NO. 40)

July 1, 1954

FOURTH SERIES 1954-1955



ASHBROOK SPECIAL SERVICE

ISSUE NO. 41 - AUGUST 1, 1954 (Fourth Series - 1954-55)

\*\*\*\*\*

THREE RARE COLORS

There are perhaps a number of scarce colors of some of our early 19th U. S. that are unfamiliar to a great many collectors who can boast of fine collections of our early issues. I have in mind three which I will discuss in this issue. Two are of the 3¢ 1851 and the other is a very rare color of the #75, the 5¢ Red Brown of 1862.

The S.U.S. lists #10 as the 3¢ 1851 Orange Brown, and gives two other variations of this color as "deep Orange Brown" and "Copper Brown." The latter is one of three that I have in mind. This "Copper" is really a gorgeous color and it surely must be quite scarce on the original cover. Perhaps not in the opinion of Dr. Chase who has perhaps seen most of the 3¢ '51 covers now in existence. In my reference collection I have a single off cover which I consider is an exceptional example of this COPPER color. The first 3¢ stamps that were issued (July 1, 1851) were in the Orange Brown color, and it is known as the 1851 color of the 3¢ stamp. In my year colors of the 3¢ in my reference collection I include three 1851 shades - (1) The Orange Brown, this is the average shade. (2) Pale Orange Brown. (3) The "Copper." If you are not familiar with this beautiful color I can supply a color transparency which is an exceptionally close color match.

I note that Chase did not use the term "copper" in his great study of the stamp. The second color I have in mind is what I call the "1856 Orange Brown." The S.U.S. makes no mention of this shade. I believe that some of the advanced students and specialists in the 3¢ 1851-57, object to calling the color that I have in mind, the "1856 Orange Brown." Chase in his 3¢ '51-'57 book stated as follows, on page 151, quote: "Early in 1856 impressions again became very clear and for a few months the color had more of a yellow tone. Certain of these resemble rather closely some of the 1851 orange-brown printings. xxxx This color I call dull yellowish rose red." (unquote).

In my reference collection I have a single that is a very close match to the 3¢ 1851 "Pale Orange Brown." This single and a block of four in the same color and surely from the same sheet of stamps, I removed from a "Court House" cover, showing a use in 1856. The block is now in the collection of Mr. Tracy W. Simpson of Berkeley, Calif. My single is 241B, and for fear someone might suggest that this block and single were printed in 1851 but not used until 1856, I am referring to Chase's remarks regarding Plate 8 in his 3¢ 1851 book, quote: "Plate 8 was probably made xxxx about the first of April 1856." (unquote). I can supply a color transparency of my single to anyone interested.

The third color I have in mind is the 5¢ 1862, a variation of the "Red Brown" and a shade that I call the "5¢ 1862 Chestnut." I believe that it is interesting to note the different colors of the 5¢ red brown that Mr. Luff recorded way back in the late eighteen nineties when his book on U. S. was first published.



The 5¢ was a cheap stamp at that time and he probably had a large number of copies to study. His list follows: Red Brown, (June 23 1862), dark red brown, brick red, orange brown, yellow brown, brown, (April 10, 1863), bistre-brown, gray-brown, dark brown, black brown, (July 18, 1863). The dates given are the earliest uses that Mr. Luff had been able to locate. His earliest of any of the colors was June 23, 1862. We have since that time set the earliest in the red brown back to "Jan. 2, 1862," the date given in the S.U.S. and from my record of earliest uses.

The color that I call the "CHESTNUT" is an excellent match for a shade recorded by Ridgway as "KAISER BROWN" (91K - Plate XIV - Ridgway book). Years ago when I was attempting an intensive study of the colors of the 5¢ stamps, issues of 1861 - 1862 and 1863, I made a memo that my "Chestnut" was a cross between a brownish buff and the regular red brown. I suppose that what I had in mind was that the "Chestnut" had a bit more yellow than the regular red brown shade.

It is possible to gather together a most interesting specialized collection of the 5¢ stamps of the National Bank Note Co., starting with the 5¢ Buff of 1861, and continuing down to the 1867 grill issues. Locating a very elusive and extraordinary color such as a "Chestnut" is really a thrill. I believe that a "side collection" can be formed of "unusual items" and such can consist of rare and unusual colors, three of which I have cited above, very unusual foreign rate covers, in fact, a specialized collection of items that the other fellow does not have, or perhaps was unaware of the existence.

Recently my good friend Emmerson C. Krug showed me a cover to Manila, in the Philippines with 1861 stamps, a 42¢ rate, consisting of a vertical strip of four 10¢ 1861 and a 2¢ Black Jack. This was the only cover recorded in my files showing a rate to the Philippines. I had recorded this same cover years ago as Lot 110A in a Kelleher sale of May 17, 1924. This is what I call a most unusual item. Fine collections of foreign rate covers show uses to England, to France, Prussia, Italy, etc., etc., but how many can show a rate to Manila?

If you would care to have for future reference a color transparency (slide) of the rare 5¢ 1862 "Chestnut" I can supply a very fine reproduction of the color.

#### NEW YORK AUCTIONS

Last spring a subscriber to this Service and an old friend of mine, wrote me that he had just returned from a visit to New York and while he was down there he had attended one of the New York auction sales of stamps and covers. There was a certain lot that he wanted and he gave a bid to one of the New York dealers of \$177.50. When the lot came up, the item was sold to his dealer friend @ \$248.00, where upon the buyer requested the auctioneer to make the sale price \$202.00. My friend was at a loss to understand why the lot, after selling @ \$248.00 could be changed back to \$202.00 at the request of the buyer. After the sale he inquired of the dealer regarding the incident, and the dealer explained that he had three bids from clients on that lot, viz., his bid of \$177.50, one of \$200.00 and the third of \$248.00. After the lot was knocked down to him at his high bid of \$248.00, he re-



requested the sale price be changed to \$202.00 which was \$2.00 higher than his second bid. There was no objection from the floor so the change was made, indicating that no one else in attendance had a higher bid than \$200.00. Had some other dealer had a bid of \$220.00, he could have objected and made his bid, whereupon the buyer could have requested the price be changed to \$222.00. So if you attend one of the New York sales and see such an incident occur you will know what it is all about.

Incidentally, there are New York dealers to whom auction bids can be entrusted who treat such commissions in the strictest secrecy.

Perhaps had the agent informed my friend with the bid of \$177.50 that he already had a bid of \$248.00, his bid would have been raised to \$250.00, but it is easy to see how unfair this would have been. Further, consider the person whose bid was \$200.00. When he saw the sale price was only \$2.00 above his bid perhaps he thought that his bid was only short by that sum, whereas it was actually short by \$48.00. It is therefore unsafe to figure when you miss a lot by a few dollars, that perhaps had you bid \$10.00 more you might have obtained it.

#### AGAIN MR. "X"

In last month's issue of this Service I cited a case where a prominent dealer had sold to a collector a copy of a 10¢ 1847 as a mint copy, that is, "unused, with the original gum" at a price of \$250.00. How I had condemned this copy as one that had fraudulent gum, had pencancellation removed and had been repaired, not only repaired but had had a whole bottom margin added. I suppose there is no question but what the stamp was returned to Mr. "X" and the \$250.00 refunded. I placed on the back of this copy last fall "14R" in pencil. I now have before me a letter dated last April wherein Mr. "X" offered this same copy to a second victim who purchased it for \$250.00. I am quoting as follows from the letter of Mr. "X":

"Mint copies of the 10¢ 1847 are very scarce and I am fortunate in being able to send you two copies herewith. As you are possibly aware, two or three years back when the Scott Company priced gummed copies of these early stamps in their Specialized Edition, the 10¢ was listed at \$500.00. These stamps generally come without gum, which means that they were possibly used but not cancelled, hence were soaked off the envelope. Copies with original gum are really rare." (unquote)

The 1954 S.U.S. prices a 10¢ 1847 "unused" at \$225.00. Just imagine!!! Surely this refers to copies which fail to show a cancellation, that is, cleaned copies. If a cleaned copy without gum is worth \$225.00, I wonder what a cleaned copy, with drug store muckilage is worth? Mr. "X" evidently figured that \$250.00 would be about right.

Photograph No. 162, shows the 14R that Mr. "X" sold his second victim last April for \$250.00, as an "unused copy with full original gum" - not that drug store sticky stuff, but the real McCoy applied by Randon Wright Hatch and Edison over a century ago. This photograph was made last October by ULTRA-VIOLET RAY on a special panchromatic plate. One horizontal pen removed line is thru Washington's eyebrows, the other across the bridge of his nose. Repair work shows up on the lower lip and in the upper part of the tri-lobate



ornament at left. And incidentally, to make this damaged copy a superb four-margin copy, a bottom margin was added. The bottom line is a paint job and so are the imprint initials "R.W.H. & E." I have little doubt that Mr. "X" will swear that he thought this was just as he represented it to be. Which reminds me that the Soviets claim that they invented the electric light, the telephone and telegraph, the air plane, motion picture, radio and I suppose, all the other great inventions of the past century and a half. Mr. "X" is a member of the A.P.S. and the facts in this case have been laid before the Board of Vice-Presidents.

Photograph No. 163, illustrates a 3¢ 1851 cover used from Buffalo, N.Y. on "Sep 12" (1853) to "Toronto, C.W." (Canada West). All postal markings are in blue. On the back is a Toronto marking of "SEP 12 1853" - (black). No doubt the average collector would suppose that the 3¢ 1851 stamp paid a full rate to Canada in 1853, and the chances are he would wonder what that blue marking meant, "Ud. States 6d." The fact is the 3¢ stamp did not pay anything and it was wasted. Further, the blue marking was applied at Buffalo and it was in fact a due marking as it was a notice to the Toronto office that no postage had been paid at Buffalo, that this was an unpaid letter and that "6d" (sixpence) should be collected from the addressee. Here follows a bit of data -

A new postal arrangement or agreement was signed with Canada at New York on March 25, 1851. It became effective on April 6, 1851. It provided a rate from the U. S. of 10¢ per half ounce, California and Oregon excepted, and from Canada to the U. S. of sixpence sterling (equivalent to 10¢ U.S.), California and Oregon excepted. Payment of postage was optional, but if prepaid, the full rate had to be paid. No part payments were permitted. The California and Oregon rates were 15¢ U. S. and 9 pence Canadian.

Rates on printed circular matter could only be paid to the "Line," and unless prepaid, were not forwarded. At destinations regular circular rates were collected from the border. Mail was exchanged thru designated border offices, as for example, all mail sent to Buffalo for transmission into Canada went direct to Toronto. U.S.-Canadian mail provides a very fine field for a specialized collection.

#### A 3¢ 1857 - TYPE II VARIETY

On page 62 of the Chase book, original edition, (1929), is an illustration of a very interesting plate variety on a 3¢ 1857, Type II stamp. This is what Dr. Chase called the "Check Flaw" and on page 61, he had the following, quote: "The cheek flaw. This shows a double defect on Washington's cheek - two irregular blurs of color about 1mm apart. From the body of an unknown plate. (See Fig. 49)." (unquote).

Figure #164, illustrates a very fine example of this interesting variety. Dr. Chase recently informed me that the plate from which this variety originated is still unknown, also the pane or position. I have no information as to the true cause of this variety. The "defect" was a small depression in the surface of the steel plate which retained a sufficient amount of ink to make an impression on the printed sheet. Chase described about a dozen similar plate flaws, small blurs of color, in various parts of the



3¢ '57, Type II stamps. None of these are listed in the S. U. S.

VIA PONY EXPRESS  
FRANKED "FREE"

When the famed Pony Express was put into operation early in April 1860, one of the rules of the operating company was, that under no circumstances was any mail matter to be carried "FREE." The Company advertised that, quote: "The charges on every letter sent per Pony Express to any POINT WHATEVER will hereafter be \$5.00 per half ounce and under, and at that rate according to weight. All letters must be enclosed in Government stamped envelopes. ~~xxxxx~~ NO FREE LETTERS WILL BE SENT OVER THE ROUTE." (unquote)

One of the finest philatelic articles on the Pony Express that has ever appeared in print was by Julius Loeb and published in the "American Philatelist," issue of November 1930. In this article the author illustrated several covers sent "Free" over the Pony Route and franked by Milton S. Latham, U. S. Senator from California. One of these very rare covers passed from Loeb to the late Edw. S. Knapp, and in the Knapp sale in 1941, it was Lot 1549. Later it came up in a Costales sale of June 7, 1950, being Lot 3. On April 29th last, this same cover was Lot #50 in a sale by Robert A. Siegel. The sale price was \$1,350.00. The cover bears the frank - "MILTON S LATHAM - U.S.S." It is addressed to George Wallace, Esq. Sec'y to Gov. Downey, Sacramento, Calif. It bears the oval running horse pony marking of "St. Joseph" - the date "May 27." The letter inside bears a Washington date line of "May 20/60." Why was this letter and a few similar items franked by Latham permitted to be carried over the Pony Route, "Free?" The answer is that the Company was vitally interested in obtaining a mail contract and the two strongest supporters in the U. S. Senate were the two members from California, Latham and Gwinn.

I am privileged to illustrate a very rare "FREE PONY" cover that has never appeared in print. Photograph No. 165, shows a cover, (white envelope), franked by Senator Latham and addressed to Gen'l J. W. Denver, at Sacramento, Calif. It bears the St. Joseph oval "running Pony" marking of "JUN 3" (1860). In blue pencil is "FREE" and at right in pencil is "FREE - F.A.M."

The addressee, Gen'l James W. Denver was a very prominent California politician and a close friend to Latham. Denver was Governor of Kansas Territory when gold was discovered in the Pike's Peak region, and the City of Denver, Colo. was named for him. The letter was sent care of his brother "Frank Denver, Sacramento, Calif."

This Latham letter was undoubtedly enclosed in an envelope addressed to the "Agent of the Pony Express, St. Joseph, Mo.," and of course franked by the Senator. The agent marked it "FREE - F.A.M." and sent it on its way by Pony over the plains and mountains to California. The "Loeb" cover described above left "St Joe" on "May 27" - the one to Gen'l Denver, one week later on "Jun 3" (1860). Few fine collections of Westerns or of Pony Express covers, can show a "FREE Pony."

GENERAL JAMES W. DENVER

A few words regarding Gen'l Denver. On August 14th, 1861, President Lincoln

announced his appointment of Denver as Brigadier General of Volunteers. Early in 1863 the General decided to resign from the army and in March his resignation was accepted.

As a nice companion piece to the "Free" Pony addressed to Gen'l Denver we include Photograph No. 166, which illustrates a "Free" letter of 1863 from Senator Latham postmarked "CONGRESS - JAN 29 - WASHINGTON D.C." For other Pony Express covers illustrated in this Service see photographs #120 and #141.

#### AGAIN - FAKED WESTERN EXPRESS COVERS

In the June Issue (1954) of this Service, on pages 299-300, I stated that a faker up in the northwest had had a lot of fraudulent rubber stamps made, had applied them to Western Frank covers and had succeeded in disposing of hundreds of dollars of worthless material to a number of collectors and dealers throught the country. This clown confessed after he had been taken to the shop where he had had his fraudulent stampers made. He turned over his fake handstamps to a committee, who made a record of them, and then destroyed them.

Photograph No. 167, illustrates one of the "records" which I photographed with a millimeter scale so that measurements could be made with it of the various impressions. The crook is one R. E. MANSON - listed as a member of the American Philatelic Society as Member #19459, with address given as 6315 McKenzie Hy, Springfield, Oregon. I do not find his name among the members of the S.P.A., but he is listed as a member of the Western Cover Society. This clown tried to resign from the A.P.S. when he found he was in trouble, but the Board refused to accept his resignation and will expell him this month for "conduct unbecoming a member." It seems to me that this is very light punishment for a rat who would attempt to pull such a stunt. No doubt the Western Cover Society and other organizations will follow the example of the A.P.S. and expell him from membership.

In addition to the 21 fake handstamps illustrated by photograph #167, Manson also had a fraudulent stamper of the kicking mule, with a fake postmark of "GOLETA, Santa Barbara Co. Cal. Aug 26 1862." This made 22 fraudulent stampers that were destroyed by a committee of three, headed by Edwin R. Payne of Salem, Oregon.

The Western Cover Society publishes a news letter from time to time which is called "Western Express." Mr. Henry H. Clifford of Los Angeles, Calif. is the Editor. In the issue of "Feb-April 1954," Dr. W. Scott Pollard had an article about the fraudulent Manson trash, but at that time it was not known who the guilty party was. I believe that the following paragraph by Dr. Pollard is especially interesting, quote:

"The faker of these handstamps did not make them from originals, but copied illustrations from the well-known book, '19th Century United States Fancy Cancellations' by Herst-Zareski. This is true of all the forgeries, except one, that I have seen. Since the handstamps are exact images of the illustrations in the book, it is possible to identify them by the book."  
(unquote).



Page 317

The book mentioned above is the product of MICHEL ZARESKI of Paris, France, the infamous forger of U. S. cancelations and faker of U. S. covers used to France. Incidentally, this Zareski book has a "Foreword" by Harry M. Komriser, from which I quote as follows:

"Since it is customary to pay public tribute to the research which a philatelic writer evidences in his contribution to American Philately, it can be safely stated that Mr. Zareski has shown himself to be a compiler and author who can be rated 'an ardent student of United States Postal History.'" (unquote)

My comment is "JUST IMAGINE!!!" I might add that this Zareski book is advertised in "STAMPS," issue of July 31, 1954, page 176, as a "Wonderful Reference Book - (price) \$5.00."

From this publicity by me one might think that I was recommending it. "Heaven forbid."

What a team - Forger Manson, Forger Zareski and "Mr. X."

END OF ISSUE NO. 41  
AUGUST 1, 1954

FOURTH SERIES 1954 - 1955

ASHBROOK SPECIAL SERVICE

ISSUE NO. 42 - SEPTEMBER 1, 1954 (Series Four - 1954-1955)

\*\*\*\*\*

THE ALFRED F. LICHTENSTEIN  
MEMORIAL AWARD  
1954.

It was announced in the July 1954 number of "THE COLLECTORS CLUB PHILATELIST" that the Board of Governors of the Collectors Club of New York City had chosen Dr. Carroll Chase for the 1954 Lichtenstein Memorial Award. The award will be presented to Dr. Chase at a dinner to be given in his honor at the New York Athletic Club, New York, on Saturday evening, October 23, 1954.

The late Alfred F. Lichtenstein of New York City was one of our greatest of American philatelists. He was not only a collector but in addition, a profound student of the postage stamps of many countries and their postal history. He was also a great patron of our beloved avocation and was most generous in his financial support of many worthy philatelic projects.

He died suddenly of a heart attack in February 1947, a few months before the International Exhibition held in New York in May of that year.

The "Memorial Award" was established in 1952, and Theodore E. Steinway was chosen as the first recipient. Last year it was bestowed upon Dr. Clarence W. Hennen of Chicago, long prominent in American philately, a student and author of numerous contributions to American philatelic literature. And now the 1954 Award goes to one whom I believe is the best loved man in American philately, Dr. Carroll Chase.

HEADS OR TAILS - YOU LOSE

The Kiplinger Washington Letter, (weekly), of July 31, 1954, had this item, quote:

"Stamp collectors who sell at a loss will get no tax deduction, but if collection is sold at a profit it is taxable as a capital gain."

AGAIN - WIRE STAPLES ON REGISTERED MAIL

Ever so often I receive a registered letter thru which a wire staple was driven by some fool P.O. clerk. This is a damnable practice and surely something should be done to put a stop to it. Luckily, so far, I have not received one where a staple had damaged a cover or stamp, but I have received a number where the staples had been driven thru the letters. Recently I received a registered letter from a



small office where the staple had gone thru the contents. I returned it to the writer unopened so that he could show it to his local postmaster. Staples are generally used to attach return receipts, so when a writer requests a return receipt he may be asking for trouble. I generally report bad cases to the following official -

H. R. ABRAMS  
Assistant Postmaster General  
Bureau of Post Office Operations  
Washington 25, D. C.

with a request that he advise the offending P.O. that the use of wire staples on registered mail is in violation of a P. O. Regulation. Mr. Abrams advised me under date of July 15th last as follows, quote:

"It is noted that you are apprehensive lest the use of the staples cause serious damage to the contents. While the postmaster of Dayton will be requested to issue renewed instructions to all employees concerning the use of staples patrons may, when presenting registered mail containing philatelic stamps, valuable documents, etc., request the accepting postal employee not to affix the return receipts by means of staples." (unquote)

If you receive a registered letter with wire staples will you please write Mr. Abrams.

A CIRCULAR ISSUED BY THE U. S. TREASURY DEPARTMENT  
reads as follows:

"FACTS ABOUT POSTAGE STAMP ILLUSTRATIONS"

United States Stamps

Illustrations of canceled or uncanceled United States postage stamps are permitted by law when the illustrations comply with all of the following conditions (title 18, U.S.C., sec. 504(b), and regulations of the Secretary of the Treasury issued thereunder, published in 31 CFR, part 400):

- (1) They are in black and white.
- (2) They are printed and published for philatelic purposes.
- (3) They are printed in articles, books, journals, newspapers, or albums (including the circulars or advertising literature of legitimate dealers in stamps or publishers of or dealers in philatelic or historical articles, books, journals, or albums).
- (4) They are of a size less than three-fourths or more than one and one-half times that of the genuine stamps.

All other illustrations of canceled or uncanceled United States postage stamps are prohibited by title 18, U.S.C., section 474, which prohibits the making of any print, photograph, or other impression in the likeness of any obligation or other security of the United States, or any part of a United States obligation or security, except by direction of the Secretary of the Treasury.

#### Foreign Stamps

Illustrations of cancel and uncanceled foreign postage stamps are permitted by law when the illustrations comply with all of the following conditions (title 18, U.S.C., sec. 504(a):

- (1) They are in black and white.
- (2) They are printed and published for philatelic purposes.
- (3) They are printed in articles, books, journals, newspapers, or albums (including the circulars or advertising literature of legitimate dealers in stamps or publishers of or dealers in philatelic or historical articles, books, journals, or albums).

Illustrations of foreign postage stamps complying with the foregoing conditions may be printed in any size.

All other illustrations of canceled and uncanceled foreign postage stamps, except illustrations of demonetized postage stamps, are considered prohibited by title 18, U.S.C., section 481, which prohibits the making of any photograph, print, or impression in the likeness of any obligation or other security of a foreign government, or any part of such obligation or security.

The foregoing restrictions do not apply to illustrations of demonetized foreign postage stamps, i.e., foreign postage stamps which are no longer valid for postage in the country which issued them, and illustrations of such stamps may, for example, be in color. However, the counterfeiting of demonetized foreign stamps or the fraudulent use of illustrations of demonetized foreign stamps is prohibited by title 18, U.S.C., section 502.

#### Slides and Other Transparencies

Illustrations of postage stamps for any purpose or in any manner other than as set forth above are prohibited except by special permission of the Secretary of the Treasury. Persons wishing to make slides, motion picture films, and other transparencies of United States or foreign postage stamps for philatelic, educational, or historical purposes should request special permission therefor from the Secretary of the Treasury, Treasury Department, Washington 25, D.C. The request should describe the specific stamps which it is desired to illustrate, and explain the purpose for which the slides or other transparencies are



to be used. Permission is not granted when the slides or other transparencies are to be used for advertising or other commercial purposes.

Inquiries relative to the illustration of postage stamps should be made to the United States Secret Service, Treasury Department, which is the agency charged with the enforcement of laws and regulations applicable to postage stamp illustrations.

#### FOR THE RECORD

Please refer to Photograph No. 141, a part of the Service Issue of April 1, 1954. This, a Pony Express cover, west to east, and described on page 274. (Emmerson C. Krug collection). Mr. Krug calls my attention to the fact that this same cover was described by Dr. Carroll Chase in his book on the U. S. 3¢ '51-'57 - original edition, published in 1929. On pages 314-315, Dr. Chase described this cover as follows, quote:

"In cancelling the Pony Express covers, it seemed the general rule to postmark them at each end of the route. For example a very thin envelope has been seen with an oval blue postmark in the upper right corner reading "PONY EXPRESS, SAN FRANCISCO, SEP. 29" and showing a picture of a running horse in the center. A black oval postmark was added at St. Joseph, reading, "The Central Overland California & Pike's Peak Express Company St. Joseph, Mo. Oct. 10." The stamp a 10¢ 1857 Type II, was cancelled at St. Joseph with a gray blue target, while the Government town postmark also in gray blue reading "Saint Joseph, Mo. Oct 11 - 1860," was applied to the cover." (unquote)

#### THE CHASE BOOK

##### 3¢ 1851 - 1857

The Chase book was published in 1929 but it had run serially in the American Philatelist for a number of years previous. For the record, the above description of the Pony Express cover first appeared in the "A.P." for February 1926, Vol. 39, No. 5, p. 296, almost 29 years ago.

#### THE 1869 ISSUE

##### TWO NEW "EARLIEST" DATES OF USE

I am always pleased to see any 19th Century U.S. cover with a stamp, or stamps, showing an earlier use than that listed in my records.

Regarding the stamps of the 1869 issue, from what evidence that is available, it is my opinion that some of the values were placed on sale in a few large post offices thruout the Eastern section of the country as early as March 25, 1869, or possibly the day before.

The S.U.S. gives March 27, 1869 opposite the 3¢, but I have no record of such a cover. This date has appeared in the S.U.S. since the 1937 edition. The earliest use I have ever examined of the 3¢ is

March 30, 1869.

For the 1¢ value the S.U.S. lists April 1, 1869, which is no doubt correct, but I have no record of a 1¢ used that early.

For the 2¢, the S.U.S. gives March 30, 1869, a cover of which I have a record.

For the 6¢, the S.U.S. gives April 30, 1869, but, no doubt this value was issued at least a month earlier, so perhaps a cover or covers with the 6¢ will come to light with earlier dates in the future.

10¢  
1869 For the 10¢ value, the S.U.S. lists April 10, 1869, and the earliest in my record was April 7, 1869 until a recent discovery of a cover in England showing a use from New Orleans on April 1, 1869 to Spain.

From  
New  
Orleans  
APR  
1  
1869 Photograph No. 168, illustrates this new find. It is a blue folded letter with date-line inside of April 1, 1869. The RED New York postmark with "AM. PKT" is "Apr 6" and a red "London" postmark on the back is "AP 17 69." Ten cents was the correct sum to be paid on a letter of not over ½ ounce to Spain in 1869. We did not have a postal treaty with that country, hence mail was sent to England and thence by British mail to Spain. Note the black handstamp - "PAID - ONLY TO ENGLAND" which actually meant, paid only to the British frontier. The ½ ounce rate to Britain in 1869 was 12¢, so 10¢ was a payment only to the frontier. This letter after reaching London was then rated the same as an unpaid letter originating in England with postage due from the addressee. The due figure is the dark blue "4RS." This cover does not show any "fixing."

For the 12¢ value, the S.U.S. lists April 5, 1869, a genuine cover listed in my records. Mr. Emerson Krug recently showed me a cover used from New York on "Apr 1," (1869(?) to Palermo, Sicily, with a 15¢ Lincoln of 1866, a pair of the 2¢ 1869, and a 12¢ 1869 (31¢). Because none of the stamps are actually tied, and also because there is no real evidence that the 1869 stamps originated on this cover, this item cannot be officially listed as the "earliest known" use of a 12¢ 1869 stamp. The single rate was 15¢ by one route, so this could have been a double rate with a 1¢ overpay, or it could have been merely a single 15¢ rate (15¢ Lincoln) to which someone might have added the 1869 stamps. On a cover of this nature the postal markings fail to indicate whether the rate was single, double, etc., etc.

For the 15¢ Type I value, the S.U.S. lists "Apr. 3, 1869" but in recent months a cover was discovered in England with a use a day earlier.

15¢  
Type I  
1869 Photograph No. 169, illustrates this recent find. It is an envelope of thin blue paper with a 15¢ Type I used from New Orleans on "Apr 2 1869" and addressed to Bordeaux, France. The postal markings prove that the rate was 15¢ by "AM. PKT," (not over ½ oz.), and a thorough examination of the cover discloses no evidence whatsoever of any tampering.



For the 15¢ Type II, the S.U.S. gives May 23, 1869, a cover that I discovered back in 1951. No earlier use of the Type II has been found since that time.

The S.U.S. fails to list any date opposite the 24¢ value and my earliest recorded use up until 1949 was "Apr. 23, 1869," when a cover was submitted to me by the Export Committee of the Philatelic Foundation. This showed a use from New York on "April 7, 1869," and was addressed to Shanghai, China, with a 24¢ 1869 and a 10¢ 1869, a 34¢ rate "Via Southampton." All markings were in accord with the correct 34¢ rate and the cancelations on the stamps were a type known to me to have been used in April 1869 in the Foreign Division of the New York Post Office. Inasmuch as genuine 24¢ 1869 covers are very rare (fakes being common) such a genuine use with so early a date was a most welcome addition to my records. Incidentally, this cover postmarked front and back at New York on "Apr 7" evidently departed for England on the same ship as the 15¢ 1869 cover illustrated by Photograph No. 169. My records show that a British mail ship, (Cunard Line), departed from New York on April 7, 1869.

The S.U.S. lists "May 29, 1869" opposite the 30¢ value and this was a cover in the Second Knapp Sale of Nov. 5th, 1941, Lot 1783. All postal markings were in accord with the rate and route the letter traveled and I noted nothing questionable about the cover when I examined it for Mr. Knapp back in the late nineteen thirties.

For the 90¢ 1869, the S.U.S. gives "Sep. 9, 1869." as no cover with a 90¢ 1869 used in the year 1869 is known, such a date of use would have to be taken from an item with a postmarked date. Such an item was reported years ago with "Sep 9" but the source was quite unreliable in my opinion. Under the circumstances perhaps it would be better if the S.U.S. deleted the date of Sep. 9, 1869. After all, such a late use is meaningless as the 90¢ stamp was surely issued long before September 1869.

#### REGARDING VALUES OF EARLIEST KNOWN USES

As long as a cover with a certain stamp shows its authenticated earliest use known, I suppose the cover has some extra market value, but one must consider that its rank as the "earliest known," might be superseded at any time by an earlier date. In other words, in my opinion, a cover has some extra market value, as an "earliest known use," only, as long as it remains as such. As an example, I will cite the following - When my book on the U. S. One Cent of 1851-1857 was published in 1938, the earliest use I had been able to discover of a 1¢ 1857 stamp from Plate 10, (Type V) was Dec. 21, 1860. Since that time, covers have been discovered from time to time with earlier uses, until at the present time, the earliest use of record of a Type V stamp from Plate 10 is July 25, 1860.

Compiling "earliest known dates of use" of 19th Century stamps is a bit of research work that extends back for many years. It was originally started by Dr. Carroll Chaso. When a present day collector glances at

some collectors will wonder why this cover realized such a price. Again I would like to emphasize the fact that covers that are most unusual are the items that are sought for by the well-informed and smart collector. By unusual, I refer to a cover that may be a beautiful show piece, or a cover with some very unusual rate or marking, or a cover with a certain stamp that may not be scarce off cover but is quite rare on cover, as for example, a genuine cover with 24¢ 1869. It is really surprising how very few fine U. S. collections can show a genuine cover with this stamp, the 24¢ 1869.

The Fox Sale cover #224 was quite a beautiful cover with a very fine 10¢ 1855 tied by a red "PAID." Aside from being a real "Show Piece" this cover has an extremely rare circular marking which reads, "EXPRESS MAIL - BOSTON - OCT 23." Incidentally, I know of but two covers with this marking, the other dated "SEP 17."

Photograph No. 183, illustrates the Ex-Lehman cover which was described, quote: "10¢ Green, Type II, 4 huge margins, deep rich impression, tied red paid on cover Pmk. United States in circle and Express Mail Boston Oct. 23. Superb." (unquote)

With photograph 183 is shown tracings of markings on this cover, the photograph of the cover and markings is of a smaller size than the original and the tracings were made to show the type rather than any attempt to imitate the originals.

The "Express Mail" marking on this cover, as stated above, is a very rare type and should not be confused with the more common type used between Boston and New York and reading, "U. S. Express Mail - Boston, Mass." with date.

Cover #183 is a blue envelope, with no enclosure, and partial tracings of the back markings are shown with 1855 year date. According to various authorities, mail by the "Express Mail" between Boston, Eastport, Maine and St. John's, New Brunswick was carried during the decade 1850-1860, and perhaps later, by Favor's Exoress. According to Elliott Perry (Pats #22 - p.530), mail was carried by this ocean route to the above three ports because there was no railroad. I have been unable to find any record of a U. S. steamboat mail route between the above ports during the eighteen fifties and I wonder if the route was under contract to the Canadian Government rather than the U.S. P.C.D.? A steamer by the name of the "Admiral" ran between the three ports and a circular marking is of record which reads, "Favor's Express - NOV 1856 - Steamer Admiral" (Perry - Pats No. 22). A circular marking is also of record which reads, "COLONIAL EXPRESS MAIL - ST. JOHN N. B. NOV 3" (Perry - Pats No. 22). (Also see Service Photo #81).

Regarding the rare Express Mail marking with "BOSTON" on this cover. Similar types are of record of the same type, one with "EASTPORT" in small type, the other "ST. JOHN."



his S.U.S. for data regarding a certain 19th Century stamp including its approximate date of issue, I wonder if he has a true appreciation of the research work back of this or that date, and the care that was exercised in the effort not to record false information.

Glancing thru a file of the "A.P." for October 1924, I ran across an article entitled, "REGARDING THE DATE OF ISSUE OF STAMPS FROM EACH PLATE USED FOR THE 1851-1857 U. S. ADHESIVES - by Carroll Chase and Stanley B. Ashbrook." The authors solicited advice regarding any earlier dates than listed but stated, "For obvious reasons, none can be listed unless actually seen by one of us."

#### 1847 STAMPS USED ABROAD

In various issues of this SERVICE, I have expressed the opinion that covers with 1847 stamps used to foreign countries were much rarer than generally supposed. If my estimate is correct, then such items are an excellent philatelic investment. Also quite safe and sound.

I note that I have illustrated the following 1847 covers to foreign countries, in this SERVICE since 1951:

To Canada - Photo #2.  
To Germany - Photos #9 - 52 - 59 - 125.  
To Holland - Photos #10 - 13.  
To Mexico - Photos #37 - 38.  
To Belgium - Photos #60 - 61.  
To France - Photo #63.

In this list are none to Great Britain, yet when the U.S.-British postal treaty went into effect on February 15th, 1849, and established a single rate of 24¢, the 1847 stamps were current, and business correspondence with Britain was rather heavy. It appears that it was not the custom to prepay such mail with 1847 stamps, and perhaps the reason was that it cost an extra penny to do so, (25¢ for the 24¢ rate). Here may be the explanation for the apparent scarcity of covers to Britain with the stamps of our "First Issue."

Under date of June 11th, 1851, U. S. Postmaster General N. K. Hall, issued an order to postmasters thruout the country and to the public, stating that after the 30th of that month (June 1851), "The five and ten cent postage stamps ~~xxx~~ will not be received in prepayment of postage."

(Note by S.B.A. - The full text of this order demonetizing the 1847 stamps was published in "The United States Postal Guide and Official Advertiser" - issue of June 1851, Vol. 1, No. 12, pages 361 and 362, headed, "Notice to the Public and Instructions to Postmasters").

Photograph No. 170, illustrates a most unusual cover. It shows the 1¢ overpaid rate to England, and also a use of the 1847 stamps from Philadelphia on November 3, 1851, four months after these stamps had been declared invalid for the payment of postage by the Postmaster General of the U.S. We wonder if his action was actually legal?



The cover illustrated shows the rate stamp "24" in the same blue ink as the postmark, also the credit in red of "19" to C.B. Blue grids canceled the stamps. A red Liverpool postmark was struck rather faintly at lower left. This type of Philadelphia postmark with broken outer ring is well known on covers of this late period of 1851.

#### AGAIN - REGARDING NEW YORK AUCTIONS

In my last issue of August 1st, I had a few notes on the bidding at a New York auction. I sent a copy to a friend in New York and in reply he stated that he never witnessed such a thing and that he had been attending stamp auctions in New York for years. He stated that if an agent had three bids, as I stated, of \$177.50, \$200.00 and \$248.00, and the lot was knocked down @ \$177.50, the buyer could request the auctioneer to record the sale @ \$202.00 and it would go to the person who had given him a bid of \$248.00. In other words, sales prices were never lowered but could be raised, when an agent held bids as cited above.

#### CHINA & JAPAN

##### STEAM MAIL SERVICE

9  
The annual report of U. S. Postmaster General William Dennison, dated November 15, 1865, stated, quote: "The contract for the mail steamship service to Japan and China was awarded, on the 28th of August last, to the PACIFIC MAIL STEAMSHIP COMPANY, whose bid for the required service at the sum of \$500,000 for twelve round trips per annum, between San Francisco and Hong Kong, touching on the outward and homeward passages, to land and receive mails, at the port of Honolulu, in the Sandwich Islands, and the port of Kanagawa, in Japan, was the only one received under the advertisement of this department inviting proposals for the service. The Company are to build four first-class sea-going steamships, of from 3,500 to 4,000 tons burden each, government measurement, and commence the service on or before the first of January, 1867." (unquote)

The annual report of Postmaster General A. W. Randall, dated November 26, 1866, contained the following, quote:

"The Pacific Mail Steamship Company of New York, to which was awarded the contract for the China mail service, authorized by the act of February 17, 1865, has executed a contract for that service, a copy of which is annexed. The high reputation of this company, their experience and undoubted resources, and the zeal and energy which they have manifested in making preparations for the service, afford a guarantee of the success of this great national enterprise to extend and develop American commerce, by obtaining control of the vast and constantly increasing trade of Japan and China, which the advantages of our geographical position should enable us to possess.

The contract is for monthly trips between San Francisco and Hong Kong, touching at the ports of Honolulu in the Sandwich Islands, and Yokohama (Kanagawa) in Japan, both on the outward and inward passages, by a line of first-class American sea-going side-wheel steamships of not less than



3,500 tons burden, government measurement, and of sufficient number, not less than four, to perform the stipulated service.

The Great Republic, the first of the new steamships building specially for this service, was launched at New York on the 8th of November instant, is now receiving her machinery, and is expected to be ready for sea about the 1st of May, 1867. She will register over 4,100 tons, government measurement, or 1,100 tons more than the minimum tonnage named in the law; her extreme length is 380 feet, extreme breadth 50 feet, depth of hold 50 feet, and her draught when ordinarily loaded will be 21 feet. The second steamship, of similar size and proportions, is to be launched early in December of this year, and will be prepared for service about the 1st of July, 1867; and the machinery for two others of like dimensions is in course of construction. An inspection of the hulls and machinery of these ships, as well as a general knowledge of the preparations making by the contractors, has satisfied me that every possible exertion is being used to fulfil the requirements of the law and contract.

The company have tendered their first-class steamship Colorado to take the mails from San Francisco on the 1st of January, 1867, the day named in the law. This ship, which has been withdrawn from the Panama and San Francisco line to prepare her for service on the China route, is of the required tonnage, and will, it is believed, fully comply in other respects with the terms of the law and contract, although the report of her inspection by a naval constructor, under instructions lately given by the Secretary of the Navy, has not yet been received.

In the building of steamships for this line the contractors encountered a practical difficulty, arising out of two conflicting conditions: first, the necessity of constructing ships that could make the long voyage of 7,087 miles between San Francisco and Hong Kong, by the route named in the law, with safety and success, as regards the main object for which Congress authorized the establishment of the line; and secondly, the practicability of securing that object without making the ships so large as to preclude, by their heavy draught, the possibility of entering the harbor of Honolulu, which has a depth of water, under favorable circumstances, of barely 21 feet. These two conditions, they allege, were found to be inconsistent, and they therefore assumed the responsibility of so constructing the ships as to attain the more important objects of the subsidy, while necessarily placing a practical difficulty in the way of the accomplishment of the lesser, believing this to be the only course open to them without disregarding the main ends of their contract, as well as the wisest for the public interests to be promoted by the establishment of the line. They are, consequently, building ships of much greater cost, by reason of increased size, and proportionally more expensive to keep in service, than was necessary to meet the minimum requirements of the law. Although the law, and the contract executed in pursuance thereof, name Honolulu as an intermediate port, the fact appears to be well established by reliable official information, that the laws which govern the navigation of the Pacific ocean, render it unwise, if not incompatible with the complete success of the enterprise, to require the steamships to touch at the Sandwich Islands on their passages between San Francisco, Japan and China." (unquote)



CHINA & JAPAN - STEAM MAIL SERVICE  
THE CONTRACT WITH THE P.M.S.S. CO.

A copy of the contract between Postmaster General Randall and the P.M.S.S. Co. appears in the P. H. G. Report for 1866. It was signed by Allan McLane for the Company. Some of the principal features were as follows. The contract was in accord with an Act of Congress approved Feb. 17, 1865, entitled - "An Act to authorize the establishment of ocean mail steamship service between the United States and China." Contract to begin on or before the 1st of January 1867, and to run for ten years, consisting of 12 round trips per annum at an annual compensation of \$500,000. The S. S. Company agreed to transport free of expense on each steamer a U. S. Mail Agent. A mail steamship was to depart on the first day of each month from San Francisco, and on the 15th of each month from Hong Kong, but it was provided in the contract, quote: "or upon such other days as may be hereafter selected, with the approval of the Postmaster General, in order to make connection with the steamships from New York, (note, rail ships from Panama to San Francisco), and the English lines (note, at Hong Kong), from China to Southampton and Marseilles; and also that said steamship shall make an average run of not less than 200 nautical miles a day while at sea; and that the stoppages at the intermediate ports of Honolulu and Kanagawa (Yokohama) shall not exceed the time absolutely necessary to land and receive the mails, passengers, and cargo, and receive coals; and, further, that after the performance of the second round voyage to Hong Kong and back, to arrange and adopt a schedule, with the approval of the Postmaster General, fixing the days and hours of arrival at and departure from the respective terminal and intermediate ports." (unquote).

No letters or newspapers were to be carried outside of the U. S. Mail, and there was to be no transmitting of commercial intelligence more rapidly than by mail. The Company was not knowingly permitted to convey any person carrying on the business of transporting letters or other mail matter, without the special consent of the Post Office Department.

Payment of the contract price was to be made in the "currency" of the U. S., in quarterly payments. After a regular schedule was adopted of days and hours of arrival and departure, the Company was subject to fines for failures.

The Postmaster General was given the power "to determine this contract at any time in case of its being underlet or assigned to any other party," and also to "annul the contract for repeated failures" or other violations.

CHINA AND JAPAN MAIL SERVICE  
IMPORTANT CHANGES MADE IN ORIGINAL CONTRACT

Two important changes were made in the original contract as follows: (1) It was deemed inadvisable to require the mail ships of the line to stop at Honolulu, either going or returning, and (2) It was decided that the mail ships depart from San Francisco and terminate their



voyage at Hong Kong, China, with calls at Yokohama, Japan, or some other Japanese port. In lieu of the service to Honolulu, the B. S. Company agreed to operate a branch line to Shanghai, from Japan.

#### MAIL STEAMSHIP LINE TO HAWAII

By an act of Congress of March 2, 1867, the Postmaster General was authorized to execute a contract for mail steamship service to Hawaii, this in lieu of the change in the China - Japan service. A contract was awarded to "The California, Oregon, and Mexican Steamship Company" for twelve round trips per annum at \$75,000, between the ports of San Francisco and Honolulu. A contract was executed with the Company on July 30th, 1867, and service was commenced on October 15th, 1867.

#### CHINA AND JAPAN MAIL SERVICE 1867

In his annual report of November 26, 1867, Postmaster General Alex. W. Randall gave the following facts regarding this important new service, quote:

"The mail steamship service between the United States and China, authorized by the act of Congress approved February 17, 1865, was commenced on the 1st of January, 1867, by the departure of the steamship Colorado from San Francisco with the mails for Japan and China, and two additional round trips have been performed between San Francisco on 3d of April and 4th of July, and delivering return mails at that port on 15th June and 15th September, respectively. The average duration of the three voyages of the Colorado were as follows, viz:

	Days.	Hours.	Min.
From San Francisco to Yokohama .....	22	17	41
From San Francisco to Hong Kong, including de- tention at Yokohama .....	30	11	10
From Yokohama to Hong Kong .....	6	2	48
From Hong Kong to Yokohama .....	7	12	46
From Yokohama to San Francisco .....	21	9	0
From Hong Kong to San Francisco, including de- tention at Yokohama .....	30	22	7

The Great Republic and China, built expressly from this service, have been placed upon the line. The Great Republic has just completed her first round voyage, begun at San Francisco September 3, 1867, and ended November 19, 1867, and the China entered on her first voyage from San Francisco on the 14th October, 1867. The contractors expect to have the Japan, the third steamship building for the line, ready for service about the 1st of July, 1868, and the fourth steamship, not yet named, but now on the stocks in a state of forwardness, will likewise be ready for service in January, 1869. They are unable at present to indicate the time of commencing the full monthly service required by the contract.

A supplemental contract was executed on the 20th of March, 1867, a copy of which is annexed, for the conveyance of the United States mails



without additional charge, in lieu of the Honolulu service released, by a branch line of steamers between Yokohama, or other port in Japan used by the main line, and the port of Shanghai, in China, making continuous regular monthly trips between said ports in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the second section of the act of Congress approved February 18, 1867; the branch service to be put into operation in connection with the steamship leaving San Francisco on the 3d of July, 1867, for Yokohama and Hong Kong, and her return.

In April last the contractors applied for permission to perform the mail service between Yokohama and Hong Kong by a monthly branch line of first-class American side-wheel steamships, in regular connection with the main line, under the stipulations of the contract, similar to those authorized by the act of February 18, 1867, for the branch service between Yokohama and Shanghai, representing that it might become necessary, in order to perform the China mail service with the fullest efficiency, to terminate the voyage of the large ships required by the contract at Yokohama, and to employ one or more branch steamships of a like class and description, but less in size only, to do the service between Yokohama and Hong Kong. After full consideration and consultation with the Attorney General upon the question of authority, who was of the opinion that the modification of service desired was within the spirit of the law of February 17, 1865, considered in connection with the amendatory act of February 18, 1867, the permission asked was granted by the department, until Congress shall have legislated further in relation to this service. The steamer New York was despatched on 3d of August for Hong Kong and Yokohama, via Cape of Good Hope, to be ready to perform the branch service between those ports, should it be found best to do it in this way, under the permission granted by the department.

The company have also been authorized to change the Japan port of calling from Yokohama to Osaka, and to carry the transfer into immediate effect if their president, who has gone to Japan and China for the purpose of inspecting and perfecting the service in that quarter, should consider it desirable to make that change in order to increase the efficiency of the mail service, and benefit all interests connected with the establishment of the line.

To carry into successful operation a new steamship line of such extent and national importance, it was deemed expedient to employ a mail agent on board of each steamship, to receive and take charge of the mails, to attend to their exchange and delivery at all points on the route, and also advise the department of all irregularities of service, and make such recommendations for promoting its usefulness and efficiency as personal observation would enable them to suggest. Four agents have been appointed and are now employed in this service; two on the main line between San Francisco and Yokohama, one between Yokohama and Hong Kong, and one on the branch line between Yokohama and Shanghai. It was also necessary to employ agents at Kanagawa, (Japan,) and at Shanghai, (China,) to receive, deliver, make up, and despatch the mails conveyed



to and from each of those ports; and in the absence of legislation authorizing the establishment of United States postal agencies in connection with this service, or any appropriation to pay salaries of officers and other expenses incident thereto, the United States consul general at Shanghai, and United States consul at Kanagawa were, with the concurrence of the Department of State, designated United States resident mail agents at those ports, respectively, and instructed to act in that capacity in connection with their consular duties, this department to pay all necessary expenses for clerk hire, etc., incurred in attending to the mails. In respect to Hong Kong no such provision was requisite, as the correspondence conveyed to and from that port was required to pass through the colonial post office.

The establishment of the branch line to Shanghai makes that city the principal distributing point for the correspondence between the United States and China, and the amount of service required to attend to the postal business there will be much larger than at any other port. As our consuls in China and Japan may very well act as postal agents in connection with their other duties, I recommend that authority be given to establish, in connection with the mail steamship service to Japan and China, a general postal agency for China, at Shanghai, with such branch agencies at other ports in China and Japan as may, in the judgment of the Postmaster General, be necessary; and to pay the postal agents appointed and employed at such ports reasonable compensation for their services, in addition to the necessary expenses allowed for conducting the postal business." (unquote)

#### REGARDING MAIL TO CHINA

The establishment of a U. S. Mail line to the British colony of Hong Kong required a postal convention with the colonial government, as the British Post Office at that city exercised exclusive control of all mails received and despatched from that port. The treaty was to become effective on November 1, 1867.

The arrangements made embraced correspondence originating in the United States and addressed to Hong Kong or to the dependent Chinese ports with which Hong Kong maintained postal relations, including Canton, Amoy, Swatow and Foo-chow, and vice versa of correspondence originating in Hong Kong or the dependent Chinese ports and addressed to the U. S. Prepayment of postage was compulsory and each office was to retain all postages collected. The treaty applied specifically to mail transmitted to and from the U. S. by the new line of U. S. mail ships. The U. S. rate was fixed at 10¢ per  $\frac{1}{2}$  ounce and the Hong Kong rate at "eight cents" (Chinese) per  $\frac{1}{2}$  ounce. No postal accounts were to be kept, and each department was to deliver all correspondence received from the other free of further charge.

Article 5 of the Convention was as follows, quote: "An exchange of mails shall also take place between the United States postal agency at Yokohama, Japan and the Hong Kong post office by means of United States mail packets comprising correspondence originating in Japan and addressed to Hong Kong and the Chinese ports above designated, etc., etc."



REVISED CONTRACT WITH P.M.S.S. CO.

A revised contract between the Postmaster General and The Pacific Mail Steamship Co., was signed on March 20, 1867. In lieu of the Honolulu service released, the revised contract provided for a "branch line of steamship service, carrying the U. S. mails, between the port in Japan used by the main line of steamships and the port of Shanghai xxx making continuous regular trips, connecting with the main line both on outward and homeward voyages xxx which service shall be performed by first-class American sea-going steamships, and without additional charge to the United States." (unquote)

THE U. S. - HAWAII MAIL LINE



The separate mail contract for the Hawaiian mail was awarded to The California, Oregon and Mexico Steamship Co., Ben Holladay, President, and was dated July 30, 1867. It was in accordance with the act of Congress, approved March 2, 1867, entitled, "An act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands."

The rate of postage by the U. S. - Hawaii Line was 10¢ U. S. plus 5¢ Hawaiian, per  $\frac{1}{2}$  ounce. Ten cents paid in the U. S. was only to the Hawaii frontier, and 5¢ Hawaiian was due from the addressee.

Letters from Hawaii to the U. S. required prepayment of 5¢ Hawaii and 10¢ U. S.

A rough tracing of the marking used on mail to the U. S. by this Line is shown above. It was probably applied at San Francisco to denote the source, but it might have been used by the U. S. mail agent aboard the mail ship. Covers with this "HAWAIIAN STEAM SERVICE" marking are much more rare than is generally supposed.

It is interesting to note that the president of the steamship company was Ben Holladay, famous expressman, who operated the U. S. Overland Mail in the eighteen sixties.

CHINA AND JAPAN

Photograph No. 171, illustrates a cover from Hong Kong via San Francisco to Cambridge, Mass. There is a pencil memo to the left that indicates that this letter originated at Hong Kong on Jan. 14, 1868. In my opinion, this memo is genuine. If so, then this is the earliest record that I have of a cover from China to the U. S. by the U. S. - China Mail Line, also the earliest use of the red oval marking which reads, "CHINA AND JAPAN STEAM SERVICE." The San Francisco postmark is not the date of receipt but rather of departure from the east



(Via Panama). So this trip from Hong Kong to San Francisco was probably less than 34 days. For further reference to the oval marking, kindly refer to the following photographs of this SERVICE: Nos. 91, 121, 122 and 128.

CHINA AND JAPAN SERVICE 1868

Postmaster General Alex. W. Randall in his annual report dated Dec. 3, 1868, furnished some interesting information regarding the mail service to China and Japan, quote:

"During the year ended June 30, 1868, seven round voyages between San Francisco and Hong-Kong were completed by the United States mail packets of the Japan and China line, and two round voyages were completed between said ports during the quarter ended September 30, 1868. The average actual running time on the outward voyages between San Francisco and Hong-Kong, during this period, (omitting the trip during which the steamship Great Republic was disabled by a serious accident in mid-ocean,) was 29 days 21 hours, and 30 days 19 hours on the inward voyages. The Great Republic on her outward trip in March last, when distant 3,327 miles from San Francisco, and 2,100 miles from Yokohama, broke one of her paddle-shafts, but was nevertheless able to proceed on her voyage, reaching Yokohama by the use of one wheel, and attaining, under these adverse circumstances at one of the stormiest seasons of the year, the remarkable speed of 173 nautical miles a day. The steamship New York, prudently stationed at Yokohama, to guard against possible accidents, completed the voyage of the disabled ship, and thus, notwithstanding the outward voyage was by this accident protracted eight days, the round voyage to Hong-Kong and return was terminated at San Francisco within two days of the regular schedule time. The timely precaution of the contractors in providing a spare ship at Yokohama, to guard against the possibility of an interruption of the service, and the energy which they manifested on this occasion in completing the round voyage with as little delay to the mails as possible, are worthy of commendation.

The new steamer Japan, 4,350 tons government register, was added to the line in August last, and the company state that they expect to place the America in service during the coming summer, thus completing the full number of four steamers required by the contract, although three only are actually required to perform monthly voyages, the fourth furnishing the means of relieving the others in case of repairs or accident.

The branch line between Yokohama and Shanghai, touching at Hiogo and Nagasaki, has been run in regular connection with the main line, and has proved a very important addition to the service. The qualified permission granted by the department to the contractors in April, 1867, to terminate the voyage of the large ships at Yokohama, and to employ one or more branch steamships of a less size to do the service between Yokohama and Hong-Kong, to which reference was made in the last report, was not executed, the company notifying the department of its decision not to avail itself of said permission, but to continue the service by the large ships to Hong-Kong as provided by the contract. In like



manner the company did not avail itself of the authority given at the same time to change the Japan port of calling from Yokohama to Osaka, their president deciding that it would not be for the interest of the government or that of the company to make such change.

The regular monthly trips provided for by the law authorizing the establishment of this service, and by the contract made in pursuance thereof, delayed by unavoidable causes, which have been satisfactorily explained, were begun on the 3d of June, 1868, and have since been regularly maintained." (unquote)

CHINA AND JAPAN SERVICE 1869

Postmaster General John A. J. Creswell had the following regarding the two Pacific ocean mail routes in his annual report dated November 15, 1869, quote:

"The appointments of government agents in charge of the United States mails on board of the mail steamers plying between San Francisco, Japan, and China, and between San Francisco and Honolulu, were revoked in the month of April last, and notice was given to the respective steamship companies that thenceforth they would be required to securely transport and safely deliver the mails at each terminal and intermediate port according to the stipulations of their contracts. As the employment of mail agents on board of these steamers appeared to be of little practical benefit, I considered it my duty to discontinue their services. The duties which they discharged are now performed without charge by the pursers of the steamers.

I have not considered it expedient, in the present condition of the service, to establish a general postal agency at Shanghai, with branch agencies at other ports in China and Japan, as authorized by the 7th section of the act of July 27, 1868. The United States consuls at Shanghai and Kanagawa still continue to act, with the consent of the Department of State, as resident mail agents at those ports, in connection with their consular duties.

Eleven round trips were performed during the year by the steamers of the Japan and China line, the regular monthly service required by law having been commenced in the month of August, 1868, and subsequently maintained without interruption. The attention of Congress was called by my predecessor, in his last annual report, to the expediency of providing for an increase of service on this line on the completion of the Pacific railway across our continent. This great national highway has been opened during the last year to the Pacific Ocean, placing San Francisco in direct, speedy, and certain communication by rail with the commercial cities of the Atlantic seaboard; and the period is not distant when our rapidly increasing commerce with Japan and China will require the employment of additional steamers on this route. The question of providing for an increase of mail service



Page 334

to semi-monthly, on such terms as will, under the circumstances, be just, as well to the contractors as to the government, is respectfully submitted to the discretion of Congress." (unquote)

IN CONCLUSION

The above is a detailed story of the establishment of the subsidized mail steamship lines to China and Japan, and to the Hawaiian Islands, and it is sincerely hoped that with the above facts, subscribers to this SERVICE will have a much better understanding and appreciation of all philatelic material connected with that great enterprise.

END OF ISSUE NO. 42  
SEPTEMBER 1, 1954.  
FOURTH SERIES 1954-1955

ASHBROOK SPECIAL SERVICE

ISSUE NO. 43 - OCTOBER 1, 1954 - (Series Four - 1954-1955)

\*\*\*\*\*



\*\*\*\*\*

Photograph No. 172, illustrates a cover from Hawaii, to New York City that was carried from Honolulu to San Francisco by the subsidized U. S. Mail Steamship Line, the company known as, "The California, Oregon & Mexico Steamship Co.," Ben Holladay, President. This cover originated at the town of Hilo, (postmark on back "HILO - DEC 17"), a seaport on the island of Hawaii, the largest island of the Hawaiian archipelago, and located some distance southeast of Honolulu, on the smaller island of Oahu.

We had no postal treaty with the Hawaiian Kingdom at that time, hence separate payments had to be made of the postages of the two countries. This cover shows the 5¢ Hawaii internal, (U. S. money was used in the Islands), plus a 10¢ U. S. 1861. No year is shown, but I suspect this cover was mailed from Hilo on Dec. 17, 1868, was sent to Honolulu and departed from there on Dec. 26, 1868, reaching San Francisco early in January 1869, and forwarded to the East on January 8, 1869, as this date was the departure date at San Francisco rather than a receipt date. The Pacific Railroad to the East, had not been completed as of January 1869, so I assume that through mail to the East still went by the Ocean Mail Route Via Panama. In all probability both stamps were attached by the writer but only the 5¢ Hawaii was canceled in Hawaii, the cancellation of the 10¢ 1861 occurring at San Francisco. This cover bears the scarce oval marking, "Hawaiian Steam Service" in a reddish purple which I assume was applied at San Francisco rather than by the U. S. Mail Agent aboard the mail ship, as my study of covers to and from Hawaii indicates it's use as only on incoming mail to San Francisco, rather than outbound. Incidentally, the marking was applied to the face of the cover rather than to the stamps, therefore, off cover items with this marking should be given a wide berth.

I note under the listing of "cancellations" of the 10¢ 1869 in the "S.U.S." is "Hawaii" but I am not sure what marking this refers to.

As stated in my issue of last month, service on this subsidized route was inaugurated on Oct. 15, 1867.

THE U. S. - HAWAII MAIL CONTRACT

This contract was authorized by Act of Congress approved March 2, 1867 entitled, "An Act to authorize the establishment of ocean mail steam-



ship service between the United States and the Hawaiian Islands." The contract, as signed, provided for the monthly carrying of mail between San Francisco and Honolulu at an annual compensation of \$75,000, for the twelve round trips. It was to run for ten years, and to begin with the sailing of the first steamship of the Line from San Francisco. The contract provided that a U. S. Mail Agent accompany the mail on each trip but this provision was canceled as of April 1869 in order to save the Government expense of such special agents. After that time, the steamship pursers were in charge of the mail. The Company agreed to perform the trips, "not to exceed ten days," and at first it was planned for departures from San Francisco on the 1st of each month and from Honolulu on the 15th, but such scheduled sailings were to be subject to change in order to make connections with the mail steamships to and from the East Via Panama and to and from China and Japan. No letters or newspapers were to be carried "Outside of the Mail."

It is of interest perhaps, to note that the subsidy was to be paid quarterly in the currency of the United States, gold still being at quite a premium. "Suitable fines and penalties" were to be imposed by the Postmaster General for various violations of the contract, one of which was "for setting up or running an express to transmit letters or commercial intelligence in advance of the mails." The P.M.C. reserved the right to "determine this contract at any time," or to annul it for repeated violations. It was signed by P.M.C. Alex. W. Randall and by Ben Holladay, President of the S. S. Company.

#### HAWAIIAN STEAM SERVICE

Letters from Hawaii to the U. S. by the new U. S. Mail Line cost the sender a total of 15¢, (5¢ Hawaii internal plus 10¢ U. S. "STEAM"), as compared to only 10¢ before the establishment of the Service, the previous rate being by private ship, that is, 5¢ Hawaii internal, 2¢ Ship Fee, and 3¢ from San Francisco to any part of the U. S. The steamship service was preferred because of the time saved in the passage.

Covers from Hawaii to the U. S. by the new steamship route showing the combined rate of 5¢ + 10¢ cover the period from October 1867 to July 1, 1870, at which date a new postal treaty between the U. S. and Hawaii went into effect with a reduction in the postal rate to 6¢ per  $\frac{1}{2}$  ounce. During this two years eight months period, inbound covers generally show the oval marking in a reddish purple.

#### MAIL TO HAWAII

Covers from the U. S. to Hawaii during this period seem to be decidedly more rare than east-bound covers. Specialized collections such as the Tows collection which was broken up several years ago and the Admiral Harris collection now being dispersed, both contained some rare "Hawaiian Steam Service" covers, but covers from the U. S. to Hawaii by this subsidized route were apparently not appreciated by the owners.

173 Photograph No. 173 (reduced size), illustrates such a cover, this being a triple 10¢ rate from Bangor, Maine, postmarked "Oct. 30," the year 1867, as evidenced by the letter which was enclosed. Note this early date Oct. 30, 1867, the month in which service by this route was inaugurated. This is probably the earliest known cover by the new "Hawaiian Steam Service" route. Another important feature of this cover is the address which is as follows:

"Hon. Elisha H. Allen  
Honolulu  
Sandwich Islands

For Mrs Allen  
Per Steamer  
Via Panama"

This letter traveled from Bangor, Me. to New York City, thence by steamship to Panama, by rail across the Isthmus, thence to San Francisco and by the new steamship line to Honolulu.

HON. ELISHA H. ALLEN

Who was Elisha Allen and why should a cover addressed to him entitle it to special distinction? The answer, very briefly is this, Mr. Allen was probably more responsible than any one person for establishing cordial relations between the U. S. and Hawaii and for the eventual annexation of the Islands to the U.S. A summary of his career follows:

- 1835 to 1840 Member of the Legislature State of Maine.
- 1838 Speaker of the House, Maine.
- 1840 Elected to the Congress of the United States from Maine.
- 1849 Elected to the Massachusetts Legislature representing the City of Boston.
- 1849 Appointed Consul and Diplomatic Agent to the Hawaiian Islands.
- 1850 March 10 arrived at Honolulu.
- 1853 Sept. 6 appointed Minister of Finance of the Hawaiian Kingdom.
- 1854 Secured with others offer of Cession of the Islands to the United States. Negotiations broken off because of death of the King who favored the cession, his successor being opposed.
- 1856 to 1857 appointed Envoy Extraordinary and Minister Plenipotentiary from the Hawaiian Kingdom to the United States to negotiate a Reciprocity Treaty between the two countries.
- 1857 appointed Chief Justice-Chancellor, and Member of Privy Council of State. As Chancellor was ex-officio a member of the Cabinet.
- 1864 to 1865 again appointed Envoy Extraordinary and Minister Plenipotentiary from the Hawaiian Kingdom to the United States to negotiate a Reciprocity Treaty.
- 1869 again appointed Envoy Extraordinary and Minister Plenipotentiary from the Hawaiian Kingdom to the United States. A Reciprocity Treaty successfully negotiated 1875 - goes into effect 1867.
- 1883 January 1st died at the Diplomatic Reception at the White House. He was then Dean of the Diplomatic Corps, the only American ever to hold this position.



Back in 1934, when President Roosevelt was preparing to visit the Islands, the son of Mr. Allen, Mr. Frederick H. Allen, prepared a memorandum concerning his father and sent it to the President. The following are some quotes from same:

"Newport R.I. June 6, 1934

My father, Elisha Hunt Allen, who had been a member of Congress, was advised by his doctor to spend two years at least in a warm climate, because of a throat affection that was troubling him, and President Taylor in 1849 asked him to proceed to California and thence to the Hawaiian Islands, as Consul and Diplomatic Agent to study and report on the outlook that lay before the United States in the Pacific. The vast territories with their extended ocean frontage on the Pacific Ocean that was added to the domains of the United States as a result of the War with Mexico, turned the attention of our people and statesmen to the future possibilities of power and influence that might be theirs in their relations with the peoples of Asia.

Mr. Allen's appointment was dated October 18, 1849. He reached Honolulu March 10, 1850, to officiate as Consul and he was also entrusted as Diplomatic Agent by the Government at Washington with a Treaty that had just been signed at Washington on the 26th of December 1849.

At the time of Mr. Allen's arrival in the Hawaiian Islands the political sympathies of the native government toward the foreign population, that is, the British, German, French and American, seemed to favor now one, and then another of these nationalities, but he also found that there was a fear on the part of the King and native authorities that the Islands might be gobbled up and annexed by one of the European powers."

\*\*\*\*\*

#### POSTAL TREATY WITH THE HAWAIIAN KINGDOM

Due to the influence and efforts of Mr. Elisha Allen, a formal postal treaty was negotiated between the U. S. and Hawaii in the spring of 1870 and became effective on July 1, 1870. It was signed by Jno A. J. Creswell, P.M.G. of the U.S. and Elisha H. Allen, as "His Hawaiian Majesty's Envoy Extraordinary and Minister Plenipotentiary."

#### SOME PROVISIONS OF THE U. S. - HAWAII TREATY

The new treaty reduced the postage from Hawaii to any office in the U. S. from a total of 15¢ to 6¢, and from 10¢ to 6¢ from any point in the U. S. to the Islands. Transmission was to be, quote: "by means of the subsidized line of United States mail steamers plying between San Francisco and Honolulu as well as by occasional steamers and by sailing vessels running between Honolulu and the ports of San Francisco, xxx Portland xxx or ports in Puget Sound, Teekalet, Olympia and Port Townsend." The ports named were to be the offices of exchange as



well as the port of Hilo in the Islands.

Expense of sea transportation. The U. S. agreed to defray the expense of the conveyance in both directions by means of its subsidized line of mail steamers and Hawaii agreed to defray the expense of the sea conveyance in both directions by "occasional steamships" and "sailing vessels." Each country was entitled to retain all postages collected. Postage had to be prepaid, and letters mailed without payment were not to be forwarded.

Mail from Hawaii to foreign countries conveyed thru the U. S., required 6¢ to the U. S. plus the existing U. S. rate to the country addressed. Such mail could be prepaid by affixing 6¢ in Hawaiian postage stamps and U. S. stamps to prepay the foreign rate.

Mail to Hawaii from foreign countries conveyed thru the U. S. Because the provisions in the treaty in respect to this class of mail is rather interesting, I will quote from Article V of the Treaty: "Pre-paid letters from foreign countries, received in and forwarded from the United States to the Hawaiian Kingdom, shall be delivered in said kingdom free of all charges whatsoever; and letters received in the Hawaiian Kingdom from the United States, addressed to Micronesia or neighboring islands, will be forwarded to destination, subject to the same conditions as are applicable to correspondence originating in the Hawaiian Kingdom and addressed to those islands." (unquote).

#### STAMPS TO PAY THE 6¢ RATE

On mail from the U. S. to the Islands, the 6¢ Lincoln Bank Note, National print (S.U.S. 137 & 148) was current when the treaty went into effect on July 1, 1870.

174- Photograph No. 174, illustrates a cover from the home town of Bangor, Me. on Dec. 22, 1871, addressed to Mr. Elisha Allen, "for Mrs. Allen." I am reminded that while covers to England bearing the 6¢ National are rather common, a cover to Hawaii with this stamp is a very scarce item. Thus in the evaluation of covers, the destination, if foreign, is a very important factor.

At the time that the treaty went into effect, Hawaii did not have a stamp of a value of 6¢, nor one of 1¢, but did have the 2¢ vermillion, (S.U.S. #31) and the 5¢ blue (#32), hence until supplies of a new 6¢ stamp arrived at Honolulu in March 1871 (S.U.S. #33), strips of three of the 2¢ were used, or the 5¢ with a half of the 2¢. The new 6¢ green bore a portrait of King Kamehameha V. With this shipment from the National Bank Note Co., also came supplies of an 18¢ stamp for use on mail requiring a triple or higher rate. This was the 18¢ dull rose, S.U.S. #34.

#### BREAKDOWN OF THE HAWAII STEAM SERVICE

On September 17, 1873, the mail steamer "COSTA RICA" of the Hawaiian subsidized line, bringing mail from the Islands, was wrecked on the



rocks outside the Golden Gate at San Francisco, causing a complete breakdown in the contract. Evidently all of the mail was recovered.

U. S. Postmaster General Marshall Jewell, in his annual report to Congress, dated November 14, 1874, stated, quote:

"This Department was notified, under date of 7th February, 1874, of the relinquishment of the mail steamship service between the United States and the Hawaiian Islands authorized by act of Congress, approved March 2, 1867, which went into operation, under a contract with the 'California, Oregon and Mexico Steamship Company,' on the 5th of September, 1867, for a term of ten years, at a compensation of \$75,000 for twelve round trips per annum. No service has been performed under the contract referred to since the 18th September, 1873, the date of the last arrival at San Francisco of the steamer Costa Rica, of said line, with the United States mails from the Hawaiian Islands.

My immediate predecessor communicated the above facts to the Post-Office Committees of the Senate and House, at the last session of Congress, in compliance with a resolution of the Senate, and in connection therewith stated his reason for not exercising the power conferred upon the Postmaster-General in the contract for this service to annul the same for repeated failures, and referred the question of a continuance of the service to the action of Congress." (unquote)

In the Harmer Rooke sale of Oct. 4-5, 1954 of a part of the Hawaii collection formed by the late Admiral F. R. Harris, are a few covers showing subjects and rates especially mentioned in these notes. For example, the "Hawaiian Steam Service" covers, lots 283-284-286 and 289. Also the 6¢ Treaty rate cover, Lot 280, showing a 5¢ and a 2¢ bisect. Lot 281, a cover to Nova Scotia bearing the 5¢ + a 2¢ bisect Hawaii, (to the U. S.) and two U. S. 3¢ 1869, to pay the rate to Nova Scotia.

#### HAWAII - A STATE OF THE UNION?

Will the Islands eventually become a state of the Union? No doubt this is something to consider if one questions the desirability of fine Hawaiian postal issues and covers. The supply of material in the way of covers is very limited and the serious U. S. philatelist of the future will surely seek the U.S.-Hawaii postal history items of the period when Hawaii was an independent Kingdom rather than a territory or state of the United States.

#### AGAIN - CHINA & JAPAN MAIL SERVICE

In last month's issue we illustrated a cover by the "China & Japan Steam Service" from Hong Kong to Massachusetts, showing the 10¢ "Steamship rate" (cover #171). This was an east-bound cover and bore the rather scarce oval marking which I believe was applied to such incoming "Steam" mail at San Francisco.

Photograph No. 175, illustrates a cover that traveled in the opposite direction to the U. S. Consul at Swatow, China, with origin at Bristol, N. H. on March 10, 1869. This letter was sent to New York and thence by the Ocean Mail to Panama, then across the Isthmus by rail, and by steamship to San Francisco, and thence by the subsidized mail line to China. It will be noted that the oval marking is absent from this cover. Quite a nice combination of stamps was used to pay the 10¢ rate; a pair of the 2¢ 1867 grill plus a pair of the 3¢ 1867 grill. The cover is routed, "By Pacific Mail."

#### A VERY RARE STEAMBOAT COVER

A handstamped steamboat marking on a letter showing use prior to the middle eighteen forties is, in my opinion, a very great rarity, and especially so, if the boat was one that plied the waters of the upper Mississippi River.

Photograph No. 176, illustrates a white folded letter with a date line inside of August 21, 1839, which is really early. It is addressed to "Mr. B. Conway, Secretary I. T., Davenport I. T." In other words, to the Secretary of Iowa Territory at Davenport, Iowa Territory. The oval packet handstamp in a bright red is "STEAMER DE MOINE" with a star in the center. It measures 42MM x 26MM. The rate of postage is shown by an "X" in black. A rate of 10¢ at that time applied to a single sheet of paper, transmitted over 30 miles but not over 80 miles. Inside the letter is headed, "On Board De Moine S. B. August 21st, 1839," and crossed out was the word "Burlington." So we can well imagine that the writer was a resident of Burlington, Iowa Ty, a passenger on the steamboat "De Moine" addressing a letter to Davenport, Iowa Ty. Both towns are on the Mississippi River, Burlington being located below Davenport.

Iowa Territory was created as of July 4, 1838, and became a state as of Dec. 28, 1846. The first territorial capitol was established at Burlington, so this cover is an extremely fine piece of philatelic Americana as well as a very early bit of Iowa postal history. It is a very outstanding item in the collection of Mr. Paul C. Rohloff of Chicago.

#### THE U. S. 10¢ 1847 DOUBLE TRANSFERS

The S. U. S. lists four double transfers of the 10¢ 1847 and illustrates them with pen and ink drawings that I made years ago. Way back in 1916 when Dr. Carroll Chase published his fine study in the old "Philatelic Gazette" on the 1847 issue, he described these four outstanding plate varieties but at that time their actual plate positions were unknown so he designated them as "A" - "B" - "C" and "D." In the middle thirties I edited a column in the "American Philatelist" for a short period under the heading, "U. S. Specialists Column" and in the April 1936 issue, I described and illustrated the four double transfers giving the Chase A, B, C and D, with the plate positions of each.



Recently Dr. Don H. Silsby called my attention to the odd listing of these four varieties in the "S. U. S.," what I would class as an error, and an error that has existed in the "S. U. S." ever since the 1936 edition. The error consists of listing two of the "D.T.'s" as "B," thus omitting a "D" designation.

Back in the early days we referred to double transfers as "SHIFTS." I am taking the liberty of quoting from my A. P. April 1936 column - "Chase had a very good idea of the approximate positions in the pane of the four shifts. I quote from his article of twenty years ago: 'TEN CENT SHIFTS. Four of these are known. Very likely all are on the same plate. They will be referred to as 'A' - 'B' - 'C' and 'D.' (Note:- his 'A' is 1R1, his 'B' is 31R1, his 'C' is 2R1 and his 'D' is 41R1). Continuing the Chase quote: "'A' and 'C' are number 1 and 2 respectively on the plate, while 'B' occurs directly above 'D' somewhere in the left margin of the sheet, though 'B' has at least one stamp above it, and 'D' at least one stamp below it." (unquote). In 1916 Chase was not aware that there was but one plate of the 10¢ 1847 and that it consisted of two panes of 100 subjects each. He was more inclined to the theory that there were two separate plates of 100 subjects each.

As stated, ever since the 1936 edition of the "S. U. S.," these four "D.T.'s" have been listed as follows:

A - 41R  
B - 1R  
C - 2R  
D - 31R

There don't seem to be much sense in listing two different positions and varieties as "B" and if the original Chase designations are henceforth followed, the listing would be,

A - 1R1  
B - 31R1 (Post Office)  
C - 2R1  
D - 41R1

Inasmuch as the plate positions are known, it does not seem at all necessary to use the old "A" - "B" - "C" and "D" letters.

END OF ISSUE NO. 43.

October 1, 1954

Fourth Series, 1954 - 1955.

ASHBROCK SPECIAL SERVICE

ISSUE NO. 44 - NOVEMBER 1, 1954 - (Series Four - 1954-1955)

\*\*\*\*\*

HAWAIIAN POSTAL HISTORY

A book that should be in the library of every serious collector of U. S. 19th Century stamps and covers is "Hawaii, its Stamps & Postal History" by the late Admiral F. R. Harris, Henry A. Meyer and other contributors. This book, published in 1948, can still be obtained from The Philatelic Foundation, 22 East 35th St., New York 16, N.Y. - Price \$6.00.

I had an extended correspondence with Admiral Harris for five or six years prior to the publication of this book regarding covers to and from Hawaii, the various rates, combinations, etc., etc. When in the Service, the Admiral was stationed for some time in the Islands and at first hand, did a lot of research work on Hawaiian postal history. This book is the finest and most complete study ever published on Hawaiian stamps and postal history.

"STEAMER 10"

In the sale by John A. Fox, of the collection of Howard Lehman, on October 28-29, 1954, Lot #95 was a 10¢ 1847 tied to cover by an oval marking described as "magenta" and reading, "Steamer 10." This cover is illustrated in color in the sale catalogue. It has a single 10¢ stamp, no postmark, and is addressed to "S. L. Gardiner, Esq., Sag Harbor, Long Island." The oval marking is repeated at left.

Recently I received a letter from a subscriber to this "SERVICE" requesting some information regarding this cover. For example, what was the meaning of this oval marking? Was it originally intended for stampless mail? On this cover, #95, was an additional 10¢ due? If this was a steamboat letter, why not an additional 2¢ due? Where was the oval applied? Because the answers to the queries might prove of interest to most any serious collector I am making this cover the subject of some rather extended remarks.

It is apparently quite a scarce marking because I have a very meager record of 1847 covers with it. I believe that it has been stated that it was applied to "open mail" that was transported by Long Island Sound steamers, and it is my belief that this is true. I judge it can be classed as an "origin" marking, that is, it denoted the origin or source of transmission, viz., by "Steam Boat." It was originally intended for unpaid mail "before stamps" and it is known on such mail, that is, stampless covers, as early as 1845. Thus a combined origin and rate stamp signifying, "transmission by Steamboat with 10¢ due."

Origin markings are generally accompanied by postmarks of the offices



where such mail was deposited, hence we have evidence of where such a marking was applied, but in the case of the Lehman - Fox cover #95, there is no postmark or other postal marking. This might indicate that it was applied by a mail agent traveling aboard some Long Island steamer. We assume that said steamer was a regular mail boat as there is no evidence of any 2¢ ship or steamboat fee. The catalogue failed to state where the letter originated but we suppose that the origin was somewhere in New England, and because it was over  $\frac{1}{2}$  ounce, required a 10¢ rate. The address is Sag Harbor, Long Island, which is a town at the eastern end of Long Island, on an inland water of Long Island Sound called "Gardiner's Bay." The address is "S. L. Gardiner." A branch of the Long Island E. F. ends at Sag Harbor.

To anyone sufficiently interested I suggest that reference be made to a map of Long Island. It will be noted that a terminus of one branch of the Long Island R. R. is at Greenport on a small neck of land on the Sound directly north of Sag Harbor. In 1846-1847 there was a contract steamboat mail route between Greenport L.I. and Norwich, Conn., across the Sound. This was Route 806 PT, a distance of 35 miles, conveyance of the mail, six trips per week. Route 806 PT was also from Greenport, L.I. by railroad to New York City, a distance of 93 miles. Route 672 was by railroad from Norwich to Worcester, Mass., and Route 409 was by rail from Worcester to Boston. I suppose a person traveling across the Sound on Mail Route 806 PT could have posted a letter with the mail agent and it would have been handstamped with the oval "Steamer 10" or perhaps such a letter, if west-bound, could have received the marking at the Greenport, L.I. Post Office.

Photograph No. 177, is a photograph of the Lehman Fox cover #95. I made this when this cover was sold in a sale by John A. Fox on Sept. 6, 1950. It was Lot 121 and sold for \$500. It was then described as "a gem of a great rarity." Surely no exaggeration. I am reminded that this sale took place at the 1950 Convention of the A.P.S. held at Washington, D.C.

A couple of decades back there was a prominent collector in Cleveland, Ohio who gathered together an outstanding collection of 19th U. S. stamps and covers. He had some beautiful and rare material. His name was John Rust and after his death his collection was sold by Harmer Rooke & Co., New York. My how time does fly - the sale was held on Feb. 24, 1942 and Lot #140 was a cover with two singles of the 5¢ 1847 tied by two strikes in red of the oval "Steamer 10," and to the left, the marking was again repeated. The address was "Messrs. A. A. L. W. & BROS., New York." The sale price was a mere \$78.00. The description was, "5¢, two very fine copies, tied to neat cover" etc. (an envelope). The "low" correspondence is well known and was quite a famous "find."

In the "first" Knapp sale - held on Saturday, May 10th, 1941, Lot 2301 was a cover with a single 10¢ 1847 in the upper left corner and tied by the red oval "Steamer 10." In the right corner, the marking was repeated. The Knapp cover had a date line inside of "BOSTON MASS JUL 1, 1847" and was addressed to Orwigsburg, Pa. It was described as "an exceptionally fine piece of greatest rarity." It "fetched" \$200.00. It seemed to be a habit of the person who applied the oval marking to cancel the stamp with it, and



to make another strike in the opposite side.

"STEAMER 5"

A mate to the "Steamer 10" marking is an oval with "5" instead of "10." It is also apparently very scarce.

Photograph No. 178, is a photograph of a photograph in the collection of Mr. ———. It is interesting to note that this cover is addressed in the same handwriting and to the same person and same address as the Lehman - Fox cover, photograph #177. This 5¢ rate indicates that the other cover, No. 177, was a double, 2 x 5¢ rate.

"STEAMER

5

OREGON"

Stampless covers are known showing uses between New York and Providence, R.I. with an oval marking the same size as the Steamer 5 and 10 types described above, and reading, "Steamer 5 Oregon and "Steamer 10 Oregon." The "Stampless Cover Catalog," 1952 Edition, on page 143 illustrates a tracing of the oval "Steamer 5 Oregon" marking and a note indicates that uses are known during September and October 1846, and the same types without the "Oregon" between November 4, 1846 and July 22, 1847.

In the listing "Steamer 5" is given as "Long Island Sound - 1844-47 - oval 23 x 18 - red. Also "Steamer 5 - (10) - (N. Y. - 1846-47 oval - red). Also Steamer 5 Oregon (N. Y. 1846 - oval red)."

The late Prof. Robt. F. Chambers of Providence, R. I., formed a very fine collection of "stampless covers" portions of which were sold at auction by Samuel C. Paige, Boston, on Dec. 1 and 2, 1950. In that sale Lot's 792, 793 and 794 were described as follows:

#792 - Steamer /5 - Oval - 23 x 18 MM red - New York 1846, to Providence, R.I.

#793 - Steamer /10 - Oval 23 x 18 MM red - New York 1847, to Providence, R.I.

#794 - Steamer /5/Oregon - oval 23 x 18 - red - New York 1846 to Providence, R.I."

In the first Knapp sale held on Friday, May 6th, 1941, Lot 664 was listed under "Long Island Sound Steamboat markings" as a stampless cover with "Steamer 5 Oregon" in red oval to Boston, from ? and undated. Lot 665 was "Steamer 5 Oregon" in red oval, N.Y. to Providence, Au. 22, 1846."

In the very fine book by the late Eugene Klein, entitled, "United States Waterway Packet Marks - 1832-1899," the "Steamer 5 Oregon" marking is illustrated as "408 - (409)." The former is listed as "1846 Red Oval - Long Island Sound" No. 409 is "red oval - similar design - 'Oregon removed' Long Island Sound."

In the recent Fox sale, the "Steamer 10" cover, Lot 95, sold @ \$475.00.



PHILATELIC AMERICANA  
VALENTINE COVERS

Photograph No. 179, illustrates a very beautiful valentine cover in the collection of Mr. J. G. Fleckenstein of Ionia, Mich. The original valentine is enclosed, and the item was mailed from Boston on Feb. 27, presumably 1850 or possibly 1851. No actual evidence of year is shown. It is addressed to Miss Sarah Ann Ellis, South Dedham, Mass. This office being less than 300 miles from Boston, a letter of not over  $\frac{1}{2}$  ounce required a single rate of 5¢. This piece of mail shows 15¢ paid by three 5¢ 1847 stamps, and a payment in cash of an additional 5¢, as evidenced by a brown pencil or crayon, "Paid 5," and beneath, a "20" indicating the whole rate. Handstamped at top in red is the well-known Boston C.L. "PAID" showing payment in full. There are several interesting features of this beautiful piece of philatelic Americana, as for example, (1) a valentine, with 1847 stamps, (2) mailed on Feb. 27, or thirteen days after the date celebrated at present, (3) a fine illustration of postage paid in part by stamps and part in cash, and (4) the 20¢ rate.

Regarding feature No. 1. We have collectors who specialize in valentine covers and the old valentines that accompanied them, and it is not surprising that fine "Valentine covers" bring some very fancy prices.

THE DIAMANT COLLECTION

Years ago there was a prominent St. Louis collector and A.P.C. Member by the name of Henry Diamant. After his death, his widow, formed a specialized collection of valentine covers, which was quite outstanding. Her collection was sold at auction by H. C. Barr, New York City, on February 26-27, 1952. As I recall, the gem item was a 10¢ 1847 valentine cover, said to be the only one known, and which sold for \$1,400.00. This unique item is illustrated in the Brookman book on 19th Century U. S., Vol. 1, page 50.

Valentine covers used during the decade 1851-1861, with 1¢ 1851 - 1¢ 1857 and 3¢ 1851 - 3¢ 1857, are exceedingly fine philatelic investments and are items which add much interest to any outstanding collection. One does not have to be a "stamp collector" to appreciate a beautiful valentine cover with its quaint old valentine enclosed.

LATE FEBRUARY DATED POSTMARKS

Regarding feature No. 2, mentioned above, the postmark of "Feb. 27." Another prominent specialist in valentine covers is the well-known student of Confederate postal history, Mr. Van Dyk MacBride of Newark, N.J. For many years past I had noted that valentine covers in many cases bore postmarked dates which were much later than the February 14th date which we celebrate, and I suspected that perhaps a century ago, it was customary to send valentines during the valentine month of February, rather than a given day, such as the 14th. I made inquiry of Mr. MacBride regarding this feature and in reply he stated, quote: "According to my understanding any time in the month of February was considered an appropriate time to send a valentine. I have seen them genuinely used as such, pretty nearly from the first to the 28th-29th of that month, generally in the 1840's-50's period, also many persons apparently did not send a valentine until,



and unless, they had first received one. So, datings after the 14th are quite often seen." (unquote). It will be noted that cover 179 was mailed on "FEB 27."

Incidentally Mr. MacBride published quite a fine illustrated article in the February 1948 issue of the "American Philatelist," entitled, "Valentines used with Stamps of the 1847 Issue." I recall an outstanding valentine cover in his collection, with two superb singles of the 5¢ 1847 and red postmark of "N. YORK & N. HAVEN R. 1."

#### STAMPS AND CASH

Regarding feature No. 3, postage paid part by stamps and part in cash. Any cover with this feature is desirable and covers showing such a combination should be from the period July 1847 to January 1856, because on the latter date, payment of postage on domestic mail by stamps or Government envelopes became compulsory. Occasionally we run across a cover with a single 1¢ 1851 and a postmaster's notation, "PAID 2¢ in cash," but such items are decidedly rare. However, here we have a 5¢ 1847 valentine cover with combination stamps and cash postage payment. No doubt this cover is unique in this feature.

#### 1850 or 1851?

And now for feature No. 4, which is, in my opinion, the most outstanding of the four. As stated above, there is no actual evidence of year use but this cover could not have been used as early as February 1849, because of the color of the 5¢ stamps and also their impression. They are what some have classed as "worn plate" printings, though "dirty plate" would doubtless be more correct. Hence I attribute the use to 1850 or 1851, and the use in either year, explains why an extra 5¢ had to be paid in cash, because after March 15, 1849 and until July 1, 1851, there was no such a thing as a triple rate of U. S. postage, a ruling that was made in March 1849 by the Postmaster General of the United States.

In all probability the person who mailed this valentine was ignorant of the no triple rate ruling and because his valentine weighed slightly in excess of one ounce, he considered it only required three rates or 15¢.

#### AGAIN - THE NO TRIPLE RATE

1849 - 1851

In the March 1954 Issue of this "SERVICE" I discussed the no triple rate of 1849-1851, (Issue No. 36, pages 264 to 270 inclusive). In the April 1954 Issue, I gave extracts from the order issued by P. M. General J. Collamer, and dated March 15, 1849, by which the new ruling was put into effect. The discovery of this important bit of U. S. postal history was made by Mr. Maurice C. Blake of Brookline, Mass. Mr. Blake recently published the facts relating to his discovery in McKeel's Weekly and a small booklet containing his article was issued by the publishers of McKeel's, entitled, "Schedule of Mails and Postages in 1849 - A Philatelic Discovery - By Maurice C. Blake." Copies may be had from the Severn -



Wylie - Jewett Co., Portland, Me. - Price \$1.00. If you have not obtained a copy, do so by all means.

This valentine cover, Photo 179, is the finest example in my records of the "no triple rate of 1849-1851." Before Mr. Blake made his discovery, we considered the rating on this cover as a triple that required another single, whereas it was a double that required another double rate.

Every cover has a story to tell if one can read their language. Naturally some stories are far more interesting than others, as in the case of this rather unique valentine cover. When we can read the language of our covers we have a much greater appreciation of them.

#### A CONFEDERATE COVER

South Carolina seceded from the Union in December 1860 and by the end of January 1861, five other southern states had followed. In February 1861, these six states sent delegates to Montgomery, Ala. and the Confederate States of America came into existence, with Jefferson Davis as President. In April, Fort Sumter, S.C. was bombarded and in May 1861, the Confederate Congress approved an act recognizing the existence of war between the two sections. During all of this time, the postal system throughout the seceded states was operated by the Federal Government but on June 1st, 1861, the Confederate Post Office Department took over the operation, and U. S. postage stamps or postal rates were no longer legal. It was not until the middle of the following October of 1861, that the Post Office Department of the C.S.A. was able to supply postage stamps to the public. During that four and a half months period a number of postmasters throughout the rebel states issued their own "Provisional stamps and envelopes," but of course such items were only recognized at the office of issue. Postage in all other offices was paid in cash or by charge, and as evidence of payment, which was compulsory, mail was handstamped as "PAID" together with the rate. It appears that very few offices were supplied with year-dated logos after 1861, hence with the exception of Richmond and a few other of the large offices it is unusual to find year-dated postmarks of 1862 or later years.

Photograph No. 180, illustrates a cover with the 5¢ Green of 1861 used from "Sumter, S.C." and postmarked Jan. 9, 1861. This 5¢ stamp was a lithograph, produced in Richmond, Va. and printed in sheets of 200 subjects. It was first issued in October 1861 (the 16th?), hence a copy could not have been used at Sumter on Jan. 9, 1861. It seems that this office used this "1861" logo during 1862 and perhaps later. Occasionally I have a collector advise me that he has a cover with this or that Confederate stamp used at Sumter, S.C. at a time in 1861 before the stamp was actually issued. The Sumter, S.C. Post Office furnished an outstanding example of this class of covers, which show postmarks dated before the stamps were actually issued. They certainly add interest to a collection.

#### AN INTERESTING BIT OF CONFEDERATE POSTAL HISTORY

Recognizing the danger of counterfeiting, the Postmaster General of the C.S.A. in 1861, was most anxious to provide the southern public with adhesive postage stamps printed from steel plates, and being unable to



secure a satisfactory product within the blockaded states, instructions were given the Confederate agent in London to obtain engraved postage stamps printed from steel plates. The agent was Major Benj. Ficklin, who evidently had little knowledge of the printing process, because instead of contracting for line-engraved stamps he entered into a contract with the London firm of Thos. De La Rue & Co. for supplies of typographed stamps. The following data regarding the De La Rue stamps was obtained from the book by August Dietz, "The Postal Service of the Confederate States of America." The records of the De La Rue firm show that the first order for postage stamps was booked as of January 30th, 1862, consisting of 5,000,000 stamps of five cents, printed in blue with head of President Davis. Also a five cents printing plate of 400 multiples. These five million stamps and the plate from which they were printed were shipped from Liverpool on the ship, "Bermuda" on March 1, 1862, bound for St. George's, Bermuda. The cargo, intended for the Confederacy, consisted of the postage stamps and stamp plate, and in addition, a large shipment of cavalry swords, military buttons, a large quantity of bank note paper, etc., etc.

#### THE "BERMUDA" IS CAPTURED

The "Bermuda" was a blockade runner and had previously made a successful run to Savannah, Ga. She arrived at St. George's, Bermuda, on March 19th or 20th, 1862, and remained there for five weeks, awaiting orders. Sailing from St. George's on April 23, 1862, she was captured by the U. S. Ship, "HERCULES" on April 27 and taken to Philadelphia, where she was adjudged a legal prize by a Federal Court and sold with her contraband cargo.

The next entry in the De La Rue records was March 15, 1862, "Printing plate for one cent (stamps) of 400 multiples. The third and last was, on March 27th, 1862, for, "four hundred thousand stamps of One Cent printed in orange with head of Mr. Calhoun, also a printing plate for One Cent and one for five cents, each of 400 multiples, together with a printing press, blue and orange ink and paper." This shipment ran the blockade and was safely delivered. In addition a shipment of 12,000,000 stamps, probably all of the 5¢ value was forwarded on March 1, 1862, evidently by another ship than the Bermuda, and was safely delivered at the Port of Wilmington, N.C. Up until recently it was not known what had become of the lost De La Rue plate that was captured on the blockade runner, "Bermuda." The Inventory and appraisement of the residue of cargo of prize "Str Bermuda," dated May 30, 1865, listed among other items, "24 boxes containing 243,750.00 Confederate postage stamps of no commercial value - 1 box containing plate for above."

#### DISCOVERY OF THE LOST PLATE

In the issue of Nicksel's for October 22, 1954, an announcement was made by Mr. Philip H. Ward, Jr. of the discovery of the "lost plate" in an article headed, "Confederate 5¢ De La Rue plate found." Mr. Ward advised me of the discovery about six months ago and we had quite a bit of correspondence regarding it.



Mr. Ward is one of the Trustees of the Franklin Institute of Philadelphia and the discovery was made by Major Thos. Coulson, Director of Museum Research of the Institute. It seems that he discovered the plate at a "local historical society's headquarters" where it was covered with dust. He inquired if he might have it and the Curator was so glad to get rid of it, "that he willingly consented to assist in carrying it down to a waiting car."

Major Coulson stated that the Curator could not give any information concerning the source of the old stamp plate, who was the donor, date of acquisition, or how it came into the possession of the unnamed historical society. Major Coulson got in touch with Mr. Ward, who made an inspection of it and found that it was one of the De La Rue plates.

The Institute had the plate cleaned and reprints have been struck in blue and in black, and will be sold to collectors. It was stated that the plate will become a part of the philatelic exhibit of the Franklin Institute. Monies received from the sale of reprints will be used in adding to the Institute's philatelic collection. Reprints in either blue or black may be obtained from Mr. Ward and later, from regular dealers. The prices, sheet of 400 - \$20.00, sheet of 100 - \$5.00 and block of 4 - \$1.00.

#### REPRINTS IN BLUE

Mr. Ward stated in his article, quote: "Reprints have been made in blue, purposely somewhat different from the issued stamp, and in black." (quite a protest has been voiced against issuing reprints from the "lost plate" in any shade of a blue ink, fearing that unscrupulous people will use such items to defraud innocent buyers. Up to this writing I have only seen blocks of four, in blue and black, hence have no information as to whether any sheets printed by De La Rue from this "lost plate" ran the Federal blockade and were issued to the southern public by the Confederate Post Office Department. It was stated that all of the captured stamps were destroyed in 1865.

August Dietz, Sr. in a letter to Mr. Ward recently, stated: "This is a real discovery, indeed. Your plate, therefore solves another of the 'mysteries' that has surrounded the plates, and I congratulate you on this great Confederate discovery." (unquote).

#### THE LOST PLATE

Just imagine - here is a postage stamp plate of 400 subjects of the Confederacy that disappeared in 1865 - eighty-nine years ago - and remained unknown to philately for all of those years.

Major Coulson deserves the sincere thanks of American philately for his important discovery.

END OF ISSUE NO. 44

NOVEMBER 1, 1954

FOURTH SERIES, 1954 - 1955.

ASHBROOK SPECIAL SERVICE

ISSUE NO. 45 - DECEMBER 1, 1954 (Fourth Series - 1954-1955)

\*\*\*\*\*

"STEAMER 10 OREGON"

In last month's Service Issue (November 1, 1954), we discussed at some length, covers with the markings, "Steamer 10 Oregon" and with "Oregon" deleted, reading, "Steamer 10." In the "Lehman Sale" by John A. Fox, held on Oct. 28-29th last, Lot 95 was a cover with a 10¢ 1847 tied by the oval marking "Steamer 10." This was a very beautiful and rare cover and it "fetched" the sum of \$475.00. Compared to some of the other prices realized at this sale, it occurred to me that whoever obtained Lot 95 made a very good purchase.

THE STEAMER OREGON

I wondered why the word "Oregon" was deleted from the oval marking and my guess is that this stamper and the one with "5" were probably used by the mail agent who handled the mail on this cross Sound run. That the "Oregon" was taken off the run and the name deleted from the stamper. I made inquiry about the steamer and obtained the following data. The "Oregon" was built by Smith & Dimon at New York in 1845. She was of 1200 tons and 318 feet long, and was built for George Law & Co., for service on Long Island Sound and was placed on the regular mail line between New York and Stonington, Conn.

After two years service she was purchased by Daniel Drew and placed on the Hudson River run between New York and Albany. This must have been at some time in 1847 and no doubt when transferred to the Hudson River, the word "Oregon" was removed from the oval stampers. Daniel Drew was the financier of that day of Erie Railroad manipulation.

The "Oregon" is stated to be best known in her day for her triumph over the steamboat "C. Vanderbilt" in a special race from New York to Sing Sing and return, in which she averaged 20 miles an hour. She sank on October 22, 1863, after being rammed by the "City of Boston."

THE U. S. 10¢ 1855-1857

The 10¢ of 1855 was first issued in May 1855, and therefore it should not be referred to as the "10¢ 1851," there was no 10¢ of 1851. One plate, "Plate #1" was employed in producing all the 10¢ green stamps until the second plate was made in the spring of 1859.

THE 10¢ TYPE IV

Plate No. 1 of the 10¢ had two panes of 100 subjects each, and of these eight were recut, that is, had the top or bottom lines, or both recut, thus Type IV. One recut comes from the top row of the right pane, viz.,



381 and the other seven from the left pane, viz.-5411, 5511, 6411, 6511, 7411, 7611 and 8611. These were, of course, grouped as follows:

54	55	
64	65	
74		76
		86

It will be noted from the above grouping that the plate produced two different horizontal pairs, (54-55 and 64-65), four different vertical pairs (54-64, 64-74, 55-65, and 76-86), one vertical strip of three and one block of four.

In this connection, the 1954 S.U.S. lists under the 10¢ perforated (1857-61), #34 - Type IV. "BLOCK OF FOUR" but with no price quotation. No mention under the Imperforate #16 is made of a "block of four." I believe it would be advisable to not only list a block of four under #16, but also "STRIP OF THREE" under both the imperforate #16 and the perforated #34.

10¢ 1855-1857 - TYPE IV  
VERTICAL STRIP OF THREE

If a person was fortunate to discover a cover with a strip of three of the 10¢ 1855 or 1857, Type IV, it would have to be a vertical rather than a horizontal and such a strip would have to come from three certain positions out of 200 on the plate, viz., 5411 - 6411 - 7411. It is of interest to note that all three positions were recut differently, viz., 5411 had only the bottom line recut, 6411 the rare double recut, i.e., the top and bottom lines recut, the only one on the plate, and 7411, recut only at top. As singles the three imperforates are quoted as follows - (used) 5411, \$150.00 - 6411, \$185.00 - 7411, \$120.00 - total \$455.00. As singles the three perforates are quoted as follows - 54L, \$125 - 64L, \$150 and 74L @ \$110.00, a total of \$385.00. I wonder what would be proper to quote strips of three imperforate and perforated from these three positions? Imagine a cover with such a strip - a 10¢ 1855-1857 Type IV, vertical strip of three, either imperforate or perforated.

A UNIQUE COVER

Photograph No. 181, illustrates a cover from New Orleans, La. on May 7, 1859 to Nantes, France. This cover contains a 10¢ 1857, Type IV strip of three, positions 5411 - 6411 - 7411. It would be wonderful if it contained this strip alone, but in addition, it has a very fine vertical strip of three of the 5¢ 1857, Type I, in a beautiful BRICK RED color. (S.U.S. #27 - strip of 3 - used - off cover \$250.00). This unique cover, and surely it must be unique, has a red New York foreign exchange postmark of "May 14" (1859) with an "18," this "18" the U.S. credit of 18¢ to the French P.O.D. This piece of mail weighed slightly over  $\frac{1}{2}$  ounce, and thus required three 15¢ rates. The French "receiving" postmark is the "26 of May" and shows that the letter was transmitted by "American Packet to England" - thence across channel thru Calais to France. The U.S. credit to France was 3¢ per  $\frac{1}{4}$  oz. for the French "internal" and 3¢



per  $\frac{1}{2}$  oz. to pay Britain for the channel carriage or 6¢ per  $\frac{1}{2}$  oz. - and for a triple rate,  $3 \times 6¢$  or 18¢. Because the carriage across the Atlantic was at the expense of the U.S. P.O.D. (Amer. Pkt), the U.S. share was 9¢ per  $\frac{1}{2}$  oz. or  $3 \times 9 = 27¢$ . (3¢ Internal - 6¢ sea per  $\frac{1}{2}$  oz.).

Although this is a "Garnier cover" it is unquestionably genuine in every respect. There is a pencil mark at right which appears to read, "Value million dollars." Perhaps a slight exaggeration. This is a most remarkable cover and I am pleased to be able to furnish my friends with a fine photograph. Unfortunately this gem does not repose in a U. S. collection.

#### THE NEW YORK OCEAN MAIL POSTMARK

In the July 1st, 1954 Issue of this Service I included quite a bit of data on the Ocean Mail postmark of the New York Post Office. On page 302, I stated that the earliest known use of this marking in my records was February 25, 1854, (Saturday) and that I had a record of five different covers with 3¢ 1851 stamps used on that date, two to Boston and one each to Washington, Philadelphia and New Haven, Conn. It appears that later this type of postmark with a small round grid at top, (see page 301) was adopted for the use of mail addressed to California and Oregon, such mail being transmitted by the regular U. S. Ocean Mail Route Via Panama. We find that occasionally it was struck on mail addressed to other destinations, as for example, a cover with a 5¢ 1857, Type II to Hong Kong. It is our guess that "errors" (?) like this occurred when a letter was dropped in the wrong window at the New York Post Office. Our earliest record of a use to California is "Mar 6" (1854), a 6¢ rate paid by a 3¢ 1851 and a 3¢ stamped envelope, this cover in the very fine specialized collection of the "Ocean Mail" owned by Mr. Edgar B. Jessup. In 1854, March 5th fell on Sunday, hence the regular sailing date of the 5th was postponed a day. An off cover 3¢ 1851 is also known with "Mar 6," which we assume was 1854. We have no record of a piece of mail to the West Coast by the "Mar 20 1854" sailing, but we do have a record of a cover with the "O.M." postmark dated "Mar 5" (1854), the next sailing. From the above, we assume that the use of this marking was adopted for the West Coast mail as of March 6, 1854. A cover of record of the previous sailing, Feb. 20, 1854, addressed to San Francisco did not have the "O.M." marking.

#### AN UNUSUAL USE OF THE "OCEAN MAIL"

Photograph No. 182, illustrates a most unusual and rare cover. Here we have an unsealed piece of circular mail with a single 1¢ 1851, Type IV from New York to Killingworth, Conn., tied by an "O.M." strike of "Mar 29." There is no evidence of year use but from the shade and impression of the 1¢ stamp, my guess is that the year was 1854. While off cover copies of the 1¢ 1851 are known with the "O.M." postmark, this is the only cover that I can recall that has a single copy of the One Cent, either imperforate or perforated, thus most unusual. The date is also odd - why "MAR 29?" I have no record of any sailing of the U. S. Mail for the West Coast on "Mar 29."



Page #354

This cover was recently shown to me by Mr. Gordon Harmer and in all probability it will be offered in one of the future sales of Harmer Rooke & Co.

For other photos of "Ocean Mail covers" see #42 - 49 - 82 - 156 and 157.

#### THE AMERICAN PHILATELIC CONGRESS

Before me is a copy of the book, the "Twentieth American Philatelic Congress" which contains the "papers" read at the Congress which was held this year in St. Louis at the Hotel Jefferson, on Oct. 22, 23 and 24. This book contains some very interesting articles and if you do not have a copy, take my advice and obtain one. Write the Editor, Mr. John D. Pope III - #4 St. James Court, Webster Groves 19, Mo. Or better still, become a member of the Congress, the dues are \$3.00 per year, which entitles members to a copy of the Congress book each year. In the current book is a most interesting article by Mr. C. Corwith Wagner of St. Louis on the early postal history of Louisiana Territory and Missouri Territory. When Mr. Wagner turns out a bit of research work you can be sure it will be really worth while.

There is also an article by Wm. H. Samsrott on an original find of some very interesting covers addressed to Missouri, between 1840 to 1884, also an article by Jere Hess Barr on the 24¢ U. S. Continental Bank Note stamp of 1873-75, which is an exceedingly fine piece of research work.

The article that was especially interesting to me was by Mr. Clarence W. Brazor, entitled, "NEW YORK POSTMASTER'S MINATURE PLATE OF NINE." I believe this so-called "reprint" is supposed to have been made in 1862 from a new plate of nine subjects by the American Bank Note Co., for George Hussey of New York.

For many years I have very seriously doubted the story that the American Bank Note Co. made a plate of the 5¢ New York for Hussey, much less supplied him with prints to sell to stamp collectors.

Under the listing of the 5¢ New York in the 1954 S.U.S. on page 24, is the following notation - "About 1862 a new plate was made from the original die. Sheets of the new plate had nine stamps arranged in three rows of three. From this plate reprints were struck in black on deep blue and white papers. The stamps on the original plate are 1½ MM apart, while those on the reprints are separated by 2½ MM. Other impressions were struck in blue, green, red and brown on white bond paper. Price of reprints about \$27.50 each." (unquote)

I do not believe that there is a word of truth in the above statement, hence I think it should be removed from the catalogue.

The 5¢ New York Postmaster stamps were issued in July 1845 by R.H. Morris, Postmaster of New York City and prepared for him by the bank note engraving firm of Rawdon Wright & Hatch, who several years later, under the name of Rawdon Wright Hatch & Edson, secured the contract for furnishing



the U. S. P.C.D. with the first U. S. Government adhesive postage stamps. The regular 5¢ New York plate consisted of 40 subjects arranged 5 horizontal by 8 vertical, and sheets were sold to the public at face value. The die was engraved on steel, but in my opinion the plate was copper. Some students claim it was a steel plate.

Along about 1858, a consolidation took place of some of the Nation's prominent bank note engraving firms under the name of the American Bank Note Co., including Rawdon Wright Hatch & Edson. Naturally the American Bank Note Co. became the possessor of the dies, transfer rolls and plates of the old Rawdon firm. I can hardly imagine that this firm in 1862 made a new plate from the original 5¢ New York die for some outsider and supplied him with "reprints," as has been repeatedly stated.

It is my belief that no new plate was made in 1862 by the American Bank Note Co., for one "George A. Hussey" or for anyone else. Further, I believe that the "plate of nine" was the original plate made in the spring of 1845 and that the so-called "1862 Reprints" are "proofs" that were originally struck from this plate. I believe that the "reprints" that are in existence today are actually plate proofs from a plate that was prepared in 1845 but was never used and that the proofs in some way or other came from the old files of the American Bank Note Co.

It is my theory that the New York postmaster may have intended to sell sheets of 9 of this stamp with face 45¢ at 50¢ per sheet to help defray the cost to him for their manufacture, but was advised not to do this, hence had a larger plate of 40 subjects made and supplied sheets to the public @ .200 per sheet. The "original plate of nine" was never used.

There is no proof from any official records that I know of to indicate that the A. B. N. Co. ever prepared any "reprints" of the 5¢ New York stamp for George Hussey and I think it is about time that that old yarn be deleted from our catalogues and philatelic publications, at least, until such a time as some actual proof can be produced.

#### MR. JOHN LUFF AND THE "REPRINTS"

On page 34 of the Luff book on U. S. postal issues, the author stated in his chapter on the 5¢ New York P.M. Provisional, quote: "It is not known what became of the original plate. The records of Rawdon Wright & Hatch and their successors, the American Bank Note Co., are silent on this point. The original die is understood to be in the custody of the latter company. About 1862 a new plate was made from this die for George A. Hussey, of Hussey's post. He was an obliging gentleman who supplied large quantities of locals and other stamps to the trade. When originals were not obtainable he made good the deficiency with reprints, or, rather than disappoint his customers, had new plates and stones made, that he might furnish the stamps required." (unquote)

In other words, if Hussey could not supply the genuine, he had "imitations" made.



In all fairness to Mr. Luff, he did not originate the above story, but merely repeated statements that had appeared repeatedly in the philatelic press in prior years.

The 5¢ New York was issued to the public, presumably, on July 15, 1845, and several days earlier, Postmaster Morris addressed letters to the postmasters of Boston, Philadelphia, Albany and Washington, in which he enclosed one of his new stamps and stated in part, quote: "I have adopted a stamp which I will sell at 5 cents each xxxxx I prefer losing the cost of making them to having it insinuated that I am speculating out of the public." (unquote)

Washington Post Office officials kept in close touch with the New York postmaster and watched with much interest his experiment with adhesive postage stamps. It is believed that his experiment had much to do with the Government issue in July of 1847 and it is worthy of note that the same bank note firm was contracted to manufacture the Government stamps and that the same grade of paper from the same paper mill was employed. I mention this as an indication that the 5¢ New York was not just another adhesive label but that it had a certain amount of official status. I cannot believe that the original die or a transfer roll was employed to make a plate for some private individual, or that "Reprints" were furnished to him by such a reputable firm as the American Bank Note Co. I have never been able to find any statement by Hussey that he had the "Reprints" made, and there was published years ago a statement that the American Bank Note Co. denied that they ever made any "reprints" of the New York stamp.

#### THE 5¢ NEW YORK - SHEET OF NINE

Only two complete sheets of nine from what I call the "trial plate" are known to exist. One is in the Miller collection at the New York public library, and the other is in a private collection. For further details regarding this interesting Subject, I recommend the Brazer article in the 1954 Book of the American Philatelic Congress. I understand that Mr. Brazer is having reprints of his article prepared and if any subscriber desires a copy I will be glad to try and obtain one for him.

#### "A SHOW PIECE"

In the Fox Sale of the Lehman collection, Oct. 28-29 last, Lot #54 was a cover, with a single 5¢ 1847 in the upper right corner beautifully canceled by a bright red postmark of EAST BENNINGTON, VT. To be more explicit, the stamp canceled by the office dating postmark. This very striking looking cover sold @ \$325.00. Perhaps some collectors will wonder why a single 5¢ '47 cover sold so high. I believe this same cover sold in a previous sale @ \$250.00 and can well be classed as a "SHOW PIECE."

#### "POSTMARK STAMPER NOT TO BE USED AS A CANCELER, UNLESS"

One of the early Regulations pertaining to the canceling of postage stamps and stamped envelopes was as follows, quote:



"The use of the office dating or postmarking stamp as a cancelling instrument is prohibited, unless it be used with black printer's ink, and in such manner as thoroughly to effect the object." (P.L. & R. - 1852 - Reg. Sec. 382 - p. 86).

#### POSTMARKS AS CANCELERS

In the same Fox sale, Lot 47, was a cover with a single 5¢ '47 tied by a red New York postmark. In contrast, this item sold @ \$55.00, though the stamp was described, "4 large margins, fine impression" and used in September 1847. Fine copies of the 5¢ 1847 used in 1847 are very apt to be razor-sharp engravings and, if well preserved, will be in a beautiful color. Such stamps are early prints and in my opinion are worth many times the price of a run-of-mine copy of the 5¢ 1847. Impressions from the plate made in 1849 or in early 1850 are poor impressions which have been termed as worn in past years. I believe that my good friend Lester G. Brookman arrived at the proper classification for such poor engravings. Rather than worn they are dirty plate impressions. The brown ink that was used was a "sticky" material that filled up the fine lines of the plate and made cleaning difficult. There is a world of difference between a "worn plate" and a "dirty plate," and there is also a world of difference between a fine early razor-sharp 5¢ '47 print and a late print from a very dirty state of the plate.

#### CANCELLATIONS - CARRIER

My attention was recently called to the listing under the 90¢ 1860, No. 39 in the 1954 S.U.S., of "Cancellations - Red Carrier." The query was - Did I know of any 90¢ 1860 with a Carrier cancellation, red or black? My reply was that I had no record of such an item in my files and if I had ever heard of or seen such an item I had no recollection of it. I can hardly imagine why a 90¢ 1860 would have a "carrier" cancellation. I note that a "red carrier" was first listed in the S.U.S. in the 1926 edition and has been repeated in each edition since that time. Under the 24¢ 1860, No. 37, (formerly S.U.S. #52), is listed "Red Carrier."

In the Ashbrook book on the One Cent 1851-57 in the chapter on "Carriers and Carrier Markings" by Elliott Perry, page 189, is listed under Fig. 46YY - "24¢ 1860 - (Scott No. 52)", off cover, (Sidney A. Hessel). I have no other record of this item.

Among the stamps of 1857-60, no "carrier cancellations" are listed for the 5¢, 10¢, 12¢ or 30¢, so it does seem rather odd that the high value 24¢ and 90¢ 1860 are listed with such cancellations.

In the listing of the 1861 Issue, under the 10¢ 1861, No. 68, is listed, "Red Carrier." What this refers to I do not know, as I have no record of a 10¢ 1861 with a "carrier cancellation" in red or black or blue.

#### A RARE 10¢ 1855 COVER

In the Lehman Sale by John A. Fox on Oct. 28th last, a cover with a single 10¢ 1855, Type II, from Boston to New Brunswick, sold @ \$400.00. Perhaps



some collectors will wonder why this cover realized such a price. Again I would like to emphasize the fact that covers that are most unusual are the items that are sought for by the well-informed and smart collector. By unusual, I refer to a cover that may be a beautiful show piece, or a cover with some very unusual rate or marking, or a cover with a certain stamp that may not be scarce off cover but is quite rare on cover, as for example, a genuine cover with 24¢ 1869. It is really surprising how very few fine U. S. collections can show a genuine cover with this stamp, the 24¢ 1869.

The Fox Sale cover #224 was quite a beautiful cover with a very fine 10¢ 1855 tied by a red "PAID." Aside from being a real "Show Piece" this cover has an extremely rare circular marking which reads, "LXPRSS MAIL - BOSTON - OCT 23." Incidentally, I know of but two covers with this marking, the other dated "SEP 17."

Photograph No. 183, illustrates the Ex-Lehman cover which was described, quote: "10¢ Green, Type II, 4 huge margins, deep rich impression, tied red paid on cover Pmk. United States in circle and Express Mail Boston Oct. 23. Superb." (unquote)

With photograph 183 is shown tracings of markings on this cover, the photograph of the cover and markings is of a smaller size than the original and the tracings were made to show the type rather than any attempt to imitate the originals.

The "Express Mail" marking on this cover, as stated above, is a very rare type and should not be confused with the more common type used between Boston and New York and reading, "U. S. Express Mail - Boston, Mass." with date.

Cover #183 is a blue envelope, with no enclosure, and partial tracings of the back markings are shown with 1855 year date. According to various authorities, mail by the "Express Mail" between Boston, Eastport, Maine and St. John's, New Brunswick was carried during the decade 1850-1860, and perhaps later, by Favor's Express. According to Elliott Perry (Pats #22 - p. 530), mail was carried by this ocean route to the above three ports because there was no railroad. I have been unable to find any record of a U. S. steamboat mail route between the above ports during the eighteen fifties and I wonder if the route was under contract to the Canadian Government rather than the U.S. P.C.D.? A steamer by the name of the "Admiral" ran between the three ports and a circular marking is of record which reads, "Favor's Express - NOV 1856 - Steamer Admiral" (Perry - Pats No. 22). A circular marking is also of record which reads, "COLONIAL EXPRESS MAIL - ST. JOHN N. B. NOV 3" (Perry - Pats No. 22). (Also see Service Photo #61).

Regarding the rare Express Mail marking with "BOSTON" on this cover. Similar types are of record of the same type, one with "EASTPORT" in small type, the other "ST. JOHN."



BY THE EXPRESS MAIL TO ST. JOHN N. B.

One of the back stamps reads, "ST. JOHNS - NEW BRUNSWICK OC 24 - 1855," so evidently this letter was mailed direct to the steamer and not placed in the Boston Post Office and carried direct to St. John, N.B. This is just my guess because of the absence of any Boston postmark. The large circular marking, "United States" was the "Exchange Office" marking. Offices in the U. S. which exchanged mail with Canadian offices across the border were required to handstamp mail going to Canada "U. STATES" or "UNITED STATES." The question arises, if this letter was mailed direct to the steamer, where was the "Exchange" marking applied? Because various covers carried over this ocean route have stamps canceled with a red or a black "PAID," belief has been expressed by some students that this "PAID" was applied aboard the mail steamer (or steamers). At any rate, this cover is not only a "show piece" but it is a very "unusual" and rare cover, and thus we have the reasons why some collector was willing to invest \$400.00 in it.

For a cover from St. John, N.B. by "COLONIAL EXPRESS" mail via Boston and New York to Glasgow, Scotland, see Photograph #81 in "Service Issue" of March 1953. Also see the book "BOSTON POSTAL MARKINGS" by Maurice C. Blake, pages 66 and 27.

A RARE COVER IN A LONDON SALE.

Photograph No. 184, illustrates a cover in the sale of the "James Durham collection" by H. R. Harmer, Ltd., Dec. 6-7, 1954. It was Lot #65, and described as follows, quote: (1847) "5¢ and a fine horizontal strip of three 10¢, used together on entire from New Orleans to Scotland, cancelled in orange and apparently just tied. The 10¢ strip has margins nearly all around, and several possible minute faults in top margin and the centre stamp is creased by letter fold. Very rare." (unquote). We wonder how a 10¢ horizontal strip of the 10¢ '47 could be classed as "a fine horizontal strip of three" if it had such faults as a "centre stamp creased by letter fold," also "several possible minute faults in top margin." Only a partial illustration of the cover was shown in the Sale Catalogue.

The most important feature about this cover that makes it very unusual and hence quite desirable was not even mentioned. I never saw the actual cover but from what the photograph discloses here was my analysis - (1) It was conveyed to Britain by an American Packet and (2) the date of use must have been prior to the year 1849 and (3) the origin was an office over 300 miles from New York. Perhaps one will wonder how I arrived at such conclusions. The explanation follows - By American Packet is indicated by the rate of 35¢, which incidentally was a 1¢ overpay. This rate of 34¢ also indicated a use prior to 1849, and further, that queer marking at right which was applied by the British, showed that this was what we call a "Retaliatory Rate cover," going East, rather than coming West. The British marking shows one shilling postage due. The 34¢ rate was the rate to Britain by American Packet prior to the effective date of the U. S. - British Postal Treaty. By "Amer.Pkt" was 24¢ sea postage plus U. S. domestic to New York, the port of sailing - thus either 29¢ or 34¢. A payment of 34¢ indicated a post office over 300 miles from New York. This cover shows that U. S. domestic postage of 10¢ was paid and in addition, the sea postage of 24¢ from New York to England,



by American Packet. When this piece of mail reached England, it was rated the same as though it had been carried across the Atlantic by a British mail ship, this rating as per the infamous British P.C. Order of June 9, 1847. Thus double postage was charged on this letter. See Photograph #126B in this Service, illustrating a "retaliatory rate cover" with a shilling paid in Britain and addressed to New Orleans in November 1848. 34¢ in postage was collected from the addressee, this "retaliatory rate" fixed by an Act of the U. S. Congress in June of 1848. See page 237 of this Service, November 1953 Issue, also pages 235 and 236.

#### WHY THIS COVER IS UNUSUAL

Prior to the effective date of the U. S. - British Postal Treaty, namely, February 15, 1849, a person could mail a letter to Great Britain to be sent by British Packet with a payment of 5¢ if within 300 miles of New York, and 10¢ if over 300 miles (West Coast not included). On such a half-ounce letter a shilling (24¢) was collected at British destination. If a letter was forwarded from the U. S. to Britain by an American Packet, postage of 29¢ or 34¢ had to be prepaid, and on such mail, Great Britain collected a shilling upon delivery (double postage). Thus it can be readily appreciated that the bulk of the mail was carried from the U. S. to Britain by the British Cunard Line. Further, it is my belief that only a very small percentage of the mail sent by American Packets at rates of 29¢ and 34¢ was prepaid by postage stamps, but rather by cash. Such payments entailed postage of an extra cent (no stamps other than 5¢ & 10¢). Thus covers with 1847 stamps used to Great Britain between July 1847 and Jan. 1st, 1849 forwarded by American Packets, are most unusual, and quite rare. Though I call such covers "Retaliatory Rates", they are in reply "covers showing the British P.C. Order of June 1847," a most infamous ruling made by British officials to throttle any attempt by the young American Nation for a share in the Atlantic shipping business.

This cover is stated to be date-lined New Orleans Dec ? 1848, it bears an orange postmark of "Mobile Ala" of "Dec ?" - rather faint and barely visible in the photographs. This cover was evidently mailed direct to the "Great Mail" bound for New York, and thus bears a Mobile postmark.

It is indeed the story behind the cover that makes the cover.

\*\*\*\*\*

END OF ISSUE NO. 45

DECEMBER 1, 1954

FOURTH SERIES 1954-1955

\*\*