

ASHBROOK SPECIAL SERVICE

ISSUE NO. 70 - JANUARY 1, 1957 (Sixth Series 1956-1957)

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A COVER TO FRANCE IN MARCH 1870

WITH 10¢ 1869 - AND GENUINE

Photograph No. 277, illustrates a cover with a 10¢ 1869, from New York City on March 11, 1870, addressed to Bordeaux, France. This was Lot #377 in the sixth Caspary sale by H. R. Harmer, Inc., held November 19, 20 & 21st, 1956. This cover was only partially illustrated in the sale catalogue (page 63). The S.U.S. lists a 10¢ 1869 on cover at \$22.50. This Caspary cover sold at \$210.00 and well might the question be - WHY? Such a price meant that at least two buyers wanted this cover and at a price up to \$200.00. I really wonder why? The catalogue stated it was an "Exceptionally fine cover" and that the stamp was "Well centered, very fine." Was it just because this was "an exceptionally fine cover," in other words, the "condition" that caused it to sell at the record price of \$210.00 for a cover with a lone 10¢ 1869, a rather common stamp that the S.U.S. quotes used at \$8.50? I can hardly imagine that the rate or the markings induced the bidders to run this up to \$210.00.

THE U. S. - FRENCH POSTAL TREATY OF 1857

The U.S.-French postal treaty of 1857 expired as of December 31st, 1869 and a new treaty was not agreed upon until 1874, becoming effective on August 1st of that year. Perhaps students of our postal history will wonder why it required four long years to resume direct postal relations with France and because I think this is quite an interesting story I am quoting at length from the Annual Report of Postmaster General Jno. A. J. Creswell, dated November 15, 1869, quote:

"The present postal convention between the United States and France was concluded on March 2, 1857. It establishes a combined rate of international postage at fifteen cents per quarter ounce, equal to thirty cents per half ounce, a higher rate than is charged upon correspondence between the United States and any other civilized nation with which we are in direct communication. It is incomplete in that it makes no provision for the exchange of mailable articles other than letters. It adopts an exceptional standard weight of one-quarter ounce for the single rate of letters, differing from the uniform standard of one-half ounce established with all other countries. The postage charge for letters is exorbitantly high, compared with the cheaper rates recently adopted with all other countries of Europe. In its details and practical operation it is very unequal, giving unfair advantages to the French post department, and fails utterly to meet the advanced opinions of the times in regard to international postal intercourse, and to afford the public benefits that postal conventions are intended to secure.



The necessity of a revision of this convention on a more liberal basis was made known to the general post department of France in December, 1866; and on the 4th of February, 1867, official intelligence was communicated by the French minister, M. Bertheimy, through the Department of State, that the government of the Emperor was also of the belief that a new convention would be of advantage to the two countries, accompanied with the request that a special delegate or employe of the American post office should be sent to Paris with complete instructions to confer with the Director General of the French Posts upon the conditions of agreement between the two post departments. This invitation was promptly accepted, and Hon. John A. Kasson was appointed on the 5th April, 1867, a special commissioner on behalf of this department to proceed to Paris, and there negotiate and arrange the conditions of a more liberal postal convention, subject to the approval of the Postmaster General of the United States. Mr. Kasson left immediately for Paris, and entered upon the negotiations intrusted to him. He remained in that city several months, laboring faithfully and perseveringly to accomplish the object of his mission, but failed to obtain any amelioration of our postal relations with France, although he succeeded, during the same visit to Europe, in negotiating liberal postal conventions, establishing greatly reduced postage rates, with Great Britain, the North German Union, Belgium, the Netherlands, Switzerland, and Italy.

The apparent unwillingness of the French post department to modify the provisions of the present convention in conformity with the more liberal principles adopted in our postal intercourse with other countries of Europe induced my predecessor, on the 8th of January, 1868, to give the required notice to terminate that convention on the 1st February, 1869, and at the same time to request the French post department to send an agent to Washington authorized to enter upon the negotiation of a new convention. This invitation was declined by the French administration. Afterwards, on the application of the French office, the duration of the convention was prolonged until the 1st of April, 1869.

Soon after assuming charge of the department, I learned that no progress had been made in adjusting the basis of a new convention, and that, unless a second extension could be had, the subsisting convention would expire before any further action could be taken for its reformation. Impelled by an earnest desire to maintain our direct postal relations with France on an improved basis of liberality, mutually advantageous to the public of both countries, I proposed to the French office, under date of 10th March, to further prolong the duration of the present convention until 1st January, 1870. A letter from the French Director General of Posts, dated 3d March, making the same proposition, crossed my own in transit, and was received at this department on the 14th of the same month. A second extension having been thus effected, I immediately reopened negotiations. Being fully satisfied, from an exchange of letters, that there was no prospect of harmonizing the conflicting views and propositions of the two departments through the ordinary medium of epistolary correspondence, I decided to make another effort to adjust the points of disagreement by direct personal negotiations at Paris. I very fortunately had it in my power to avail



myself of the services of Hon. Alexander Ramsey, chairman of the Senate Committee on Post Offices and Post Roads, who, at my solicitation, consented to undertake these difficult negotiations. He was accordingly designated a special commissioner on behalf of this department to negotiate with the general post office at Paris the basis of a new postal convention with France.

Governor Ramsey arrived in Paris on the 23d July, 1869, and immediately entered upon the important duties intrusted to him. Since that date several proposals and counter proposals have been submitted and considered, personal interviews had with the French Director General of Posts and the Minister of Finance, for mutual interchange of opinions and explanations, and yet no progress has been made towards the conclusion of a new convention, on account of the persistent adherence of the French postal administration to impossible propositions and conditions, so illiberal and unjust towards the United States that considerations of national self-respect would alone forbid their acceptance by this department. The negotiations of Governor Ramsey at Paris, which have been conducted with great ability, patience, and perseverance on his part, have, I regret to state, been terminated, after three months' efforts, without any reasonable hope of an agreement on the leading provisions of the proposed new arrangement; and it seems probable, therefore, that our direct postal relations with France will cease on the 1st January next.

Passing without comment other unreasonable and illiberal propositions, the following may be mentioned as among the impossible conditions persistently insisted upon by the French post department:

First. That France shall have a double share of the interior rates of postage--a demand so extraordinary and so manifestly unjust as to require no argument to demonstrate its unfairness, in view of the well-known fact that the expense of our interior service is not only greater than that of France, but its extent vastly larger, embracing a territory (exclusive of Alaska) fourteen times greater than that of France.

Second. That the United States shall establish a line of mail-packets between New York and Brest for the performance of a regular semi-monthly service similar to the service performed by the subsidized line of French packets between these ports, or else pay the entire expense of the sea and British inland transportation of all mails conveyed by way of England, which constitute at present more than four-fifths of the entire correspondence exchanged with France." (unquote)

#### MAIL TO FRANCE COMMENCING IN JANUARY 1870

Anticipating that no new treaty with France would be agreed upon, our postal officials made arrangements whereby U. S. mail to France could be sent via England, thence to France, under terms of the Anglo-French Treaty. On such mail postage could be prepaid to the British frontier at a rate of 4¢ per  $\frac{1}{2}$  ounce, the letter then being the same as a letter originating in Britain and forwarded unpaid

Our prepaid rate to Britain at that time (as of Jan. 1, 1870), was 6¢ per  $\frac{1}{2}$  oz., figured at 2¢ U. S. internal, 2¢ Sea, and 2¢ British internal, thus 4¢ paid the rate to the British frontier, and here we account for the many covers to France with 4¢ payments, the majority of which contain pairs or two singles of the 2¢ 1869. Any other combinations are relatively scarce, and some are actually rare.

Photograph #278, illustrates such a 4¢ payment, the combination, a 3¢ 1869 and a 1¢ 1869, from Trenton, N.J. on April 29, 1870, to Paris, France. Incidentally it is interesting to compare the two photos herewith, 277 and 278. Both show the British marking "G. B. 40c" and both show the French Due mark of "5," shaped like a worm - or 5 Decimes - and approximately  $9\frac{1}{2}$ ¢ U.S. This "5" decimes was the unpaid rate per  $\frac{1}{4}$  ounce on these two letters. It proves that each one did not weigh over  $7\frac{1}{2}$  grammes in France (approximately  $\frac{1}{4}$  oz.).

#### FROM SAN FRANCISCO TO PARIS, FRANCE

AUG. 12, 1870

Figure 279 illustrates a cover from San Francisco, addressed to Paris, France on Aug. 12, 1870, with a 10¢ 1869 tied to cover by a very rare San Francisco cancel. This is an extremely scarce cover and it is genuine in all respects. This cover has the British "G. B. 40c" as on covers #277 and #278. However, the French due is "15" decimes or approximately 28 $\frac{1}{2}$ ¢ U.S. Further, referring to the cancellation on the 10¢ stamp. This is the only cover postmarked San Francisco with 1869 stamps that I have ever seen with this rare cancellation. If any of my friends can show a cover with any stamp used at San Francisco with this cancellation will they please advise me.

#### THE FRANCO-PRUSSIAN WAR

The following are some important events of that war.

France declared war on Prussia July 19, 1870.

First conflict, Aug. 4, 1870.

Aug. 18, 1870, Battle of Gravelotte - Big defeat of the French.

Aug. 20, 1870, Trochu made Governor of Paris.

Sept. 1, 1870, Battle of Sedan, the Waterloo of the Second Empire.

Emperor and French Army capitulate. Flight of Empress to England.

Sept. 4, 1870, Republic proclaimed under Jules Favre and Gambetta.

Sept. 20, 1870, Paris besieged.

Sept. 28, 1870, Surrender of Strassburg to the Prussians.

Oct. 11, 1870, Surrender of Orleans.

Oct. 27, 1870, " " Metz.

Jan. 28, 1871, " " Paris.

Feb. 16, 1871, Close of military operations.

Peace treaty signed May 10, 1871.

The above data is listed in case one has covers dated during the period of the war.

#### THE THREE COVERS TO FRANCE

The above three covers - 277, 278 and 279 show the "G. B. 40c" marking,



indicating all were forwarded Via England.  
Cover #278 shows 4¢ Paid with 5 Decimes Due  
"    277    "    10¢    "    "    5    "    "  
"    279    "    10¢    "    "    15    "    "

The question arises - Why the different U. S. payments of 4¢ and 10¢, and why the different French postage due on these covers? The features will be explained later.

#### IN 1870 - U. S. AND FRENCH MAIL STEAMERS

In 1870 and later years there was a line of French mail ships plying from Havre direct to New York and also a line of U. S. mail ships direct between New York and Cherbourg, France. Both lines carried mail, but such mail could only be prepaid to the frontier of each country and internal postage was collected from the addressee. On mail to and from countries with whom we had no postal treaty the rate was 10¢ per  $\frac{1}{2}$  oz. as per the act of July 1, 1864, Sec. 8, which reads in part as follows, quote: "The rates of postage on letters and other mailable matter addressed to or received from foreign countries and carried by vessels regularly employed in transportation of the mails shall be as follows: Ten cents for one-half ounce or under, on letters; two cents on each newspaper, and the established domestic rates on pamphlets, periodicals, and xxxxx to be prepaid on matter sent, and collected on matter received; subject to rates established or to be established by international postal convention." (unquote)

#### DIRECT TO FRANCE - 1870 AND LATER

Photograph #280, illustrates a cover with a 10¢ 1869 from Providence, R.I., on June 20, 1870, via New York, June 21, addressed to Paris, France, by U. S. mail steamer direct to Cherbourg. The 10¢ rate in accordance with the above act of Congress, and the 10¢ payment merely paying a letter of not over  $\frac{1}{2}$  ounce to the French frontier. On this letter the French due was "8" decimes or approximately 15¢ U. S.

Kindly note that a cover such as this with a 10¢ stamp, 1869 issue, or a 10¢ Bank Note, has no relation to covers such as #277 or #279.

In the July 1955 Issue of this Service I illustrated the above cover #280 as photograph #218 and with it I furnished a photograph of a similar cover with a 15¢ 1869 from New Orleans to Bordeaux on Feb. 1, 1870, via New York on Feb. 8, 1870. VIA DIRECT MAIL to Cherbourg, with "8" decimes due. A description of both covers will be found on pages 414-415 of this Service and I refer readers to those pages. It was my belief that the 15¢ stamp probably originated on the cover and was an over-payment of 5¢ rather than a substitution of a 15¢ 1869 for a 10¢ 1869.

#### JUNE 1870 - PREPAID MAIL TO FRANCE VIA ENGLAND

Apparently late in the spring of 1870 an arrangement was made with

10¢  
per  
1/3  
oz

Britain whereby first-class mail from the U. S. to France Via England could be prepaid to French destination at a single rate of 10¢ per 1/3 ounce. On such letters a credit to Britain was hand-stamped as "6" or 6¢. In other words, the U. S. credited 6¢ on each 1/3 ounce letter to Britain to convey same from Britain to France under the Anglo-French postal treaty as fully prepaid. Thus on such letters, no French due markings were applied. No doubt an agreement was made between Britain and France re - the handling of such mail, and it appears that the British marking which read, "LONDON" "PAID" insured the acceptance by the French Post as fully paid. I do not have any official data as to when this arrangement went into effect but the earliest record that I have of such a cover is JUNE 28, 1870. If anyone can show an earlier use will they kindly advise me.

June  
28  
1870

6

PD

Photograph #281, illustrates a typical example of the prepaid rate - a letter from Gloucester, Mass., July 16, 1870, via New York - hand-stamped on back, "New York - Br. Transit" and on face a large "6" - or credit to Britain of 6¢ as above. The stamps, two 3¢ and two 2¢ Bank Notes. The large London marking in red is "LONDON - PAID - 30 JY 70." The French receiving marking reads, "ANGL - 31 JUIL 70 - AM B-CALAIS." Beneath the "LONDON" is a French oval marking with "PD" - which indicated fully paid or "Paid to Destination."

GB  
40c

Photograph #282, illustrates a cover from New York to France on Dec. 8, 1871, with the 4¢ payment by a H.P. of the 2¢ Bank Note and this cover has the familiar "G.B. 40c" marking, but the French due is "10" decimes, or approximately 19¢ U. S. This cover shows a back-stamp of "LONDON - DE - 20 - 71." Attention is called to the fact that cover #278 - with 4¢ Paid, has a French due of "5" decimes, whereas the above cover #282 shows "10" decimes due. Why?

Photograph #283, illustrates in reduced size three "G.B. 40c" covers with French dues of "5" - "10" and "15" decimes. The top cover shows the 4¢ payment from New Orleans to Bordeaux in March 1870. The middle cover is the above cover #282 with "10" decimes due and the bottom cover is the above San Francisco #279 with "15" decimes due. The explanation of these different "due" markings is as follows: The U. S. single rate was per  $\frac{1}{2}$  ounce, whereas the French single rate was  $7\frac{1}{2}$  grammes which was approximately  $\frac{1}{4}$  ounce (30 grammes - equals 1.06 ounce or 1 ounce equals 28.35 grammes).

The top cover shows the single "5" French rate on such an unpaid letter, the middle shows the "10" French double of over  $7\frac{1}{2}$  grammes ( $\frac{1}{4}$  oz.), whereas the bottom cover shows a French triple rate of over 15 grammes ( $\frac{3}{4}$  oz.) but not over 20 grammes ( $\frac{3}{4}$  oz.). Thus this cover #279, is a U. S. 2 x 4¢ with an over-pay of 2¢. Very interesting indeed.

Caspary  
Sole  
Lot  
#277

Again referring to the Caspary cover #277, this was the 4¢ rate over-paid by 6¢. It is possible that the writer paid 10¢, hoping that his letter of not over  $\frac{1}{4}$  oz. would be forwarded "direct" at the 10¢ U. S.



steamship rate of 10¢ per  $\frac{1}{2}$  oz. as above described. I note this cover (#277) was routed in upper left, "Steamer Weser" in a different handwriting than the address. The "Weser" was a steamship of the "North German Lloyd Line," and was launched in 1867.

A COVER TO FRANCE IN 1873  
10¢ RATE - VIA ENGLAND - FULLY PAID

NOV  
26  
1873

Photograph #284, illustrates a cover to France, somewhat reduced in size, from Winnepack, Conn., Via New York to France on Nov. 26, 1873. (Note that date) This was Lot 1873 in the Knapp sale on Nov. 5, 1941. This cover was described as follows in the catalogue, quote:

"1873 - 7¢ Vermillion, grilled, tied with 3¢ Continental #158, Winnepack, Conn., to Paris Via New York and London, Nov. 1873. Stamps are very fine, tied with red London postmark. Red 'New 6 York P.D.,' rare transit mark, very fine, though left side of cover is torn. (Photo)" (unquote) The sale price was \$24.00.

Mention is made above of the "rare transit mark" of New York, a tracing of which is shown alongside the photograph #284. This is approximately the size of the 24 M marking. Covers showing this New York Foreign Exchange postmark are indeed scarce and the Knapp cover, as illustrated, shows the earliest use known to me, viz., NOV. 26, 1873. I might mention that I have attempted to make a very careful study of the New York Foreign Exchange postmarks found on covers to France in an effort to learn as much as possible about the earliest uses of the various types. In this case I am quite sure that this marking is scarce to rare and may possibly have been in use on mail to France for less than a year. Suppose a cover is submitted to me showing a use of this postmark in 1872, or earlier, my suspicion is immediately aroused, because I feel quite sure that this stamper was not in use earlier than the middle of 1873. If anyone can show an earlier use of this type than Nov. 26, 1873 will they kindly advise.

As a typical example of changed dates and a faked cover, I illustrate herewith by

Photograph #285, a cover that came up in the Knapp sale on Nov. 5, 1941, at which time I made a photograph. The cover was Lot 1779 and was described as follows, quote:

304  
1869  
FAKE

"1779 - #121, - 30¢ blue & carmine, tied by 'Castroville, Tex.' town pmk. to France, via New York & London, remarkably fine and fresh, very rare. (Photo)" (unquote)

It was partially illustrated on page 126 of the catalogue and the sale price was \$210.00. It was submitted to me for my opinion following the sale and I pronounced it a rank fake and as a result it was returned by the buyer to the auction firm and the sale canceled. It will be noted that in the lower right corner is the above described New York Foreign Exchange marking with a credit to Britain of "6" cents. The date is "Feb. 21," and surely, in my opinion, Feb. 21, 1874. All year dates,

front and back, on this cover were changed by some fixer from "74" to "70" and this cover originally undoubtedly had a 10¢ Bank Note stamp, which had been removed and a 30¢ 1869 substituted. And further, in describing cover #281 above I mentioned that the 10¢ paid rate Via England with a 6¢ credit to Britain did not go into effect until the summer of 1870, (my earliest record being June 28). This Castroville cover shows a faked use in February 1870. When this cover was returned it should have been marked as fraudulent or the 30¢ 1869 stamp removed and the cover destroyed, but neither happened, because in March 1945, it came up in an auction sale by an outfit in New York called the "Cosmos Stamp Co." I did not bother to learn the price or what subsequently became of the fake.

Incidentally, it seems that returned faked covers have a habit of re-appearing in some gyp auctions.

In a discussion of this cover may I make a few remarks? When a stamp or cover is submitted to the Expert Committee of the Philatelic Foundation, New York City, they merely state that "in their opinion" the item is either good, or bad, or they decline to express any opinion. They will refuse to explain why the item is good or is bad, it is merely the opinion of the Committee it is good or bad. On numerous occasions I have found that their opinion is pure guess-work as in the case of the Herman Herst, Jr. fraudulent 30¢ 1869 cover recently illustrated and exposed in an issue of this Service. In comparison, when this writer expresses an opinion on a cover I am prepared and willing to present the evidence that led me to a decision. I sincerely strive to avoid guess-work. I believe that the above Castroville faked 30¢ 1869 cover is a typical example. A full analysis of why it is a fake. I could produce other evidence of the faking on this cover but I doubt if it would be necessary.

#### AGAIN REFERRING TO THE PREPAID RATE TO FRANCE VIA ENGLAND

I mentioned above that the U. S. 10¢ prepaid rate, Via England, to France was 10¢ per 1/3 ounce. The following is a table showing the charge for a single 1/3 oz. letter up to one weighing one ounce:

Not exceeding 1/3 oz. - 10¢ -U. S. share 4¢- British 6¢.  
Over 1/3 - but not over 1/2 oz. - 16¢ -U. S. share 4¢- British 12¢.  
Over 1/2 oz. - but not over 2/3 oz. - 20¢ -U. S. share 8¢- British 12¢.  
Over 2/3 oz. - but not over 1 oz. - 26¢ -U. S. share 8¢- British 18¢.  
The above rates are listed in the "P. L. & P." - of 1873 - (May 1).

#### THE 1874 POSTAL TREATY WITH FRANCE

The annual report of Postmaster General Marshall Jewell, dated November 14, 1874, contained the following, quote:

"The negotiations for several years pending between this country and France for an amelioration of the postal intercourse between the two countries terminated on the 28th of April 1874 by the conclusion of a



postal convention, establishing a rate of postage of 9 cents per half ounce on prepaid letters sent from, or unpaid letters received in, the United States, and of 50 centimes per 10 grams on prepaid letters sent from, and unpaid letters received in, France. While this convention is not as liberal in its provisions as could be desired, it is the most satisfactory arrangement that could be effected with that government. This convention, a copy of which is appended, went into effect on the 1st of August 1874." (unquote)

#### PRINCIPAL FEATURES OF THE 1874 TREATY

Rate from the U. S. 9¢ per 15 grammes (or fraction).

Rate " France. 50 centimes per 10 grammes.

(Note:- The P.M.G. stated above, "9¢ per  $\frac{1}{2}$  oz." whereas the wording of the treaty was "9¢ per 15 grammes").

Unpaid Letters - Independent of the regular rates a fine of 25 centimes - or 5 cents - "as the case may be" - to be levied on unpaid letters.

Insufficiently Paid Letters - (PART PAID) - To be treated as unpaid letters, "saving deduction of the amount of the postage stamps" and, quote: "but when the charge resulting from this deduction shall give a fraction of half decime French, or of a cent American, an entire half decime or cent, as the case may be, shall be levied for the fraction."

Prepayment optional

Registered mail

U. S. fee 10¢ (in addition to postage).

French 50 centimes (in addition to postage).

Means of Communication and Transportation

1st, by the French mail-packets

2nd, by the packets of the Hamburg Line

3rd, by the way of England and the packets employed in transporting the mails between Great Britain and the U. S.

Expense of Transportation - Expense by any one of above mentioned to be borne by the dispatching office.

Postages collected - Each nation to retain "the whole amount of the sums ~~xxxx~~ collected."

Printed matter - We are <sup>NOT</sup> listing details.

Photograph #286, illustrates the earliest known use in my records of a cover forwarded from the U. S. to Paris, France, under the terms of the new 1874 treaty. This bears the postmark of Walpole, N. H. "3 AUG" (1874), and the 9¢ rate is over-paid by a 10¢ Bank Note. The photo is reduced in size but at left is a tracing approximate size, of the New York Foreign Exchange postmark of 25 MM which was applied

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in red. Inasmuch as both countries retained all postages collected there were no credits on prepaid mail. I mention this as a reminder that there was no further use for the scarce New York postmark with "6" at the top as per cover #284.

#### UNIVERSAL POSTAL UNION

The Universal Postal Union was established, effective July 1, 1875, but France was not an original signer and did not join the Union until January 1, 1876, hence the 1874 treaty was in effect for only seventeen months. Covers showing the 9¢ rate are far from common and covers of certain combinations of U. S. stamps are decidedly rare. I suppose covers with the 3¢ and 6¢ or the 2¢ and 7¢ Bank Notes are among the less scarce. I rather imagine such a combination as the 5¢ blue Taylor (June 21, 1875) plus a 3¢ and a 1¢ would be quite a rarity. And further, an item that is exceedingly rare is a Registered cover, showing 9¢ plus the 10¢ fee. Did you ever see one?

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END OF ISSUE NO. 70

JANUARY 1, 1957

Sixth Series of 1956-1957

Ten photographs accompanies this issue

Nos. 277 to 286 inc.

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*William B. Ashbrook*



ASHBROOK SPECIAL SERVICE

ISSUE NO. 71 - FEBRUARY 1, 1957 (Sixth Series - 1956-1957)

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SOME ADDITIONAL REMARKS RE - MAIL FROM THE U. S. TO FRANCE  
JANUARY 1, 1870 to JULY 31, 1874

In last month's Issue of this Service, I mentioned that it was possible to prepay mail to France from the U. S. after the expiration of the U. S. - French Postal Treaty by forwarding same Via England in the summer of 1870 at a rate of 10¢ per 1/3 ounce and at a graduated scale for increased weights. Such 10¢ rates included a credit of 6¢ to Britain, and that the earliest date of such a cover in my records was from Newport, R.I. on June 28, 1870. This cover had on face a large numeral "6" in red. A strike of this credit marking is shown on Service Photo #281.

Apparently very early in 1872, the New York Post Office, Foreign Exchange desk, abandoned the use of the plain numeral "6" as a credit marking, and resumed use of the old 1857 Treaty credit stamp with "PAID" at top and "6" at bottom, date in center and NEW at left with YORK at right.

Kindly refer to Photograph #265, in the October 1, 1956 Issue. This print shows a faked 30¢ 1869 cover with the old treaty credit marking. All the year dates on this cover had been changed to "70," from 1872(?) or later (See page 539).

TO FRANCE, PREPAID 15¢ - 8¢ CREDIT

8

Because I lacked certain required data last month, I purposely omitted mention of covers showing 15¢ prepaid rates Via England to France in March, April and May of 1870 with credits to Britain of "8" cents. The question was why a prepaid rate Via England of 15¢ with 8¢ credit in March, April and May 1870, and a similar prepaid rate Via England of 10¢ in the following June and later months with, a 6¢ credit?

Photograph No. 287, illustrates a cover from New York with a 15¢ 1869 Via England to Rouen, France. In upper left it is routed, "pr Rhein Via England." The red London marking shows that the British despatched it to France as PAID (in full) to destination and the French applied their red encircled "PD" in confirmation. There is no New York postmark but the handstamp of a New York business firm shows "APR 2 1870." I had this sailing date checked by official records which showed that the mail steamer "RHEIN" of the North German Lloyd Line did sail from New York on Saturday, April 2, 1870 for Bremen, Via Southampton, England. I feel quite sure that this cover is genuine though I am

not familiar with the cancel that ties the 15¢ 1869 to the cover. I have no other record of its use at the New York Post Office. However, I am assuming it is genuine and the 15¢ stamp was used as pictured.

Under the round French receiving postmark (black) of Calais "13 AVRIL 70" is the New York large "8" handstamped in red. In confirmation of this odd prepaid rate, I had certain newspapers of New Orleans searched for notices regarding rates on mail to France for the first six months of 1870 and the following was noted in the "New Orleans Bee," issue of April 10, 1870, quote:

"Washington, April 5, 1870.-- By a decree of the Emperor of the French, the postage on a letter Via England, of ten grammes, or three-eighths of an ounce, from any part of France to any part of the United States, and vice versa, is seventy centimes, or fifteen cents United States money, prepayment not required either in France or the United States. But on letters sent from the United States to France by steamers sailing direct to France from the United States, ten cents must be prepaid in the United States, and on their arrival in France the French Post-Office will collect eighty centimes or sixteen cents additional; and on letters from France the eighty centimes must be prepaid in France, and ten cents will be collected on the same in the United States. Let all persons write on their letters 'Via England,' and they will escape the additional postage." (unquote)

The above states that a letter of 10 grammes could be forwarded from any office in France Via England to U. S. destination for 70 centimes, (7 decimes), or vice versa, a letter from the U. S., Via England to French destination at 15¢ per 3/8 oz. Thus I think we have the solution to the two classes of prepaid mail Via England, to France in the year 1870. Such rates and credits being as follows:

15¢ rate - 3/8 oz. - credit to G.B. of 8¢  
10¢ " - 1/3 oz. - " " " " 6¢  
(Above being single rates and credits)

Inasmuch as one ounce equals 28.35 grammes, 10 grammes is equivalent to .353 oz., rather than 3/8 or .375 oz. I make special mention of this "15¢ rate with '8' credit," because apparently it was in use only for a few months and covers showing it seem to be exceedingly scarce. My earliest of record of such a cover is March 8, 1870 and my latest is May 18, 1870. If you own such a cover will you kindly advise me. Because there are numerous faked covers of this period in existence bear in mind that a cover in this class must show a large numeral "8" credit.

#### AGAIN, THE HERST FAKED 30¢ 1869 COVER

In Issue No. 67 of this Service, dated October 1, 1956, on pages 537, 538 and 539, I described a fraudulent 30¢ 1869 cover that had been advertised by Herman Herst, Jr. in "Stamps," Issue of September 15th last.



Herst illustrated the cover and stated he would offer it at an auction at West Palm Beach, Fla., on Nov. 2, 1956. In the above issue I explained in detail why this cover was not genuine. In his auction catalogue, Herst stated that this faked cover was accompanied by a certificate of genuineness issued by the Expert Committee of the Philatelic Foundation of New York City. In my October 1956 Service Issue I supplied Photograph No. 262 of this cover, also photo prints of several other faked covers from the same "La Chambre" correspondence.

In the November 1956 Issue of this "Service" I again discussed the Herst faked 30¢ 1869 cover, (pages 546 and 547), and in the December Issue, on page #555, I stated that I had been reliably informed that the cover had been withdrawn from the Herst sale of Nov. 2, 1956, and had been returned to the Foundation Committee for re-examination.

FOUNDATION CERTIFICATE WITHDRAWN AND CANCELED

Though I have no confirmation it is my understanding that the P.F. certificate authenticating the faked cover was canceled by the Committee.

"KISS OF DEATH"

In an editorial by George W. Linn in "Linn's Weekly" of Dec. 10, 1956, under a heading, "Published by Request," was a quote from a letter Mr. Linn had received from Mr. Herman Herst, Jr. of Shrub Oak, N.Y. The following is a part of that letter as quoted by Mr. Linn:

"The 'OUT' on lot 35 calls for an explanation. (Note by S.B.A. - Lot 35 was the fake 30¢ 1869 cover). Two bids in excess of \$500 were received, both were withdrawn as the result of a whispering campaign conducted against the cover by a dealer who mistakenly felt that he knew the owner of the cover, and because of a personal feeling towards the individual went to considerable length to condemn it, despite the fact it had not been submitted to him, and despite the fact that the Philatelic Foundation had approved it, and issued a certificate for it.

The power of an individual whose motives may or may not be of the best to put the "Kiss of Death" on an item creates a situation that bodes ill for philately, and puts the MARKET ABILITY of a rarity at the whim of an individual. We need experts, but experts whose ability is acknowledged should temper that ability with tact, courtesy, and common sense, and not allow themselves to fall into the pit of personal VINDICTIVENESS." (unquote)

THE END OF THE HERST FAKE COVER

It developed that Mr. Herst later was convinced the 30¢ 1869 cover was fraudulent so he wrote me and stated that I could acquire it at

what it cost the owner, in case I wished to destroy it. And what was the cost? Just the very modest sum of \$30.00. Naturally I accepted Mr. Herst's offer, so that this fake could be withdrawn from circulation and destroyed. And this will be done.

Just imagine, here is a cover that cost the owner \$30.00. It was submitted to the Expert Committee of the Foundation by Mr. Herst and a certificate was issued stating it was genuine in all respects. I exposed the fake and put the "Kiss of Death" on it, thereby saving some bidder at Herst's auction \$500.00 or possibly more. So far I have not received any thanks. Thus the end of the Herst faked 30¢ 1869 cover.

THE 24¢ PREMIERE OF 1861 Vs THE 24¢ VIOLET OF 1861

Recently I had occasion to read over an article that I penned some years ago, last fall. The title was, "THE TWENTY-FOUR CENTS VIOLET OF 1861," a paper that I prepared for the FIRST AMERICAN PHILATELIC CONGRESS. The Congress was held at Philadelphia on Dec. 27-28, 1935. I am sure that I have not read that article in quite a long, long time. This particular article was the first one that I published on the mythical "FIRST ISSUE OF 1861" which the late John Luff called the "PREMIERE GRAVURES" or the "AUGUST ISSUE," and I note that in this, my original article on the subject, I referred to these "FAIRY TALE STAMPS" as "SAMPLE LABELS" and so they were - "samples" of work of the National Bank Note Company in their effort to secure the postage stamp contract in the spring and summer of 1861.

Luff's "Fairy Tale" Premiere Gravures are still listed in the S.U.S. catalogue as numbers 55, 56, 57, 59, 60(unused), 61 and 62, and a notation above #55, states: "IT IS DOUBTFUL THAT NOS. 55, 56, 56A, 57, 59, 61, 62 and 62A were regularly issued."

I wonder if any competent student of our postal history or postal issues, outside of Warren Colson or Philip Ward, Jr. believes it possible that these bits of paper were ever issued to the public. Therefore, why the notation, "It is doubtful, etc." Why not insert a notation above the two 1847 stamps as follows: "It is doubtful that Nos. 1 and 2 were ever issued perforated."

Regarding the 24¢ Sample, in the Congress article, I stated, quote: "As for unused copies of this stamp, there are two classes, or at least it is possible two classes exist as follows: (A) an unused copy, originally a sample stamp, and as such never issued, (B) an unused copy, that was regularly issued. This point will be further explained at the end of these notes." (unquote)

I also said, quote: "As for the so-called used Premiere, there is certainly no such a stamp." (unquote)

In other words, what I was emphasizing was that the 24¢ unused Premiere was in the same class as the 30¢ unused Premiere - both with the same designs as the issued stamps, but different in color and paper. The 30¢ red-orange Premiere was never issued to the public, and likewise



the 24¢ Premiere was never issued to the public.

Several months previous to the publication of my article I had visited at the home of the late Judge Robert S. Emerson at Providence, R.I. and had also spent an evening with Alfred H. Caspary at his home in New York City.

In my Congress article, I referred to these two visits as follows, quote: "Recently I had the opportunity of going thru the two most magnificent collections of United States stamps in this country. xxx: Asked by one of my hosts, (Note by S.B.A. - Mr. Caspary), what I would like to see next, I asked for a sight of his 'Premieres Gravures.' Opening a page of one of his albums he laid before me a complete set in unused and immaculate condition of the so-called 'Premieres.' Here were the shades of the various values as picked by my host, an expert on these items. After viewing these items that many consider priceless, I then asked to be shown some 'used' copies of the 24¢ Premiere. Turning to me, my host remarked, 'Ashbrook, I cannot show you something that does not exist.'" (unquote)

In the Sixth Caspary Sale, by H. E. Harmer, Inc., on November 19th, 1956, Lot 19 was described as follows, quote:

"19 - (unused), 24¢ dark violet. Brilliant deep and rich color, clear and sharp impression. o.g., one pulled perforation at top, otherwise very fine. This is by far the rarest of all 24¢ colors. It is not known used and is quite distinct from the other violet shades. It is believed to originate from the very first printing and has similar status to the 30¢ red orange 'August' - (60 var.)." (unquote) The sale price was \$250.00 (to order).

I did not see the above copy before the sale last fall but no doubt it was the 24¢ Premiere that I saw at Mr. Caspary's home back in 1935.

In concluding my Congress article, I stated, quote: "In closing may I add, that so far as I know this is the first time the truth has been told regarding the imaginary FIRST ISSUE of 1861. In the past, many students have attempted a solution of this so-called problem but all their theories have been based on the Luff tale. Problems based on fairy tales are not capable of truthful solutions." (unquote)

A Committee was selected to award honors to the authors of the papers presented and the First Honor went to Delf Norona on a paper entitled, "Preparation of Technical Philatelic Articles," Second, to Max Johl for a paper, "The Reasons for the Philatelic Changes of the 1908-21 Series" and Third, to James Starr for a paper, "China-The First Issue."

#### SOME 19th U. S. STAMP COLORS - FOOD FOR THOUGHT

The 4¢ Columbian of 1893 is listed as S. U. S. #233 with the colors as, "ULTRAMARINE," both "Deep" and "Dull," with no difference in prices. #233A is listed as, "4¢ Blue (error)," with quotations of

unused \$1,000.00, used \$500.00, and a block of four, unused, at \$5,000.00 - no quote for a used block of four and no doubt no such an item exists. Why is #233A singled out and called the error of color? I wonder? The 3¢ 1869 - #114, is listed as ultramarine, pale and dark, and also as "DARK BLUE" but the latter is not given a number, nor is it called an "error of color," yet, in my opinion, there is a greater difference between a 3¢ 1869 common ultramarine and the 3¢ 1869 "dark blue" than there is between the 4¢ Columbian ultramarine and the "blue error." The latter called "Blue," whereas the former is "Dark Blue."

Recently I was shown a cover with a 3¢ 1869 single in an unusually "DARK BLUE" color, and quite an exceptional shade, and surely much more rare than the S.U.S. indicates by quotes of unused and used of \$4.00 and 40¢ for the ultramarine and \$5.00 and 50¢ for the "Dark Blue." Perhaps someday the 3¢ 1869 "Dark Blue" may be given a catalogue number and listed as an "error of color" and who knows - such a cover may sell at a "pigeon blood" price in some "big name" sale of future days. If you do not own a fine cover with a 3¢ 1869 "dark blue," take my advice and try to locate one.

#### THE 5¢ 1847 ERROR OF COLOR

The 5¢ 1847, #1C is listed as "red-orange" at \$1,000.00 unused and \$175.00 used. There is also the real orange which is not listed.

If the 4¢ Columbian is an "error" why not the 5¢ 1847 "orange" and "red-orange?" I am quite sure that the 5¢ 1847 orange is far more rare than the blue 4¢ Columbian.

#### IS THE PIGEON BLOOD AN ERROR?

In the Caspary sale last November, a cover with a 3¢ 1861 pigeon blood pink sold at \$975.00. If the pink is an error of color of the 3¢ rose, what shall we call the much rarer pigeon blood? An error?

#### OTHER ERRORS OF COLOR

Some One Cent 1851 imperforate stamps from the scarce Plate 3 exist in a gorgeous dark blue shade which I refer to as "Dark Prussian Blue." No other One Cent plate produced stamps in such a distinct shade. If the 4¢ blue Columbian is entitled to be called an "error" then surely the "Prussian Blue" of the Plate 3 One Cent stamps is entitled to that distinctive classification. This 1¢ imperforate is the "Pigeon Blood" of all the One Cent blues.

#### THE 3¢ 1851 "ERRORS OF COLOR"

The S.U.S. lists the 3¢ 1851 in a number of distinct shades from 1851 to 1857, but the most popular is the orange-brown, and in this category, the rarest is unquestionably the "copper," which could be called the "error of color" of the S.U.S. #10, "orange-brown." Covers with four-margined copies of the "copper" are surely worth many times catalogue quotations.



THE 3¢ 1856 ERROR OF COLOR

The S.U.S. lists under # 11, an "ORANGE RED" with the date as (1855), but no listing is given for an 1856 color that I call the "ORANGE-BROWN of 1856." It is, in my opinion, an exceedingly rare shade and no doubt unknown to the average collector of the 3¢ 1851-57. Chase described this shade in his book as follows, quote: "1856 - 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)

Because the color of this stamp is so exceptional and so very rare, I call it the 1856 orange-brown. Just try and find a fine copy on a cover used in the spring of 1856. My reference copy, a superb color, is from such a cover.

THE 3¢ 1857 "ERROR OF COLOR"

Under the colors of 1858, Chase listed what I call the 3¢ 1858, Type II orange-brown. In his famous book on the 3¢ 1851-57, on page 152, original edition, Chase described this shade as follows, quote: "An extremely rare printing, of which I have seen very few copies, was made probably late in this year (1858). It is a true ORANGE-BROWN and can be matched exactly by one of the 1851 printings." (unquote)

Note the above, "by one of the 1851 printings." In my opinion, it is a "pale orange-brown."

THE 5¢ 1857 TYPES I AND II  
"ERRORS OF COLOR"

As I have repeatedly stated, the 5¢ 1857, Type I, Indian Red (also called Henna) is a very beautiful and scarce shade and deserves a major catalogue listing. Is it an "error of color" such as the 4¢ blue Columbian? The 5¢ 1857 Type II, orange-brown, is a scarce stamp in genuinely used condition. Is this an "error of color?"

THE 24¢ 1861 - ERRORS OF COLOR?

The 24¢ 1861 comes in many and varied shades, some of which are original, some of which, in my opinion, are "natural changelings of color," as for example, the listed #70B, STEEL BLUE. The term "natural" is used to distinguish it from the "chemical changelings of color" made by people who manufacture "rare" varieties. I believe that some authorities have claimed in past years that because unused O.G. copies of the 24¢ 1861 steel blue are in existence that they are proof that stamps in a steel blue color were actually issued. They failed to explain why an unused o.g. stamp would not be subject to a natural change of color, under certain conditions, whereas a used copy would.

THE 24¢ 1861 BROWN-LILAC & BLACKISH-VIOLET

Listed under S.U.S. #70 are two stamps that I consider natural colors and they are scarce. As compared to the major listing #70, the red-lilac, they are quite different, therefore, are they "errors of color?" I refer to the 70A - brown-lilac and the 70C - blackish-violet. The brown-lilac has a price the same as the red-lilac, though there is no question but what the true brown-lilac is very much more elusive. Covers with this stamp are quite scarce.

In the Caspary sale last November an unused o.g. copy of a stamp described as the 24¢ 1861 - "the true blackish violet" sold at \$360.00. It was also stated that it is, "one of the rarest of all the many 24¢ shades." I wonder if it could be classed as an "error of color?" I could, no doubt, go on down thru the years and name other examples, but I will drop this discussion with one more outstanding example, (in my opinion).

THE 5¢ 1862 RED-BROWN

The 1956 S.U.S. lists two colors - #75- "Red Brown" and a minor shade, as "Dark Red Brown," and gives the earliest known use, (as per my records) as January 2, 1862. This "earliest" was a piece of a cover with a 5¢ 1862 red-brown and a 10¢ 1861, apparently to France, which was submitted to me in 1941. I examined it carefully and considered it genuine. My previous earliest use was a Knapp cover with date of March 26, 1862. I have never seen a 5¢ 1862 red-brown cover showing a use between those dates, (Jan. 2, 1862 and March 26, 1862). The first of the new 5¢ 1861 stamps were issued in the buff and similar colors and all covers used during the last five months of 1861 stamps, known to me, show 5¢ stamps in the buff shades.

LAST  
FIVE  
MONTHS  
OF  
1861

It seems possible that because of the paleness of many of these 5¢ buff stamps manufactured by the National Bank Note Company, during that period, that the Post Office Department officials requested a deeper color, hence the change, late in 1861(?) from the buff to the red-brown.

THE 5¢ RED-BROWN Vs THE 5¢ BUFF

The S.U.S. (1956) lists the buff and red-brown as follows:

5¢ buff - used - \$40.00 - on cover \$75.00  
5¢ red-brown - used - \$17.50 - on cover \$30.00.

Some students are of the opinion that covers with the red-brown are much scarcer than covers with the buff. My earliest recorded use of the third 5¢ color, the 5¢ brown of 1863, shows date of Feb. 3, 1863. If such a claim regarding comparative scarcity is true, then it is possible that the buff on cover is priced too high or the red-brown on cover is much too low. The law of supply and demand must be considered as the 5¢ 1861 buff has long been a very popular and much sought after stamp.



THE 5¢ 1862 CHESTNUT

In my reference collection of the red-brown, I included the following distinctive colors - red-brown, light red-brown, dark red-brown and a very rare color I call "CHESTNUT." If the 4¢ Columbian is entitled to be called an "Error" then this "5¢ chestnut" is surely entitled to the same distinction. As per the Ridgway Color Book, my 5¢ chestnut compares with Ridgway's color "9'.K," his color name given as "KAISER BROWN." The earliest use I have recorded of a cover with the 5¢ chestnut shows a horizontal pair used from San Francisco Dec. 20, 1862.

WHY?

In the Caspary sale last November 19th (1956), Lot #206 was a "Crosby" cover with a vertical pair of the 5¢ 1862 red-brown from Philadelphia to Guatemala in June 1863. It sold at \$320.00. The pair was described as "a brilliant vert. pair, perfs slightly cut in, very fine." Surely quite a price against a S.U.S. quote of \$45.00 for a pair. I wonder why this cover brought such a price?

But perhaps more remarkable was Lot #204 in that sale. Here was a cover to Germany with the 15¢ rate by Bremen Mail paid by a 10¢ 1861, Type II, and a 5¢ 1862 red-brown. The sale price was \$750.00 and it was sold to "order." The rumor was that it went to a wealthy foreign collector of 19th U.S. But just imagine \$750.00. Why? The cover was described as follows:

"204 - 5¢ red brown, a beautiful copy of excellent and very rare pronounced red brown color, used with 10¢ green, canc. by red grid, on a small, neat buff envelope to Germany. Cover bears red "N.YORK BREM. PKT. PAID 12" and blue Bremen transit marking. A lovely cover (75-68). From the 'Moody collection.'" (unquote)

A \$750.00 COVER

I never saw this cover, hence have no information regarding the color which was described as "beautiful - excellent and very rare pronounced red brown." Just imagine a price of \$750.00!!! I wonder if this stamp is what I call the rare chestnut? If so, then perhaps an error of color.

Further regarding this cover. Back in 1946 this same cover came up in a sale by H. R. Harmer, Inc. and it sold at only \$14.25. A dealer purchased it and it found its way into the W. L. Moody collection at a cost of \$50.00. In the Moody sale by H. R. Harmer, Inc. on October 25, 1950, this same cover was Lot #892 and it was purchased by Caspary for \$100.00. The description in the Moody sale catalogue was the same as in the Caspary sale. But why \$750.00? What bothers me about such a price is simply this - There were two buyers who were willing to pay up to \$700.00 for this cover. If this pair knew what they were doing and why - then they know more about the 5¢ red-brown of 1862 than I do, and so I wonder - was the stamp a duplicate of my "chestnut?"

AGAIN THE 4¢ COLUMBIAN

Luff, in his book on 19th U.S., listed on page 174, under "Varieties"-  
"4 cents Deep Blue. Error. Color of the One Cent."  
and on page 175, "The four cents in the wrong color was printed from  
plate D.17."

and again on page 174, "In September 1893, Mr. J. V. Painter obtained  
from the Post Office at Cleveland, Ohio, a sheet of four cent stamps  
printed in blue instead of ultramarine. So far as I am aware, no  
other copies of this error have ever been found." (unquote).

Incidentally, the Columbian plates consisted of 200 subjects each,  
arranged 20 x 10. The official color as given by the Post Office Depart-  
ment, was "ULTRAMARINE BLUE," and Ridgway defines the difference between  
blue (spectrum blue) and "ultramarine blue" as blue with an addition of  
black, in other words, ultramarine is a shade of blue.

In my opinion, the 4¢ Columbian was not an "error of color" any more  
so than any of the earlier different shades that I have mentioned above.  
Had the 4¢ error been printed in red, green or some other color it would  
then, and only then, have been entitled to be classed as an "error of  
color." Just my opinion.

ALSO WHY?

In the Caspary sale of November 19th, Lot 50 was a cover with a H.S. of  
3 of the One Cent 1861 on a cover from Boston to Maine. It went to  
"order" for \$60.00. Just imagine!! By what stretch of the imagina-  
tion could such an item command such a price? Has the dollar declined  
in value to 20¢? Also Lot 51, a cover with a H.S. of 3, plus a pair  
and a single of the 1¢ 1861, sold at \$230.00. In the Brown sale this  
same cover cost Caspary \$70.00, which seemed very high to me at that  
time. If a dealer put such high prices on similar items he would be  
accused of down right robbery.

END OF ISSUE NO. 71

FEBRUARY 1, 1957

Sixth Series of 1956-1957

One photograph accompanies this issue

No. 287

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*John P. Asmus*



ASHBROOK SPECIAL SERVICE

ISSUE NO. 72 - MARCH 1, 1957 (Sixth Series - 1956-1957)

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GEORGE H. WORTHINGTON  
1850-1924

At the turn of the century, the philatelic world began to hear quite a bit about George H. Worthington of Cleveland, Ohio, and the fine philatelic collection that he was building. In 1902, he employed the late Alvin Good as his philatelic secretary, and a little booklet published by Good, in 1945, contains a lot of data concerning Worthington and his philatelic collection.

In 1905, Worthington acquired a Hawaii cover with 5¢ and 2¢ Missionary stamps plus a pair of the U. S. 3¢ 1851, and in 1907 was added the famous "Alexandria" U. S. Postmaster with the only known 5¢ black on blue. Later this went to Gibson, then to Caspary and in the Caspary sale it sold at \$10,000.00. It cost Worthington \$3,000.00.

In 1914 Worthington became financially involved and his assets were assigned to a committee of Cleveland bankers to liquidate. It is believed that he had invested about \$700,000.00 in his philatelic material, the greater portion of which was sold in 1917 to the late Alfred Lichtenstein of New York City for a sum stated to be approximately \$475,000.00. Lichtenstein retained portions that he wanted for his collection and turned over the remainder to J. C. Morgenthau & Co. to dispose of at auction. Thus the great "Worthington Sale" held in New York City, August 21-22-23, 1917 and October 24-25-29-30, 1917.

FANTASTIC

In the Worthington sale, held August 22, 1917, there were three lots, all unused blocks of 20, of Italian Sardinia, which were quite outstanding and were described as follows, quote:

"Lot 1533 - unused - 5¢ black (No. 1) block of 20 - o.g. Very Fine, a very rare block (Catalogue \$200.00)." The sale price was \$235.00.

"Lot 1535 - unused - 20¢ blue (No. 2, G3), block of 20 - o.g., Very Fine (Gibbons \$75.00)." The sale price was \$85.00.

"Lot 1536 - unused - 40¢ rose (No. 3) block of 20 - o.g., Very Fine, Very Rare in such a block (Catalogue \$350.00)." The sale price was \$330.00.

Apparently all three of the above blocks were purchased at the sale, or soon after, by Alfred Caspary, because they were in the Seventh Caspary Sale, held by H. R. Harmer, Inc., on January 28, 1957. In the 1917 Worthington sale these three unused blocks realized a total of

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\$650.00. In the Caspary sale the three "fetched" the fantastic sum of \$50,500.00, as follows:

Caspary #251 (Worthington #1533)	sold at	\$11,500.00
" #265 ( " #1535)	" "	21,000.00
" #276 ( " #1536)	" "	18,000.00
		<u>\$50,500.00</u>

Mr. Worthington made numerous trips to Europe in the latter part of the last century and it is possible that he acquired the above blocks over there.

#### TWO MOST UNUSUAL COVERS

The 10¢ rate to California, 1851-1857 stamps, tied by a railroad postmark!!! Did you ever see such a cover? That query was put to me several years ago. Reference to my files disclosed that I had never recorded such an item. Perhaps in past years such a cover may have been noticed but I was not greatly impressed and failed to make a record. How scarce is such a cover? Those who collect "Westerns" should be able to add to the present record that I have of only two and a description of these follows:

(A) 10¢ 1855 - tied by blue - "BOSTON & MAINE R.R.," addressed to Iowa City, Placer Co., Calif.

(B) Three 3¢ 1857 - Type II, plus a 1¢ 1857 Type V, tied by blue (32MM) "BUFFALO & ERIE R.R.," addressed to Lytle York, Nevada Co., Calif. Incidentally the town was "LITTLE YORK."

Advice of additional covers will be greatly appreciated.

#### SUPPLEMENTARY MAIL NEW YORK CITY

Supplementary Mail Service at New York, meant late foreign first class mail taken direct to the pier and mailed ship-side after the close of mail for a foreign sailing at the New York Post Office. When was this Service inaugurated? From what meager evidence that we have, it appears that the Postmaster General in July 1853 authorized the New York postmaster to provide such a service and to charge a fee equivalent to double postage on all such mail. Thus a half-ounce letter to Britain was charged a fee of 24¢ in addition to the regular 24¢ postage, but the S.M. "fee" was apparently payable in cash.

We have no evidence that any special markings were used to identify such mail in the middle and late eighteen-fifties, and the earliest record that I have of a cover bearing the New York Type "A" marking is postmarked New York May 14, the year 1859, and addressed to Paris, France. This has five 3¢ 1857 Type II canceled by red grids - the oblong octagon Type "A" (1957, S.U.S. p. 18) marking is on the face of this cover, and not on the stamps.



A second cover with a H. Pair of 12¢ 1857 and a V. Pair of the 3¢ 1857 (II) bears a New York postmark dated May 21 (1859), a double of 30¢ rate to Paris. The Type "A" marking "ties" one of the 12¢ stamps. There is no evidence to indicate that either one of these covers were actually mailed at ship-side, both could have been "regular" covers of the period, to which some faker added a fake Type "A" marking, but years ago I made a careful study of the two and considered there was no reason to question the genuineness of the strikes of the Type A on either cover.

These are the only covers with stamps of the 1857-1860 issues that I have ever been able to locate. How strange this seems to be - just these two and no more, and this is especially odd when we consider the number of off-cover 1857-1860 stamps with Type "A" that are in existence. For example, the 1957 S.U.S. lists the following values canceled by the Type A - 1¢ Type V, 3¢ Type II, 5¢ Type II orange-brown, 5¢ Type II, brown, 10¢ Type I, 10¢ Type V - 12¢, 24¢ and 30¢. Why all these different values and only two covers - containing 3¢ and 12¢ stamps? Surely a 5¢ 1857 Type II orange-brown with a genuine Type A would be an exceedingly rare item. I am sure I never saw or heard of such a thing. Also imagine a 10¢ 1857, Type I with a Type A. Why so many off-cover items and only two covers with 1857 stamps? In order to try and obtain some solution years ago, I borrowed off-cover copies with the Type A from various collections and made enlarged photographs. A careful comparison of the prints led me to believe that I could detect, in good strikes, the genuine from the fake, and there were fakes.

Further, re - off-cover copies - (1) practically all that I examined (if not all) showed only the Type A and no evidence of any other cancellation, also a few had the original gum on the back, also none that I examined showed any trace that I could detect of the removal of a former cancellation and a substitution of a faked Type A.

Consider a 5¢ 1861 buff, S.U.S. #67. I wonder if it would be possible for a crook to remove, without trace or damage to shade, a cancel from this stamp and substitute a fake Type A? I seriously doubt that this could be done, yet copies of the buff are in collections canceled with the "Type A," and I believe the copies I have examined are genuine.

#### THE SOLUTION?

I came to the conclusion that the numerous off-cover copies were originally receipts given by the mail agent at the pier for the extra fee paid, and, of course, he canceled them with the Type A to prevent future use. Could it be possible that this was the original intention for the use of the "Type A?" For example, a late business letter to London was sent by messenger to the pier to mail, and 48¢ was handed by him to the New York P.O. clerk in charge of "Pier Mail" - a 24¢ 1860 was put on the letter and on the face was handstamped the Type "A." As a receipt for the 24¢ fee, a 24¢ 1860 was handed the messenger canceled with the "Type A." Perhaps this "receipt" (?) was later attached to copy of the letter in the firm's letter book and thus preserved.

Perhaps the letter itself was handstamped by the pier clerk to identify it as extra mail and not included in the Way Bill furnished by the New York Post Office. This is all theory and speculation but it seems to answer the query. If all the off-cover Type A canceled stamps are genuine, why are there so many of these and so very few covers?

#### A RARE SUPPLEMENTARY MAIL COVER

Photograph No. 288 illustrates a superb "S.M." cover with 1861 stamps as follows:

5¢ 1861 buff - S.U.S. #67  
10¢ 1861 - Type I (August) S.U.S. #58  
30¢ 1861 - S.U.S. #71

Thus the 45¢ rate per  $\frac{1}{2}$  oz., to Hong Kong, China, "VIA MARSEILLES." This cover is postmarked New York Oct. 12, 1861. My records show that a ship of the "Havre Line" (Amer. Pkt.) sailed from New York for Havre, France, Via Southampton, England, Saturday, Oct. 12, 1861. This cover shows routing "per FULTON" which was a ship of the Havre Line. The U. S. share of the 45¢ rate was 21¢ to the British frontier (5¢ internal plus 16¢ Atlantic sea) and the British share was 24¢ (a shilling) to carry the letter by British mail "Via Marseilles" to China. This credit is shown to left in red pencil as "24." The Type A is in red in the center - one strike only and not touching any of the stamps. This feature of the strike on face of cover rather than touching any stamps seems to be the general rule of covers with the Type A that I have recorded showing uses from 1861 to late in the sixties. Thus this feature also raised the question - Why are there so many off-cover copies with no other cancel but the Type A?

To those who are especially interested in this subject may I respectfully refer them to an article I contributed to the "STAMP SPECIALIST," Orange Book, (1941), published by Harry L. Lindquist.

And one final question - Do you own a cover with the New York Type A Supplementary Mail marking?

#### "THE UNLUCKY COLLINS LINE"

On numerous occasions in my Service Issues I have referred to the famous American Trans-Atlantic Steamship Line of the eighteen-fifties, known as the "Collins Line" that ran between New York and Liverpool, and was subsidized by the U. S. Government. Founded by a great American of his day, Edward Knight Collins, the Line brought fame to American shipping here and abroad. In May 1851, the Collins Line "S.S. Pacific" captured the Atlantic Blue Riband from Cunard, and again broke the Atlantic crossing record with their "S.S. Baltic" in August 1852. The decline of this famous Company began in September 1854 when their "S.S. Arctic" speeding thru fog off Newfoundland's Cape Race, collided with another vessel and sank with a loss of 322 persons, including the wife of Mr. Collins, a son and a daughter, who had been touring Europe and were



returning home on the luxurious "S.S. Artic." From that time forward luck deserted Collins and when he died in 1868, he was practically penniless and his passing was almost unnoticed.

On the U. S. 12¢ stamp of 1869 is pictured the "S.S. Adriatic" of the Collins Line which was launched in 1856 and joined the Line in November 1857, but too late to retrieve the fortunes of the Company. In the February 1957 issue of the quarterly magazine, "American Heritage," is a very fine article by Ralph Whitney, entitled, "The Unlucky Collins Line." Read it, as I am sure you will find it a most interesting story of American enterprise of a century ago.

Mr. Whitney closed his article with these words, quote: "Edward Knight Collins, the Yankee lord of the Atlantic who led America's shipping industry when it led the world, lies in an unmarked grave in sprawling old Woodlawn Cemetery, on the edge of the huge city he helped build into the world's greatest port." (unquote)

#### A UNIQUE 10¢ 1847 COVER

In the American Philatelist for February 1957 (Vol. 70, No. 3), appeared quite an interesting article by Elizabeth C. Pope, entitled "1847 Valentine Covers." The author is a most enthusiastic philatelist and is the wife of John D. Pope, III of St. Louis. In her article Mrs. Pope illustrated and described a heretofore unknown 10¢ 1847 Valentine cover, a cover with two single copies of the 10¢ stamp, the only such item known to philately. Students of the "forty-sevens" have for years known about the unique Valentine cover with a single 10¢ that was in Mrs. Henry A. Diamant's collection, but is now believed to rest in the collection of Miss Katharine Matthies.

I thought that Mrs. Pope's description of the new rarity was excellent and demonstrated how present day students are capable of giving accurate descriptions of covers. I am taking the liberty of quoting as follows: "The markings and the franking of the cover almost re-create the mailing scene for us. The sender apparently applied the lower stamp before taking the cover to the post office. At the post office the cover and enclosure were weighed and found to be more than a half-ounce (which fact alone would call for a 10¢ rate). In addition, the distance from New York City to the address in Lakeville, New York was more than 300 miles (which would necessitate another 10¢ stamp). The postal clerk penciled a '20' on the cover; then a second 10¢ stamp was added to make up the 20¢ rate, after the clerk made an 'X' through the '20' over which the stamp was applied. A '20' in the same handwriting in pencil is in the upper left. Both stamps are tied by the red New York grid, the lower stamp being hit twice. The town marking is also in red and is dated February 18." (unquote)

#### THE BINGHAMTON, N.Y. HERRINGBONE IN BLUE

Mrs. Pope did not divulge the name of the owner of the cover in her article but in a letter received from her today she informed me that her

husband owns this gem and that I have their permission to make this fact public. She also illustrated another Valentine cover that is surely unique though she failed to mention that possibility. It is a cover in Mr. Pope's collection with a single 5¢ 1847 canceled and securely tied by the rare Binghamton, N.Y. "Herringbone" cancel in blue. This marking is extremely rare and especially in blue. A Valentine cover with this cancel in blue is surely unique. This cover came from the Meroni sale by Fox in 1952.

#### ANOTHER IN BLUE

In the Miss Matthies collection is a regular cover, a blue folded letter with a single 5¢ 1847, with red Binghamton postmark of "Dec. 28." The letter inside is plainly date-lined Dec. 27, 1847, showing that this odd marking was in use at that office as early as December 1847 and that a dark blue ink was used on Dec. 28, 1847.

These two covers are the only ones in my record with this unusual marking in blue. Incidentally, the Herringbone is also known in red, black and green.

#### THE BRUNSWICK (ME.) CRISSCROSS

Photograph No. 289 illustrates a blue folded letter with a single 10¢ 1847 canceled and tied by a black crisscross grid. I made a fairly accurate(?) tracing of this cancel and photographed it alongside the stamp. The black postmark is dated "Oct. 25" but there is no evidence of the year use. I have also recorded a cover with this crisscross grid applied in a faint red and a comparison of the two indicate a difference in the way the bars line up. I believe that some collectors claim that this cancel came from a single strike of a ringless crisscross grid, whereas others are of the opinion that the cancellation is a double strike of a 11 or 12(?) bars ringless(?) grid. In my opinion, the latter is the correct solution.

I have a record of two 10¢ '47 covers with the Brunswick crisscross applied in a faint red. One is postmarked Brunswick, Me. "Sep 6" (1847), the other "JUN ?" (1848). Also a record of a 5¢ 1847 single with postmark of "Mar 21" (or 24) (1848), the crisscross in a faint red.

I also have a record of a 10¢ '47 tied by the "crisscross" in black, with black postmark of "Feb. 9" (1848). Thus it seems probable that the postal clerk used red and black at the same time in 1847 and 1848. The strikes indicate that the clerk was quite careful in making two strikes appear as a single impression.

Brunswick is the home of Bowdoin College.

Incidentally, I do not have any record of an 1847 cover used from Brunswick, Me., with a single strike (not crisscross) of this ringless grid but I would welcome a sight of such a cover, also the loan of any 1847 covers with the Brunswick, Me. crisscross grid.

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END OF ISSUE NO. 72

March 1, 1957

Sixth Series of 1956-1957

Two photographs accompany this issue

Nos. 288 - 289

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*Allen P. Surovsky*

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ASHBROOK SPECIAL SERVICE

ISSUE NO. 73 - APRIL 10, 1957 (Sixth Series - 1956-1957)

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THE "SUPPLEMENTARY MAIL" SERVICE AT NEW YORK CITY

In last month's issue of this Service I devoted two pages to a discussion of that Service, and the Type A marking that was used on "late" foreign mail.

A photograph (#288) was included of a cover showing a 45¢ rate (single) to Hong Kong in October 1861. None of the three stamps on that cover were hit by the small Type A marking. In this connection, covers that do show a stamp or stamps actually canceled or tied by that marking are the exception and thus such covers are unquestionably quite scarce.

Photograph No. 290 illustrates a cover to Paris from New York on NOV 30 (1861) with a 30¢ 1861 single canceled by two strikes of the red Type "A" marking and no other cancelation. This cover is quite exceptional for several reasons, viz: This was a single 15¢ rate, not over  $\frac{1}{4}$  oz. with the payment by the 30¢ stamp of both the 15¢ postage and the 15¢ S.M. fee. It will be recalled that the fee for the late pier service was the same as the rate of postage, but the fee was paid by cash in the majority of covers that I have examined and listed in my records. It is also most exceptional because of the lone cancelation by the Type "A" marking.

How do I know that this was a 15¢ single rate cover? The markings prove this as follows:

1) The French receiving postmark reads, "ET UNIS. SERV. AM" shows that the letter was transmitted to England at the expense of the U.S. P.O.D., that is, by "Amer. Pkt." or in the wording above "SER. AM" - (Service American Packet). Such transmission entitled the U.S. P.O.D. to 3¢ internal and 6¢ Atlantic sea crossing. Thus for carriage from England across Channel, the French P.O.D. was entitled to 3¢ and also 3¢ French internal. Thus the large red pencil "6" at left end - or this U. S. credit to France of 6¢.

Had this letter weighed over  $\frac{1}{4}$  ounce ( $7\frac{1}{2}$  grammes) requiring 30¢ in postage, the credit would have been "12" instead of "6." And one more point in connection with the analysis of this most unusual cover - The New York postmark is the type that was used at ship-side on the New York pier, and it will be noted that it is the same type that was used on the 45¢ cover Photo No. 288, to China. This type had NEW at left and YORK at right, with PAID at top center. Underneath same is a bar, then month and day in center and a blank space at bottom. In the regular stampers of this type used in the foreign division of the N.Y. Post Office this blank space contained the sum credited to the foreign country. For example, note photograph #270 showing a credit of "3."



The sailing days for American Packets were generally on Saturdays and this cover was no exception, because Nov. 30, 1861 fell on Saturday.

#### THE S. S. SAXONIA

This cover is routed in upper left, "Per Saxonia." The annual report of the Postmaster General, dated December 1, 1862, on page 240, shows that this mail ship was of the "Hamburg Line" (Hamburg-American Line) and that she arrived at the Port of New York from Hamburg, Germany on November 20, 1861 and departed with (passengers) and the mail for Europe, touching at Southampton, England on November 30, 1861, (as per the date of the New York postmark).

The outbreak of the Civil War in 1861 was responsible for the withdrawal of the services operated by the U.S.-owned lines between New York and Southampton, Havre and Bremen. In consequence the U.S. P.O.D. awarded the Hamburg American Line a contract to carry the mails once a fortnight to Europe. Similar contracts were made with other steamship lines. Thus the carriage at U. S. expense, and the term "AM.PKT.," which indicated same.

On this cover are two genuine strikes of the Type A marking and inasmuch as counterfeits of the marking are in circulation, this cover is extremely valuable to any student engaged in an exhaustive study of the New York Supplementary Mail - 1859 to 1872.

When we can make our covers tell us their stories they take on so much added interest. An off-cover 30¢ 1861 with a genuine Type A marking is a nice thing to add to a page of cancelations but an item like this cover is a far different proposition. It has a story to tell.

#### CARRIER SERVICE AT NEW YORK IN 1860

The annual report of the Postmaster General, dated December 1, 1860, contained some very interesting data regarding the postal service in our country's largest city. It was contained in a special report by the New York postmaster, John A. Dix, dated November 14, 1860, to J. Holt, P.M.G.

It is well to remember that at that time there was no fee collection or delivery mail service by carriers, but rather such service was at the expense of the public. The following are some of the features of the Dix Report -

- 1) Six sub-stations were in operation - the nearest about one mile and a half from the main post office in downtown New York, the most distant, about three miles. Attached to each station was a corps of letter-carriers varying from seven to thirteen a station. The main office had 29 carriers.
- 2) The whole number of carriers employed totaled 89.

- 3) Contact between the main office and the sub-stations was performed by two wagons and two "mail messengers."
- 4) There were four deliveries of mail a day, none on Sunday.
- 5) Carrier deliveries extended only to Fifty-fifth St.
- 6) In order to facilitate quick service, 574 cast-iron street boxes for the reception of mail had been affixed to lamp posts. Letters deposited in these boxes were removed four times a day and taken to the main office or to the nearest stations. For this purpose 28 COLLECTORS or COLLECTING CARRIERS were employed.
- 7) The carriers and collectors were paid from the "Carriers Fund" which was derived from postage on city letters, 1¢ each, also one quarter of the "fees" on letters received from out of town, and delivered by carriers. Also one cent each, and the fees (one cent each) on letters collected from the lamp-post boxes and carried to the main P.O. or to the stations. Three-quarters of the fees on letters received from out of town and delivered by the carriers were paid to the respective carriers by whom the deliveries were made, and constituted a part of their compensation. They had also an equal share each of the carriers' fund, the "collectors" being first paid from it. Some carriers delivered more mail in thickly populated sections than others, hence the "Carriers' Fund" to balance the salaries of the carriers. Prior to June 1860 some carriers had earned from \$1,400 to \$1,800 per annum but at that time an order was issued fixing the maximum pay at \$1,200 per annum.
- 8) Regarding the number of letters delivered by carriers for the quarter ending September 30th, 1860 - from out of town, 1,215,355, drop or city letters, 451,938, total 1,667,273. Newspapers 146,398. For the same period the number collected from lamp-post boxes was as follows: Out of town 733,019, for city delivery 111,661, total 844,690. Newspapers, 198,580.

#### THE CARRIER COLLECTION FEE

For out of town letters, the postage was 3¢ per  $\frac{1}{2}$  ounce plus the collection fee of 1¢. This 1¢ was a fee, not postage. Thus the familiar term, "3¢ plus 1¢." Prepayment of domestic postage was compulsory and of course the 1¢ collection fee had to be paid. It appears that a rather large number of people resented this 1¢ fee and in protest dropped letters in the letter-boxes with 3¢ paid, but no 1¢.

In his annual report of 1860, the Postmaster General complained bitterly of such efforts to evade the law. In his discussion of similar attempts to evade prepayment of domestic postage, he stated in part, quote: "The same indisposition to obey the postal laws has been manifest by the non-payment of the carrier's fee on letters collected from the boxes for the mails in those cities in which this feature of



the penny post has been introduced. xxxxxx The letters are now retained for the payment of the carrier's fee, and the parties addressed are notified in order that, if they choose to do so, they may make the payment, which should have been made by the writers. Through the press, and by placards on the letter-boxes, every possible publicity has been given this law, and yet from inadvertence, or fraud, or other cause, numerous letters continue to be deposited in the boxes on which the carrier's fee is not paid.

Photograph No. 291 illustrates two interesting covers. The top one shows a letter dropped in a letter-box in Brooklyn without payment of the collection fee. In this case it was permitted to be forwarded with "Due 1 Cent" to be collected from the addressee. This cover bears no evidence of the year of use.

The bottom cover shows a letter originally dropped in a box at New York with a 3¢ 1857 but no payment of the collection fee. When this reached the post office it was rated "Due 1 Cent" and the addressee was notified that this letter was being held and would be forwarded upon receipt of a 1¢ cent stamp. This was done, the 1¢ 1857 was placed over the Due marking, and canceled and forwarded. Imagine all that trouble to collect a 1¢ Carrier fee. I have recorded similar covers used at Philadelphia and Boston.

#### THE STAR DIE ENVELOPES OF 1860

Postmaster General Holt in his annual report of December 1, 1860, stated, quote:

"A new die for embossing the stamp on the postage-stamped envelope has been adopted, which, is believed to be an improvement on the former one, especially because of its reduced size, giving a neater and more attractive appearance to the envelope." (unquote)

The above referred to the "Star Die" envelopes, issued in 1860 in denominations of 1¢, 3¢, 6¢, 10¢ and the "compound" or "3¢ plus 1¢." The following are the earliest known uses in my records of the "Star Die" envelopes:

- 1¢ - ? (no satisfactory "early")
- 3¢ - Aug. 29, 1860 (very early)
- 6¢ - Sept. 14, 1860 (extremely scarce)
- 10¢ - Oct. 15, 1860
- 3¢ + 1¢ - Dec. ? 1860 (the compound)

#### EARLIEST KNOWN USE OF THE "COMPOUND"

Up until recently I had never seen or heard of a use of the "compound" as early as December 1860, the only record that I had was an article in the press stating that this interesting envelope was issued in December 1860. Further, the P.M.G. in his report of Dec. 1, 1860,

stated, quote: "It is contemplated to introduce immediately two new denominations of envelopes; one embossed with a one-cent stamp, the other with both the one cent and the three cent stamps." (unquote) This indicated these two envelopes had not been issued prior to Dec. 1, 1860 but would be very soon.

Elliott Perry reported in his "Pat Paragraphs," Issue #39, pages 1203-1204, that an article appeared in the New York Herald on Sunday, Dec. 9, 1860, which stated that "New stamped envelopes" would be placed on sale at the New York P.O. on Tuesday Dec. 11th, 1860, consisting of a one cent envelope and an envelope ruled and unruled "embossed with the one cent and the three cent stamps."

Recently a subscriber to this Service submitted to me a "compound" buff envelope with "ruled" lines used from New York on Dec. 13, 1860, and addressed to Lockport, N.Y. He had obtained this in the Paige sale of March 22nd last, lot 616. Just two days after the predicted date of the New York Herald. I doubt if we will ever discover a cover with an earlier date than of Dec. 13, 1860 of this very interesting and scarce stamped envelope.

Further regarding the 3¢ plus 1¢ envelopes, the "Herald" also had this statement, quote: "The four cent envelopes will be a great convenience to those who use the lamp post boxes for letters to be transmitted by mail, the two stamps covering the mail postage and the carrier's fee." (unquote)

#### THE COMPOUND WAS NOT DEMONETIZED

When the war between the states broke out in 1861, the 3¢, 6¢ and 10¢ "star die" envelopes were declared invalid for postal use but the 1¢ envelope, 1¢ wrapper and the "compound" were not demonetized but were continued in use, and both were current up to and including June 30, 1863, when carrier's fees became obsolete. Thus these envelopes are legally valid for postage today. The reason they were never demonetized is that practically no supplies were sent to Southern Post Offices.

Incidentally, the 6¢ Star Die envelope is quite a rarity in used condition, and the S.U.S. quotes the "U31" Entire used at \$1,000.00.

#### FROM PHILADELPHIA TO NEW YORK - 24¢

Photograph No. 292 illustrates a most unusual cover - a white envelope not oversize, with 24¢ in postage from Philadelphia to New York. There is no evidence of the actual year use but it is my belief it was 1858 - the postmark Mar 25. The 24¢ rate was paid by a 1¢ 1857, Type V, a 3¢ 1857, Type II, a vertical pair of the 5¢ 1856, and two singles. The stamps are all canceled with a well-known type of grid (black) that was used at Philadelphia. This cover is absolutely genuine in every respect but the question can well be raised - Why a domestic rate of 24¢? Why 8 times 3¢, which means that the original contents weighed over 3½ ounces but not over 4 ounces. The rumpled edges of the envelope indicate there must have been an enclosure that was comparatively heavy, but what could



it have been? I had a faint recollection that there was a "regulation" in an "P.L. & R." about the transmission of Daguerreotypes thru the mail and sure enough in the P.L. & R. of 1857 in the "Regulations" I found the following on page 49, quote: "Sec. 88 - Daguerreotypes when sent in the mail should be rated and charged with letter postage by weight." This seems to fit this most unusual cover. This early type of photography was at its height of popularity in the middle and late eighteen fifties.

#### HAWAII - U. S.

Hawaii is a territory of the United States and no doubt in the not distant future the Islands will be admitted as a state of the Union. In my humble opinion, the 19th U. S. specialist of the future will be greatly interested in acquiring the interesting covers from Hawaii to this country in the last half of the last century. Covers that can be acquired today at reasonable prices are bound to be in much greater demand as the years slip by. Such material is part and parcel of U. S. postal history.

During the eighteen fifties and sixties there existed "agreements" whereby mail was handled between the two countries, but in 1870 an actual postal treaty was put into effect whereby mail in each country could be forwarded to the other at a single rate of 6¢ per  $\frac{1}{2}$  ounce. This treaty was in effect until January 1st, 1882, when Hawaii was admitted as a member of the "U.P.U." (Universal Postal Union)

In the fifties and sixties mail from the U. S. to Hawaii had to be prepaid to San Francisco, with the sea and Hawaiian postage collected from the addressee. Mail from the Islands consisted of prepayment of three rates - (1) The Hawaiian internal, (2) ship fee to San Francisco, (3) U. S. domestic. If a letter was addressed to some foreign country, the foreign rate from the U. S. took the place of the U. S. domestic.

In the latter part of the sixties a U. S. steamship line to Hawaii, Japan and China was subsidized and the U. S. rate to Hawaii became 10¢ (to the Hawaiian frontier only), thus the familiar oval marking found on such mail, "HAWAIIAN STEAM SERVICE" (see Service Photo #172 - Issue of Oct. 1, 1954). Mail from Hawaii to the U. S. required 5¢ Hawaii postage plus 10¢ U. S., and it was handstamped with the oval marking.

#### HAWAII - U. S. MAIL - TREATY PERIOD

1870-1881

The postal treaty with Hawaii was signed at Washington in May 1870 by President U. S. Grant, John A. J. Creswell, U.S. P.M.G., and Hamilton Fish, U. S. Secretary of State. On the part of Hawaii by Elisha H. Allen, representing the Kingdom of Hawaii. It became effective on July 1, 1870. The principal features of the treaty were as follows:

- 1) Exchange of correspondence between the two countries was to be by (A) the subsidized line of U. S. mail steamers plying between San Francisco and Honolulu. (B) Occasional steamers and sailing vessels

running between Honolulu and the ports of San Francisco, Portland, Teakaleet (Puget Sound) - Olympia and Port Townsend.

2) The U. S. to defray the expense of the sea conveyance of all mails transmitted both ways by the U. S. subsidized steamship line as long as maintained. Hawaii to pay the sea conveyance of all mails transmitted in both directions by means of occasional steamers or sailing vessels.

3) Both countries to retain all postages collected. Rate of postage to be 6¢ per half-ounce and at that rate for additional weight. In all cases, postages had to be prepaid by means of postage stamps. If not prepaid, such would not be forwarded.

4) Provision was made for the transmission of newspapers, and printed matter (see Treaty).

5) Mail to foreign countries could be forwarded thru the U. S. The wording was as follows (Article V), quote: xxx may be paid by the senders in the Hawaii Islands, by affixing uncanceled United States postage stamps of sufficient value to effect such prepayment." (unquote) No mention is made that any additional Hawaiian postage had to be included, and this is indicated by the following in Article V, quote: "xxx prepaid 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." (unquote)

It is well to note that there was no mention of Registered Mail in the Treaty.

NEW HAWAIIAN STAMPS FOR  
THE TREATY PERIOD

In order to facilitate payment of the new rates of the treaty, the Hawaiian P.O.D. issued three new stamps in March 1871 of the values of 1¢, 6¢ and 18¢. The 1¢ was for the inland circular rate, the 6¢ for the treaty rate and the 18¢ for 3 times that rate. These new values were engraved and printed by the National Bank Note Co. of New York in sheets of fifty (5 x 10). In the "S.U.S." these three are listed and quoted as follows:

#30 - 1¢ Purple & Violet

Unused .....	\$ .55
Used .....	.70
On cover .....	4.00

#33 - 6¢ Green

Unused .....	\$1.25
Used .....	.75
On cover .....	2.00

#34 - 18¢ Dull Rose

Unused .....	\$3.50
Used .....	1.75
On cover .....	3.50



In March of 1875, two additional values were issued, viz:

#35 - 2¢ Brown

Unused .....	\$ .60
Used .....	.30
On cover .....	.75

#36 - 12¢ Black

Unused .....	\$3.00
Used .....	2.25
On cover .....	5.00

REGARDING HAWAII COVERS

It is my opinion that the above quotations do not reflect the actual scarcity of covers with some of the above stamps and this especially applies to the 1¢, to the 18¢ of 1871 and the 12¢ of 1875. The following shows the number of these three values that were printed and delivered during the treaty period -

1¢ -	525,000
18¢ -	175,000
12¢ -	225,000

THE HAWAII 18¢ DULL ROSE OF 1871

According to the various authorities on the postal history of Hawaii, all agree that only 175,000 of the 18¢ dull rose were ordered and delivered as follows:

By National Bank Note Company

25,000 in March 1871  
50,000 in August 1871

By American Bank Note Company

100,000 in April 1879

175,000 total.

Referring to the 18¢ dull rose and the number printed, the book by Admiral Harris stated on page 223, quote: "In 1893 at least 100,000 were overprinted but they were not all from the last printing, etc. (S.B.A. 1879)." (unquote)

Kenyon in his booklet on Hawaii, (1895) also stated that in 1893, 100,000 of the 18¢ were surcharged with the three line "PROVISIONAL - GOVT - 1893" (black). This is the S.U.S. #71 quoted at \$1.50 unused, \$2.00 used and \$2.50 on cover.

Richards in his booklet (1916) had the following regarding the 18¢ stamp, quote: "It was known that there were still in 1896 a lot of unsurcharged

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18 cent stamps in the vault, (vault at the Treasury Dept. - Honolulu - S.B.A.) many of them stuck together. These were all taken out, and sold July 20, 1896 in one lot at face value to a party of three men - 18,890 at 18¢ (each) - \$3,400.20 received by the postmaster of Honolulu." (unquote)

Thus it appears that some 100,000 were surcharged by the Provisional Government in 1893, and a further lot of almost 19,000 were sold in 1896, thus perhaps the number actually issued of the 18¢ was approximately 81,110. Is there any wonder that covers franked by this stamp are exceedingly scarce?

A COVER WITH AN 18¢ HAWAII OF 1871

Photograph #293 illustrates a cover from Honolulu on Dec. 2, 1879 - a Registered to Philadelphia. As mentioned above, the postal treaty with Hawaii made no mention of Registered Mail to the U.S. nor have I been able to find any reference to such a feature from 1870 to the U.P.U. of Jan. 1, 1882. In 1879 the U. S. registration fee was 10¢.

It is believed that the Honolulu Post Office kept in stock a supply of U. S. postage stamps. In fact, the treaty mentioned that mail to foreign countries could be prepaid with unused U. S. postage stamps.

Evidently this registered cover weighed over one ounce, hence required a 3 x 6¢ rate and the sender attached a pair of U. S. 5¢ Taylor for the U.S. registration fee at San Francisco, when the letter was registered the day before Christmas in 1879. This is a most unusual and rare cover - a combination of U. S. and Hawaiian stamps - a registered from Hawaii prior to the U.P.U. With all these features I am wondering if it is actually unique.

I seriously doubt if any subscriber to this Service possesses a Hawaii cover with the 18¢ dull rose, but if I am mistaken will the owner please send it to me so that I can record it?

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END OF ISSUE NO. 73

April 10, 1957

Sixth Series of 1956 - 1957

Four (4) photographs accompany this issue

Nos. 290, 291, 292 & 293.

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*Allen Hummer*



ASHBROOK SPECIAL SERVICE

ISSUE NO. 74 - MAY 1, 1957 (Sixth Series - 1956-1957)

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A VERY INTERESTING ARTICLE

Why were the U. S. Department stamps issued? Why did they supercede "Free franking?" If you would like the answers be sure and read the interesting article by Walter I. Evans in the current April issue of the American Philatelist. We seldom get a worth while article on U. S. stamps, covers, or postal history in this magazine, so when we notice such a worth while study it is worthy of mention. One would get the impression from reading this magazine month after month that no one in the U. S. collected the stamps or covers of our country.

I thought that Mr. Evans illustrated a very interesting cover, to wit: A cover with a 3¢ green Bank Note mailed from Washington, D. C. on "April 14" - Year? - In the upper left corner in pencil is, "From Andrew Johnson - U.S.S." It is addressed to "Andrew Johnson, Jr., Greenville, Tenn." (Collection of Mrs. John D. Pope, III). In the upper right corner is a 3¢ green Bank Note. Mr. Evans stated the cover is addressed to the son of the former president of the U. S., but I was not aware that he had a son. Although the cover bears no year date, it seems rather certain that the use was Apr. 4 (or 14th) 1875.

At the expiration of his term in 1869, Johnson was succeeded in the presidency by Gen'l U. S. Grant. He retired to his home in Greenville, Tenn. and later became a candidate for the U. S. Senate but was defeated. In 1872 he ran for congressman from his district but was again defeated. In January 1875 he was elected to the U. S. Senate and took his seat in March of that year. The above mentioned cover with the April date must have been mailed the following month because several months later on a visit to a daughter in Tennessee he had a stroke of paralysis and died on July 29, 1875.

The Act of Jan. 31, 1873 (17 Stat. 421) abolished the franking privilege from and after July 1, 1873. It provided that no compensation or allowance be made to Members and Delegates of Congress on account of postage.

The Act of March 3, 1873 (17 Stat. 559) repealed from and after June 30, 1873 all laws and parts of laws permitting the transmission by mail of any free matter whatsoever. Also directed the Postmaster General to prepare and supply special postage stamps to each of the executive departments to be used commencing July 1, 1873.

The Act of March 3, 1875 modified the above legislation to some extent but it will be seen why a former President of the U. S. and at the time a member of the U. S. Senate which was then in session, had to pay 3¢ postage on a letter he mailed to Andrew Johnson, Jr. All of which I think is exceedingly interesting.

Greenville, Tenn., his home town, is in the mountains of Eastern Tennessee and during the Civil War there was a large portion of the inhabitants who were loyal to the Union. Personally, I never had much use for the town because it was here that the great Kentucky Confederate Cavalry leader, General John H. Morgan, was betrayed and unarmed he was shot down in cold blood by a cowardly Union soldier in September of 1864. My father was a Confederate soldier, and one of "Morgan's Men".

#### NEW GOVERNMENT PUBLICATION

Do not fail to send for the new Government publication entitled, "UNITED STATES DOMESTIC POSTAGE RATES - 1789-1956." "A Publication of the Post Office Department - Washington, D. C. - P.O.D. Publication 15." For sale by the "Superintendent of Documents - U. S. Gov't Printing Office - Washington (25), D.C." Price 45¢ - post free.

One section of this book is entitled, "Rates of Postage - Abstract of laws passed between 1789 and 1955 fixing rates of postage on domestic mail matter." This section alone is worth ten times the cost of the booklet.

#### FREE MAIL

Another section is devoted to "Franked, Penalty and Free Mail" - Abstract of laws, etc.

Anyone interested in our postal history should have a copy of this new booklet.

#### MOST AMAZING

In the recent Caspary sale by H. R. Harmer, Inc., held on March 18th, 21st last, of the U. S. "Carriers and Locals," Lot 271 was a small cover with a 3¢ 1857 plus a small type-set carrier stamp of "Beckman's City Post" of Charleston, S.C., both stamps tied by a Charleston, S.C. postmark of June 18, 1860. This Beckman stamp is listed in the 1957 S. U.S. under "Carrier" on page 266, and is quoted at \$1,750.00 unused, with no quote for used. The Harmer description of the cover stated it was the "only known example and generally considered the most outstanding carrier cover in existence." It sold at the amazing price of \$11,000.00 to Ezra Cole, apparently for an undisclosed client.

Beckman was a letter carrier in Charleston and this 2¢ stamp represented his pick-up fee for carrying this letter from a letter-box to the Charleston Post Office. The 3¢ 1857, for transmitting the letter by U. S. Mail to Brunswick, Ga. It was stated that Caspary acquired this little gem in a Ferrary sale in Paris back in 1920 and that it cost him something like \$600.00.

Six months after the date of this cover South Carolina seceded from the Union which may or may not have something to do with the rarity of this "Carrier." Just imagine - \$11,000.00 for a carrier cover.



A PONY "GARTER" COVER

In the same Caspary sale, Lot 1023 was a Pony Express cover from New York to San Francisco in October 1861 - thus an East to West Pony. It is well to note that Pony Express covers from the East to the West are much rarer than those from West to East.

The cover is a 10¢ green U. S. envelope of 1861 with the printed frank of the Pony Express Co. at left end. The envelope had the printed address - (to) "Agent of Pony Express - St. Joseph, Mo." All of which meant that a person could buy one of these Government envelopes from the Pony Express Company, add the ultimate address and put it in the mail and it would be delivered at the office of the Company at St. Joseph, Mo., from whence it would be transmitted across the plains, by the famed Pony Express.

The 10¢ green envelope stamp represented the U. S. postage per  $\frac{1}{2}$  ounce and the Wells Fargo & Co. frank the Pony Company's charge. Because this particular letter was over one-half ounce - thus a double rate - an additional 10¢ postage was required and also an additional Pony rate.

The former was paid by a 10¢ 1861 and the latter by a "Local" stamp of "Wells Fargo & Co." (see listing under Locals, S.U.S. 1957 - page 461 - #83 #14316.) 1960

This Wells Fargo stamp has for many years been called the "Garter stamp" and it was only on sale in Eastern offices of Wells Fargo & Co., which Company was operating the Pony Express in 1861. The "Garter" stamp was a \$1.00 blue on white - and read, "Wells Fargo & Co. -  $\frac{1}{2}$  oz. \$1.00." It was issued to prepay mail that was over  $\frac{1}{2}$  oz. in weight that was to be forwarded from the East to West by Pony Express.

The Wells Fargo frank at left end of this 10¢ envelope read: "Wells Fargo & Co. -  $\frac{1}{2}$  ounce PAID from St. Joseph to Placerville Per Pony Express."

The New York date of postmark of Oct. 19, 1861 was very late as the Pony Express went out of existence in November of 1861.

The Harmer description of this cover stated: "Excessively rare, only 2 other covers believed to exist with the 'Garter' stamp. In marvelous condition throughout and probably the most outstanding Pony Express cover in existence."

COVERS WITH THE "GARTER" STAMP

*Pony Express 'Garter' Covers*

There is no doubt about one thing - Pony Express covers with the "Garter" stamp are extremely rare and in my files I only have a record of five (5) - (The above auction description stated 3 in all). Further, in my humble opinion, one of the five, quite similar to the Caspary is equally as fine if not finer. I refer to the Knapp cover, Ex-Wm. H. Crocker - and as far as the Caspary being the most "outstanding," what about the cover that has a vertical strip of four "Garters?" In addition, this cover has four

copies of the 10¢ 1861, Type I, (sometimes called the "10¢ August"). This very rare four-times rate cover was illustrated in an article by Julius Loeb on the Pony Express that appeared in the American Philatelist for November 1930. I never saw the original cover but I believe it is considered by leading authorities to be genuine. Incidentally, it was from Boston Via St. Joseph, Mo. and Pony Express to San Francisco. (date unknown to me)

The Caspary cover sold at \$5,500.00 to the Weill Brothers of New Orleans - A record price for a Pony Express cover.

#### PONY EXPRESS "GARTER" COVERS

The following is a list of "Garter" covers in my files, Names of present owners are purposely withheld.

1) The Edw. S. Knapp cover. This was originally in the collection of Wm. H. Crocker of San Francisco. In the sale of his collection by Harmer Rooke & Co. in London on Nov. 23-24-25, 1938, it was Lot 763, and was acquired by the late Edw. S. Knapp. The sale price was 150 pounds, approximately \$750.00 at that time. This cover is a 10¢ U. S. envelope of 1861 with the W.F. & Co. pink frank at left end. Being over  $\frac{1}{2}$  oz. it has a 10¢ 1861 Type I (August). The Boston postmark is "OCT 19" and the two St. Joseph Pony markings are "Oct 27" (1861). One of these securely ties the \$1.00 Garter stamp, a feature lacking on the Caspary cover, not that it makes any particular difference in my estimation.

In a Knapp sale, held on May 7th, 1941, this gem was purchased by Ezra Cole, presumably for Wm. L. Moody, III. It was Lot 1580 and a good illustration will be found on page 1580 of the Knapp sale catalogue. Mr. Moody disposed of it at private sale and it passed thru several hands, eventually winding up at a fancy price in a noted collection of Pony covers.

2) The Needham Garter cover. This cover came from the Henry J. Crocker collection (a brother of Wm. H.) and an illustration of it will be found in the Knapp booklet on the "Pony Express" (page 19) (1936). This cover is also a 10¢ 1861 green U. S. envelope with the Wells Fargo & Co. printed frank at left end. A 10¢ 1857, Type V, adjoins the envelope stamp and both are canceled by a New York postmark with date of AUG 24 1861. This is quite an early date for the new 10¢ envelope as it was only issued about ten days earlier. A fine copy of the "Garter" stamp is in upper left and it is tied by the St. Joseph, Mo. Pony Express marking of "AUG 29" (1861). This is the "Oval in circle type" (same as on the Knapp cover). After Mr. Needham's death, this cover was sold by his Estate to a prominent collector of Western material.

3) The Caspary "Garter" cover (described above).

4) The E. A. Wiltsee "Garter" cover. I regret to state that I do not have a description of this cover but I am reliably informed it is now in the collection of Western Franks at the Wells Fargo Bank in San Francisco, and was presented to that Bank by the late Mr. Wiltsee.

*see next page*



5) The Hackett "Garter" cover, mentioned above, with a vertical strip of four of the \$1.00 Garter stamp, plus a V.S. of three and a single of the 10¢ 1861, Type I (August). The latter are pencanceled, and there is no postmark or Pony Express marking - If this was mailed at Boston, the absence of a Boston postmark seems odd. In upper left is the instruction to deliver this (if by U. S. Mail) as follows:

"Agent of Pony Express  
St. Joseph, Mo."

and the San Francisco address is,

"Mr. Louis McLane

or

William A. White

% of Messrs Wells Fargo & Co.

San Francisco

California"

In May 1941, just sixteen years ago this month, I wrote Mr. Hackett, the owner of the above cover, inquiring if he would be so kind as to loan me his cover so that I could make a fine photograph and record for my files and he replied that he would be glad to do so and would forward it to me within the next week or two as it was scheduled for display in a local exhibition. I had no further word and I did not follow up my request.

#### BEAR IN MIND

The original Pony Express Co. of 1860 never received a mail contract from Congress but the advocates of the "Central Route" were at last successful in obtaining an Overland Mail contract for that route. An act passed March 2, 1861, provided for a daily Overland Mail (stage coach) and a semi-weekly Pony Express, the compensation for the joint undertaking to be one million dollars per annum. The Company was given the privilege of charging the public \$1.00 per  $\frac{1}{2}$  oz. in addition to the regular U. S. postage for letters carried by Pony Express and the latter service was to be furnished until the completion of the transcontinental telegraph line. Similar to mail carried "outside of the mail" letters for transit by Pony Express had to be enclosed in Government stamped envelopes. For example, Wells Fargo & Co., operators of the Pony Express, advertised as of July 1, 1861 as follows:

"All letters must be enclosed in ten cent Government stamped envelopes and prepaid at the rate of one dollar for each half-ounce, or any fraction thereof."

#### THE PONY EXPIRES

The completion of the telegraph line connecting New York with San Francisco spelled the death knell of the Pony Express. Mr. Loeb stated in his A.P. article above mentioned: "By October 18th, 1861, the eastern end of the telegraph was completed from Salt Lake City to Omaha, Nebraska and on the 24th the eastern end of the line was completed and connected up with New York." What an event. The author also stated, quote: "On November 18th, 1861, a Pony arrived in Sacramento carrying seventy-eight

see next page

letters, and still another arrived on November 20th with one hundred three letters. As you will note, the last pony arrived at Sacramento November 20th." (unquote)

#### ONE MORE "GARTER" ITEM

In the Knapp sale, Lot 1581 was described as a \$1.00 Garter stamp "on small piece of cover with plain New York pmk. dated AUG 24." This item was illustrated in Elliott Perry's "Pat Paragraphs" - Issue No. 41, April 1941 - page 1272, and listed as "GENUINE." The "Needham cover" above has a postmark of "New York Aug 24."

#### BELIEVE IT OR NOT

A number of years ago two brothers wandered into a dealer's shop and each had a shoe-box of some family correspondence, which they wanted to sell. One had a cover with a single 90¢ 1860, a cover as good as gold. The other one also had a cover with various stamps of the 1857-60 issue, including a 90¢ 1860 with the perforations trimmed from all four sides. The dealer told the young man that his cover would have had more value if the 90¢ stamp had not been trimmed, and the young man explained that he had removed the stamp from the cover and cut the perforations from all four sides because he had a perforated 90¢ in his album and no 90¢ imperf to go in the imperf space. Later he replaced the trimmed copy on the cover. This is a true story. Less than a decade ago that cover came up at a New York auction but the 90¢ stamp had perforations and the cover was accompanied by a Philatelic Foundation certificate which stated, quote: "the 90¢ stamp had been removed, completely reperforated and replaced on the cover."

I think they should have stated, that a perforated 90¢ stamp had been removed from the cover and perforations trimmed from all four sides, and replaced on the cover. Later it was again removed and perforations added to all four sides and again replaced. That is what happened, believe it or not. In the near future I will give the complete history of this cover in a Service Issue.

#### A GARNIER COVER

Photograph No. 294 illustrates a "Garnier" cover with a single 5¢ 1856 used from New Orleans on JUN 22 1857 to Nantes, France. This was despatched thru Boston on July 1, 1857 and by a Cunard mail ship (British Packet) to England and thence across channel to Calais, France. The Boston postmark is in red denoting a fully paid letter and the credit to the French P.C.D. is shown by the figure "12" in the postmark, or 12¢. This indicated a rate of 15¢ per ½ ounce, yet this cover shows only 5¢ in postage was paid.

The U.S.-French postal treaty went into effect three months earlier or on April 1, 1857, and at the time of this letter there was no such a rate as 5¢ to France. A letter to France under the treaty had to be fully paid, and no partial payments were recognized.



What is the explanation of this cover? When it was submitted to me for authentication I made a very careful examination and I was of the opinion it was genuine. I did not find any evidence that this was originally a prepaid stampless to which some faker had added and tied a 5¢ 1856. Had this been such a stampless paid by cash or charge, surely the New Orleans office would have handstamped it "PAID," as was the custom. It shows the business firm marking of "ED LOCCUET -- NEW ORLEANS" and it seems possible that a clerk of that firm failed to put an additional 10¢ in postage on the letter. The Clerk at the New Orleans P.O., therefore, charged the deficient postage to the Locquet firm and permitted the letter to go thru as fully paid, but it seems odd that he did not stamp the letter as paid. Or is the real answer that the letter, thru oversight, went thru with only 5¢ in postage when it should have had 15¢? There was no evidence that there had ever been an additional 10¢ payment.

What is the explanation of this cover? When it was submitted to me for authentication I made a very careful examination and I was of the opinion it was genuine. I did not find any evidence that this was originally a prepaid stampless to which some faker had added and tied a 5¢ 1856. Had this been such a stampless paid by cash or charge, surely the New Orleans office would have handstamped it "PAID," as was the custom. It shows the business firm marking of "ED LOCQUET -- NEW ORLEANS" and it seems possible that a clerk of that firm failed to put an additional 10¢ in postage on the letter. The Clerk at the New Orleans P.O., therefore, charged the deficient postage to the Locquet firm and permitted the letter to go thru as fully paid, but it seems odd that he did not stamp the letter as paid. Or is the real answer that the letter, thru oversight, went thru with only 5¢ in postage when it should have had 15¢? There was no evidence that there had ever been an additional 10¢ payment.

OLD STAMP NOT RECOGNIZED

Photograph No. 295 illustrates a use from Cincinnati on September 15, 1861 of a 3¢ 1853 envelope, which a few weeks before had been demonetized and declared invalid for postal use. The Cincinnati office simply canceled out the "old stamp" with a blue "DUE 3 CTS" and made no explanation such as "OLD STAMPS NOT RECOGNIZED." The remarkable feature of this cover is its rarity. Many years search for covers with non-recognition of the "OLD STAMPS" at the Cincinnati office has brought to light very very few examples. If any subscriber happens to have such a cover I would appreciate advice.

"THRU THE LINES"

Photograph No. 296 illustrates a folded letter mailed at Louisville on August 22 1861 and addressed to New York City. This letter was dated Charlottsville, Va. "10 August 1861" and evidently was sent under separate cover to the "American Letter Express Co." at Nashville, Tenn. and carried "Thru the Lines" to Louisville by that Company and placed in the mail at that office. The letter was apparently from the writer to his brother in New York City. The last paragraph is worth quoting, viz:

"I do not like the espionage of Adams Express, - its dunderheaded ag't here undertook to erase certain portions of my last letter to you as contraband. You will therefore please answer me under cover to 'American Letter Express Company,' Louisville, Ky., enclosing 15¢ for postage which you will find herewith." (unquote)

This letter with Louisville date of "Aug 22" is a very late use for a letter carried Thru the Lines because on August 26th Postmaster General Blair issued an order instructing the arrest of any express agent carrying mail across the lines (See October 1956 Issue of this Service - No. 67, page 543 - Photo #270)

Three(3) photos  
accompany this issue  
Nos. 294, 295 and 296.

END OF ISSUE NO. 74  
May 6th, 1957  
FINAL ISSUE OF THE  
Sixth Series of 1956-1957

*John P. Asmussen*



Page #604

ASHBROOK SPECIAL SERVICE

ISSUE NO. 75 - JUNE 1, 1957 (Seventh Series - 1957-1958)

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AGAIN THE PONY EXPRESS GARTER COVERS

In last month's issue I made a slight error in describing the Knapp "Garter" cover on page 600. I stated that Mr. Moody disposed of the cover at private sale. Instead, the cover was in the Third Sale of the Moody collection, held on Nov. 27, 1950, by H. R. Harmer, Inc. and was Lot 197 and sold at \$2,000.00.

Further referring to the Hackett cover, I stated on page 600 that the date of use was unknown to me. I have since been advised that the date of the letter enclosed was Boston, "Oct. 11, 1861." This cover is owned by Mr. George M. Hackett of Santa Clara, Calif., who was, for many years, an employee of Wells Fargo & Co. The cover, as previously stated, was addressed to Louis McLane, who was at one time President of Wells Fargo.

Because this cover has no Boston postal markings leads me to suggest that it was forwarded to the agent of the Pony Express Company at St. Joseph, Mo. under separate cover, but it does seem a bit strange that the markings of the Pony Express Company were not applied at St. Joe, which again suggests that it was again despatched, by Pony, under separate cover. At any rate, the U. S. postage and Pony carriage was prepaid at a quadruple rate.

FOR THE RECORD

The Automobile Club of Southern California (Los Angeles) publishes a monthly magazine called, "WESTWAYS" (20¢) and in the current issue of May is an article by Daniel K. Stern about George Hackett and his Garter cover, the latter being illustrated together with the original enclosure, showing "Boston, Oct. 11, 1861."

AGAIN THE CASPARY "GARTER" COVER

Photograph No. 297 illustrates the Caspary cover with the small "Garter" stamp tied by the St. Joseph, Mo. oval marking (black) of the Pony Company. This shows Oct. 21, the receipt date. The large Pony marking - "oval in circle" (black), shows Oct. 24, the departure date from St. Joe by Pony, thus this letter was held over at St. Joe, from Monday until Thursday. The New York postmark is Oct. 19, 1861 (Saturday). The 10¢ 1861 (green) envelope with printed "Frank" at left end cost the sender \$1.10 and was payment for U. S. Mail and Pony transmission from the East to San Francisco. Because the letter was over  $\frac{1}{2}$  ounce, another \$1.10 payment was required, hence the extra 10¢ 1861 and the \$1.00 Garter stamp.

AGAIN, THE FAKED 90¢ 1860 ARMITAGE COVER

For an illustration of this fake, see Photograph #235. For mention

of the cover see pages 410, 411 and 412 of the July 1955 Issue of this Service, and for a full description of the cover, see page #455 of the December 1955 Issue.

#### WHERE DID ARMITAGE OBTAIN THE COVER?

On pages 410, 411, I stated, quote: "George Armitage of Birmingham, England was quite a prominent collector of U. S. 19th Century stamps and covers, back in the nineteen-twenties. Someone sold him, along about 1920, a fixed cover with a 90¢ 1860, which consisted of three stamps as follows - a 30¢ and 90¢ 1860 ~~xxxxxx~~ and a 12¢ 1860 (from Plate 3)." (unquote)

In an article by B.W.H. Poole in Mekeel's Weekly Stamp News of Feb. 17, 1941, the author stated, quote: "From May to July 1920 we were visiting in England, partly on account of the International Stamp Exhibition held in London at about that time, and while there we purchased from Sefi, Pemberton & Co., a rather nice collection of United States stamps of the period 1840 to 1869 which was remarkably strong in covers. Among these covers was one bearing the scarce 90¢ (1860) in conjunction with a 30¢ and 12¢ - a total postage of \$1.32. This letter originated in New York and the stamps were cancelled with the regular bars of that time in red. On the face of the cover was a postmark reading, 'New York Am. Pkt Jan. 26' in red; while on the back was the London transit mark in red and 'Calcutt Steam Letter 1861 Mar 16' in black. The letter was addressed to a business firm in Calcutta and was inscribed 'Overland Mail Via Marseilles.' The collection containing this cover was sold intact to Mr. G. W. Armitage of Manchester. We believe this collection was dispersed some years ago and who is now the lucky possessor of this beautiful cover we do not know." (unquote)

#### LAPHAM ACQUIRED THE ARMITAGE COVER

In Mekeel's, issue of March 10, 1941, I published an article, "United States 90¢ 1860" in which I listed and described the covers bearing a 90¢ 1860 that were known to me at that time. I mentioned that when the Armitage collection was sold (about 1931) that the 90¢ cover was acquired by the "late Mr. Raymond W. Lapham of Boston." The cover was in the Lapham exhibition at Tipex, New York, May 1936 (International Exhibition).

This "fixed cover" originally had a 30¢ 1860 and a 12¢ 1860 - the markings prove the rate was 42¢. A Zareski faker removed the 12¢ and placed it down in the bottom left corner of the cover and in its place he added a 90¢ 1860, and with some red paint he gave philately what "Colson of Boston" stated was, quote: "one of the world's grandest letters bearing a 12¢, 30¢ and 90¢ making the \$1.32 rate New York to Calcutta. No finer example of this beautiful combination exists and the possessor may count himself as one out of possibly three such proud owners in the entire world." (unquote) (See Colson's News Letter of June 1955). Note the wording, "making the \$1.32 rate New York to Calcutta." There was no rate of \$1.32 to Calcutta at that time but as long as a cover



looks good what difference does a mere matter of rate mean?

#### THE AUGUSTINE HEARD COVER

In last month's issue (May) of this Service (page #602) I included a few remarks about a 90¢ 1860 cover from which some person had removed the 90¢ stamp, cut off the perforations and used it to fill a space in his "stamp album" for a "90¢ 1860 imperforate." I stated that in a future issue I would give a complete description of this cover, which was from the well-known correspondence addressed to "Messrs Augustine Heard & Co.- Shanghai, China." No doubt you have an Augustine Heard cover in your collection.

#### THE HEARD CORRESPONDENCE

Back in the fall of 1931, two "boys" brought a batch of the Heard covers into the office of the United States Stamp Co., San Francisco, Earl Hamilton, Proprietor. Recently Mr. Hamilton advised me in part as follows, quote: "Two boys, whose father was in the utility business in China, as kids resurrected this lot of correspondence. The older brother soaked off from the various covers one of each kind of stamp that was on the various covers and the balance he left on the covers. He has since advised me that he and his brother removed the 90¢ and trimmed it themselves. xxxx The younger soaked all of the stamps off the covers he got and we eventually bought his collection." (unquote)

#### THE HEARD COVERS SOLD BY POOLE

In an auction sale held by B. W. H. Poole of Los Angeles, Calif. on Wednesday, February 17, 1932, fifty-six lots consisted of covers from the Heard correspondence. The sale catalogue contained the following announcement, quote:

"The first lots of covers in this sale form an entirely new 'find' of considerable importance. This correspondence has been lying in the Orient for many years and was recently acquired by Mr. Earl Hamilton and Mr. Joseph Silver, of the United States Stamp Co., San Francisco, who have given me instructions to sell them at auction. These covers are all of the 'letter sheet' variety and most of them have been folded through the address side to preserve the stamps.

"These covers will be on view at the offices of the UNITED STATES STAMP CO., 391 Bush Street, San Francisco, on February 2nd, 3rd and 4th; and also at the offices of the NASSAU STAMP CO., 70 Nassau Street, New York, on January 21st, 22nd and 23rd. This correspondence is addressed to Augustine Heard and Co. of Shanghai, China, and is mostly from New York and Boston sent via. Marseilles and London." (unquote)

#### TWO HEARD 90¢ 1860 COVERS

There were two 90¢ 1860 Heard covers in the Poole sale. One had a single 90¢ stamp which was Lot 13 and it was described by Mr. Poole as

follows, quote:

"90c BLUE. TRIFLE CLOSE B. BUT VERY FINE WITH BOSTON AND CANCELLATION IN BLACK. MAILED FROM BOSTON SEPT. 11th, 1860 AND REACHED HONG KONG NOV. 14th. Sent by Steamer 'AFRICA' via Marseilles. AN EXCESSIVELY RATE AND HANDSOME COVER ..... (54) \$2,000.00." (unquote)

The sale price was \$810.00 and it was purchased by Philip H. Ward, Jr., who, according to my records, sold it to Mr. Henry C. Gibson of Philadelphia. In the Gibson sale, held by Ward on June 14, 1944, this cover was Lot 184 and was described as follows, quote:

"90¢ Blue tied black Boston town to Shanghai, China. Cover postmarked bright red 'LONDON SP 24 60 PAID' and manuscript '80' cover marked 'via Marseilles' 'Africa.' Full letter dated Boston Sept. 11, 1860. The stamp very fine, cover small, neat, attractive. This stamp used as a single is rare. From famous Augustine Heard & Co. correspondence. One of the gems of the sale. (Photo above) (54)." (unquote)  
The sale price was \$3,000.00 and the buyer was the late Y. Souren.

#### EARLIEST KNOWN USE OF THE 90¢ 1860 (?)

The above Heard cover from Boston on Sep 11, 1860 is the earliest known use of the 90¢ 1860, in my records. The S.U.S. gives Aug. 13, 1860, but such a use is unknown to me.

#### THE SECOND HEARD COVER

The second 90¢ 1860 cover in the Poole sale was Lot 14 and it was described as follows, quote:

"90¢ BLUE, UNFORTUNATELY THE PERFORATIONS HAVE BEEN TRIMMED FROM ALL FOUR SIDES; 30c ORANGE, A FINE PAIR THOUGH PERFORATIONS CUT TOP AND RIGHT; 10c TYPE V; 5c TYPE II, AND 3c. Total postage \$1.68. A REMARKABLE COVER OF THE GREATEST RARITY. ALL STAMPS ARE WELL TIED ON WITH THE BOSTON 'PAID' CANCELLATION IN BLACK. MAILED FROM BOSTON ON NOV. 9th, 1860 AND REACHED HONG KONG JAN. 10th, 1861 .... (44, 48a, 50, 53, 54)." (unquote)

The sale price was \$375.00 and according to my records it was purchased by the late John Kleeman of the old Nassau Stamp Co. of New York.

John Kleeman will long be remembered in the philatelic world as the buyer of 43 copies of the counterfeit Hawaiian Missionary stamps in 1920 from George H. Grinnell. It appears that Kleeman sold his 90¢ Heard cover to the late Henry C. Needham of New York. According to rumors from various sources, Henry had a reputation for "restoring" damaged covers, and it is possible that he had the trimmed 90¢ stamp removed from the cover, new perforations added, and replaced on the cover, and perhaps a bit of "painting" done to eliminate telltale traces. Or perhaps Kleeman had the re-perforating done, but at any rate, either gentleman was not above resorting to such deception.



Henry passed away in the early nineteen-forties and Eugene Costales dispersed much of his philatelic holdings for the Needham Estate. Mr. Costales recently advised me that he purchased a Needham collection from the Estate in which was the Heard cover with the "restored" 90¢ 1860 stamp and that he sold the collection intact to a collector, who retained the material he desired and turned the balance over to Harmer Rooke & Co. to dispose of at auction. This was in the spring of 1949 and word came to me that the Heard 90¢ cover would come up at a later date at auction by Harmer Rooke & Co. I advised Mr. Gordon Harmer that the cover was questionable and that it would be advisable to submit it to the Philatelic Foundation Expert Committee, and this was done. In June 1949, the cover was submitted to me by the Committee and on June 29th, I made the report to them of my examination. At that time I made numerous photographs of the cover, and enlarged photos of the stamp thru various color filters and by ultra-violet light. The Foundation Committee issued certificate No. 1866, dated Sept. 12, 1949.

#### THE "REPERFED" 90¢ HEARD COVER

Photograph No. 298 illustrates the way the cover was in June 1949 when this photograph was made. It shows a high rate to China from Boston on Nov. 9th, 1860, of \$1.68. The cover, of course, is genuine in every way except the "restoration" of perforations on the 90¢ stamp. And incidentally, this cover shows

#### THE SECOND EARLIEST KNOWN USE OF A 90¢ 1860 STAMP (?)

This Heard cover was offered in a sale by Harmer Rooke & Co. on December 13th, 1949, as Lot 151 and was described as follows, quote:

"90c blue, pair of 30c, 10c, 5c and 3c. All tied by Boston PAID on folded letter to Shanghai (Augustine Heard & Co.). Red London transit dated Nov. 23, 1860. Backstamped Hong Kong, Jan. 1861. Foundation Certificate states that the cover 'is genuine, but the 90c stamp has been removed, completely reperforated and replaced on the cover.' Despite this, it is a beautiful cover of the greatest rarity. (See photo) (39, 38, 35, 30a, 26) \$2,660.00." (unquote)

The sale price was \$360.00 and it was purchased by Willis Cheney, a Nassau Street stamp dealer for an undisclosed client.

In the article by B. W. H. Poole in Makeel's of Feb. 17, 1941 (as above), the author described the two Heard covers and quoted his 1932 auction descriptions of them. I wonder how many present day advanced students of our postal history could explain why the Heard cover required \$1.68 in postage in 1860? What was its weight? What was the U.S. British share? And finally, as it was routed "Via Marseilles" - (thus across France) - what was the French share? As France rated per  $7\frac{1}{2}$  grammes - or approximately  $\frac{1}{4}$  ounce - there was a rate for every  $7\frac{1}{2}$  grammes. At that time, the  $\frac{1}{4}$  oz. rate to China "via Marseilles" was 39¢, and the  $\frac{1}{2}$  oz. rate was 45¢. Higher weights were as follows:

Not over	$\frac{3}{4}$ oz.	-	\$ .84
"	"	1 oz.	- .90
"	"	$1\frac{1}{4}$ oz.	- 1.62
"	"	$1\frac{1}{2}$ oz.	- 1.68

Therefore this letter weighed over  $1\frac{1}{2}$  oz. but not over  $1\frac{1}{2}$  oz.

At right on face of the cover is a red pencil "84" over a "4." The "84" was the U. S. credit to Britain of 4 x 21¢. The letter was transmitted by U. S. Packet to England, hence the U. S. share of the rate was 4 x 16¢ sea plus 4 x 5¢ internal. The "4" was the number of rates per  $\frac{1}{2}$  oz., viz: not over  $\frac{1}{2}$  oz. - 1 rate  
" " 1 oz. - 2 rates  
over 1 oz. - 4 rates

84

The credit of "84" to the British was divided between the British and French post offices as follows: British 4 x 12¢ = 48¢  
French 6 x 6 = 36¢. Total 84¢.

#### JOHN HEARD - AUCTIONEER

Back in the nineteen-forties there was a philatelic auctioneer in Boston by the name of John Heard. For instance, if you have a catalogue of Kelleher's 432nd sale, of the 1847 stamps from the Sweet collection held on Oct. 21, 1944, you will find on the cover page - "John Heard - Auctioneer." Philip Ward, Jr. reported in his column in "Mekeel's" of March 21, 1949 that the Heard firm was founded by the uncle of John Heard's grandfather.

#### THE HEARD COVER AND ITS FOUNDATION CERTIFICATE

We have gone into much detail in giving the history of this "RESTORED" cover for the purpose of documenting it for the safeguard of future prospective buyers, because if this cover runs true to form it will probably fall into the hands of some dealer or collector who will destroy the Foundation certificate and try and sell it as "superb and genuine in every way." I can cite case after case of this kind and I have picked one case as a typical example, as follows:

Photograph No. 299 illustrates a cover to Paris, France, from New York on Feb. 5, 1870, with a 30¢ 1869. In upper left it bears a French mail ship postmark with the same date, viz., "5 FEVR 70," all of which means that this letter was put aboard a French mail ship in New York harbor that was due to sail for Havre, France on that date. The U. S. rate was 10¢ per half-ounce and it was simply the "U. S. Steamship Rate" and merely paid the postage to the French frontier which in this case was only to the French mail ship. The French postage due is represented by the handstamped "8" or 8 decimes, approximately 15¢. This cover originally surely had a 10¢ 1869 stamp which some crook removed and substituted the 30¢ stamp. This is a favorite trick of the criminal Zareski and the cover looks like it came from his factory.

My records show that this cover was submitted to me by the Expert Committee of the Philatelic Foundation on December 6, 1947. I gave them the facts and no doubt they issued a certificate to that effect. It was again submitted to me by the Committee on August 8, 1951, and I reminded them that they had apparently overlooked the fact that they



had passed on this cover in 1947. It was again submitted to me for the third time by Jack Molesworth on April 12, 1956, and for the fourth time it was submitted to me by Herman Herst, Jr. on April 30, 1957. Apparently it is owned by someone in Europe who keeps sending it over here in an effort to sell it. When I examined it in 1947 it had the endorsement of some European expert. Later his endorsement was removed.

In the lower right corner it bears a small encircled RD. This faked cover should be destroyed because sooner or later some uninformed collector will buy it, thinking it is a "bargain."

A used 30¢ 1869 catalogue at \$25.00, but on cover the figure is \$300.00, though no informed person would think of selling a fine 30¢ 1869 cover at any such a catalogue price.

Compare this photograph with Photo #280, a genuine cover to Paris in June 1870 with the 10¢ direct U. S. steamship rate, with "8" decimes due. I have a photograph in my files of a 10¢ 1869 cover that was despatched to Paris, France by this same French mail ship on the same date - Feb. 5, 1870. It also shows the "8" due. For the record, it was Lot 312 in the Deane Sale of Dec. 6, 1943.

10¢ 1861 - TYPE I - S. U. S. #58

I often wonder if philatelists will ever cease to refer to this stamp as the "August" and also if the publishers of the S. U. S. will ever remove this issued stamp from the list of the items listed as the "FIRST DESIGNS" of 1861, and numbered 55 to 62. This 10¢ stamp as well as the 24¢ violet No. 60, should be removed, and listed under the heading, "Regular Issue." Why should this foolish listing be continued year after year when all well-informed students of our postal issues do not believe that 55, 56, 57, 59, 60, 61 and 62 were ever issued as postage stamps. A heading above No. 55, states, "it is doubtful" that the above numbers were "regularly issued." What an absurd statement. Where does any doubt enter? With no proof to indicate these bits of paper were ever issued why should there be any doubt that they were issued?

The 10¢ should be listed as No. 68 as Type I, and the present #68 should be given a major listing, as Type II - and the S. U. S. number could be 68A. The 24¢ violet should be listed as No. 70, and the present No. 70, the 24¢ red lilac, could be given a major listing as 70A. There are plenty of letters in the alphabet which could be given to the present 70A, 70B, 70C, etc., etc.

These two 10¢ 1861 stamps should be listed together for what they are, viz., two types of the same design, and not as the "August" and "September" which is absurd and has no connection because the "August" was not issued until September (in my opinion) and the "September" was most assuredly issued in August, (1861).

10¢ 1861 TYPE I - DOUBLE TRANSFER

Thirty years ago it was the custom to refer to a double transfer variety as a "shifted transfer" or as a "shift." Thank goodness the use of the term has long been discontinued. Under the listing of #58 - 10¢ Type I, we find,

DOUBLE TRANSFER (94 R IV)

In other words, a double transfer on the 94th position of the right pane of Plate 4. I don't know why the catalogue uses "IV" instead of "4." The imprint does not read "IV" but "No. 4." Thus 94 would be the fourth position in the bottom row of the right pane of the plate. I call attention to this stamp because this is not just another "double transfer variety" but one that is truly most remarkable.

POSITION 94R4

Stamps from 94R4 show that before 94 was entered on the steel plate there had been a previous transfer of another stamp design, that the first design had been burnished out (erased) and the 10¢ design entered in its place. What is called the "double transfer" of 94R4 is actually traces of the previous design - they are not traces of the 10¢ design. Is this not remarkable? These "traces" were deep in the plate and were not entirely erased, (burnished) and they are traces of the 90¢ design and in all probability came from a relief used to enter the 90¢ "Premieres Gravure" plate (S. U. S. No. 62 Design).

Back in 1943 it was announced that a Mr. Cyril F. Dos Passos was the discoverer of a new variety, a "shift" on the 10¢ No. 58, but this was not true as the fact is the variety was first discovered as early as 1922 by the late Mr. A. Krassa, a prominent New York, Nassau Street stamp dealer of his day.

In the Collectors Club Philatelist for July 1922 (Vol. 1 - No. 3 - Harry Lindquist, Editor) on page 113, appeared the following, quote:

"SHIFT IN 10¢ AUGUST 1861

What appears to be a newly discovered Shift on the U. S. 10¢ August of 1861 has just been discovered by Mr. A. Krassa. The most noticeable feature is a V showing underneath the bottom line bearing the legend 'Ten Cents.' Other marked differences show throughout the stamp which apparently indicate that a reverse transfer had first been made and then corrected. The stamp is valued at \$75.00." (unquote)

The above identifies the Krassa discovery stamp by mention of, quote: "The most noticeable feature is a 'V' showing underneath the bottom line bearing the legend 'Ten Cents'" - which applies to the 10¢ 1861 Type I - 94R4.

Photograph No. 300 illustrates a 90¢ 1861, No. 72, the issued stamp to left, at right is the 10¢ 1861, Type I - double transfer variety 94R4. On this print are numbers from one to ten showing the principal



traces that remained on the plate of the 90¢ design. These numbers correspond with those on the 90¢ showing the origin of the deeply cut parts of the design on the die. For example, the "V" (No. 1) on the 10¢ came from that part of the 90¢ with number 1.

In the private collection of Philip H. Ward, Jr. is an unused block of four of the 10¢ Type I with part of the imprint at bottom with plate "No. 4." The positions are 84R4, 85R4, 94R4 and 95R4. It was this block that enabled Mr. Ward to identify the plate position of this remarkable double transfer. There is a used copy of 94R4 in the Michael Newbury collection. What was the origin of this double transfer variety?

I recall that someone years ago suggested that in the original transfer of the plate that 94 had been unsatisfactorily entered with a 10¢ relief, that the design was burnished out and thru error, a relief was entered with the 90¢ design. When this was discovered, the 90¢ was erased and a 10¢ relief entered. I doubt very much if this is what actually happened, because traces of both entries would show, but rather that thru error of some sort, the 90¢ was entered first, burnished out and the 10¢ design entered. It has also been stated that perhaps other positions in the bottom row of the right pane were, thru error, also entered with the 90¢ relief, but I do not possess any evidence to support such a theory. In the Ward block none of the other three positions show traces of a double transfer.

END OF ISSUE NO. 75

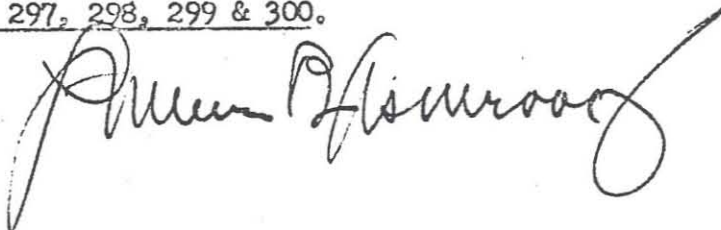
June 1, 1957

First Issue of the Seventh Series of

1957 - 1958

Four photographs accompany this issue

Nos. 297, 298, 299 & 300.



ASHBROOK SPECIAL SERVICE

ISSUE NO. 76 - JULY 1, 1957 (Seventh Series - 1957-1958)

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AN INTERESTING CONFEDERATE COVER

Photograph No. 301, illustrates a cover signed by J. Johnston Pettigrew, Brig. Gen'l, C.S.A. which has a 2¢ green Confederate stamp in lower left corner that did not originate there. Some "fixer" added this stamp and pencanceled it to a stampless cover.

This was a Confederate "Soldier's Letter" and was thus permitted to pass thru the Confederate postal system with postage due. It was mailed by General Pettigrew from Winchester, Va. on June 27 and I presume the year was 1863. Soldier's letters, in order to be forwarded without payment of postage had to be signed by an officer, thus the signature of the Confederate General on his letter. Members of the armed forces did not have any free franking privileges. Even Gen'l Lee had to prepay his mail, and if sent unpaid, with postage due, it had to be signed by him or one of his officers. On this Pettigrew cover, the "Due" and "10" were applied at the Winchester Post Office, a town in Northern Virginia at the head of the Shenandoah Valley and in Confederate occupied territory.

It was addressed to W. S. Pettigrew, Summerville, Harnett Co., N.C. and forwarded, without extra postage, to Raleigh, N.C., which is in the adjoining county of Wake. Incidentally, extra postage was charged in the Confederacy on domestic Forwarded Mail, but no charge was made on forwarded mail of the armed forces.

GENERAL J. JOHNSTON PETTIGREW C.S.A.

The General came from a wealthy and aristocratic North Carolina family, but after graduating in law he began practice in Charleston, S.C. He took much interest in the militia of that state and was elected a captain. In 1860, by order of Gov. Pickens, he demanded of Major Robt. Anderson (U.S.A.) the evacuation of Fort Sumter. Later he was made colonel of a North Carolina regiment and in 1862 was promoted to Brigadier General in the Confederate Army. He was wounded and taken prisoner at the Battle of Seven Pines, but was later exchanged. Evidently when this letter was mailed on June 27 (1863?) he was in the vanguard of Lee's Army headed for Pennsylvania and the Battle of Gettysburg. His troops were the first to enter that town and it was he who first discovered a large concentration of Federal troops in the vicinity. He commanded the left wing of Pickett's charge on the third day at Gettysburg and was wounded but remained at the head of his troops on the retreat back to Virginia. Crossing the Potomac in an engagement of Falling Waters, Md., he was fatally wounded and died several days later on July 17, 1863, near Winchester, Va., where he had mailed this letter just 20 days earlier. He was only 35 years of age when he passed away.



Covers take on so much added interest when we have some knowledge of their backgrounds. I believe this Pettigrew cover is a typical example.

BY ADAMS EXPRESS

Photograph No. 302, illustrates a rather unusual "Across the Lines" cover, and inasmuch as we are always searching for "unusual" covers in any category I am making this cover the subject of a few remarks. It is unusual because it displays a violation of Confederate postal laws regarding the handling of mail by express companies. Where mail was handled by such companies, full payment of Government postage was required.

This cover does not show any Southern postmark nor evidence of any payment of Confederate postage. I don't suppose there is any doubt that this letter originated within the Confederate States and was carried across the "Lines" by Adams to Louisville, Ky., where it was handstamped with their stamper over the 3¢ "Star Die" on "Aug. 10, 1861." The U.S. 3¢ 1857 stamp was applied by Adams in their Louisville Office and the letter was mailed on "Aug. 11" and sent on its way in the U.S. Mail to Lynn, Mass. To the left of the 3¢ 1857 stamp is a manuscript "2/," and possibly some writing under the stamp. The "2/" meant "two bits" and the writing no doubt read, "2/ Paid," or "25¢ Paid," which was the Adams fee for carrying the letter across the Lines to Louisville. Back in the early days of the South, a "bit" was an eighth of a Spanish dollar - 12½¢.

POSTMARK USED AS A CANCEL.

Photograph No. 303, illustrates a single 5¢ 1847 on a blue folded letter from New York to Philadelphia, with the stamp canceled and tied tight to the cover by a red New York postmark of "Dec 27." A second strike of the postmark is in the upper center. In my opinion, the officials of the Post Office Department did not approve of the use of the office date stamp or postmark to cancel postage stamps. The "P.L. & R." of 1847 was issued in April of that year before postage stamps were issued, hence contained no instructions regarding the canceling of stamps.

In the next P.L. & R. edition, issued in 1852, Sec 380, of the Regulations read as follows, quote: "The cancellation should be effected by the use of black printers ink wherever that material can be obtained; and where it cannot, the operation should be performed by making several heavy crosses or parallel lines upon each stamp with a pen dipped in good black writing ink." (unquote)

Here is official authorization for the use of "pencancels." Why are pencanceled U. S. 19th Century stamps held in such low esteem by the collecting public?

USE OF A POSTMARK TO CANCEL

Sec. 382 of the 1852 Regulations read as follows, quote: "The use of the office dating or postmarking stamp as a canceling instrument is

prohibited, unless it be used with black printer's ink and in such manner as to thoroughly effect the object." (unquote)

#### ONLY ONE KNOWN

In the eighth Caspary sale by H. R. Harmer, Inc., held March 18-21, 1957, Lot No. 1028 was a Pony Express cover from San Francisco in June 1861 to New York. It was a U. S. 10¢ green "Star Die" stamped envelope with a \$2.00 red and a \$4.00 green Wells Fargo Pony Express stamps. This cover is the only one known with the \$4.00 green stamp. If we refer to the 1957 "S.U.S." we find this rare \$4.00 value listed in the "Locals" section on page 461, as #14312 and priced - unused at \$15.00 with no quotes for "used," or "on cover." Under the heading "1861" and "April to July" two stamps are listed, viz., a "\$2.00 red" and this "\$4.00 green," the former at \$35.00 used and at \$500.00 on cover.

#### THE PONY EXPRESS

The famed Pony Express, the most glamorous episode in U. S. postal history, was founded in 1860 by the great western trucking firm of Russell Majors & Waddell and was operated under the name of "The Central Overland California and Pikes Peak Express Co." The operators were confident they would obtain a lucrative Government mail contract but the Civil War broke out in 1861 and blasted their hopes. Financial difficulties overtook the Company and in April of 1861, the operation of the Pony Express was taken over by Wells Fargo & Co., the Express to be operated under Government contract until completion of the telegraph line connecting the East with the West. The original company charged \$5.00 per  $\frac{1}{2}$  oz. for mail plus the U. S. postage. When Wells Fargo took over in April 1861, the rate was cut to \$2.00 per  $\frac{1}{2}$  oz. and the Company issued the two stamps, the \$2.00 red and the \$4.00 green. Three months later in July 1861, the rate was further reduced to \$1.00 per  $\frac{1}{2}$  oz. and new Pony stamps were issued, viz., a \$1.00 red, \$2.00 green and a \$4.00 black. Thus during the months of April, May and June 1861, the \$4.00 green served the Pony charge for a double rate letter but after July (1st?) 1861, its use meant a quadruple Pony rate. Thus its scarcity can be accounted for.

#### THE UNIQUE CASPARY COVER

In the Harmer catalogue of the sale, Lot #1023 was described as follows, quote: "\$4.00 green and \$2.00 red, tied by blue oval San Francisco June 26 Running Horse Pony Express handstamp to a 10¢ green on buff star die envelope (U33). The cover bears ms. endorsement 'Pony Express June 26th.' is postmarked in green St. Joseph, Mo., July 8 and addressed to New York. Both W.F. stamps have defects and the \$4.00 has been shifted slightly but the cover is neat and attractive though some regular stamps have been removed. The \$4.00 green Pony Express stamp is unlisted on cover and one of the greatest cover rarities. There is no record of a second one (14312, 1)." (unquote) This unique cover was purchased by Raymond and Roger Weill of New Orleans.



I made an exhaustive examination of this cover and in order to verify the catalogue description that, quote: "though some regular stamps have been removed," I made several greatly enlarged photographs on special plates by ultra-violet light exposure. Had any "regular stamps" been removed I believe the ultra-violet photographs would have left some trace. There was no such evidence, therefore, in my opinion, when this envelope was prepared for mailing and the Pony stamps were attached, heavier enclosures were intended, but were not included. Therefore, when the letter was presented at the Pony Express Office in San Francisco on June 26, 1861, it was not over  $\frac{1}{2}$  oz. in weight, hence required only 10¢ in U. S. postage.

Photograph No. 304 illustrates this gem of an West to East Pony Express cover showing the San Francisco Pony oval marking of June 26 (1861) and the departure date postmark of St. Joseph, Mo., just twelve days later, on July 8, 1861. Imagine what fast time this was in those days - over the Sierra Nevada Mountains - over desert country - over the Rockies and the western plains and thru Indian infested country, and all in the space of eleven or at the most twelve days. My examination of this cover proved beyond any question of a doubt that these two stamps were surely used on this cover and that this piece of philatelic Americana is genuine in every respect.

#### THE PROOF CONCLUSIVE

The photo print herewith is of the approximate size of the cover and stamps, the \$2.00 red is upside down at left and the \$4.00 green is to its right, and both are securely tied to the cover by the genuine blue oval Pony S.F. marking. It is my belief that Mr. Caspary had a habit at times of removing stamps from his covers to see what was underneath or for some other purpose and in some cases his replacements were not always very accurate. Apparently this is what happened in the case of the \$4.00 stamp and explains the catalogue description, quote: "and the \$4.00 has been shifted slightly."

#### WHO FORWARDED THIS LETTER

This letter was from a banking firm in San Francisco by the name of "Donohoe, Ralston & Co." - and both Pony stamps are securely fastened to this cover by that firm's embossed and colorless seal which reads, "DONOHOE, RALSTON & CO. - BANKERS - SAN FRANCISCO." This seal goes thru both stamps, thru the face of the envelope and is very strongly impressed thru the back flaps of the envelope. I believe all this indicates that the two stamps and the embossed seal were applied to the 10¢ Government envelope before any enclosures, and explains why 20¢ additional in U. S. postage was not required when this letter was handed in for Pony transmission at San Francisco on that 26th day of June in 1861. It is my conviction that the seal of the S.F. banking firm proves that both of these stamps were used on this unique cover and that the strong impression of the seal, both on the front and on the back of the buff envelope, explains why only 10¢ in U. S. postage was required on this letter which was rushed to New York City by the Pony

Express via St. Joseph, Mo.

I have gone into some detail in giving the facts regarding this cover so that there will not be any misunderstanding regarding it in the days to come.

#### ONLY ONE KNOWN

Back in the early nineteen twenties an off cover British Guiana stamp sold in a Ferrary sale in Paris for something like \$32,000.00. There is nothing very pretty about this stamp but it is the only one known and that feature alone makes it priceless. There is no glamour about it - no one seems to know what postal item it carried or to what address. Just the only copy known. It is said that the last time it changed hands the price was \$50,000.00. As far as I am aware, the \$4.00 green Pony cover is the only one known.

#### A FINE SERVICE TO PHILATELY

In the June issue of this Service (1957) on page #609 I described a faked 30¢ 1869 cover and furnished photograph #299 to illustrate it. In my opinion, this cover in its original state had a 10¢ 1869 stamp which some crook removed and replaced with a 30¢ 1869. In recent weeks, this cover was offered to Raymond H. Heill Co. of New Orleans and they recognized it as the cover I had described and illustrated. They purchased the cover and presented it to me for inclusion in my graveyard of fraudulent items. I canceled the cover in India ink and, Photograph No. 305, illustrates how it looks at the present time. This cover will not be a menace to decent philately in the years to come.

Incidentally the other faked 30¢ 1869 cover described and illustrated in my Service Issue of October 1956, was canceled in like manner. If more dealers and collectors would render such a service to philately many fraudulent items would not be coming back on the market time and time again to defraud innocent buyers.

#### ACT OF MARCH 3, 1825

#### WITH REFERENCE TO FOREIGN MAIL

It was not until the middle eighteen forties that the quantity of U.S. mail to foreign countries had increased to sufficient volume that it was considered necessary to enter into postal treaties with certain countries, or to establish subsidized U. S. mail service for a portion of the transportation, practically all of which was being carried by the British.

#### HOW WAS FOREIGN MAIL HANDLED IN THE EIGHTEEN THIRTIES?

U. S. mail addressed to foreign countries in the eighteen thirties, was handled according to the Act of Congress, approved, March 3, 1825. Of course, such mail was handled in like manner prior and subsequent to the eighteen thirties but I mention that decade as a special era.



A foreign letter mailed from an office in the interior had to have the postage prepaid to a U. S. port from which it was customary for a ship to sail to the addressed destination. The postmaster at the port of departure was required by law to place the letter aboard such a departing vessel and for this service he was entitled to receive one cent per letter. In my opinion the law is not very clear as to who was required to pay this one cent fee. Was the person who mailed the letter obliged to pay the postage to the port of departure plus one cent, or was the one cent paid the port postmaster an obligation of the General Post Office Department?

THE ACT OF MARCH 3, 1825

Congress in 1825 passed a very important piece of Post Office Department legislation. The law was entitled, "AN ACT TO REDUCE INTO ONE THE SEVERAL ACTS ESTABLISHING AND REGULATING THE POST-OFFICE DEPARTMENT," and this Act was signed by H. CLAY, Speaker of the House of Representatives John Gaillard, President of the Senate, pro-tempore.  
Washington March 3, 1825

Approved - James Monroe  
President of the U. S.

Section 34, read as follows, quote: "and be it further enacted, that it shall be lawful for the Postmaster General to make provision, where it may be necessary, for the receipt of all letters and packets intended to be conveyed by any ship or vessel beyond sea, or from any port in the United States to another port therein; and the letters so received shall be formed into a mail, sealed up, and directed by the postmaster of the port to which such ship or vessel shall be bound; and for every letter or packet so received, there shall be paid, at the time of its reception, a postage of one cent, which shall be for the use of the postmasters respectively receiving the same. And the Postmaster General may make arrangements with the postmasters in any foreign country, for the reciprocal receipt and delivery of letters and packets through the post-office."(unquote)

WHO WAS OBLIGATED TO PAY THE ONE CENT?

The law called the one cent "a postage of one cent," and the same was to be "for the use of the postmasters, etc.," but the question arises, who was to pay the one cent? The person mailing the letter, or the Department at Washington? In this connection I have never seen a cover which had any markings which indicated that an extra cent, in addition to the regular postage had been paid by the person who mailed such a letter.

THE P. L. & R. OF 1825

In the P. L. & R. of 1825, "Regulations" were termed "Instructions to the post-masters in the United States" and "Instruction XIV - Art. 13," read as follows, quote: "Post-masters at sea-ports are always to receive letters when offered, for all places without the United States, and are to make them up into a mail, and forward such letters by the first vessel which is destined to the place to which the letters are

directed. For each letter they are entitled to receive one cent."(unquote)

THE P. L. & R. OF 1832

The "Regulations" in the 1832 edition of the "P. L. & R." was headed, "Instructions to Postmasters, relative to their duties" and Chapter XXXVII read in part as follows, quote: "Sec. 305. When a letter is placed in a post office, to be sent to a seaport by post, and thence by ship to a foreign country the postage on it for the distance, it is to be conveyed by post, must be paid at the place of its reception, otherwise the letter is not to be forwarded.

"Sec. 306. Postmasters at sea-ports, will always receive letters that are offered for places beyond sea. The letters so received, together with those that come in the mail, addressed to foreign countries, should be marked with the name of the office, and the time of reception.

"Sec. 307. As soon as the Postmaster finds that a vessel is ready to sail, which will be convenient to carry them to the place of their destination, he will carefully examine all such letters and see that there are none among them destined to another place. He will then count them and enter their number in a bill made out in the Form No. 7. etc. etc. etc.

"Sec. 308. For every letter received by a postmaster at a seaport, to be conveyed to a foreign country, there shall be paid to the Post-master one cent. Act of 1825. Sec. 34" (unquote)

Regarding "Form No. 7" referred to above, this reads as follows:

"United States of America  
To the Postmaster at the Port of Hamburg,  
or whom it may concern,  
This bag (or mail) sent by the Ship Triton, whereof John Thompson is master, bound from the Port of Annapolis to Hamburg, contains twenty-three letters.

J. Green P.M.

Post Office at Annapolis, Md.  
Nov. 6, 1831."

THE P. L. & R. OF 1843

Under the heading of "Regulations - For the Government of the Post Office Department" in the 1843 "P. L. & R.," Chapter 17 is devoted to "Foreign Mails - In what manner to be made up." Much of the same instructions are given as listed above, but no mention in this chapter is made of a "One cent to be paid to a port postmaster." However, in Chapter 59, headed, "EMOLUMENTS OF DEPUTY POSTMASTERS," Sec. 437, (p.50) reads as follows, quote: "437 - One cent for every letter received to be conveyed by any private ship or vessel beyond sea. This is allowed only to deputy postmasters at seaports - Act of 1825, sec. 34." (unquote)



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I may be in error but in my opinion the wording - "This is allowed only, etc." indicates the one cent was a charge against the Post Office Department, Washington, D.C.

Sec. 438 of this same chapter reads as follows, quote: "438 - One Cent for every letter received from any ship or vessel, and mailed, provided all his commissions, including this allowance, do not exceed two hundred dollars per year - Act of 1827, Sec. 2" (unquote)

THE 1847 "P. L. & R."

In the 1847 "P. L. & R." Regulations, Chapter 63 is headed - "Foreign Mails - How made up," and Sec. 459, contains much the same instructions as set forth in the earlier editions but no mention is made that a port postmaster is entitled to receive one cent for each letter placed aboard a ship sailing for a foreign country. Nor is any mention made of the one cent allowance in Chapter 53, headed "EMOLUMENTS OF POSTMASTERS."

FOR EXAMPLE

In the eighteen thirties the postage on a single letter from St. Louis, addressed to an European destination, was 25¢ to an Eastern port such as Boston or New York. I believe that there are some students of U.S. postal history who interpret the wording of the Act of March 3, 1825 - Sec. 34 to mean that the person mailing such a letter in St. Louis had to prepay the one cent in addition to the 25¢, or 26¢. I have seen numerous covers addressed to foreign destinations but I have never noted a single example which evidenced prepayment of other than the postage to a port of departure such as New Orleans, Philadelphia, New York, Boston, etc. Can any subscriber to this Service show me such a cover?

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END OF ISSUE NO. 76

JULY 1, 1957

Second Issue of the Seventh Series of

1957 - 1958

Five photographs accompany this issue -

Nos. 301, 302, 303, 304 and 305.

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*Allen Ashbrook*

ASHBROOK SPECIAL SERVICE

ISSUE NO. 77 - AUGUST 1, 1957 (Seventh Series - 1957-1958)

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A MUCH BETTER SOLUTION

In the May 1st, 1957 Issue of this Service I furnished as No. 294 a photograph of a cover with a 5¢ 1856 from New Orleans, La., to Nantes, France, the same addressed to A. Garnier. Because I apparently misdescribed this cover, will my good friends kindly refer to the photograph No. 294 and my description of the cover. Under date of May 19th, a subscriber wrote me as follows, quote:

"In your May 1st Special Service, I read with interest your comments on Cover #294, and also your conclusion that the apparent deficient postage had been charged to the mailer, or that the letter went through the mails by oversight with only 5¢ postage on it when it should have been 15¢. Before reading your write-up of this cover, and just glancing at the photograph, it appeared quite obvious to me that there was a strip of stamps in the upper right-hand corner which had been removed, as the light New Orleans town cancel at the right seems to me sharply cut off at about one stamp's width from the top, while there also appears to be another very faint town cancel with tiny part at the top of the cover, and a larger portion at the bottom, which begins and ends in just about the same place. In other words, it appeared quite apparent from the photograph that some stamps had been removed from the upper right-hand corner, which would, of course, explain the markings on the cover quite easily. Possibly the photo is not clear in that regard, as this deduction appears a bit too obvious for you to have overlooked it. However, I have several times myself completely missed the obvious and concluded something which, though possible, was not too likely, as the only answer I could think of. I shall look forward with interest to your comments on that cover, as the removal of 10¢ worth of stamps would appear to be the obvious explanation." (unquote)

THE OBVIOUS WAS OVERLOOKED

I am in full agreement with the above conclusion. There is a rather faint half of a New Orleans postmark at upper right, the missing half of which apparently tied some missing stamp or stamps, which could have been a vertical pair of the 5¢ 1856 or a single 10¢ 1855. I agree that I did overlook the obvious as suggested by the subscriber. I take pleasure in correcting the error. If at any time a subscriber notes any errors in my Service Issues will they be so kind as to advise me at once so that corrections can be made. Thanks.

THE 1848 POSTAL TREATY WITH GREAT BRITAIN

In 1848, on December 15th, a postal treaty was signed with Great Britain in London. In the past, various incorrect dates have



been given regarding the exact date when this treaty went into effect in the U. S. The following data is official and is taken from "Document #133," appearing in Volume 5 of Hunter Miller's "Treaties and other International Acts of the United States of America." (New York Public Library)

Postal Treaty signed at London .....	Dec. 15, 1848
Submitted to the U. S. Senate .....	Jan. 5, 1849
Resolution of advice and consent .....	Jan. 5, 1849
Ratified by the U. S. Senate .....	Jan. 6, 1849
" " Great Britain .....	Jan. 23, 1849
Ratifications exchanged at London .....	Jan. 26, 1849
<u>Treaty became effective</u> -(i.e., Proclaimed) ..	<u>Feb. 15, 1849</u>

THE U. S. PERFORATION CENTENNIAL  
1857 - 1957

A three-day celebration was held in Philadelphia on July 4-6th last, in commemoration of the hundredth year of the perforation of adhesive postage stamps in the United States and a very valuable book was issued containing articles by prominent students on the various values of the 1857-1860 Issues. I understand that copies can be had from Mr. Morris Fortgang, 114 East 84th St., New York 28, N.Y. - Price \$3.50. I urge everyone of my friends to secure a copy before the limited supply is exhausted. This is quite a book.

AN OVERSIGHT

In last month's Service Issue I devoted quite a bit of space to "Sec. 34 - Act of March 3, 1825" and raised the question as to who paid the 1¢ to port postmasters on mail addressed to foreign countries and forwarded by port postmasters on transient ships (non-contract). On page #620, under the heading, "The 1847 P.L. & R." I stated that no mention was made of a one cent to be paid port postmasters. I sent a copy of the July Issue to Elliott Perry who hastened to call my attention to the fact that I had overlooked Regulation 128 - Chapter 16 - Page 21 in the 1847 P. L. & R., which I find reads as follows, quote:

"#128 - For every letter received by a postmaster at a seaport, to be conveyed to a foreign country, there shall be paid to the postmaster one cent - Act of 1825 - Sec. 34." (unquote)

Because I overlooked this, I assumed that at sometime between 1843 and 1847 the one cent fee had been abolished which was far from the facts in the case. I also assumed that it would be useless to consult the 1852 edition if the fee had been discontinued.

I have made quite a record over the years of covers addressed to foreign countries bearing 1847 stamps but I have never seen such a cover with any evidence on it that the sender had paid 1¢ extra to a port postmaster.

Mr. Perry also called my attention to the 1852 P.L. & R. - "Regulations,"

page 22 - Chapter 15 - Sec. 112, quote:

"For every letter received by a postmaster at a seaport, to be conveyed to a foreign country, by transient vessels from such port, there shall be paid to the postmaster one cent - Act of 1825 - Sec. 34."  
(unquote)

Mr. Perry also called my attention to the 1859 P. L. & R. "Regulations," page 91 - Sec. 177, which reads the same as the 1852 edition, with one exception, viz., "there shall be paid to the postmaster 1 cent."

And finally, it is my opinion, that the public was not required to pay the one cent fee, but that it was charged by a port postmaster to the P. O. Department, Washington. For example, in the annual report of the Postmaster General, dated December 1, 1853, listing the expenditures for the past fiscal year, is an item of expense as follows:

"Ship, Steamboat and Way Letters ..... \$23,105.83"

It is my opinion that part of this sum consisted of fees paid port postmasters for forwarding letters to foreign countries by transient vessels.

#### PHILATELIC LITERATURE

In a sale by John A. Fox on June 11th, some record prices were recorded for the following items:

Brookman's two volumes 19th U. S. ....	\$16.00
George Walcott - Collection of Patriotics .....	11.00
P. L. & R. of 1859 .....	23.00

(Note - There is an insistent demand for copies of the P. L. & R. All editions are very scarce. To a serious student of our postal history they are invaluable)

Dietz - Confederate States Postal History .....	\$24.00
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Klein - U. S. Waterway Packet markings and the Supplement .....	12.00
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(Note - Far too cheap for this valuable study)

In a sale by Robert A. Siegel on June 27th, 1957, note the following:

Ashbrook - One Cent 1851-57 - 2 volumes .....	\$67.50
George Walcott - Collection of Patriotics .....	17.00

#### A BLOCKADE RUN COVER

Among the many special items that a collector of Confederates seeks is a cover that was run thru the Federal fleet that blockaded the Atlantic and Gulf ports of the Southern States. Such items are actually quite scarce and I seriously doubt if many have survived to the present day.

In a recent sale by John A. Fox, held on June 11th, 1957, of the Dr.



Griffen G. Frazier collection of Confederate States, there were four "Blockade covers," same being Lots 364 to 367 inclusive. Two of these were run into Charleston, S. C., one into Wilmington, N.C. and the fourth from Mexico, thru Eagle Pass, Texas to San Antonio, Texas. Lot 364 brought \$140.00, 365 \$45.00, 366 \$135.00 and the one from Mexico, Lot #367, \$300.00. Such items are of great historical interest, and were participants in an important incident of American postal history.

#### A MOST INTERESTING BOOK

Recently a book was called to my attention by Mr. Van Dyk MacBride and I immediately sent for a copy - the title, "Confederate Blockade Running through Bermuda - 1861 - 1865." Edited by Frank E. Vandiver and published by The University of Texas Press - Austin, Texas. Price \$3.25 including postage. Why not send for a copy for your library? It is very interesting.

#### "OLD MISSISSIPPI DONE GOT HER MASTER NOW"

Steamboating on the Ohio, Mississippi and other inland streams had its birth when the steamboat "New Orleans" was launched at Pittsburgh, Pa. on March 17th, 1811. She was thus named because her destination was that far away city down the unchartered waters of the Ohio and Mississippi. Six months later she started on her memorable new era of travel and transportation of products of farm and factory in what was then the Far West. Nicholas J. Roosevelt superintended the building of that pioneer steam propelled boat and together with his wife made the trip to New Orleans. The crew consisted of a captain, pilot, engineer and six hands. The Roosevelts were the only passengers. After a stop at Louisville, the "New Orleans" was run back up the river to Cincinnati, just to prove that such a craft could be propelled upstream just as easily as down.

The "New Orleans" successfully ran the rocky falls of the Ohio at Louisville and while moored there, the great earthquake of 1811 occurred in Western Kentucky. In that greatest of quakes in the interior of the U.S., the ground between Cairo and the mouths of the White and Arkansas Rivers rose and sank in great undulations turning uplands into lake beds and heaving up swamps and river beds to dry and whiten in the sun. Also in that summer of 1811 occurred the great comet which stretched its length across the sky. After these two awe-inspiring demonstrations of nature is it any wonder that the Indians who witnessed the passing down stream of the New Orleans, belching forth smoke and steam, wondered what would happen next?

Leaving Louisville, the "New Orleans," after a hazardous trip eventually reached Natchez, Miss. where a great reception was tendered the Roosevelts and their fellow crew members. At Natchez the "New Orleans" took on a load of cotton for New Orleans, thus the first such freight to be carried by steam-boat on the Mississippi. On January 10th, 1812, New Orleans was reached and later regular trips were made to Natchez, carrying passengers, freight and mail.

Nicholas J. Roosevelt was a brother of the grandfather of Theodore Roosevelt.

MAIL BY THE "NEW ORLEANS"

My good friend Leonard V. Huber of New Orleans wrote me some months back that he often dreamed and wondered if he would ever be so fortunate as to find a cover that had been carried by the "New Orleans" on one of her trips to or from Natchez in those days of long ago.

A DREAM COME TRUE

I was agreeably surprised to receive a letter from him in recent months advising me of a "find" that he had made in New Orleans and he enclosed some of the covers, one of which was dated inside "New Orleans Jan. 23, 1812," and addressed to Natchez - "per Steam Boat." It bore no postage rating. Mr. Huber's notation read as follows:

"Cover No. 1. This is actually a 'first day' cover carried on the Steamboat 'New Orleans' on its very first trip to Natchez. The 'New Orleans' had arrived at N.O., La. on Jan. 10, 1812 from Pittsburgh on its maiden down-stream voyage. On Jan. 17, 1812 she made an excursion to 'English Town' on the Mississippi below New Orleans. The 'N.O. Daily Gazette' of Jan. 21, 1812 carried the following notice:

FOR NATCHEZ

The Steamboat New Orleans  
will leave this port on  
Thursday 23rd inst." (1812)

This letter was sent on that very voyage - The New Orleans took about 3 weeks to make a round trip to Natchez & return to her home port." (unquote)

Cover No. 3 in the lot was date-lined June 18, 1814 and addressed to Natchez. Mr. Huber's memo on this read as follows, quote:

"This was one of the last trips of the 'New Orleans.' She sank near Baton Rouge July 13, 1814." (unquote)

This cover bore no postage marking, in fact, the first cover in the lot with postage rating was one dated July 6, 1815 to Natchez and was rated "6" (Ship 6). This letter was routed "per Steam-Boat Visurious" and Mr. Huber's memo stated: "This was the third steamboat on western waters. She burned, was rebuilt at New Orleans in 1817, and finally wore out and was abandoned at New Orleans Feb. 13, 1821." (unquote)

Mr. Huber is preparing an article about his "find" which we hope will be published at an early date in one of our philatelic magazines. Incidentally, it will be profusely illustrated, and will be in the usual fine Huber style.



LEONARD V. HUBER OF NEW ORLEANS

Mr. Huber is the co-author with C. A. Wagner of that excellent contribution to American philately, "The Great Mail" which was published in 1949 by the American Philatelic Society Handbook Committee, at a price of \$5.00. If you failed to obtain a copy, take my advice and secure one at once before the supply is exhausted. Mr. Huber was also a co-author of that large pictorial book, "Tales of the Mississippi" - (Hasting House publishers - New York - \$7.50) Quite a book.

THREE REMARKABLE BLOCKS

Among the many fine and rare items in the second Caspary sale, (Jan. 16-18, 1956) were three plate number imprint blocks of four of the 24¢, 30¢ and 90¢ of 1860 - unused. Each block was from the left pane and each one was from plate positions 4111 - 4211 - 5111 and 5211. I would like to call special attention to the 30¢ block in this trio, because in this block is a most outstanding plate variety 5211, which is listed in the S. U. S. as follows: "Recut at bottom - 5211." This stamp is unique as it was the only position on this interesting 30¢ plate that was recut. Did you ever see a copy? The auction catalogue made no mention that the block contained this recut 30¢. Quite a block in my opinion.

90¢ 1860 - EARLIEST KNOWN USE

The earliest known use of a 90¢ 1860 stamp in my records is Sept. 11, 1860, which was an Augustine Heard cover with a single 90¢ stamp from Boston to Shanghai, China. This cover was Lot #184 in the Gibson sale by Ward on June 14, 1944, and was illustrated on page 40 of the catalogue. In the S.U.S. a date of "AUG 13 1860" is listed but in my opinion this is incorrect and should be changed, because I doubt very much if any cover is known with such an early date. I suspect the date originated from a letter from Toppan, Carpenter & Co., Philadelphia to A. N. Zevely, Third Assistant P. M. General, Washington, D.C. and dated August 4, 1860, in which the former stated, quote:

"We are pleased to learn that the Postmaster General has adopted the blue color for the ninety-cent stamps. xxx We will be prepared to furnish about 300,000 ninety-cent stamps on the 13th inst." (unquote) (See Ashbrook article - American Philatelist - December 1921 - Vol. 35, No. 3). I wonder if any were delivered as early as the 13th?

90¢ 1860 PLATE VARIETY

This first high value plate was made in July of 1860 and impressions from it were commenced subsequent to the 4th of August 1860. The plate had some minor double transfers, also two other varieties which I have never mentioned in any of my articles about the 90¢ stamp, nor has this variety ever been listed in the S. U. S.

Positions 1311 and 6811 were short transferred at the bottom, the former, showing the short at bottom right under the "S" of CENTS. The latter, 6811 is much more pronounced and shows the "short" at bottom right and left.

In the Caspary sale of Jan. 18th, 1956, Lot 817 was a block of 21 of the 90¢ stamp, 3V x 7H, unused, o.g. This is a unique item, the largest known block of this stamp. The sale price was a mere \$10,100.00 and it went to that enterprising pair from New Orleans, Raymond and Roger Weill. This priceless bit of philatelic Americana came from the right pane of the plate, and from positions 43R1 to 49R1 - 63R1 - 69R1, thus including the rare short transfer variety 68R1. How very remarkable!!! I might add that no mention of the plate positions or of the 68R1 was made in the Harmer auction catalogue.

#### WHY DUE 4?

Photograph #306 illustrates a cover with a 3¢ 1851, tied by the black two-line New York marking "STEAM-SHIP." At left is a black postmark "New York, Ship, Jul 25." This is a dark brown envelope with nothing on the back or front to indicate the actual year of use. It bears the following address: Mr. Hazen Abbott, Bradford, Orange Co., Vermont. In manuscript is "Due 4," and the question arises, "Why Due 4?" If 3¢ was paid why was 4¢ more in postage due?

A most important feature in the analysis of the majority of covers is the year of use, and as stated, this bore no such evidence. From the shade and impression of the 3¢ stamp my guess was 1853, or July 25, 1853 and it could have been 1854 but surely not as early as 1852.

Re - the two markings, the postmark with "Ship" and the two-line cancellation "STEAM-SHIP." These were in conflict to some degree, because the former was used on Ship Mail, that is, on mail brought into the Port of New York by a private ship (non-contract), whereas the latter "Steam-Ship" to some extent, was originally intended(?) to be used on mail brought into New York by a "steam ship" under contract to carry the U. S. mail.

It was my belief that this cover was probably a "ship letter" as the postmark indicated - a letter by a non-contract, private ship, turned over to a representative of the New York Post Office on July 25, 1853(?). If so, and if the letter had not had the 3¢ 1851 stamp, how would it have been rated at that time? The answer is, if not over  $\frac{1}{2}$  oz., unpaid postage from New York to Vermont, 5¢ (3¢ paid - 5¢ unpaid) plus 2¢ Ship Fee - total 7¢. Thus 7¢ less 3¢ paid - leaving 4¢ due. I suspected that the letter had been carried by a ship of Vanderbilt's Nicaragua Line and that in all probability it had originated in California. Whether it did, or not, we will never know.

My records disclosed that my surmise regarding the date was probably correct because there was a mail from San Francisco carried Via Nicaragua by the Vanderbilt Line and deposited in the New York Post Office on July 25, 1853. A notice in the New York Herald of July 26, 1853 stated that the "S. S. Northern Light" had arrived at that port the day before, bringing news from California as late as July 1, 1853. If this cover originated in California it probably departed from San Francisco on the S. S. Sierra Nevada on Friday July 1, 1853 - and reached San Juan del Sud, Nicaragua, eleven days later, on July 12, 1853. Connection was made with the "S. S. Northern Light" which



sailed from San Juan del Norte on Saturday, July 16th, 1853.

At that period, the single  $\frac{1}{2}$  oz. rate to and from California was 6¢ paid, or 10¢ unpaid. If this letter was from California why was it not rated at 10¢ unpaid, plus 2¢ ship fee - 12¢ less 3¢ - with 9¢ due? I suppose the answer is that the actual origin (California) was not disclosed by those in charge of mail on "Via Nicaragua" ships and the P. O. agent rated it as if from some U. S. Atlantic port, which could have been the origin instead of California.

Covers which show any evidence of carriage by the Nicaragua Line before August of 1853 are extremely rare. I consider this cover most unusual and quite a scarce item and it is for this reason that I have devoted so much space to it. I think it is quite possible that this cover was from California and was brought into New York by the Vanderbilt ship, "Northern Light" on July 25, 1853.

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END OF ISSUE NO. 77

August 1, 1957

Third Issue of the Seventh Series of  
1957 - 1958

One photograph accompanies this issue

No. 306

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*Allen Osmerog*

ASHBROOK SPECIAL SERVICE

ISSUE NO. 78 - SEPTEMBER 1, 1957 (Seventh Series - 1957-1958)

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THE CASPARY \$4.00 GREEN WELLS FARGO PONY COVER

Again referring to Photograph #304 and my analysis of this unique cover in the July Issue of this Service. I have recently had some correspondence with Mr. Bernard Harmer regarding this cover in which he stated that it was his belief that my explanation of the rate was incorrect and that it is his opinion that originally there were two U. S. 10¢ 1857 stamps on the cover which are missing, hence the description in the Harmer auction catalogue of Lot #1028 which stated, quote: "Though some regular stamps have been removed."

Mr. Harmer expressed the belief that two 10¢ 1857 stamps were originally on this cover in the upper right and they partially covered up the 10¢ Star Die envelope stamp. By referring to Photograph #304 there does seem to be a somewhat lighter space in this part of the envelope that could have been occupied by two stamps the size of a 10¢ 1857 Type V. If Mr. Harmer is correct then this would explain why the Star Die was not canceled. Mr. Harmer stated, quote: "I am sure that I can see (on the photo print) where the stamps were placed on the envelope and I do not believe that necessarily an ultra-violet photograph would show anything more than the eye can see, unless the gum from the stamps created some fluorescence which does not appear to be the case here. However that definite shape there fits a pair of 10¢ or two singles applied correctly and I feel that I can definitely see this and that it is not imagination." (unquote)

I will not take issue with him on any of the statements made because it seems probable that his analysis is more correct than mine as per the July Issue.

Again referring to Photograph 304, a small blot of ink is noticeable to the right of the lower part of the 10¢ envelope stamp which Mr. Harmer suspects was an overlap of a cancelation on the two missing 10¢ stamps.

Photograph #307 is a photograph of photograph #304 with two 10¢ 1857 Type V stamps placed in the upper right corner where the original stamps may have been when this letter was sent East from San Francisco by Pony Express.

I am pleased to present this further analysis of this most interesting and unusual cover.

THE NEW YORK "OCEAN MAIL" POSTMARK TO CUBA

Photograph #308 illustrates a cover (white envelope) with a 10¢ 1857,



Type V canceled by the New York Ocean Mail postmark and addressed to Cuba. This is very unusual as from all the evidence we have this postmark was intended solely for mail addressed to California and Oregon routed by the Ocean Mail Via Panama. On the face of this cover is a rather faint red New York postmark with "PAID" at top - NEW to left and YORK to right. This was the usual type of New York postmark used on mail to Cuba, so no doubt the letter found its way to the wrong desk and the Ocean Mail marking was applied thru error, and later the proper red strike was applied. Both postmarks bear the same date, viz., "APR 22." There is no evidence of year use on the face, but it must have been 1861 as per the following analysis. Commencing as of July 1, 1860, the Ocean Mail for the Pacific sailed from New York on the 1st, 11th and 21st of each month (a tri-monthly service), unless these dates fell on Sunday, in which event, the sailing was delayed until Monday. Thus the Apr 22 date indicates that the 21st fell on Sunday, hence the sailing date "22." By referring to our perpetual calendar we find that in 1861 April 21st fell on Sunday. (See the Ashbrook One Cent 1851-57 - Vol. 2 - page 249-250).

My records disclose that a mail for Havana and also a mail for Aspinwall (Panama) departed from New York on Monday April 22, 1861. The cover is routed "Per Steamer De Soto to Havana," but I have no record of a mail steamer by that name. It is unfortunate that the red New York postmark is so faint. The "NAI" in black oval was applied at Havana and the NA probably meant "from North America," and the "1" that a single rate of Spanish postage was due. We did not have a postal treaty with Spain at that time, hence mail could only be prepaid from the U. S. to the Cuban frontier. The U. S. rate was 10¢ per  $\frac{1}{2}$  oz., the "Steamship Rate."

#### ANOTHER COVER BY THE SAME "APR 22" MAIL

In the May 1st, 1955 Issue of this Service I described a cover from New York by this same mail on April 22, 1861. It was addressed to Portland, Oregon and had a 3¢ 1857, Type II tied by the O.M. postmark. Inasmuch as the correct rate was 10¢, this letter was handstamped "DUE 7." See description on page 395 and Photograph #205.

#### HUDSON RIVER MAIL

Photograph #309 illustrates a most interesting, unusual and rare 10¢ 1847 cover. It is a blue folded letter from New York City, addressed to Toronto, C.W. (Canada West). Inside, the letter is dated, New York Oct 5, 1849. On the face are two postmarks - a red "HUDSON RIV. MAIL N.Y. OCT 5" (30 M4) and a black "QUEENSTON-U.C. OCT 7, 1849."

#### ROUTE #809

2  
The red postmark and grid on the stamp was applied by a mail agent in charge of the U. S. mail on a contract mail steamboat traveling the Hudson River between New York and Albany and Troy, N.Y. This was U.S. Steamboat Mail Route #809. See the February and March 1956 Issues of this Service, pages 467 and 476, and also Photograph #244 of a cover with a pair of the 5¢ 1847 tied by two strikes in red of the round grid

of the "Hudson Riv. Mail" with 17 wavy lines.

Again referring to the accompanying Photograph #309, please notice that the 10¢ stamp is not canceled by the above mentioned round grid with 17 wavy lines but rather by a small rectangular shaped grid with diagonal bars that are rather wide. This is in a pale red. I have seen very few examples of this odd grid and hence have little knowledge of it. I imagine it must be very scarce.

Elliott Perry illustrated a drawing and mentioned it in Issue No. 23 of his "Pat Paragraphs" (August 1935). I do not know if this tracing No. 26 on his page 557 with some 15 diagonal bars is accurate or not. Incidentally, his drawing on the same page of the round 17 bar grid is inaccurate as the bars are straight, rather than wavy (#37). His mention of these two grids will be found on page 560 of his "Pats" #23 - under the heading, "HUDSON RIVER MAIL," from which I quote as follows: "No evidence appears that any route agent on route No. 809 was supplied with a handstamp canceller until late in May 1849. The 17 bar grid (#27) appears to have been in use about six months and to have been succeeded by the small truncated grid (#26) in September or October 1849." (unquote)

#### THE HUDSON RIVER MAIL MARKINGS

Photograph #310 illustrates four markings of the "Hudson River Mail." The postmark at top is the one that is the most common and is well known. It has "RIV." instead of "RIVER," and it measures 30 MM. It is known only in red and generally in a pale color rather than bright. The round grid with 17 wavy bars is not an exact tracing, only approximately correct. The illustration of the small TRUNCATED GRID is no doubt incorrect. It is shown just to give an approximate idea of what the original was like.

The large postmark at bottom measures 34 MM and has RIVER instead of "RIV." This marking is extremely scarce, and I believe that less than half a dozen examples are known. Chase in his 3¢ '51-'57 book, listed it in red and blue. The earliest known use in my records is Oct. 29, 1850, but I have no description of the cover. Quite a noticeable feature is the small "e" in RIVER and the large "R" which follows.

The tracing of the 34 MM postmark shown by Photograph #310 was from a cover (envelope) with a 3¢ 1851 orange brown, addressed to "Messrs Caldwell & Ghriskey - Philada. Pa." The letter inside was dated, "Guilford, Conn. Sep. 23, 1852." The 34 MM postmark (blue) dated Sep 24. This town is in the extreme southern portion of Central Connecticut, on the New Haven R.R., East of New Haven. In 1852 this railroad had not been completed East of New Haven. One wonders how this letter was conveyed to the route of the Hudson River R.R. and was carried into New York and on to Philadelphia.

#### THE SMALL TRUNCATED GRID

Perry referred to the small rectangular shaped grid as the "small



truncated grid." The cover illustrated by Photograph #309 came from the Robert S. Emerson collection and was in the Emerson sale by Kelleher, held on Feb. 23, 1939. It was Lot #44 and attention is directed to the special mention of the grid by Kelleher, quote: "Lot 44 - 10¢ Black on cover from New York to Toronto cancelled by odd grid, 'Hudson Riv. Mail. N.Y.' in red, and black 'Queenston U.C.' on the cover. Rare and very fine." (unquote)

In the same Emerson sale, there was another cover from this same correspondence - from New York to the same Toronto address and in the same handwriting - same markings of "Hudson Riv. Mail" and "Queenston," and manuscript "4 $\frac{1}{2}$ ." However, this cover had two 5¢ '47 stamps instead of a 10¢ 1847, and they were tied tight to the cover by all three postal markings, viz: (1) the red "Hudson Riv. Mail. N.Y." (2) the "Queenston U.C." and (3) the unusual odd grid that Perry described as a "small truncated grid," the latter in a pale red, as usual. The date of this cover was New York Oct. 23, 1849. Photograph #309 shows Oct. 5 (1849).

In this same Emerson sale was a cover with a single 5¢ 1847 from New York on April 19, 1849 to Newburgh, N.Y. and postmarked in red, "HUDSON RIV. MAIL. N.Y." The 5¢ stamp was tied to cover by penmarks, thus to a certain extent, confirming Perry's remarks that "No evidence appears that any route agent on Route 809 was supplied with a handstamp canceller until late in May 1849." I also have a record of another cover from New York City with a single 5¢ 1847 to New York State with very similar pen strokes tying the stamp to cover, with the "Hudson Riv. Mail" postmark of May 4 (1849).

A SECOND COVER TO CANADA  
10¢ 1847 - HUDSON RIV. MAIL.

I also have a photographic record of another "Hudson Riv. Mail" cover from New York to Toronto, with a single 10¢ 1847 stamp, superb, canceled by the pale red "small truncated grid." This is a white folded letter dated inside New York Nov. 28, 1849, and the red "H.F.M." - postmark bears the same date. The black "Queenston U.C." date is Nov. 30, 1849.

If any of my friends have a "HUDSON RIV. MAIL" cover with an 1847 stamp canceled by the small pale red "TRUNCATED GRID" will they please advise me. Also if anyone has a cover with the large 34 MM postmark as per Photograph #310 I would welcome a loan of it for recording.

HUDSON RIVER MAIL ROUTE #809

In the annual report of the postmaster general, dated November 29, 1851, for the year ending June 30, 1851, Route 809 was listed as a Steamboat Service in operation as of October 1, 1851. The contract was from New York to Albany, 150 miles, during navigation, 19 trips per week, with annual pay of \$30,000.00. This included 6 times a week to Troy, N.Y. In 1851, the railroad from New York to Albany was completed and this

mail contract was switched from river to rail. In the 1852 P.M.G. report, dated Dec. 4, 1852, the route is listed under "Railroad Service" in operation on Oct. 1st, 1852" as follows:

Route E11 - New York to Albany - 144 miles - 13 trips per week - annual pay of \$32,400.00.

Route 915 - Albany to Troy - 6 miles - 12 trips per week - \$771.00.

#### FOR THE RECORD

In a sale by Robert Siegel, held Oct. 11, 1956, Lot 111 was a cover with a 3¢ 1851 O.B. tied by a blue grid, with the scarce 34 MM marking in blue of the "HUDSON RIVER MAIL." No illustration, origin, date or destination was furnished.

#### THE 29¢ RATE TO GREAT BRITAIN

From July 1, 1851 to June 30, 1863, inc., the U. S. single rate to Britain from California or the Pacific Northwest was 29¢ per half ounce, as compared to 24¢ from the Eastern section of the country. The local single rate between the two sections from April 1, 1855 to June 30, 1863 was 10¢. As of July 1, 1863, the local rate was reduced to 3¢ and the rate to Britain to 24¢. Incidentally, it is well to bear in mind that during that period of 1851-1863, there was no such a thing as a triple rate to Britain. If a letter weighed over one ounce, four rates were charged - as for example - from the East, 24¢, 48¢ and 96¢ up to two ounces. From the Pacific Coast 29¢, 58¢ and \$1.16.

In the January 1954 Issue of this Service on page 252, I described a cover from San Francisco in September 1861 to London with a 30¢ 1860 stamp, thus an overpay of 1¢. This is a most unusual cover, and as far as I can recall, the only cover with a 30¢ 1860 stamp used to pay the 29¢ rate. See Photograph #132.

In the January 1956 Issue of this Service I described an extremely rare and unusual cover from San Francisco to Liverpool in August of 1853. Here the 29¢ rate was paid by a pair of the 12¢ 1851 plus a diagonal half of the third stamp to right in a strip of three - thus 30¢ paid, with a 1¢ overpay. See Photograph #240.

#### ANOTHER UNUSUAL COMBINATION OF THE 29¢ RATE

Photograph #311 illustrates a cover from San Francisco on Aug. 15, 1861. A pencil memo on the photo shows Sep which is an error. This is a yellow envelope with a 24¢ 1860 plus a 5¢ 1857 Type II brown. A red London marking shows "SP 30-61," showing that the letter was 46 days in transit.

The tri-monthly sailings of the Ocean Mail from San Francisco in August 1861, were the 1st, 10th, and 21st. This cover, as stated, is post-marked Aug. 15, indicating it was too late for the sailing of the S.S. Sonora on Saturday, Aug. 10th, and was not held over for the sailing of the S. S. Uncle Sam on Aug. 21st but was forwarded by the Overland Mail (stage coach), departing for St. Louis on Aug. 15th. Thus we can doubtless account for the 46 days in transit.



A cover with a combination of these two stamps is certainly most unusual, and it is the unusual items that add so much interest to cover collecting.

#### FROM CANADA IN THE 1850's

Combination use of the 3 pence Canada Beaver and the U. S. 3¢ 1851.  
The former paying the Canadian postage - the latter the U. S. In the November 1956 Service Issue, on page #552, we described a Caspary cover with the above combination and illustrated it by Photograph #273. This item was Lot #41 in the 5th Caspary sale of Oct. 9th, 1956. For the record, this same cover was illustrated in the book, "The Postage Stamps & Postal History of Canada" by W.S. Boggs (page 84). The Author's comments on this cover was as follows, quote: "The xxx cover was correctly handled in that it was struck '6D' in black and 'Canada 10 CTS' (Type IIC) as unpaid, both stamps being cancelled, although the United States Post Office accepted the letter as paid. xxxxxx. Letters from the United States to Canada bearing similar combinations are also contrary to instructions, and when struck with black Canadian markings, show that they were treated as unpaid." (unquote)

The date of the above cover was 1856.

In the Service Issue of Dec. 4, 1951, I described a similar cover with the same combination and illustrated it by Photograph #31. This item was from Toronto, July 1853, to a firm in New York City. Canada rated this cover as unpaid with a "6" in black and a black "Canada 10 CTS." However, New York accepted it as paid. Why not? Canada had received her rate "to the Line" and so had the U. S. by the 3¢ 1851, from the Line.

#### TO CANADA IN THE 1850's

Back in 1929 quite a fine book on Canada was published. It was entitled, "Stamps of British North America," the author, Fred Jarrett, of Toronto. This has long been out of print and is now a library item. On page 13, the author illustrated and described a cover with a 3¢ 1851 and a 3 pence Canadian Beaver used from Boston in 1852, and addressed to Toronto. His description of this item was as follows, quote:

"The author's collection contains a cover from Boston to Toronto, dated Boston May 27th, Toronto, May 28th 1852, bearing a 3¢ U. S. 1851, and a Canada 3<sup>d</sup> Beaver. The U. S. stamp is canceled with the black Boston PAID and the 3<sup>d</sup> Beaver with the Canadian concentric ring cancellation. xxxxxx The U. S. postmaster cancelled the U. S. stamp but did not cancel the Canadian stamp. It was in order that this letter should go to the border as a result of the 3¢ prepaid - the charge from the border to destination (in Canada) was something for the Canadian Post Office to decide, and the fact that the Canadian stamp was cancelled by a Canadian cancellation and the letter marked with a '10' in black and '6d' in black circle indicates the two stamps were accepted as prepaying the full rate." (unquote)

The Jarrett cover described and illustrated as above bears the following

address:

Wm. William, Esq. Cashier  
Toronto Branch  
Bank of Montreal  
Toronto, C.W.

The Boston postmark, May 27 (1852). There is also a red curved "U.STATES." The 3¢ 1851 is pictured as tied to the cover by the large well-known Boston PAID in grid. There is a Canadian marking - an encircled "6d" in black and over this to left, a manuscript 10. The half-tone illustration is none too good. The question arises - was this cover ever questioned?

Photograph #312 illustrates what is supposed to be an extremely rare combination 3¢ '51 - Beaver cover from Boston to Toronto, however, this cover, in my opinion, is fraudulent, insofar as the use of the stamps on this cover is concerned. In my opinion, this was originally a stampless cover forwarded from Boston unpaid and with 6 pence due at Toronto. The address on this cover is as follows:

W. William Esq  
Bank of Montreal  
Toronto C.W.

This cover is from the same correspondence as the Jarrett cover - addressed to the same person and in the same handwriting. The faked cover is a yellow envelope - no postal markings on the back - The Boston p.m. is in a faded red with "Mas" instead of the usual "Mass" - This marking has been retouched with red paint. Also in faded red is a curved "U.STATES" which has been retouched with red paint or red ink and is unlike any genuine strike, as the genuine reads, "U STATES," whereas this reads, "U.States." Black target cancel on the Beaver, a slight tie to cover, the same being a paint job. Black encircled "6d" which is surely genuine together with a manuscript "10" - same as on the Jarrett cover. The 3¢ 1851 is canceled and tied to cover by a fake Boston PAID in grid, in black. This is a paint job. The Boston postmark is apparently "JUN 10." The Jarrett cover Boston postmark is "MAY 27." Because these two covers are so similar in every respect I assume both were used in May and June of 1852 - just 14 days apart from Boston.

Further regarding the Boston postmark on the faked cover. According to that fine book on Boston postal markings by Maurice C. Blake, the postmark is as per tracing #214 - Plate 7 - page 39. According to the author the earliest known use of this marking is July 5, 1841, the latest use, June 5, 1852. This confirms my belief that the use of this stampless fake was doubtless June 10, 1852. This faked cover was submitted to Dr. Carroll Chase who expressed the opinion that the color of the 3¢ stamp was "1856." This 3¢ stamp could not have been used as early as June 1852. The ink of the cancel is very black - a jet black - and unlike the gray black ink that was used at Boston in the eighteen fifties. The bottom right corner of the 3¢ stamp is over a very small part of the ring of the Boston postmark. This corner was lifted but the faker had erased that



portion of the ring. Finally, it is my opinion, that a canceled copy of the 3¢ 1851 was used and that the original cancel - pen or otherwise - was removed. A photograph by ultra-violet shows certain evidence of cleaning. Photograph #312 is larger than the original and to the right of the 3¢ stamp is a tracing of the PAID cancellation. Special attention is called to the "D" which is much smaller than the letters "PAI" - also note the slant to the "l." I am not an authority on this cancellation but I never saw a genuine strike that was as cockeyed as this paint job.

The question arises - If this cover is bad - could it be possible that the Jarrett cover is genuine? I wonder?

#### THE PERFORATION CENTENNIAL BOOK

No doubt subscribers to this Service have by this time obtained a copy of the above book of some 232 pages with many fine articles on the stamps of the 1857-1860 Issues. If not, copies can still be had from Mr. Morris Fortgang, 114 East 84th St., New York 28, N.Y. - price \$3.50. In this book is an article entitled, "The 5 Cents Jeffersons - 1857 to 1861" by CeDora J. Hanus. The author gives the earliest known dates of use of the 5¢ Jefferson stamps and I note she lists for the "brick red, Type I, April 6, 1858, and this in spite of the fact the S.U.S. gives October 6, 1858. Apparently her date, which is six months earlier than any other known use, was taken from the fraudulent cover owned by Frank A. Hollowbush, and which I illustrated, described and condemned in the December 1st, 1952 Issue of this Service. See page 146, and Photographs 64, 65 and 66. The chances are that a new convert to the serious study of our stamps, in reading the Hanus article, would assume that her date was correct and that the catalogue is wrong.

Regarding the article by Howard Lehman in this book, the author published on page 190 an illustration of a circular headed, "Rates of Postage - Established by Act of Congress of March 3, 1851." One should be very careful in taking this circular seriously as it contains errors. For example, the statement was made that the rate to Great Britain was per  $\frac{1}{4}$  ounce, whereas the single rate was  $\frac{1}{2}$  ounce.

When I first received my copy of this book I was a bit surprised to see that there was an article by me headed, "Regarding the Reconstructed Block of Five - 90¢ Stamp of 1860." I would like to state that this article was not prepared by me for this book but it consists of some notes that I prepared years ago, apparently for Mr. Mortimer L. Neinken and not for publication. However, if I had to rewrite it today I doubt if I would make any changes.

#### THE STEAMBOAT ARTICLE BY L. V. HUBER

In the August Issue of this Service (page 624), I had some notes regarding a remarkable find of early steamboat covers made by Mr. Leonard V. Huber of New Orleans. I stated that Mr. Huber was preparing an article on his "find" and that it would be published at an early date. I am pleased to announce that under date of July 31st last, Mr. Huber

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advised me as follows: "My steamboat article will definitely appear in the October issue of 'American Heritage.'" He also advised that he is preparing an article which will contain a collection of about 1100 original steamboat advertisements, alphabetically arranged, which he hopes that the Steamship Historic Society will publish. This will be a very valuable adjunct to steamboat cover collectors as the year date, trade and other interesting information are contained in most of the advertisements.

Take my advice - be sure and obtain a copy of the October issue of "American Heritage."

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END OF ISSUE NO. 78  
September 1, 1957  
Fourth Issue of the Seventh Series  
1957 - 1958  
Six (6) photographs accompany this issue  
Nos. 307, 308, 309, 310, 311 & 312.

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ASHBROOK SPECIAL SERVICE

ISSUE NO. 79 - OCTOBER 1, 1957 (Seventh Series - 1957-1958)

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WHY WERE STAMPED ENVELOPES ISSUED?

The answer to that query is found in the wording of the Act of Congress, approved August 31, 1852, entitled, "An Act to establish Post Roads and for other purposes."

Because so much mail was being carried privately by express companies and other carriers, entirely outside of the mail, Congress passed the above act authorizing the Postmaster General to issue stamped envelopes and making it illegal for carriers to transmit mail entirely outside of the mail unless enclosed and securely sealed in Government stamped envelopes. Thus came into use the Western Franks. My use of the word entirely refers to mail that was both "picked up" and delivered by a private carrier, and not handled at all by the U. S. mail, and over which the Post Office Department had no control. The purpose of the law in specifying that the letter be sent securely sealed was that the envelope would be destroyed when opened, thus invalidating its use a second time.

The Postmaster General proceeded to carry out the law and a contract was entered into with a private manufacturer and early in July of 1853 stamped envelopes were issued, however, supplies did not reach California and Oregon prior to August of 1853.

The denominations issued were 3¢ and 6¢. In 1855 a 10¢ envelope was issued. A circular that was sent to all postmasters dated November 10th, 1853 and signed by James Campbell, Postmaster General, stated that letter size envelopes of the denomination of 24¢ would be issued but no such value was issued in the eighteen-fifties or sixties.

This circular also instructed postmasters as follows, quote: "If the stamp be cut out of, or separated from the envelope on which it was made, the legal value of both is destroyed; neither does the law authorize the use of parts of postage stamps in prepayment of postage." Here we have the first instruction to postmasters not to recognize bisects, here referred to as parts of postage stamps.

There was nothing in the law which forbid the use of adhesive stamps on stamped envelopes to pre-pay overweight letters. For example, a triple rate letter carried entirely outside of the mail required a 3¢ envelope plus 6¢ in adhesive stamps or a 6¢ envelope and 3¢ in stamps. And later on and after April 1st, 1855 on a double 10¢ rate between the East and West - a ten cents envelope plus 10¢ in adhesive stamps, for a letter, entirely outside the mail.

Where a letter was placed in the U. S. mail - transmitted and later turned over to a private carrier for delivery, it is my opinion such a

letter did not require the use of a stamped envelope because such a piece of mail was not carried entirely outside the mail. As an example, a Pony Express letter of 1860-1861 originating in the East, had to be directed to the Pony Express Company at St. Joseph, Mo., and it included the California address. Payment of the 10¢ California rate was required, though the U. S. postage to St. Joseph was but 3¢ per  $\frac{1}{2}$  oz. Such a letter was not carried entirely outside of the mail, hence the 1852 law did not apply.

This also applied to mail "VIA NICARAGUA." For example, a letter to the East placed aboard ship at San Francisco, was turned over to the New York office for delivery, hence was not carried entirely outside the mail. On such mail, the regular postage rate was prepaid. If rated as unpaid, at times, such were rated as unpaid ship letters. What I would like to emphasize is that there is a difference between mail carried entirely outside of the mail, and mail that shows partial transit by U.S. mail. It was over the latter that postmasters had control and could note whether full lawful postage had been paid.

In the book issued in connection with the Centennial Celebration of U.S. Perforation, appeared an article by A. Jay Hertz, entitled, "Western Express Stamps," (page 123). The opening paragraph is as follows: "There was a time and place in our country when the use of adhesive stamps was forbidden by law. The time approximately 1852 to the latter part of the century. The place the far west. The use private express mail." (unquote)

Obviously the author referred to mail carried entirely outside of the mail. The Act of 1852 provided that mail enclosed in Government stamped envelopes, quote: "may be sent, conveyed, and delivered otherwise than by post or mail, notwithstanding any prohibition there of under any existing law." (unquote) There was no wording in the law which forbade the use of adhesive stamps, but rather this law provided a legal means whereby mail matter could be carried entirely outside of the mail. Neither was there anything in the law which forbade the use of adhesive postage stamps on stamped envelopes to pay overweight postage.

On page 124 Mr. Hertz stated, quote: "Adhesive stamps could not be used. Their use with a stamped envelope (when overweight called for additional postage) was also forbidden."

It is my opinion that the above statement is contrary to the facts in the case. As stated above, from July 1853 to the spring of 1855, there were only envelopes of two denominations, viz., 3¢ and 6¢. On overweight letters the use of adhesive stamps was the only means of paying the Government for overweight postage unless extra envelopes were used, hence it was not only legal but customary to prepay overweight by adhesive stamps.

The author cited various covers which no doubt he considered were violations of the law, that is, the use of adhesive stamps on mail matter that was transmitted in part by the U. S. mail, therefore perfectly legal.



For example, on page 126, first column, quote: "and the overland Mail Company which owned the central overland route, knew the law, but ignored it. The covers going across Nicaragua were sent both ways - about half had adhesives." (unquote) As I stated above, mail "Via Nicaragua" was not mail transmitted entirely outside of the mail, hence the 1852 law did not apply. For example, the author mentions mail "Via N" - "both ways" - Consider an East to West (and I must confess I cannot offhand recall such a rarity), the Vanderbilt Company had no mail delivery system in California, (nor in the East), hence an "East to West" had to be delivered into the post office at San Francisco (or New York) for transmission. Was it not the law from the earliest time that provided that all mail carried by non-contract mail ships had to be delivered into the port post office before the ship was permitted to "break Bulk." Thus the law of 1852 did not apply to "Via Nicaragua" mail provided such letters were transmitted in part by the U. S. mail.

Further quoting from the article by Mr. Hertz, the author stated on page 126, "Leavenworth and Pike's Peak Express and Jones & Russell and the Central Overland used both entires and adhesives. The Pony of the first period used them going west to east and for additional postage going west." (unquote)

It seems to me the author was a bit confused in failing to differentiate between mail carried entirely outside the mail, and which the law required be carried in stamped envelopes and mail which was entirely, or in part, carried by the U. S. mail.

Further quoting: "Mail going to Europe by Express, from the west, often had adhesives for additional postage." (unquote) Why not? Was such mail carried entirely outside the mail? Such mail could have been carried East by an Express messenger and if placed in the U. S. mail at New York or Boston for transmission abroad, the use of a U. S. stamped envelope was not required by law.

On page 126 - second column, the author quoted an opinion expressed by R. C. Gaskill, a special agent of the San Francisco Post Office, dated Sept. 14, 1865. It seems that in a report by Gaskill to the Department, Washington, he stated he had made a careful examination of the way Wells Fargo & Co. affixed and cancelled U. S. postage on letters it carried, and had found overweight letters enclosed in stamped envelopes prepaid by adhesive postage stamps, instead of stamped envelopes as required by law. He had, therefore, called the Company's attention to the P. L. & R. of 1859 - Regulations, Section 437, page 123, and trusted his action met with official approval. I am quoting Section 437 in full text:

"Sec. 437. Stage coaches, railroad cars, steamboats, packetboats and all other vehicles or vessels performing regular trips at stated periods, on a post route between two or more cities, towns, or places, from one to the other, on which the United States mail is regularly conveyed under the authority of the Post Office Department, are prohibited from transporting or conveying, otherwise than in the mail, any letter, packet,

or packets of letters, (except those sealed and addressed and prepaid by stamped envelopes, of suitable denominations), or other mailable matter whatsoever, except such as may have relation to some part of the cargo of such steamboat, packetboat, or other vessel, or to some article at the same time conveyed by such stage, railroad car, or some vehicle, and excepting also, newspapers, pamphlets, magazines, and periodicals. Letters prepaid by stamps cannot be lawfully carried out of the mails." (unquote)

Note the wording, quote: "(except those sealed and addressed and prepaid by stamped envelopes of suitable denominations)." (unquote)

In 1859, there were only envelopes of three denominations, viz., 3¢, 6¢ and 10¢.

How did Special Agent Gaskill suggest that Wells Fargo prepay an overweight letter to be carried entirely outside of the mail, other than by a stamped envelope plus adhesive postage stamps? Perhaps it was a technical violation of the 1852 law and the 1859 P. L. & R. Regulation to use postage stamps on stamped envelopes to pay excess weight on mail carried entirely outside of the mail but it surely was the custom and as far as I am aware nothing was done about it by the Government.

#### WHY WERE STAMPED ENVELOPES FIRST ISSUED?

Back in 1942 I published an article in "STAMPS" under the above heading and stated that the actual reason they were issued was to make it legal for private carriers to transmit mail "outside the mail." ("Stamps" - May 9, 1942 - page 187).

As I recall, several specialists and students of stamped envelopes took issue with me and in articles in "STAMPS" expressed opinions that stamped envelopes were first issued for the convenience of the public. I think the wording of the 1852 law proves their conclusions were in error.

#### WHY "DUE 17"?

Photograph No. 313, illustrates a cover with a 3¢ 1851 tied by the New York circular marking in black which reads, "N.YORK" at top - "STEAM-SHIP" at bottom with a blank center. There is no evidence of month or year use on the cover. This marking was used on mail that was brought into New York by U. S. mail steamships from Panama, Havana, or from certain U. S. Atlantic coastal cities where ships of the Line may have stopped enroute to New York.

In the August Issue of this Service, I illustrated by Photograph #306, a cover with a 3¢ 1851 tied by the two-line marking "STEAM-SHIP." This cover had "Due 4." At left was the New York marking with "SHIP." This was a Ship Letter, rated 5¢ plus 2¢ ship fee - 3¢ paid - 4¢ due.

Again re - cover #313. My guess is that this was a double 10¢ rate from California of 20¢ with 3¢ paid, and 17¢ Due.



Perhaps another theory regarding this cover might be nearer the truth. The writer was on his(?) way to California Via Panama and on the way down he wrote the letter and it was sent back to New York on the same ship. Perhaps he was not aware that the rate from Panama was 10¢ (single).

Regarding the circular marking "N. YORK STEAMSHIP." I illustrated a tracing of this marking on page 245, Vol. 2 of my study of the One Cent 1851-57, and Dr. Chase, showed a tracing of it on page 305 of his 3¢ 1851-57 book. I do not seem to have any record of the use of this marking before 1855. If anyone can show an earlier use will they please advise me.

#### THE 15¢ BANK NOTE - 1870-1888

If you collect the Bank Note issues of the period 1870-1888 no doubt you follow the Luff and Scott catalogue descriptions and separate the National and Continental values of 1¢ to 15¢ inclusive, according to the so-called "secret marks." If so, what about the 15¢? The S. U. S. states there was a "secret mark" on the 15¢ stamps issued in 1873 by the Continental Bank Note Co. Many prominent and very competent students claim that there was never any 15¢ Webster stamps issued with a secret mark. No one has ever claimed that any 24¢, 30¢ or 90¢ Bank Note stamps had any secret marks. On page 56 of the 1957 "S. U. S." we find the following notation, quote:

"15¢. In the lower part of the triangle in the upper left corner two lines have been made heavier forming a 'V.' Secret marks were added to the dies of the 24¢, 30¢ and 90¢ but new plates were not made from them. The various printings of these stamps can be distinguished only by the shades and paper." (unquote)

The question arises, was there any secret mark on the 15¢ stamps issued by the Continental Bank Note Co.? Some of our most competent students state most emphatically NO. If there was no secret mark then I think that the S. U. S. should discontinue publishing such incorrect data.

Die proofs of the 24¢, 30¢ and 90¢ are in existence which some students claim were produced by the Continental Bank Note Co. and these have added lines which are not on the issued stamps. These "secret marks" on the 24¢, 30¢ and 90¢ die proofs are illustrated in the Luff book.

The National Co. made one plate each for the 15¢, 24¢, 30¢ and 90¢ and in 1873, the Continental Co. made a new plate for the 15¢. It has been the general impression for over half a century that this Continental plate which has numbered #31 produced stamps with a secret mark in the upper left triangle as described by Luff back in the eighteen-nineties and repeated ever since by the Scott catalogues.

Very thorough and capable students who have made a careful study of the Bank Note issues for many years, claim that when Continental made their new 15¢ plate in 1873, and gave it number 31, that they did not make a new transfer roll but instead used the National roll to lay out their

new plate, hence no "secret mark." The Continental Company did not make new plates for the three high values of 24¢, 30¢ and 90¢ but used the National plates. Thus if there was no requirement on the part of Continental to issue stamps of the 24¢, 30¢ and 90¢ with secret marks, then apparently there was no reason why the 15¢ value was not in the same category.

#### IS PROOF CONCLUSIVE HERE?

Harmer Rooke & Co. held an auction sale on June 5th, 1951 of proof sheets of various U. S. stamps from the Estate of the late Ernest R. Ackerman, a former Congressman from New Jersey and a very prominent philatelist of his time. In that sale were complete plate proofs of the two 15¢ plates, National and Continental - Nos. 20 & 31. These were india proofs mounted on large cards and the lots were described as follows, quote:

"1870-71 (National)

40P - 15¢ orange - sheet of 200. Two imprints & No. 20 at top and bottom. Arrow at top & bottom. Very fine to superb (152 P3)."

"1873 Continental

51P 15¢ orange. Sheet of 200. Two imprints & No. 31 at top and bottom. Arrows top & bottom. Very fine to superb (163 P3)."

#### FOR SIDE-BY-SIDE COMPARISON

Here are complete India plate proofs from the two plates. Very fine photographs were made at the time of the sale and are available for side-by-side study. Do any of these 200 Continental stamps show a secret mark such as Luff described? Do these 200 stamps on this Continental plate proof show any evidence that Continental made a new transfer roll which had a secret mark such as Luff described? Does a minute side-by-side comparison of these two complete plate proofs show that the upper left triangle on the Continental plate proof is actually any different from the same triangle on the National plate proof? I think the above questions could be very easily answered and if so, then we should have proof conclusive as to whether Continental issued any 15¢ stamps with a secret mark as claimed by Luff and the Scott catalogues.

One of our foremost students of the Bank Note issues wrote me recently as follows: "Apparently the Continental did not make a 15¢ roll xxx all xxx positions on the National plate and on the Continental plate, as shown on india proofs were from the National roll, or could have been. xxx If a Continental 15¢ roll was made it was not used or it is identical with the National roll." (unquote)

#### WHAT ABOUT THE 15¢ DIE?

Yes, what about the 15¢ Die? Was any secret mark placed on this die or on any 15¢ duplicate dies (lay-downs) transferred from the original 15¢ National die? Luff, in his book, illustrated portions of the designs of the dies of the 24¢, 30¢ and 90¢ which he claimed contained secret



marks. The question, therefore, arises, viz., was a secret mark placed on a 15¢ die similar to what was done with the dies of the 24¢, 30¢ and 90¢? If so, and if plate proofs from the Continental plate do not show an engraved secret mark, is this not very strong evidence that the Continental Bank Note Co., in 1873, did not make a new transfer roll but used the old National Roll to transfer their new plate No. 31.?

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END OF ISSUE NO. 79

October 1, 1957

Fifth Issue of the Seventh Series  
of  
1957-1958

One photograph accompanies this issue, No. 313

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A handwritten signature in dark ink, appearing to read "Allen Johnson", is written over a line of asterisks. The signature is fluid and cursive, with a long horizontal stroke at the end.

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ASHBROOK SPECIAL SERVICE

ISSUE NO. 80 - NOVEMBER 1, 1957 (Seventh Series - 1957-1958)

IT IS THE STORY - NOT THE CONDITION

Photograph #314, illustrates a cover that I am sure would have absolutely no appeal to one who seeks fine condition, but this very unattractive price current and letter is quite an interesting study in rates, routes and markings.

This letter was from New Orleans, La. on April 7, 1850 via Mobile, New York, London and Calais, France to Italy. Originally it had two 10¢ and one 5¢ 1857 stamps which were canceled by red grids at Mobile, Ala. This letter dated inside New Orleans, was a WAY LETTER into Mobile on the same day - April 7, 1850.

The cover was actually a rate to Heath & Co., London, with instructions on face for them to forward it on to a business firm in Genoa, Italy, and as such it was a 24¢ per  $\frac{1}{2}$  oz. letter overpaid 1¢ - paid only to England. Or did that 1¢ actually pay the 1¢ Way Fee into Mobile ... on the route of the "Great Mail" to New York? Thus 24¢ plus 1¢ - prepaid WAY.

Upon arrival at London, Heath & Co. tried to remove the U. S. 1847 stamps and sent the letter on its way thru Calais Via French mail to Genoa. At left near the Mobile postmark is a penciled "1/3" which I judge was the British debit to the French of one shilling three-pence (30¢ U.S.). I thus assume that Heath & Co. forwarded the letter unpaid. There is also a pen marking at left which looks like "9N" but which was the French due to the Italians of 24 decimes (approximately 46¢ U.S.). Thus the total rate was U. S. 25¢ plus British & French of 46¢, total 71¢.

This letter went from New York by a Cunard British mail ship to Liverpool, though there is no New York postmark. There is, however, a red "19" which is quite faint under the Calais marking. I recognize this as a "19" that was used at New York, and was the U. S. credit to Britain of 19¢. This 19¢ indicates "British Packet" (16¢ sea - 3¢ internal). Had the letter been sent from New York by an American Pkt. the credit would have been "3." The small double circle postmark at right center is the Calais French receiving postmark. To the left of this is a London postmark. About all that remains of one of the 10¢ '47 stamps is one of the "X." The other 10¢ was apparently a nice right sheet margin copy. There is a foreign straight-line marking in black over what remains of the 5¢ '47 but I have no knowledge of its meaning.

Frequently the story behind a cover is of more interest than the condition. I cite this cover as an example, (in my opinion).



JUST IMAGINE

During the first half of the last century it was more or less the custom to forward mail unpaid - put the tax on the addressee. This especially applied to business mail. Imagine going to the post office and being informed that you had to pay several dollars before you could receive your mail, and then to find that you had paid for some printed circulars advertising patent medicines or what-have-you. As this practice grew and became greatly abused widespread protest became general and resulted in the passage in 1855 of a law which required prepayment of domestic postage. Because of existing postal treaties the law did not apply to all foreign mail, (prepayment optional).

Regarding printed circulars. The Act of 1845 fixed the postage as follows, quote: "All printed xxx circulars, handbills, or advertisements printed xx on quarto post or single cap paper, or paper not larger than single - cap paper, 2 cents for each sheet, without regard for distance." (unquote)

Some business firms inserted notices on their circulars that they prepaid the postage on all circular mail. Some had such notices printed on the address side of their circulars, as for example, Photograph No. 315, illustrates a folded printed circular dated inside Cincinnati January 1, 1847 with postmark of Feb. 12, and handstamped "PAID" with manuscript "2." The printed corner card in upper left reads, "ONE PRINTED CIRCULAR - POSTAGE TWO CENTS - PAID - FROM J. D. DOUGHTY, CINCINNATI, OHIO." Covers such as this are quite the exception. They certainly illustrate an interesting chapter in our postal history.

THE BALTIMORE "WAY 5" MARKING

Photograph No. 316, illustrates a cover with a 5¢ 1847 securely tied by the Baltimore "Way 5" marking. This is a blue folded letter and the marking is in red. This marking is also known canceling a single 10¢ 1847, as well as on stampless cover, and covers with the 1¢ 1851 (strip of 3) and single 3¢ 1851. The question arises, did the word WAY mean that a Way Fee of 1¢ was due in addition to the rate of postage? For example, on cover #316, the marking was used to cancel the 5¢ 1847 stamp, but because this was marked as a "Way" letter did it mean that a Way Fee of 1¢ was due? Or did the word Way merely mean that the letter originated elsewhere and was brought into Baltimore by a carrier - by rail - by water - coach - etc., thus an "origin" marking, and a letter that was not subject to a "WAY" fee. In my opinion, this is the correct analysis.

Inasmuch as covers showing this marking are not common and therefore quite desirable I am describing some that are listed in my records, - all covers.

10¢ 1847 - F.L. to Baltimore - From New York, Nov. 20, 1850.

Stampless - To Baltimore - from Patapsco, Md. - Nov. 21, 1851.

Three 1¢ 1851 - To Baltimore from New York Dec. 16, 1851.

(From the Chase 1925 sale-See Ashbrook One Cent Book, Vol.2)

3¢ 1851 - To Baltimore from ? , dated Nov. 3, 1851.

THE VANDERBILT VIA NICARAGUA LINE

One of the most famous Vanderbilt ships was the historic old wooden side-wheeler named the "Star of the West." Vanderbilt had her built in 1851-1852 for his line from New York City to San Juan del Norte, Nicaragua, and she entered the service in October of 1852, and continued until September 1859 when she was placed on the run from New York to Havana and New Orleans. With war clouds gathering late in 1860, she was chartered by the Navy Department, loaded with supplies and reinforcements and headed for Fort Sumter. Entering Charleston harbor soon after dawn on January 9th, 1861, she was fired upon by South Carolina secessionists upon order of the Governor of that recently seceded state. This was the first shot fired in what developed later as the war between the states.

When Louisiana seceded on January 26, 1861, the Star of the West was at New Orleans and the ship was immediately seized by the state authorities, and served for some months as a receiving ship at that port. When Federal forces occupied the city in May 1862, the ship was taken up-stream to Vicksburg. And when that city was threatened with capture in 1863, the old "Star of the West" was sunk under the guns of the Confederate Fort Pemberton.

If you have a "Via Nicaragua" cover of the eighteen-fifties perhaps it was carried from Nicaragua to New York by the famous old Vanderbilt steamer that drew the first fire in the Civil War.

ROUTED VIA NICARAGUA

Photograph No. 317 illustrates a blue folded letter addressed to Baltimore, Md., with a pair of 3¢ 1851 tied by black postmark which reads, "NEW YORK - SHIP - OCT 10." In upper left is the manuscript marking, "Via Nicaragua." The letter inside is dated San Francisco Sept. 15, 1853. This letter traveled the Vanderbilt Nicaragua route and entered the New York post office on Oct. 10, 1853. The "Ship" in the postmark indicates the transmission was by a non-contract mail ship. The regular California 6¢ rate was paid - thus a "carriage outside of the mail" and not in a U. S. stamped envelope.

On the great majority of letters that were carried by Vanderbilt ships we find the familiar markings, "Via Nicaragua - Ahead of the mail." It is our belief that such markings were not applied on board the Vanderbilt ships but rather by people who had bags for the deposit of mail for the East, such as news stands, stationery stores, etc., etc. It seems possible that the agent of the Vanderbilt Line in San Francisco may have supplied such depositories with such stampers - thus an easterner contemplating a trip to California could go by Nicaragua and make better time than by the U. S. mail ships via Panama.

If a person put a letter in the S.F. post office it was sent by the regular mail route Via Panama, hence mail "Via Nicaragua" was not San Francisco postmarked.



Cover #317 has no "Via Nicaragua" handstamp and the absence of same could indicate that the letter was taken direct to the ship and handed over for carriage to New York. Here is the story of this cover. It was carried by the Vanderbilt "S.S. Cortes," which sailed for Nicaragua from San Francisco on Friday, Sept. 16, 1853. She arrived at San Juan del Sud on Sept. 29, 1853. Connection was made on the Atlantic side with the "S.S. Star of the West." The Cortes departed from Nicaragua on Oct. 3 and arrived back at San Francisco on Saturday, Oct. 15, 1853.

The "Star of the West" on this round-trip departed from New York for Nicaragua on September 20, 1853. In the book "Memoirs" by Gen'l Wm. T. Sherman, the author stated he and his family traveled from New York to San Francisco in the fall of 1853 by the Nicaragua Line after having resigned a captaincy in the U. S. Army on Sept. 6, 1853. He stated he embarked from New York on Sept. 20, 1853 for San Juan del Norte on the "Star of the West" and that the "Cortes" took he and his family to San Francisco where he entered the banking business. His firm weathered the financial panic there in 1854.

On the return trip to New York the "Star of the West" sailed from Nicaragua on Oct. 2, 1853 and arrived back at New York late in the afternoon of Oct. 9, 1853. The mail she carried entered the New York post office on Oct. 10, 1853.

In the Green sale by Harmer Rooke on May 26, 1943, Lot 106 was a folded letter by this same trip by "Cortes" and "Star of the West." This cover was addressed to Boston and the addressor attached a diagonal half of a 12¢ 1851. When this letter reached the New York post office the bisected 12¢ was not recognized and the half-stamp was canceled "NEW YORK - SHIP - OCT 10 - 7 CTS" - Thus it was rated as an unpaid ship letter with 7¢ due (5¢ unpaid to Boston plus 2¢ ship fee). The "Green" cover did not have a "Via Nicaragua - Ahead of the Mail" marking but a manuscript "VIA NICARAGUA."

In the Caspary sale of Jan. 16, 1956, Lot No. 575 was another cover that was transmitted by this same trip and addressed to Bolton, Mass., with a 12¢ 1851 bisect, lower right diagonal half. In this case, the latter was tied by a black postmark reading, "NEW YORK - SHIP - OCT 10 - 12 CTS." This letter was over  $\frac{1}{2}$  oz., and the half of a 12¢ 1851 was not recognized and the letter was rated as an unpaid Ship Letter with postage due of 2 x 5¢ plus 2¢ ship fee. This cover sold at \$1,300.00 to "Stolow." In a recent sale by Robert Siegel on Oct. 7th last, this same cover again was sold as Lot 383 and realized \$1,400.00. Incidentally, in the case of these two covers rated as "Ship Letters" the 12¢ bisects did not serve the purpose intended, in both cases the half-stamp did not pay any postage rate and in each case a tobacco tag would have served the same purpose. In my humble opinion the use of a bisect is a provisional use when it served the purpose intended, when it failed to do so, it was nothing more than a label.

10¢ 1847 COVER TO CANADA  
PROBABLY UNIQUE

Photograph No. 318 is a photograph of a photo print of a 10¢ 1847 cover (reduced in size) from New York to Hamilton, C.W. This cover is an extremely rare item and no doubt it is unique. The most noticeable feature is the absence of a Canadian postage due marking, showing that this was not just another 10¢ '47 cover to Canada with U. S. postage "paid to the Line" but rather with postage paid all the way - to destination.

It will be recalled that a postal treaty was signed with Canada in March 1851 whereby mail could be exchanged between the two countries, from origin to destination, either paid or unpaid, with each country retaining all postages collected. The rate from the eastern section of the U. S. to Eastern Canada was fixed at 10¢ per  $\frac{1}{2}$  oz., from the U.S. west coast to Eastern Canada at 15¢ per  $\frac{1}{2}$  oz. The treaty became effective on April 6, 1851.

Note the New York postmark with that date "APR 6," the year 1851, thus this is a

FIRST DAY COVER  
and as such it is probably unique.

On the face is the Canadian postmark of "QUEENSTON APR 8, 1851." This letter was sent from New York in a sealed bag to Buffalo, N.Y. and exchanged across the border to Queenston where the bags were opened and mail postmarked and forwarded to Canadian destinations.

After June 30, 1851, the 1847 stamps were demonetized, hence a cover such as this with a 10¢ 1847 (or two 5¢ 1847) paying the new treaty rate (and no Canadian postage due) is quite an unusual item, such uses being only(?) in April, May and June of 1851. The exception could be a cover showing recognition of the 1847 stamps after June 1851.

The postal treaty was called a postal "agreement" rather than a treaty and in the P. L. & R. of 1852, Sec. 343 of the Regulations was in part as follows:

"Under these arrangements with Canada xxx the respective United States exchange offices are required to stamp 'U.STATES' on all letters sent into any of the British North American Provinces, and to mark all PAID LETTERS received xxxx with the word 'PAID' xxxx both IN RED INK, and to mark all the unpaid letters from said provinces in BLACK INK, etc."

Because of the early use of this cover there is no handstamped "U.STATES" but across the left end a manuscript "U.S." What a remarkable FIRST DAY COVER and how fortunate it survived destruction and is preserved to our generation.

A COVER WITH AN INTERESTING STORY

Photograph No. 319 illustrates a cover with postage paid of 5¢ from



Terre Haute, Ind. on May 4, 1857, addressed to "Spezzia, Italy." It has a black postmark of "May 9" with "18" at top. Why 5¢ in postage and why the "18?" In the center is a double circle French receiving postmark which reads as follows: "ETATS-UNIS-SERV-AM-A.C. 23 MAI 57-J." In lower left in manuscript - "Via Liverpool Steamer." In 1857, "May 9" (date of the N.Y. postmark) fell on Saturday. This cover is a very interesting study in rates, routes and U. S. and foreign markings. If you can explain all these important points will you advise me and I will give you credit in a future issue of this Service. Another very interesting feature is the address, viz:

RICHARD L. LAW U.S.N.  
7 U.S.S. CONSTELLATION  
SPEZZIA, ITALY

The "Constellation." What a ship and what a record she made and what a heroic American it was who commanded her - Admiral Truxtun and under him, Midshipman Porter in the undeclared war against the French in 1799-1800. And believe it or not the "Constellation" is still in existence today or at least the vessel to which this cover is addressed is, as the original frigate was "reconstructed" in 1853 as a corvette(?), and probably came out as an entirely new ship which was a practice the Navy had in those days to avoid requiring appropriations from Congress for new vessels. Anyhow the "Constellation" is still in existence today at Baltimore.

A very fine and interesting story about the "Constellation" and Admiral Truxtun appeared in the American Heritage, Issue of February 1956.

At the time this letter was sent to the ship she was probably on Mediterranean duty as a training ship. During the Civil War she was patrolling that sea against Confederate raiders.

Truly - it is the story behind the cover that makes an interesting and unusual cover something more than just another cover with U. S. stamps.

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END OF ISSUE NO. 80  
NOVEMBER 1, 1957  
SIXTH ISSUE OF THE SEVENTH SERIES  
of  
1857 - 1858

Six (6) photographs accompany this issue  
Nos. 314, 315, 316, 317 318 & 319

*Allen G. Burrows*

ASHBROOK SPECIAL SERVICE

ISSUE NO. 81 - DECEMBER 1, 1957 (Seventh Series - 1957-1958)

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A STUDY IN RATES AND MARKINGS

In last month's issue of this Service (Nov. 1, 1957) I described a cover from Terre Haute, Ind. on May 4, 1857, thru New York on May 9th to Spezzia (Sardinia), Italy, with a postage payment of 5¢ (3¢ 1851 plus a V.P. of 1¢ 1851). The cover was illustrated by Photo No. 319. In analyzing a foreign rate cover perhaps the most important feature is first to determine the exact date of use. In this case it was May 1857, and the French receiving postmark shows that this was routed by "French mail," that is, it was forwarded under the terms of the new "U.S.-French" postal treaty which went into effect on April 1, 1857. In describing this cover last month I emphasized the fact that the New York postmark was applied in black ink and had an "18" at top. This was proof that the French Post Office Department had been debited by the U.S. P.O.D. with "18"¢ U.S., because, under the terms of this particular treaty, credits were required to be applied in red and debits in black. This debit to France proved that no postage was recognized as having been paid, thus this letter to all intents and purposes, was in effect the same as a stampless or unpaid letter, the 5¢ being wasted, as no partial payments were recognized. It was, payment in full, or no payment at all.

The port of Spezzia was in the "Sardinian States" and the rate by "French mail" to those states in 1857 was 21¢ per  $\frac{1}{4}$  oz. ( $7\frac{1}{2}$  grammes) or 42¢ per  $\frac{1}{2}$  oz. (15 grammes).

In upper left is a French applied manuscript "2" indicating this letter was a double rate of over  $7\frac{1}{2}$  grammes, which meant that the letter was sent unpaid from New York with unpaid postage of approximately 42¢, and of this sum there was due from the French the debited "18." Thus this "18" was the U.S. of 2 x 9¢. Why was France debited 9¢ per  $\frac{1}{4}$  oz. or 18¢? The answer is 2 x 3¢ for the U.S. internal and 2 x 6¢ sea, or transmission by "Amer.Pkt" to England and thru Calais into France. In other words, this letter was sent at the expense of the U.S. Post Office Department to England, thus that much of the rate (18¢) belonged to the U.S. P.O.D., hence the debit to France as the French were responsible for the final collection from the addressee.

Last month, I stated that the French receiving postmark read, "ETATS-UNIS-SERV-AM-A-C," which meant somewhat as follows: "From the United States by Amer.Pkt., to England thru Calais." And this indicated that the U.S. P.O.D. was entitled to 3¢ plus 6¢ out of each 15¢ single rate. Also in manuscript at left center is a French applied something that looks like "9N" but in fact was "24" decimes or about 45¢ (figuring a French franc at 19¢ - a decime being 1/10 of a franc).



#### WHY THE DETAILED DESCRIPTION

I gave a very thorough description of cover #319 for two reasons, viz - first, because the cover is quite an interesting study and second, to emphasize one very important point - that when an "Expert Committee" accepts a fee for an opinion as to whether a philatelic item is genuine or fraudulent they should have sufficient knowledge of all features of a cover. For example, all features such as the above cover, Photo #319. Being deficient in such knowledge how can they be expected to render a worthwhile opinion? When they do render an opinion without some knowledge of a cover then their opinion is guess-work and hence of little if any value. It is a sorry state of affairs when any "Expert Committee" renders opinions on pure guess-work and charges a fee for same.

When John Doe submits a cover to the Expert Committee of the Philatelic Foundation, New York City, he is charged a fee for merely an "opinion" as to whether the cover is genuine or otherwise. I believe they refuse to divulge why they considered the cover genuine, if it is actually a fake) or why they considered it bad (if it is actually genuine).

#### MISDESCRIBED

In an auction sale this fall a cover was offered with a 5¢ 1857, Type II described as an "orange brown," and it sold at \$500.00. I examined this cover before the sale and in my opinion, the stamp was a Type II brown S.U.S. #30A, catalogued off-cover at \$17.50 and on cover at \$22.50. Suppose, for example, this cover was submitted to an incompetent Expert Committee and they declared it to be the #30, the orange brown. Personally, I would dislike to have \$500.00 invested in a \$25.00 cover, even if it did have a Philatelic Foundation certificate stating the brown stamp was the rare orange brown.

#### ANOTHER EXAMPLE

In the Gibson sale by Ward on June 14, 1944, Lot 134 was a cover with a 5¢ brown Type II and a 10¢ 1857 Type V, to Germany. The 5¢ was described thru error as an "orange brown," but no one believed it was the rare shade No. 30, hence the cover sold as a brown at \$41.00. Covers with the rare orange brown do not sell for \$41.00, and they did not even 13 or 23 years ago. That same cover is coming up in an eastern sale early in December and again the 5¢ stamp is described as the rare "orange brown" No. 30.

Several years ago a subscriber to this Service sent this same cover to me and stated it had been offered to him by a dealer as an "orange brown" and that he wanted to buy it provided I would sign it on the back. I do not remember how much money I saved him but it was considerable.

#### A SERVICE FOR A FEE

The following is a typical letter from a member of this Service:  
"Will you please send for the following lots in the sale by John Blank

& Co. on Blank date and examine them for me and report whether they are as described and are genuine?" For such a service I charge a minimum fee of \$5.00 per lot, which includes forwarding and return postage, insurance and also if desired, a color transparency of the stamp or cover, and in addition, if the item is purchased I will sign same on the back as "in my opinion the cover is genuine in every respect."

#### MISDESCRIBED MATERIAL

In almost every auction sale we find the following off-cover items offered: the 24¢ 1861 violet, the 24¢ 1861 steel blue, but seldom are these the real colors. This also applies to the 3¢ 1861 pink, the great majority being the near pink, or rosey pink or pinkish rose, but seldom the real PINK. We also find copies of the 5¢ 1857, red brown Type I, (S.U.S. No. 28 - \$45.00 off - used) offered as the 5¢ 1857 indian red Type I (S.U.S. No. 28A - \$85.00 off).

Mature businessmen would not think of buying a piece of real estate without having a thorough examination made of the title yet many will depend on their own judgement in purchasing a stamp of a rare color or a rare cover for no other reason than the latter "looks good" - pure guess-work.

#### WOULD THAT THERE WERE PROPER ETHICS

In my humble opinion a reputable dealer or auction firm should not offer a stamp or a cover unless he is very certain that the item is as represented. And further, I think the expense of authentication should be borne by the seller, in every case where the item proved to be other than as represented.

#### AN EXAMPLE

In a sale by a prominent auction firm a cover was offered with a 30¢ 1869 used abroad. It was described as "a clean attractive cover," but no assurance whatsoever was furnished that the cover was genuine other than the fact that the firm was surely offering it as a genuine cover. Surely they would not have offered it had they considered it a fake. This cover sold at \$400.00, the buyer obtained an "extension," submitted it to the Expert Committee of the Philatelic Foundation, and they turned it down. How much more ethical it would have been to obtain authentication of this cover before it was placed on sale. And also in this same sale was a cover with a 24¢ 1869 that sold at \$475.00 went thru the same process and was turned down by the P.F. Committee, and returned. Yes, I do admit that occasionally that "Expert Committee" does make a correct guess.

#### IN CONTRAST

In a sale by Robert Siegel on Nov. 14th last, Lot 251 was a cover with a 24¢ 1869 - the lot described as follows, quote: "24¢ Green & Violet



(121) tied on cover, 'New York registered' pmk on registered cover, triple 3 x 3¢ plus 15¢ fee in 1870, signed by Stanley B. Ashbrook on back. Fine and rare cover." (unquote) The sale price was \$825.00." I believe that here is a case where the buyer had no fear he was not actually buying a genuine 24¢ 1869 cover, and as such he was willing to pay for that assurance.

#### GUESS-WORK

Recently a cover was submitted to me for my opinion. It had a single copy of the 90¢ 1861 addressed to blank. This cover was accompanied by a certificate of the Expert Committee of the Philatelic Foundation which stated that in their opinion the 90¢ stamp was used on this cover. In my opinion, they were absolutely wrong as there was no evidence whatsoever that the 90¢ stamp had been used on the cover, leaving but one conclusion - they had used "guess-work" because the cover "looked genuine." The European crooks, fakers and fixers of U.S. covers strive to make their frauds "look genuine." Many buyers no doubt have the mistaken idea that they are philatelically smarter than the experienced crooks. I, for one, have real respect for some of their clever work, hence endeavor to the best of my ability to keep as many jumps ahead of them as possible.

All of the above sums up to this appeal - Please be careful and if you are not sure, seek the advice of some recognized student in the particular field. For example, Brookman for grills or the Bank Notes, Perry for Locals and Carriers, Dr. Carroll Chase for anything and everything in the 3¢ 1851-57 and any other 19th Century item, etc., etc.

#### AGAIN THE COVER TO SPEZZIA, ITALY

Photo #319 shows the cover addressed to "RICHARD L. LAW, U.S.N." Who was this naval officer? The following data concerning him was furnished to me by Mr. Richard B. Graham, of Columbus, Ohio, a member of the Universal Ship Cancellation Society.

Richard L. Law was born in Indiana and appointed a midshipman in 1841. Graduated from Annapolis in 1847, made a lieutenant in 1855, a Lt. Commander in 1862, a Commander in 1866, Captain in 1877 and retired in 1886. He died in 1891. He served as a Lieutenant on the "Constellation" in 1857 when that ship was attached to the Mediterranean Squadron, under Commodore Samuel L. Breese, U.S.N.

#### SOME REMARKABLE PRICES 20TH CENTURY

In a sale by Irwin Heiman on November 7th last, of the Cromwell collection Lot 151 was an imperforate pair of the 4¢ brown S.U.S. 314A (page 79). A S.U.S. footnote reads: "This stamp was issued imperforate but all copies were privately perforated with large oblong perforations at the sides (Schermack Type III)." The S.U.S. quotes a pair at \$2,750.00 unused. In the Heiman sale a pair sold at \$4,000.00.

Lot #255 was a strip of four of the 3¢ Orangeburg, N.Y. coil, said to be the only unused strip known. S.U.S. #389, sold at \$4,300.00.

Lot #363 was a 1¢ Green - S.U.S. #544 - Rotary Perf. 11. Horiz. pair - "probably unique," sold at \$2,200.00.

Lot #607 was a 1918, 24¢ Air invert, (S.U.S. C3A - \$4,000.00) sold at \$3,900.00.

#### A MAGNIFICENT COLLECTION

A most remarkable sale of 1847 covers was held by Robert Siegel of New York on October 31st last. There were only 312 lots in the sale but some of the prices were most surprising. In the catalogue Mr. Siegel stated that this sale comprised the finest lot of 1847 covers to ever come on the market(?) and included items from many famous collections of past years, such as Emerson, Knapp, Brown, Meroni, Lehman, Ackerman, Gibson, Moody, Waterhouse, Caspary and others.

#### FANTASTIC

The high point of the sale was a cover with a pair of the 5¢ 1847 stamps used and canceled at Montreal to New York City, in May 1851. This cover was in the Caspary sale on Jan. 16th, 1956, and as Lot #119, it sold at \$2,800.00. Later it was rumored that a disappointed bidder paid \$3,200.00 for it. In the recent Siegel sale this cover sold at \$5,400.00. To me this seems fantastic. I never dreamed that I would live to see the day when a cover with a pair of the 5¢ 1847 would sell at any such a fantastic price. For a large illustration of this remarkable cover see page 34 of the H. R. Harmer catalogue of the second sale of the Caspary collection, held Jan. 16, 1956. In the February 1956 issue of the Service, after the sale, on page #469, I referred to this cover as follows, quote:

"Lot 119 was a folded letter with a pair of the 5¢ 1847 used from Montreal May 2, 1851 to New York City, the stamps canceled and tied by two strikes of a Canadian target in black. Bear in mind the date of use. I wonder how many collectors appreciated the significance of this cover? It is in an entirely different classification from Lot 118 which I described above, because it shows no payment of any Canadian postage, and I think the explanation is obvious. A postal agreement between the U. S. and Canada went into effect on April 6, 1851, whereby postages in either country could be paid to destinations in the other. The rate from the U.S. (California and Oregon excepted) was fixed at 10¢ per  $\frac{1}{2}$  oz., and from Canada to the U. S. at six pence currency (California & Oregon excepted). Prepayment was optional. The first Canadian postage stamps were issued during the last week of April 1851. An official circular dated April 21, 1851, announced 'Postage stamps are about to be issued.' The Caspary cover (Lot 119) shows use from Montreal on May 2, 1851, and apparently this letter went thru the Canadian mail with the pair of 5¢ 1847 paying the entire postage - not merely from the border to New York. Here we do have a most unusual case of U.S. stamps used from Canada, and canceled there and paying the entire rate. This cover (#119) sold at \$2,800.00." (unquote)



The Montreal Post Office should have rated this cover as unpaid with six(6) pence Canadian or 10¢ U.S. due. However, under the postal "agreement" each country was entitled to retain all postages collected, so I suppose the Montreal office thought what was the use in rating the cover as unpaid. After all the Canadian P.O.D. would not receive any of the 10¢ collected. The Montreal office did cancel the stamps and here we have something most unusual, viz., U.S. stamps canceled in a foreign country and recognized at the New York Post Office.

#### THE GIBSON COVER - A SIMILAR USE

In the Gibson sale by Ward on June 14, 1944, there was a similar cover to the one described above, except that instead of a pair of the 5¢ 1847 it had a single 10¢ 1847. This was Lot 18 and it sold at the very modest price of \$210.00. This Gibson cover was used from Montreal on June 22, 1852 and was addressed to D.S. Kennedy, New York. The 10¢ 1847 was canceled with the black Montreal "target" but the stamp was not actually tied. An illustration appeared on page 9 of the sale catalogue. Here was a use in June 1852 almost a year after the 10¢ 1847 had been demonetized. Both covers were from Montreal to New York, both had the same type Montreal postmark, both had the stamps canceled by the Montreal "target" (concentric circle) and both had the red curved "CANADA." In addition, the Gibson cover had a handstamped "PAID" in red which I assume was applied at New York(?).

#### A SIMILAR COVER

A cover very similar to the "Gibson" cover was Lot #173 in the Caspary sale of Jan. 16, 1956. This one had a 10¢ 1847 tied tight by the Montreal "target" in black. Same type of Montreal postmark in red with date of "Sep 4 - 1851," same curved "Canada," and same curved "PAID." Addressed in the same handwriting as the above described cover with the pair of 5¢ 1847, to Messrs. E. D. Morgan & Co., New York. The sale price was \$3,000.00. Here again a use of the 10¢ 1847 with recognition of the invalidated stamp at the New York Post Office.

#### FOR THE RECORD

In a sale by H. R. Harmer, Inc. on Nov. 4th, 1957, Lot #4 was a pair of the 5¢ 1847 on a piece of cover canceled by two black targets and by a part of a red encircled "10." It is my belief that this pair was a use from Canada, possibly Montreal, to New York and cut from a similar cover to the above described covers. The red encircled "10" was of a type used at New York. Incidentally, this pair of the 5¢ sold at \$325.00.

#### ANOTHER SIMILAR COVER

In a Service Issue of November 1st, 1956, I described on page #550, a similar cover from Montreal to New York, and illustrated it by Photograph #272. This cover had a single 10¢ 1847 tied tight by the same type Montreal postmark in black with date of "JY 28 - 1851"

(July 28). Again a use of the 10¢ after demonetization. This cover, #272, had a black Montreal encircled "6d" canceled out by the black Montreal "target" - indicating that the folded letter was originally rated as unpaid with 6d (pence), or 10¢, due at New York but later this was overstruck by the target cancel. This was addressed to D.S. Kennedy, 58 Wall St., New York.

AGAIN THE SIEGEL SALE OF FORTY-SEVENS

The following are a few of the outstanding covers in that sale of Oct. 31, 1957:

5¢ 1847 tied by the Binghamton Herringbone in red, sold at \$600 - Lot #8. In the Meroni sale by Fox, 11/13/52, this was Lot #1225 and sold at \$320.00.

5¢ 1847 tied by bright red East Bennington, Vt. postmark - A show piece - Lot #23 - sold at \$775.00. In the Lehman sale by Fox 10/28/54 this was Lot 54 and sold at \$325.00.

5¢ 1847 - H.P., Lot #137 - Huntsville, Ala. Canceled by the red star sold at \$850.00.

5¢ 1847 - Block of four - Lot 160 - New York to Montreal. Sold at \$1,250.00. In the West sale (1943) this was Lot #261 - sold at \$380.00.

10¢ 1847 - tied by Chicago "10" in cog cancel - Lot #177 - sold at \$1,300.00. A show piece.

10¢ 1847 - tied to a cover from Cincinnati by "PAID" - Lot #200 - sold at \$625.00. This stamp was described as, "huge margins."

10¢ 1847 - tied by blue 10 in scalloped circle to cover from Nashville, Tenn. Lot #207 - sold at \$900.00. The next Lot #208 was also a cover from Nashville, Tenn. with a 10¢ '47 tied by a blue grid. Sale price \$340.00. Thus the difference in price between a blue grid and a scalloped circled 10 was \$560.00. Something to think about.

10¢ 1847 - H.S. of four. The celebrated Waukegan cover - Lot #232 - sold at \$7,000.00. This was in the Knapp sale (5/10/41) as Lot #2308 and sold at \$2,175.00. I always thought that this cover was way over-rated because of the heavy cancelation.

5¢ - 10¢ - on cover - "Vermt & Massts R.R." - Lot 233 - sold at \$1,550.00. This was Lot 88 in the Waterhouse sale, London, 6/27/55 and sold at approximately \$1,680.00.

5¢ plus 10¢ - on cover to France. Lot 234 - sold at \$900.00.

5¢ plus 10¢ - on cover to Cuba - Lot #236 - sold at \$600.00.

5¢ 1847 - tied by "Steamer 5" in oval, Lot #237 - sold at \$825.00. I



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illustrated this cover by photograph #178 in the Service Issue of Nov. 1, 1954.

5¢ 1847 - tied by Blue Grid. On face is the rare circular marking "STEAMBOAT" with large "5" in center in blue - postmarked in blue, "Norwich, Conn," to Boston. Lot #238 - sold at \$800.00. This was Lot #11 in the Gibson sale (1944) and sold at \$155.00. It again came up in the Meroni sale (Fox - 11/13/52) as Lot #1236 and sold at \$137.50. This is the only record that I have of an 1847 cover with this rare "Steamboat 5" marking.

5¢ 1847 - tied by the blue boxed "Troy & New York Steamboat." Lot #239 - sold at \$1,650.00. This cover sold in the Lehman sale by Fox 10/28/54 at \$700.00.

10¢ 1847 - tied by circular "Steamship" with large "10" in center (New York). Lot #249 and sold to order at \$775.00. This same cover was Lot 24 in the Gibson sale 6/14/44 by Ward when it sold at \$130.00. The stamp has pen cancelation removed but no mention of this fact was made in the two catalogue descriptions. My photograph by ultra-violet shows the penmarks.

10¢ 1847 - tied by the very rare truncated grid in pale red of the "HUDSON RIV. MAIL" to Canada. Lot #250 - sold at \$775.00. In my opinion this is an exceptionally rare cover. See "Service Issue" of Sept. 1, 1857.

5¢ 1847 - tied by red circular "HOUSATONIC RAILROAD" with large "5" in center. Truly a show piece. Lot 257 - sold at \$1,000.00. Lot 258 had a 5¢ tied by the red six-bar square grid of the "Housatonic Railroad" with that postmark on face. Sale price \$750.00. Lot 259 was a similar cover to Lot #258 with a 5¢ not as fine. Sale price \$500.00.

5¢ 1847 - tied by red grid from Savannah, Ga. to France. Lot #285 - sold at \$850.00.

Lot 291 consisted of two covers to Blackburn, England, from New Orleans. One had a pair of 5¢ 1847, the other a 10¢. Sale price \$2,200.00.

10¢ 1847 - tied by blue "10" to cover, blue postmark "Wilmington & Raleigh Railroad - May 5." Lot #282 - sold at \$825.00.

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of

1957 - 1958  
No photographs accompany this issue  
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*Thum B. Swann*